

Anne McEnery-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

September 19, 2022

WORKSHOPS

Vancouver City Hall - Council Chambers - 415 W 6th Street, Vancouver WA

Workshops were conducted in person in the Council Chambers of City Hall. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, or www.facebook.com/VancouverUS.

View the CVTV video recording, including presentations and discussion, for workshops at:

https://www.cvtv.org/vid_link/35011?startStreamAt=0&stopStreamAt=7363

4:00 - 6:00 pm Climate Action Policy

Rebecca Small, Senior Policy Analyst, 360-487-8601; Aaron Lande, Program and Policy Development Manager 360-487-8612

Summary

Staff led Council through a discussion of the Climate Action Policy.

COUNCIL DINNER/ADMINISTRATIVE UPDATES

REGULAR COUNCIL MEETING

This meeting was conducted as a hybrid meeting with in person and remote viewing and participation over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under Public Hearings were also facilitated via the GoToMeeting conference call.

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit:

https://www.cvtv.org/vid_link/35013?startStreamAt=0&stopStreamAt=8901

Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Harless, Perez, Fox, Paulsen, Stober, Hansen, Mayor McEnerny-Ogle

Absent: None

Councilmember Stober participated remotely.

Approval of Minutes

Minutes - June 13, 2022

Motion by Councilmember Hansen, seconded by Councilmember Fox, and carried unanimously to approve the meeting minutes of June 13, 2022.

Minutes - June 27, 2022

Motion by Councilmember Fox, seconded by Councilmember Hansen, and carried unanimously to approve the meeting minutes of June 27, 2022.

Proclamations: Deaf Awareness Week; Suicide Prevention Awareness Month

Mayor McEnerny-Ogle read and presented a proclamation proclaiming September 19-23, 2022, as Deaf Awareness Week.

Mayor McEnerny-Ogle read and presented a proclamation to Katie Yates, Outreach Coordinator for Our City Cares, proclaiming September 2022, as Suicide Prevention Awareness Month.

Community Communications

Mayor McEnerny-Ogle opened Community Communication and received testimony from the following community members regarding Consent Agenda Items 1-4:

- Albert Schlotfeldt, Vancouver
- Sallie Reavey, Vancouver
- David Fuller, Vancouver
- Kimberlee Elbon, La Center, WA
- Tim Murray, Vancouver
- Douglas Hemenway, Vancouver
- Mark Jolgen, Vancouver
- Terry Phillips, Vancouver
- Dale Hockoustod, Vancouver

There being no further testimony, Mayor McEnerny-Ogle closed Community Communication.

Consent Agenda (Items 1-4)

Council requested Item 2 be pulled for discussion.

Council discussed Item 2 with staff.

Motion by Councilmember Fox, seconded by Councilmember Hansen, and carried unanimously to vote separately on Item 2 of the Consent Agenda.

Motion by Councilmember Fox, seconded by Councilmember Hansen, and carried unanimously to approve items 1, 3, and 4 of the Consent Agenda.

Motion by Councilmember Perez, seconded by Councilmember Harless, and carried 5-2 to approve amended Item 2 of the Consent Agenda. Councilmembers Stober and Fox voted No.

Motion by Councilmember Paulsen, seconded by Councilmember Hansen, and carried 5-2 to amend item 2 to allow the proposed license agreement to be approved on the condition that City Council is afforded an additional

opportunity for review and approval of selection of this site prior to issuance of a Safe Stay Operator Permit. Councilmembers Stober and Harless voted No.

1. **Renewal of Residential Lease located at 12700 SE Evergreen Hwy**

Staff Report: 125-22

East Biddle Lake

The City of Vancouver purchased an in-holding of 1.61 acres adjoining the eastern boundary of Columbia Springs in 2013 utilizing Park Impact Fee funding. After formal termination of a life tenancy in 2016, possession transitioned to the City. The intent of the purchase was to provide urban park opportunities for the surrounding neighborhood, as well as expand opportunities for environmental education in partnership with Columbia Springs. The City has leased the residential structure since receiving ownership in 2016.

The City and Columbia Springs entered into a Memorandum of Understanding (MOU) detailing potential transition of site management and maintenance to Columbia Springs upon entering into a future long-term lease agreement. Implementation of a future lease agreement requires demonstration of plans for interim and long-term use (including how the site will serve neighborhood park purposes), how both City properties will be incorporated into the Columbia Springs master plan, as well as proposed site improvements, management, operations and funding.

Columbia Springs continues their planning processes to update their master plan, determine a sustainable use for the property, and secure funding for site improvements, maintenance and operations consistent with the intent of the MOU; however, Columbia Springs is not yet in a position to take over management of this site.

In order to provide continued caretaker presence, grounds maintenance, and prevent vagrancy and vandalism issues, staff recommends an additional 24-month lease of the East Biddle Lake residence and associated property. The residential lease is for \$1,372 per month, includes a 2% increase for year 2 and includes the responsibilities for site maintenance.

Request: Authorize the City Manager, or their designee, to execute document for Real Estate Lease for East Biddle Lake.

Geraldene Moyle, General Services Director, 360-487-8633

Motion approved the request.

2. **Approval of a Temporary License Agreement with Michael Edward Lynch, Personal Representative of the Estate of Edward C. Lynch**

Staff Report: 126-22

An estimated 500-600 individuals reside in tents or vehicles within the City of Vancouver, which poses significant health and safety risks to the individuals experiencing unsheltered homelessness, as well as the rest of the community and the environment. At this time, our community does not have an adequate supply of shelter or housing options to meet the growing need. This Council has observed that many individuals who live outdoors on public property do so, not by choice, but due to a lack of financial means to afford adequate shelter. These individuals are adversely mentally and physically impacted by outdoor habitation.

Simultaneously, Council has also observed that the City's sensitive ecological areas are adversely impacted by adverse secondary impacts of outdoor habitation. The City's sensitive waterways, water treatment facilities, stormwater and wastewater facilities are particularly vulnerable to impacts of illegal dumping and improper disposal of human waste. Additionally, individuals living outdoors in greenways and wooded areas, who utilize fire as a source of heat, or to cook with, increase the potential for wildfire in those areas, particularly during our dry/summer months.

In an effort to reduce the aforementioned negative impacts of unsheltered homelessness, provide for greater safety, stability, and access to needed services for individuals experiencing unsheltered homelessness, and to remain in compliance with Martin v. Boise, staff has proposed and the Council has approved the establishment of city-sponsored Safe Stay Communities in designated areas. These Communities are managed and supported by a contracted service provider who works to:

- ensure safety and sanitation within and immediately surrounding the designated Community,*
- assist Safe Stay Community residents with obtaining stability, accessing needed resources, and transitioning into a more permanent housing situation, and*
- proactively engage with the surrounding neighborhood(s) to mitigate potential negative impacts to the neighborhood, facilitate neighborhood participation and volunteer opportunities within the designated Community, and encourage participation in neighborhood/community events, neighborhood association meetings, etc. amongst Community residents.*

City staff have established two Safe Stay Communities, both located on city-owned property. Given the ongoing need for additional Safe Stay Communities to meet the need of unhoused Vancouver residents, City staff continue to evaluate additional properties. Staff contacted the Estate of

Edward Lynch about the possibility of siting a Safe Stay Community on their property.

Request: Approval of the Temporary License Agreement with Michael Edward Lynch, Personal Representative of the Estate of Edward C. Lynch, and to authorize Eric Holmes, City Manager, or their designee to sign said Temporary License Agreement.

*Aaron Lande, Program and Policy Development Manager,
360-487-8612*

Motion approved the request.

3. Park Impact Fee District Account Consolidation

Staff Report: 127-22

A RESOLUTION relating to the adoption of a City of Vancouver Park Impact Fee (PIF) Technical Document amendment to provide for the consolidation of accounts for phased out PIF district service areas with accounts for current PIF district service areas.

The restrictions on the City's use and allocation of PIF funds is addressed by the "reasonableness" requirements of RCW 82.02.060(8). For example, the new District C service area encompasses the City's portion of the old District 6. Provided that any PIF funds accrued in accounts assigned to the old, numbered districts are expended proportionately in the respective new District A, B, or C covering the area of the original district where PIF was assessed, this approach is fully permissible, so long as the City adopts such a policy.

The 2016 PIF Technical Document indicated as a procedural matter that PIF funds collected prior to the 2017 Ordinance would be restricted retroactively to the original district, except when a site serves more than one district (see "Fund Management" on page 16 of the 2016 Staff Report).

In 2017, in accordance with the 2016 Resolution, the acquisition and development accounts of the former PIF service districts were merged retroactively into single accounts and a single consolidated acquisition and development account was created for each of the three realigned PIF service districts. The reasoning provided in the 2016 PIF Technical Document, and continued in as stated in the 2020 PIF Technical Document for the merger and consolidation of the acquisition and development component of the PIF District accounts, is:

"The park impact fee calculation formula includes an acquisition and development component. Prior to 2016 there were separate acquisition and development accounts for each of the park districts, although this was not required by either state law or city code. Acquisition and development

accounts were merged in 2016 into a single account retrospectively for each of the original ten districts, and each of the realigned park districts (A, B and C) have a single account prospectively.”

When the realignment of the service districts occurred in 2017, retaining separate accounts for the old and new districts made sense, especially because there was a period of time when the realignment was subject to challenge and could have been reversed. Now, however, the bulk of such retained funds have been expended (or appropriated) and the realignment is well established. Therefore, the revised approach to fund management in the proposed resolution and amendment to the PIF Technical Document provides the City improved flexibility and responsiveness to meet community needs and adopted standards.

Request: Approve the resolution providing for amendment the PIF Technical Document and adoption and implementation of the account consolidation policy.

Julie Hannon, Parks and Recreation Director, 360-487-8309

Motion adopted Resolution M-4185 to approve the request.

4. Approval of Claim Vouchers

Request: Approve claim vouchers for September 19, 2022.

Motion approved claim vouchers in the amount of \$6,878,556.94.

Public Hearings (Item 5)

5. 2021 CDBG/ HOME Program Consolidated Annual Performance Evaluation Report

Staff Report: 128-22

The City of Vancouver receives federal Community Block Grant (CDBG) and HOME Investment Partnerships Program (HOME) funding as an annual entitlement through the U.S Department of Housing and Urban Development (HUD). It is a funding requirement to submit an annual performance report following each program year (July 1 through June 30).

The CAPER provides an overview of expenditures and accomplishments for CDBG and HOME programs. Each CAPER is one-year snapshot that measures the City’s progress towards meeting goals, objectives, and areas of priority identified in the 5-Year Consolidated Plan.

The 2021 CAPER marks the nineteenth year for Vancouver as a CDBG entitlement city and the thirteenth year as a HOME Investment Partnerships Program participating jurisdiction. It is also the third year of reporting under

the 2019-2023 Consolidated Plan. Vancouver's CDBG and HOME programs strive to provide a coordinated approach to addressing community needs. The Economic Prosperity and Housing Department collaborates with other City departments including Planning, Neighborhoods, Police, and Parks programs, as well as many nonprofit service providers.

During the 2021 program year, Vancouver expended \$914,248 in CDBG funds, \$522,753 in CDBG-CV Coronavirus response funding, and \$1,066,326 in HOME funds. These funds were spent on programs focused on local needs that follow the national objectives, goals and outcomes for the CDBG and HOME programs administered by HUD. Recipients of program funding are people and families with low to moderate income. A family of four with moderate income earns \$85,200 or less annually (80% of the area median income). A family of four with low income earns \$53,250 or less annually (50% of area median income).

The following table is a summary of outcomes achieved with CDBG and HOME funding during the 2021 program year:

Goal	Outcome
<i>Increase and Preserve Affordable Housing</i>	<i>158 households Assisted</i>
<i>Increase Economic Opportunity</i>	<i>184 businesses Assisted</i>
<i>Public Services</i>	<i>1,547 persons assisted</i>

Request: Following a public hearing, approve the 2021 CAPER report for submission to the HUD Region X Office for approval.

Samantha Whitley, Housing Programs Manager, 360-487-7592; Bryan Monroe, Associate Planner, 360-487-7958

Samantha Whitley, Housing Programs Manager, provided an overview of the 2021 CDBG/HOME Program Consolidated Annual Performance Evaluation Report.

Mayor McEnerny-Ogle opened the public hearing to receive testimony from community members. There being no testimony, Mayor McEnerny-Ogle closed the public hearing.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve the 2021 CAPER report.

Unfinished Business (Items 6-7)

6. **Affordable Housing Fund Levy Replacement**

Staff Report: 123-22

RESOLUTION providing for the submission to the qualified electors of the City of Vancouver at the February 8, 2023 Special Election a proposition authorizing the City to increase its property tax levy pursuant to RCW 84.52.105 to provide funding for housing for people with low and very low-incomes; requesting that the Clark County Auditor place the proposition on the February 8, 2023 ballot; and providing for other matters properly related thereto.

A RESOLUTION relating to affordable housing; providing an affordable housing financing plan for the collection and use of monies authorized by RCW 84.52.105 to fund housing for people with low and very low-income.

The City of Vancouver's Affordable Housing Fund ("AHF" or "Fund") was created in 2016 to invest in projects providing affordable housing to very low-income households. The Fund was established through a voter-approved property tax levy that authorizes the City to collect \$6 million per year from 2017 to 2023. The City anticipates committing all \$42 million available under the current levy by the end of 2023. All AHF investments, regardless of funding category, must serve households who earn 50% or less of the area median income (approximately \$53,250 annually for a family of four).

The AHF has successfully built or maintained more than 1,000 rental units that will remain affordable for 20 or more years. The AHF has also helped more than 1,600 Vancouver residents with rental assistance to prevent or end their homelessness. Finally, AHF funding helped create or support staffing for over 400 temporary shelter beds, serving thousands of individuals during the 7-year levy term.

Despite these successes, there is still a huge need for affordable housing in Vancouver. From 2016 to 2022, the Fair Market Rent for a two-bedroom unit increased 44%, from \$1,208 to \$1,735, while the median value of a single-family home rose from \$271,000 to \$423,000, an increase of 56%. Clark County's 2022 one-day Point in Time count found a 31% increase in homelessness from the 2020 count, with 1,197 people experiencing homelessness, 625 who were unsheltered. While Vancouver continues to recover from the pandemic, its population has been steadily growing, increasing demand for housing, particularly affordable units. The combination of historic underproduction of housing units and strong population growth in Clark County has created a deficit of over 5,600 housing units within the City of Vancouver, with a substantial component of that deficit representing units affordable to households earning less than 80% of area median income (AMI). The continued growth in the city's homeless population is also symptom of the affordable housing deficit.

The levy supporting the AHF will sunset at the end of 2023 unless a new ballot measure is approved by Vancouver voters prior to sunset. Vancouver City Council, if it chooses to seek to replace the AHF levy, has a range of options for structuring a new levy. This memo summarizes the relevant background information on the Fund as well as the options available to City Council as it considers replacement of the levy.

AHF History and Background

The AHF was established pursuant to a state law (RCW 84.52.105) that allows for a property tax levy for the purposes of funding affordable housing projects. The City may impose a levy of up to \$0.50 per \$1,000 of assessed value each year for a maximum of ten years for the purpose of “financing affordable housing for very low-income households, and affordable homeownership, owner-occupied home repair, and foreclosure prevention programs for low-income households.”

The effort to establish an affordable housing fund, as allowed by Washington State RCW, began in April 2015 when Vancouver City Council established an Affordable Housing Task Force (AHTF) to analyze the affordable housing market and make recommendations for the City to respond to the crisis. In crafting the original ballot measure, City Council selected an annual levy cap of \$6 million and term of seven years. State law in 2015 limited assistance of AHF funds to serving households with very low income (at or below 50% AMI).

Since the AHF tax levy creation in 2016, the City has awarded \$36,041,884 to support 52 projects with construction, rehabilitation, acquisition, and preservation of affordable housing and temporary shelter creation and support for Vancouver residents earning less than 50% AMI. AHF funds are leveraged with tax credits and other funding to support a total housing investment of \$286,774,473.

In October 2020, the state legislature updated RCW 84.52.105 to allow AHF assistance to households earning low-income for affordable homeownership, owner-occupied home repair, and foreclosure prevention programs. The state defines low-income as households as those earning up to 80% of area median income.

Levy Advisory Committee and Community Outreach

In the summer of 2022, City staff convened an advisory committee comprising local housing professionals to review the current levy’s revenue and outcome performance, assess current and future housing needs, and make a recommendation to City Council about a potential action to replace the levy.

In their analysis, the advisory committee concluded that the AHF levy is effective in producing affordable housing for households with low-income and providing housing services to vulnerable residents. The committee

identified a continued need for creating housing opportunities for households earning at or below 50% AML. Additionally, they noted that the AHF levy rate had a lower impact on taxes than projected, as the actual AHF levy rate initiated at a lower rate than proposed in the ballot measure (\$0.36 per \$1,000) and has declined significantly since 2016.

The AHF advisory committee made the following recommendations:

- Levy Amount: Despite significant need for additional investment in affordable housing options, an incremental increase in the range of \$7-9 million per year is most likely to be approved by voters given cost of living increases and other tax levies.*
- Levy Term: The committee agreed that the levy should be replaced for the maximum of 10 years.*
- Timing: February 2023 was favored by most given the timing of planned tax increases; this timing also provides an opportunity for another ballot measure if the initial measure fails.*
- Target Populations: General agreement that AHF should continue to focus on very low-income households (50% AML and less); homeownership programs could focus on repair financing for existing homeowners in this income bracket.*

Both the advisory committee and Council recommended additional outreach to community members with lived experience and those working directly with people who need housing assistance. In August, staff compiled data and recent feedback and reached out to interview service providers to inform the creation of an updated Affordable Housing Fund administrative plan. Engagement efforts identified:

- Community housing needs*
- Gaps in current services and supports*
- Community insights, from providers and those with lived experience*
- Short-, medium- and long-term community priorities for Affordable Housing Funds*
-

Staff reviewed recent community surveys including fair housing feedback, homelessness priorities, the county's Community Needs Assessment, school district information and Safe Stay interviews. Staff also spoke with the Youth Action Board, affordable homeownership program providers, and resource navigators who support people living in VHA properties. Staff attended the Vancouver Homeless Action Plan forum and the Community Action Advisory Board to hear priorities and plans for future homeless services. The Communications team launched a Be Heard Vancouver survey to request broad community input and over 3,000 people reviewed this site, with 46 taking the survey and 44 people indicating the importance and need for additional affordable housing in Vancouver. A summary of feedback received is attached.

Levy Replacement Considerations

State law sets the maximum AHF levy rate at \$0.50/\$1,000 assessed value, and the maximum levy term is ten years. The recommended 2024 levy amount, rate and term is a request for \$10 million per year for ten years, which equates to a rate of approximately \$0.30/\$1,000. This recommendation was informed by many factors:

- The successful outcomes of the current AHF levy with funding of \$6 million over 7 years.
- Feedback from local housing developers and professionals, who recommended \$7-9 million over 10 years.
- The current high need and demand for increased affordable housing resources.
- The impact of rising inflation rates and ongoing economic recovery challenges faced by Vancouver residents.
- Increased labor and supply costs, and increased building timelines in the construction industry.
- Consistent feedback from partners and Council that February 2023 would be a good opportunity to place the levy on a special ballot, with a second chance to ask voters for replacement in November 2023 if not approved in February.
- The capacity of local developers and nonprofit service providers to carry out housing activities.

Additional Levy Scenarios

In both the August 1st Workshop and September 12th Public Hearing, City Council explored alternative levy scenarios to address concerns about loss of levy revenue purchasing power over time. As a result, a larger levy amount and two shorter-term levies were considered. A graduated levy was also considered but ruled out due to uncertainty as to whether such a structure met legal requirements for ballot language.

Below is a comparison of alternative levy scenarios showing the outcomes that would be achieved and the cost to voters compared to both the existing AHF and proposed levies. The two alternative scenarios are: 1) a \$12 million annual levy for 10 years, and 2) a \$10 million levy for 5 years followed by a \$15 million levy for 5 years.

Existing Levy Outcomes Compared to Potential Levy Outcomes

	<i>\$6M-7y Existing Levy</i>	<i>\$10M-10y Proposed Levy</i>	<i>\$12M-10y Levy</i>	<i>\$10M-5y + \$15M-5y Levies</i>
<i>Total</i>	\$42M	\$100M	\$120M	\$125M
<i>Affordable Units</i>	1,008	2,400	2,880	3,000
<i>Rental</i>				

Assistance Households	1,200	2,800	3,400	3,540
Shelter Beds	230	550	660	690
Homebuyer/ Homeowner	N/A	150	175	185
Levy Rate	\$0.18/\$1,000	\$0.30/\$1,000	\$0.36/\$1,000	\$0.30-.45/\$1,000
Average Household Annual Cost	\$88	\$147	\$177	\$147/\$221

Observations regarding the above comparison include:

- Ten million annually is a meaningful and measured increase in affordable housing funding that will continue to leverage increased investment of private, state and federal dollars in Vancouver.
- Dollar amounts higher than \$10 million push the levy rate and annual household cost toward amounts that may have a significant impact on homeowner budgets.
- A series of five-year levies would allow for an increase in the dollar amount to address changes in purchasing power during the first five-year term. This scenario carries the risk that the second five-year levy is not approved. A ten-year term, even at a fixed dollar amount, provides long term predictability of funding, which is critical for project planning for development partners.
- To address concerns about diminishing purchasing power with a long term levy, the City could explore potential supplemental council or voter approved revenue options prior to the expiration of an existing levy.

City Council expressed interest in potentially exempting senior and lower-income property owners from the levy, as it did for Proposition 2. However, this will not be possible because, unlike the state law authorizing levy lid lifts, the state law governing affordable housing levies does not authorize such an exemption.

2024 Levy Replacement

In order to replace the levy supporting the AHF, City Council must:
 Adopt a resolution to place a new measure on the ballot to be voted on prior to 2024;
 Adopt an updated Emergency Housing Declaration; and
 Adopt an updated Administrative Plan

When adopting a new ballot measure, City Council has the option to change the size and term of the levy as well as the target populations to be served by the levy investment. An updated Administrative Plan provides

~~Council the opportunity to update investment priorities.~~

Request: Review AHF Levy Replacement documents and take the following actions:

1. Adopt an emergency declaration of an Affordable Housing Crisis pursuant to RCW 84.52.105.
2. Adopt a resolution approving the Administrative and Financial Plan detailing the collection and use of monies authorized under RCW 84.52.105.
3. Adopt a resolution authorizing a special election held to request voter approval of a property tax levy for affordable housing under RCW 84.52.105 and setting forth the ballot proposition.
4. Consider appointing committees to prepare arguments advocating voters' approval and rejection of the measure under RCW 29A.32.280.

Patrick Quinton, Economic Development Director, 360-487-7845; Samantha Whitley, Housing Programs Manager, 360-487-7952; Taylor Hallvik, Assistant City Attorney, 360-487-8521

Samantha Whitley, Housing Programs Manager, provided an overview of the Affordable Housing Fund Levy Replacement.

Mayor McEnerny-Ogle opened the public hearing to receive testimony from community members. There being no testimony, Mayor McEnerny-Ogle closed the public hearing.

Motion by Councilmember Fox, seconded by Councilmember Paulsen, and carried unanimously to approve Resolution M-4186.

Motion by Councilmember Stober, seconded by Councilmember Harless, and carried unanimously to approve Resolution M-4187.

Motion by Councilmember Hansen, seconded by Councilmember Paulsen, and carried unanimously to approve Resolution M-4188.

Action item number 4 of the Affordable Housing Fund Levy Replacement was moved to be a separate item on Item 7.

7. **Council action to appoint committees to prepare arguments advocating voters' approval and rejection of the Council's Affordable Housing Levy Replacement proposition pursuant to**

RCW 29.32.280

Staff Report: 129-22

RCW 29A.32.280 directs a legislative authority submitting a measure to voters to appoint a committee to prepare arguments advocating voters' approval and rejection of the measure. Specifically, RCW 29A.32.280 provides as follows regarding the composition of the committees and the county auditor's role if the legislative authority fails to appoint committees by the resolution submission deadline:

"[.] The authority shall appoint persons known to favor the measure to serve on the committee advocating approval and shall, whenever possible, appoint persons known to oppose the measure to serve on the committee advocating rejection. Each committee shall have not more than three members, however, a committee may seek the advice of any person or persons. If the legislative authority of a unit of local government fails to make such appointments by the prescribed deadline, the county auditor shall whenever possible make the appointments."

RCW 29A.32.280

Request: *Should council wish to defer selection of a committee to the Clark County Auditor, no action is needed.*

1. By motion, formally appoint a committee to prepare arguments advocating voters' approval of the Council's Affordable Housing Levy Replacement proposition.
2. By motion, formally appoint a committee to prepare arguments advocating voters' rejection of the Council's Affordable Housing Levy Replacement proposition.

Taylor Hallvik, Assistant City Attorney, gave a brief overview of the Council action to appoint committees to prepare arguments advocating voter's approval and rejection.

Council briefly discussed possible committee appointments.

Council decided to return Item 7 to staff to develop a list of names of committee members to bring forward to Council at a later date.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

2021 Standard of Cover Report

Brennan Blue, Fire Chief, provided an update on the 2021 Standard of Cover Report.

Executive Session Re: Labor Relations (1 hour)

Mayor McEnerny-Ogle announced the Council would be entering executive session from 8:56-9:33 p.m. for the purpose of discussing labor relations.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Adjournment

9:33 p.m.

From: [Wynn Grcich](#)
Subject: Watch "Hawley CORNERS FB Exec Into Admitting They Worked With Biden To Censor Speech" on YouTube
Date: Saturday, September 17, 2022 5:52:08 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

<https://youtu.be/WFvA4lxFqVE>

Give this to the councils . It is about misinformation on Facebook on covid

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "This MASSIVE vaccine lawsuit victory changes everything | Redacted with Clayton Morris" on YouTube.
Date: Saturday, September 17, 2022 5:27:54 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

<https://youtu.be/c9ROQxu2m3w>

From: [Lois](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Friday, September 16, 2022 12:01:11 PM

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City Council Contact Form

Submitted date: Friday, September 16, 2022 - 12:01pm

Contact Information

First name:

Lois

Last name:

Allen

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98684

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

NO HOMELESS VILLAGE ON DANIELS STREET.

Vancouver has few historical neighborhoods left. This project would ruin the entire area around the park. A lovely home was meticulously restored as a bed and breakfast adjacent to proposed area. This successful business attracts visitors from out of state.

No one would consider putting this encampment in the empty lot by the Waterfront Marriott. This Vancouver area on Daniels is just as precious to those who have lived here many, many years.

Upload a file:

From: [Wynn Grich](#)
Subject: Fwd: Reminder - Webcast Tomorrow
Date: Wednesday, September 14, 2022 3:06:51 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

----- Forwarded message -----

From: **Water Online** <do_not_reply@on24event.com>
Date: Wed, Sep 14, 2022 at 9:06 AM
Subject: Reminder - Webcast Tomorrow
To: [REDACTED]



Join us tomorrow for Breakthrough Pilot Results from ALTRA's PFAS Treatment Solution – A Unique Turnkey Solution in the Field!

A reminder that the webcast you registered for is scheduled for tomorrow. September 15, 2022 at 12:00 PM ET.

You can use the link below to access the webcast for both LIVE and On-Demand viewing:

- <https://event.on24.com/wcc/r/3823213/88F8E83125F0FC91EEB5394F24D4A432?mode=login&email=1955wcg@gmail.com>



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We look forward to hosting you.

- *The Water Online Team*

As a registered guest of our event, we would like to welcome you to the *Water Online* community. Our goal is to be the most valuable resource for the water and wastewater industries and the professionals who make their living there. You can expect to receive your free e-newsletter within two weeks.

If you have any questions on the information presented or for more information on our events, contact [Water Online](#) for further assistance.

SYSTEM TEST: Test your computer to make sure you meet the minimum technical requirements. [Test Your System](#)

Access The Webinar

This email is being sent to all registrants of this Water Online event.

Water Online is a product of VertMarkets, Inc.

From: [Delapena, Amanda](#)
Cc: [Holmes, Eric](#); [Kennedy, Rebecca](#); [Dollar, Sarah](#); [Pluckhahn, Lon](#)
Subject: FW: Comments on Transportation System Plan Update
Date: Tuesday, September 13, 2022 3:47:23 PM
Attachments: [image002.png](#)
[image001.png](#)

Good afternoon Council,

Please see the comments below from Mario Raia, Vice Chair of the Transportation and Mobility Commission, regarding the TSP Update. For your consideration.

Amanda Delapena | Assistant to the Mayor and City Manager
Pronouns: She/Her/Hers



CITY OF VANCOUVER, WASHINGTON

Mayor/City Manager's Office

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From: Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>
Sent: Tuesday, September 13, 2022 1:09 PM
To: Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>
Subject: Comments on Transportation System Plan Update

Hi Amanda-

Below are comments from the Vice Chair of the TMC to Council re: the TSP Update and key items for consideration. Note that this represents Vice Chair Raia's personal opinion and not an official position full TMC, although in discussion on these topics last week there was significant support from the group. Please distribute to Council. Thank you,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



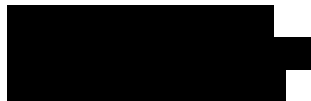
From: Mario Raia <[REDACTED]>
Sent: Friday, September 9, 2022 12:57 PM
To: Nischik, Julie <Julie.Nischik@cityofvancouver.us>
Cc: Eduardo Ramos <[REDACTED].com>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>
Subject: Re: Transportation and Mobility Commission Meeting, Sept. 6, 2022

Communication to the City Council. Proposed policy standards to consider:

- Emphasize local local (20 minute neighborhoods) as well as corridors.
- Consider new surface types, colors, materials, coatings that reduce heat impact (reducing climate impact), as opposed to more traditional surfaces such as concrete and asphalt.
- Multimodal transportation should include consideration for newer motorized vehicle types such as e-bikes, neighborhood electric vehicles (golf cart type vehicles), scooters, etc; including the methodology to charge them.

Thanks,
Mario

Mario Raia
Fuel Accountants -Profitable business Builders



To schedule a meeting: <https://marioraia.youcanbook.me>



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From: [Wynn Greich](#)
To: [Dollar, Sarah](#)
Subject: Fwd: It's Finally Here! Virtual Water Expo
Date: Tuesday, September 13, 2022 2:30:48 PM

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----- Forwarded message -----

From: **Water Online** <[REDACTED]>
Date: Tue, Sep 6, 2022, 6:12 AM
Subject: It's Finally Here! Virtual Water Expo
To: Wynn Greich <[REDACTED]>

September 7th & 8th

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Program begins at 10am (EDT).

Treatment Approaches Within An Evolving Regulatory Environment

- **Calgon Carbon** - Evaluating a dual media (IX/GAC) approach for PFAS removal
- **Wedeco, a Xylem brand** - How implementation of DAF, ozone, filtration, UV disinfection, AOP and the right instrumentation can help protect our drinking water supplies and creating resilient water treatment operations
- **Vaughan Company, Inc.** - A discussion on alternative mixing solutions designed by Vaughan Company with over 60+ years of product and mixing innovation for the wastewater industry
- **MilliporeSigma** - Choosing a syringe filter for HPLC, UPLC, and LC-MS analysis: important membrane properties to consider, plus related workflows and a case study
- **Fluid Components International** - Examining air/gas flow measurement challenges for successful project startup
- **Xylem Aftermarket Program** - An overview of all Xylem's service offerings, including aftermarket services, equipment rental, pump as a service, turnkey project execution, and services as a package

THURSDAY, 9/8/2022

Program begins at 10am (EDT).

Balancing Cybersecurity, Mobility and Big Data In Improving Water System Decision-Making

- **Xylem Cybersecurity** - Discover how Xylem is moving to a shared cybersecurity responsibility with the customer, creating a way to achieve the value of connected, digital technologies in a trustworthy way
- **Itron, Inc.** - A look at the economic, operational and customer benefits of deploying cellular networks for better managing water resources
- **KROHNE, Inc.** - A quick overview of the measurement solutions KROHNE features for the Water and Wastewater industry
- **YSI, a Xylem brand** - Introducing IQSN Mobile, water quality monitoring at your fingertips

- **Innovyze, an Autodesk company** - From visualization, to development, to reaping the benefits, Innovyze breaks down the “Digital Twin”
- **Xylem VUE** - A look at several real-time decision support systems (RT-DSS) for utilities across the country, demonstrating how to move forward with an intelligent watershed management program

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Vascular and organ damage induced by mRNA vaccines: irrefutable proof of causality

Michael Palmer, MD and Sucharit Bhakdi, MD

doctors4covidethics.org

Thursday 18th August, 2022

Abstract

This article summarizes evidence from experimental studies and from autopsies of patients deceased after vaccination. The collective findings demonstrate that

1. mRNA vaccines don't stay at the injection site but instead travel throughout the body and accumulate in various organs,
2. mRNA-based COVID vaccines induce long-lasting expression of the SARS-CoV-2 spike protein in many organs,
3. vaccine-induced expression of the spike protein induces autoimmune-like inflammation,
4. vaccine-induced inflammation can cause grave organ damage, especially in vessels, sometimes with deadly outcome.

We note that the damage mechanism is which emerges from the autopsy studies is not limited to COVID-19 vaccines only but is completely general—it must be expected to occur similarly with mRNA vaccines against any and all infectious pathogens. This technology has failed and must be abandoned.

While clinical case reports (e.g. [1, 2]) and statistical analyses of accumulated adverse event reports (e.g. [3, 4]) provide valuable evidence of damage induced by mRNA-based COVID-19 vaccines, it is important to establish a causal relationship in individual cases. Pathology remains the gold standard for proof of disease causation. This short paper will discuss some key findings on autopsy materials from patients who died within days to several months after vaccination. For context, some experimental studies are briefly discussed as well.

1 Most of the evidence presented here is from the work of pathologist Prof. Arne Burkhardt, MD

Prof. Burkhardt is a very experienced pathologist from Reutlingen, Germany. With the help of his colleague Prof. Walter Lang, he has studied numerous cases of death which occurred within days to several months after vaccination. In each of these cases, the cause of death had been certified as “natural” or “unknown.” Burkhardt became involved only because the bereaved families doubted these verdicts and sought a second opinion.

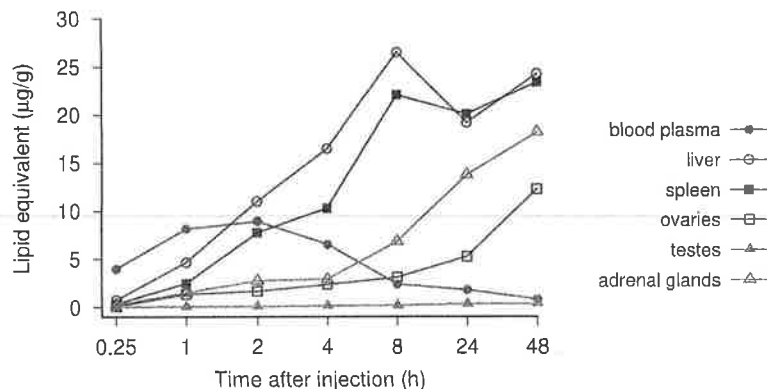
It is remarkable, therefore, that Burkhardt found not just a few but the majority of these deaths to be due to vaccination.

- Dr. Burkhardt was approached by the families of patients deceased after “vaccination”
- Autopsy materials were examined by standard histopathology and immunohistochemistry
- Based on the findings, most deaths were attributed to “vaccination” with a high to very high degree of likelihood



While all four major manufacturers of gene-based vaccines were represented in the sample of patients studied by Burkhardt and Lang, most patients had received an mRNA vaccine from either Pfizer or Moderna. Some of the deceased patients had received both mRNA- and viral vector-based vaccines on separate occasions.

2 Pfizer's own animal experiments show that the vaccine quickly distributes throughout the body



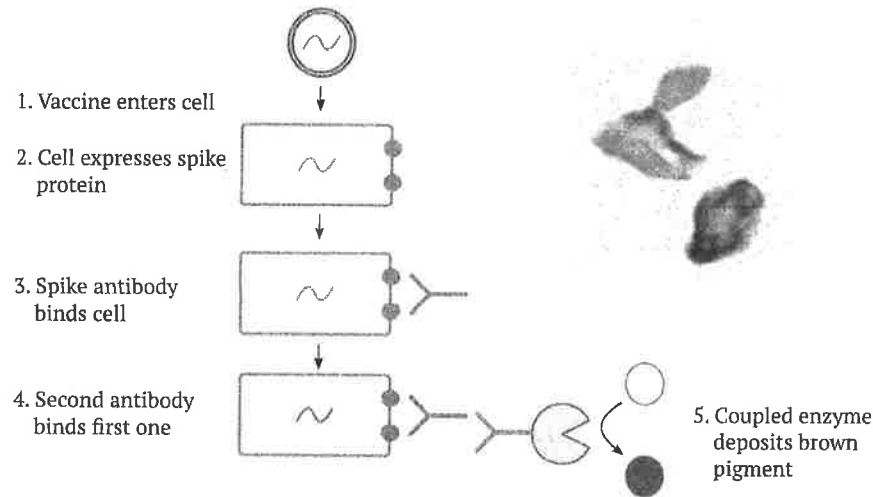
In order to cause potentially lethal damage, the mRNA vaccines must first distribute from the injection site to other organs. That such distribution occurs is apparent from animal experiments reported by Pfizer to Japanese authorities with its application for vaccine approval in that country [5]. Rats were injected intramuscularly with a radioactively labelled model mRNA vaccine, and the movement of the radiolabel first into the bloodstream and subsequently into various organs was followed for up to 48 hours.

The first thing to note is that the labelled vaccine shows up in the blood plasma after a very short time—within only a quarter of an hour. The plasma level peaks two hours after the injection. As it drops off, the model vaccine accumulates in several other organs. The fastest and highest rise is observed in the liver and the spleen. Very high uptake is also observed with the ovaries and the adrenal glands. Other organs (including the testes) take up significantly lower levels of the model vaccine. We note, however,

that at least the blood vessels will be exposed and affected in every organ and in every tissue.

The rapid and widespread distribution of the model vaccine implies that we must expect expression of the spike protein throughout the body. For a more in-depth discussion of this biodistribution study, see Palmer and Bhakdi [6].

3 Expression of viral proteins can be detected with immunohistochemistry



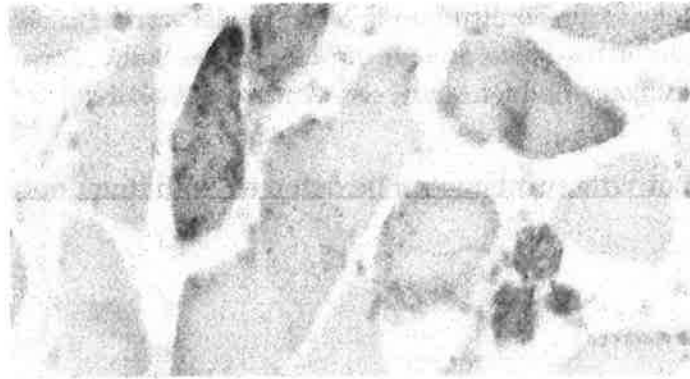
While the distribution of the model vaccine leads us to expect widespread expression of the spike protein, we are here after solid proof. Such proof can be obtained using *immunohistochemistry*, which method is illustrated in this slide for the vaccine-encoded spike protein.

If a vaccine particle—composed of the spike-encoding mRNA, coated with lipids—enters a body cell, this will cause the spike protein to be synthesized within the cell and then taken to the cell surface. There, it can be recognized by a spike-specific antibody. After washing the tissue specimen to remove unbound antibody molecules, the bound ones can be detected with a secondary antibody that is coupled with some enzyme, often horseradish peroxidase. After another washing step, the specimen is incubated with a water-soluble precursor dye that is converted by the enzyme to an insoluble brown pigment. Each enzyme molecule can rapidly convert a large number of dye molecules, which greatly amplifies the signal.

At the top right of the image, you can see two cells which were exposed to the Pfizer vaccine and then subjected to the protocol outlined above. The intense brown stain indicates that the cells were indeed producing the spike protein.

In short, wherever the brown pigment is deposited, the original antigen—in this example, the spike protein—must have been present. Immunohistochemistry is widely used not only in clinical pathology but also in research; it could readily have been used to detect widespread expression of spike protein in animal trials during preclinical development. However, it appears that the FDA and other regulators never received or demanded such experimental data [7].

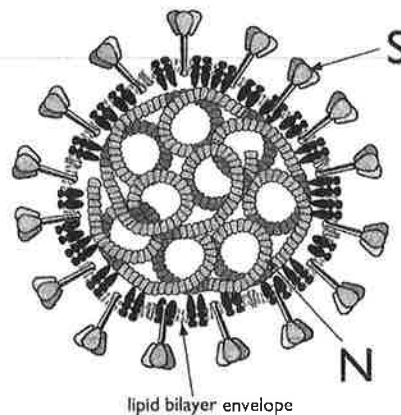
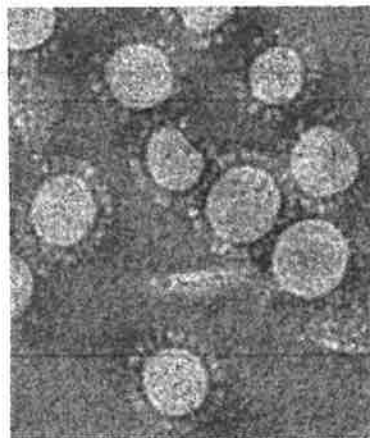
4 Expression of spike protein in shoulder muscle after vaccine injection



This slide (by Dr. Burkhardt) shows deltoid muscle fibres in cross section. Several (but not all) of the fibres show strong brown pigmentation, again indicating spike protein expression.

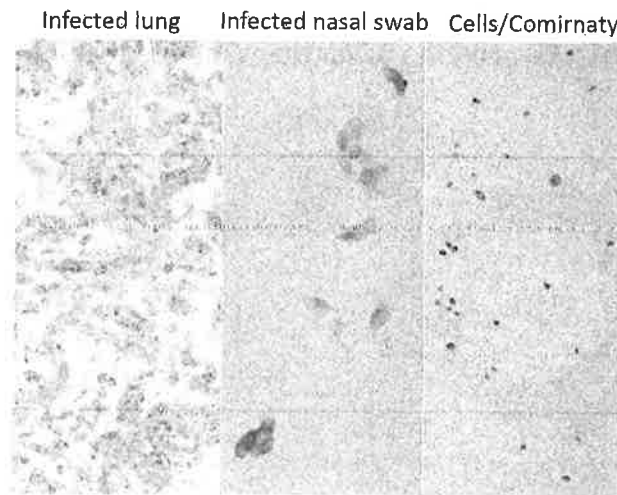
While the expression of spike protein near the injection site is of course expected and highly suggestive, we would like to make certain that such expression is indeed caused by the vaccine and not by a concomitant infection with the SARS-CoV-2 virus. This is particularly important with respect to other tissues and organs which are located far away from the injection site.

5 Coronavirus particles contain two prominent proteins: spike (S) and nucleocapsid (N)



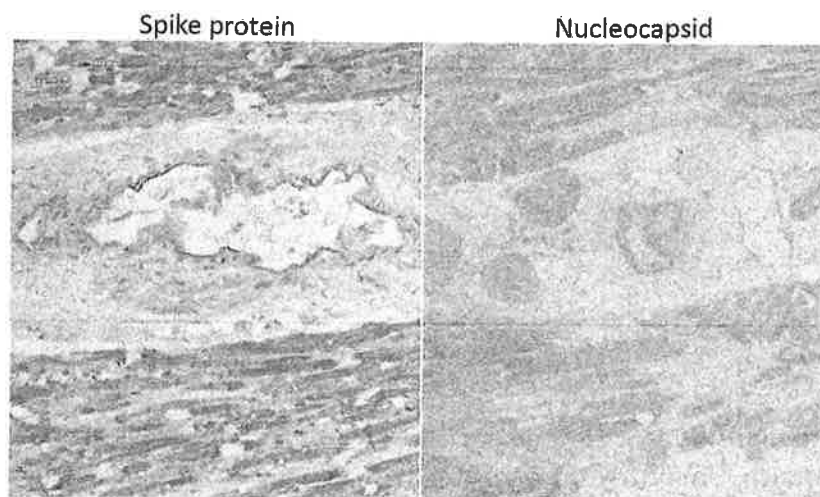
To distinguish between infection and injection, we can again use immunohistochemistry, but this time apply it to another SARS-CoV-2 protein—namely, the nucleocapsid, which is found inside the virus particle, where it enwraps and protects the RNA genome. The rationale of this experiment is simple: cells infected with the virus will express all viral proteins, including the spike and the nucleocapsid. In contrast, the mRNA-based COVID vaccines (as well as the adenovirus vector-based ones produced by AstraZeneca and Janssen) will induce expression only of spike.

6 Infected persons express the nucleocapsid protein (and also the spike protein)



This slide simply illustrates that the method works: lung tissue or cells from a nasal swab of a person infected with SARS-CoV-2 stain positive for nucleocapsid expression, whereas cultured cells exposed to the vaccine do not (but they stain strongly positive for the spike protein; see inset at the top right of Slide 3).

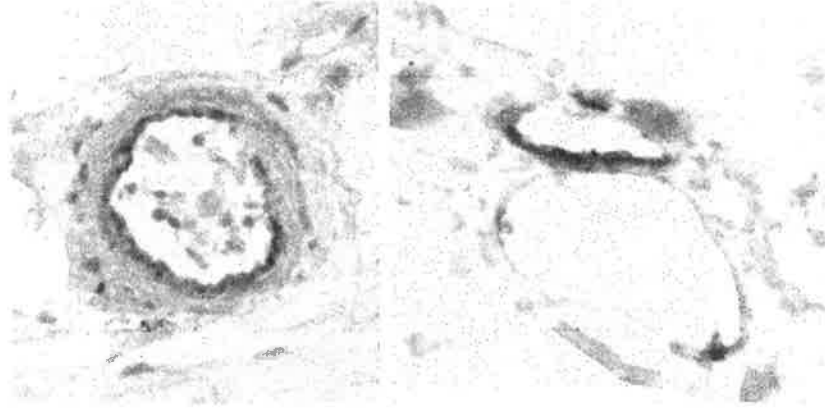
7 Injected persons express *only* the spike protein, which implicates the vaccine



Here, we see immunohistochemistry applied to heart muscle tissue from an injected person. Staining for the presence of spike protein causes strong brown pigment deposition. In contrast, only very weak, non-specific staining is observed with the antibody that recognizes the nucleocapsid protein. The absence of nucleocapsid indicates that the expression of the spike protein must be attributed to the vaccine rather than an infection with SARS-CoV-2.

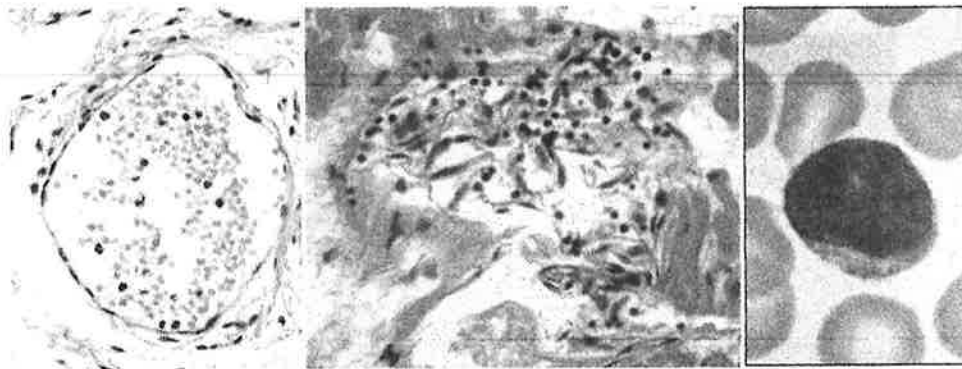
We will see shortly that the strong expression of spike protein in heart muscle after vaccination correlates with significant inflammation and tissue destruction.

8 Expression of spike protein within the walls of small blood vessels



We see spike protein expression in arterioles (small arteries; left) as well as in venules (small veins) and capillaries (right). Expression is most prominent in the innermost cell layer, the *endothelium*. This makes the endothelial cells “sitting ducks” for an attack by the immune system.

9 Endothelial stripping and destruction of a small blood vessel after vaccination



We now turn to the evidence of immune attack on the endothelial cells which produce the spike protein. On the left, a normal venule, delimited by an intact endothelium and containing some red blood cells and few white blood cells (stained blue) inside.

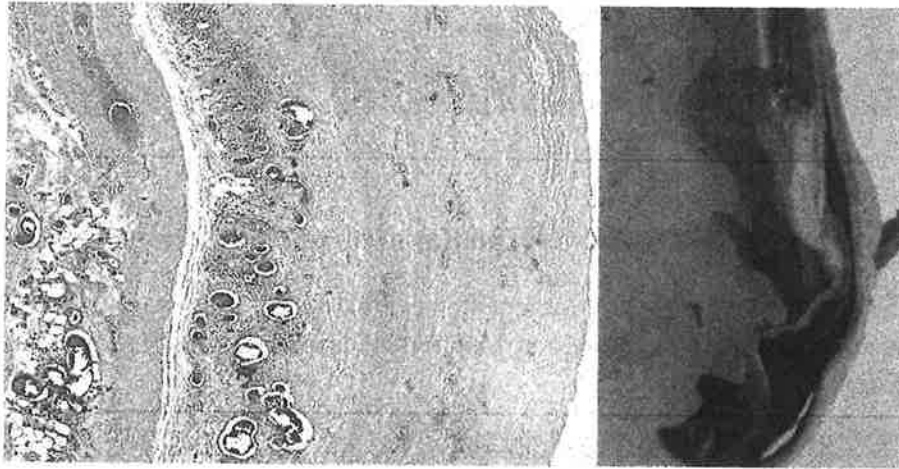
The image on at the centre shows a venule that is being attacked and destroyed by the immune system. The outline is already dissolving, and the spindle-shaped (and swollen) endothelial cells have peeled off from the vessel wall. Furthermore, we see lymphocytes—the small cells with dark, round nuclei and with very little cytoplasm around them; a single lymphocyte (at much higher magnification) is shown on the right.

Lymphocytes are the backbone of the specific immune system—whenever antigens are recognized and antibodies are produced, this is done by lymphocytes. Also among

the lymphocytes we find cytotoxic T cells and natural killer cells, which serve to kill virus-infected cells—or ones that look to them as if infected, because they have been forced to produce a viral protein by a so-called vaccine.

A crucial function of the endothelium is to prevent blood clotting. Thus, if the endothelium is damaged, as it is in this picture, and the tissues beyond it make contact with the blood, this will automatically set off blood clotting.

10 A crack in the wall of the aorta, lined by clusters of lymphocytes, leading to aortic rupture

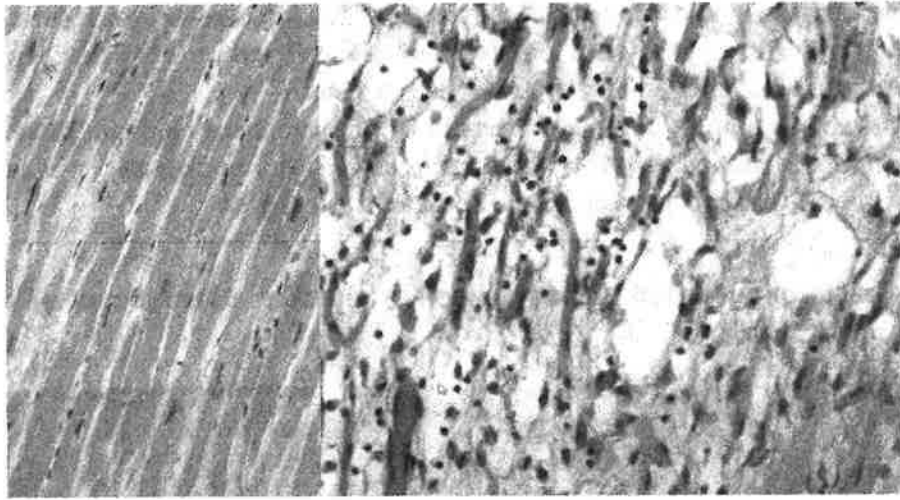


On the left, a section through the wall of an aorta. This picture is taken at an even lower magnification than the one before; the lymphocytes now appear as just a cloud of tiny blue specks. To the left of this blue cloud, we see a vertical crack running through the tissue. Such a crack is also visible macroscopically in the excised specimen of an aorta shown on the right.

The aorta is the largest blood vessel of the body. It receives the highly pressurized blood ejected by the left ventricle of the heart, and it is thus exposed to intense mechanical stress. If the wall of the aorta is weakened by inflammation, as it is here, then it may crack and rupture. Aortic rupture is normally quite rare, but Prof. Burkhardt found multiple cases in his limited number of autopsies. Some of the affected aortas were also shown to have expressed the spike protein.

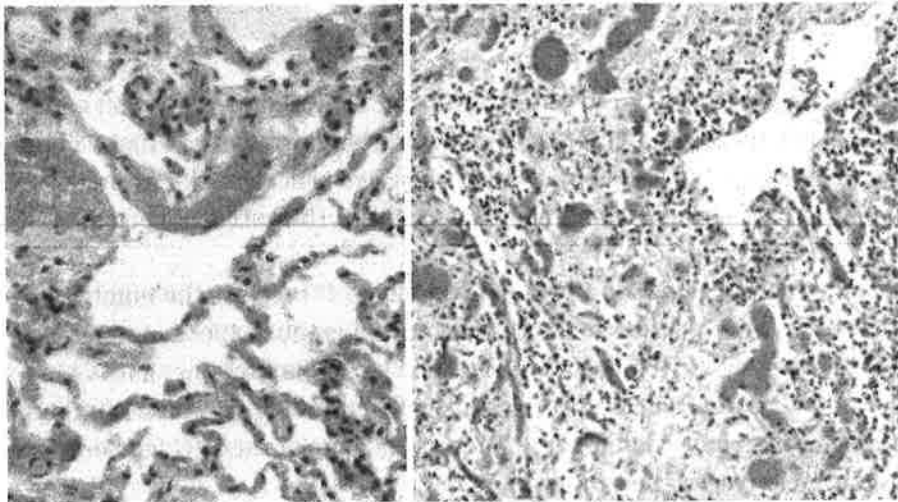
11 Healthy heart muscle tissue, and lymphocytic myocarditis

In Slide 7, we saw that heart muscle cells strongly expressed the spike protein after vaccine injection. Here, we see the consequences. The picture on the left shows a sample of healthy heart muscle tissue, with regularly oriented and aligned heart muscle fibres. On the right, we see a heart muscle sample from one of the autopsies. The muscle fibres are disjointed and disintegrating, and they are surrounded by invading lymphocytes. Burkhardt found myocarditis in multiple of his deceased patients.



12 Lymphocytic infiltration and proliferative inflammation in lung tissue

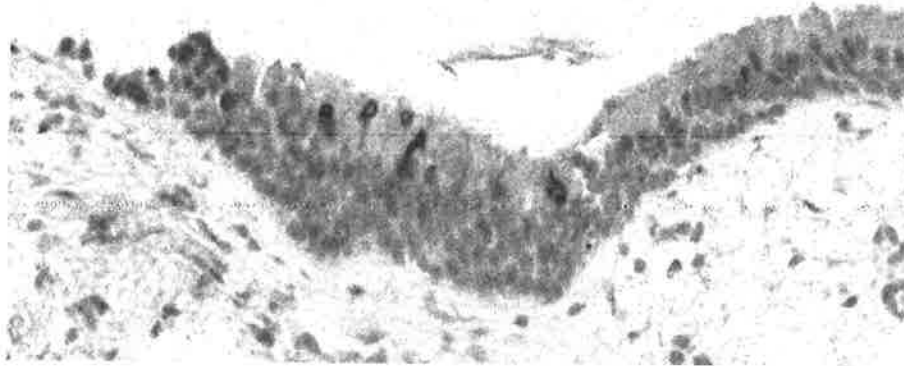
On the left, we see healthy lung tissue, with air-filled spaces (the alveoli), delimited by delicate alveolar septa with embedded, blood-filled capillaries. We also see some larger blood vessels.



On the right hand side, we see lung tissue overrun by lymphocytes. The air-filled spaces have largely disappeared and been filled with scar (connective) tissue. This vaccine-injected patient would obviously have had very great trouble breathing.

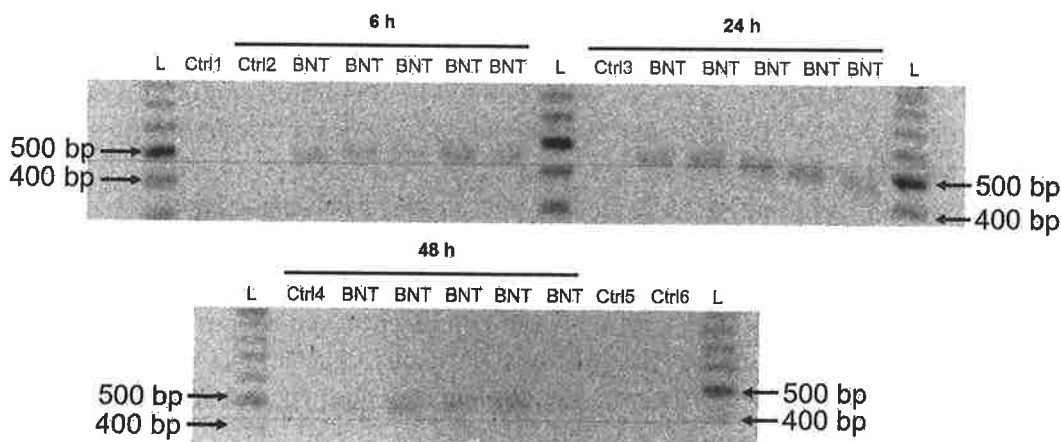
Lymphocytic infiltration, inflammation and destruction were also observed in many other organs, including the brain, the liver, the spleen, and multiple glands. However, instead of illustrating them all, we will conclude the pathological evidence with another immunohistochemistry result, which strikingly shows the long duration of spike protein expression.

13 Vaccine-induced expression of spike protein in a bronchial biopsy nine months after vaccination



The slide shows a sample of bronchial mucous membrane, from a patient who is alive but has suffered respiratory symptoms ever since being vaccinated. We see several cells in the uppermost cell layer that strongly express spike protein—and this even nine months after his most recent vaccine injection! While this is indeed the most extreme case of long-lasting expression, there is evidence both from Burkhardt's autopsies and from published studies on blood samples [8] or lymph node biopsies [9] to indicate that expression does last several months.

14 The Pfizer vaccine mRNA gets copied (“reverse-transcribed”) into DNA and inserted into the cellular genome



The official mRNA vaccine narrative maintains that the modified mRNA contained in the vaccine will not be replicated *in vivo*; expression of the spike protein should therefore cease once the injected RNA molecules have been degraded.

The limited experimental studies available [10, 11] suggest that the injected modified mRNA should be degraded within days to a few weeks of the injection. This is obviously difficult to square with the observed long-lasting expression; in some form or other, the genetic information appears to be perpetuated *in vivo*.

A recent experimental study from Sweden [12] has shown that human-derived cells can copy the Pfizer mRNA vaccine into DNA and then insert it into their own chromosomal DNA. The image shows the key evidence from this study. The cells were exposed to the vaccine for the lengths of time indicated. Cellular DNA was then isolated, and inserted DNA copies of the vaccine mRNA detected by PCR amplification of a fragment 444 base pairs (bp) in length.

All samples labelled with “BNT” had been treated with the vaccine, and they all show a PCR product of the expected length, as is evident from comparison to a DNA fragment length standard (“L”). Samples labelled with “Ctrl *n*” were controls: Ctrl 1–4 contained DNA from cells not incubated with vaccine, Ctrl 5 contained RNA (not DNA) from vaccine-treated cells; Ctrl 6 contained the same but was additionally treated with RNase, which step was also performed in the purification of DNA samples. As expected, none of the control samples contain the PCR product.

Considering Aldén's observation of DNA insertion in every single experimental sample, it seems highly likely that this will also occur *in vivo*. Beyond providing a plausible mechanism for perpetuating the expression of spike protein, DNA insertion also poses risks of genetic damage, leading to cancers and leukemias.

15 Summary

The evidence presented here clearly demonstrates a chain of causation from vaccine injection to

- rapid distribution of the vaccine through the bloodstream,
- widespread spike protein expression, prominently in blood vessels, and
- autoimmune-like inflammation and organ damage.

Vaccine-induced vascular damage will promote blood clotting, and clotting-related diseases such as heart attack, stroke, lung embolism are very common in the adverse events databases [4, 13].

In addition to autoimmune-like inflammation, other disease mechanisms, including prion-mediated CNS degeneration [14], aberrant vascular protein deposition (amyloidosis) [15, 16], and lipid nanoparticle toxicity [6], are plausible but require further study and corroboration. Overall, these vaccines can no longer be considered experimental—the “experiment” has resulted in the disaster that many medical doctors and scientists predicted from the outset [17]. The vaccination must be stopped, and all approvals and authorizations of their use must be revoked.

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Blasting CCP Influence, Lawmakers File Bill to Get US Out of UN & WHO

written by Alex Newman



Outraged by the growing influence of the mass-murdering Chinese Communist Party and other perceived problems, U.S. lawmakers recently re-introduced legislation that would end U.S. membership in the United Nations and its agencies, such as the UN World Health Organization (WHO).

In addition to ending U.S. government involvement with the UN, the American Sovereignty Restoration Act (H.R. 7806) would remove the UN's controversial headquarters from U.S. soil and protect American troops from having to serve under UN command.

U.S. Representative Mike Rogers, a conservative Republican representing eastern Alabama, has been the lead sponsor of the bill in several congresses so far. He has raised numerous concerns over the years, including corruption, waste, hostility to Israel, opposition to fundamental American principles, the UN's hatred of the Second Amendment, and more.

"The United Nations has repeatedly proven itself to be an utterly useless organization," explained Rogers in a statement announcing the re-introduction of the bill last month, doubling down on previous comments referring to the UN as a "disaster."

Some of the congressman's major concerns are the UN's growing hostility to genuine human rights and its increasing subservience to the dictatorship in Beijing and others hostile to individual liberty and the United States.

"The UN's founding charter states the UN's mission 'to reaffirm faith in fundamental human rights, in the dignity and worth of the human person, in the equal rights of men and women and of nations large and small,'" added Rogers in the statement. "However, the UN High Commissioner for Human Rights Michelle Bachelet has proven herself to be nothing more than a puppet for the Chinese Communist Party — aiding the CCP in playing down the very real and horrifying genocide being carried out against Uyghurs."

Indeed, *The New American* has been exposing the "Socialist" Bachelet for years. From her close ties to the communist movement in Latin America and Beijing to her ongoing anti-American diatribes calling for restricting rights in America, Bachelet has become extremely controversial. Concerns about the UN official's abuse of diplomatic immunity to shield her and others from criminal probes are also growing.

Rogers blasted the UN's cozy relationship with the Chinese Communist Party. "It's unconscionable that China continues to sit on the UN Human Rights Council even as it carries out this disturbing genocide on top of its numerous and daily violations of basic human rights," the Republican congressman said.

"It's clear the UN has abandoned the ideals set in its founding charter and that's why, among many other reasons, I've reintroduced legislation to withdraw the United States from the UN," he added.

When introducing the bill in 2019, Rogers blasted the UN as an "inefficient bureaucracy" and a "complete waste of American tax dollars." Saying the legislation was one of his top priorities, Rogers noted that the global organization "works against America's interests around the world" and continues to "attack our rights as U.S. citizens."

Another key element of the bill would end U.S. involvement in the disgraced World Health Organization. Among other scandals, the UN agency is led by a former communist terror leader backed by Beijing, and was repeatedly exposed parroting the CCP's talking points.

"The WHO lost all credibility when they chose to put public health second to the Chinese Communist Party by helping the CCP cover up the origins of COVID-19," continued Rogers, blasting the UN WHO as "corrupt."

Reacting to similar concerns, President Donald Trump started the process to remove the U.S. from the WHO, drawing widespread applause from conservatives and Republicans across America.

Joe Biden promptly re-engaged with the UN agency after taking power, though numerous congressional efforts to stop funding for and end U.S. involvement in WHO continue. (Trump did get the United States out of UNESCO, the UN's "education" agency, and so far Biden has not been able to reverse that.)

Co-sponsors of the latest iteration of the American Sovereignty Restoration Act include Rep. Thomas Massie (R-Ky.), Rep. Diana Harshbarger (R-Tenn.), Rep. Paul Gosar (R-Ariz.), and Rep. Ronny Jackson (R-Texas).

Massie, a longtime champion of the #Amexit movement to get the United States out of the UN, previously told *The New American* that there are many reasons why the U.S. government should cut all ties with the controversial global organization.



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08/23/22 • COVID › VIEWS

Moderna Rolls Out Untested 'Bivalent' Vaccine for COVID Strains No Longer Circulating

The U.K. last week became the first country to approve Moderna's new bivalent COVID-19 booster containing mRNA that codes for the original Wuhan strain spike protein and the Omicron BA.1 subvariant — both of which are no longer in circulation.

By Dr. Joseph Mercola

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Story at a glance:

- August 15, the U.K. became the first country to approve Moderna's new bivalent COVID-19 booster — Spikevax bivalent — which contains mRNA that codes for the original Wuhan strain spike protein and the Omicron BA.1 subvariant.
- The approval of the new booster comes on the heels of complaints about lack of demand for the shots. Moderna recently threw away 30 million doses of its original COVID-19 jab, as nobody wanted them, and the U.S. has tossed 82.1 million COVID-19 jab doses in the trash for the same reason.
- The Spikevax bivalent shot is already out of date, as both strains included are no longer in circulation anywhere in the world.
- In the U.S., infections are currently caused by the BA.4, BA.5 and BA.2.12.1 variants of Omicron. In Europe, Omicron BA.2, BA.4 and BA.5 are the current "variants of concern." BA.1 is on the list of "de-escalated variants," meaning it's of no concern either because it's either not in circulation, or because it doesn't cause severe illness.
- Coronaviruses mutate very rapidly, and when you vaccinate against a rapidly mutating virus, you encourage it to mutate even faster and develop immune-evading properties. This is what we've been witnessing since the beginning of the COVID-19 jab campaign, and outdated, leaky bivalent boosters may worsen the situation further.

August 15, the U.K. became the first country to approve Moderna's new bivalent COVID-19 booster, which contains both the original concoction and mRNA to target Omicron variants.

The booster has also been submitted for approval with authorities in Australia, Canada and the EU, and there's every reason to suspect it'll be submitted to the U.S. Food and Drug Administration (FDA) as well.

As reported by Sky News:

"The booster dose, known as 'Spikevax bivalent Original/Omicron,' contains 25 micrograms of Omicron vaccine and 25 micrograms of original coronavirus vaccine ...

"The Joint Committee on Vaccination and Immunization (JCVI) has said the vaccine will be available to those aged 18 and over as part of the UK's autumn booster program. Health Secretary Steve Barclay said those eligible will be contacted from early September."

More than 100 million doses have been trashed

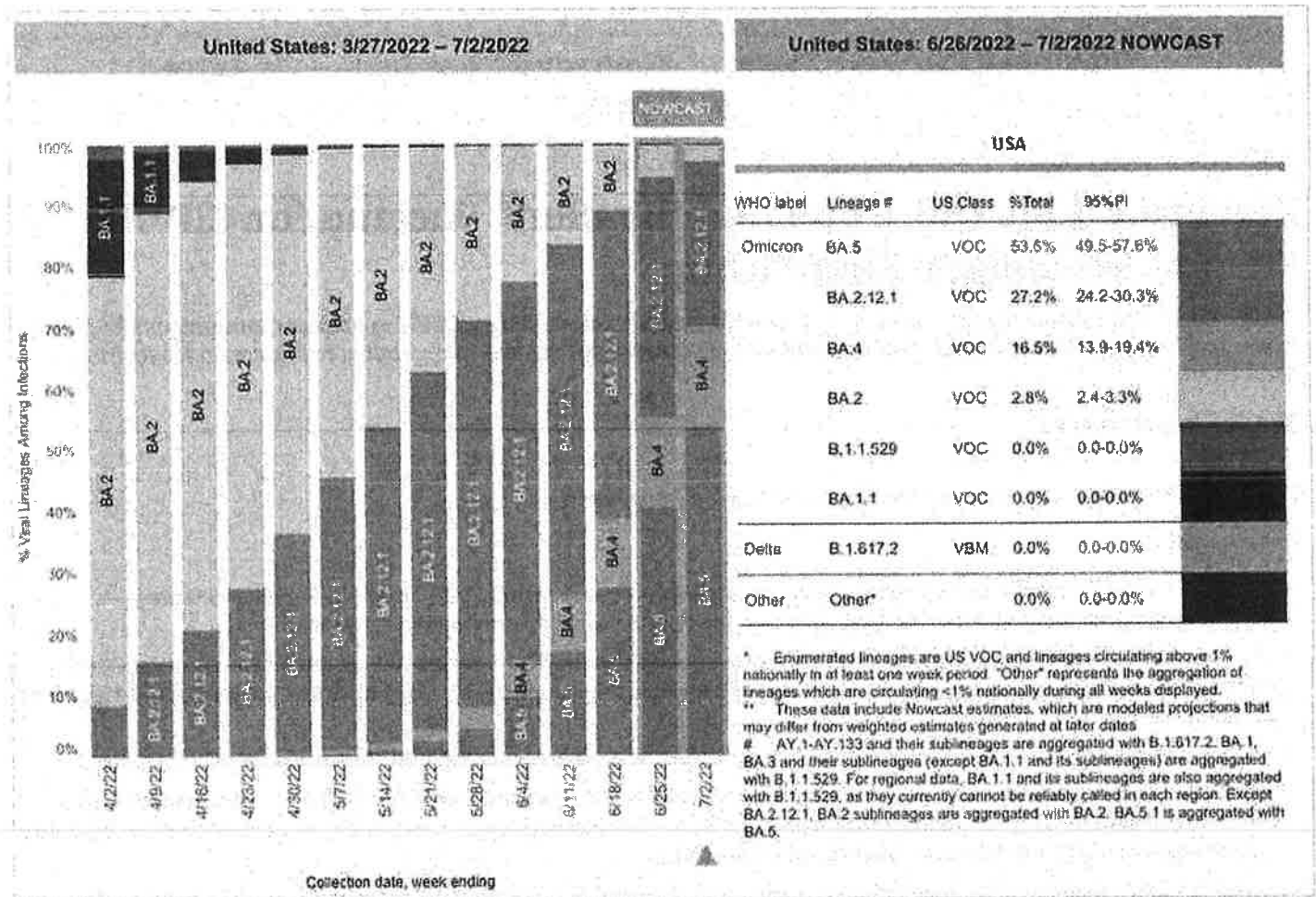
The approval of the new booster comes right on the heels of widespread complaints about lack of demand for the shots. Moderna recently had to throw away 30 million doses of its original COVID-19 jab, as there was no demand for them.

"We have a big demand problem," Moderna CEO Stéphane Bancel said in May during a panel discussion at the World Economic Forum's meeting in Davos, Switzerland. Similarly, in the U.S., pharmacies, states and federal agencies have tossed 82.1 million COVID-19 jab doses in the trash, and for the same reason.

Bivalent booster is already out of date

Moderna's bivalent booster is said to "provide a strong immune response against the Omicron BA.1 variant as well as the original 2020 Wuhan strain," which, for the record, is extinct and no longer in circulation anywhere in the world. BA.1 is now rarely ever found, either.

The graph below, from the Centers for Disease Control and Prevention, shows the infection ratios of common variants. As you can see, in the U.S., infections are now caused by the BA.4, BA.5 and BA.2.12.1 variants of Omicron. So, this booster contains two strains that aren't even relevant anymore.



Credit: Centers for Disease Control and Prevention.

The situation is exactly the same in Europe, where Omicron BA.2, BA.4 and BA.5 are the current "variants of concern." BA.1 isn't even a "variant of interest," which is the next-lower categorization.

It's on the list of "de-escalated variants," which is based on a variant meeting one or more of the following criteria:

"(1) the variant is no longer circulating, (2) the variant has been circulating for a long time without any impact on the overall epidemiological situation, (3) scientific evidence demonstrates that the variant is not associated with any concerning properties."

In short, BA.1 is of no concern in Europe either, as it's not in circulation and/or because it doesn't cause severe illness. The same goes for the original Wuhan strain, which has long since mutated out of existence.

Vaccinating against rapidly mutating viruses is a bad idea

Coronaviruses mutate very rapidly in general, and the mRNA jabs are based on a surface protein (the spike protein), which is the most rapidly mutating portion of the entire virus. What happens when you vaccinate against a rapidly mutating virus? You encourage it to mutate even faster, and to develop immune-evading properties.

This is what we've been witnessing since the beginning of the COVID-19 jab campaign, and at this point, there's no hope of ever catching up with the virus. What's worse, while variants have so far evolved into milder strains, they are in fact gaining the ability to evade antibodies, and could theoretically switch course to become more pathogenic.

This is particularly true when a vaccine is "leaky," meaning it doesn't fully prevent infection (which none of the COVID-19 shots do). Just like when you overuse an antibiotic that fails to eradicate the bacteria, which allows antibiotic-resistant bacteria to flourish, overuse of a leaky vaccine can pressure a virus to become more lethal.

BA.4 and BA.5 are the most resistant to date, with BA.5 circumventing the immune systems even of those with natural immunity. Fortunately, it doesn't appear to cause severe illness in most people.

The take-home here is that had natural immunity been allowed to take place without these jabs, the pandemic would be over and reinfections near-nonexistent. Instead, we're now in a pandemic of the vaccinated, with the vast majority of serious COVID-19 infections occurring among those who have been jabbed.

We know that Pfizer was aware of this possibility, as "vaccine-associated enhanced disease (VAED)" is listed as an "Important Potential Risk" in Table 5 on page 11 of a document called "5.3.6 Cumulative Analysis of Post-Authorization Adverse Event Reports."

This document was part of the FOIA required and court-ordered batch released by the FDA April 1.

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How long will the bivalent booster protect you?

According to Moderna, the bivalent Spikevax "demonstrates potent neutralizing antibody response against Omicron subvariants BA.4 and BA.5." They made the same claim for the original COVID-19 jab, back in January 2021, and by August 2021, they admitted the neutralizing antibodies generated lasted only six months after the second dose.

How long will the bivalent jab "be effective" (and I use that term loosely)? Who knows, but the way things are trending, six months would probably be the max.

In Germany, citizens must now get a booster every three months to qualify as "fully vaccinated," as rapidly waning immunity has become accepted fact, and that's probably where we're all headed.

Germans who haven't received all of their boosters will be subject to mask mandates and other COVID-19 restrictions this fall. This, despite deep criticism from businesses tasked with confirming their customers' status.

As reported by the Rise Align Ignite Reclaim foundation:

"Businesses have voiced great concern about further regulatory chaos in the struggling economy. The plans are simply not feasible," said the general manager of the German Hotel and Restaurant Association (Dehoga), Ingrid Hartges, the Handelsblatt.

"We cannot constantly check whether our guests are vaccinated, recovered, or tested."

"These people are exempted from the obligation to wear masks in restaurants or events under certain circumstances — if the vaccination, for example, is within the last three months.

"But you can't tell from the guest in the restaurant what status they have," says Hartges. "Like when he goes to the bathroom — should the staff always ask if he's vaccinated?" she said. "That's nonsense."

Bivalent jab will not undergo additional testing

It's important to realize that these "next-gen" boosters will not undergo any additional safety testing. They're being rolled out under a new fast-track standard where ingredients can be swapped out without additional testing.

This is the standard protocol for seasonal flu vaccines. However, we're now using an entirely new type and essentially untested technology. There's no telling whether variations in the spike mRNA being injected might produce vastly different side effects. They could potentially have differing toxicities, but that's not being investigated.

Also, remember that the "efficacy" they're referring to is only based on measurements of antibody titers, which tells us nothing, really, about its ability to prevent infection, severity of illness or death. Why?

Because antibodies form only a part of your immune response, and they're not even the most important. It is far more likely that your innate immune system — your first line of defense — will destroy a virus before your adaptive immune system even has a chance to respond and create antibodies.

It is important to understand that no vaccine improves your innate immune response. All vaccines are ever able to do is address your adaptive humoral immune system and create antibodies. Your innate immune system has T cells that can directly kill viruses.

If you happen to have a vigorous T cell response, you'll be protected even if your antibodies are low. So, antibodies are not a necessary measure of immunity.

Antibody titer levels are what's called a "surrogate outcome." It's a substitute for actual clinical outcome. But it's in no way equivalent, no matter how much the powers in control want it to be.

Antibody titers may be high, but in the real world, more people may end up in the hospital and die — either from the infection or from the shot. In short, high antibody titer is not a guarantee of effectiveness — and it tells us absolutely nothing about safety.

CIA-backed upstart to produce Moderna's bivalent mRNA

The complete absence of testing moving forward is all the more concerning when you consider who's manufacturing the RNA for Moderna's now-bivalent booster.

In a recent Unlimited Hangout article, investigative journalist Whitney Webb reveals the genetic material for the reformulated booster is being exclusively manufactured by National Resilience, a relative newcomer with significant ties to U.S. intelligence agencies.

Its board of directors includes In-Q-Tel CEO Chris Darby, who is also on the board of directors of the CIA Officers Memorial Foundation, and former FDA commissioner and Pfizer board member Dr. Scott Gottlieb. Not surprisingly, National Resilience promises to successfully lead its customers through the government regulatory process.

As reported by Webb:

"National Resilience was founded ... in November 2020, and ... plans to 'reinvent biomanufacturing' and democratize access to medicines,' namely gene therapies, experimental vaccines and other 'medicines of tomorrow.' ...

"In April 2021, National Resilience acquired Ology Bioservices Inc., which had received a \$37 million contract from the US military the previous November to develop an advanced anti-COVID-19 monoclonal antibody treatment.

"This acquisition also provided National Resilience with its first Biosafety Level 3 (BSL-3) laboratory and the ability to manufacture cell and gene therapies, live viral vaccines and vectors and oncolytic viruses.

"Despite being in the earliest stages of developing its 'revolutionary' manufacturing capabilities, National Resilience entered into a partnership with the Government of Canada in July of last year.

"Per that agreement, the Canadian government plans to invest CAD 199.2 million (about \$154.9 million) into National Resilience's Ontario-based subsidiary, Resilience Biotechnologies Inc.

"Most of those funds are destined for use in expanding the Ontario facility that Resilience acquired last March and which is now manufacturing the mRNA for Moderna's COVID-19 products. ...

"More recently, in 2022, the company has announced a few new clients – Takeda, Opus Genetics and the US Department of Defense. ...

"Considering Moderna's history and Resilience's connections, there may be more to this partnership that meets the eye and concerned members of the public would do well to keep a very close eye on Resilience, its partnerships, and the products it is manufacturing.

"Given that we now live in a world where government regulatory decisions on the approval of medicines are increasingly influenced by corporate press releases and normal regulatory procedures have fallen by the wayside for being too 'slow,' there is likely to be little scrutiny of the genetic material that Resilience produces for the 'medicines of tomorrow.'

"This seems to be already true for Moderna's recently retooled COVID-19 vaccine, as there has been no independent examination of the new genetic sequence of mRNA used in the Omicron-specific vaccine candidate or its effects on the human body in the short, medium or long term.

"For those who are skeptical of the outsized role that intelligence-linked companies are playing in the attempted technological 'revolution' in the medical field, it is best to consider Resilience's role in the upcoming fall vaccination campaign and in future pandemic and public health scenarios before trying its 'futuristic' products."

Was COVID jab intentionally flawed?

In a June interview with British radio presenter Maajid Nawaz, Michael Yeadon, Ph.D., a former vice-president and chief scientific adviser for Pfizer and founder/CEO of the biotech company Ziarco (now owned by Novartis), explained why he believes the COVID-19 jabs were intentionally made to be harmful and to prolong the pandemic.

For starters, it's been known for more than 10 years that spike protein causes adverse effects in humans, so this could not be a design error. It must have been intentional.

As Yeadon explained, when making a vaccine, you have to be very careful about which part of the virus you use, as certain parts are more toxic and some provoke better immune responses than others.

"What you would do is ask, 'What's the toxicity of the bit I'm going to give a person?'" he said.

Seeing how scientists have known for at least a decade that spike protein from related viruses causes blood clots through at least two different mechanisms, the choice to use mRNA that programs your cells to make spike protein raised a warning flag from the start.

Nothing about the COVID jabs makes sense

In addition to that, 90% of the immune response you get from natural COVID-19 infection is in response to other parts of the virus, not the spike protein. Put another way, exposure to spike protein mounts an inferior immune response.

If you're looking to make an effective vaccine, wouldn't you choose a part of the virus that mounts the best and most robust immune response?

By choosing the spike protein on which to base COVID-19 shots, scientists picked a protein that a) was known to be toxic to humans and b) produced an inferior immune response (compared to other parts of the virus).

On top of that, spike protein mutates rapidly, which destroys any protection the shot provides shortly after it's given. As noted by Yeadon, "What you should do is pick the bits of the virus that's genetically most stable," but they didn't do that.

Why not? The end result is a seemingly never-ending series of boosters, and according to Yeadon, that may have been the plan from the start.

As if all of that weren't enough, the spike protein is also similar to a variety of human proteins, which can trigger your body to mount an inappropriate immune response against your own proteins. In other words, it can cause autoimmune diseases.

Yet, scientists chose the spike protein anyway — even though it violated all of the accepted rules for creating a safe and effective product.

Collusion to cause harm

Yeadon believes the decision to use spike protein was not a mistake at all. He believes it was intentionally chosen because it has all of those ill effects.

He told Nawaz:

"Again, you deselect things that are toxic in their own right, you pick things that are genetically stable, and you pick things that are most different from humans ...

"But guess what? Moderna picks spike protein and so does Pfizer, and AstraZeneca, and Johnson & Johnson. So, I put it to you, colleagues, any scientists out there or just logical people. How the hell would they pick [the spike protein]?"

"No team I was ever part of would ever have picked bloody spike protein for this vaccine. And you know what? If we did, and we have competing groups, we would not, all four of us, make the same mistake. Not possible. It's collusion and malfeasance. They did it on purpose, knowing it would hurt you."

Resources for those injured by the COVID jabs

If you got one or more jabs and suffered an injury, first and foremost, never ever take another COVID-19 booster, another mRNA gene therapy shot or regular vaccine. You need to end the assault on your system.

The same goes for anyone who has taken one or more COVID-19 jabs and had the good fortune of not experiencing debilitating side effects.

Your health may still be impacted long-term, so don't take any more shots.

When it comes to treatment, there are still more questions than answers, and most doctors are clueless about what to do — in part because they never bothered to give early treatment for COVID-19 and therefore don't understand how different medicines and supplements impact the spike protein.

So far, it seems like many of the treatments that worked against severe COVID-19 infection also help ameliorate adverse effects from the jab. This makes sense, as the toxic, most damaging part of the virus is the spike protein, and that's what your whole body is producing if you got the jab.

Two doctors who have started tackling the treatment of COVID-19 jab injuries in earnest include Dr. Michelle Perro, whom I've interviewed on this topic, and Dr. Pierre Kory.

Both agree that eliminating the spike protein your body is now continuously producing is a primary task. Perro's preferred remedy for this is hydroxychloroquine, while Kory typically uses ivermectin. Both of these drugs bind and thereby facilitate the removal of spike protein.

Kory also believes there may be ways to boost the immune system to allow it to degrade and eventually remove the spike from your cells naturally, over time.

One of the strategies he recommends for this is TRE (time-restricted eating), which stimulates autophagy, a natural cleaning process that eliminates damaged, misfolded and toxic proteins. Another strategy that can do the same thing would be sauna therapy.

As a member of the Front Line COVID-19 Critical Care Alliance, Kory helped develop the post-vaccine treatment protocol called I-RECOVER. Since the protocol is continuously updated as more data become available, your best bet is to download the latest version straight from the website.

Other helpful treatments and remedies

In previous articles, I've also covered a number of treatments and remedies that can be helpful for COVID-19 jab injuries, such as:

- Hyperbaric oxygen therapy, especially in cases involving stroke, heart attack, autoimmune diseases and/or neurodegenerative disorders. To learn more, see "Hyperbaric Therapy — A Vastly Underused Treatment Modality."
- Lower your Omega-6 intake. Linoleic acid is consumed in amounts ten times of ideal in well over 95% of the population, and contributes to massive oxidative stress that impairs your immune response. Seed oils and processed foods need to be diligently avoided. You can review my previous post for more information.
- Time-restricted eating will go a long way to decreasing insulin resistance and improving metabolic flexibility. Most people eat more than 12 hours a day.

The ideal window for almost everyone is 16 to 18 hours of continuous fasting with the last meal at least three hours before bed. If you are overweight, it's best to shoot for 18 hours; if you're of normal weight, 16 hours.

- Pharmaceutical grade methylene blue, which improves mitochondrial respiration and aid in mitochondrial repair. At 15 to 80 milligrams a day for those suffering from long-haul COVID-19 could go a long way toward resolving some of the fatigue many suffer post-jab.

Methylene blue is actually the parent molecule for hydroxychloroquine and has been used to treat malaria since 1890.

It may also be helpful in acute strokes. The primary contraindication is if you have a G6PD deficiency (a hereditary genetic condition), in which case you should not use methylene blue at all. To learn more, see "The Surprising Health Benefits of Methylene Blue."

- Near-infrared light, as it triggers the production of melatonin in your mitochondria where you need it most. By mopping up reactive oxygen species, it too helps improve mitochondrial function and repair.

Natural sunlight is 54.3% infrared radiation, so this treatment is available for free. For more information, see "What You Need to Know About Melatonin."

Originally published by Mercola.

The views and opinions expressed in this article are those of the authors and do not necessarily reflect the views of Children's Health Defense.

SUGGEST A CORRECTION



Dr. Joseph Mercola

Dr. Joseph Mercola is the founder of Mercola.com.

Sign up for free news and updates from Robert F. Kennedy, Jr. and the Children's Health Defense. CHD is planning many strategies, including legal, in an effort to defend the health of our children and obtain justice for those already injured. Your support is essential to

Covert global climate engineering programs are the single most environmentally destructive assault the human race has ever unleashed against nature and the entire web of life. The list of catastrophic environmental and human health consequences directly connected to the ongoing climate engineering insanity makes these programs

mathematically the greatest and most immediate threat we collectively face short of nuclear cataclysm. Climate scientists claim that "solar radiation management" is the final option for cooling down our rapidly warming world, but is that the truth? Are "climate intervention" programs actually mitigating the unfolding planetary meltdown? Or further fueling it overall? How can we expose and halt the global geoengineering omnicide before it is too late?

Dane Wigington
GeoengineeringWatch.org



GEOENGINEERING A CHRONICLE OF INDICTMENT

Exposing The Global Climate Engineering Cover

Fact & Photo Summary

DANE WIGINGTON

What experiments are governments around the world carrying out in our skies without the knowledge and consent of populations?



NASA satellite image of the California coastline (radio frequency / microwave transmission manipulation of aerosolized cloud cover / marine layer).



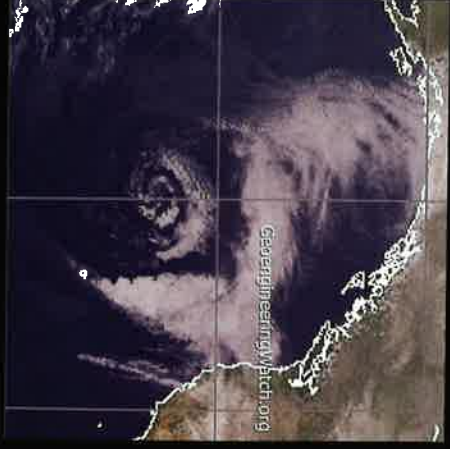
An aircraft dispersion of climate engineering particulates is manipulated with radio frequency / microwave transmissions. Palm Springs, California. Photo credit: Ron Morgan



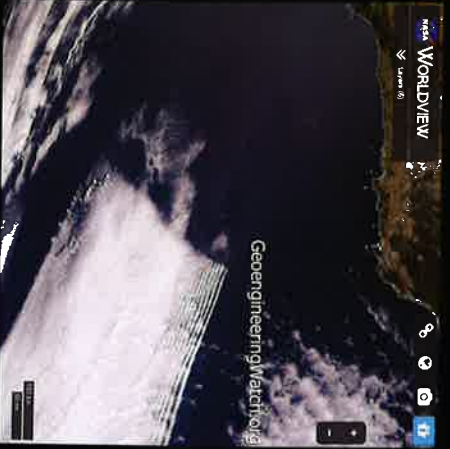
NASA image taken of African west coast (radio frequency / microwave transmission manipulation).



An existing atmospheric saturation of climate engineering particles is manipulated with radio frequency / microwave transmissions. Port Washington, New York. Photo credit: Matt Jared.



NOAA satellite image, radio frequency / microwave transmission manipulation of Eastern Pacific storm system



NASA satellite image, radio frequency / microwave transmission manipulation of square cloud formation

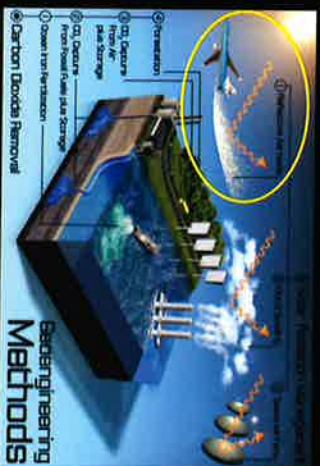
The global climate engineering Manhattan project

What if there were a monumental environmental threat that you didn't even know was coming? What if it came into use in an insidious way, just as GMO foods have come into our world without our knowledge or consent? What if it appeared to be harmless, but it wasn't? We were so cleverly woven into our culture that we didn't even see it anymore? What if it was so cleverly stigmatized and wrapped in controversy that if you thought it strange or concerning, you were scorned or ignored? What if you found out that this issue was already affecting your health, of people you know and love? What if this threat had the potential to destroy our crops, our soil, they are grown in, our water supply, the protective layers of our atmosphere, and our lives? What if all available data and front-line facts made clear that this issue was putting our web of life in the balance? Global climate engineering / intervention programs are the greatest and most immediate threat we collectively face short of nuclear cataclysm.

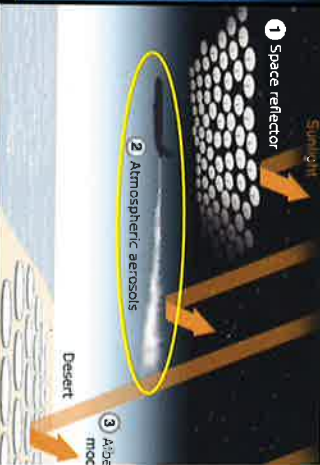


How many of us have ever heard of global climate engineering? Global climate engineering / intervention / geoengineering / solar radiation management programs are not just a distant, futuristic, or unrealistic "pipe dream" but are being actively deployed and steadily expanded. In addition to the stated purpose of "global warming" (which data confirms geoengineering can do), these programs have additional objectives being carried out under the guise of "climate engineering". The electrically conducted metal particulates (that are being used to enhance the heat) help to enhance over the long term the radio frequency transmissions, and EMP (electromagnetic pulse) offense and defense. The military industrial complex, of course, never considers the immense consequences of atmospheric activities and experiments.

Rotterdam, Netherlands. Photo credit: Martin van Agheren



Three proposals to reduce temperature



Mainstream science sources assist with the cover-up of geoengineering operations preposterous and unrealistic forms of geoengineering (like space mirrors) alongside the

What is climate engineering? (AKA geoengineering, AKA "chemtrails")



Nyon, Switzerland. Photo credit: Romain Silvestre

Redding, California. Photo credit: Joynde Wiegington

There are a number of science terms that refer to various aspects and stated agendas relating to climate engineering operations. Utilizing the science terms that are applicable to this issue are imperative in order to garner and retain credibility. "Chemtrails" is a non-science term and thus is not helpful in the effort to raise awareness and credibility on the critical climate engineering subject.

Geoengineering:

Climate engineering, also referred to as geoengineering or climate intervention, is the deliberate and large-scale intervention in the Earth's climatic system with the aim of limiting adverse climate change. (*Wikipedia*)

Solar radiation management:

(SRM) projects are a type of climate engineering which seek to reflect sunlight and thus reduce global warming. Proposed examples include the creation of stratospheric sulfate aerosols. (*Wikipedia*)

Marine cloud brightening:

is a proposed solar radiation management climate engineering technique that would make clouds brighter, reflecting a small fraction of incoming sunlight back into space in order to offset anthropogenic global warming. Along with stratospheric aerosol injection, it is one of the two solar radiation management methods that may most feasibly have a substantial climate impact. (*Wikipedia*)

Stratospheric aerosol injection:

Stratospheric sulfate aerosols to create a global dimming effect...to limit the effect and impact of climate change due to rising levels of greenhouse gases.[2] Delivery of precursor sulfide gases such as sulfuric acid,[3] hydrogen sulfide (H₂S) or sulfur dioxide (SO₂) by... aircraft[4]. (*Wikipedia*)



Condensation trails? Or jet sprayed aerosol dispersions

Official sources tell the public they are only seeing "condensation trails" in our skies. The truth? The alarming reality is this, the "condensation trail" official false narrative greatest deception ever perpetrated on populations of the world by those in power in order to hide the clandestine climate engineering operations in plain sight.

An actual "condensation trail" could never be turned "on and off" as is seen in the right. Again, the expressed goal of the climate engineers and their "solar radiation management" technology for global warming is to intentionally spray millions of tons of light scattering electrically conductive (and highly toxic) particles (like aluminum) into the atmosphere. Jet fuel additives and sprayed payload dispersions are both a part of the ongoing SRM atmospheric aerosol saturation effort. In regard to the patently false "condensation trail" official narrative, the following facts must be considered: All commercial passenger jets, and all military tanker jets, are equipped with a "high bypass turbofan" jet engine. This engine is, in essence, a jet powered fan that is designed for maximum fuel efficiency. Over 80% of the air that passes through a "high bypass turbofan" jet engine is NON COMBUSTED (again, it is a jet powered fan). Thus, by its very design, the "high bypass turbofan" jet engine is nearly incapable of producing any true "condensation trail" except under the most rare and extreme of circumstances.



Cutaway image of a modern "high bypass turbofan" jet engine.



Aircraft spraying nozzles hidden in plain sight

How would particulate spraying be executed from commercial and military jet aircraft in a manner that would be covert? In a manner that would fortify the official “condensation trails” false narrative? By adding retrofit spray nozzles on the aircraft pylon just above the jet thrust stream, aimed straight into this stream. Thus, the “condensation trail” false narrative is formed and fortified.



If you think there are only passengers in all commercial passenger jet aircraft, think again. Available data, film footage, and aircraft tracking programs prove that even passenger carrying commercial jet aircraft are being used for aerosol spraying into the atmosphere. Data does not indicate any direct involvement of commercial carrier pilots or personnel. The atmospheric aerosol spraying programs are centrally controlled, coordinated, and operated (documents revealed later in this booklet will further confirm this fact).



Antioch, Tennessee. Photo credit: Brent Rodriguez

Over 70 years ago the United States government and other global powers made the decision to play global climate engineering programs without the knowledge or consent of their citizens. Why would governments around the world participate in covert climate engineering programs? Perhaps the more appropriate question would be this, why wouldn't global power centers patent climate modification operations for their own purposes and agendas? The answer would, and they have, for over 70 years. Below are two examples of over 150 climate related patents. <http://www.geoengineeringwatch.org/links-to-geoengineering-patents>

Stratospheric Welsbach seeding for reduction of global warming

US 5003186 A

ABSTRACT

"A method is described for reducing atmospheric or global warming resulting from the presence of heat-trapping gases in the atmosphere, i.e., from the greenhouse effect. Such gases are relatively transparent to sunshine, but absorb long-wavelength infrared radiation released by the earth. The method includes the step of seeding (with jet aircraft) the layer of heat-trapping gases in the atmosphere with particles of materials characterized by wavelength-dependent absorption. Such materials include Welsbach materials and the oxides of metals which have high emissivity (and thus lie in the visible and 8-12 micron infrared wavelength regions)."

Weather modification method

US 3613992 A

"The method of causing ice crystal formation in a mass of water droplets having a temperature less than +6 C., which comprises introducing into said mass of particles a finely divided solid substance having a high solubility in water and a large endothermic heat of solution and selected from the group consisting of urea, potassium nitrate, potassium nitrite and ammonium nitrate."

"China's Weather Manipulation Brings Crippling Snowstorm to Beijing"

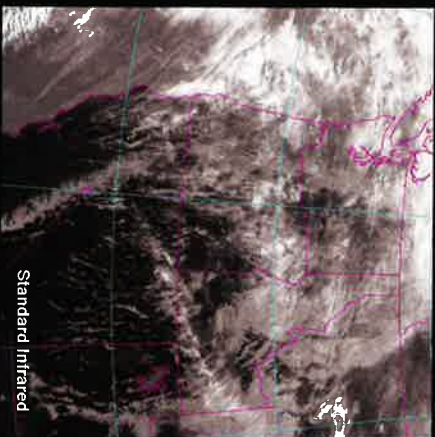
(a headline from Popular Science Magazine)

In The People's Republic of China, it's no secret that the Party controls just about everything. But as Beijing suffers through its second major snowstorm this season, residents are growing weary of their leadership's control-freak tenor.

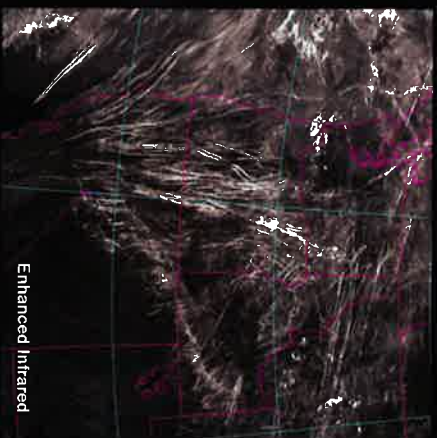
all, while the storm came as a surprise to residents, the government knew about it all along.



If climate engineering / geoengineering sprayed particulate trails are so prevalent in the upper troposphere, why don't they show up clearly on satellite images? Because the vast majority of satellite images from official sources are almost always filtered in order to mask the blatantly visible atmospheric spraying operations.



Standard Infrared



Enhanced Infrared

Above are two versions of the same satellite image. The image on the left is in essence a filtered image as only standard infrared imagery was used. The image on the right (enhanced infrared) clearly reveals expansive climate engineering operations over the western US.

NASA tells us that the extremely long trails shown in the satellite images below are just "ship tracks", but does this official narrative hold up to an examination of the facts?



GeoenengineeringWatch.org



GeoenengineeringWatch.org



GeoenengineeringWatch.org



GeoenengineeringWatch.org

NASA's so called "ship tracks" (over oceans) frequently do not conform to established shipping lanes, and are far too uniform over far too great a distance to be "ship tracks". The massive zones of artificial haze and "cloud cover" that are now common around the world are exactly what is



Manchester, UK. Photo credit: David Wylie



Phoenix, Arizona. Photo credit: Steven Snow

CHAPTER 5

FEDERAL ACTIVITIES IN WEATHER MODIFICATION

(By Robert E. Morrison, Specialist in Earth Sciences, Science Policy Research Division, Congressional Research Service)

OVERVIEW OF FEDERAL ACTIVITIES

The Federal Government has been involved for over 30 years in a number of aspects of weather modification, through activities of both the Congress and the executive branch. Since 1947, weather modification bills pertaining to research support, operations, policy studies, regulations, liabilities, activity reporting, establishment of panels and committees, and international concerns have been introduced in the Congress. There have been hearings on many of these proposed measures, and oversight hearings have also been conducted on pertinent ongoing programs. A total of six public laws specifically on weather modification have been enacted since 1938, while others have included provisions which in some way are relevant to weather modification. Resolutions dealing with the use of weather modification technology as a weapon by U.S. military forces and promotion of a U.S. treaty prohibiting such activities have been introduced in both houses of the Congress, and one such resolution was passed by the Senate.

Federal legislation has dealt principally with three aspects of weather modification—research program authorization and direction, collection and reporting of weather modification activities, and the commissioning of major studies on recommended Federal policy and the status of technology. In addition to providing direction through authorizing legislation, the Congress has initiated one major Federal program through an appropriations bill write-in, and this program has since regularly received support through additional appropriations beyond its recommended OMB funding level.

Identifiable Federal research and operational weather modification programs can be traced from at least the period of World War II; however, the research programs of most agencies other than the Defense Department were not begun until the 1950's and 1960's. While

Do official government exist which would government involvement weather modification intervention programs? ment except to the l from a 750 page US S released in 1978. Th is only one of many torical government r specifically address national weather mod mate modification pro much longer can th climate engineering kept from public cons

PDF file for full here <http://www.geoenwatch.org/massive-us-ument-on-national-al-weather-modificati>



GeoenengineeringWatch.org



GeoenengineeringWatch.org

Yet more damning excerpts from the 750 page US Senate / Federal Weather modification document are below:

CHAPTER 10 INTERNATIONAL ASPECTS OF WEATHER MODIFICATION

(By Lois McIntosh, President American Association of Weather and National
Defense University Congressional Research Service)

INTRODUCTION

Recent years have seen increased international awareness of the potential benefits and possible risks of weather modification technology and increased international efforts to control such activities. The major efforts of the international community in this area are to encourage and maintain the high level of cooperation which currently exists in weather reporting and research and to insure that many new abilities will be used for peaceful purposes rather than as weapons of war. This two sided approach is evident in the activities of the United States which has strongly encouraged and supported cooperative efforts to gain knowledge of the weather and at the same time has endeavored to restrict the use of this knowledge to peaceful purposes through the adoption of international agreements.

Weather research and reporting has long been one of the areas having the closest international cooperation. Because of the global nature of weather systems, making the prediction of weather in one area dependent on reported weather in other parts of the world, cooperation and exchange of information and techniques of weather research and reporting are necessities. This cooperation transcends ideological differences and hostilities.

International cooperation in the exchange of ideas on and methods of weather modification has also been extensive. Many well attended

CHAPTER 12 ECONOMIC ASPECTS OF WEATHER MODIFICATION

(By Warren Pressman, Jr., Senior Specialist in Engineering and Public Works,
Congressional Research Service)

INTRODUCTION

Several weather modification processes have economic implications of great significance. Many sectors of agriculture, industry, and commerce may reap benefits or sustain losses as a result of shifts from historic weather trends. The difficulty is that until the technology is more highly developed and control systems perfected to permit reliable predictions of outcomes, attempts to quantify benefits and costs will, in many cases, be more academic than practical.

The Commission also recommended that greater use be made of scientific studies. It suggested that government-sponsored research in weather modification and its applications be given greater emphasis in related academic programs for meteorology. In addition, there is a need to assess more fully the social and economic implications of weather modification attempts should give attention to the social implications. With regard to the legal system, the Commission recommended that the Federal Government be empowered by appropriate legislation to: (a) delay or halt all activities—public or private—in actual or potential conflict with weather and climate modification programs of the Federal Government; (b) immunize Federal agents, grantees, and contractors engaged in weather and climate modification activities from State and local government interference; and (c) provide to Federal grantees and contractors indemnification or other protection against liability to the public for damages caused by Federal programs of weather and climate modification.

The yellow highlighted statements on the document above are of particular interest. In summary, this US Senate document calls for the complete cooperation with NORMALLY ADVERSARIAL NATIONS due to cross border ramifications from climate engineering. All major powers are colluding, collaborating and cooperating in regard to the ongoing climate engineering crimes and coverup.



GeoengineeringWatch.org



GeoengineeringWatch.org

Mon, Switzerland. Photo credit: Romain Silvestre



GeoengineeringWatch.org



GeoengineeringWatch.org

Livingston County, Michigan. Photo credit: Lynn Connolly

Any form of climate intervention must also be considered a form of weather and biological warfare due to the long list of catastrophic downstream climate consequences and the biosphere contamination that are both directly and indirectly a result of these programs. Such consequences have always been downplayed or completely ignored by the global power centers that push and propagate the ongoing climate engineering assault.

Are there yet more recent government documents that address global weather modification / climate intervention proposals and programs? Yes, there are many such documents, the image to the right is only one example.

Even a 1950s Colliers Magazine article addressed the rapidly expanding climate modification industry, which our government has since taken a position of total denial on.

Collier's



Are scientists willing to deny the climate engineering action management reality on the record? No.

On Friday, October 7th, 2016, GeoengineeringWatch.org and the Legal Alliance to Stop Geo-engineering (LASG) carried out a simple survey that involved 1518 climate scientists and experts.

100% of scientists/experts surveyed REFUSED to deny the climate engineering reality on

the record. How much longer can the climate engineering atrocities be hidden from plain sight? When will climate science community decide to start telling the truth about global geoengineering / climate intervention assault?



ENGINEERING THE CLIMATE RESEARCH NEEDS AND STRATEGIES INTERNATIONAL COORDINATION REPORT

BY

CHAIRMAN BART GORDON
COMMITTEE ON SCIENCE AND TECHNOLOGY
U.S. HOUSE OF REPRESENTATIVES

ONE HUNDRED ELEVENTH CONGRESS
SECOND SESSION
OCTOBER 2010



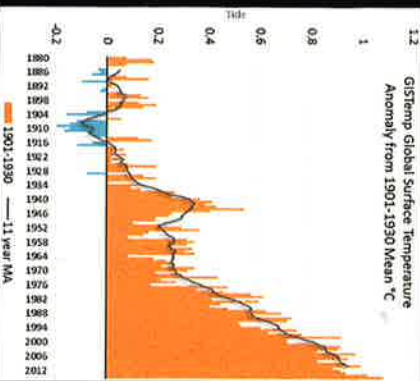
GeoengineeringWatch.org



NORTH POLE MARCH 17, 1959



For many decades global power centers (and the many sources of media they control) have effectively fueled the division and confusion of populations in regard to the true extent of damage to the climate system. This historical submarine photo was recovered from the US Navy historical archives. Why is this photo so significant? Because it reveals a US Navy submarine surfaced in OPEN WATER at the North Pole at the height of the Arctic ice expansion season in 1959. The sea ice at this location at the time of year when this photo was taken should have been two or three meters thick, but there was none.

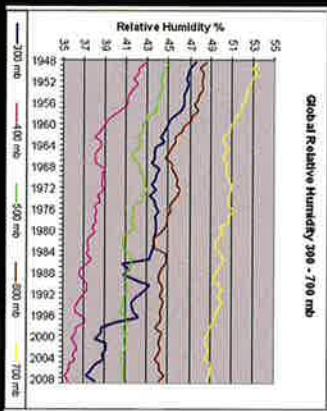


Even prior to WWII those in power were well aware of the rapidly accelerating warming of the planet due to anthropogenic activities. Since the acceleration of the industrial revolution there has been an ongoing "tug of war" being played out in the climate system. The buildup of greenhouse gases was to some degree counteracted by the build up of sun blocking pollution particles in the atmosphere. By 1945, when the first progressive phase of anthropogenic planetary warming was skyrocketing, the greenhouse gas build up had begun to completely overwhelm the cooling sun blocking effect of atmospheric aerosols (pollution particles).

Immediately after the end of WWII, without the knowledge or consent of their populations, a coordinated global climate engineering Manhattan project was deployed by governments around the globe. By spraying additional particles into the atmosphere with aircraft, global powers were able to mask the greenhouse gas buildup for several decades. But we must consider this, at what cost did this temporary reprieve come in regard to the overall web of life?

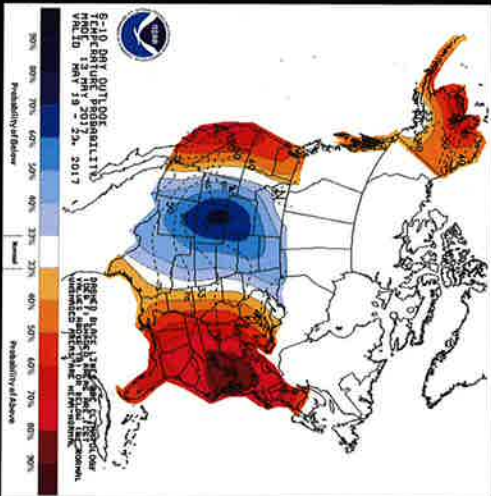
A primary objective of climate engineering / solar radiation management programs is to blot out the sun. "Global dimming" is the science term that describes the percentage of the sun's direct rays that no longer reach the surface of the Earth as compared to the mid 20th century. Astonishingly, current figures put "global dimming at nearly 30% in many

parts of the planet. Blocking the sun has decreased overall evaporation and overall atmospheric relative humidity.



The atmosphere can carry 7% more moisture for every degree in Celsius of warming. The laws of physics make clear that a warming planet must create more overall rain unless there is a factor that is not being publicly disclosed. That factor is the highly toxic covert climate engineering assault. Extreme deluges will also increase in spite of (and in many

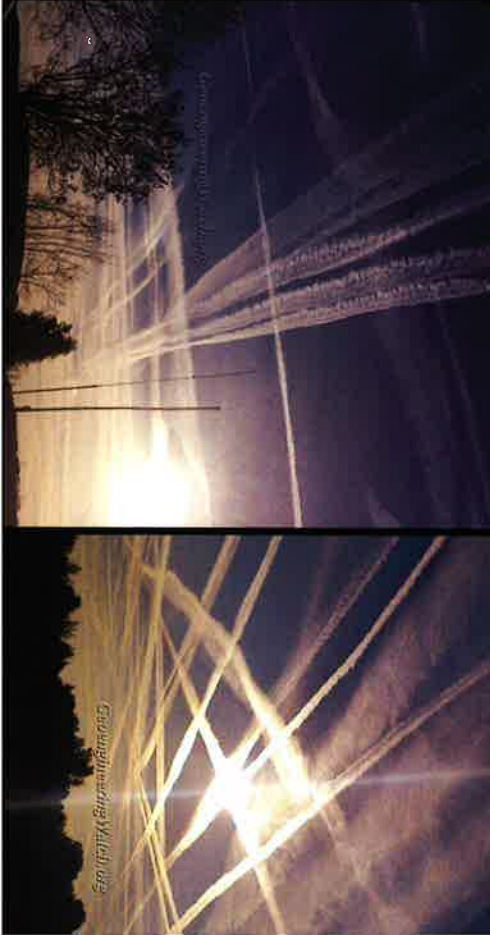
The answer to the question of "WHY ENGINEER THE CLIMATE?" is complex as great many objectives and agendas being carried out simultaneously. Again, the stated geoengineering / solar radiation management (SRM) programs is mitigation for global warming is this really the primary overall objective? The geoengineers have tried to claim that the atmosphere with highly reflective light scattering particulates (like aluminum), they enough of the sun's incoming thermal energy to counteract the greenhouse gas build cool the planet. Is it working? After over 70 years of constantly escalating and expansion intervention programs, all available data makes the following conclusion clear, the highly toxic climate intervention cool-downs come at the cost of actually fueling the



term warming of the planet. In summ engineering is making an already dire integration scenario far worse in the long NOAA "forecast" (scheduled) weather left is a glaring example of a recent engineered cool-down. Temperature scenarios the one revealed in this NOAA map are unnatural and historically unprecedented warmth on the East and West coasts with of chemical ice nucleated record cold if of the country.

The color coded forecast map reflects of over 25 degrees above "normal" on with anomalies of over 25 degrees below in the center of country. Again, such weather lash scenarios are meteorologically unnatural and are a direct result of climate engineering programs ARE:

- Trapping more overall heat in the lower atmosphere than is deflected.
- Completely disrupting the global hydrological cycle (the rain cycle).
- Destroying the ozone layer and thus radically increasing lethal UV radiation exposure
- Contaminating the entire surface of the planet along with the breathable air column.
- Disrupting upper level wind currents and subsequently ocean currents.
- Further fueling unprecedented forest die-offs and CATASTROPHIC FOREST FIRES.
- Contributing to extreme hail and weather events due to chemical ice nucleation dispersions



Who is behind the climate engineering / solar radiation management operations?
All roads lead back to those who print the money, the private bankers that run the "federal reserve".
Those who control the money control militaries, and thus countries.

Government Implements Illegal "Gag Order" On National Weather Service And NOAA Employees



Why aren't government scientists in agencies like The National Weather Service (NWS) and The National Oceanic and Atmospheric Administration (NOAA) speaking out about the ongoing climate engineering operations? US government scientists have no first amendment protection, next, a recent illegal federal gag order has been placed on all NWS and NOAA employees and scientists.
<http://www.geoengineeringwatch.org/government-illegal-illegal-gag-order-on-national-weather-service-and-noaa/>
The excerpt below is from a PEER (Public Employees for Environmental Responsibility) report on the illegal federal gag order.

"This summer, the National Weather Service began requiring a signed confidentiality agreement... These agreements purport to bind NWSEO representatives from communicating with its members, members of Congress or any other person regarding agency plans and how they are determined. These agreements also do not contain terms allowing reports of actual or impending law or rule violations, gross mismanagement, waste or abuse. The National Weather Service, NOAA and Commerce are presently implementing and enforcing nondisclosure agreements which violate the law."

Here is a headline and article excerpt from Canada "How are scientists being muzzled?"

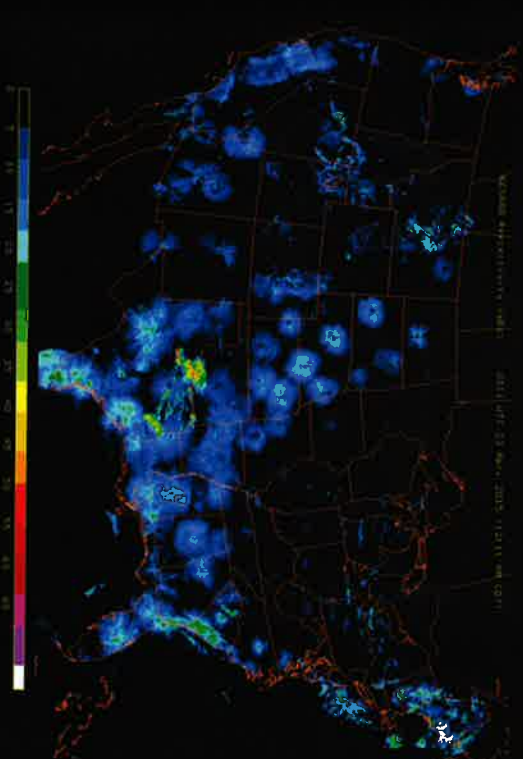
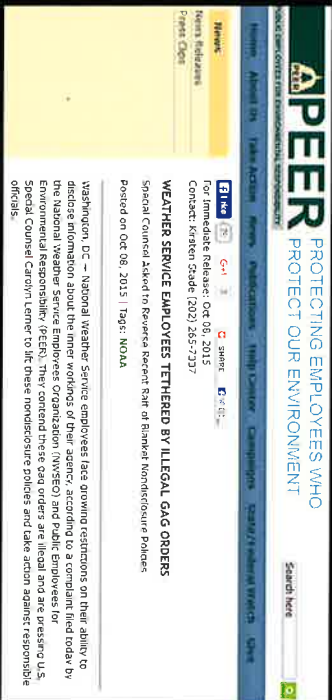
"Federal scientists have been restricted from publicly talking about their research..."

"In 2006, the Harper government introduced strict procedures around how its scientists are allowed to speak about their research to the media."

"In the past, journalists were generally able to contact scientists directly for interviews, but after these new directives they had to go through government communications officers."

"And scientists had to get pre-approval from their minister's office before speaking to members of national or international media, a process that can involve drafting potential questions and answers, which are then scrutinized by a team before the green light is given."

The same process of total science censorship is occurring in countless other countries.



Radio frequency / microwave transmitters are scattered throughout the country and throughout the world.



Most mainstream media radar images are highly filtered so that the public does not see the blatant radio frequency / microwave precipitation manipulation like that shown on the image above.

The precipitation manipulating microwave transmission signal transmitter site south west of En

Again, why would governments wish to engineer the global climate system? And again appropriate question is this, why wouldn't completely corrupt and criminalized government to engage in patented climate engineering operations to serve their own purposes and ag



Are there o dangers assoc the ongoing mate interv grams? Yes, powerful (a ous) radio transmissions manipulate th ly conductive sprayed nan This, in turn, air masses an

Climate modification and microwave transmissions

Populations are blindly accepting and ignoring the dangerous radio frequency / microwave transmission towers that are increasingly being constructed throughout our country (and the world). If you thought transmission towers were only for cell phone signal repeating, this is not the case.



Radio frequency / microwave transmission towers in Redding, California. Photo credit: Joyode Wignington



The massively powerful HAARP ionosphere heater transmission facility in Alaska.



Sea based X-band radio frequency / microwave transmission platform.



SBX transmission platform interior transmitter.



GeoengeeringWatch.org

This NASA satellite image taken off the west coast of Africa reveals extensive microwave transmission manipulation.



GeoengeeringWatch.org

This NASA satellite image clearly reveals many overlapping radio frequency / microwave transmissions in aerosolized cloud formations.

The willful spraying of highly toxic climate engineering particles into Earth's atmosphere is inflicting unimaginable damage to the entire web of life (in addition to the term). Aluminum and barium are primary element named in climate engineering patent



'Bees With Alzheimer's?' Aluminium Pollution Linked To Dementia In Bees' (RT TV)



Scientists Discover Jaw Dropping Heavy Metals Found In Whales (N

Dementia And Alzheimer's Become Britain's Biggest Killer. (The Guardian)



"Autism Risk Linked to Particulation" (Scientific American)



"Massive Global Tree Die-Off Linked To Geo-engineering" (GeoengeeringWatch.org)



Aluminum Contents of Human Milk, and Infant Formulas (Journal of Gastroenterology & Nutrition)



The ongoing atmospheric aerosol spraying and microwave / radio frequency transmissions are

Sounding The Alarm

Are any top medical professionals speaking out about the highly toxic heavy metal climate engineering fallout and the devastating effects it is having on human health? Yes. Though the majority of the medical / industrial complex community has not yet been willing to openly address the critical climate engineering issue on the record, one renowned medical practitioner has shown exceptional courage by sounding a dire alarm over geoengineering. Dr. Russell Blaylock. The health dangers posed by the ongoing illegal global geoengineering programs are immense and worsening rapidly. Russell L. Blaylock, M.D., is an internationally recognized board certified neurosurgeon and a recipient of the Integrity In Science award granted by the Weston A. Price Foundation. Dr. Blaylock also serves on the editorial staffs of the Journal of the American Neurology International, and the Journal of American Physicians and Surgeons.



"My major concern is that there is evidence that they are spraying tons of nanosized aluminum compounds. It has been demonstrated in the scientific and medical literature that nanosized particles are infinitely more reactive and induce intense inflammation in a number of tissues. Of special concern is the effect of these nanoparticles on the brain and spinal cord, as a growing list of neurodegenerative diseases, including Alzheimer's dementia, Parkinson's disease and Lou Gehrig's disease (ALS) are strongly related to exposure to environmental aluminum. Nanoparticles of aluminum are not only infinitely more inflammatory, they also easily penetrate the brain by a number of routes, including the blood and olfactory nerves (the smell nerves in the nose). Studies have shown that these particles pass along the olfactory neural tracts, which connect directly to the area of the brain that is not only most affected by Alzheimer's disease, but also the earliest affected in the course of the disease. It also has the highest level of brain aluminum in Alzheimer's cases.

The intranasal route of exposure makes spraying of massive amounts of nanoaluminum into the skies especially hazardous, as it will be inhaled by people of all ages, including babies and small children for many hours. We know that older people have the greatest reaction to this airborne aluminum. Because of the nanosizing of the aluminum particles being used, home filtering system will not remove the aluminum, thus prolonging exposure, even indoors.

In addition to inhaling nanoaluminum, such spraying will saturate the ground, water and vegetation with high levels of aluminum. Normally, aluminum is poorly absorbed from the GI tract, but nanoaluminum is absorbed in much higher amounts. This absorbed aluminum has been shown to be distributed to a number of organs and tissues including the brain and spinal cord. Inhaling this environmentally suspended nanoaluminum will also produce tremendous inflammatory reaction within the lungs, which will pose a significant hazard to children and adults with asthma and pulmonary diseases. I pray that the pilots who are spraying this dangerous substance fully understand that they are destroying the life and health of their families as well. This is also true of our political officials. Once the soil, plants and water sources are heavily contaminated there will be no way to reverse the damage that has been done. Steps need to be taken now to prevent an impending health disaster of enormous proportions if this project is not stopped immediately. Otherwise we will see an explosive increase in neurodegenerative diseases occurring in adults and the elderly in unprecedented rates as well as neurodevelopmental disorders in our children. We are already seeing a dramatic increase in these neurological disorders and it is occurring in younger people than ever before."



GeoengineeringWatch.org

How can we stop the ongoing climate engineering / weather warfare assault

Of all the challenges faced by the human race and life on Earth, the global geoengineering mathematically the most dire and immediate (short of nuclear cataclysm). The effort to and subsequently halt climate engineering is the great imperative of our time. Once we cal mass of awareness, and the geoengineering atrocities are fully visible to all, the rest of the battle will begin to turn on their own as a significant percentage of the population they are facing a fight for life. As those in the US military (and their families) realizing used against their own citizens, the current paradigm can be shifted. Awareness instructions, and free downloadable GeoengineeringWatch.org informational flyers are the home page of our site.. We must prevail in the battle to expose and halt climate engineering all is lost. We will sink or swim together, all are needed in the critical effort to sound the will you do? As the unfolding biosphere and societal collapse continues to accelerate, your part in this all important effort to salvage what is yet left of Earth's life support must all make our voices heard while we can still make a difference, time is not on our



From: [Lynne](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Friday, September 16, 2022 2:42:36 PM

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City Council Contact Form

Submitted date: Friday, September 16, 2022 - 2:42pm

Contact Information

First name:

Lynne

Last name:

Lincoln

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98685

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

I am writing to oppose any concept of a homeless housing project on Evergreen and Daniels Streets. Our new downtown area has been handled with great creativity and imagination and it is a joy to come downtown these days. There are soooooo many places that a housing situation for the homeless (desperately needed) could be located - corner of Fourth Plain and Kaufmann in a deserted (except for a coffee kiosk) for over 20 years by the owner of the previous Thriftway Grocery Store is a perfect example - on the bus line, quick stop shop across the street, etc. etc. I am sure you are aware of many places that could be utilized that would not compromise the integrity of our currently delightful downtown area. Please do not develop that location. Thank you for your consideration. Lynne Lincoln

Upload a file:

From: [Peter L. Fels](#)
To: [City Council](#); [Lande, Aaron](#); [Small, Rebecca](#)
Cc: [Cathryn Chudy](#); [Heidi Cody](#)
Subject: Draft Climate Action Framework policy questions - Sept. 19 workshop
Date: Sunday, September 18, 2022 7:38:15 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council members:

Please consider the following while discussing the issues to be presented at Monday's workshop.

1) An all electric residential state building code will simplify your efforts to meet our City's climate goals. Studies have shown that all-electric homes are less expensive to build, maintain and operate. They are also healthier due the absence of gaseous emissions. Eliminating fossil fuel use for space and water heating will reduce GHG emissions and indoor pollution. For these reasons, you should support the SBCC's proposed new residential building rule.

In answer to staff's Question 1, for the above reasons I support Option A.

2) Transitioning to a requirement for electrification of existing homes, as noted by staff, is necessary to meet the City's climate goals. A requirement to upgrade to all-electric at time of sale, for example, is a relatively painless way for homeowners to upgrade. Otherwise it makes sense to require a transition for existing homes but give homeowners time and financial help where equitable before the requirement kicks in.

The issue of small multifamily and individual rental houses should be addressed. Landlords have little incentive to reduce energy use in their buildings because they can pass the costs to tenants. Please ask staff to continue to develop ideas for how to require landlords to participate in reducing energy use in their rental housing without raising costs to low income tenants and without increasing the overall cost of rental housing. I suggest adopting a goal within the CAF to meet this need and ask staff to report back with proposals.

For question2, I support Option A.

3 and 4) It makes sense for the City to support the distribution and availability of clean fuels if needed, but we should be very careful to determine that so-called "clean" fuels actually reduce GHGs both when used as fuel and in their production. For example, some hydrogen fuels may use "dirty" electricity to be produced. If staff can identify a certification or other standard that is generally accepted to identify actual clean fuel, to the extent City actions are necessary to support their distribution and availability, this option can help reduce transportation emissions. However, it is not clear that market forces will not resolve the problem since Washington and other states' clean fuel standards may drive more widespread availability and use of these fuels.

It is also not clear that Vancouver's market is sufficiently large to impact the development and use of truly clean hydrogen fuel-powered vehicles.

I believe more information is needed before addressing either option regarding "clean fuels", especially hydrogen fuels.

5) Yes! I support all of the options regarding two-cycle engines. Battery powered lawn, garden and landscape equipment is available now, is economical and better for the environment. At the very least, options A and B can be implemented immediately, while private and smaller commercial users can be given some time to convert to battery powered equipment. Large commercial landscape companies which operate on larger margins and have greater access to tax incentives for equipment purchases should be held to a tighter timeframe.

Thank you for your serious consideration of these issues.

s/

Peter Fels
Vancouver

From: [REDACTED]
To: [City Council](#)
Subject: Comments - Climate Action Policy
Date: Sunday, September 18, 2022 3:59:06 PM
Attachments: [Written Comment Ann Donnelly Climate Action Policy 9_18_2022.pdf](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Please accept this written comment for the Workshop on Climate Action Policy tomorrow. Thank you!

Ann T. Donnelly, Ph.D

[REDACTED]

Vancouver WA 98661

[REDACTED]

Written Comment

September 19, 2022

Climate Action Policy Workshop

Ann Donnelly

4305 Oregon Drive Vancouver WA 98661



I have serious concerns about the City's Action Plan. These concerns involve risks to the reliability, cost, flexibility, and resiliency of our city's and region's energy services if the proposed plan is carried out.

I am commenting as a taxpayer but also as an expert in the energy industry of some 40 plus years in energy supply, demand analysis, and Integrated Resource Planning (IRP) for utilities, municipalities, and other large energy users throughout North America.

The mandate of cities and utilities providing energy services under an exclusive franchise (such as the City has and Clark PUD has) is to provide reliable energy supplies (heat, electricity, water, etc.) and to do so at a cost that is transparent, as predictable as possible, and affordable to the majority of rate payers. Contingencies must be planned for with redundancy because we know emergencies happen.

Environmental benefits, though highly desirable, come after reliability and affordability, because those energy services are correctly deemed essential to residents.

The objective of reaching a particular level of CO₂ emissions cannot take precedence over reliability of electricity or natural gas supply. And total cost to the ratepayer must be analyzed and estimated in a public disclosure. It cannot be estimated in vague statements. Rate shock is an underlying concern because if rates and costs climb, and a large number of rate payers cannot pay their utility bills, a humanitarian/economic crisis may ensue.

The City's highly ambitious plan eliminate choices, and instead mandate cutting off or limiting a major alternative for energy and mobility. Such optionality currently provides reliability, cost competitiveness, resiliency in the case of emergency, and resident choice to accommodate resident preferences and needs.

Alternatives and choices invariable bring reliability and lower cost, and the City's plan limits alternatives and choices.

Two examples:

1. **The proposal to end natural gas use in buildings** (leaving only electricity as a choice), thus exposing the consumer to steeply rising electricity rates with no way out, and to a less reliable electricity grid as vaguely planned demand increases take effect. Clark PUD cannot be the source of assurance that this will work well because (though an excellent utility, as we all know), they have an inherent bias in this potential increase in business. Furthermore, as Northwest Natural contemplates the future with a decreasing share of the business, they may take their investments for improvements and expansion elsewhere, with the result that those still dependent on natural gas will experience an aging system with fewer ratepayers covering

necessary capital and operating costs. Personal choices – some people and businesses strongly prefer natural gas to electricity – must also be considered. We do not live in a society where government makes all life choices for us.

2. **The proposal to support our state's unwise proposed transition to all EV sales of new cars and trucks**, by investing heavily in EV infrastructure (EV charging), and to implement other carbon pollution taxes such as surcharges on parking permits. Costs of the transition are poorly understood and numerous. Even those costs paid for by the federal or state governments are ultimately the responsibility of City residents as well as all taxpayers. When only electric vehicles may be purchased, they will become scarcer and more expensive. Remaining gasoline-powered vehicles will lack for services, and the huge infrastructure now devoted to them will have to be retired and written off. These costs are virtually impossible to analyze, which is doubtless why Washington regulators recently decided to forgo analyzing the costs of adopting a ban on new gas-and diesel-powered cars, pickups and SUVs (*Washington to skip analyzing cost of banning gas vehicles*, Capital Press, September 6, 2022).

The City's plan, as illustrated on the two displays ("How We Move," and "How We Build and Renovate"), is grandiose in scope. It envisions transforming many functions of our society. The costs and benefits having many variables beyond anyone's control cannot be ascertained or compared.

The plan addresses a Climate Emergency, but we also have an Inflation Emergency, a Crime Emergency, a Family Budget Emergency, and a Homelessness Emergency. This plan with its likely high costs will not address any of these other emergencies, which are far more central to the City's actual obligations than to attempt to solve the Climate Emergency.

The greatest failing of the City's plan is that it cannot guarantee or even estimate the likelihood of success. The "climate emergency" of warming by 3-4 degrees C, and the objective of cutting that factor in half, is as much dependent – perhaps more so – on other large users such as China, India, and most recently Europe.

China's objectives, as demonstrated by its continuing reliance upon fossil fuels and its military expansion, do not prioritize climate policy. India, with a large population of impoverished people requiring reliable, cheap power, does not have the luxury of putting climate policy first. And now Europe is relearning the importance of dependable fossil fuel supplies (natural gas and coal, along with nuclear). Intentions to cut emissions in those global reaches may be just that – intentions.

Bottom line: we in Vancouver USA can transform our City's society to severely limit carbon emissions – paying a very large and poorly predicted cost to do so and threatening service reliability - and still see a failure to achieve the objective through no fault of our own.

From: [Heidi Cody](#)
To: [City Council](#)
Subject: ACE letter re: SBCC residential code updates/CAF questions | Sept. 19 2022
Date: Monday, September 19, 2022 9:44:16 AM
Attachments: [9.19.22 ACE letter to Council re SBCC CAF questions.docx.pdf](#)

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Good morning,

Attached please find a letter from Alliance for Community Engagement (ACE). This letter offers our thoughts on supporting SBCC residential code updates, and feedback on staff questions under consideration at today's City Council workshop.

Thank you for all of your work.

Sincerely,
Heidi Cody and Cathryn Chudy
Alliance for Community Engagement (ACE)

September 19, 2022

Alliance for Community Engagement (ACE)

Vancouver City Council

Dear Mayor and City Council:

Thank you for your ongoing work on the City's ambitious Climate Action Framework. Our Alliance for Community Engagement (ACE) is writing to you with the following feedback on the staff questions under consideration at the September 19, 2022 workshop.

City Should Actively Support State Building Code Council Residential Code Updates

ACE supports building electrification as the fastest route to decarbonizing buildings. The proposed code updates will improve Vancouver's ability to meet our Climate Action Framework (CAF) emissions reduction targets. Updating building codes is also the most economical pathway for home buyers, since studies have shown all electric homes are less expensive to build, maintain and operate. Furthermore, eliminating heating and cooling increases safety and reduces potential harm from gas, for homeowners.

ACE strongly urges the SBCC to vote in support of the full package of residential energy code proposals that are out for public comment. In particular, we strongly support the requirements for heat pump systems in new homes and stricter ventilation for gas stoves to protect indoor air quality and health. We encourage the Council to submit a letter to the SBCC supporting these residential building energy code updates.

Council submitted a letter to the SBCC supporting building energy code updates for commercial and large multi-family buildings, which were passed this spring. Updating residential codes is the second phase of the building energy code updates under consideration by SBCC. Updates only occur every three years. The public comment period is now open through October 14th, along with two public hearings.

City staff has asked Council for guidance regarding how ambitiously to pursue building electrification in new residential and low multifamily buildings. We support the City exploring the full range of options related to electrification requirements in new residential and multifamily buildings (**Question 1, Option A**), with explicit support for SBCC changes as well as incentive programs as allowed under the law.

For existing buildings, ACE sees **Option B** as the most realistic and grounded in law. We support the city advocating for State legislation providing more tools to incentivize voluntary fuel transitioning.

City Should Prioritize Electrification Investments For Transportation

The policy questions as framed ask for guidance on clean fuels and hydrogen fuel cell vehicles for public and commercial use. These questions seem to overlook the viability and impact of electrification for meeting community and local transportation needs. To that end, ACE supports as a first priority the City's investment in building out electrification infrastructure for now and for the future. This includes equity considerations around accessibility for EVs and charging equipment in apartments.

ACE recognizes that the transition to ZEVs, especially for harder to electrify commercial vehicles, will require step-down fuels to reduce harmful emissions. And, that there is a lot of uncertainty around these fuels, including their local pollution impacts and long-term use. Currently, there is no scientific consensus on the climate impacts of liquid biofuels like ethanol, biodiesel, and renewable diesel, which is part of the evolving picture of how biofuels impact communities and fit into our climate goals. Recent [research](#)¹ suggests that lifecycle greenhouse gas emissions of crop-based biofuels may be higher than previously thought — and may even be higher than emissions from fossil fuels. This is largely because of land use changes (like deforestation) caused by growing crops for fuel. Because of this, in addition to [concerns](#)² about other environmental impacts and the potential for increased biofuel use to raise global food prices, there is growing pressure to [limit the use of biofuels](#)³ in clean fuels programs. At the same time, there are unique public health and environmental impacts and risks associated with different types of low carbon fuels that require careful attention. These include potential increases in air toxics and criteria pollutants.^{4,5} These risks translate into important considerations around how new low carbon clean fuels production and storage facilities have the potential to contribute substantially to pollution burden in the communities where they are located.

To this end, we urge the City to focus on electrification, which will be serving a long term and local market, and has known benefits for air quality. With regard to the Clean Fuel Standard (CFS), the City can and should invest in charging stations and other electrification infrastructure, in collaboration with Clark PUD, to generate revenue.

To that end, for **policy question 3** in Transportation, ACE sees Option C as most reasonable. Questions regarding investing in specific forms of alternative fuels would need to be considered before the City takes a position on them, including what the type of investment entails, and what might be the unintended consequences of those investments. Public input would need to be involved before any significant buildout occurs.

¹ “Environmental outcomes of the US Renewable Fuel Standard,” The Proceedings of the National Academy of Sciences, February 14, 2022, <https://www.pnas.org/doi/full/10.1073/pnas.2101084119>.

² Letter to California Air Resources Board, Union of Concerned Scientists, January 2022. <https://www.arb.ca.gov/lists/com-attach/83-lcfs-wkshp-dec21-ws-UyZRNAR2UV1QOgVs.pdf>

³ “Setting a lipids fuel cap under the California Low Carbon Fuel Standard,” International Council on Clean Transportation, August 2022. <https://theicct.org/wp-content/uploads/2022/08/lipids-cap-ca-lcfs-aug22.pdf>

⁴ “Final Determination for Renewable Fuels and Air Quality Pursuant to Clean Air Act Section 211(v),” US Environmental Protection Agency, January 2021, <https://19january2021snapshot.epa.gov/sites/static/files/2021-01/documents/420r21002.pdf>.

⁵ “Air Quality Impacts of Biodiesel in the United States,” The International Council on Clean Transportation, March 2021, <https://theicct.org/wp-content/uploads/2021/06/US-biodiesel-impacts-mar2021.pdf>

For **policy question 4**, re: hydrogen fuel cell vehicles (FCEVs), ACE sees hydrogen as an emerging technology that comes with significant questions and uncertainties. It is still very early in the effort to invest in and understand hydrogen. So, being so explicit about putting City resources to build out hydrogen seems premature and potentially problematic. We have attached a list of key needs and questions to consider about hydrogen on the next page.

City Should Incentivize Phasing Out Two-Cycle Engines for Lawn Equipment

With regard to **policy question 5** about two-cycle engine lawn equipment, ACE supports all of the listed options.

Thank you City For Updating The Natural Systems Section

We appreciate the City listening to public input on the importance of tree canopy and greenspaces. Reducing inequities in green infrastructure, better distribution of greenspaces, and training youth and BIPOC residents on green infrastructure skills are much needed, worthwhile investments.

Thank you for your consideration.

Sincerely,
Alliance for Community Engagement (ACE)

Key questions to consider around understanding hydrogen

Industry holds much of the knowledge of hydrogen. How do we build community and governmental knowledge on this subject in a way that lets us make smarter decisions? We need to proactively address ways industry greenwashes technologies like this. This can include supporting the state in developing: a thorough evaluation of hydrogen impacts by independent contractor; a guidance on how to evaluate impacts; identifying best use of hydrogen; and establishing sideboards around how hydrogen is used.

What is the source of energy to generate hydrogen?

If the hydrogen is categorized as “renewable,” we need to make sure that something like RNG (which isn’t being actually delivered but is rather based on an “environmental benefits” approach) isn’t used as a cover for natural gas, and that we aren’t using our renewable energy resources inefficiently (e.g. hydropower to create hydrogen for vehicles, when we should just use that hydropower to electrify the vehicles);

What is the use of hydrogen?

Hydrogen should be focused on harder-to-electrify applications like heavy duty, industrial processes;

What is the pipeline infrastructure required to make this happen?

What are the ways to ensure that any build-out isn’t a way to reinforce natural gas infrastructure?

How is health and safety being protected?

Hydrogen manufacturing produces nitrogen oxide and is highly flammable. How is that being addressed?

How is emission leakage being addressed?

Leakage should be addressed through both better analysis of leakage, tighter connection between production and use, and other tools to reduce indirect ghg emissions.

How is transportation and storage done safely?

- ***If the hydrogen is connected by pipeline***, how do we make sure blending of hydrogen with other fuels isn't greenwashing existing fossil fuels like natural gas/methane and biofuels? Ask questions around permit changes, evaluation of emissions over time, evaluation of fuel blending over time, require certain percentage, etc.
- ***If hydrogen is being used as a drop-in fuel***, what is the accountability over time to reduce fossil fuel use?
- ***Are environmental attributes being used? If so, are they additive and verifiable?***
Hydrogen industry is pushing "environmental attributes" similar to RNG, where the verifier doesn't require a rigorous accounting of benefits. The source is often out of state, under the assumption that ghg emissions are global so any project qualifies.

From: [Cathryn Chudy](#)
To: [City of Vancouver - Office of the City Manager](#)
Cc: [Small, Rebecca](#); [Lande, Aaron](#)
Subject: Written comments for City Council Workshop today, September 19th, on Climate Action Policy
Date: Monday, September 19, 2022 11:15:38 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Council and staff,

In the letter that our Alliance for Engagement (ACE) submitted for the record for today's Climate Action Policy Workshop, we made the observation that *"Ace sees hydrogen as an emerging technology that comes with significant questions and uncertainties. It is still very early in the effort to invest in and understand hydrogen.* Specifically, hydrogen could be worse for the climate in the near-term than the fossil fuels it's intended to replace. Recent research by the Environmental Defense Fund, which also did groundbreaking research on methane pollution, shows that leaking hydrogen can have a major climate impact, especially in the near term when action is most critical.

Here is the article:

<https://www.edf.org/article/we-need-talk-about-hydrogen>

Thank you for including this in your consideration as you discuss climate policy questions at today's Workshop.

Cathryn Chudy

From: [Tara Alden](#)
To: [City of Vancouver - Office of the City Manager](#)
Cc: [Albert Schlotfeldt](#); [Jeannette Strohecker](#)
Subject: Written Testimony re: Consent Item #2 for September 19 2022 City Council Meeting [18789.040 - Angelo]
Date: Monday, September 19, 2022 11:26:13 AM
Attachments: [20220919 - 18789.040 - Written Testimony \[s\].pdf](#)

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Hello,

Attached please find Written Testimony from Mr. Albert F. Schlotfeldt on behalf of the AI Angelo Company regarding Consent Agenda Item #2.

Mr. Schlotfeldt has also registered and will be appearing in person to make additional testimony.

Thank you,

Tara Alden

The Schlotfeldt Law Firm

[REDACTED]

[REDACTED]

Vancouver, WA 98660

[REDACTED]

[REDACTED]

VANCOUVER WASHINGTON CITY COUNCIL MEETING

SEPTEMBER 19, 2022

6:30 p.m.

REGARDING:

Consent Agenda Item #2

“Approval of a Temporary License Agreement

with Michael Edward Lynch, Personal

Representative of the Estate of Edward C. Lynch”

WRITTEN TESTIMONY OF ALBERT F.
SCHLOTFELDT ON BEHALF OF THE AL
ANGELO CO.

I, Albert Schlotfeldt, am an attorney and am submitting this testimony on behalf of the Al Angelo Co.

The Al Angelo Co. is the owner of the Riverview Bank Building located at 900 Washington Street in downtown Vancouver. The building is between Columbia and Washington Streets and Evergreen and 9th one block from the proposed site. My office is also located in the building on the northwest corner (Evergreen and Columbia). My client also owns condominiums in the Heritage Place development located on the north side of Ester Short Park, and two blocks from the site. I am here to protest the Approval of a Temporary License Agreement for the purposes of creating a Stay Safe Community on the block located northwest of the intersection of West Evergreen Boulevard and Daniels Street in downtown, more specifically identified as the following five (5) Tax Parcel No.'s 51320000, 51310000, 46670000, 46210000, 51330000.

1. BACKGROUND

On May 24, 2021, the Vancouver Homelessness Plan Presentation (hereafter “Plan”) was presented at the Vancouver City Council Workshop. The presentation prepared by Homeless Response Coordinator Jamie Spinelli provided a number of qualifications for any sites to be considered for Stay Safe Communities. The information contained in the Plan, the Vancouver Municipal Code (hereafter, “VMC”) and Staff Report: 126-22 (hereafter “Staff Report”) state the following in regard for Stay Safe Communities:

A. Preference will always be for spaces that will provide the least amount of negative impact on environment, residential areas and businesses. see Plan, pg 17.

Placing a Stay Safe Community in what is essentially the heart of Vancouver would have a serious effect on residential areas and downtown businesses. This proposal puts this community two blocks away from Ester Short Park and near many restaurants, offices and other businesses that are likely to be disrupted and or negatively impacted. The Community will increase the number of homeless in the downtown.

The placement of this community will also affect the desirability of the area, impacting residents, property and business owners alike. The second Stay Safe Community was opened on April 28, 2022, at 4915 E Fourth Plain Blvd. Running a quick search through a property sale site such as Zillow shows that the value of homes in the area began to trend downwards beginning May of 2022, immediately after the community opened. This trend would be alarming to any property owner, even with other factors accounted for, it is hard to imagine that these are unrelated events.

B. Commitment to community outreach, input and solution-focused participation in the selection process. Id.

At this point the commitment to outreach has been lackluster. Despite owning property in the notification area, The Al Angelo company was not notified of the City’s intent to enter into this Temporary License Agreement.

VMC 8.22.070.B.2(a) states that “Upon receipt of an application for a safe stay community operator permit under this chapter, the city manager, or their designee, shall provide notice to all

1 owners and residents of record of property, as shown on the most recent property tax assessment
2 roll, located within 1,200 feet of the proposed supportive campsite”. This did not occur, as such
3 The Al Angelo Co. was not properly notified of the City’s intentions in regard to this lot.
4 Furthermore, there are to my knowledge no announcements regarding this proposal that can be
5 easily located by the average member of the community. Neither the City of Vancouver nor the
6 Stay Safe Community website make any mention of a proposed 3rd Stay Safe Community. Finally,
7 I’d like to note that the resources provided by both the City of Vancouver and the Stay Safe
8 Community Website are outdated, making the search for relevant information even more difficult
9 for the average member of the community. The VCM provided on the Homelessness Page for the
10 City of Vancouver Washington is not the current version as codified on July 18, 2022, instead the
11 prior version is being presented for public review the Stay Safe Community website fails to even
12 provide the code and simply provides the Proposed Ordinance.

13 Additionally, based on my review, the required reports to the City Manager by the police,
14 public works, community development and fire department identifying any problems the proposed
15 site may pose to the public have not to my knowledge been disclosed in any meaningful way. As
16 this is a proposal that has a lasting impact on the city, the residents and their businesses and
17 properties it seems as though this should be an extremely transparent process. The fact that it is
18 difficult to impossible to locate information regarding this project is an absolute failure in
19 community involvement and communication.

20 **C. Prohibit camping within a certain radius of . . . sensitive areas. Id.**

21 While establishing the first Stay Safe Community, the sensitive area that is the Burnt Creek
22 Bridge area was entirely disregarded. When VMC Chapter 8.22 amendments were codified on July
23 18, 2022. Despite the potential habitation impact, the community established less than 150 ft along
24 600 ft of creek was permitted to stay by effectively excluding Stay Safe Communities from any
25 duty to meet many the requirements related to Habitation Impact Areas. This decision appears to
26 be directly in opposition to the stated selection criteria in the Plan, the VMC and the Staff Report.

27 Here, the high density of businesses, restaurants and residential properties in the downtown
28

1 core, is not being weighted appropriately. As previously stated, the Safe Stay Community will have
2 an impact on property values and the residents on site will likely spend their days in the downtown
3 core, including Ester Short Park and the share block areas within the surrounding developments,
4 including Heritage Place. The site is also located close to The Children's Justice Center, where
5 many children and young people come daily.

6 **D. The outdoor habitation activity will not unreasonably disturb or interfere with the safety,**
7 **peace, comfort and repose of private property owners. VMC 8.22.070.C.3**

8 There is always an element of uncertainty when it comes to individuals who may or may not
9 be experiencing mental health, addiction, homelessness and other issues. The Safe Stay
10 Community website is happy to report that "Since the Safe Stay Community opened, the number
11 of calls to police for service and officer-initiated activity within a 500-foot radius of the address,
12 has dropped 30 percent over the same time period (January-June) compared to 2021".

13 The site fails to mention that there was in the same period of time, six sexual assaults, ten
14 aggravated assaults, and five undefined criminal offences within a quarter mile of the site. Whereas
15 in 2021, during the same January-June time period, no sexual assaults occurred, and fewer
16 aggravated assault, instances of identity theft and undefined criminal offenses occurred.

17 <https://www.cityofvancouver.us/police/page/crime-map>. The Community will likely increase the
18 crime rate downtown.

19 **E. The Staff Report claims that there are No Disadvantages to this proposal.**

20 It is conceivable that Staff could claim there are no disadvantages. Based on the above, it
21 seems to be quite clear that there are a number of disadvantages associated with this proposed
22 project and that the motion for Temporary License Agreement should not be passed.
23

24 DATED: 9/19/22

25 
26 _____
27 ALBERT F. SCHLOTFELDT, WSBA #19153
28



CITY COUNCIL MEETING MINUTES

Vancouver City Hall | Council Chambers | 415 W. 6th St.

PO Box 1995 | Vancouver, WA 98668-1995

www.cityofvancouver.us

Anne McEnery-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

September 26, 2022

WORKSHOPS

Clark Room - ESD 112 - 2500 NE 65th St., Vancouver, WA

WORKSHOPS

Clark Room, ESD 112, 2500 NE 65th St., Vancouver, WA

Workshops were conducted in person in the Gaiser Student Center of Clark College. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, or www.facebook.com/VancouverUS.

View the CVTV video recording, including presentations and discussion, for workshops at:

https://www.cvtv.org/vid_link/35027?startStreamAt=0&stopStreamAt=5579

4:00 - 5:00 pm Fourth Plain Forward Implementation

Shannon Williams, Senior Planner, 360-487-7898

Summary

Staff led Council through a discussion of the Fourth Plain Forward Implementation.

5:00 - 5:30 pm Community Visioning Update

William Cooley, Community Engagement Manager, 360-487-8617

Summary

Staff led Council through a discussion of the Community Visioning Update.

5:30 - 6:00 pm CTRAN Board Composition

Mayor and Council

Summary

Staff led Council through a discussion of the CTRAN Board Composition.

COUNCIL DINNER/ADMINISTRATIVE UPDATES

COUNCIL CONSENT AGENDA MEETING

This meeting was conducted as a hybrid meeting with in person and remote viewing and participation over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under the Community Forum were also facilitated in person and via the GoToMeeting conference call.

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit:

https://www.cvtv.org/vid_link/35029?startStreamAt=0&stopStreamAt=1798

Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Harless, Perez, Fox, Stober, Paulsen, Hansen, and Mayor McEnerny-Ogle

Absent: None

Approval of Minutes

Minutes - July 11, 2022

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of July 11, 2022.

Community Communications

Mayor McEnerny-Ogle opened Community Communication and received testimony from the following community members regarding Items 1-5:

- Cathryn Chudy, Vancouver
- Heidi Cody, Vancouver
- Kimberlee Elbon, La Center, WA
- Monica Zazueta, Vancouver
- John Zimmerman, Vancouver

There being no further testimony, Mayor McEnerny-Ogle closed Community Communication.

Consent Agenda (Items 1-5)

Council requested Items 2, 3, and 4 to be pulled.

Council discussed the items briefly with staff.

Motion by Councilmember Fox, seconded by Councilmember Stober to approve the Items of the Consent Agenda.

1. Approval of Purchase and Sale Agreements to purchase 521 SE Chkalov Drive and 619 SE 116th Avenue and Related Agreements

Staff Report: 130-22

521 SE Chkalov Drive has been leased by the City since November 2019, and within the lease agreement, an Option to Purchase the property was included for an established price of \$10,460,500 if the City decided to exercise the Option. Within the agreement, a Right of First Refusal was included for the adjacent surplus property, located at 619 SE 116th Avenue, which is comprised of a parking lot. City staff has provided timely notice of

the City's intent to exercise the City's Option to Purchase 521 SE Chkalov Drive, a two-story, 44,500 square foot building. City staff has also negotiated the purchase of 619 SE 116th Avenue, designed as a parking lot.

*City staff and representatives of the Owner have agreed that, subject to City Council ratification, the City will purchase 619 SE 116th Avenue for \$1,500,000. The purchase price for the surplus property is \$430,000 more than the appraised price, thus requiring review and consideration of Article VIII, sections 5 and 7, of the Washington Constitution, which restricts the City from giving or loaning public funds to private individuals, companies, or associations in order to prevent public funds from being used to benefit private interests where the public interest is not primarily served. Because the surplus property is strategically located adjacent to 521 SE Chkalov Drive, and thus serves to carry out a fundamental purpose of the City by providing growth support for public safety facilities, and because the purchase price is commensurate with reasonable market rate pricing and is being paid by the City without any donative intent, this difference in price and valuation does not constitute a gift of public funds or violate Article VIII, sections 5 and 7 of the Washington Constitution. (See, e.g., *CLEAN v. State*, 130 Wn.2d 782, 797, 928 P.2d 1054 (1996); *In re Recall of Burnham*, 194 Wn.2d 68, 77, 448 P.3d 747 (2019); and *Brower v. State*, 137 Wn.2d 44, 62, 969 P.2d 42 (1998).)*

These transactions are intended to facilitate the relocation of the Vancouver Police Department's headquarters operations from their current location on 605 Evergreen Blvd, and serve as a permanent location of the Fire Department's Fire Marshal Office, as well as other city-related uses. Design documents are not yet finalized, but include plans for office space and training rooms. The adjacent property is strategically located to a public safety facility and provides additional space to accommodate future growth needs.

- Request:
1. Authorize the City Manager or their designee to sign the Purchase and Sale Agreement to purchase 521 SE Chkalov Drive for \$10,460,500 plus related costs; and
 2. Authorize the City Manager or their designee to sign the Purchase and Sale Agreement to purchase 621 SE 116th Avenue for \$1,500,000 plus related costs; and
 3. Authorize the City Manager or their designee to sign all related agreements needed to facilitate the purchase of said properties on the terms referenced above.

Lisa Brandl, Deputy City Manager, (360) 487-8615; Geraldene Moyle, Director, General Services Department, (360) 487-8633

Motion approved the request.

2.

Complete Streets - SE 34th Street Safety and Mobility Project

Staff Report: 131-22

A RESOLUTION defining the Complete Streets process for analyzing opportunities to improve safety, equity, and mobility in coordination with upcoming pavement work on SE 34th Street, between 162nd and 192nd avenues.

In November 2021 the City kicked off the SE 34th Street Safety and Mobility Project to analyze options for increasing multimodal access, safety and connectivity for all roadway users on SE 34th Street between 162nd and 192nd avenues. Today, SE 34th Street is a four-lane roadway that prioritizes auto travel. Between SE 192nd and SE 164th Avenues, there are no facilities for people biking. West of SE 164th Avenue, there is an on-street mobility lane in the westbound direction that connects people biking to SE 162nd Avenue, but eastbound bicyclists must use the vehicle travel lane. Sidewalks on both sides of the corridor provide space for people walking; however, sidewalks are located next to vehicle lanes where nearly 55 percent of drivers are going between 36 and 45 miles per hour (mph). This section of SE 34th Street also represents a large gap in the City's major east-west multi-modal corridor. Implementing complete streets facilities in this section will close this gap and better connect Downtown Vancouver to the eastside of the City.

The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals have been identified for the SE 34th Street Project and are being used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

- 1. Improve comfort and mobility for all users, regardless of how they choose to travel*
- 2. Prioritize safety for all users*
- 3. Make improvements quickly and efficiently*

Analysis Summary

To understand how repurposing a travel lane would change conditions for people driving on SE 34th Street, a traffic analysis has been completed for near-term (2022), mid-term (2027), and long-term (2040) scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without

substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, improvements may be needed at SE 164th and SE 192nd Avenues to maintain continued safety at those intersections.

Community Engagement Summary

There will be three main touchpoints to understand the community's use and concerns on SE 34th Street. In May 2022 and early September 2022, postcards and yard signs reached 10,000 households to learn about the project on Be Head Vancouver, take two surveys (on their use of the corridor and on safety design elements), and provide an opportunity for community members to share safety concerns. There will also be three focus groups in late September 2022 with neighborhood associations, schools, and developers to share about and hear their feedback on the project. The project team also attended community events like the Vancouver Farmers Market and Multicultural Resource Fair to share about the project and hear safety concerns on the corridor from the community.

Based on these findings, the project team proposes a design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes in each direction.

Request: Approve the resolution confirming the approach to proceed with design and outreach related to repurposing a travel lane on SE 34th St to increase safety and mobility for all users.

Emily Benoit, Senior Transportation Planner, 360-487-7944

Motion adopted Resolution M-4189 to approve the request.

3. Fossil Fuel Code Changes

Staff Report: 132-22

AN ORDINANCE relating to use and development standards for fossil fuel storage and handling facilities; amending various sections in Chapters 20.150, 20.160, 20.410, 20.420, 20.430, 20.440, 20.450, and 20.895 of the Vancouver Municipal Code; terminating the existing moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities, originally enacted by Ordinance No. M-4295 and most recently extended by Ordinance No. M-4370; and providing clauses for savings, severability, and an effective date.

In June 2020, City Council enacted a six-month moratorium on new or expanded large-scale fossil fuel facilities, based on concerns about potential impacts to local public and environmental health and safety and to climate change. It has been enacted to allow time to update the land use code standards for such uses and to align them with other planning efforts currently underway, such as the Vancouver Strategic Plan update, Climate Action Plan, and other Title 20 code amendments. The moratorium was extended four times by the City Council and is currently scheduled to expire on November 6, 2022.

Over the past two years, staff has consulted with fossil fuel industry experts, and engaged in a series of meetings with environmental advocates and fuel industry stakeholders including the Port of Vancouver and numerous representatives from several existing bulk fuel facilities, as well as the Planning Commission and City Council. Planning staff have tried where possible to incorporate input on specific code language to make the ordinance clearer and to balance the stated objectives of the Council with industry and environmental perspectives.

Six large oil storage or transshipment facilities exist in the City of Vancouver, four within the Port of Vancouver, one further west at Tidewater Barge, and one near Fruit Valley Road. Five of the facilities are within the IH, Heavy Industrial District and one is within the IL, Light Industrial District. All are located within areas susceptible to liquefaction in the event of an earthquake. All are located within the Fruit Valley Neighborhood in a census tract is identified by the State Department of Health being vulnerable to adverse health outcomes from environmental exposure due to lower median incomes, higher percentage of persons below the poverty line, higher percentage of Hispanic and non-white residents, and lower education attainment. Fruit Valley may be disproportionately impacted by the proposed ordinance because it contains most of the heavy industrially-zoned land in the City and is adjacent to a major railroad line; however, the ordinance attempts to address these issues by providing for extensive public review of individual applications to site a cleaner fuel facility and attaching stringent development standards related to health, safety and environmental protection.

The proposed ordinance has the potential to improve safety of existing facilities through seismic upgrades, and any new facilities would be heavily scrutinized for potential environmental or neighborhood impacts. A major improvement is that the proposed ordinance would ban new bulk fossil fuel facilities, coal energy facilities and solid fuel storage uses that would have been allowed in the IH District. Existing bulk fossil fuel facilities would be allowed to convert to cleaner fuels with minimal process and, as an incentive to transition away from fossil fuels, could expand capacity by up to 15% provided the facility meets seismic codes and other standards.

New small fossil fuel facilities less than 60,000 gallons total would be allowed in the IH Heavy Industrial District as a conditional use, which requires a public hearing to consider specific impacts. New small cleaner fuel facilities less than 60,000 gallons total would be allowed as a limited use in the IH District, subject to administrative approval (no hearing). Both categories of small fuel facility uses would additionally be required to comply with an extensive list of development standards to reduce impacts, including:

- *Minimum 1,000' buffer from residential zoning*
- *Construction to seismic standards; approval of fire response and spill control plans*
- *Greenhouse gas (GHG) emission study required*
- *Financial assurance in case of accident required*
- *Annual report to City regarding capacity, shipment activity/type required*
- *Permit oversight by the Southwest Washington Clean Air Agency and WA Department of Ecology*

Following a public hearing on September 13, 2022, the Planning Commission voted 3-1 to recommend approval of the proposed ordinance to City Council.

Request: Schedule the second reading and public hearing on the proposed amendments to VMC Title 20 regarding fossil fuel uses for October 3, 2022. Following the public hearing on October 3, approve the ordinance as proposed.

Chad Eiken, Community Development Director, 360-487-7882

Mayor McEnery-Ogle read the title of the ordinance into the record.

Motion approved the request.

4. A Resolution endorsing establishment of a regional Criminal Justice Training Center serving Vancouver and southwest Washington communities

Staff Report: 133-22

Currently, all law enforcement recruits in Washington State, regardless of employing agency, must attend the basic law enforcement academy in Burien Washington to obtain their credential. This single academy approach results in insufficient training capacity, barriers to historically underrepresented candidates for employment, and delayed service to the community for newly hired police officer candidates as they await a training slot.

Request: Approve as part of the consent agenda a resolution endorsing establishment of a regional criminal justice training center serving Vancouver and other communities of southwest Washington.

Jeff Mori, Chief of Police, 360-487-7472

Motion adopted Resolution M-4190 to approve the request.

5. Approval of Claim Vouchers

Request: Approve claim vouchers for September 26, 2022.

Motion approved claim vouchers in the amount of \$4,265,155.25.

Adjournment

6:59 p.m.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Community Communication Forum (immediately following Council Consent Agenda Meeting)

Council invited the public to the Community Communication Forum where discussions were held at roundtables with the City Council. No registration was required for participation.

From: [Joann Derie](#)
To: [City Council](#)
Subject: Fossil Fuel Code Changes 9/26/2022
Date: Monday, September 26, 2022 8:56:53 AM

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Vancouver City Council:

I read the staff report and agree with most of the code changes. I do not like to see any expansion of fossil fuel facilities but understand this is to be used as an incentive to get some present ones changed to fuels with less adverse impacts. I can support this with a strong review and accountability system in place.

Sincerely,
Joann Derie
Vancouver, WA

Sent from my iPad

From: [Heidi Cody](#)
To: [City Council](#)
Subject: 9.26.22 Testimony re: fossil fuel code changes
Date: Monday, September 26, 2022 10:05:07 AM
Attachments: [9.26.22hcody_ffcodechanges.pdf](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I have registered to testify in person tonight about Agenda item 3--changes to the fossil fuel code. My testimony is attached. Thank you.

Heidi Cody

--

Strategic Coordinator for SWWA | Stand Up to Oil Coalition
Secret Agent Toothpaste | Climate Toothpaste
Sparkle with #climatetoothpaste. I do. climatetoothpaste.com #greennewdeal

Sept 25, 2022

Heidi Cody

[REDACTED]
Vancouver WA 98664

Vancouver City Council and Staff

Dear Mayor McEnerney-Ogle, City Councilmembers and Staff,

Thank you for your multi-year effort to extend our moratorium on bulk fossil fuel infrastructure, and now turn our moratorium into a targeted, permanent ordinance at the second reading and public hearing on Oct. 3. I appreciate how complicated this policy effort has been. It has been a challenge to keep track of it, even from the outside.

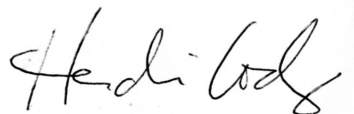
I am thankful that the City is capping new bulk cleaner fuel facilities at 1 million gallons, and that conditional use permitting is required for them. And I am grateful that the City is requiring conditional use permitting for new small fossil fuel storage and handling facilities less than 60,000 gallons. It is important that the public has built-in opportunities to weigh in on what gets approved in the future, and what doesn't.

I am still concerned that there is nothing in this code that prevents smaller fossil fuel or clean fuel projects from aggregating in close proximity to one another. Multiple smaller fuel facilities could pose cumulative risks of explosion, leaks and emissions. While I am glad there is a 1,000 foot buffer zone between all these fuel projects and residences, I don't think that is a big enough distance to protect nearby residences from leaks or explosions, or emissions.

Overall, these code changes will help protect Vancouver's health and safety. The ordinance will be a big accomplishment for the City, and hopefully will help us reach our ambitious goals in the Climate Action Framework.

Thank you for your consideration, and for allowing for continued public input.

Sincerely,

A handwritten signature in black ink that reads "Heidi Cody". The signature is fluid and cursive, with the first name "Heidi" and last name "Cody" clearly distinguishable.

Heidi Cody

From: [Denis Markian Wichar](#)
To: [City Council](#)
Subject: Fossil Fuels Code Changes, Sep 26
Date: Monday, September 26, 2022 11:07:11 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Staff report: "New bulk fossil fuel facilities, coal energy-generating facilities, and solid fuel yards would be prohibited in all zoning districts."

YES!!!!!!!!!!

den mark wichar

[REDACTED]

Vancouver WA 98660

From: [Laurie Rubin](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Fossil fuel ordinance
Date: Monday, September 26, 2022 7:50:49 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Vancouver City Council members,
I urge you to pass the strongest possible fossil fuel ordinance. For the safety of our children's futures, please make permanent the moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities.

Laurie Rubin

[REDACTED],
Vancouver

From: lauriekerr@pacifier.com
To: [City of Vancouver - Office of the City Manager](#)
Subject: Vancouver's New Fossil Fuel Ordinance 9/26/22
Date: Monday, September 26, 2022 9:45:02 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Vancouver City Council,

I am writing regarding the city's new fossil fuel ordinance and urging support of residential energy code proposals especially regarding requirements for heat pump systems in new homes and stricter ventilation for gas stoves to protect indoor air quality and health.

As the climate crisis progresses, its impacts are increasingly felt here in Washington. In the past year alone we have seen the direct impacts of climate change in our droughts, wildfires, and heat waves which have cost hundreds of lives and had huge economic impacts across the state.

Buildings are the fasts growing source of carbon emission in Washington State, with this increase largely attributable to the use of fossil gas in homes and buildings. In 2018 burning fossil fuels in buildings sector in Washington produced 18 million metric tons of carbon dioxide equivalent to the annual emissions from 3,957,182 cars or 5 coal plants. As such, Washington's 2021 State Energy Strategy found that electrifying buildings will be the lowest cost pathway to meeting the state's climate goals of reducing emissions 95% from 1990 levels by 2050.

Heat pumps will also help us get there. Moving to highly efficient heat pump technology can reduce energy use for heating and cooling homes, especially in comparison to outdated window air conditions units. As we continue to see peak temperatures rise in the Pacific Northwest, more and more people will need AC units, which heat pumps provide alongside heating to cope with heat related health impacts, or to adequately cool their homes while they are shut inside to wildfire smoke.

I urge the Vancouver City Council to adopt the new fuel ordinance in their September 26 meeting.

Thank you for the opportunity to comment.

Laurie Kerr

Battle Ground, Washington

From: [Cathryn Chudy](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Item # 3 on the Consent Agenda for 9/26/22: Fossil Fuel Code Changes - Comment Letter
Date: Monday, September 26, 2022 10:19:17 AM
Attachments: [9.26.22ACE_CodeChangesFirst Reading.pdf](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please accept the attached Comment letter from the SW WA Alliance for Community Engagement (ACE) for Item #3 on tonight's Consent Agenda: Fossil Fuel Code Changes.

Thank you,

Cathryn Chudy

Heidi Cody

Sept 26, 2022

Alliance for Community Engagement (ACE)

To: Vancouver Mayor, Council and Staff

Re: Item # 3 on the Consent Agenda for 9/26/22: Fossil Fuel Code Changes

Our Alliance for Community Engagement (ACE) appreciates your repeated efforts extending the original moratorium on large-scale fossil fuel facilities, and the Staff's work needed to bring the proposed permanent fossil fuel code changes to this point. We support advancing the proposed draft to a second reading and public hearing on Monday, October 3rd.

ACE has already submitted specific comments on the proposed draft code changes to both the Planning Commission and City Council. These are included in the Staff Report as [Exhibit F SEPA Comment ACE](#). We reiterate the importance of prioritizing the health and safety of our community by establishing a clear ban on bulk fossil fuel facilities, and ensuring a robust review and public engagement process for any allowed changes to existing facilities and/or new facilities.

Thank you for your commitment to advancing environmental and community health and safety through this work.

Sincerely,

Alliance for Community Engagement (ACE)

From: [Kimberlee Elbon](#)
To: [Dollar, Sarah](#); [Kimberlee Elbon](#)
Subject: Re: Remote Council testimony registration09-20-"22
Date: Tuesday, September 20, 2022 3:11:07 PM

God day Sarah Dollar ~ I am REQUESTING this e-mail be PUT IN PUBLIC RECORD. I attended in Person the last half of the VCC Workshop, sat with council members at their dinner and then attended the regular Vancouver City Council meeting held at 6:30pm September 19, 2022 a Monday. I spoke on the agendas 1-4 and I left the building an hour or so later. I then looked on this e-mail so I could ATTEND on the phone; as this e-mail makes note: "Remote Council testimony registration." I called in around 8:25pm and got through and was muted per normal. However, when the mayor asked for PUBLIC HEARING and said no one signed up - I was again ignored, as I tried numerous times to 'un-mute' and did; but You kept turning it to 'mute.' Finally You simply hung up on Me as I again heard the mayor ask for the second time if there is anyOne who would like to SPEAK at the Public Hearing. No excuse accepted. It is ALL by design to keep THE PUBLIC out of Their Local Governments' goings on !\$\$

I will make note now that this is not the first time the Council and workers have effectively derailed Me, a Citizen, to participate in A Constitutional manner of business. A simple hang up or 'misunderstanding' is enough to do Your dirty deeds to Citizens. The time is nearing and I can't wait for The Citizens to wake up after over two years of Government OverReach. And if You listen to Tuesdays Clark County Board of Health meeting, September 13 (14?), 2022, You will find the Truth about the Agenda 21-2030 plan already in play - to depopulate and have a one world order government. To do this, You must take out America and her People. And to do that, You start an ICLEI agenda in LOCAL GOVERNMENTS at the City and County levels. They become socialistic and marxist as they control American hard working Tax Dollars to their own agendas. The Truth will make You free. Amen. Look up youTube - Benjamin Barber-"Why mayors should rule the world." You have been duly warned and now are liable also.

When The Citizens of Clark County find out that They were mandated (illegally) to take the covid jab to keep Their jobs etc; it seems to Me They will be very very upset to say the least, when They find out that most of You in this Local Government, are EXEMPT. And when They listen to the Public Records of the VCC and Clark County Board of Health site ~ its again seems to Me that They WILL BE VERY VERY UPSET. The covid jab IS a bio-weapon and it's very hard to Believe. Lines have been drawn in the sand and this IS Good vs evil. Nothing new under the sun ~ except the mass inHumane murder of billions of Humans as a PLAN to depopulate !\$\$

Sincerely,

 Kimberlee Elbon

~~~~~ 09-20-22

-----Original Message-----

From: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>  
To: Kimberlee Elbon   
Sent: Mon, Sep 19, 2022 12:30 pm  
Subject: FW: Remote Council testimony registration

Good afternoon,

Thank you for registering to testify under Consent regarding Items 1-4 at the Vancouver City Council meeting this evening. Tonight's Council meeting will be conducted remotely over GoToMeeting. Instructions for connecting to the virtual meeting environment are below.  
***Please note – a password will now be required to access the virtual meeting environment on a computer or mobile device.***

If you no longer wish to provide testimony during tonight's meeting, please respond to this email a.s.a.p. to be removed from the list.

***Please try to connect to the meeting between 6:00 p.m. and the time listed below, and no later than 6:30 p.m. Participants who connect after the meeting begins at 6:30 p.m. may not be able to speak during this meeting.***

**1. Connecting with a computer, tablet or smartphone – please connect by 6:20 p.m.**

- a. Click on this link to connect: <https://meet.goto.com/727764253>
- b. Enter the password: 9Council19
- c. Follow the prompts to enter your name for identification purposes. Please use the same name you registered under.
- d. You will have the option to use audio directly through your device, or to call in from a phone (see phone number and access code below).
- e. You will automatically be muted when you enter the meeting. Please remain muted **with your webcam (if available) off** until your name is called by the Mayor at the time of testimony.
- f. **The Mayor will call your name when it is your turn to testify. Please unmute yourself at that point.** You may also turn on your webcam at this point, if desired.
- g. Please keep your comments to 3 minutes or less.
- h. You will be muted once your comments have concluded.
- i. **Please turn your webcam back off** once you have finished your testimony.

*TIP: If you have the live television or Facebook coverage on in the background, please mute the device it is playing on.*

**2. Connecting by telephone only – please call in by 6:15 p.m.**

- a. Call: 1 866 899 4679
- b. Enter access code 727-764-253# when prompted
- c. You will be given the option to enter an audio PIN. You do not need a PIN for this meeting. Press # when prompted.
- d. You will hear a chime when you have entered the meeting. Please state your name when you enter the meeting so a staff member can identify you.
- e. Once you have been identified, you will be placed on mute until your name is called by the Mayor at the time of testimony.
- f. The Mayor will call your name when it is your turn to testify, and staff will unmute your line at that point.
- g. Please keep your comments to 3 minutes or less.
- h. You will be muted once your comments have concluded.

*TIP: Please be sure your phone is not on speaker to avoid extraneous noise on the call. If you have the live television or Facebook coverage on in the background, please mute the device it is playing on.*

**Sarah Dollar** | Assistant to the City Council  
CITY OF VANCOUVER, WASHINGTON  
City Manager's Office  
Pronouns: She/Her/Hers  
[www.cityofvancouver.us](http://www.cityofvancouver.us)

---

**From:** Kimberlee Elbon [REDACTED]

**Sent:** Monday, September 19, 2022 12:15 PM

**To:** Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>

**Subject:** Remote Council testimony registration

**CAUTION:** This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City of Vancouver, Washington



# Remote Council testimony registration

**Date submitted:** Monday, September 19, 2022 - 12:14pm

## Submission

**Meeting date:**

**Name:**

Kimberlee Elbon

**Organization:**

**Address:**

La Center

**City:**

La Center

**State:**

Washington

**Email:**

[REDACTED]

**Phone:**

[REDACTED]

**Topic I wish to speak about:**

All

**I plan to attend the Council meeting:**

Remotely

|

**From:** [Wynn Grcich](#)  
**To:** [Dollar, Sarah](#); [Rebecca Messinger](#); [electmichellebelkot@gmail.com](mailto:electmichellebelkot@gmail.com)  
**Subject:** Fwd: Legal Challenges Begin in India: Bombay High Court Issues Notice to Indian Government, Bill Gates and Others in Connection to Vaccine Death  
**Date:** Sunday, September 25, 2022 2:14:34 PM

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----- Forwarded message -----

From: **Wynn Grcich** [REDACTED]  
Date: Sun, Sep 25, 2022 at 10:10 AM  
Subject: Legal Challenges Begin in India: Bombay High Court Issues Notice to Indian Government, Bill Gates and Others in Connection to Vaccine Death  
To: Wynn Grcich [REDACTED] **Please give this to the county council and vancouver city council. Plus, Dr. Melnick. I want this on pulbic record in Clark County and Vancouver city hall.**

Thanks  
Wynn

<https://www.thegatewaypundit.com/2022/09/legal-challenges-begin-india-bombay-high-court-issues-notice-indian-government-bill-gates-others-connection-vaccine-death/>



**From:** [Wynn Greich](#)  
**To:** [Dollar, Sarah](#); [Rebecca Messinger](#)  
**Subject:** Fwd: Most Read News of the Week  
**Date:** Sunday, September 25, 2022 2:16:58 PM

---

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----- Forwarded message -----

**From:** Children's Health Defense [REDACTED]  
**Date:** Sun, Sep 25, 2022 at 6:04 AM  
**Subject:** Most Read News of the Week  
**To:** Wynn Greich <[REDACTED]>

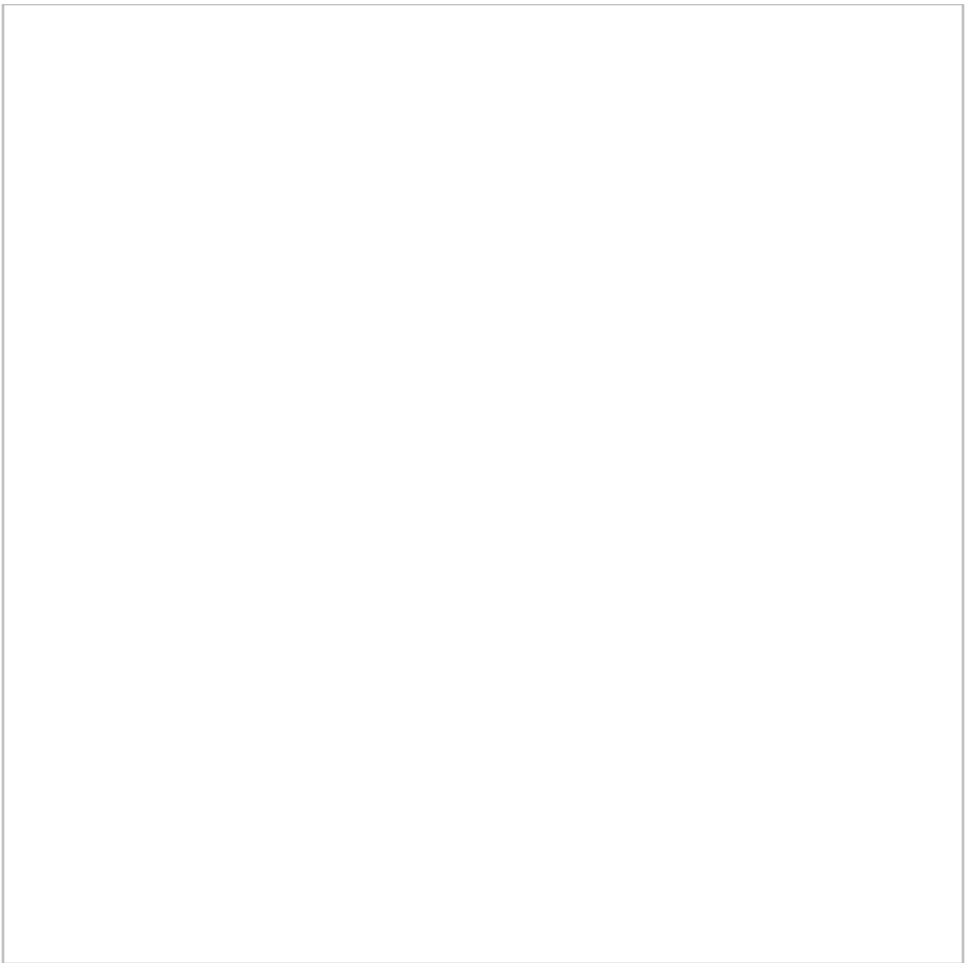
**Please put this on public record and send to the Vancouver City Council and Clark  
Council council and health Board**

**thanks**

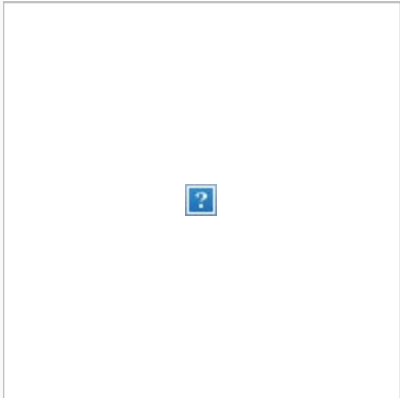
Wynn

Having trouble viewing this email? [View it in your web browser](#)

September 25, 2022

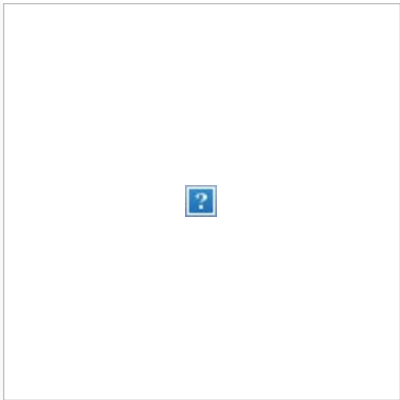
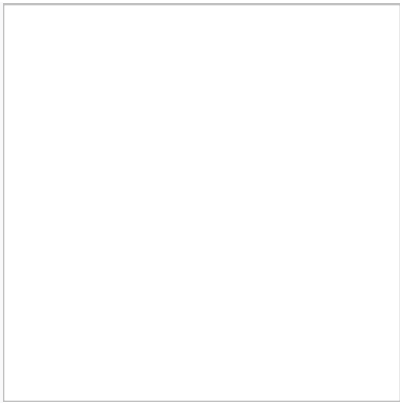


## MOST READ NEWS OF THE WEEK

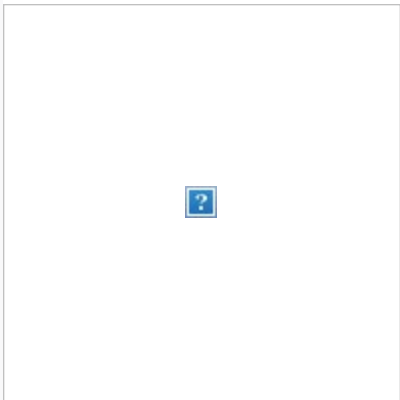


**Bill Gates' 'Magic Seeds' Won't Solve World Hunger But 'Create Ecological Disaster'**

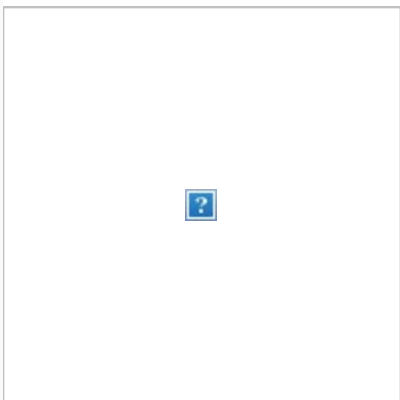
**Shell's \$6 Billion 'Cracker' Plant Part of 'Ponzi Scheme for Natural Gas,' Critic Says**



**Biden Declares ‘Pandemic Is Over,’ Prompting Calls for End to ‘Absurd’ Vaccine Mandates, Federal Health Emergency**



**RFK, Jr. + Finance Expert: How Big Banks Went From ‘Too Big to Fail to Too Big to Jail’**



**Exclusive: Woman Injured by J&J Vaccine Has ‘Never Seen Such Meanness’**



## **U.S. Supreme Court to Consider Case Against COVID Vaccine Mandate for New York City Employees**



## **Big Win for Kids: Louisiana Repeals COVID Vaccine Mandate for Schools**



## **200+ Groups Urge Senate to Reject Chemical Industry's 'Orwellian' Plan to Burn More Plastic**



## **Global Excess Mortality Rates — Where's the Investigation?**

## Regenerative Thinking — Not 'Sustainability' — Will Heal Humans, Ecosystem



### You Make It Possible

Children's Health Defense depends on generous donations from our community. Large or small, every donation gets us closer to achieving our goals.

[Listen to what RFK, Jr. has to say.](#)

[Become a Member](#) | [Donate Now](#)

[Work for CHD](#)



**Children's Health Defense** | [ChildrensHealthDefense.org](https://ChildrensHealthDefense.org)

*Our mission is to end childhood health epidemics by working aggressively to eliminate harmful exposures, hold those responsible accountable, and establish safeguards to prevent future harm.*

#### **Children's Health Defense**

852 Franklin Ave., Suite 511  
Franklin Lakes, New Jersey 07417

[Contact us](#)

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[Unsubscribe](#) or [Manage Your Preferences](#)

**From:** [Wynn Grcich](#)  
**Subject:** Fwd: Fresno, CA — Remdesivir Deaths Lawsuit Press Conference - CHD TV: Livestreaming Video & Audio  
**Date:** Sunday, September 25, 2022 2:20:10 PM

---

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----- Forwarded message -----

**From:** Wynn Grcich [REDACTED]  
**Date:** Sun, Sep 25, 2022 at 2:17 PM  
**Subject:** Re: Fresno, CA — Remdesivir Deaths Lawsuit Press Conference - CHD TV: Livestreaming Video & Audio  
**To:** donna llamas [REDACTED]

Thanks, I'll check it out.

On Sat, Sep 24, 2022 at 8:15 PM donna llamas <[donna.llamas57@gmail.com](mailto:donna.llamas57@gmail.com)> wrote:

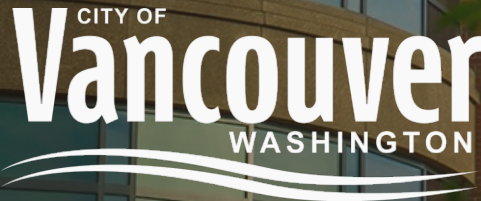
Hi Wynn,

This is the video about Remdesivir law suit I was telling you about.

<https://live.childrenshealthdefense.org/fresno-ca-remdesivir-deaths-lawsuit-press-conference>

Sent from my iPad

# 2023 Legislative Session Agenda Input



**November 7, 2022**

**Brian Enslow, Arbutus Consulting**  
w/ Aaron Lande, Policy and Program Manager



# Objectives for Today's Workshop

**Staff are seeking clear Council direction on potential legislative issues in advance of the 2023 Session.**

**Staff will incorporate guidance from this workshop into the development of the 2023 State Legislative Agenda.**

# Public Safety Context

**Much of the police reform clarification priorities on the statewide law enforcement agenda were accomplished during the 2022 session.**

**We expect the impact and implementation of those reforms to continue to be examined and adjusted moving forward but do not expect major policy changes this year.**

# Blake Decision

## Issue:

The 2021 Legislature adopted SB 5476 as a response to the Court's decision on Blake. SB 5476 included misdemeanor criminal penalties for possession. The authority to charge an individual with a misdemeanor charge of possession of a controlled substance will expire July 1, 2023, when state law will automatically revert to the current language but, it is not entirely clear what this intends.

## Questions:

- **Would you support Legislation that affirms the Blake decision and “continues” the decriminalization of felony possession of narcotics?**
- **If so, would you also support extending decriminalization to misdemeanor possession as well?**

# Clark County Transportation Alliance

**For more than two decades, the Clark County Transportation Alliance (CCTA) has developed and presented an annual policy statement.**

**A strong, united voice increases the chances that our region will receive funding for critical transportation projects.**

**The City of Vancouver is being asked to endorse the 2023 policy statement.**

# Key Projects Included in the Policy Statement

The 2023 policy statement includes six projects of particular importance to the City of Vancouver:

- Support for the I-5 bridge replacement and influence area improvements
- NW 32nd Ave Industrial Corridor (\$125 million): planning, engineering, environmental review, and construction for new north-south freight arterial.
- NW 18th St at 138th to 192nd Ave (\$40 million): arterial widening and multi-modal upgrade; leverages significant private sector investments.

# Key Projects Included...continued

The 2023 policy statement includes six projects of particular importance to the City of Vancouver:

- **SR-500/Fourth Plain/SR-503 (\$20 million):** following recent planning study, provide funds for initial intersection improvement to address congestion.
- **I-205/SR-500 to Padden Parkway (\$50 million):** add auxiliary lanes to address congestion hotspot.
- **Public Transit (\$10 million):** help fund construction of C-TRAN's extension of the Fourth Plain BRT line to connect both Mill Plain and Fourth Plain lines at its new East Mill Plain Transit Center.

# Next Steps:

**November 8<sup>th</sup> general election results will further inform agenda considerations.**

**Staff will present 2023 Legislative Agenda to the Council on December 12<sup>th</sup>.**

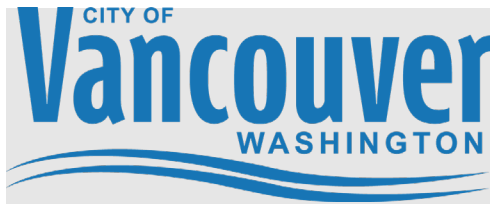


# Final Thoughts?

VANCOUVER  
CITY HALL

CITY OF  
**Vancouver**  
WASHINGTON

**Brian Enslow**, Arbutus Consulting  
360.489.8121  
[brian@arbutusllc.com](mailto:brian@arbutusllc.com)



# MEMORANDUM

**DATE:** November 7, 2022

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager  
Aaron Lande, Policy and Program Manager  
Brian Enslow, Washington State Contract Lobbyist

**RE:** **2023 Legislative Session Agenda Input**

---

The purpose of this Memo is to:

- Continue discussion of policy questions needing further direction from Council to guide the development of the State Legislative Agenda
- Review Clark County Transportation Alliance 2023 Policy Statement and seek Council endorsement

## **Public Safety**

---

Much of the police reform clarification priorities on the statewide law enforcement agenda were accomplished during the 2022 session. We expect the impact and implementation of those reforms to continue to be examined and adjusted moving forward but do not expect major policy changes this year.

### *Blake Decision Response (possession of controlled substances)*

On February 25<sup>th</sup>, 2021, the Washington State Supreme Court issued a ruling in *State of Washington v. Shannon Blake*, determining that Washington state's strict liability drug possession statute exceeds the Legislature's police power. The Court struck down the statute, which had been in place since 1971.

In response, the 2021 Legislature adopted SB 5476. As passed, SB 5476 included misdemeanor criminal penalties for possession, established a committee to make recommendations for managing the long-term impacts of *Blake*, invested in substance misuse prevention efforts and law enforcement training, and appropriated tens of millions of dollars to help meet the cost of vacating felony convictions.

The legislation requires law enforcement officers who encounter an individual in possession of a controlled substance to offer a diversion to seek a substance use disorder assessment and treatment services, when recommended. The first two interactions by law enforcement must result in a diversion.

The authority to charge an individual with a misdemeanor charge of possession of a controlled substance will expire July 1, 2023, when state law will automatically revert to the current language but,

it is not entirely clear what this intends. This provision was included to provide time for the committee to make recommendations, due by December 2022, and allow the 2023 Legislature time to enact the recommendations.

**Questions for the Council on Blake Decision:**

- Would you support Legislation that affirms the Blake decision and “continues” the decriminalization of felony possession of narcotics? If so, would you also support extending decriminalization to misdemeanor possession as well?
- Or conversely, would you like to see the Blake decision overturned and have felony possession of narcotics “reinstated” as crime?

**Clark County Transportation Alliance 2023 Policy Statement**

---

For more than two decades, the Clark County Transportation Alliance (CCTA) has developed and presented an annual policy statement on transportation priorities in and around southwest Washington. A strong, united voice increases the chances that our region will receive funding for critical transportation projects, which we need to keep our residents, freight, commerce, guests, and economy moving safely and efficiently.

Last year, the policy statement received 55+ endorsements demonstrating broad-based support from a variety of sectors in our region from both banks of the Columbia River. The City of Vancouver is being asked to endorse the 2023 policy statement.

The 2023 policy statement includes six projects of particular importance to the City of Vancouver:

- Support for the I-5 bridge replacement and influence area improvements.
- NW 32nd Ave Industrial Corridor (\$125 million): planning, engineering, environmental review, and construction for new north-south freight arterial.
- NW 18th St at 138th to 192nd Ave (\$40 million): arterial widening and multi-modal upgrade; leverages significant private sector investments.
- SR-500/Fourth Plain/SR-503 (\$20 million): following recent planning study, provide funds for initial intersection improvement to address congestion.
- I-205/SR-500 to Padden Parkway (\$50 million): add auxiliary lanes to address congestion hotspot.
- Public Transit (\$10 million): help fund construction of C-TRAN’s extension of the Fourth Plain BRT line to connect both Mill Plain and Fourth Plain lines at its new East Mill Plain Transit Center.

**Attachment A: Clark County Transportation Alliance 2023 Policy Statement**



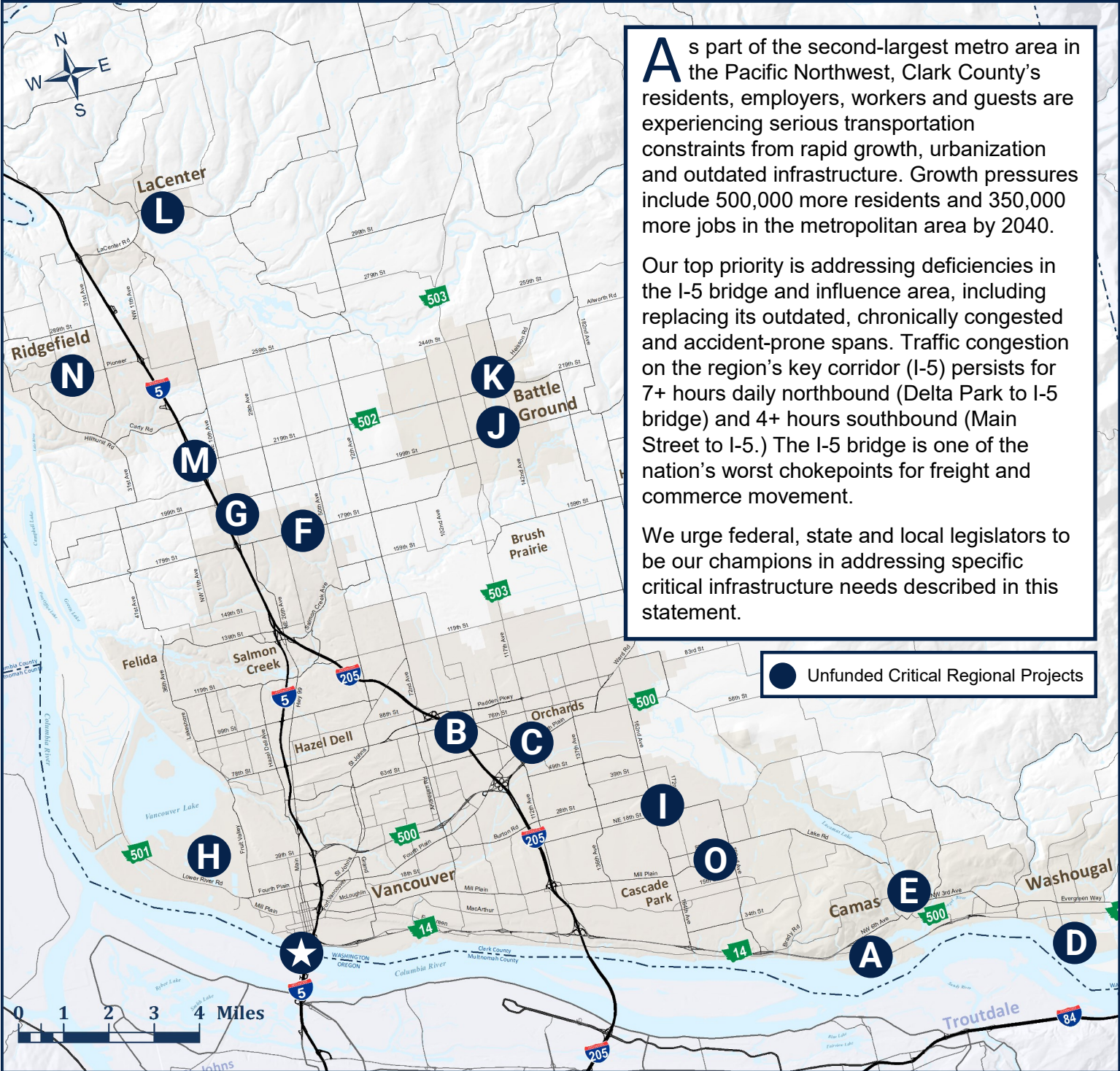
# Clark County Transportation Alliance 2023 Policy Statement

[LOGOS HERE]

Sponsoring Organizations:

[LIST HERE]

# Clark County Transportation Alliance 2023 Policy Statement





# A CALL TO FURTHER ACTION

## I-5 Bridge Replacement and Influence Area Improvements



### Action #1

#### Support Timely I-5 Bridge Replacement:

We fully support replacement of the I-5 bridges and related corridor improvements:

- Supplemental EIS: support timely completion of studies, reports and permit applications
- Bi-state legislative consensus: drive toward regional consensus for long-term solution responsive to economic prosperity, climate stewardship and social equity
- Funding commitments: secure balanced project funding including emerging federal bridge and transit grants, commitments from both states and local contributions

The I-5 spans are functionally obsolete and require outsized maintenance investments to remain operational. A bi-state approach focused on practical solutions that improve mobility throughout this primary freight, commerce and commuter corridor is a regional imperative congruent with the 2002 I-5 Corridor Strategic Plan.

Additionally, we place high priority on long-range land-use and transportation corridor planning given steadily rising population and commerce forecasts.



105-year old I-5 Bridge

## Regional Maintenance and Operations Needs

### Action #2

#### Pursue Funding to Advance State of Good Repair and Operations:

carefully evaluate recommendations of the Joint Transportation Committee's Statewide Transportation Needs Assessment, and consider enhanced and new funding models (e.g. road-usage charge).

**Fund Critical Area Operations:** dedicate additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to optimize safety and mobility on our existing system.

The 2022 Move Ahead Washington package was a welcome down payment on our maintenance and preservation backlog. Additional funding is needed to support our regional economy and community with an optimized transportation network.

## Catalytic Economic Development Investments

### Action #3

#### Fund Job- and Employer-Enabling Improvements:

support funding catalytic investments, which serve the objective of accelerating shovel-ready land for jobs and industry expansion.

- Prioritize prime opportunities:
  - Discovery Corridor (I-5/179th St)
  - Section 30 (SE 1st St)
  - Washougal Town Center/Port of Camas Washougal (32nd St)
  - Port of Vancouver USA Industrial Corridor (NW 32nd Ave)
- Support long-range transportation corridor scenario planning and needs analysis
- Refine tax increment financing (TIF) to facilitate economic and infrastructure opportunities
- Stabilize statewide programs including the Public Works Trust Fund, CERB, FMSIB, TIB, and FRAP

## Critical Regional Projects and Needs

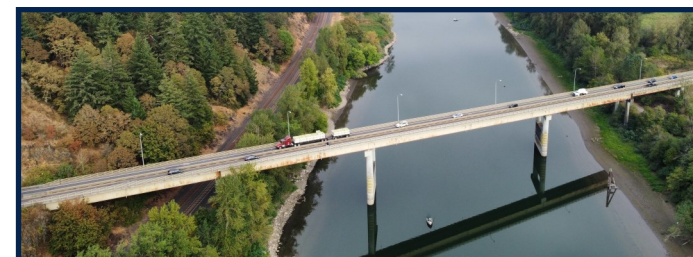
### Action #4

#### Fund Regionally Critical Projects to Address Immediate Needs:

secure funding for priorities that reduce congestion hotspots, improve safety and deliver multi-modal investments. Each project has been vetted through the regional planning process.

Following are critical regional projects (*lead agency*):

**A) West Camas Slough Bridge Widening (\$50M):** develop parallel bridge structure for westbound SR-14 traffic and added capacity (*WSDOT*)



West Camas Slough Bridge

**B) I-205/SR-500 to Padden Exwy (\$50M):** add auxiliary lanes to address congestion hotspot (*WSDOT*)

**C) SR-500/Fourth Plain/SR-503 (\$20M):** following recent planning study, provide funds for initial intersection improvement to address congestion hot spot (*WSDOT*)

**D) Washougal Town Center Transportation Access Improvement (\$80M):** improve corridors connecting Washougal including 32nd Street Rail Underpass; Town Center Connectors; 27th/Index Improvements for Port and SR-14 access (*City of Washougal*)

**E) SR-500/Everett St Corridor Improvements Phase 1 (\$15M):** install new Lacamas Lake Bridge above the floodplain with multimodal capacity (*City of Camas*)

**F) 179th St from NE 15th to NE 50th Ave (\$65.7M):** improve roadway to multimodal arterial standards supporting expanded capacity and economic development opportunities (*Clark County*)

**G) NE 15th Ave from 179th St to NE 10th Ave (\$21.8M):** add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade (*Clark County*)

**H) NW 32nd Ave Industrial Corridor (\$125M):** planning, engineering, environmental review and construction for new north-south freight arterial (*City of Vancouver*)

**I) NW 18th St at 138th Ave to 192nd Ave (\$40M):** arterial widening and multi-modal upgrade; leverages significant private sector investments (*City of Vancouver*)

**J) Eaton Blvd from SW 20th Ave to SR-503 (\$3.3M):** improve roadway to urban arterial standards and improve traffic safety (*City of Battle Ground*)

**K) Downtown Revitalization and Circulation Study (\$0.35M):** planning and design for downtown circulation plan including focus on alternative transportation options (*City of Battle Ground*)

**L) E 4th St Widening/Breeze Creek Culvert (\$12M):** complete street makeover with fish bearing culvert replacement for improved environmental outcomes (*City of La Center*)

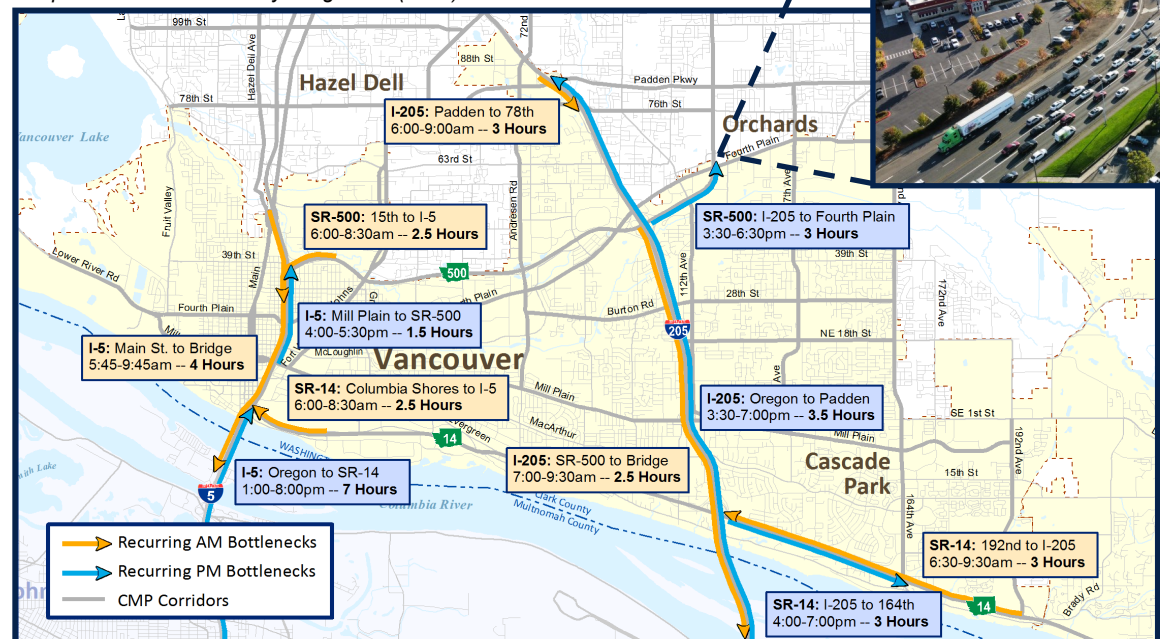
**M) NW 219th St Extension/I-5 to Hillhurst Rd (\$5M):** add western ramp access at I-5 and arterial street extension to Hillhurst Rd (*City of Ridgefield*)

**N) SR-501/Pioneer between 56th and 51st Ave (\$10M):** improve roadway to multimodal standards supporting economic development and community partnership opportunities (*City of Ridgefield*)

**O) Public Transit (\$10M):** help fund construction of C-TRAN's extension of the Fourth Plain BRT line to connect both Mill Plain and Fourth Plain lines at its new East Mill Plain Transit Center (*C-TRAN*)

### Peak AM/PM Traffic Bottlenecks

Expressed in hours of daily congestion (2019)



Courtesy SW Regional Transportation Council

## Facilitating Transportation Mobility, Economic Growth and Equity

We urge legislators to embrace the following priorities where possible:

- Support the evaluation of transportation investments to help ensure equity and climate goals
- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the evolving digital economy
- Support funding to adequately maintain the Columbia River marine highway shipping channel for the next 20-years, and for ongoing implementation of the channel maintenance plan
- Fund regionally significant freight mobility improvements for river, road and rail for Ports, as well as track improvements for the county-owned Chelatchie Prairie Railroad
- Support the Workforce Impact Fund to increase the supply of highly skilled and job ready individuals
- Support (\$3.5M) the Port of Vancouver USA's Terminal 1 Waterfront development project for safety, commerce and tourism
- Enhance or expand funding programs to improve Complete Streets by promoting safety and accessibility for everyone, including increased funding for safe bike and pedestrian pathways, sidewalks and street crossings
- Actively embrace smart technologies to ease pressures on the transportation grid and improve safety for all users



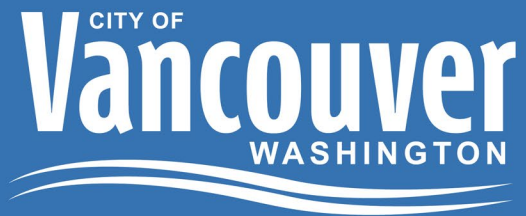
SR-500/Fourth Plain

Continued...



# City Manager's Recommended 2023-2024 Biennial Budget

**Natasha Ramras**  
Chief Financial Officer  
City of Vancouver





# Target Workshop Outcomes



- Complete final review of recommended budget, with refinements
- Review and finalize Business License Surcharge program changes to be returned for adoption with budget
- Review all budget related ordinances to be returned for first reading November 14 and hearing/adoption November 21



# 2023-2024 City Manager's Recommended Budget Overview



**2023-2024 Budget  
Overview**

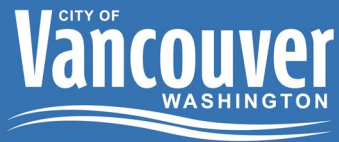


**Budget Ordinances Overview  
and Finalize Business License  
Fees update**

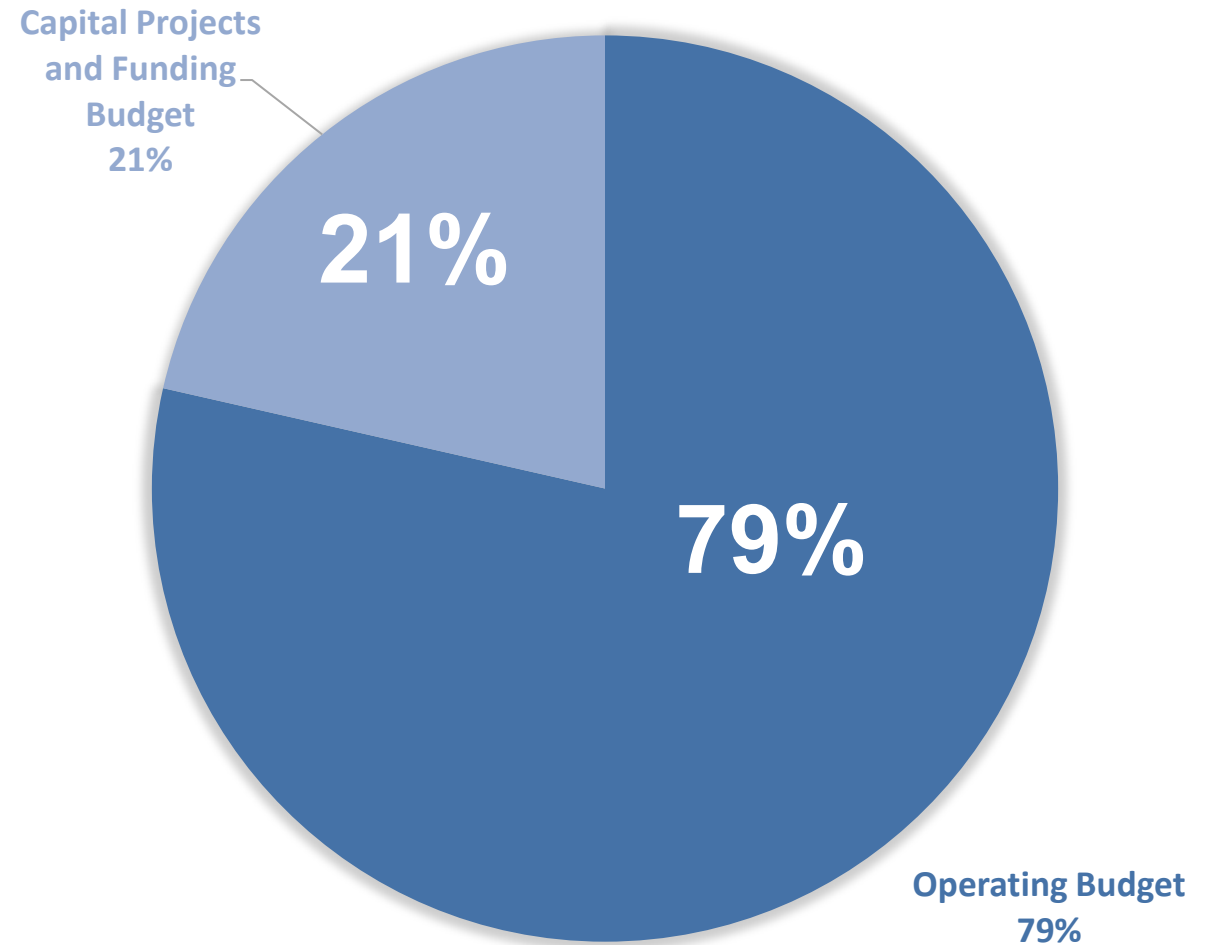
# 17% increase over the 2021-22 Biennial Budget

Capital Projects and  
Funding Budget 21%

Operating  
Budget 79%



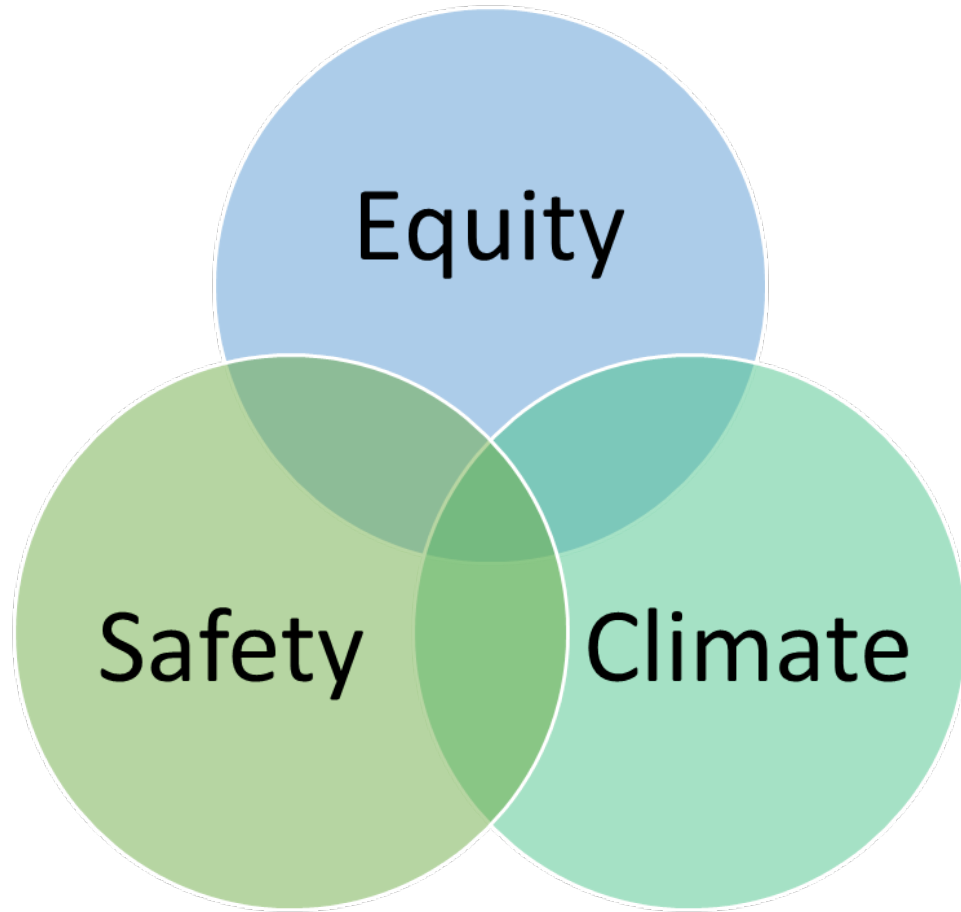
## CITY MANAGER'S RECOMMENDED 2023-2024 BUDGET OPERATING AND CAPITAL \$1.7 B



# **2023-2024 City Manager's Recommended Budget: \$1.7 billion**

- **Operating Budget: \$1.37 billion**
- **General, Street, and Fire Funds: \$0.67 billion**
- **All Other Operating Funds: \$0.7 billion**
- **Capital Budget: \$0.37 billion**
- **Projects: \$0.27 billion**
- **Funding Transfers: \$0.1 billion**

# Universal Policy Themes





# 2023-24 Budget Framework: Policy Priorities



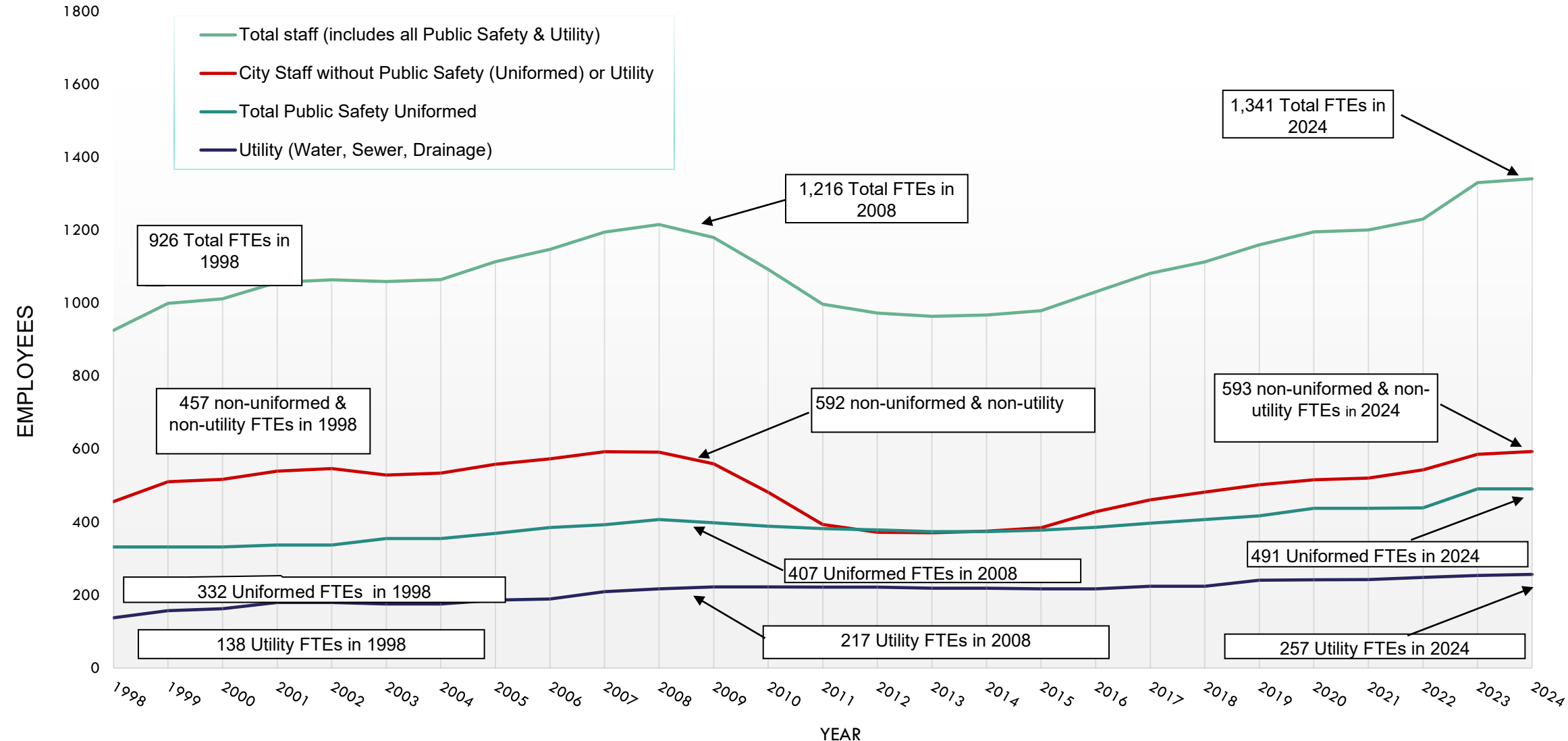
# 2023-24 City Manager's Recommended Budget



- Adds/extends 110.35 new FTEs
- Balanced, uses \$6.3 mil in existing cash for capital projects and one-time initiatives in the General, Street, Fire Funds and \$70 mil city-wide
- Operating, Capital, and General Fund reserves maintained at levels provided for in the City's financial policies



# Vancouver City Staffing Over Time





# 2023-2024 City Manager's Recommended Budget

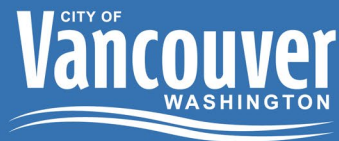
Capital Budget  
**\$377 million**

Projects  
**\$277 million**

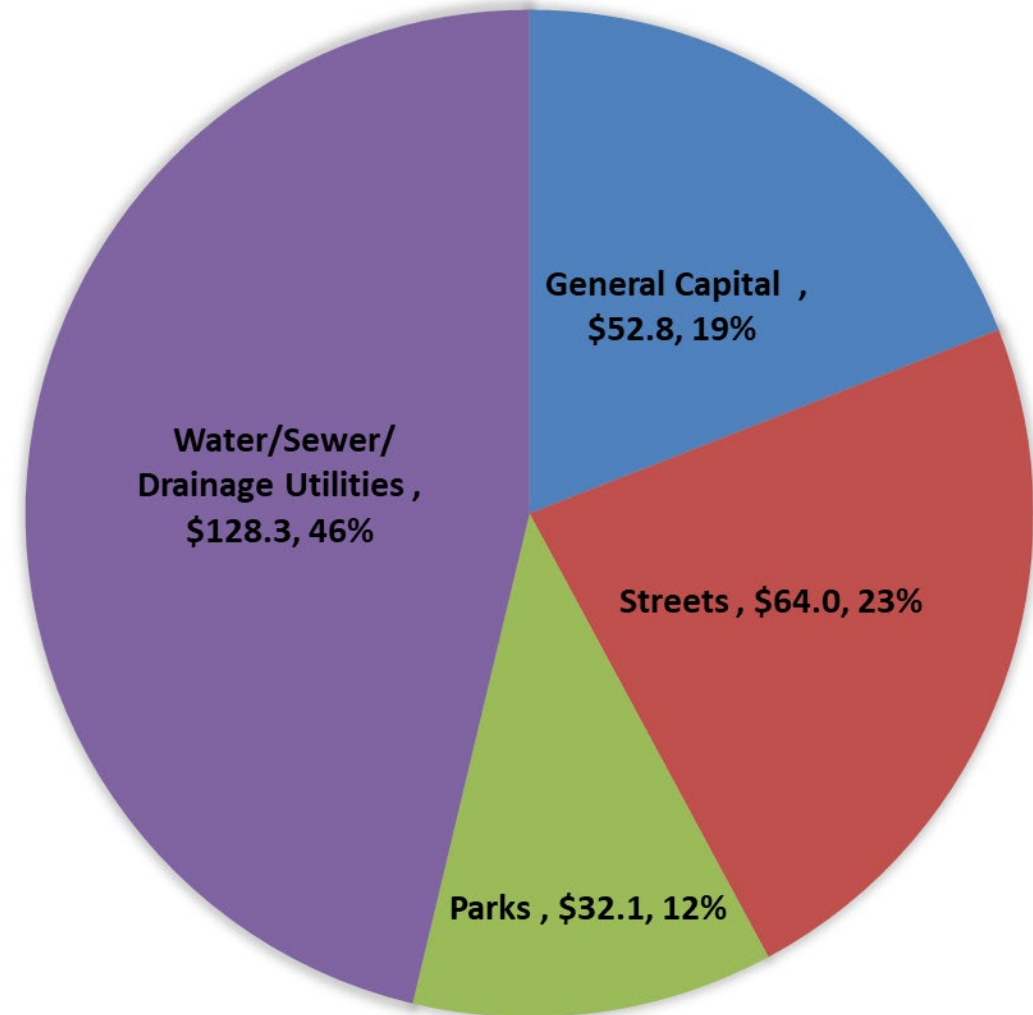
Funding  
**\$95.2 million**

# 2023-2024 City Manager's Recommended Budget

**Projects**  
\$277 million



**CITY MANAGER'S RECOMMENDED 2023-2024 CAPITAL PROGRAM: \$277 MIL**  
(DOLLARS IN MILLIONS)







# Budget Ordinances

- 2023-24 Budget Ordinance and Financial Policies Resolution
- Property Tax Ordinances – recommended 1% increase for 2023
- Utility Rate Increase Ordinances: 6% annual increase, weighted
- Water and Sewer System Development Charge Updates
- Parks Impact Fees increase consistent with A Stronger Vancouver, years 3 and 4
- Real Estate Excise Tax portion dedication to new trail program
- Update to the Business License and Business License Surcharge Fees

# Property Tax Ordinances

- **Inflationary 1% annual levy increase**
- Affordable Housing Property Tax Ordinance
- Ad Valorem
- Maintain levy capacity for exempt property

- 1% annual levy increase for property tax
- Incorporates Proposition 2 increase
- Ad Valorem – confirms the city is relying on the increased property tax revenue to fund its budget
- New ordinance to protect levy capacity once exempt property becomes non-exempt
- Levy \$6 mil for Affordable Housing (levy is estimated to be between (\$0.17 and \$0.19 per \$1,000 AV)

# Utility Rate Ordinances:

- Water, Wastewater, Surfacewater
- Solid Waste – on earlier time track

Blended 6% Annual Rate Increase to incorporate inflationary cost increases and increased capital program:

- |                         |               |
|-------------------------|---------------|
| • Water Utility         | 4.5% per year |
| • Wastewater Utility    | 6.0% per year |
| • Surface Water Utility | 8.0% per year |
| • Solid Waste Utility   | 6.6% per year |



# Utility Rate Ordinances:

- Water, Wastewater, Surfacewater
- Solid Waste – on earlier schedule
- System Development Charges update

## System Development Charges Update

- Last increase in 2010
- Study analyzed water/sewer utility costs and future capital program and recommended increases:
  - Water: ~~\$2,360~~ to \$3,415 per meter size
  - Sewer ~~\$2,740~~ to \$3,400 per dwelling unit
- Estimated to generate \$2.2 mil in Water and \$1.4 mil per year in Sewer
- Wide stakeholder outreach early in 2022
- Add annual inflationary adjustment beginning in Jan. 1, 2024

# Parks Impact Fees Planned Increase

- Updating the VMC for years 3-6 of the planned increase

## Phased Implementation Over 6 Years

| Year                | Park District      | % Increase              | Single-Family (SF) | Multi-Family (SF)  |
|---------------------|--------------------|-------------------------|--------------------|--------------------|
| <del>1-Jan-21</del> | <del>A, B, C</del> | <del>25% increase</del> | <del>\$2,819</del> | <del>\$2,060</del> |
| <del>1-Jan-22</del> | <del>A, B, C</del> | <del>25% increase</del> | <del>\$3,523</del> | <del>\$2,575</del> |
| <u>1/1/2023</u>     | <u>A, B, C</u>     | <u>35% increase</u>     | <u>\$4,757</u>     | <u>\$3,476</u>     |
| <u>1/1/2024</u>     | <u>A, B, C</u>     | <u>10% increase</u>     | <u>\$5,232</u>     | <u>\$3,824</u>     |
| <u>1/1/2025</u>     | <u>A, B, C</u>     | <u>10% increase</u>     | <u>\$5,756</u>     | <u>\$4,206</u>     |
| <u>1/1/2026</u>     | <u>A, B, C</u>     | <u>6.5% increase</u>    | <u>\$6,130</u>     | <u>\$4,480</u>     |

# Real Estate Excise Tax

- Simplify
- Add Parks Trails program

## Recommendation: Simplify by Create a Funding Waterfall

- Simplify by creating a funding waterfall
- Add \$1.0 mil per year for Trails

| <u>Sequence</u> | <u>Threshold</u> | <u>Purpose</u>                     |
|-----------------|------------------|------------------------------------|
| First           | \$1.9 mil        | FCC and MCC Debt Service           |
| Second          | \$0.2 mil        | Traffic Safety                     |
| Third           | \$0.3 mil        | Parks Capital Economic Development |
| Fourth          | \$1.0 mil        |                                    |
| Fifth           | \$1.0 mil        | Trails Parks program               |

**Total needed to  
fund                      \$4.4 mil**

# Business License Surcharge

Recommended revision to the BLS Program to:

- Expand the tax base
- Account for inflation
- Increases revenues
- Expand uses of the revenue
- Enhance equity in overall tax structure

# Business License Surcharge

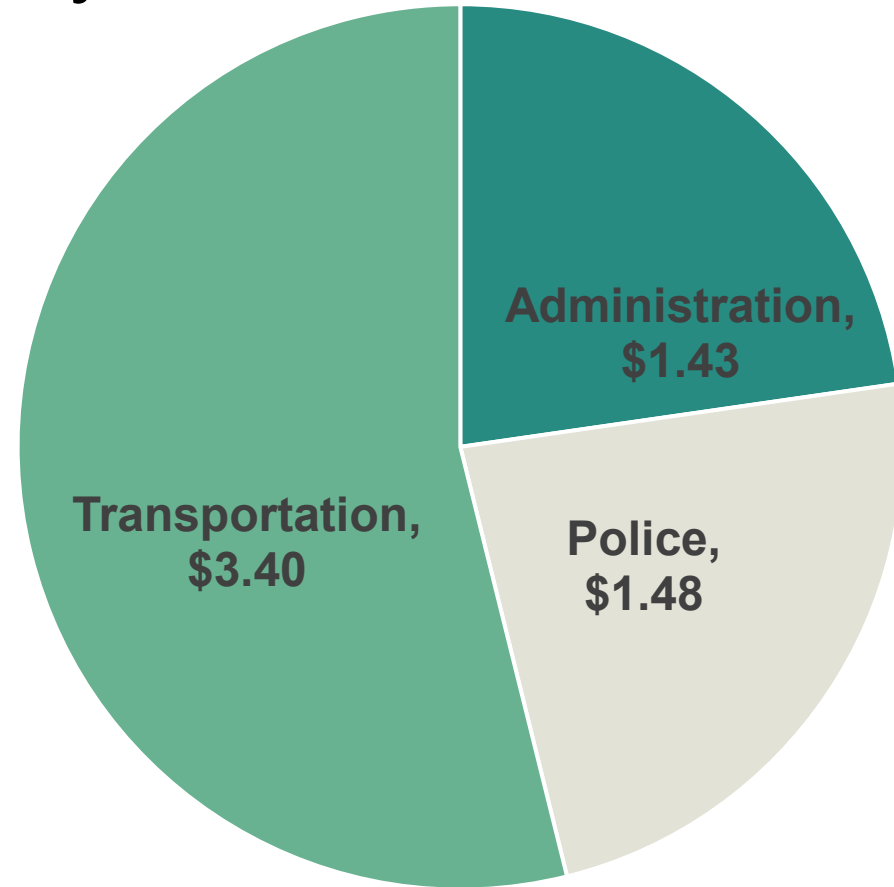
- Current System

- Revenue program – non regulatory
- Two components:
  - \$200 annual license fee per location per year
    - Applicable to for profit and non-profit
  - \$90 per full time employee (2080 annual hours) per year
    - Applicable only to for profit
- Businesses with gross annual revenue <\$12,000 are exempt from fees

# Business License Surcharge

- Current System

- Current program generates \$6.2 m annually for:





# Business License Surcharge

- Recommendation

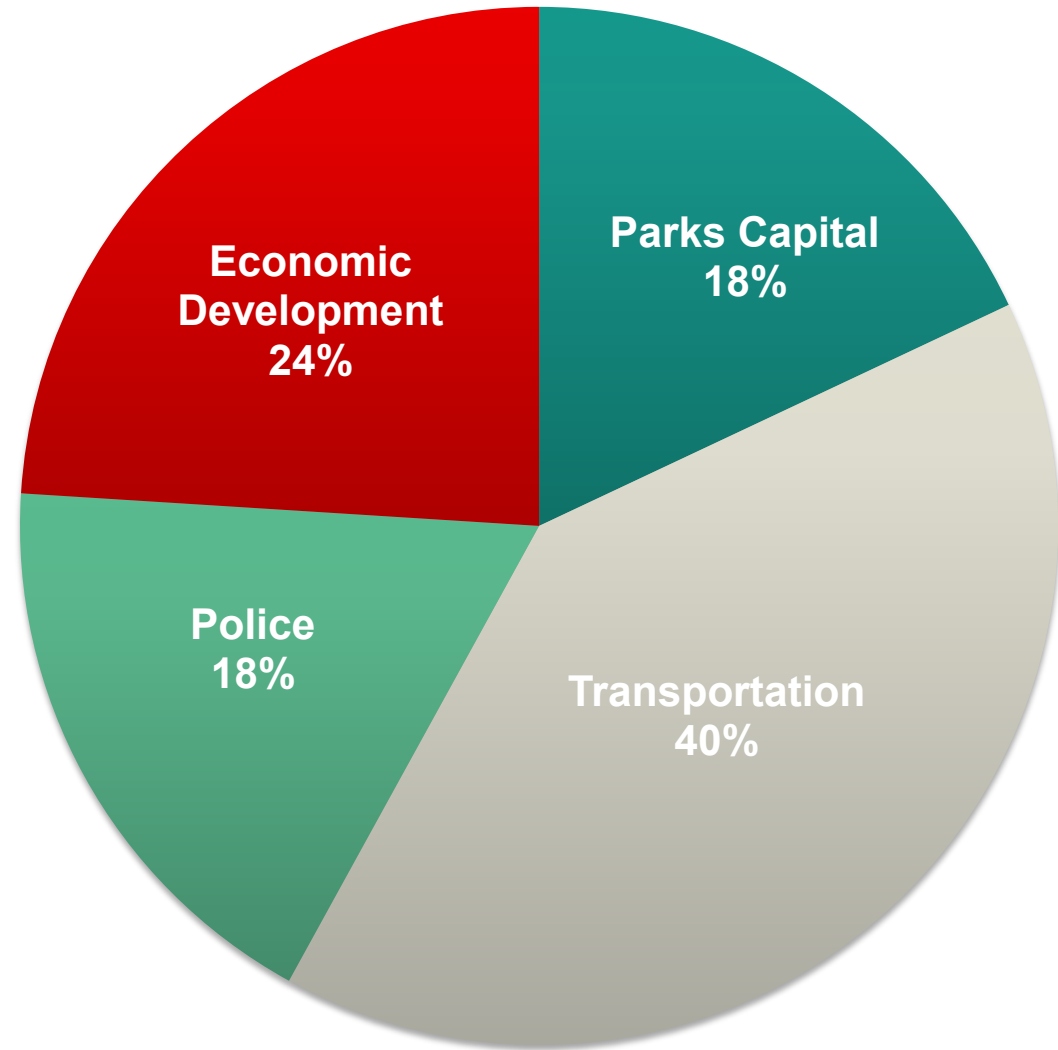
- Modify exemptions to expand the tax base
- Increase program revenues and expand revenue uses
  - Target \$10.5 m in new revenues by 2028 and maintain simplicity of administration
- Gradual implementation over time to support ease of transition and predictability for payers

# Business License Surcharge

- Recommendation

- Simplify Revenue Allocation:

## Proposed Revenue Allocation



# Business License Surcharge

- Council Feedback

- Support for:
  - Increasing the upper gross income threshold for from <\$12k to <\$50K/year
  - Exempting businesses with <\$50K/yr. gross income from business license surcharge
  - Eliminating part time employee fee
  - Defining a full-time employee at lower than 2080 annual hours
  - Modifying the proposed fees consistent with above to generate new revenues

# Business License Surcharge

- Options
- Equivalent marginal cost per hour:
  - 2023 = \$0.063
  - 2028 = \$0.12

## Scenario A:

|      | Reduced flat fee for gross revenue \$2K - \$50K | Base fee per location for profit and not for profit gross revenues >\$50K | Surcharge (FTE=2080 hrs/yr) for profit only gross revenues >\$50K |
|------|-------------------------------------------------|---------------------------------------------------------------------------|-------------------------------------------------------------------|
| 2023 | \$50                                            | \$300                                                                     | \$130                                                             |
| 2024 | \$51                                            | \$315                                                                     | \$155                                                             |
| 2025 | \$52                                            | \$331                                                                     | \$180                                                             |
| 2026 | \$53                                            | \$347                                                                     | \$205                                                             |
| 2027 | \$54                                            | \$365                                                                     | \$230                                                             |
| 2028 | \$55                                            | \$383                                                                     | \$255                                                             |
| 2029 | \$56                                            | \$402                                                                     | \$280                                                             |
| 2030 | \$57                                            | \$422                                                                     | \$305                                                             |

# Business License Surcharge

- Options
- Equivalent marginal cost per hour:
  - 2023 = \$0.062
  - 2028 = \$0.12

## Scenario B:

|      | Reduced flat fee for gross revenue \$2K - \$50K | Base fee per location for profit and not for profit gross revenues >\$50K | Surcharge (FTE=1670 hrs/yr) for profit only gross revenues >\$50K |
|------|-------------------------------------------------|---------------------------------------------------------------------------|-------------------------------------------------------------------|
| 2023 | \$50                                            | \$300                                                                     | \$104                                                             |
| 2024 | \$51                                            | \$315                                                                     | \$124                                                             |
| 2025 | \$52                                            | \$331                                                                     | \$144                                                             |
| 2026 | \$53                                            | \$347                                                                     | \$164                                                             |
| 2027 | \$54                                            | \$365                                                                     | \$184                                                             |
| 2028 | \$55                                            | \$383                                                                     | \$204                                                             |
| 2029 | \$56                                            | \$402                                                                     | \$224                                                             |
| 2030 | \$57                                            | \$422                                                                     | \$244                                                             |

# Examples of Scenarios: 2023

| Sample business type                   |                                   | FTES | 2022 Fee<br>(base + surcharge) | Scenario A<br>(base + surcharge) |                    | Scenario B<br>(base + surcharge) |            |
|----------------------------------------|-----------------------------------|------|--------------------------------|----------------------------------|--------------------|----------------------------------|------------|
|                                        |                                   |      |                                | 2023 Fee at <b>2080 hrs/ FTE</b> | Difference to 2022 | 2023 Fee at <b>1670 hrs/ FTE</b> | Difference |
| Small Business: Sole Proprietor <\$50K |                                   | 1    | \$290                          | \$50                             | -\$240             | \$50                             | -\$240     |
| Gross annual revenue >\$50 k           | Small Business: clothing boutique | 1.5  | \$380                          | \$560                            | \$180              | \$494                            | \$114      |
|                                        | Small company: personal services  | 3.5  | \$560                          | \$820                            | \$260              | \$753                            | \$193      |
|                                        | Fast Food Restaurant              | 10   | \$1,100                        | \$1,600                          | \$500              | \$1,595                          | \$495      |
|                                        | Small professional services       | 15   | \$1,550                        | \$2,250                          | \$700              | \$2,243                          | \$693      |
|                                        | Large company                     | 100  | \$9,200                        | \$13,300                         | \$4,100            | \$13,253                         | \$4,053    |



# Business License Surcharge

- Recommendation

## Scenario B Advantages:

- Reduces taxes for 17% of all City's businesses (~3,000 businesses)
- Lower surcharge than originally proposed
- Slower growth in surcharge over the recommended implementation
- Simple administration - same as current methodology
- Supports target program revenue

# Business License Surcharge

- Recommendation

## BLS Waiver:

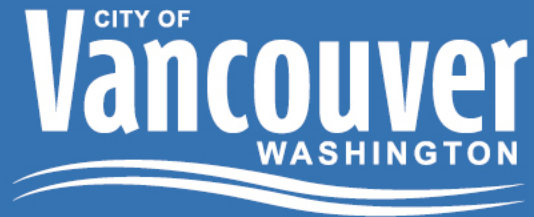
- Simplify current program:
  - One time, 5-year waiver for any business that brings:
    - >200 new FTEs earning >125% of the median income for the Metro area
- Explore “sustained investment” incentive for existing small business
- Return to Council for consideration in 2023

# Budget Process Schedule



Timeline of budget process schedule

# Questions and Direction





To: Anne McEnerny-Ogle, Mayor  
City Council

From: Eric Holmes, City Manager

Date: November 2, 2022

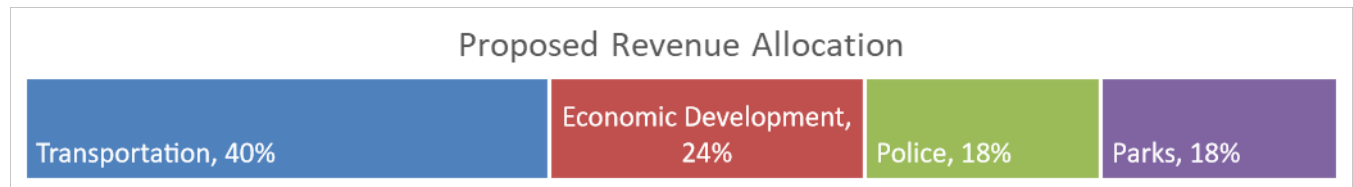
RE: **2023-24 Biennial Budget – Business License Surcharge Update**

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### **Executive Summary**

The 2023-24 Biennial Budget includes a recommendation for a significant update to the City's Business License Surcharge (BLS) program. The update is intended to expand and diversify the tax base, account for inflation since program inception (2007), expand uses of the revenue, enhance equity in overall tax structure and generate new, additional revenue over a multi-year period to support expansions in transportation, police, economic development and parks service areas. The current BLS program update is forecasted to generate approximately \$6.3 million in new revenue in the coming biennium (for a total \$18.6 million), which equates to approximately 2.1% of total general street and fire fund revenue. On full implementation, the revamped BLS program as recommended would generate approximately \$11.1 million of new additional revenue annually.

The recommended allocation of this revenue is:



### **Background**

Current state: The BLS was originally adopted in 2007 to fund transportation investments at a rate of \$50 per FTE per year. It was amended in 2016 to add \$20 dedicated to additional transportation improvements and in 2017 to add another \$20 dedicated to police funding. As of 2022, the total annual fee is \$90 per FTE. The cap on the maximum number of FTEs subject to the surcharge was lifted in 2020. Since its inception, the fee has not been adjusted for inflation. As part of the City's business relief pandemic response the City suspended the BLS in its entirety between Spring 2020 and March 2022, and it remains suspended through the end of 2022 for businesses hardest hit by state pandemic mandates. This suspension resulted in approximately \$5.5 million in foregone revenue.

Vancouver currently imposes business licensing requirements and associated fees on all businesses with gross revenues above \$12,000 in the City. The City's business license program is not a regulatory license, but rather a mechanism to gather data, support administrative functions associated with the licensing program and generate revenue for municipal purposes. The current program includes two components:

- A base business license fee of \$200 per location per year for all businesses (generates approximately \$2 million annually)
- Business License Surcharge (BLS) (also known as “head tax”) that is a \$90 annual fee per full time equivalent employee (FTE) employed by businesses with gross annual revenues over \$12,000 (generates \$4.2 million annually).
- Nonprofit organizations pay the \$200 per location fees, but do not pay the business license surcharge fees.

In a “normal” year (pre-pandemic), the program generates approximately \$6.2 million annually distributed as follows: 22.7% to General Fund unrestricted revenue, 23.4% to Police and the remaining 53.9% to Transportation.

The City has been considering changes to our business taxes to generate new, additional revenues since the Stronger Vancouver initiative was launched in 2017<sup>1</sup>. In this context, the City conducted a range of analysis of our tax base and revenue structure and found that generally the City of Vancouver’s overall business taxes are lower than comparably sized and positioned Cities in Washington and the greater metro area. Further, this analysis found that the inherent attributes of major revenue systems that support Vancouver’s municipal services - such as property tax - rely disproportionately on residential payers, an imbalance that has increased over time.

While further deliberations associated with Stronger Vancouver were placed on hold during the pandemic (and as noted above BLS charges were temporarily suspended for much of the pandemic as part of the City’s business assistance response), the recommended budget built on that analysis and engagement and includes a refresh to the business licensing program.

Leading up to publication of the recommended budget, the City Manager conferred with local business advocacy organizations about potential changes to the BLS program. These conversations informed the recommendation included with the published budget on October 1. Subsequent deliberations by the City Council during budget workshops this fall, as well as further engagement with the business community have resulted in two updated options to refreshing the BLS program outlined in the presentation materials, the difference between the two being the definition of annual hours that qualifies as a Full Time Employee (FTE). If an update to the BLS program is adopted by Council, the changes are anticipated to become effective April 2023.

These updated recommended changes to the program would result in:

- 17% of current small businesses receiving a tax reduction (~3,000 businesses) from current
- A lower surcharge than originally proposed
- Slower growth in the surcharge over a longer implementation period (2030)
- Maintaining simple administration - same as current methodology

We are scheduled to review and finalize program changes with City Council on November 7 to return for first reading and public hearing on November 14 and 21, respectively. As always, I welcome any questions members of Council may have and I look forward to discussion on November 7.

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<sup>1</sup> In the context of the Stronger Vancouver initiative, between 2017 and 2020 the City engaged in a robust community based effort to explore a project, service and revenue package to enhance city services over a multi-year period. In that context, the City considered a range of business taxes, including business and occupation, several iterations of a business license surcharge, and the admissions tax.



## City Council Budget Questions

Updated: November 2, 2022

**Q. There is \$0.5 million added for HVAC upgrades at the current Operations Center. We are building a new one. Does it make sense for us to invest in the facility we will not need long term?**

A. Normally, if the transition from the current facility to the new one is anticipated to take place within 3-4 years, we choose not to invest in modifications. In this case, it is highly likely that the move-in date will be 2027 or 2028. Due to the timing of transition, HVAC repair and upgrades were warranted. We always look to balance the costs associated with an investment like this against the useful life and have historically used a 5-year guideline. In some cases, it may not make sense because reactive, episodic repairs erode the cost savings of deferred maintenance on facility that is planned to be replaced. We will continue to be flexible as we seek to optimize this balance for this as well as other facilities such as replacement fire stations.

**Q. I like what I'm seeing for LED Streetlight replacement and repair (P. 385, 386, 394). I also like the \$.5M for the charging stations. That might be a little low and there should be a significant grant from CPU (P.359).**

A. The City will seek to leverage local resources with grants through CPU as well as what may be available in the recently passed federal legislation. The budget also includes grant writer capacity for this purpose as well as many other functions and programs at the City. If this yields additional funding or rebates, we could amend the budget during one of the supplemental appropriations next year.

**Q. My overall concern are the interest rates. 7% is going to be a problem that is going to have a dramatic impact on the economy. Should we be planning for a less optimistic forecast?**

This is a more optimistic and aspirational budget than we have developed in the past. We are also likely headed towards recession in the next year or two. The City has a \$5 million revenue stabilization balance in the General Fund and have our reserves funded to our financial policies. Our most volatile revenue source is Sales Tax, while other revenue sources to the General Fund are very reliable and predictable. Sales tax is highly dependent on the economy and has been slowing down these last three months, although it remains on track to exceed forecast this year. Due to the evolution of the local economy and the advent of internet sales tax, sales taxes are less volatile than it was during prior economic events. As the City has done in the past, staff will closely monitor revenues and make recommendations to the City Manager and his directors to slow down spending if needed. This can be accomplished through freezing vacant positions and delaying capital investments. A large portion of new additions in the budget are one-time in nature, including many positions, which gives good flexibility to respond to a downturn. We have already alerted the City leadership that this is the environment we are operating in. We are confident the City organization and Council will successfully navigate through whatever the economy brings to us in the next two years without negatively impacting the City's financial stability.

**Q. Is a new fire station in Fruit Valley road under consideration?**

A. The budget includes the capital investments as outlined to the voters in the work leading to [Proposition 2](#), which were developed by Chief Brennan Blue and his team and based on a data driven

analysis of system needs to improve response times and resulting outcomes. That analysis did not show that the Fruit Valley was underserved. Because of the specificity of the commitments associated with Proposition 2, only those investments included in the ballot resolution may be funded with proceeds from that levy.

For reference, the one-time cost to build a new station is estimated at \$15-20 million (depending on market conditions), the acquisition of fire apparatus (trucks and/or engines) and staffing and operations of a station requires the hiring of 15 firefighters (ongoing cost). The analysis of station locations is based on the emergency call trends and forecast service area-wide and [can be found here](#). Chief Blue can provide additional information and insight to City Council on follow up if needed.

**Q. What is the City doing to get better accessibility into the City's facilities, including Firstenberg and Marshall centers?**

A. Both centers are currently accessible for individuals with disabilities. During the remodel of the Marshall center in 2017, the changing rooms were modified to accommodate use by individuals with disabilities. In addition, the Marshall Pool was upgraded including improvements to the pool systems, deck, and pool tank. Also, additional pool access and three new individual/family change rooms were created. Both Marshall and Firstenberg centers exceed code requirements for bathrooms and changing spaces.

Other accessibility investments include funding for a tactile printer and software, to enable City materials to be translated for those who have visual impairment, as well as enhanced capacity (through staff and technology) to better engage unheard and under-heard voices in our programmatic and project- based community engagement.

The recommended budget also includes funding for accessibility improvements at City Hall, and other facility investments (police, fire) which will all incorporate best practices for accessibility.

Multi-lingual/translation services are recommended to be enhanced in this budget through a combination of expanded contract translation services as well as part time, temporary and project-based staff focused community engagement. Permanent FTEs for translation services were not included because it is challenging to cover the wide range of languages spoken in the community at the time. Currently, contracted services provide valuable flexibility to meet the multi-lingual needs of the community.

*11.7 Update:* the City's current translation services vendor offers telephonic and in person translation services. This is a new vendor to the City in the current biennium. The recommended budget will increase the value of this contract, expanding the City's capability to provide translation more frequently and in more languages which will be used to support engagement on a project and program basis as well as can be used to multi-lingual pilot customer service at City facilities. This, in addition to the community language needs assessment planned for 2023-24 will enhance the City's capabilities to serve members of our community more effectively in their primary language.

**Q. What is the planned approach for the printed newsletter? How will it compliment the City's other communication channels?**

A. The strategy is to have a varied set of channels to meet the diverse information needs of the community. While social media and the website are effective channels for the City, not all of our residents use social media or choose to follow our web content. A newsletter that is mailed to all households will help fill this digital information gap. A newsletter will allow the City to do longer-form storytelling through articles, infographics, and photography. A print newsletter complements our other channels by providing another way to share and cross promote information. The printed version will be in English, but we will translate the content into the main languages spoken in Vancouver and make it available using QR codes.

**Q. Why are we trying to create the City's naturescaping projects, rather than incorporating lessons and examples that already exist, (at the WREC facility, County created gardens), and updating our standards to start incorporating native vegetation when building/rebuilding parks and building roads?**

A. While referenced as a "pilot" project, this effort is the beginning of a programmatic approach to ultimately modifying the standards for public and private landscaping in the city. We will be building off known efforts in this arena, but the City's naturescaping project will focus on areas with specific needs. For example, road rights of way and stormwater infiltration basins are exposed to different types of chemicals, etc. than a demonstration garden might be and will require functional as well as ornamental mixes. In parks, high traffic areas also require different combinations of plants. We also intend to develop vegetative covers that are climate hardy while lowering ongoing maintenance needs. As the standards are propagated, they will be added to development standards so that infrastructure dedicated to the city through private development follows the new criteria.



**Staff Report: 158-22**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 11/7/2022

**SUBJECT** Interlocal Agreement with Clark Public Utilities (CPU) for Overhead Electric Line Relocation associated with the NE 68th Street transportation project (on NE 68th Street from NE 28th Avenue to St Johns Road. (Project #PRJ072462)

**Key Points**

- The project will upgrade and provide urban standards for NE 68th Street, originally constructed as a two-lane roadway without curbs or sidewalks.
- CPU owns certain facilities adjacent to the project area, located in easements, that must be relocated to complete the road improvement project.
- The City desires these facilities to be relocated elsewhere in order to allow the road improvement project to proceed. Consistent with past practice, because the facilities are located in private easements, the City is responsible to compensate CPU for the performance of the relocation work.

**Strategic Plan Alignment**

**Goal 1:** Ensure our built urban environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest.

**Objective 1.1:** Develop and maintain a safe, balanced, and innovative transportation system that will meet the needs of future generations.

**Objective 1.2:** Ensure our infrastructure, including buildings and utilities, is safe, environmentally responsible and well maintained.

**Goal 9:** Build the strongest, most resilient economy in the region.

**Objective 9.1:** Create infrastructure and policies that support job creation.

### **Present Situation**

The NE 68th Street transportation project is a joint project between the City of Vancouver and Clark County. The project spans NE 68th Street between Highway 99 and St Johns Road. The City portion of the project is between NE 28th Avenue and St Johns Road.

The City and CPU have been working cooperatively to complete the NE 68th Street transportation project. Relocation is required for CPU facilities. When CPU has facilities located within the right-of-way, CPU is responsible for the cost of relocation to accommodate roadway reconstruction. When the facilities are located in CPU easements, CPU can require reimbursement for the relocation of the facilities. An Interlocal Agreement must be executed to enable the City to reimburse CPU for these costs.

### **Advantage(s)**

This Interlocal Agreement will provide staff authority to reimburse CPU for the relocation of their facilities needed for the City's project to be completed.

### **Disadvantage(s)**

The City will need to reimburse for the costs, but these costs have been planned and budgeted.

### **Budget Impact**

The project is currently funded through federal grants, a state Transportation Improvement Board grant, and local matching dollars. The project is included in the 2021-2022 Transportation Capital Fund Budget.

### **Prior Council Review**

1. Approval of Interlocal Agreement between the City of Vancouver and Clark County (August 24, 2020)
2. Approval of the 2021-2022 budget which included the referenced project, Ordinance M-4321. (November 16, 2020)
3. Approval of the 2023-2028 Transportation Improvement Program (TIP), Resolution No. M-4175. (June 27, 2022)

### **Action Requested**

Authorize the City Manager or designee to sign an Interlocal Agreement with Clark Public Utilities for reimbursement of expenses for Overhead Electric Line Relocation – NE 68th Street transportation improvement project, currently estimate to be \$22,947.97 which includes sales tax.

*Ivar Christensen, PE, Senior Civil Engineer, 360-487-7765; Hassan Abdalla, PE, Engineering Manager, 360-487-7704*

**ATTACHMENTS:**

- ▣ ILR Agreement with Exhibits
- ▣ ILR Agreement with Exhibits



**INTERLOCAL AGREEMENT BY AND BETWEEN  
THE CITY OF VANCOUVER AND  
CLARK PUBLIC UTILITIES**

**Overhead Electric Line Relocations, NE 68<sup>th</sup> St from NE 28<sup>th</sup> Ave to NE St Johns Rd**

This Interlocal Agreement (the “Agreement”) (MOU) is made and entered into pursuant to Chapter 39.34 of the Revised Code of Washington, by and between the City of Vancouver (the “City”), a municipal corporation with an address of P.O. Box 1995, Vancouver, WA 98668, and Clark Public Utilities (“CPU”), a municipal corporation with an address of P.O. Box 8900, Vancouver, WA 98668 on the dates indicated below. The City and CPU are sometimes collectively referred to as the “Parties” or to either one individually as a “Party.”

**RECITALS**

**WHEREAS**, the Interlocal Cooperation Act, as amended, and codified in Chapter 39.34 of the Revised Code of Washington provides for cooperative efforts between governmental entities; and

**WHEREAS**, the City has concluded that construction of road improvements along NE 68<sup>th</sup> St from NE 28<sup>th</sup> Ave to NE St Johns Rd (the “Project Area”) is necessary in order to provide an acceptable level of road and pedestrian safety; and

**WHEREAS**, CPU owns certain facilities in the Project Area, some of which are located on easements, which must be relocated or adjusted in order to complete the City’s road improvement project; and

**WHEREAS**, the City desires these facilities be relocated elsewhere or adjusted in order to allow the project to proceed; and

**WHEREAS**, CPU has requested compensation from the City for the performance of the relocation work and the City has agreed; and

**WHEREAS**, both the City and CPU agree that it is in the best interests of the Parties to collaborate on the relocation work in a timely and cost-effective manner.

**NOW, THEREFORE**, in consideration of the terms and conditions contained herein, the Parties hereby mutually agree as follows.

**AGREEMENT**

1. **PURPOSE** This Agreement is entered into pursuant to the authority of RCW 39.34.080. The purpose of this Agreement is to set forth the mutual obligations, responsibilities and rights of the City and CPU relating to the relocation of CPU facilities as described herein.
2. **TERM** This Agreement shall become effective upon the date of last signature of the Parties below, and shall continue until June 30, 2023, or until the relocation work has been completed by

CPU, and accepted by the City (in a timely manner) and the City has paid CPU in full, unless terminated sooner.

3. ADMINISTRATION. No new or separate legal or administrative entity is created to administer the provisions of this Agreement. The Parties hereto shall be jointly responsible for administering the performance herein. The Parties will not acquire any jointly-owned real or personal property in connection with performance of this Agreement. The Parties shall each be responsible for their own individual financial costs of performance of this Agreement, except as otherwise described herein. No joint budget will be prepared to carry out the performance of this Agreement.
4. TERMINATION. Either Party may choose to terminate this Agreement by notifying the other Party upon thirty (30) days written notice. Should this Agreement be terminated prior to completion of the relocation work by CPU, the City agrees to compensate CPU for the relocation costs incurred up to that date.
5. SCOPE OF WORK.
  - a. CPU agrees to relocate existing electrical facilities on behalf of the City to accommodate construction of road improvements along NE 68<sup>th</sup> St from NE 28<sup>th</sup> Ave to NE St Johns Rd, as described on the project map attached as Exhibit 'A' (the "City Relocation Work"), which is incorporated herein by this reference.
  - b. As part of this work, CPU agrees to relocate overhead distribution lines including all poles, framing, conductors, guying, anchors, risers, upright pedestals, transformers, equipment, cable in conduit, etc. as necessary to complete the relocation or adjustment of a portion of its facilities to accommodate construction of road improvements along NE 68<sup>th</sup> St from NE 28<sup>th</sup> Ave to NE St Johns Rd.
  - c. All materials provided by CPU subject to reimbursement by the City are to be Buy America compliant, except those materials CPU is unable to procure as such and for which CPU will provide to the City the necessary information in order for the City to document for governing authorities.
  - d. The City, as the recipient of FHWA grant funding, will be responsible for documenting all non-compliant materials to be installed by CPU in performing the reimbursable relocation work. The City acknowledges that it may be necessary to use some non-compliant material during construction and directs CPU to proceed with construction using non-compliant materials where no alternative is available. The City agrees to reimburse to CPU any additional material and labor costs necessary in order to bring those materials into compliance as may be required at a future date, if directed to do so by the FHWA or any other governing authority. CPU shall invoice the City for such costs following any mandated reconstruction.
  - e. CPU currently has agreements with communications companies and allows joint use contacts along the existing pole alignment. The City agrees to work with these companies to ensure

their facilities are relocated in a timely manner. CPU shall not be responsible for the relocation of joint use facilities or the cost thereof.

6. PAYMENT.

- a. CPU agrees that it shall initially pay for the actual direct and related indirect costs of the relocation, including but not limited to, permitting, property rights (including acquiring replacement easements), materials, construction, construction engineering, contract administration and overhead costs, associated with the City Relocation Work.
- b. City agrees to provide reimbursement to CPU for the actual direct and related indirect costs of the City Relocation Work, as identified in Exhibit 'A', currently estimated to be Twenty Two Thousand, Nine Hundred and Forty Seven Dollars and Ninety Seven Cents (\$22,947.97).
- c. CPU shall invoice the City and provide supporting documentation therefore, and the City agrees to pay CPU within thirty (30) calendar days of receipt of an invoice.

7. DISPUTE RESOLUTION. In the event of a dispute between the City and CPU regarding performance of this Agreement, the Parties shall proceed as follows:

- a. The City Manager of the City and the General Manager of CPU, or their designated representatives, shall first review such dispute and provide the Parties options for mutual resolution of the dispute.
- b. Any controversy or claim arising out of or relating to this Agreement or the alleged breach of such Agreement that cannot be resolved by the City Manager of the City and the General Manager of CPU, or their designated representatives, may be submitted to mediation and if still not resolved, shall be submitted to binding arbitration in accordance with the rules and procedures set forth in Chapter 7.04 RCW, and the judgment or award rendered by the arbitrator may be entered in any court having jurisdiction thereof.

8. INDEPENDENT CONTRACTOR. Both Parties shall be deemed independent contractors for all purposes, and the employees of each Party and any of its contractors, subcontractors, consultants, and the employees thereof, shall not in any manner be deemed to be the employees of the other Party. CPU shall retain all authority for provision of services, standards of performance, discipline and control of personnel, and other matters incident to its performance of services pursuant to this Agreement. Nothing in this Agreement shall make any employee of a Party an employee of the other Party for any purpose, including but not limited to, for withholding of taxes, payment of benefits, workers' compensation pursuant to Title 51 RCW, or any other rights or privileges accorded their respective employees by virtue of their employment.

9. INDEMNIFICATION. To the extent authorized by law, the City and CPU shall indemnify and hold harmless one another and their employees and/or officers from and shall process and defend at its own expense any and all claims, demands, suits at law or equity, actions, penalties, losses, damages (both to persons and/or property), or cost, of whatsoever kind of nature, brought against one Party arising out of, in connection with, or incident to the other Party's performance or

failure to perform any aspect of this Agreement, provided, however, that if such claims are caused by or result from the concurrent negligence of (a) the City and (b) CPU, their respective employees and/or officers, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the City or CPU, and provided further, that nothing herein shall require the City or CPU to hold harmless or defend the other or its employees and/or officers from any claims arising from that Party's sole negligence or that of its employees and/or officers. Notwithstanding the foregoing, since the City is directing CPU to install materials that may not be compliant with the Buy America requirement, CPU shall not be responsible to the City for any loss, claim, penalty, or expense attributed to a violation of the Buy America requirements and the City shall indemnify and defend CPU from any such claim, loss, penalty, or expense. The terms of this section shall survive the termination of this Agreement.

10. AMENDMENTS. This Agreement shall not be modified or amended in any manner except by an instrument in writing executed by the Parties hereto.
11. ASSIGNMENT. No Party hereto shall assign its rights or obligations under this Agreement without the prior written consent of the other Party hereto.
12. NOTICES. All communications, notices and demands of any kind which are required by this Agreement shall be in writing and shall be deemed given when deposited in the U.S. mail, first class postage prepaid, to the following addresses or to such other addresses as the Parties shall from time to time give notice to the other Parties:

If to the City:  
City of Vancouver  
Attn: Ivar Christensen  
P.O. Box 1995  
Vancouver, WA 98668

If to CPU:  
Clark Public Utilities  
Attn: Jonathan Pilling  
P.O. Box 8900  
Vancouver, WA 98668

13. COUNTERPARTS. This Agreement may be executed simultaneously in several counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument.
14. ENTIRE AGREEMENT. This Agreement contains all of the agreements of the Parties with respect to the subject matter covered or mentioned therein, and no prior Agreements shall be effective to the contrary.
15. FILING. Executed copies of this Agreement shall be filed as required by RCW 39.34.040 or alternatively listed on the Parties' respective web sites or other electronically retrievable public source.
16. SEVERABILITY. Any provision of this Agreement, which is prohibited or unenforceable, shall be ineffective to the extent of such prohibition or unenforceability, without invalidating the remaining provisions or affecting the validity or enforcement of such provisions.
17. RATIFICATION. Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.

18. GOVERNING LAW. This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the Parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. The contractor shall have legal authority to enter into this agreement and be at least 18 years of age. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.

**IN WITNESS WHEREOF**, the authorized representatives of the Parties have executed this Amendment on the dates indicated below.

For the **CITY**:

**CITY OF VANCOUVER, WA**  
A municipal corporation

\_\_\_\_\_  
Eric Holmes, City Manager

DATED: \_\_\_\_\_

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

Approved as to Form:

\_\_\_\_\_  
Jonathan Young, City Attorney

For **CPU**:

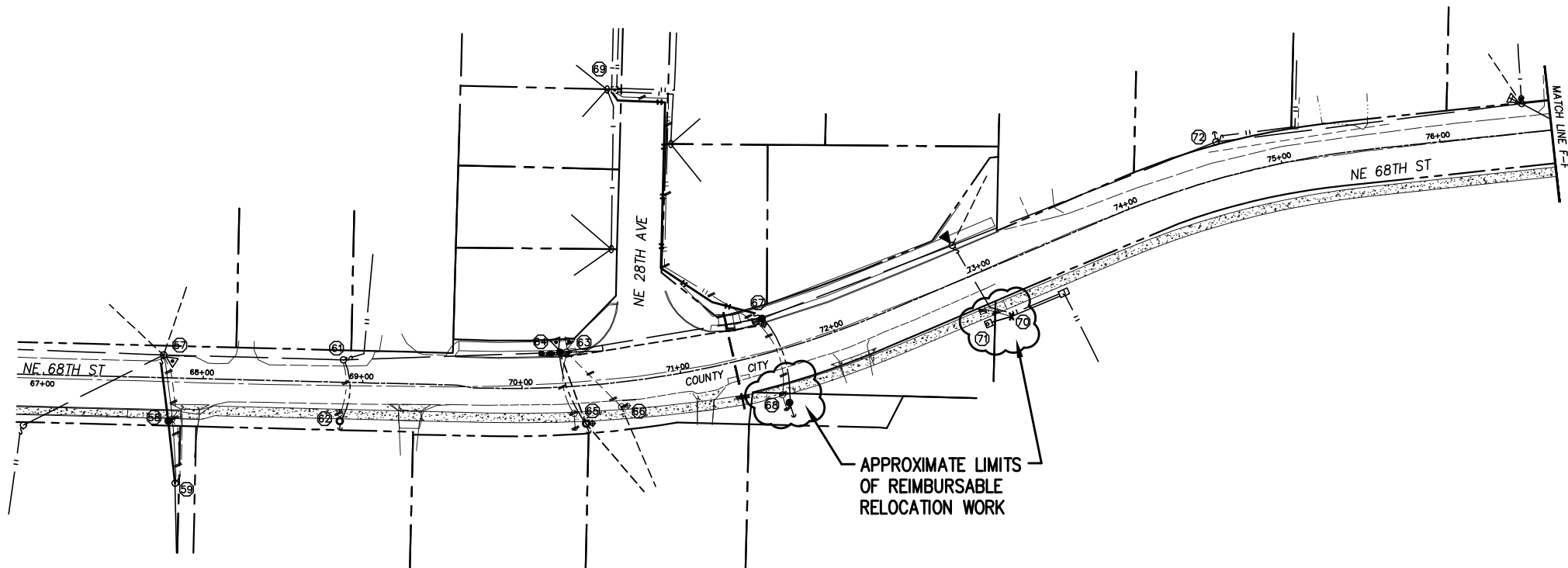
**CLARK PUBLIC UTILITIES**  
A municipal corporation

\_\_\_\_\_  
Lena Wittler, General Manager

DATED: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
John Eldridge, General Counsel

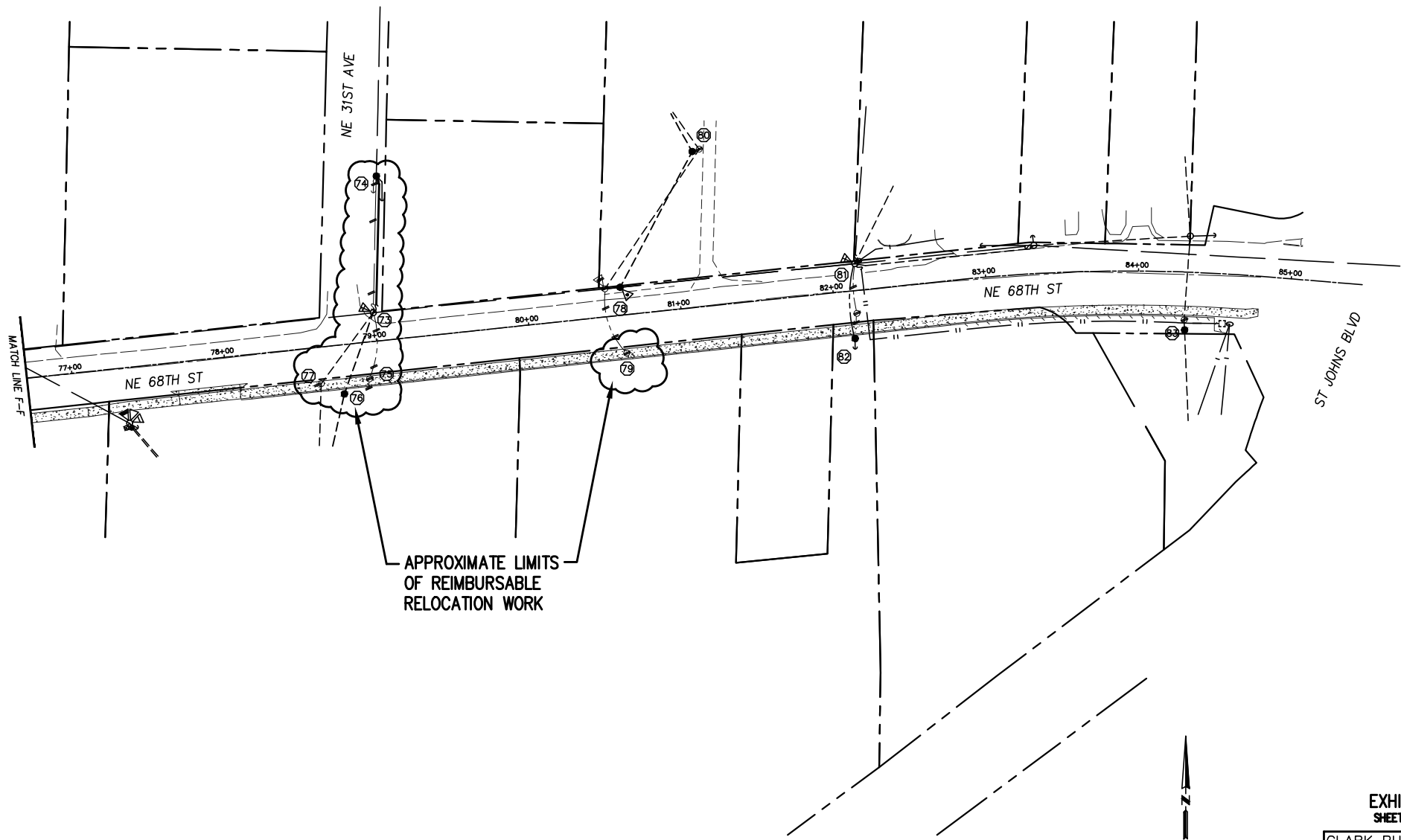


T2N, R1E, WM, SECT 11, 12  
SOURCE: ARCH4, ELMG4

**EXHIBIT 'A'**  
**SHEET 1 OF 2**

| CLARK PUBLIC UTILITIES      |                     |  |  |
|-----------------------------|---------------------|--|--|
| CLARK CO/CITY OF VANCOUVER  |                     |  |  |
| NE 68TH ST SIDEWALK PROJECT |                     |  |  |
| CPU SYSTEM IMPROVEMENT      |                     |  |  |
| DESIGN BY: JFP              | SCALE: 1" = NTS     |  |  |
| APPR'D BY:                  | SERIAL/NO. # 548420 |  |  |
| DRAWN BY: JFP               | FILE: 548420.DWG    |  |  |
| DATE: 09/14/22              | W.O. # 145-54367    |  |  |





T2N, R1E, WM, SECT 11, 12  
SOURCE: ARCH4, ELMG4

| EXHIBIT 'A'                 |                     |
|-----------------------------|---------------------|
| SHEET 2 OF 2                |                     |
| CLARK PUBLIC UTILITIES      |                     |
| CLARK CO/CITY OF VANCOUVER  |                     |
| NE 68TH ST SIDEWALK PROJECT |                     |
| CPU SYSTEM IMPROVEMENT      |                     |
| DESIGN BY: JFP              | SCALE: 1" = NTS     |
| APPR'D BY:                  | SERIAL/NO. # 548420 |
| DRAWN BY: JFP               | FILE: 548420.DWG    |
| DATE: 09/14/22              | W.O. # 145-54367    |

**INTERLOCAL AGREEMENT BY AND BETWEEN  
THE CITY OF VANCOUVER AND  
CLARK PUBLIC UTILITIES**

**Overhead Electric Line Relocations, NE 68<sup>th</sup> St from NE 28<sup>th</sup> Ave to NE St Johns Rd**

This Interlocal Agreement (the “Agreement”) (MOU) is made and entered into pursuant to Chapter 39.34 of the Revised Code of Washington, by and between the City of Vancouver (the “City”), a municipal corporation with an address of P.O. Box 1995, Vancouver, WA 98668, and Clark Public Utilities (“CPU”), a municipal corporation with an address of P.O. Box 8900, Vancouver, WA 98668 on the dates indicated below. The City and CPU are sometimes collectively referred to as the “Parties” or to either one individually as a “Party.”

**RECITALS**

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**WHEREAS**, the City has concluded that construction of road improvements along NE 68<sup>th</sup> St from NE 28<sup>th</sup> Ave to NE St Johns Rd (the “Project Area”) is necessary in order to provide an acceptable level of road and pedestrian safety; and

**WHEREAS**, CPU owns certain facilities in the Project Area, some of which are located on easements, which must be relocated or adjusted in order to complete the City’s road improvement project; and

**WHEREAS**, the City desires these facilities be relocated elsewhere or adjusted in order to allow the project to proceed; and

**WHEREAS**, CPU has requested compensation from the City for the performance of the relocation work and the City has agreed; and

**WHEREAS**, both the City and CPU agree that it is in the best interests of the Parties to collaborate on the relocation work in a timely and cost-effective manner.

**NOW, THEREFORE**, in consideration of the terms and conditions contained herein, the Parties hereby mutually agree as follows.

**AGREEMENT**

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CPU, and accepted by the City (in a timely manner) and the City has paid CPU in full, unless terminated sooner.

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- a. The City Manager of the City and the General Manager of CPU, or their designated representatives, shall first review such dispute and provide the Parties options for mutual resolution of the dispute.
- b. Any controversy or claim arising out of or relating to this Agreement or the alleged breach of such Agreement that cannot be resolved by the City Manager of the City and the General Manager of CPU, or their designated representatives, may be submitted to mediation and if still not resolved, shall be submitted to binding arbitration in accordance with the rules and procedures set forth in Chapter 7.04 RCW, and the judgment or award rendered by the arbitrator may be entered in any court having jurisdiction thereof.

8. INDEPENDENT CONTRACTOR. Both Parties shall be deemed independent contractors for all purposes, and the employees of each Party and any of its contractors, subcontractors, consultants, and the employees thereof, shall not in any manner be deemed to be the employees of the other Party. CPU shall retain all authority for provision of services, standards of performance, discipline and control of personnel, and other matters incident to its performance of services pursuant to this Agreement. Nothing in this Agreement shall make any employee of a Party an employee of the other Party for any purpose, including but not limited to, for withholding of taxes, payment of benefits, workers' compensation pursuant to Title 51 RCW, or any other rights or privileges accorded their respective employees by virtue of their employment.

9. INDEMNIFICATION. To the extent authorized by law, the City and CPU shall indemnify and hold harmless one another and their employees and/or officers from and shall process and defend at its own expense any and all claims, demands, suits at law or equity, actions, penalties, losses, damages (both to persons and/or property), or cost, of whatsoever kind of nature, brought against one Party arising out of, in connection with, or incident to the other Party's performance or

failure to perform any aspect of this Agreement, provided, however, that if such claims are caused by or result from the concurrent negligence of (a) the City and (b) CPU, their respective employees and/or officers, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the City or CPU, and provided further, that nothing herein shall require the City or CPU to hold harmless or defend the other or its employees and/or officers from any claims arising from that Party's sole negligence or that of its employees and/or officers. Notwithstanding the foregoing, since the City is directing CPU to install materials that may not be compliant with the Buy America requirement, CPU shall not be responsible to the City for any loss, claim, penalty, or expense attributed to a violation of the Buy America requirements and the City shall indemnify and defend CPU from any such claim, loss, penalty, or expense. The terms of this section shall survive the termination of this Agreement.

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12. NOTICES. All communications, notices and demands of any kind which are required by this Agreement shall be in writing and shall be deemed given when deposited in the U.S. mail, first class postage prepaid, to the following addresses or to such other addresses as the Parties shall from time to time give notice to the other Parties:

If to the City:  
City of Vancouver  
Attn: Ivar Christensen  
P.O. Box 1995  
Vancouver, WA 98668

If to CPU:  
Clark Public Utilities  
Attn: Jonathan Pilling  
P.O. Box 8900  
Vancouver, WA 98668

13. COUNTERPARTS. This Agreement may be executed simultaneously in several counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument.
14. ENTIRE AGREEMENT. This Agreement contains all of the agreements of the Parties with respect to the subject matter covered or mentioned therein, and no prior Agreements shall be effective to the contrary.
15. FILING. Executed copies of this Agreement shall be filed as required by RCW 39.34.040 or alternatively listed on the Parties' respective web sites or other electronically retrievable public source.
16. SEVERABILITY. Any provision of this Agreement, which is prohibited or unenforceable, shall be ineffective to the extent of such prohibition or unenforceability, without invalidating the remaining provisions or affecting the validity or enforcement of such provisions.
17. RATIFICATION. Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.

18. GOVERNING LAW. This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the Parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. The contractor shall have legal authority to enter into this agreement and be at least 18 years of age. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.

**IN WITNESS WHEREOF**, the authorized representatives of the Parties have executed this Amendment on the dates indicated below.

For the **CITY**:

**CITY OF VANCOUVER, WA**  
A municipal corporation

\_\_\_\_\_  
Eric Holmes, City Manager

DATED: \_\_\_\_\_

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

Approved as to Form:

\_\_\_\_\_  
Jonathan Young, City Attorney

For **CPU**:

**CLARK PUBLIC UTILITIES**  
A municipal corporation

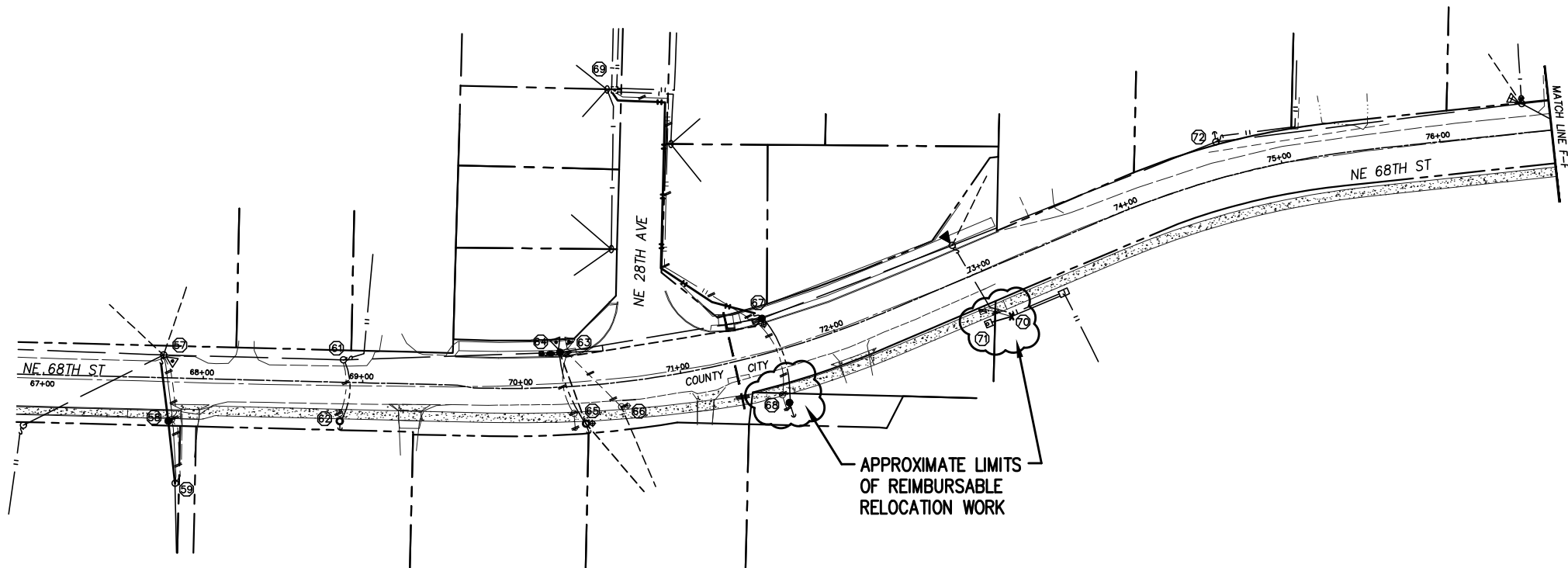
\_\_\_\_\_  
Lena Wittler, General Manager

DATED: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
John Eldridge, General Counsel

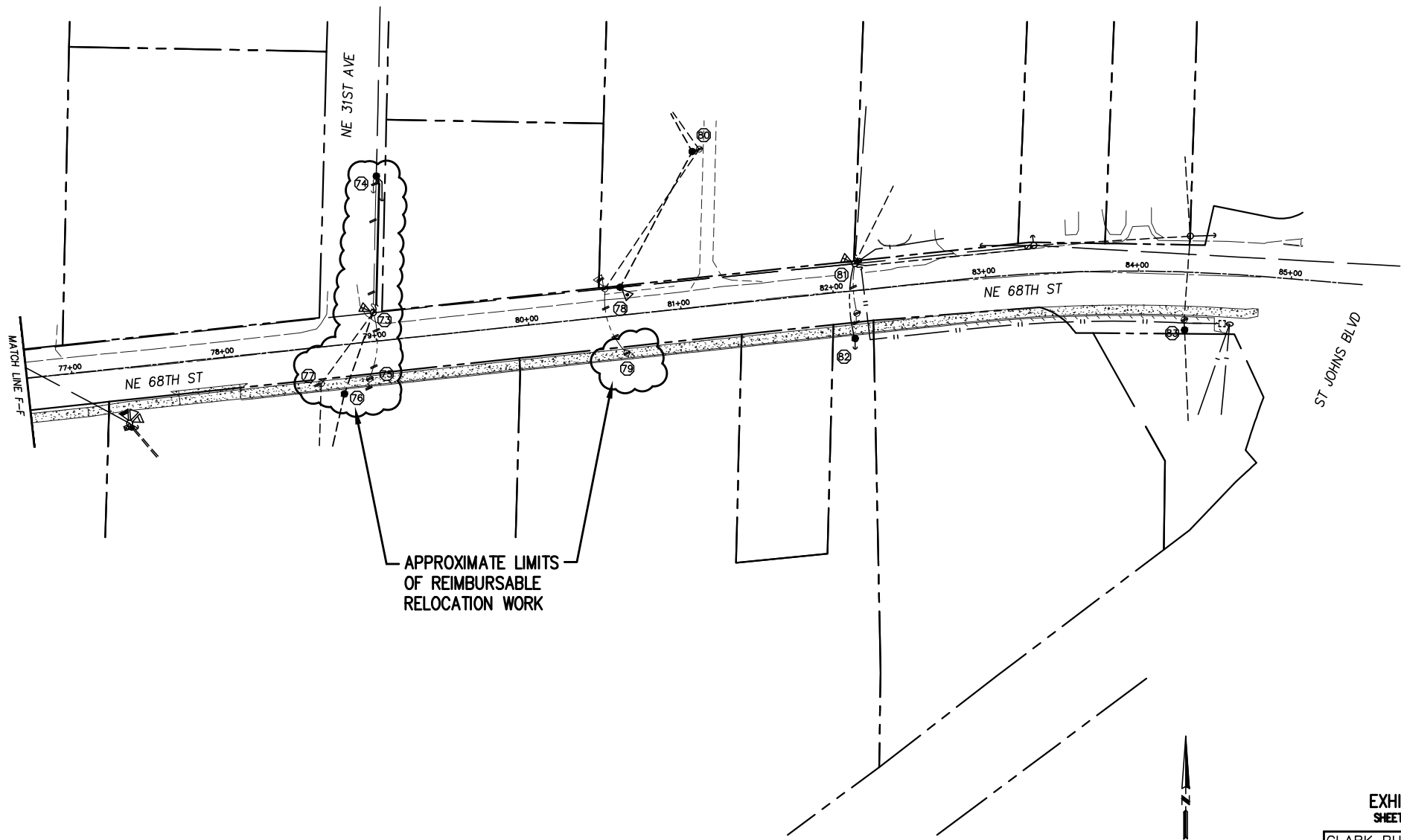




T2N, R1E, WM, SECT 11, 12  
SOURCE: ARCH4, ELMG4

**EXHIBIT 'A'**  
**SHEET 1 OF 2**

| CLARK PUBLIC UTILITIES      |                     |  |  |
|-----------------------------|---------------------|--|--|
| CLARK CO/CITY OF VANCOUVER  |                     |  |  |
| NE 68TH ST SIDEWALK PROJECT |                     |  |  |
| CPU SYSTEM IMPROVEMENT      |                     |  |  |
| DESIGN BY: JFP              | SCALE: 1" = NTS     |  |  |
| APPR'D BY:                  | SERIAL/NO. # 548420 |  |  |
| DRAWN BY: JFP               | FILE: 548420.DWG    |  |  |
| DATE: 09/14/22              | W.O. # 145-54367    |  |  |



T2N, R1E, WM, SECT 11, 12  
SOURCE: ARCH4, ELMG4

**EXHIBIT 'A'**  
**SHEET 2 OF 2**

| CLARK PUBLIC UTILITIES      |                     |  |  |
|-----------------------------|---------------------|--|--|
| CLARK CO/CITY OF VANCOUVER  |                     |  |  |
| NE 68TH ST SIDEWALK PROJECT |                     |  |  |
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| DATE: 09/14/22              | W.O. # 145-54367    |  |  |



**Staff Report: 159-22**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 11/7/2022

**SUBJECT** Collective Bargaining Agreement with the American Federation of State, City and Municipal Employees (AFSCME), Local 307VC, AFL-CIO

**Key Points**

- Three-year CBA (effective January 1, 2022, to December 31, 2024)
- Rates of Pay for 2022 will be adjusted by 4.75%, 2023 by 4%, 2024 by 4% for all covered classifications
- 2022 increases will be retroactive to January 1, 2022
- \$900 one-time ratification incentive
- Operational changes to cell phone/pager pay and fatigue time for better management of overtime and employee safety
- Administrative changes to Recall, PTO, salary step plan to provide clarity and alignment with practice
- Enhancements in support of diversity, equity and inclusion recognizing Juneteenth as a paid holiday, updating the Day after Thanksgiving holiday to Native American Heritage Day, as well as utilizing inclusive language throughout the agreement

**Strategic Plan Alignment**

N/A

**Present Situation**

The labor agreement between the City and the Collective Bargaining Agreement with the American Federation of State, City and Municipal Employees (AFSCME), Local 307VC, AFL-CIO bargaining unit expired on December 31, 2021. The parties were able to work through a collaborative process and consensual decision making on many of the provisions for a new three-year agreement. The new labor agreement was recently ratified by the AFSCME members and is now being brought to Council for approval.

**Advantage(s)**

If ratified, the City and bargaining unit will have a collective bargaining agreement and will be operating under an agreement that meets the business needs of both parties.

**Disadvantage(s)**

There are no known disadvantages to ratifying.

**Budget Impact**

The cost of the increases over the three-year time period are estimated at \$3.8 million. The City of Vancouver 2021-22 budget contains funding for the increases included in the collective bargaining agreement with the AFSCME for 2022. The budget supporting the increase in costs for 2023 and 2024 has been included in the 2023-2024 City Manager's Recommended Biennial Budget.

**Prior Council Review**

Adopted 2021-2022 Biennial Budget, City Manager 2023-2024 Recommended Biennial Budget.

**Action Requested**

Authorize the City Manager or designee to sign the January 1, 2022 to December 31, 2024 Collective Bargaining Agreement with the American Federation of State, City and Municipal Employees (AFSCME), Local 307VC, AFL-CIO, by executing the same.

*Lisa Takach, Human Resources Director, 360-487-8611*

**ATTACHMENTS:**

- ▣ 2022-2024 AFSCME Contract - Track Changes
- ▣ 2022-2024 AFSCME Contract - Clean Copy

Agreement  
by and between  
City of Vancouver  
and  
AFSCME, Local #307VC

January 1, ~~2021~~2022 – December 31, ~~2021~~2024

# AFSCME Contract

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## PREAMBLE

This agreement is entered into by the City of Vancouver, Washington, hereafter referred to as “Employer” and Local 307 of the American Federation of State, City and Municipal Employees, AFL-CIO, hereinafter referred to as the “Union.”

The purpose of this agreement is to set forth the mutual understanding of the parties as to wages, hours and working conditions consistent with the Employer’s and the Union’s mutual objective of providing ever-improved, efficient, effective, uninterrupted performance of City functions, and courteous services to the public. It is the Employer’s responsibility to provide services that promote the health, safety and welfare of the public through means that are cost-effective, progressive, responsive, courteous and productive. The Union is committed to those efforts. The Employer and Union share a mutual interest in engaging in efforts to promote a labor relations environment that is conducive to achieving a high level of efficiency and productivity in all departments of City government.

Except as otherwise required by law, regulation or grant provisions, the parties agree to the provisions in this agreement.

## 1. Recognition and Bargaining Unit

1.1 The Employer hereby recognizes the union as the sole and exclusive bargaining agent for the purposes of establishing wages, hours, fringe benefits, and working conditions for employees of the City within this bargaining unit. The classifications currently covered by this agreement are set forth herein but are not limited to those included in Appendix A to this Agreement. City employees who are excluded from the bargaining unit are:

- A. Temporary, seasonal;
- B. Employees certified to another bargaining unit;
- C. Supervisory and confidential employees;
- D. Others as mutually determined by the parties;
- E. Elected officials and their appointed staff  
Designated as unclassified service per  
RCW 41.50.030(2).

### Definitions

Regular Full-Time Employee: Employees who hold a budgeted/Council approved position and who are normally scheduled to work at least 37.5 hours per week.

Regular Part-time Employee: Employees who hold a part-time budgeted/Council approved position and who are normally scheduled to work a minimum of 20 hours and less than 37.5 hours per week. Part-time employees receive benefits and accrue seniority on a pro-rated basis, based on their budgeted or assigned FTE percentage. An example of this would be: an employee working half time (20 hours/week) for 10 years shall receive seniority credit for 5 years of service.

Exempt Employee: Employees designated under the Fair Labor Standards Act (FLSA) as exempt are not eligible for overtime. Recreation Coordinators (Recreation Specialist C and D) are FLSA exempt employees.

Non-Exempt Employee: Employees designated under the Fair Labor Standards Act (FLSA) as non-exempt are overtime eligible.

1.2 The Employer will notify the Union regarding newly created or substantially modified classifications to provide the opportunity to comment on inclusion/exclusion from the unit. If the parties cannot resolve the question of inclusion/exclusion, the matter shall be presented to the Public Employment Relations Commission (PERC). Either party may petition PERC to review the

position in question to render a written opinion of its findings that shall be binding on the Employer and the Union.

- 1.3 Conflict in Language. There may be times when language in the contract conflicts with language used in other labor and employment tools (e.g. addendums, personnel policies, etc.)

1.3.1 In instances where contract language is in conflict with addenda, addenda take precedence over the Master Agreement.

1.3.2 In instances where contract language is in conflict with City personnel policies, contract language takes precedence over the policies.

## 2. Nondiscrimination

2.1 The Employer and the Union agree that they will not discriminate unfairly against any employee by reason of race, creed, age, color, sex, national origin, religious belief, marital status, mental or physical disability, sexual orientation, active military duty or employees who have been honorably discharged, or any other criteria established by state or federal statutes, rules or regulations.

2.2 Whenever words denoting the masculine gender are used in this agreement, they are intended to apply equally to either gender.

2.3 There shall be no discrimination or harassment exercised against any employee covered by this agreement because of ~~his or her~~their membership or Union activities.

## 3. Rights of Management

3.1 The management of the City, including but not limited to, the organization, scheduling, staffing, and direction of the workforce, is vested exclusively in the Employer, subject to the terms of this agreement. The City retains the right to determine what complement of employees shall perform the work, including but not limited to, temporary employees, volunteers, supervisory, union employees and/or corrections crews. Examples of management rights include, but are not limited to:

3.1.1 To take whatever action is either necessary or advisable to determine, manage and fulfill the mission of the organization;

3.1.2 To determine the number of employees to be employed;

3.1.3 To hire employees, determine their qualifications and assign and direct their work;

3.1.4 To evaluate employees' performance;

- 3.1.5 To set the standards of productivity, and the services to be provided;
- 3.1.6 To control and regulate the use of facilities, equipment, and other property of the Employer;
- 3.1.7 To determine the number, location and operation of departments, divisions, and all other units of the Employer;
- 3.1.8 Determine the methods, processes and means of providing City services;
- 3.1.9 Appoint and/or lateral transfer the assignment of employees to specific jobs within their job classification or title.
- 3.2 The Employer has the right to introduce any and all new, improved and automated methods or equipment to improve efficiency and to reduce costs and assign employees within the bargaining unit in accordance with such improvements and cost reduction methods. All matters not specifically and expressly covered or treated by the language of this agreement may be administered for its duration by the Employer in accordance with such policies or procedures as the Employer, from time to time, may determine. This article recognizes an employee's right to use the grievance procedures set forth in article 21 below.

## 4. Union Security

- 4.1 Rights of Bargaining Unit Employees: Subject to the provisions of this Article and in compliance with federal and state law, it shall be a condition of employment that all City employees covered by this Agreement shall become and remain members of the Union in good standing. There shall be no discrimination exercised against any employee covered by the Agreement because of ~~his or her~~their membership of Union activities. All future employees will be expected to join the Union and pay dues after thirty (30) days of employment.
- 4.2 The Employer agrees to deduct twice a month Union membership dues from the pay of those employees who have requested, in writing, on dues deduction authorization forms provided to the employer by the union, that such deductions be made. The amounts to be deducted will be certified by the Washington State Council of City and County Employees, and the aggregate deduction of all Union members shall be remitted to the Everett, Washington office of Council 2 twice a month.
- 4.3 In the event an employee member of the Union fails to maintain their membership in the Union in good standing therein by the regular payment of dues, the Union will notify the Employer in writing, through Human Resources (HR) of such employee's delinquency. The Employer agrees to give notice to the employee within five (5) working days that ~~his/her~~their employment status with the

Employer is in jeopardy and that failure to meet ~~his/her~~their membership obligation within thirty (30) calendar days from the date such notice is received will result in termination.

- 4.4 Appointment to Excluded Positions: Deductions for Union dues shall cease beginning with the pay period following an employee's regular appointment to a position which is excluded from the bargaining unit.
- 4.5 Defense and Indemnification of the City: The Union agrees that it will indemnify, defend and hold the City harmless from all suits, actions, proceedings or claims against the City or persons acting on behalf of the City, whether for damages, compensation, reinstatement, or any combination thereof, arising out of application of this Article. In the event any decision is rendered by the highest court having jurisdiction that any portion of this Article is invalid and/or that reimbursements must be made to any employees affected, the Union shall be solely responsible for such reimbursements.
- 4.6 Listing of New and Terminated Employees: The Employer agrees to notify the Union of new hires within the first thirty (30) days of employment:
  - a. By the 10<sup>th</sup> of the following month, a listing of bargaining unit employees hired, promoted or terminated during the previous month. Such listing shall contain the names of the employees, along with their job classification, and department.
  - b. At the Union's request and up to two (2) times a year the employer will provide a listing of bargaining unit members, their department/section, classification, base pay, fulltime/part-time status and number of scheduled hours, city seniority date, and classification seniority date.
  - c. At the Union's request and up to two (2) times a year the employer will provide a listing of all non-represented employees, their classification and department.

## **5. Union Representatives and Union Activity**

- 5.1 The Union shall inform the Employer in writing of the names of its officers, business representatives and stewards who are accredited to represent the Union, which information shall be kept up-to-date at all times. Only persons so designated will be accepted by the Employer as representatives of the Union.
- 5.2 Union representatives may, after receiving permission from the supervisor, visit the work location of employees covered by this agreement, for the purpose of administering provisions of the agreement related to grievance processing, disciplinary action and posting of Union notices on City provided bulletin boards.
- 5.3 Solicitation of Union membership or collection or checking of dues will not be conducted during working hours other than as follows:

1. Union representatives are allowed access to new employees at an agreed upon time by the City and Union, for purposes of informing the employee about the exclusive bargaining representative within the first ninety (90) days of the employee's start date; and
2. Union representatives shall have access to new employees once for new employee orientation for no more than 30 minutes; and
3. Access shall occur during the employee's regular working hours at the employee's regular worksite, unless otherwise agreed.

The Employer agrees not to discriminate against any member of the Union for ~~his or her~~their activity ~~on~~in behalf of or membership in the Union, provided such activity is not carried on during working hours, except as expressly provided in this agreement.

- 5.4 Employee officers of the Union or stewards shall be allowed reasonable time away from their work assignment for the purposes of meetings with the City for collective bargaining, grievances or disciplinary hearings or such other legitimate activities as are mutually agreed upon between the Union and the City. City employees participating in such meetings or activities will be allowed to do so without loss of pay if scheduled during said employee's regularly scheduled work time. If meetings or activities go beyond the regularly scheduled work time, then the employees shall be on their own time not paid by the City.

For the purposes of attendance at the bargaining table, not more than two (2) on duty employees will be present from Operations, not more than one (1) on duty employee will be present from the City Attorney's Office, and not more than one (1) on duty employee will be present from the Recreation Division, for a total of four (4) when bargaining the master agreement.

For the purposes of bargaining the addendums, not more than four (4) on duty employees may be present, and of those four (4), no more than two (2) may be from one department (e.g. Recreation addendum, no more than two on-duty Recreation employees) will be present.

- 5.4.1 Employee Union representatives shall request permission from their immediate manager for time away from their work assignment. Such request shall be granted provided the time does not unreasonably detract from their work performance and is in compliance with the above requirements as to the nature of the activity. Time away from their work assignment to act in the role of Union representative shall be coded on their timesheet as "Union Leave."
- 5.4.2 Employee Union representatives and affected employees shall be allowed time away from their work assignment for meetings with the City. A

reasonable amount of prep and debrief time necessary for these meetings shall be allowed.

- 5.5 City work hours shall not be used by employees or the business representatives for the conduct of Union business or the promotion of Union affairs other than stated above.
- 5.6 The City shall provide bulletin board space for Union notices in a conspicuous location where workers frequent regularly in each work area.
- 5.7 Union Business Unpaid Leave: Shop Stewards and Union Officers are eligible for Union Business Unpaid Leave, provided the City grants such requests. Written requests for such leave shall be given to the affected employee's immediate supervisor and to the Department Director of [his/her/their](#) designee. Leave for a single day activity must be requested at least five (5) working days in advance, and leave for multiple day activities should be requested as far in advance as possible, but must be requested at least ten (10) working days in advance. Union Business Unpaid Leave may be granted for not more than six (6) months. The number of officers or stewards authorized for unpaid leave will vary depending on the length of the leave requested and the impact of leave on staffing levels. The Union will make every effort to avoid disruptions of work.

Leave addressed in this section would pertain to activities such as contract administration, including covering for union staff replacement, attending training conferences such as arbitration/grievance training, and preparing for negotiations; performing Officers/Delegates duties including attending AFSCME International Convention, Council 2 Convention, AFL-CIO Convention, other conferences such as the Women's Convention, or appointment to AFSCME or other Union board seats or committees; and other mutually agreed activities.

Time away from an employee's work assignment to act in these roles shall be approved by the appropriate manager and coded on [his/her/their](#) timesheet accordingly.

- 5.8 Use of City telephones or computers related to Union business
  - a. City telephones or computers is allowed subject to the following:
    - 1. When such use is de minimis and incidental, such as arranging a meeting with a Union Representative.
    - 2. For the purpose of conducting an investigation of a grievance, such as individual inquiries to co-workers.
    - 3. For the purpose of interacting with the City's representatives concerning Union-City business, such as setting dates for City-Union meetings, making inquiries regarding grievances, etc.



- b. The uses cited in “Subsection a” above may continue only to the extent that they are not an additional cost to the City. The content of any and all communications using the City computer system is not privileged and may be subject to City review.

## 6. Strikes, Work Stoppages and Work Slowdowns

- 6.1 The Employer and the Union’s signatory to this agreement agree that the public interest requires the efficient and uninterrupted performance of all city services and to this end pledge their best efforts to avoid or eliminate any conduct contrary to this objective. During the term of this agreement, the Union and/or the employees covered by this agreement shall not cause or engage in any work stoppage, strikes, slowdown or other interference with Employer functions, nor shall the city institute a lockout.
- 6.2 In the event that a strike, boycott, slowdown, mass sick call, work stoppage or other interruption of work occurs during the life of this agreement, the Employer shall notify the Union of the existence of such activity and request information from the Union as to whether or not the activity has been authorized. The Union, after immediately responding to the Employer's request, will then proceed to make every reasonable effort to terminate the work interruption activity and induce the employees concerned to return to work so that service to the citizens of the City of Vancouver will not be affected. Employees shall not earn any benefits or wages whatsoever while they are engaged in such actions. In addition, employees who engage in or encourage such actions shall be subject to discipline, up to and including discharge.

## 7. Identification of Jobs

- 7.1 Job Classifications. Job classifications shall be defined by the current class specification for each of the job class titles listed in Appendix A.
- 7.2 Work Assignment. The Employer shall have the sole responsibility for making work assignments. In the event of conflicting assignments from management representatives, the employee shall have the right to seek clarification from the directing management representative. The employee shall not be disciplined for following management directives.
- 7.3 Market Comparables. The City and Union agree to discuss market comparables as they relate to classification studies.
- 7.4 Reclassifications. A reclassification review is an analysis of an employee’s duties and responsibilities to determine whether ~~he or she~~ they ~~are~~ is in the correct classification and salary range. Individual employees or management may initiate a reclassification review by submitting a request to Human Resources. Human

Resources may also initiate studies of positions or groups of positions. When a reclassification is requested, the Employer shall conduct the classification review.

If reasonable and practical, the Employer will assign the positions to an existing class which better describes the duties assigned to the job. If there is no appropriate existing job classification, the Employer shall establish a new job classification. If the incumbent in the position is qualified for the revised job classification, ~~he/she~~they shall be placed in the new classification at the nearest step providing an increase. An incumbent who is not qualified for the new classification shall maintain ~~his or her~~their current range and continue to receive any step increases that are due.

- 7.5 New Classifications. A new classification may result when a position no longer corresponds to an existing City classification or when a new position is created by the City for which no classification exists. The salary range for the new classification shall be established by the Employer so that its salary is competitive. Compensation for new classifications will be determined based on factors including internal equity, market comparables, and other relevant factors.

The salary range shall be submitted to the Union for review and discussion. Within thirty (30) calendar days of City notice, the Union shall notify the City of its agreement or disagreement with the City's provisional salary range for the new classification. If the Union disagrees with the salary range, the parties will engage in negotiations regarding the compensation for the classification. If the parties are unable to mutually agree on the compensation for the classification and mediation does not result in a resolution, such dispute shall be resolved through the arbitration process.

The City shall have the right to employ persons at its provisional salary range during the term of negotiations, subject to full retroactive payment to all affected employees upon the conclusion of negotiations or arbitration.

- 7.6 Notification to the Union. If a new classification is established by the City, a notification consisting of the job specification will be provided in writing to the Union.
- 7.7 Acting or Out-Of-Class Assignments. When acting or out-of-class appointments are made to higher paying positions, preference shall be given on a rotation basis to qualified employees within the division. The rotation list shall be by seniority. Employees must have one (1) year of service prior to consideration for placement on the rotation list. When the most senior employee has been given an out-of-class appointment, the next appointment shall be given to the next lower person on the list. Employees on the list have the option of refusing the out-of-class assignment.

## **8. Posting of Jobs**

- 8.1 It is the desire and intent of the Employer to fill job vacancies from qualified applicants within the city before hiring new employees, providing the employees who apply have the required qualifications for the particular job.
- 8.2 Vacant positions will be filled from employment lists established by Human Resources except when an alternate procedure is allowed by city ordinance in the case of entry level positions and flexibly staffed positions.

A flexibly staffed position is one which may be filled at the entry (I) level by an employee who may be promoted to the full working (II) level on the basis of successful performance at the entry level.

Placement on an employee list will be on the basis of examination of candidates' qualifications. Employees shall be allowed paid time off from their work schedule to participate in interviews for in-house positions. When candidates are to be examined for placement on an employment list, the City will post a notice of the examination and accept applications for a minimum of five (5) working days. The five (5) working days will overlap two consecutive weeks. The notice of examination will be posted for at least two (2) days of each consecutive week. For example, a notice posted on Wednesday will close on Tuesday of the following week.

The employment list will be effective for six (6) months. Such notices shall be posted at various city work sites. Employees may decline consideration for appointment to a vacant position and remain on the employment list in the same rank or position.

- 8.3 Vacant positions may be posted on a simultaneous or internal/external basis, based on the following guidelines:
  - 8.3.1 All applications will be collected directly by the Human Resources Department.
  - 8.3.2 The Employer shall first view internal applications.
  - 8.3.3 If the Employer determines that no internal candidates meet the qualifications or staffing needs as stated on the job announcement, the Employer may consider the external applicants in its recruitment process.
- 8.4 Regular Appointments – When regular appointments are made, current employees shall be given preference by their seniority if their qualifications are equal or superior to those of other applicants.

## **9. Probation**

- 9.1 A newly hired or rehired employee is subject to a six-month probationary period. The probationary period for new employees may be extended, with notification to the Union, to three (3) additional months. Upon Union approval an additional three (3) month extension may be granted. The Employer may discipline or discharge any newly hired or rehired employee at any time during the probationary period, with or without cause, and such discipline or discharge shall not be subject to appeal.
- 9.2 Promotions and voluntary demotions are subject to a six-month probationary period. The probationary period for a promotion or voluntary demotion may be extended, with notification to the Union, to a maximum of six (6) additional months. In the event an employee does not successfully complete a promotion/demotion probationary period, the employee will be assigned to the employee's original position (if available or vacant) or to another vacant position for which ~~he/she is~~they are qualified in the same class as, and at the same salary level as, the employee's original position. An employee returning to the position they held prior to the promotion or voluntary demotion will not serve another probationary period. If the original position is not available, and no other vacant position is available meeting the applicable criteria in this Article, the employee will be placed on a reinstatement list for their original position or classification for twenty four (24) months. Nothing in this section shall restrict the rights of the Employer under Article 22, below.
- 9.3 An employee who is transferred into a job within the same classification or takes a lateral transfer to a different classification within the same pay grade, may serve a six (6)-month probationary period, if the job is significantly different than their previous job. In the event an employee does not successfully complete a transfer probationary period, the employee will be assigned to the employee's original position (if vacant) or to another vacant position for which ~~he/she is~~they are qualified in the same class, and at the same salary level as, the employee's original position. An employee returning to the position they held prior to the transfer will not serve another probationary period. If the original position is not available and no other vacant position is available, meeting the criteria in this Article, the employee will be placed on a reinstatement list for their original position or classification for twenty-four (24) months. Nothing in this section shall restrict the rights of the Employer under Article 22, below.
- 9.4 Nothing in this Article shall restrict an employee's entitlement to applicable provisions impacting wages and benefits.

## **10. Work Week, Hours of Work, Shifts**

- 10.1 The work week is defined as the period between 12:01 a.m., Sunday through 12:00 midnight the following Saturday, unless otherwise determined for specific employees.

## 10.2 Work Schedule

The normal assigned work schedule for full-time, non-exempt staff shall be five (5) consecutive days of eight (8) consecutive hours, excluding lunch periods, followed by two (2) days of rest; not to exceed forty (40) hours of work in the work week. It is understood that the five (5) consecutive days does not imply a Monday through Friday schedule. Other work schedules may be determined by mutual agreement of the Union and the Employer.

## 10.3 Work Shift

Short term, temporary shift reassignments may be made when the Employer determines that an emergency exists. Under those circumstances, the Employer shall give the employee a minimum of four (4) hours' notice prior to the start of the new shift. If such notice is less than four (4) hours, the Employer shall pay the employee according to call-back pay provisions of 11.5 of this agreement.

10.3.1 An emergency is defined as a natural event or unexpected circumstance which necessitates the Employer to change schedules on short notice to address essential operational or service needs on an immediate basis.

10.3.2 Normal shift starting times shall begin within the following time frames:

First shift - 7:00 p.m. to 4:59 a.m. (graveyard)

Second shift - 5:00 a.m. to 11:59 a.m. (day shift)

Third shift - 12:00 noon to 6:59 p.m. (swing shift)

Regular assignments to openings on shifts will be made based on seniority when the employee meets the qualifications of the new shift and the Employer's work needs. A regular assignment is one with no end date or one which is expected to last over thirty days. If the most senior employees decline then a less senior employee may be assigned.

## 10.4 Rest Periods

Each employee shall be given a 20-minute paid rest period in the first half of the working shift and a 20-minute paid rest period in the second half of the working shift, and an unpaid lunch period during the shift. Such periods begin when the employee leaves the work site and ends upon ~~his/her~~their return to the work site.

## 10.5 Shift Assignments

From time to time, work schedules may be temporarily changed to fulfill business needs. These changes may be for a specific period of time or may be only for a day.

10.5.1 In the instance where an employee is temporarily moved from a 4/10 schedule to a 5/8 schedule, it would involve transferring an employee from one period of consecutive days to another. Such change will not be subject to provisions for premium pay on the first, second and third days, or the fourth day in the case of a five (5) day work schedule; provided that the following criteria are met:

- a. Any time a work schedule is changed, it will consist of consecutive days of work.
- b. Employees will be notified of the change at least twenty-four (24) hours in advance of the new work schedule (and scheduled overtime).
- c. The work schedule change shall be of a temporary nature not to exceed thirty (30) days.

10.5.2 In the instance where an employee's start time is adjusted to accommodate a specific business need, employees will be notified at least twenty-four (24) hours in advance of the changed start time. Any notice less than twenty-four (24) hours before the changed start time would be paid under Article 11.6

10.5.3 Employees may request work schedule changes, but the City shall assume no obligation for premium pay on the initial first, second, and third days, or the fourth day in the case of a five (5) day work schedule of the new shift.

10.5.4 A work schedule differential of \$4.00 per hour shall apply to regular work schedules that include a Saturday or Sunday.

## 10.6 Fatigue Time

Both parties agree that employee safety is to be the number one consideration, especially when working overtime is worked. Except in the case of an emergency and as authorized by the City Manager, appropriate Department Director, or their designee, employee's will not be permitted to work in excess of eighteen (18) consecutive hours within a 24-hour period.

- a. An employee who works in excess of 18 hours within a 24-hour period which starts at the beginning of an employee's regular work shift and,
- b. Has less than six (6) continuous hours of off-duty time before the start of their next scheduled shift, shall not report to work until the conclusion of six (6) hours of off-duty time.

The employee will be compensated at their straight-time rate of pay for the amount of time between their scheduled start of shift and the time they report to

work to allow for six (6) continuous hours off duty, up to a maximum of four (4) hours.

The employee may request to take the remainder of their scheduled shift off, subject to supervisor approval, however, the employee must use accrued time off to cover the balance of their scheduled shift.

10.5.4

## 11. Rates of Pay

11.1 Wages: All bargaining unit wage rate shall be outlined in Appendix “A” to this agreement. As salary adjustments occur, they shall be calculated from step 1 of range 1.

~~Wages will be set as outlined in Appendix “A” Upon ratification of the 2022-2024 contract, employees who were active AFSCME members and eligible to vote on the ratification of the 2022-2024 AFSCME collective bargaining agreement will receive a one-time payment of \$900.00 (gross), prorated based on FTE status (e.g. a 0.5 FTE will receive \$450).~~

~~As salary adjustments occur, they shall be calculated from step 1 of range 1.~~

Effective January 1, ~~2021~~2022

Salary ~~s~~Schedules for covered classifications will be adjusted by ~~two~~four and seventy five tenths (4.75%) percent

Effective January 1, 2023

The 2022 salary schedules for covered classification wages shall be adjusted by four (4%) percent

Effective January 1, 2024

The 2023 salary schedules for covered classification wages shall be adjusted by four (4%) percent

### 11.1.1 Pay Periods

The pay periods and pay dates will be as follows:

| Pay Period                               | Pay Date         |
|------------------------------------------|------------------|
| 1 <sup>st</sup> through 15 <sup>th</sup> | 25 <sup>th</sup> |
| 16 <sup>th</sup> through end of month    | 10 <sup>th</sup> |

Employees will be paid a monthly salary which shall be split equally between the two (2) pay periods. Timesheets submitted in error will be corrected on the following paycheck.



## 11.2 Salary Step Plan

### 11.2.1 Newly Hired or Rehired Employees

Employees will move through the defined salary steps on an annual basis, based on adjusted salary review service date. For example, if an employee is hired between the first (1<sup>st</sup>) and fifteenth (15<sup>th</sup>) of the month, the pay adjustment would be on the first (1<sup>st</sup>) day of the current month. If an employee is hired between the sixteen (16<sup>th</sup>) and the end of the month the adjustment would be on the first (1<sup>st</sup>) day of the following month.

### 11.2.2 Promoted Employees

At the time of promotion, employees will move to the step in the range of the new class which results in an increase of at least 5%. Upon successful completion of a promotional probationary period, the employee's salary shall then be increased to the next step of the new range on the adjusted salary review date and annually thereafter up to the top of the range. In no event shall a promoted employee's salary be less than the starting pay of the salary range for the new class, nor in excess of the highest step of the regular salary range for the new class.

### 11.2.3 Demoted Employees

Employees who voluntarily demote (defined as voluntarily applying for and accepting a position in a lower pay range) will be placed in the appropriate pay range for the new classification that results in the least amount of pay reduction, but not above the top of the new range. If an employee is not at the top step, their next step date will be one-year from the demotion date.

For example, an employee is currently at step 5 and is eligible for step 6 on November 1<sup>st</sup>, but they voluntarily demote to a new position on August 1<sup>st</sup>. Their next step date will be reset to one year later, August 1<sup>st</sup> and each August 1<sup>st</sup> thereafter until reaching the top step.

### 11.2.4 Laterally Transferred Employees

Employees who voluntarily take a lateral transfer (defined as voluntarily applying for and accepting a position in the same pay range) will remain at their same step. If an employee is not at the top step, they will retain their next step date.

For example, an employee is currently at step 3 and is eligible for step 4 on November 1<sup>st</sup>, but they laterally transfer to a new position on August 1<sup>st</sup>. They will continue to be eligible for their step increase on November 1<sup>st</sup> and each November 1<sup>st</sup> thereafter until reaching the top step.

11.2.5 ~~\_\_\_\_\_~~ Flexibly Staffed Positions

Flexibly staffed positions are classifications that allow the City to hire individuals who lack one of the required qualifications (such as CDL) at a lower level, and then give them the time to obtain the needed requirement. Upon attainment of the needed requirement, the individual's position is moved to the higher classification. An example is the Grounds Maintenance Specialist I/II classification. At the time the position is moved to the higher classification, the employee will move to the step in the range of the higher classification which results in an increase of at least 5%. The employee's next eligibility for a step increase is one year from that date and annually thereafter up to the top of the new range.

- 11.3 The hourly rate for a full-time employee will be ~~his/her~~their monthly base rate multiplied by twelve (12) months and divided by 2,080 hours. This rate multiplied by eight (8) hours (or ten (10) hours, if applicable) will be the daily base rate; multiplied by forty (40) hours will be the weekly base rate; and multiplied by 173.3 hours will be the monthly base rate. For purposes of overtime calculations only, the employee's hourly base rate shall be calculated using all compensation required by FLSA.

Hourly rates for part time employees will be prorated based on budgeted or assigned FTE percentage.

- 11.4 [RESERVED]

- 11.5 *Callback Pay*

Employees who have completed their regular shift, are on the way home, or at home, and are required to work other than a continuation of their shift, and is not scheduled for overtime (as defined in (11.6.6), shall be paid at double their base rate of pay for hours worked. Any call-back pay shall be for a minimum of two (2) hours, during which time the Employer may provide and require work of the employee called back. This article does not apply to Recreation Coordinator C's and D's.

11.5.1 Overtime and Callback Time

All scheduled overtime (as defined in 11.6.6) and/or call back time shall be offered on a seniority basis by Department, starting with the most senior qualified person. Seniority within the workgroup is defined as length of employment with the City. At the Operations Center, when this departmental seniority list is exhausted, the AFSCME Seniority list will then be used. The most senior employees have the option as to placement on the call out list. Seniority for the AFSCME List is defined as length of employment with the city. Exceptions to offering scheduled overtime on a seniority basis may be made when unique qualifications are required to staff the event such as the Women in Trades or Diversity Job Fair. The City will notify the Union in advance of scheduling such overtime.

In workgroups who have an employee receiving pager/cell phone standby pay per Article 11.5.4, the initial call will go to the employee carrying the pager/cell phone who will be responsible for the call. Call back pay shall be paid in accordance with Article 11.5 and overtime shall be paid in accordance with Article 11.6. Unanticipated and unscheduled overtime which extends beyond the end of a shift for the crew working on a specific project will be offered first to the appropriate and qualified Union member(s) at the site working on the project at the end of the shift.

Temporary or seasonal workers will not be allowed to work scheduled overtime until regular full or part time employees within that work unit have had the opportunity to work the overtime. The Employer will make a good faith effort to notify regular employees of overtime opportunities before such work is offered to temporary workers. This will not preclude temporary or seasonal workers from working overtime which extends beyond the end of their shift or emergency situations.

#### 11.5.2 Telephone Calls at Home After Hours

Employees who are required by the Employer to answer work-related questions by telephone when they are not at work shall be paid for time actually spent on the telephone at the rate of one-and-one-half (1 ½) their normal base rate calculated to the nearest quarter hour, with a quarter-hour minimum.

#### 11.5.3 Computer Use at Home After Hours

Employees who are required by the Employer to respond to work-related questions by computer when they are not at work shall be paid for time actually spent on the computer at the rate of one-and-one-half (1 ½) their normal base rate calculated to the nearest quarter hour, with a one hour minimum.

#### 11.5.4 Pager/Cell Phone Pay

If the Employer requires an employee to carry a pager or cell phone in order to respond to off duty call-outs, the employee carrying the pager or cell phone while off duty shall be compensated as outlined below. The employee on standby must be fit for duty and able to reach the assigned duty station in forty (40) minutes. This does not apply to the Operations' Technical Rescue Team which is covered by an existing Memorandum of Understanding.

|                   |                  |                              |
|-------------------|------------------|------------------------------|
| Upon ratification | \$25580 per week | <del>\$4036.43</del> per day |
| Effective 1-1-15  | \$150 per week   | \$21.43 per day              |
| Effective 7-1-15  | \$230 per week   | \$32.86 per day              |

#### 11.6 Overtime Compensation

The Employer will attempt to meet its overtime requirements on a voluntary basis among the employees and in the event there are insufficient volunteers to meet the requirements, the Employer may require the necessary employees to work starting with the least senior qualified employee.

- 11.6.1 Overtime compensation will start anytime an employee is required to work beyond the end of his/her/their shift (typically eight (8) hours or ten (10) hours per shift) and will be compensated to the nearest quarter hour, at the rate of time and one-half (1/2) for the first eight (8) hours of overtime and thereafter at double time. Employees shall have the option to flex their schedule within their defined work week, without incurring overtime, as long as it is mutually agreed upon in advance.
- 11.6.2 Any employee required to work on his/her/their first day of rest, or his/her/their first and second day of rest in the case of employees who have three (3) consecutive days of rest, shall be compensated at his/her/their base rate plus one-half of his/her/their base rate or time and one-half (1/2).
- 11.6.3 Any employee required to work on his/her/their second day of rest, or his/her/their third day of rest in the case of employees who have three (3) consecutive days of rest, shall be compensated at their/his/her base rate plus his/her/their base rate (double time) for the first eight (8) hours of work, and for any hours worked over eight shall be compensated and his/her/their base rate plus time and one-half (2 ½) times). If the employee voluntarily chooses to work on these day(s) of rest, the employee shall be compensated as outlined in 11.6.2, above.

- 11.6.4 All overtime compensation shall be paid in compliance with the requirements of the Federal FLSA and applicable Washington State laws.
- 11.6.5 Employees may accrue compensatory time off in lieu of overtime compensation.
  - 11.6.5.1 The decision to grant comp time as an alternative to paid overtime shall be at the Employer's discretion.
  - 11.6.5.2 Compensatory time off shall be accumulated at the same rate as overtime compensation would have otherwise been paid (i.e., time and one-half generally, except for work on the employee's second day of rest, or third day of rest for employees with three (3) consecutive days of rest).
  - 11.6.5.3 The maximum accrual shall be eighty (80) hours.
  - 11.6.5.4 Employees will be allowed to use accrued compensatory time off by mutual agreement with their supervisor, and subject to any restrictions for such use established under the Fair Labor Standards Act (FLSA).
  - 11.6.5.5 In the event an employee is affected by layoff from their regular position the employer will payout the balance of the Employee's compensatory time balance at the employee's rate of pay at the time of layoff.
- 11.6.6 **Scheduled Overtime (including meeting contractors)**

Scheduled overtime is anything scheduled before the end of the normal work shift or if scheduling on weekends or after normal shift hours, there shall be four (4) hours' notice to the supervisor or designee scheduling the work, before the end of the normal work shift. Any time scheduled under this article shall be paid at a minimum of two (2) hours overtime at a rate of one and-one-half (1 ½) times their normal pay, during which time the Employer may provide and require work of the employee.

## 11.7 *Shift Differential*

Any employee whose regularly scheduled shift is the third shift (swing shift) as defined in 10.3.2 shall be paid a shift differential of one dollar and seventy-five cents (\$1.75) per hour for hours worked; any employee whose regularly scheduled shift is the first shift (graveyard) as defined in 10.3.2 shall be paid a shift differential of two dollars (\$2.00) per hour for hours worked. For purposes of shift differential payment, regularly scheduled includes scheduled overtime, but does not include call back or extension of shift overtime. Requested assignments made to accommodate an employee's personal situation and shifts picked up on overtime do not qualify for shift differential.

## 11.8 *Working Out-of-Class*

11.8.1 An employee who is temporarily assigned by management, in writing, to perform the principle (or full range) of the duties and responsibilities of a higher level position, without significant supervision, shall be paid either at a rate 5% above ~~his/her~~their current rate of pay (not to exceed the top of the range for the out-of-class assignment), or at the entry rate of the higher job class, whichever is greater.

11.8.1.1 An employee must be assigned for a period of three (3) or more consecutive work days to receive out-of-class pay. The out-of-class pay shall be paid beginning with the first hour of the assignment.

11.8.2 The same employee shall not be assigned to the higher level duties for more than six (6) consecutive months unless specifically approved by the City Manager for extenuating circumstances. The Union will be given notice when management anticipates that an employee will be performing the principal duties of a higher classification for a period of more than 30 days.

11.8.3 The out-of-class rate of pay shall apply for that time actually worked in the higher class. Periods of paid leave during the out-of-class assignment shall be compensated at the employee's normal rate of pay. Following a paid leave, the out-of-class pay shall resume on the first day returned, provided that the leave is for not more than fifteen (15) consecutive working days and the employee returns to the out-of-class assignment on the first day returned.

11.8.4 A position may be career developed up to a maximum of one (1) year.

11.9 License Fees: The Employer will pay all fees for certifications required by the City, including bonding and notary public licenses and required associated supplies (Notary Public Stamp, etc.)

## 12. **Leave Benefits**

### 12.1 *Paid Time Off (PTO)*

12.1.1 Employees shall accrue paid time off (PTO) in accordance with the schedule in Appendix B, to be used for vacation, illness or personal business.

Part-time employees assigned to a 0.50-0.90 FTE position will accrue PTO hours on a pro-rated basis to a pro-rated maximum.

Bereavement leave and military leave are separate categories as specified in 12.4 and 12.5 of this article, below.

12.1.2 Employees may begin using accrued PTO hours as soon as the hours are earned in said bank. PTO hours accrued in a pay period cannot be used in the same pay period in which time is earned, i.e. PTO hours accrued in the 1<sup>st</sup> through the 15<sup>th</sup> pay period cannot be used until the 16<sup>th</sup> through the end of the month pay period and so forth.

An employee shall be paid for all earned and accrued PTO hours, as outlined in Appendix B, at the employee's current rate of pay when ~~he/she~~they terminates employment, up to the number of hours denoted in Appendix B as "Maximum amount of payout at separation" for the applicable years of service. All leave time may be used in a minimum of 15-minute segments.

12.1.3 Guidelines on the scheduling of PTO are outlined in City Policy, and guidelines on the frequency and use of unscheduled PTO time will be established within individual divisions or departments.

## 12.2 *Grandfathered Sick Leave Cash Out*

Any employee hired before January 1, 1980, and retiring from the Employer with a bank of grandfathered sick leave, shall be paid a sum equal to 50 percent (50%) of ~~his/her~~their accrued and unused grandfathered sick leave.

## 12.3 *Paid Leave while on FMLA Leave*

If an employee is on authorized leave which qualifies as protected under applicable State and Federal leave laws, the employee shall use existing PTO, grandfathered sick leave, and/or compensatory time, with the choice of which category to draw on first at the employee's option.

## 12.4 *Bereavement Leave*

Employees are afforded necessary time, up to forty (40) hours (pro-rated based on FTE) of bereavement leave, when there is a death in an employee's immediate family.



Immediate family is defined as spouse, domestic partner, child, mother, father, brother, sister or step family, aunt, uncle, niece or nephew, mother-in-law, father-in-law, daughter-in-law, son-in-law, brother-in-law, sister-in-law, grandparents and grandchildren, and grandparents and grandchildren of the spouse or member of the employee's household. It is understood that the policy extends to similar members of a domestic partner's family as detailed above.

The City reserves the right to require documentation of the death/or any other time taken related to a death.

If an employee is on approved leave of absence at the time of a death, they will be eligible for bereavement benefits if they are receiving at least 50% of their normal semi-monthly compensation from the City. Otherwise, the employee is not eligible for bereavement leave benefits.

Any observed holiday occurring during bereavement leave shall be paid as a holiday.

#### 12.5 *Military Leave*

The Employer abides by the provisions of the laws of the State of Washington, RCW 38.40.060 and the Federal USERRA laws which stipulates that employees who are members of the National Guard or Federal Reserve Military Units are entitled to be absent from their duties for a period of up to twenty-one (21) days with pay during each military calendar year (October 1 through September 30) while engaged in the performance of ordered military duty and while going to or from such duty.

During periods of military conflict, an employee who is married to a military member of the US Armed Forces, National Guard or Reserves will be granted up to fifteen (15) days of unpaid leave before their deployment. Employees are eligible for this leave per deployment. The spouse must provide the Employer a copy of the member's orders.

#### 12.6 *Family Leave – FMLA*

Under the terms of the Family and Medical Leave Act of 1993 (FMLA) and the state law, upon the completion of one (1) year of employment, any employee who has worked at least one thousand two hundred fifty (1,250) hours during the prior twelve (12) calendar months shall be entitled to up to twelve (12) weeks of leave in accordance with FMLA and based on a rolling twelve (12) month period, for specified family and medical reasons as required by FMLA, and the Washington Family Care Act.

### 12.7 *Pregnancy/Childbirth Disability Leave*

When required by Washington State law, the Employer will grant a leave of absence for the period of temporary disability because of pregnancy or childbirth.

## 13. Holidays

- 13.1 The following days are recognized as legal paid holidays for which time off are to be granted:

New Year's Day -- January 1

Martin Luther King's Birthday - Third Monday in January

President's Day -- Third Monday in February

Memorial Day -- Last Monday in May

~~Juneteenth Day -- June 19~~

Independence Day -- July 4

Labor Day -- First Monday in September

Veterans Day - November 11

Thanksgiving Day -- Fourth Thursday in November

~~The Day after Thanksgiving Day~~ Native American Heritage Day -- Fourth Friday  
in November

Christmas Day -- December 25

- 13.2 Any of the above holidays which fall on a calendar Saturday shall be celebrated on the previous Friday; any of the above holidays which fall on a calendar Sunday shall be celebrated on the following Monday.

- 13.3 Any employee for whom a holiday falls on his/her/their normal day off shall be granted eight (8) hours into a holiday bank to use as time off in the future, after mutually agreed upon by the supervisor and the employee.

13.3.1 All accrued holiday bank time shall automatically be paid out each year, to the employee on the employee's January 10<sup>th</sup> paycheck.

- 13.4 Any employee who is on medically authorized sick leave when a holiday occurs will receive eight (8) hours pay for that holiday and will not have his/her/their sick leave accrual charged.

- 13.5 Any employee who works on a city holiday, or its equivalent for shift personnel, shall be paid double his/her/their base rate for hours worked, plus pay for the holiday. Hours worked beyond eight (8) on the holiday shall be compensated at triple the employee's regular rate.

## 14. Employee Insurance

- 14.1 Employees covered by this agreement will be provided insurance benefits as follows:
- 14.2 Life Insurance Each employee shall receive a life insurance policy in an amount equal to 100% of the employee's annual salary, rounded to the next higher multiple of \$1,000. In addition, employees shall have the option of choosing dependent and/or additional life insurance on a payroll deduction basis.
- 14.3 Long Term Disability Regular full-time and half-time bargaining unit employees will be covered by a city-paid group long-term disability insurance policy.

14.4 Health Insurance

- A. Employees and their eligible dependents will have the option of selecting any combination of medical and dental coverage from the following:
- a. Medical
    - i. HMO Plan
    - ii. HMO Plan – CDHP (Consumer Driven Health Plan)
    - iii. PPO Plan
    - iv. PPO Plan – CDHP (Consumer Driven Health Plan)
  - b. Dental
    - i. PPO Plan
    - ii. HMO Plan
- B. Consumer Driven Health Plans (CDHP)
- a. CDHP's will include a Health Savings Account (HSA).
    - i. The City will make a contribution to the Employee's HSA in the following amounts:
      - 1. Employee-only coverage - \$1,500
      - 2. Employee plus one or more dependents - \$3,000
  - b. Employees may also contribute pre-tax dollars to their HSA up to the limits allowed by law.
- C. Premiums
- Beginning January 1, ~~2021-2022~~, January 1, 2023, and January 1, 2024, and for the term of the contract the City contribution will increase up to 5% of any increasing premium costs.
- D. Opt-Out Provision In addition, members have an opt-out/cash-back option for eligible employees upon certification of other group coverage.
- E. Flexible Spending Account (FSA)
- a. For employees enrolled in a non-CDHP plan:  
Employees will have the option of participating in a FSA for

reimbursable medical costs, dependent care costs, or premium sharing costs.

b. For employees enrolled in a CDHP plan: Employees will have the option of participating in a FSA for dependent care costs.

#### 14.5 Dental Insurance

The City will pay 100% of the employee and eligible dependent cost for selected dental insurance for the term of this agreement.

14.6 All employee premiums will be paid using pre-tax dollars under the City's flexible benefits plan unless an employee notifies Human Resources and elects to waive payment through the flexible benefits plan.

14.7 It is understood that the type and level of benefits available from the City's health plan carriers may be changed from time to time by the carrier, and the City shall not have a duty or obligation to negotiate over such changes with the Union. Additionally, the City retains the right to change health plan providers as long as the new plan provides a comparable level of benefits as negotiated in this contract.

14.8 Medical and dental insurance premiums for regular part-time employees shall be paid by the Employer in the same portion as detailed in 14.4 above, and pro-rata, based on the employee's budgeted FTE (full-time equivalent).

14.9 The Labor-Management Insurance Committee will meet no less than annually to share information on benefits (including, but not limited to health, dental, life and long-term disability insurance). The City may also use this forum to gather feedback, ideas and alternatives to current plan offerings and/or designs as needed.

### 15. **Fitness for Duty**

The parties recognize that employees have the responsibility to report to work fit for duty.

15.1 To ensure physical and mental fitness, the employee may be required to provide to the Employer a fully completed certification from a medical and/or psychological provider on a City-provided form of the employee's fitness to perform the specific duties of their job or light duty alternative before returning to work.

15.2 The Employer also has the right to send employees for medical and/or psychological examinations at the City's expense for additional certification of

fitness for duty whenever the Employer reasonably believes that the employee is not fit for duty or may be a danger to themselves or others.

- 15.3 The City shall comply with all applicable medical records confidentiality laws associated with any employee medical information.

## **16. Retirement Plan**

- 16.1 All eligible employees and the Employer shall participate in the Washington Public Employees Retirement System (PERS) to the extent provided for by Washington state law.

## **17. Training Program**

- 17.1 Training shall be scheduled by the Employer. Time spent in training shall be paid in compliance with the requirements of the Federal FLSA and applicable Washington State law. If the employee receives notification of essential certification requirements from the certifying agency, the employee has a responsibility to inform the Employer in a timely manner. City required safety and health trainings are not covered by this employee notification requirement.
- 17.2 Every effort will be made to schedule required training during on-duty time. Personnel may be scheduled and required to attend training outside of their normal shift.
- 17.3 Employees who desire tuition aid for specialized individual training or academic training may submit their request in accordance with City of Vancouver Policies and Procedures.
- 17.4 Any employee required to possess a certification for ~~his/her~~their position shall obtain such certification within the timeline established by the job announcement and/or offer letter, and shall maintain such certification during ~~his/her~~their tenure in such position. Failure to either obtain or maintain required certification(s) may be grounds for actions pursuant to Article 22 of this contract if the Employer has fulfilled their responsibility in accordance with subsections 17.1 and 17.2 above.

## **18. Clothing, Tools and Safety Equipment**

- 18.1 The Employer shall purchase and replace such clothing, uniforms, and other equipment as designated by the department head, and shall make all necessary replacements as the need arises. All uniforms or equipment being replaced shall be returned to the Employer at the time of replacement.
- 18.2 Employees agree to maintain all clothing and equipment in good condition and not subject it to abuse beyond the regular call of duty.

## 19. Driver's Licenses

- 19.1 The parties recognize that the Federal Highway Administration (FHWA) has established regulations for employees required to have a Commercial Driver's license (CDL).

All employees in applicable positions are expected to obtain and maintain a commercial driver's license with such endorsement as necessary to operate vehicles assigned to their work unit.

Employees new to a position requiring a CDL shall be allowed up to six (6) months to obtain a CDL permit and up to one (1) year to obtain the license. Failure to either obtain or maintain the required CDL may be grounds for discipline up to and including termination of employment.

The City will provide:

- 19.1.1 An opportunity for each employee to develop the skill required to obtain the license.
- 19.1.2 Reimbursement for fees to obtain the license and endorsements, provided that if the employee incurs additional charges because ~~he or she~~they fails any part of the exam, those charges shall be the employee's responsibility.
- 19.1.3 The required medical/physical examination provided that, at the city option, the city may reimburse the employee for a physical examination by a physician of the Employer's choice. An employee wishing to use ~~his or her~~their own physician when the city offers a paid examination with its own physician will not be reimbursed for the examination.
- 19.1.4 Use of a city vehicle to take the practical/driving portion of the examination, on city time, provided that the city may require the employee to demonstrate proficiency in operating the vehicle in a trainee capacity before allowing the employee to use the vehicle in the driving test.
- 19.1.5 All employees required to maintain a Commercial Drivers' License shall be subject to all rules and regulations issued by the federal government including requirements for drug testing.

- 19.2 For those employees who must drive vehicles to carry out their job as determined by the Employer, if any employee has ~~his/her~~their driver's license (or CDL for those employees required to have a CDL) revoked or suspended for one hundred twenty (120) days or less, then the Employer will make a reasonable effort to reassign the employee to jobs not requiring driving. If such reassignment is not

practical, the employee shall be suspended without pay. The employee may elect to take other appropriate available leave (accrued vacation or compensatory time) in lieu of suspension without pay. If the employee's driver's license (or CDL for those employees required to have CDL) is revoked or suspended for more than one hundred twenty (120) days, then the Employer shall make a reasonable effort to reassign the employee. If such reassignment is not practical, the employee shall be immediately discharged.

If an employee has been discharged from employment with the City for the loss of their required driver's license or CDL and is actively appealing the basis for the loss through the justice system, the City will consider them eligible for appointment to the next available position for which they are qualified if their appeal is successful and their required driver's license or CDL is reinstated within one year from the date of loss. An employee receiving an appointment to a position will return with the seniority and accrual rates that they had at the time they were discharged. Only employees who fit this specific criterion will be given this consideration.

- 19.3 Notwithstanding the provision of section 19.2 above, the Employer retains the right to pursue actions under Article 22 for inappropriate workplace behavior which results in their driver's license (or CDL for those employees required to have a CDL) being revoked or suspended.
- 19.4 If an employee in a job which requires a driver's license (or CDL for those employees required to have a CDL) has their license revoked or suspended for medical reasons, the Employer will make a reasonable effort to reassign the employee to duties which do not require a driver's license (or CDL for those employees required to have a CDL) and for which the employee is qualified. The Employer will not create work or a position to accommodate the employee. If the Employer is not able to find existing work to which the employee can be assigned, then the employee may be separated from employment in accordance with public laws, this contract and city policies.

## **20. Mileage Reimbursement, Parking Rates, and Commute Trip Reduction (CTR)**

- 20.1 Mileage Reimbursement – Some jobs may require the use of an individual employee's automobile. In the event this is required by the Employer, it will pay the employee a mileage reimbursement at the rate established by the Internal Revenue Service.
- 20.2 Parking Rates – City employees who work in the downtown area pay for parking in City-owned or -operated lots or on permitted street spaces. The rates below are applicable to those employees who currently work downtown or who will work downtown in the future.



### 20.2.1 City-Owned or -Operated Lot Rates and On-Street Parking

With respect to all parking options, city employees will be expected to pay the prevailing parking rates.

### 20.2.3 Payment of Parking Fees

City work locations in the downtown area require employees to pay for parking should they want to park in a City-owned or -operated lot or in a permitted on-street parking space. Employees not currently paying parking fees because of their work location or commuting choice are subject to paying fees if their work location or commuting choice changes to one where parking fees are in effect. Conversely, employees who currently work in the downtown area and pay for parking will not be subject to that requirement should they relocate to an area where parking fees are not charged.

20.3 Commute Trip Reduction – The City participates in a Commute Trip Reduction (CTR) program and encourages employees to use alternate modes of transportation to get to and from work. For employees who use alternate modes of transportation for their work commute at least 60% of their scheduled work time (based on mandatory monthly self-reporting), the City will provide:

- a. a taxable cash incentive (\$25) for bicycling, walking, or carpooling to work; or
- b. 100% of the cost of a bus pass; or
- c. the option of a vanpool and will pay a variable amount (amount depends on the numbers of participants) to participating employees.

Incentives are currently available to all participating employees, regardless of their current work location.

Because the CTR program is funded at a specific level, should the demand for incentives exceed the annual budget availability, the City may have to reconfigure incentive amounts and participation parameters. Should that situation arise, the City will meet with the Union to discuss proposed changes.

## 21. Grievance Procedure

### 21.1 *Definition*

For purposes of this Agreement, the term "grievance" means any dispute between the Employer and the Union or an employee concerning the application or interpretation of the terms of this Agreement. If the grievance involves a disciplinary matter, either the employee or the employer may waive Step 1 of the grievance procedure under 21.2.

## 21.2 Procedure

Notwithstanding the grievance procedure listed below, the Employer and Union agree that it is in their mutual best interest to resolve disputes as early and informally as possible. Employees are encouraged but not required to first meet with their immediate supervisor. Every effort shall be made by both parties to reach an agreeable resolution promptly at each step of the grievance procedure.

Should a grievance be filed, the parties agree the grievance shall be submitted in accordance with the following steps: Any time limits stipulated in the grievance procedure may be extended for stated periods of time by the appropriate parties by mutual agreement in writing.

For each step of the grievance process, a written grievance shall be required to include the following information:

- a. Set forth the section(s) of the agreement allegedly violated and state the specific nature of the violation.
- b. Indicate the date(s) of the incident(s) grieved.
- c. Specify the remedy or solution to the grievance sought by the employee(s).
- d. Identify the grievant and be signed by the grievant.

21.2.1 **Step 1:** If a grievance is to be advanced under this procedure, the written grievance shall be presented by the employee to his/her immediate management representative (not covered by this Agreement) within ten (10) working days from the date the employee had knowledge or should have had knowledge of the alleged breach or violation of this Agreement.

The management representative (not covered by this Agreement) shall meet with the aggrieved employee and the Union steward within ten (10) working days of the management representative's receipt of the grievance. The parties agree to make every effort to settle the grievance promptly at this stage. Within ten (10) working days after such meeting, the management representative (not covered by this Agreement) shall mail, email or hand deliver a copy of his/her decision to the aggrieved employee, the Union and the department head.

21.2.2 **Step 2:** Should the grievance remain unresolved at Step 1, the Union shall, within ten (10) working days after mailing, emailing or hand delivery of the Step 1 response, deliver an appeal of the Step 1 decision in writing to the department head.

The department head or their designee and management representative (not covered by this Agreement), shall convene a meeting with the aggrieved employee and Union representative within ten (10) working days of receipt of the written appeal. The department head shall make a decision on the matter within ten (10) working days of such meeting.

Copies of the written decision shall be mailed, emailed or hand delivered to the aggrieved employee, the Union and the City Manager.

21.2.3 **Step 3:** Should the grievance remain unresolved after Step 2, the Union shall, in writing, deliver the appeal of the Step 2 decision to the City Manager or his/her designated representative (with a copy to the department head) within ten (10) working days after mailing, emailing or hand delivering of the decision reached in Step 2. The City Manager or his/her designee shall convene a meeting of the aggrieved, the Union representative, the department head, and other directly involved individuals as determined by the parties to be appropriate, within ten (10) working days of receipt of the written appeal and shall render his/her decision within ten (10) working days of such meeting with copies of the aggrieved employee, the Union and the department head.

21.2.4 The Union will attempt to explain to management why the grievance is still unresolved as it moves up the steps towards arbitration, but the explanation will not have merit as to the step advancement.

### 21.3 *Arbitration*

If the grievance remains unresolved after a decision is rendered in Step 3 above, it may be submitted by the Union to a mutually acceptable arbitrator as hereinafter provided. If the Union wishes to proceed to arbitration, such notice must be provided by the Union to the City Manager within fifteen (15) working days following the Union's receipt of the City Manager's decision as outlined in Step 3.

Should the grievance be submitted to arbitration, the parties shall mutually select a disinterested third party to serve as arbitrator. In the event the Employer and the Union are unable to agree on an arbitrator, the arbitrator shall be selected by the process of alternately striking from a panel of eleven (11) arbitrators from the Pacific Northwest region as furnished by the Public Employment Relations Commission (PERC) or the Federal Mediation and Conciliation Service (FMCS) or other mutually agreed to similar organization. The Union shall strike the first name. The request for an arbitrator shall state the general nature of the issue. The city and the Union will jointly share the fee for selection and services of an arbitrator. Each party shall pay the fees and expenses of their own attorneys, representatives and witnesses.

The arbitrator shall render a decision as promptly as possible. The arbitrator shall consider and decide only the specific issue(s) submitted in writing by the Employer and/or the Union, and shall have no authority to make a decision on any other issue not so submitted. The arbitrator shall have jurisdiction and authority only to interpret, apply or determine compliance with the specific terms of the agreement and shall not have jurisdiction to add to, detract from, or alter in any way, the provisions of this Agreement.

A decision within the jurisdiction of the arbitrator shall be final and binding upon all parties. The parties shall abide by the award made in connection with any arbitral decision.

#### 21.4 *Group Grievances*

A grievance that involves or affects a significant portion of the employees in the bargaining unit may be introduced by the Union in written form to the department head as set forth in Step 2 of the grievance procedure, and proceed as set forth there in.

#### 21.5 *Time Restriction*

If the grievance is not filed or advanced in accordance with the time limits set forth within the procedure, the grievance shall be considered non-submitted or resolved on the basis of the Employer's last response. A grievance not responded to by the Employer within the prescribed time limits shall be granted, provided that the remedy sought conforms to the provisions of this agreement and applicable laws. The parties may mutually agree to extend the time limits for a given step for a specified period of time. All references to days in this article shall mean "working days" as in a normal work week of Monday through Friday.

## **22. Employee Discipline and Termination**

22.1 The Employer may discipline or discharge any newly hired or rehired employee at any time during the initial probationary period, with or without cause, and such discipline or discharge shall not be subject to appeal.

22.2 The Employer may, in good faith for just cause, take disciplinary action by written reprimand, suspension, transfer, delay of step increase, demotion or discharge. The degree of discipline administered shall depend on the severity of the infraction. Disciplinary action must be issued within thirty (30) calendar days after the Employer became aware of the offense, unless based on an extended pattern of performance or behavior. The thirty (30) calendar day timeline set forth herein may be extended upon mutual agreement between the Employer and the Union. Written reprimands may be grieved up to the City Manager or their designee, but not arbitration unless and until such time as such written reprimands are relied upon to support subsequent and timely discipline including suspension, transfer, delay of step increase, demotion or discharge.

22.3 The Employer shall not take any disciplinary action as defined in this section without giving the employee the right to have a Union representative present. If an employee(s) is requested to attend any meeting for the purpose of investigation, where such investigation may lead to discipline or discharge of that employee, that employee(s) will be informed of their right to have Union

representation present before such meeting is to take place. The employee shall be provided a letter setting forth the reason(s) for such action at the time such action is taken or shortly thereafter.

- 22.4 Employees shall be given the opportunity to read and answer all disciplinary letters before placement of such material into their official personnel file maintained by Human Resources and will be requested to sign such letters. Signature thereon shall not be construed as admission of guilt or concurrence with the discipline, but rather an indication that the employee has seen and comprehends the gravity of the disciplinary action.
- 22.5 Copies of written reprimands and other disciplinary letters will be provided to the Union. Copies of written reprimands will be used to indicate trends of behavior which may lead to discipline and/or discharge.
- 22.6 Only management representatives who are not covered by this agreement may discipline employees above a written reprimand.

## **23. Performance Evaluations**

- 23.1 ~~23.1~~ Each employee's job performance shall be reviewed and evaluated at least annually.
- 23.2 ~~23.2~~ Performance evaluations are not disciplinary and are not subject to the grievance procedure.
- 23.3 ~~23.3~~ An employee may append his/her written comments to the performance evaluation report. Employee comments must be attached and submitted with the signed performance evaluation to human resources.

## **24. Non-Reduction of Wages and Working Conditions**

- 24.1 The parties hereto agree that the wages and working conditions in effect and now being paid to and enjoyed by the members of the Union shall not be reduced in view of the provisions of this agreement; provided, nothing in this section shall be construed to limit in any way, the Employer's rights under Article 3., Rights of Management, above, or to make changes in current practices, provided: (1) Advance notice of the change is given to the Union and affected employees, and, (2) Reasonable opportunity is provided to discuss the change with the city.

## **25. Layoff, Recall, and Bumping**

- ~~25.1~~ Layoff Procedure – Layoffs or reductions-in-full time equivalent (FTE) positions (including transfers for this purpose and reduction in hours) may be undertaken by the City due to budgetary reductions, organizational restructuring, lack of work, reduction or elimination of funds, material change in duties or

organization, reduction in force or workload, or in the interests of economy or efficiency.

25.2 Alternatives to Layoff – The City will attempt to avoid layoffs and whenever possible to consider alternatives to layoffs before final decisions are made. At the discretion of the City, these considerations may include:

25.2.1 To avoid layoff an employee may transfer to a vacant position, if available. An employee may be eligible for a transfer provided that ~~he/she~~they meets the minimum qualifications for the job.

25.2.2 The City shall notify each employee subject to layoff of ~~his/her~~their rights and responsibilities as described in this Article. Such notification shall be reduced to writing and incorporated in each layoff notice the City issues to an employee subject to layoff.

25.3 After the City has identified the job classification, division (e.g. Streets, Water, Criminal, Civil), workgroup (e.g. Signals, Water Production) or program area (e.g. Street Lights, Hydrant Flushing, Aquatics, Fitness) being reduced, layoffs and resource reductions will be made in the following order:

25.3.1 Temporary or seasonal employees occupying regular classifications, Offender Service Crews, and newly hired probationary employees shall be laid off prior to regular status employees.

25.3.2 The order in which employees will be laid off shall be determined based on seniority as defined in 25.7 of this Article.

25.3.3 Any exception to this will be mutually agreed to by the Union and City.

25.4 When an employee is identified for a layoff or reduction-in-force, ~~he/she~~they shall be permitted to bump into a job or classification which ~~he/she~~they currently holds or has previously held, provided that the employee meets the minimum qualifications for the job. If the employee is a Building Repair Specialist, the employee shall be permitted to bump into the Facilities Maintenance Specialist II classification provided that the employee meets the minimum qualifications for the job. In doing so, ~~he/she~~they may “bump” the least senior employee in that job or classification within the bargaining unit. Bumping may only occur within the same bargaining unit such as Operations Center, Recreation, or Law.

An employee who has been transferred pursuant to 25.2.1 or bumped into a new position as an alternative to layoff and who fails to perform the functions of the new position during probation will be placed on the reinstatement list. Such employees will only be eligible for reinstatement to the position from which they were originally laid off. Failure to pass probation for reasons other than

performing the functions of the new position will result in termination in accordance with Article 22.

25.5 Notice to Union – Representatives of the City shall notify the Union within fifteen (15) working days after the City has officially determined that a layoff or reduction-in-FTE will affect any of the Union members. After such notification, the City agrees to meet with the Union, if requested, and to inform the Union of the details of the layoff and provide a current seniority list as well as any other relevant information. This meeting shall occur prior to notifying the employee(s) selected for reduction or elimination.

25.6 Notice to Employees – Each employee to be laid off or to have an FTE reduction shall be given at least thirty (30) calendar days' notice of layoff, with a copy to the Union. Employees who remain may be assigned the additional duties of those lower classified positions that were laid off or reduced. Such a situation will not result in a decrease in pay or downward reclassification.

25.6.1 Once the City had notified the affected employee of layoff and there is an available vacant position or a position for the employee to bump into, if any, ~~he/she/they~~ must notify Human Resources in writing of ~~his/her/their~~ intent to accept a vacant position or exercise bumping rights within ten (10) working days of the initial layoff notice. If notification is not received within the allotted time, rights to vacant positions or to bump shall be waived by the employee. The Employee will subsequently be placed on the reinstatement list.

25.7 Seniority – Seniority for the purposes of layoff, reduction, recall, and bumping shall be based upon City seniority for all members covered under this Agreement as of September 2, 2009. Thereafter, employees transferring or hired into any one of the bargaining units shall have seniority defined as the employee's most recent date of hire into their respective bargaining unit. Should the seniority of any two or more employees be equal, the respective seniority rights of such employees shall be determined by date of application, and if that is the same, the affected employees shall draw lots. Employee seniority shall not be reduced because of unpaid leave protected under state and federal regulations.

25.8 Recall – Employees who have been laid off, ~~or~~ transferred as an alternative to layoff, or had their hours reduced are eligible ~~for to be placed on the~~ recall list for a period of thirty-six (36) months following the date of ~~the action-layoff or reduction in FTE. The names of persons laid off will be placed on one recall list.~~ When a vacancy occurs in the same job classification for which there exists a recall list, the City will fill the vacancy using that list with the understanding that employees must meet the required minimum qualifications for the position, including FTE status, to which they would be recalled ~~into~~ (i.e. employee who was laid off from a 1.0 FTE would be placed on a recall list for a 1.0 FTE position). If there is more than one employee on the recall list eligible for a vacancy in a



particular job class, the City will use seniority as defined in Article 25.7 to determine who shall be offered recall. Recall notices will be sent by certified mail to the last address reflected in the employee's official personnel file.

25.8.1 When an employee is recalled within thirty-six (36) months to the job or classification from which they were laid off, they will be placed into the same step occupied at the time of the layoff and may serve an additional probationary period, if the job is significantly different than their previous job. Recalled employees will have their accrual rates restored to the same accrual rate as of the date of layoff.

25.8.2 Reinstatement. Employees who have been laid off and are in a recall status may also apply and be considered for job openings outside their job classification prior to or after layoff. Any employee who is offered a job other than the position from which they were laid off within thirty-six (36) months of their layoff will be treated as a new employee and will serve a new probationary period. Employees will also be placed into the salary schedule for the new position consistent with the applicable salary schedule or guidelines. Reinstated employees will have their accrual rates restored to the same accrual rate as of the date of layoff.

25.8.3 Once an employee on the recall list is offered recall, the employee must respond within fourteen (14) calendar days of the date of the notice, unless extended by mutual consent. The employee shall be responsible for notifying the Human Resources Department of any change in their address or telephone number, while on layoff status.

25.8.4 Benefit accrual and service credit will be discontinued while in a layoff status of thirty (30) or more days. However, upon recall or reinstatement, an employee's previous hire date will be maintained, but the employee's service date will be adjusted to deduct the time spent in a layoff status.

25.9 Eligibility for recall/reinstatement ends if:

25.9.1 An employee refuses to accept an offer of recall to a position in the same classification as that from which ~~he/she~~they ~~was~~were laid off.

25.9.2 An employee fails to respond to an offer of recall within fourteen (14) calendar days following the date the offer is mailed.

25.9.3. The employee requests in writing to be removed from the recall list.

25.9.4 The employee resigns or retires.

Definitions of Alternative to Layoff

- A. Transfer (moves laterally) – The movement from one position within a job classification to another position within the same classification or from one position to a position with a different classification in the same pay range. A transferred employee would be placed at the same step in the same range as the position that they transferred from. Terms and conditions of transfers are provided in Article 9.3.
- B. Demotion – The movement from a higher paid job classification to a lower paid job classification. An employee accepting a demotion may serve a probationary period, if the job is significantly different than their previous job, and would be placed at the top step of the lower job classification range or the step in the job classification range that provides the least amount of decrease in pay.

## 26. Contracting-Out/Out-Sourcing

- 26.1 Should the City contract-out or out-source work, which is currently being performed by AFSCME Union employees, the City shall inform AFSCME and shall meet with AFSCME to impact bargain the effects.

## 27. Conflict of Contract and City Employment Policies

- 27.1 It is agreed that the intention of the parties to this agreement is that this agreement and all working agreements shall be consistent with the City employment policies and that where it is found that the provisions of such an agreement are in conflict with the City employment policies that the language of the agreement shall control.
- 27.2 Employees represented by this contract will be under the City's Employment Policy Manual. It is the intent that departmental rules shall be superseded by the City's Employment Policy Manual. If a situation occurs in which there is a difference between City rules/policies, and those of the department, Human Resources will meet with the Union and the affected department to reach a mutually agreeable solution.
- 27.3 The City shall provide legal representation to an employee represented by this contract as may be reasonably necessary to defend a claim or lawsuit filed against such employee resulting from any conduct, act or omission of such employee performed or omitted on behalf of the City in his/her/their capacity as an employee which act or omission is within the scope of his/her-their service or employment with the City in accordance with the provisions of Vancouver Municipal Code Chapter 2.46.

The City shall inform the employee whether the employee shall be offered a defense. The City shall first provide an opportunity for the employee and the Union to meet in advance with the City Manager so that the employee and/or

Union may provide the City Manager with any evidence or argument, whether verbally or in writing, before the City Manager may deny defense and/or indemnification to the employee under Chapter 2.46 VMC. Only the employee, City Manager, Union representative, Union attorney, or City Attorney (or designated legal advisor) may attend the meeting. If the City Manager grants defense and indemnification to the employee under chapter 2.46 VMC, no such meeting shall be required or held.

## **28. Separability Clause**

28.1 If an article of this agreement should be held invalid by operation of law or by any tribunal of competent jurisdiction or if compliance with or enforcement of any article should be restrained by such tribunal, the remainder of this agreement shall not be affected thereby and the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement for such article.

## **29. Termination and Renewal**

29.1 This agreement and all attachments hereto shall be in full force and effect from January 1, ~~2021~~2022 through December 31, ~~2021~~2024, and shall continue in effect if renewed or extended by mutual agreement.

29.2 Not less than one hundred twenty (120) days prior to the end of the contract, either party may notify the other in writing of its desire to terminate or modify the agreement; provided that an earlier commencement may be scheduled by mutual agreement.

## **30. Labor-Management Committee**

30.1 An Operations Center-wide Labor-Management Committee currently exists. AFSCME has historically been represented on and participated in its meetings and will continue to do so.

A City Attorney Support Staff Labor-Management Committee also exists and meets to discuss internal labor-management issues specific to that workgroup.

Topics for the agenda will be shared at least one (1) week before the meeting. Issues not covered by the contract, clarification of contract issues, various surveys and committee work related to mandatory bargaining subjects and city employment policies shall be regular agenda items for this committee.

## **31. Temporary or Seasonal Workers**

- 31.1 Temporary or seasonal worker for purposes of this contract shall mean one who is hired to work not more than 1,040 hours in any one specific classification in one specific department in any twelve (12) consecutive month period. Temporary workers will not be used for more than the 1,040 hour period. Exceptions to this policy shall be mutually agreed upon by the Employer and the Union. The Employer will not rotate temporaries through the same regular position(s).
- 31.2 The intended use of temporary or seasonal workers by the Employer is to cover seasonal workloads and to fill unexpected vacancies created by a sudden increased work load, to instruct classes and provide other services that do not require the use of regular staff, and to fill in as a result of termination or disabilities of regular employees. It is acknowledged that there will be exceptions to this policy. Exceptions to this policy shall be mutually agreed upon by the City and the Union.
- 31.3 The Employer will make all records of temporary or seasonal workers, the date they started, and total hours worked, available to the Union upon request.

## **32. Tobacco Free Work Environment**

- 32.1 All city facilities, including city-owned buildings, vehicles, individual employee offices, and offices or other facilities rented or leased by the city will be tobacco free.

## **33. Contract Amendments**

- 33.1 The parties agree that this Agreement may be amended in writing as agreed to by both parties without action of their respective legislative bodies, unless otherwise specified herein, including, but not limited to, amendment by Memorandum of Understanding or Memorandum of Agreement.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Lisa Takach, HR Director

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

**For the Union**

\_\_\_\_\_  
Eddie Allan, Deputy Director  
AFSCME, Washington State Council of County and  
City Employees, AFL-CIO

\_\_\_\_\_  
Dave McGrath, President,  
AFSCME, 307VC

\_\_\_\_\_  
Kyle Peters, Vice-President,  
AFSCME, 307VC

\_\_\_\_\_  
Corri Powell, Executive Board,  
AFSCME, 307VC  
City Attorney's Office

\_\_\_\_\_  
Amanda Thompson, Executive Board  
AFSCME, 307VC  
Parks and Recreation

## Appendix A - Classifications and Rates of Pay

Salary Schedule adjusted by **24.75%** effective January 1, **2021-2022**

| <b>AFSCME 2022 Pay Ranges</b>   |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| <b>Range Number</b>             | <b>Step 1</b>                   | <b>Step 2</b>                   | <b>Step 3</b>                   | <b>Step 4</b>                   | <b>Step 5</b>                   | <b>Step 6</b>                   | <b>Step 7</b>                   | <b>Step 8</b>                   |
| <b>1</b>                        | \$<br><del>3,174</del><br>3,166 | \$<br><del>3,286</del><br>3,278 | \$<br><del>3,401</del><br>3,393 | \$<br><del>3,521</del><br>3,512 | \$<br><del>3,643</del><br>3,635 | \$<br><del>3,771</del><br>3,762 | \$<br><del>3,902</del><br>3,893 | \$<br><del>4,058</del><br>4,048 |
|                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>2</b>                        | \$<br><del>3,255</del><br>3,247 | \$<br><del>3,369</del><br>3,361 | \$<br><del>3,486</del><br>3,478 | \$<br><del>3,608</del><br>3,599 | \$<br><del>3,733</del><br>3,724 | \$<br><del>3,865</del><br>3,856 | \$<br><del>4,000</del><br>3,991 | \$<br><del>4,160</del><br>4,150 |
|                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>3</b>                        | \$<br><del>3,335</del><br>3,327 | \$<br><del>3,453</del><br>3,444 | \$<br><del>3,574</del><br>3,566 | \$<br><del>3,699</del><br>3,690 | \$<br><del>3,828</del><br>3,818 | \$<br><del>3,961</del><br>3,951 | \$<br><del>4,100</del><br>4,090 | \$<br><del>4,263</del><br>4,253 |
| <b>Recreation Coordinator A</b> |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
|                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>4</b>                        | \$<br><del>3,419</del><br>3,411 | \$<br><del>3,538</del><br>3,530 | \$<br><del>3,662</del><br>3,653 | \$<br><del>3,790</del><br>3,781 | \$<br><del>3,923</del><br>3,914 | \$<br><del>4,061</del><br>4,051 | \$<br><del>4,203</del><br>4,193 | \$<br><del>4,371</del><br>4,361 |
|                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>5</b>                        | \$<br><del>3,503</del><br>3,494 | \$<br><del>3,626</del><br>3,618 | \$<br><del>3,754</del><br>3,745 | \$<br><del>3,885</del><br>3,876 | \$<br><del>4,020</del><br>4,011 | \$<br><del>4,162</del><br>4,152 | \$<br><del>4,306</del><br>4,296 | \$<br><del>4,479</del><br>4,468 |
|                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>6</b>                        | \$<br><del>3,592</del><br>3,583 | \$<br><del>3,718</del><br>3,709 | \$<br><del>3,847</del><br>3,838 | \$<br><del>3,984</del><br>3,974 | \$<br><del>4,122</del><br>4,112 | \$<br><del>4,265</del><br>4,255 | \$<br><del>4,415</del><br>4,405 | \$<br><del>4,591</del><br>4,580 |
| <b>Warehouse Worker</b>         |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
|                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>7</b>                        | \$<br><del>3,682</del><br>3,673 | \$<br><del>3,811</del><br>3,802 | \$<br><del>3,944</del><br>3,934 | \$<br><del>4,081</del><br>4,071 | \$<br><del>4,226</del><br>4,216 | \$<br><del>4,373</del><br>4,363 | \$<br><del>4,525</del><br>4,514 | \$<br><del>4,706</del><br>4,695 |
|                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>8</b>                        | \$<br><del>3,774</del><br>3,765 | \$<br><del>3,905</del><br>3,896 | \$<br><del>4,043</del><br>4,034 | \$<br><del>4,184</del><br>4,174 | \$<br><del>4,329</del><br>4,319 | \$<br><del>4,482</del><br>4,472 | \$<br><del>4,638</del><br>4,627 | \$<br><del>4,825</del><br>4,813 |
|                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>9</b>                        | \$<br><del>3,868</del><br>3,859 | \$<br><del>4,004</del><br>3,994 | \$<br><del>4,144</del><br>4,134 | \$<br><del>4,288</del><br>4,278 | \$<br><del>4,437</del><br>4,427 | \$<br><del>4,593</del><br>4,582 | \$<br><del>4,755</del><br>4,743 | \$<br><del>4,946</del><br>4,934 |
| <b>Warehouse Technician</b>     |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |
| <b>Legal Secretary</b>          |                                 |                                 |                                 |                                 |                                 |                                 |                                 |                                 |

|                                                   |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
|---------------------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| <b>10</b>                                         | \$<br>3,964 \$<br><del>3,954</del> | \$<br>4,103 \$<br><del>4,093</del> | \$<br>4,246 \$<br><del>4,235</del> | \$<br>4,396 \$<br><del>4,386</del> | \$<br>4,550 \$<br><del>4,539</del> | \$<br>4,710 \$<br><del>4,698</del> | \$<br>4,873 \$<br><del>4,861</del> | \$<br>5,068 \$<br><del>5,056</del> |
| <b><u>Maintenance Worker I</u></b>                |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| -                                                 |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b>11</b>                                         | \$<br>4,064 \$<br><del>4,055</del> | \$<br>4,206 \$<br><del>4,196</del> | \$<br>4,352 \$<br><del>4,342</del> | \$<br>4,504 \$<br><del>4,494</del> | \$<br>4,663 \$<br><del>4,652</del> | \$<br>4,827 \$<br><del>4,815</del> | \$<br>4,996 \$<br><del>4,984</del> | \$<br>5,194 \$<br><del>5,181</del> |
| -                                                 |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b>12</b>                                         | \$<br>4,166 \$<br><del>4,156</del> | \$<br>4,312 \$<br><del>4,301</del> | \$<br>4,462 \$<br><del>4,452</del> | \$<br>4,617 \$<br><del>4,606</del> | \$<br>4,780 \$<br><del>4,768</del> | \$<br>4,948 \$<br><del>4,937</del> | \$<br>5,120 \$<br><del>5,108</del> | \$<br>5,325 \$<br><del>5,313</del> |
| <b><u>Facilities Maintenance Specialist I</u></b> |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| -                                                 |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b>13</b>                                         | \$<br>4,269 \$<br><del>4,258</del> | \$<br>4,419 \$<br><del>4,409</del> | \$<br>4,574 \$<br><del>4,564</del> | \$<br>4,734 \$<br><del>4,722</del> | \$<br>4,899 \$<br><del>4,887</del> | \$<br>5,070 \$<br><del>5,058</del> | \$<br>5,247 \$<br><del>5,234</del> | \$<br>5,459 \$<br><del>5,445</del> |
| <b><u>Maintenance Worker II</u></b>               |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b><u>Recreation Specialist B</u></b>             |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b><u>Utility Locator</u></b>                     |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| -                                                 |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b>14</b>                                         | \$<br>4,376 \$<br><del>4,366</del> | \$<br>4,528 \$<br><del>4,518</del> | \$<br>4,688 \$<br><del>4,676</del> | \$<br>4,851 \$<br><del>4,839</del> | \$<br>5,021 \$<br><del>5,009</del> | \$<br>5,198 \$<br><del>5,185</del> | \$<br>5,380 \$<br><del>5,367</del> | \$<br>5,595 \$<br><del>5,581</del> |
| <b><u>Street Light Technician I</u></b>           |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| -                                                 |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b>15</b>                                         | \$<br>4,485 \$<br><del>4,475</del> | \$<br>4,643 \$<br><del>4,631</del> | \$<br>4,804 \$<br><del>4,792</del> | \$<br>4,972 \$<br><del>4,961</del> | \$<br>5,146 \$<br><del>5,134</del> | \$<br>5,328 \$<br><del>5,315</del> | \$<br>5,513 \$<br><del>5,500</del> | \$<br>5,733 \$<br><del>5,719</del> |
| -                                                 |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b>16</b>                                         | \$<br>4,597 \$<br><del>4,587</del> | \$<br>4,759 \$<br><del>4,747</del> | \$<br>4,925 \$<br><del>4,914</del> | \$<br>5,097 \$<br><del>5,085</del> | \$<br>5,275 \$<br><del>5,263</del> | \$<br>5,461 \$<br><del>5,448</del> | \$<br>5,652 \$<br><del>5,639</del> | \$<br>5,879 \$<br><del>5,865</del> |
| <b><u>Water Quality Assistant</u></b>             |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b><u>Water System Operator</u></b>               |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| -                                                 |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| <b>17</b>                                         | \$<br>4,714 \$<br><del>4,703</del> | \$<br>4,878 \$<br><del>4,867</del> | \$<br>5,049 \$<br><del>5,037</del> | \$<br>5,226 \$<br><del>5,214</del> | \$<br>5,407 \$<br><del>5,394</del> | \$<br>5,599 \$<br><del>5,586</del> | \$<br>5,792 \$<br><del>5,778</del> | \$<br>6,024 \$<br><del>6,010</del> |
| <b><u>Chemical Specialist Inspector</u></b>       |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |
| -                                                 |                                    |                                    |                                    |                                    |                                    |                                    |                                    |                                    |



|                                   |              |              |              |              |              |              |              |              |           |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------|
| <u>Maintenance Specialist</u>     |              |              |              |              |              |              |              |              | -         |
| <u>Grounds Maintenance</u>        |              |              |              |              |              |              |              |              | -         |
| <u>Specialist</u>                 |              |              |              |              |              |              |              |              | -         |
| <u>Warehouse Specialist</u>       |              |              |              |              |              |              |              |              | -         |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>18</u>                         | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u> |
|                                   | <u>4,831</u> | <u>5,001</u> | <u>5,175</u> | <u>5,355</u> | <u>5,544</u> | <u>5,735</u> | <u>5,937</u> | <u>6,176</u> |           |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>Building Repair Specialist</u> |              |              |              |              |              |              |              |              | -         |
| <u>Facilities Maintenance</u>     |              |              |              |              |              |              |              |              | -         |
| <u>Specialist II</u>              |              |              |              |              |              |              |              |              | -         |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>19</u>                         | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u> |
|                                   | <u>4,952</u> | <u>5,124</u> | <u>5,302</u> | <u>5,490</u> | <u>5,680</u> | <u>5,881</u> | <u>6,087</u> | <u>6,329</u> |           |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>Administrative Assistant</u>   |              |              |              |              |              |              |              |              | -         |
| <u>Lead Maintenance Worker</u>    |              |              |              |              |              |              |              |              | -         |
| <u>Lead Utility Locator</u>       |              |              |              |              |              |              |              |              | -         |
| <u>Legal Assistant</u>            |              |              |              |              |              |              |              |              | -         |
| <u>Program Coordinator</u>        |              |              |              |              |              |              |              |              | -         |
| <u>(Law)</u>                      |              |              |              |              |              |              |              |              | -         |
| <u>Utility Maintenance</u>        |              |              |              |              |              |              |              |              | -         |
| <u>Mechanic</u>                   |              |              |              |              |              |              |              |              | -         |
| <u>Utility Specialist</u>         |              |              |              |              |              |              |              |              | -         |
| <u>Water Quality Technician</u>   |              |              |              |              |              |              |              |              | -         |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>20</u>                         | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u> |
|                                   | <u>5,074</u> | <u>5,252</u> | <u>5,437</u> | <u>5,626</u> | <u>5,824</u> | <u>6,027</u> | <u>6,238</u> | <u>6,488</u> |           |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>Street Light Technician II</u> |              |              |              |              |              |              |              |              | -         |
|                                   |              |              |              |              |              |              |              |              | -         |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>21</u>                         | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u> |
|                                   | <u>5,202</u> | <u>5,384</u> | <u>5,572</u> | <u>5,768</u> | <u>5,970</u> | <u>6,178</u> | <u>6,393</u> | <u>6,650</u> |           |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>Paralegal</u>                  |              |              |              |              |              |              |              |              | -         |
| <u>Rehabilitation Specialist</u>  |              |              |              |              |              |              |              |              | -         |
|                                   |              |              |              |              |              |              |              |              | -         |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>22</u>                         | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u>    | <u>\$</u> |
|                                   | <u>5,332</u> | <u>5,518</u> | <u>5,713</u> | <u>5,910</u> | <u>6,119</u> | <u>6,332</u> | <u>6,554</u> | <u>6,817</u> |           |
|                                   |              |              |              |              |              |              |              |              | -         |
| <u>Water Treatment Plant</u>      |              |              |              |              |              |              |              |              | -         |
| <u>Operator</u>                   |              |              |              |              |              |              |              |              | -         |
|                                   |              |              |              |              |              |              |              |              | -         |

|                                                                                                                                                                                                    |                         |                         |                         |                         |                         |                         |                         |                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| 23                                                                                                                                                                                                 | \$<br>5,465 \$<br>5,452 | \$<br>5,658 \$<br>5,644 | \$<br>5,854 \$<br>5,841 | \$<br>6,059 \$<br>6,044 | \$<br>6,270 \$<br>6,255 | \$<br>6,491 \$<br>6,476 | \$<br>6,719 \$<br>6,703 | \$<br>6,987 \$<br>6,970 |
| <u>Recreation Coordinator C</u><br><u>Traffic Signal Technician</u>                                                                                                                                |                         |                         |                         |                         |                         |                         |                         |                         |
| 24                                                                                                                                                                                                 | \$<br>5,603 \$<br>5,590 | \$<br>5,798 \$<br>5,784 | \$<br>6,001 \$<br>5,987 | \$<br>6,211 \$<br>6,196 | \$<br>6,429 \$<br>6,413 | \$<br>6,654 \$<br>6,638 | \$<br>6,886 \$<br>6,870 | \$<br>7,161 \$<br>7,144 |
| <u>Water Quality Coordinator</u>                                                                                                                                                                   |                         |                         |                         |                         |                         |                         |                         |                         |
| 25                                                                                                                                                                                                 | \$<br>5,740 \$<br>5,727 | \$<br>5,944 \$<br>5,929 | \$<br>6,151 \$<br>6,136 | \$<br>6,367 \$<br>6,352 | \$<br>6,589 \$<br>6,573 | \$<br>6,820 \$<br>6,804 | \$<br>7,059 \$<br>7,042 | \$<br>7,340 \$<br>7,322 |
| <u>Investigator</u><br><u>Recreation Coordinator D</u>                                                                                                                                             |                         |                         |                         |                         |                         |                         |                         |                         |
| 26                                                                                                                                                                                                 | \$<br>5,886 \$<br>5,872 | \$<br>6,092 \$<br>6,078 | \$<br>6,304 \$<br>6,289 | \$<br>6,525 \$<br>6,509 | \$<br>6,754 \$<br>6,738 | \$<br>6,990 \$<br>6,973 | \$<br>7,235 \$<br>7,218 | \$<br>7,524 \$<br>7,506 |
| <u>Lead Water Treatment</u><br><u>Plant Operator</u>                                                                                                                                               |                         |                         |                         |                         |                         |                         |                         |                         |
| 27                                                                                                                                                                                                 | \$<br>6,034 \$<br>6,019 | \$<br>6,244 \$<br>6,229 | \$<br>6,463 \$<br>6,448 | \$<br>6,688 \$<br>6,672 | \$<br>6,923 \$<br>6,906 | \$<br>7,164 \$<br>7,147 | \$<br>7,415 \$<br>7,398 | \$<br>7,713 \$<br>7,694 |
| <u>Electrician</u><br><u>Facilities Systems</u><br><u>Administrative Technician</u><br><br><u>HVAC Technician</u><br><u>Lead Traffic Signal</u><br><u>Technician</u><br><u>Utility Electrician</u> |                         |                         |                         |                         |                         |                         |                         |                         |
| 28                                                                                                                                                                                                 | \$<br>6,183 \$<br>6,169 | \$<br>6,400 \$<br>6,385 | \$<br>6,623 \$<br>6,608 | \$<br>6,854 \$<br>6,837 | \$<br>7,096 \$<br>7,079 | \$<br>7,344 \$<br>7,326 | \$<br>7,602 \$<br>7,584 | \$<br>7,904 \$<br>7,886 |
| <u>Facilities Maintenance</u><br><u>Specialist Lead</u>                                                                                                                                            |                         |                         |                         |                         |                         |                         |                         |                         |

### SCADA Technician

|                           |          |          |          |          |          |          |          |          |
|---------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
|                           |          |          |          |          |          |          |          |          |
| 29                        | \$       | \$       | \$       | \$       | \$       | \$       | \$       | \$       |
|                           | 6,337 \$ | 6,559 \$ | 6,789 \$ | 7,027 \$ | 7,272 \$ | 7,527 \$ | 7,790 \$ | 8,103 \$ |
|                           | 6,322    | 6,544    | 6,773    | 7,010    | 7,254    | 7,509    | 7,772    | 8,084    |
| Warehouse Supervisor      |          |          |          |          |          |          |          |          |
| Traffic Signal Specialist |          |          |          |          |          |          |          |          |
|                           |          |          |          |          |          |          |          |          |
| 30                        | \$       | \$       | \$       | \$       | \$       | \$       | \$       | \$       |
|                           | 6,497 \$ | 6,724 \$ | 6,959 \$ | 7,204 \$ | 7,454 \$ | 7,717 \$ | 7,985 \$ | 8,304 \$ |
|                           | 6,481    | 6,708    | 6,942    | 7,186    | 7,436    | 7,699    | 7,966    | 8,284    |
| Public Works Supervisor   |          |          |          |          |          |          |          |          |
|                           |          |          |          |          |          |          |          |          |
| 31                        | \$       | \$       | \$       | \$       | \$       | \$       | \$       | \$       |
|                           | 6,660 \$ | 6,892 \$ | 7,133 \$ | 7,382 \$ | 7,640 \$ | 7,908 \$ | 8,185 \$ | 8,511 \$ |
|                           | 6,644    | 6,875    | 7,116    | 7,364    | 7,622    | 7,889    | 8,166    | 8,491    |
|                           |          |          |          |          |          |          |          |          |
| 32                        | \$       | \$       | \$       | \$       | \$       | \$       | \$       | \$       |
|                           | 6,826 \$ | 7,064 \$ | 7,312 \$ | 7,567 \$ | 7,833 \$ | 8,107 \$ | 8,389 \$ | 8,726 \$ |
|                           | 6,809    | 7,047    | 7,294    | 7,549    | 7,815    | 8,087    | 8,369    | 8,705    |
|                           |          |          |          |          |          |          |          |          |

Salary Schedule adjusted by 4% effective January 1, 2023

**AFSCME 2023 Pay Ranges**

| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <u>Range Number</u>             | <u>Step 1</u>   | <u>Step 2</u>   | <u>Step 3</u>   | <u>Step 4</u>   | <u>Step 5</u>   | <u>Step 6</u>   | <u>Step 7</u>   | <u>Step 8</u>   |
| <u>1</u>                        | <u>\$ 3,301</u> | <u>\$ 3,417</u> | <u>\$ 3,537</u> | <u>\$ 3,662</u> | <u>\$ 3,789</u> | <u>\$ 3,922</u> | <u>\$ 4,058</u> | <u>\$ 4,220</u> |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>2</u>                        | <u>\$ 3,385</u> | <u>\$ 3,504</u> | <u>\$ 3,625</u> | <u>\$ 3,752</u> | <u>\$ 3,882</u> | <u>\$ 4,020</u> | <u>\$ 4,160</u> | <u>\$ 4,326</u> |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>3</u>                        | <u>\$ 3,468</u> | <u>\$ 3,591</u> | <u>\$ 3,717</u> | <u>\$ 3,847</u> | <u>\$ 3,981</u> | <u>\$ 4,119</u> | <u>\$ 4,264</u> | <u>\$ 4,434</u> |
| <u>Recreation Coordinator A</u> |                 |                 |                 |                 |                 |                 |                 |                 |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>4</u>                        | <u>\$ 3,556</u> | <u>\$ 3,680</u> | <u>\$ 3,808</u> | <u>\$ 3,942</u> | <u>\$ 4,080</u> | <u>\$ 4,223</u> | <u>\$ 4,371</u> | <u>\$ 4,546</u> |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>5</u>                        | <u>\$ 3,643</u> | <u>\$ 3,771</u> | <u>\$ 3,904</u> | <u>\$ 4,040</u> | <u>\$ 4,181</u> | <u>\$ 4,328</u> | <u>\$ 4,478</u> | <u>\$ 4,658</u> |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>6</u>                        | <u>\$ 3,736</u> | <u>\$ 3,867</u> | <u>\$ 4,001</u> | <u>\$ 4,143</u> | <u>\$ 4,287</u> | <u>\$ 4,436</u> | <u>\$ 4,592</u> | <u>\$ 4,775</u> |
| <u>Warehouse Worker</u>         |                 |                 |                 |                 |                 |                 |                 |                 |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>7</u>                        | <u>\$ 3,829</u> | <u>\$ 3,963</u> | <u>\$ 4,102</u> | <u>\$ 4,244</u> | <u>\$ 4,395</u> | <u>\$ 4,548</u> | <u>\$ 4,706</u> | <u>\$ 4,894</u> |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>8</u>                        | <u>\$ 3,925</u> | <u>\$ 4,061</u> | <u>\$ 4,205</u> | <u>\$ 4,351</u> | <u>\$ 4,502</u> | <u>\$ 4,661</u> | <u>\$ 4,824</u> | <u>\$ 5,018</u> |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>9</u>                        | <u>\$ 4,023</u> | <u>\$ 4,164</u> | <u>\$ 4,310</u> | <u>\$ 4,460</u> | <u>\$ 4,614</u> | <u>\$ 4,777</u> | <u>\$ 4,945</u> | <u>\$ 5,144</u> |
| <u>Warehouse Technician</u>     |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>Legal Secretary</u>          |                 |                 |                 |                 |                 |                 |                 |                 |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>10</u>                       | <u>\$ 4,123</u> | <u>\$ 4,267</u> | <u>\$ 4,416</u> | <u>\$ 4,572</u> | <u>\$ 4,732</u> | <u>\$ 4,898</u> | <u>\$ 5,068</u> | <u>\$ 5,271</u> |
| <u>Maintenance Worker I</u>     |                 |                 |                 |                 |                 |                 |                 |                 |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>11</u>                       | <u>\$ 4,227</u> | <u>\$ 4,374</u> | <u>\$ 4,526</u> | <u>\$ 4,684</u> | <u>\$ 4,850</u> | <u>\$ 5,020</u> | <u>\$ 5,196</u> | <u>\$ 5,402</u> |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |
| -                               |                 |                 |                 |                 |                 |                 |                 |                 |

|                                             |          |          |          |          |          |          |          |          |
|---------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <u>12</u>                                   | \$ 4,333 | \$ 4,484 | \$ 4,640 | \$ 4,802 | \$ 4,971 | \$ 5,146 | \$ 5,325 | \$ 5,538 |
| <u>Facilities Maintenance Specialist I</u>  |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>13</u>                                   | \$ 4,440 | \$ 4,596 | \$ 4,757 | \$ 4,923 | \$ 5,095 | \$ 5,273 | \$ 5,457 | \$ 5,677 |
| <u>Maintenance Worker II</u>                |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Recreation Specialist B</u>              |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Utility Locator</u>                      |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>14</u>                                   | \$ 4,551 | \$ 4,709 | \$ 4,876 | \$ 5,045 | \$ 5,222 | \$ 5,406 | \$ 5,595 | \$ 5,819 |
| <u>Street Light Technician I</u>            |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>15</u>                                   | \$ 4,664 | \$ 4,829 | \$ 4,996 | \$ 5,171 | \$ 5,352 | \$ 5,541 | \$ 5,734 | \$ 5,962 |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>16</u>                                   | \$ 4,781 | \$ 4,949 | \$ 5,122 | \$ 5,301 | \$ 5,486 | \$ 5,679 | \$ 5,878 | \$ 6,114 |
| <u>Water Quality Assistant</u>              |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Water System Operator</u>                |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>17</u>                                   | \$ 4,903 | \$ 5,073 | \$ 5,251 | \$ 5,435 | \$ 5,623 | \$ 5,823 | \$ 6,024 | \$ 6,265 |
| <u>Chemical Specialist</u>                  |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Inspector</u>                            |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Maintenance Specialist</u>               |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Grounds Maintenance Specialist</u>       |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Warehouse Specialist</u>                 |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>18</u>                                   | \$ 5,024 | \$ 5,201 | \$ 5,382 | \$ 5,569 | \$ 5,766 | \$ 5,964 | \$ 6,174 | \$ 6,423 |
| <u>Building Repair Specialist</u>           |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Facilities Maintenance Specialist II</u> |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>19</u>                                   | \$ 5,150 | \$ 5,329 | \$ 5,514 | \$ 5,710 | \$ 5,907 | \$ 6,116 | \$ 6,330 | \$ 6,582 |
| <u>Administrative Assistant</u>             |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Lead Maintenance Worker</u>              |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Lead Utility Locator</u>                 |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Legal Assistant</u>                      |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |

|                                     |          |          |          |          |          |          |          |          |   |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|---|
| <u>Program Coordinator (Law)</u>    |          |          |          |          |          |          |          |          | - |
| <u>Utility Maintenance Mechanic</u> |          |          |          |          |          |          |          |          | - |
| <u>Utility Specialist</u>           |          |          |          |          |          |          |          |          | - |
| <u>Water Quality Technician</u>     |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
| 20                                  | \$ 5,277 | \$ 5,462 | \$ 5,654 | \$ 5,851 | \$ 6,057 | \$ 6,268 | \$ 6,488 | \$ 6,748 |   |
| <u>Street Light Technician II</u>   |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
| 21                                  | \$ 5,410 | \$ 5,599 | \$ 5,795 | \$ 5,999 | \$ 6,209 | \$ 6,425 | \$ 6,649 | \$ 6,916 |   |
| <u>Paralegal</u>                    |          |          |          |          |          |          |          |          | - |
| <u>Rehabilitation Specialist</u>    |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
| 22                                  | \$ 5,545 | \$ 5,739 | \$ 5,942 | \$ 6,146 | \$ 6,364 | \$ 6,585 | \$ 6,816 | \$ 7,090 |   |
| <u>Water Treatment Plant</u>        |          |          |          |          |          |          |          |          | - |
| <u>Operator</u>                     |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
| 23                                  | \$ 5,684 | \$ 5,884 | \$ 6,088 | \$ 6,301 | \$ 6,521 | \$ 6,751 | \$ 6,988 | \$ 7,266 |   |
| <u>Recreation Coordinator C</u>     |          |          |          |          |          |          |          |          | - |
| <u>Traffic Signal Technician</u>    |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
| 24                                  | \$ 5,827 | \$ 6,030 | \$ 6,241 | \$ 6,459 | \$ 6,686 | \$ 6,920 | \$ 7,161 | \$ 7,447 |   |
| <u>Water Quality Coordinator</u>    |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
| 25                                  | \$ 5,970 | \$ 6,182 | \$ 6,397 | \$ 6,622 | \$ 6,853 | \$ 7,093 | \$ 7,341 | \$ 7,634 |   |
| <u>Investigator</u>                 |          |          |          |          |          |          |          |          | - |
| <u>Recreation Coordinator D</u>     |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
| 26                                  | \$ 6,121 | \$ 6,336 | \$ 6,556 | \$ 6,786 | \$ 7,024 | \$ 7,270 | \$ 7,524 | \$ 7,825 |   |
| <u>Lead Water Treatment Plant</u>   |          |          |          |          |          |          |          |          | - |
| <u>Operator</u>                     |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |
|                                     |          |          |          |          |          |          |          |          | - |

|                                                                                                                                                                                                |                 |                 |                 |                 |                 |                 |                 |                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <u>27</u>                                                                                                                                                                                      | <u>\$ 6,275</u> | <u>\$ 6,494</u> | <u>\$ 6,722</u> | <u>\$ 6,956</u> | <u>\$ 7,200</u> | <u>\$ 7,451</u> | <u>\$ 7,712</u> | <u>\$ 8,022</u> |
| <u>Electrician</u><br><u>Facilities Systems</u><br><u>Administrative Technician</u><br><u>HVAC Technician</u><br><u>Lead Traffic Signal</u><br><u>Technician</u><br><u>Utility Electrician</u> |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>28</u>                                                                                                                                                                                      | <u>\$ 6,430</u> | <u>\$ 6,656</u> | <u>\$ 6,888</u> | <u>\$ 7,128</u> | <u>\$ 7,380</u> | <u>\$ 7,638</u> | <u>\$ 7,906</u> | <u>\$ 8,220</u> |
| <u>Facilities Maintenance</u><br><u>Specialist Lead</u><br><u>SCADA Technician</u>                                                                                                             |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>29</u>                                                                                                                                                                                      | <u>\$ 6,590</u> | <u>\$ 6,821</u> | <u>\$ 7,061</u> | <u>\$ 7,308</u> | <u>\$ 7,563</u> | <u>\$ 7,828</u> | <u>\$ 8,102</u> | <u>\$ 8,427</u> |
| <u>Warehouse Supervisor</u><br><u>Traffic Signal Specialist</u>                                                                                                                                |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>30</u>                                                                                                                                                                                      | <u>\$ 6,757</u> | <u>\$ 6,993</u> | <u>\$ 7,237</u> | <u>\$ 7,492</u> | <u>\$ 7,752</u> | <u>\$ 8,026</u> | <u>\$ 8,304</u> | <u>\$ 8,636</u> |
| <u>Public Works Supervisor</u>                                                                                                                                                                 |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>31</u>                                                                                                                                                                                      | <u>\$ 6,926</u> | <u>\$ 7,168</u> | <u>\$ 7,418</u> | <u>\$ 7,677</u> | <u>\$ 7,946</u> | <u>\$ 8,224</u> | <u>\$ 8,512</u> | <u>\$ 8,851</u> |
| <u>32</u>                                                                                                                                                                                      | <u>\$ 7,099</u> | <u>\$ 7,347</u> | <u>\$ 7,604</u> | <u>\$ 7,870</u> | <u>\$ 8,146</u> | <u>\$ 8,431</u> | <u>\$ 8,725</u> | <u>\$ 9,075</u> |



Salary Schedule adjusted by 4% effective January 1, 2024

**AFSCME 2024 Pay Ranges**

| <b>Range Number</b>                    | <b>Step 1</b>   | <b>Step 2</b>   | <b>Step 3</b>   | <b>Step 4</b>   | <b>Step 5</b>   | <b>Step 6</b>   | <b>Step 7</b>   | <b>Step 8</b>   |
|----------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <b><u>1</u></b>                        | <u>\$ 3,433</u> | <u>\$ 3,554</u> | <u>\$ 3,678</u> | <u>\$ 3,808</u> | <u>\$ 3,941</u> | <u>\$ 4,079</u> | <u>\$ 4,220</u> | <u>\$ 4,389</u> |
| <b><u>2</u></b>                        | <u>\$ 3,520</u> | <u>\$ 3,644</u> | <u>\$ 3,770</u> | <u>\$ 3,902</u> | <u>\$ 4,037</u> | <u>\$ 4,181</u> | <u>\$ 4,326</u> | <u>\$ 4,499</u> |
| <b><u>3</u></b>                        | <u>\$ 3,607</u> | <u>\$ 3,735</u> | <u>\$ 3,866</u> | <u>\$ 4,001</u> | <u>\$ 4,140</u> | <u>\$ 4,284</u> | <u>\$ 4,435</u> | <u>\$ 4,611</u> |
| <b><u>Recreation Coordinator A</u></b> |                 |                 |                 |                 |                 |                 |                 |                 |
| <b><u>4</u></b>                        | <u>\$ 3,698</u> | <u>\$ 3,827</u> | <u>\$ 3,960</u> | <u>\$ 4,100</u> | <u>\$ 4,243</u> | <u>\$ 4,392</u> | <u>\$ 4,546</u> | <u>\$ 4,728</u> |
| <b><u>5</u></b>                        | <u>\$ 3,789</u> | <u>\$ 3,922</u> | <u>\$ 4,060</u> | <u>\$ 4,202</u> | <u>\$ 4,348</u> | <u>\$ 4,501</u> | <u>\$ 4,657</u> | <u>\$ 4,844</u> |
| <b><u>6</u></b>                        | <u>\$ 3,885</u> | <u>\$ 4,022</u> | <u>\$ 4,161</u> | <u>\$ 4,309</u> | <u>\$ 4,458</u> | <u>\$ 4,613</u> | <u>\$ 4,776</u> | <u>\$ 4,966</u> |
| <b><u>Warehouse Worker</u></b>         |                 |                 |                 |                 |                 |                 |                 |                 |
| <b><u>7</u></b>                        | <u>\$ 3,982</u> | <u>\$ 4,122</u> | <u>\$ 4,266</u> | <u>\$ 4,414</u> | <u>\$ 4,571</u> | <u>\$ 4,730</u> | <u>\$ 4,894</u> | <u>\$ 5,090</u> |
| <b><u>8</u></b>                        | <u>\$ 4,082</u> | <u>\$ 4,223</u> | <u>\$ 4,373</u> | <u>\$ 4,525</u> | <u>\$ 4,682</u> | <u>\$ 4,847</u> | <u>\$ 5,017</u> | <u>\$ 5,219</u> |
| <b><u>9</u></b>                        | <u>\$ 4,184</u> | <u>\$ 4,331</u> | <u>\$ 4,482</u> | <u>\$ 4,638</u> | <u>\$ 4,799</u> | <u>\$ 4,968</u> | <u>\$ 5,143</u> | <u>\$ 5,350</u> |
| <b><u>Warehouse Technician</u></b>     |                 |                 |                 |                 |                 |                 |                 |                 |
| <b><u>Legal Secretary</u></b>          |                 |                 |                 |                 |                 |                 |                 |                 |
| <b><u>10</u></b>                       | <u>\$ 4,288</u> | <u>\$ 4,438</u> | <u>\$ 4,593</u> | <u>\$ 4,755</u> | <u>\$ 4,921</u> | <u>\$ 5,094</u> | <u>\$ 5,271</u> | <u>\$ 5,482</u> |
| <b><u>Maintenance Worker I</u></b>     |                 |                 |                 |                 |                 |                 |                 |                 |
| <b><u>11</u></b>                       | <u>\$ 4,396</u> | <u>\$ 4,549</u> | <u>\$ 4,707</u> | <u>\$ 4,871</u> | <u>\$ 5,044</u> | <u>\$ 5,221</u> | <u>\$ 5,404</u> | <u>\$ 5,618</u> |
| <b><u>12</u></b>                       | <u>\$ 4,506</u> | <u>\$ 4,663</u> | <u>\$ 4,826</u> | <u>\$ 4,994</u> | <u>\$ 5,170</u> | <u>\$ 5,352</u> | <u>\$ 5,538</u> | <u>\$ 5,760</u> |

|                                             |          |          |          |          |          |          |          |          |
|---------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <u>Facilities Maintenance Specialist I</u>  |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>13</b>                                   | \$ 4,618 | \$ 4,780 | \$ 4,947 | \$ 5,120 | \$ 5,299 | \$ 5,484 | \$ 5,675 | \$ 5,904 |
| <u>Maintenance Worker II</u>                |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Recreation Specialist B</u>              |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Utility Locator</u>                      |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>14</b>                                   | \$ 4,733 | \$ 4,897 | \$ 5,071 | \$ 5,247 | \$ 5,431 | \$ 5,622 | \$ 5,819 | \$ 6,052 |
| <u>Street Light Technician I</u>            |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>15</b>                                   | \$ 4,851 | \$ 5,022 | \$ 5,196 | \$ 5,378 | \$ 5,566 | \$ 5,763 | \$ 5,963 | \$ 6,200 |
| <b>16</b>                                   | \$ 4,972 | \$ 5,147 | \$ 5,327 | \$ 5,513 | \$ 5,705 | \$ 5,906 | \$ 6,113 | \$ 6,359 |
| <u>Water Quality Assistant</u>              |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Water System Operator</u>                |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>17</b>                                   | \$ 5,099 | \$ 5,276 | \$ 5,461 | \$ 5,652 | \$ 5,848 | \$ 6,056 | \$ 6,265 | \$ 6,516 |
| <u>Chemical Specialist</u>                  |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Inspector</u>                            |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Maintenance Specialist</u>               |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Grounds Maintenance Specialist</u>       |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Warehouse Specialist</u>                 |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>18</b>                                   | \$ 5,225 | \$ 5,409 | \$ 5,597 | \$ 5,792 | \$ 5,997 | \$ 6,203 | \$ 6,421 | \$ 6,680 |
| <u>Building Repair Specialist</u>           |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Facilities Maintenance Specialist II</u> |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>19</b>                                   | \$ 5,356 | \$ 5,542 | \$ 5,735 | \$ 5,938 | \$ 6,143 | \$ 6,361 | \$ 6,583 | \$ 6,845 |
| <u>Administrative Assistant</u>             |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Lead Maintenance Worker</u>              |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Lead Utility Locator</u>                 |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Legal Assistant</u>                      |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Program Coordinator (Law)</u>            |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>Utility Maintenance Mechanic</u>         |          |          |          |          |          |          |          |          |
| -                                           | -        | -        | -        | -        | -        | -        | -        | -        |

|                                   |          |          |          |          |          |          |          |          |   |
|-----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|---|
| <u>Utility Specialist</u>         |          |          |          |          |          |          |          |          | - |
| <u>Water Quality Technician</u>   |          |          |          |          |          |          |          |          | - |
|                                   |          |          |          |          |          |          |          |          | - |
| <u>20</u>                         | \$ 5,488 | \$ 5,680 | \$ 5,880 | \$ 6,085 | \$ 6,299 | \$ 6,519 | \$ 6,748 | \$ 7,018 |   |
| <u>Street Light Technician II</u> |          |          |          |          |          |          |          |          | - |
|                                   |          |          |          |          |          |          |          |          | - |
| <u>21</u>                         | \$ 5,626 | \$ 5,823 | \$ 6,027 | \$ 6,239 | \$ 6,457 | \$ 6,682 | \$ 6,915 | \$ 7,193 |   |
| <u>Paralegal</u>                  |          |          |          |          |          |          |          |          | - |
| <u>Rehabilitation Specialist</u>  |          |          |          |          |          |          |          |          | - |
|                                   |          |          |          |          |          |          |          |          | - |
| <u>22</u>                         | \$ 5,767 | \$ 5,969 | \$ 6,180 | \$ 6,392 | \$ 6,619 | \$ 6,848 | \$ 7,089 | \$ 7,374 |   |
| <u>Water Treatment Plant</u>      |          |          |          |          |          |          |          |          | - |
| <u>Operator</u>                   |          |          |          |          |          |          |          |          | - |
|                                   |          |          |          |          |          |          |          |          | - |
| <u>23</u>                         | \$ 5,911 | \$ 6,119 | \$ 6,332 | \$ 6,553 | \$ 6,782 | \$ 7,021 | \$ 7,268 | \$ 7,557 |   |
| <u>Recreation Coordinator C</u>   |          |          |          |          |          |          |          |          | - |
| <u>Traffic Signal Technician</u>  |          |          |          |          |          |          |          |          | - |
|                                   |          |          |          |          |          |          |          |          | - |
| <u>24</u>                         | \$ 6,060 | \$ 6,271 | \$ 6,491 | \$ 6,717 | \$ 6,953 | \$ 7,197 | \$ 7,447 | \$ 7,745 |   |
| <u>Water Quality Coordinator</u>  |          |          |          |          |          |          |          |          | - |
|                                   |          |          |          |          |          |          |          |          | - |
| <u>25</u>                         | \$ 6,209 | \$ 6,429 | \$ 6,653 | \$ 6,887 | \$ 7,127 | \$ 7,377 | \$ 7,635 | \$ 7,939 |   |
| <u>Investigator</u>               |          |          |          |          |          |          |          |          | - |
| <u>Recreation Coordinator D</u>   |          |          |          |          |          |          |          |          | - |
|                                   |          |          |          |          |          |          |          |          | - |
| <u>26</u>                         | \$ 6,366 | \$ 6,589 | \$ 6,818 | \$ 7,057 | \$ 7,305 | \$ 7,561 | \$ 7,825 | \$ 8,138 |   |
| <u>Lead Water Treatment Plant</u> |          |          |          |          |          |          |          |          | - |
| <u>Operator</u>                   |          |          |          |          |          |          |          |          | - |
|                                   |          |          |          |          |          |          |          |          | - |
| <u>27</u>                         | \$ 6,526 | \$ 6,754 | \$ 6,991 | \$ 7,234 | \$ 7,488 | \$ 7,749 | \$ 8,020 | \$ 8,343 |   |
| <u>Electrician</u>                |          |          |          |          |          |          |          |          | - |

|                                                                                                                                                                          |          |          |          |          |          |          |          |          |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|---|
| <u>Facilities Systems</u><br><u>Administrative Technician</u><br><u>HVAC Technician</u><br><u>Lead Traffic Signal</u><br><u>Technician</u><br><u>Utility Electrician</u> |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
| 28                                                                                                                                                                       | \$ 6,687 | \$ 6,922 | \$ 7,164 | \$ 7,413 | \$ 7,675 | \$ 7,944 | \$ 8,222 | \$ 8,549 |   |
| <u>Facilities Maintenance</u><br><u>Specialist Lead</u><br><u>SCADA Technician</u>                                                                                       |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
| 29                                                                                                                                                                       | \$ 6,854 | \$ 7,094 | \$ 7,343 | \$ 7,600 | \$ 7,866 | \$ 8,141 | \$ 8,426 | \$ 8,764 |   |
| <u>Warehouse Supervisor</u><br><u>Traffic Signal Specialist</u>                                                                                                          |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
| 30                                                                                                                                                                       | \$ 7,027 | \$ 7,273 | \$ 7,526 | \$ 7,792 | \$ 8,062 | \$ 8,347 | \$ 8,636 | \$ 8,981 |   |
| <u>Public Works Supervisor</u>                                                                                                                                           |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
| 31                                                                                                                                                                       | \$ 7,203 | \$ 7,455 | \$ 7,715 | \$ 7,984 | \$ 8,264 | \$ 8,553 | \$ 8,852 | \$ 9,205 |   |
|                                                                                                                                                                          |          |          |          |          |          |          |          |          | - |
| 32                                                                                                                                                                       | \$ 7,383 | \$ 7,641 | \$ 7,908 | \$ 8,185 | \$ 8,472 | \$ 8,768 | \$ 9,074 | \$ 9,438 |   |

| AFSCME 2021 Pay Ranges          |                     |                     |                     |                     |                     |                     |                     |                     |
|---------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |
| Range Number                    | Step 1              | Step 2              | Step 3              | Step 4              | Step 5              | Step 6              | Step 7              | Step 8              |
| 1                               | <del>\$ 3,030</del> | <del>\$ 3,137</del> | <del>\$ 3,247</del> | <del>\$ 3,361</del> | <del>\$ 3,478</del> | <del>\$ 3,600</del> | <del>\$ 3,725</del> | <del>\$ 3,874</del> |
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |
| 2                               | <del>\$ 3,107</del> | <del>\$ 3,216</del> | <del>\$ 3,328</del> | <del>\$ 3,444</del> | <del>\$ 3,564</del> | <del>\$ 3,690</del> | <del>\$ 3,819</del> | <del>\$ 3,971</del> |
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |
| 3                               | <del>\$ 3,184</del> | <del>\$ 3,296</del> | <del>\$ 3,412</del> | <del>\$ 3,531</del> | <del>\$ 3,654</del> | <del>\$ 3,781</del> | <del>\$ 3,914</del> | <del>\$ 4,070</del> |
| <u>Recreation Coordinator A</u> |                     |                     |                     |                     |                     |                     |                     |                     |
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |
| 4                               | <del>\$ 3,264</del> | <del>\$ 3,378</del> | <del>\$ 3,496</del> | <del>\$ 3,618</del> | <del>\$ 3,745</del> | <del>\$ 3,877</del> | <del>\$ 4,012</del> | <del>\$ 4,173</del> |
|                                 |                     |                     |                     |                     |                     |                     |                     |                     |

|    |                                     |                     |                     |                     |                     |                     |                     |                     |                     |
|----|-------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| 5  |                                     | <del>\$ 3,344</del> | <del>\$ 3,462</del> | <del>\$ 3,584</del> | <del>\$ 3,709</del> | <del>\$ 3,838</del> | <del>\$ 3,973</del> | <del>\$ 4,111</del> | <del>\$ 4,276</del> |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 6  |                                     | <del>\$ 3,429</del> | <del>\$ 3,549</del> | <del>\$ 3,673</del> | <del>\$ 3,803</del> | <del>\$ 3,935</del> | <del>\$ 4,072</del> | <del>\$ 4,215</del> | <del>\$ 4,383</del> |
|    | Warehouse Worker                    | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 7  |                                     | <del>\$ 3,515</del> | <del>\$ 3,638</del> | <del>\$ 3,765</del> | <del>\$ 3,896</del> | <del>\$ 4,034</del> | <del>\$ 4,175</del> | <del>\$ 4,320</del> | <del>\$ 4,493</del> |
|    | -                                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 8  |                                     | <del>\$ 3,603</del> | <del>\$ 3,728</del> | <del>\$ 3,860</del> | <del>\$ 3,994</del> | <del>\$ 4,133</del> | <del>\$ 4,279</del> | <del>\$ 4,428</del> | <del>\$ 4,606</del> |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 9  |                                     | <del>\$ 3,693</del> | <del>\$ 3,822</del> | <del>\$ 3,956</del> | <del>\$ 4,094</del> | <del>\$ 4,236</del> | <del>\$ 4,385</del> | <del>\$ 4,539</del> | <del>\$ 4,722</del> |
|    | Warehouse Technician                |                     |                     |                     |                     |                     |                     |                     | -                   |
|    | Legal Secretary                     | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 10 |                                     | <del>\$ 3,784</del> | <del>\$ 3,917</del> | <del>\$ 4,053</del> | <del>\$ 4,197</del> | <del>\$ 4,344</del> | <del>\$ 4,496</del> | <del>\$ 4,652</del> | <del>\$ 4,838</del> |
|    | Maintenance Worker I                |                     |                     |                     |                     |                     |                     |                     | -                   |
|    | -                                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 11 |                                     | <del>\$ 3,880</del> | <del>\$ 4,015</del> | <del>\$ 4,155</del> | <del>\$ 4,300</del> | <del>\$ 4,452</del> | <del>\$ 4,608</del> | <del>\$ 4,769</del> | <del>\$ 4,958</del> |
|    | -                                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 12 |                                     | <del>\$ 3,977</del> | <del>\$ 4,116</del> | <del>\$ 4,260</del> | <del>\$ 4,408</del> | <del>\$ 4,563</del> | <del>\$ 4,724</del> | <del>\$ 4,888</del> | <del>\$ 5,084</del> |
|    | Facilities Maintenance Specialist I | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 13 |                                     | <del>\$ 4,075</del> | <del>\$ 4,219</del> | <del>\$ 4,367</del> | <del>\$ 4,519</del> | <del>\$ 4,677</del> | <del>\$ 4,840</del> | <del>\$ 5,009</del> | <del>\$ 5,211</del> |
|    | Maintenance Worker II               | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | Recreation Specialist B             |                     |                     |                     |                     |                     |                     |                     | -                   |
|    | Utility Locator                     | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 14 |                                     | <del>\$ 4,178</del> | <del>\$ 4,323</del> | <del>\$ 4,475</del> | <del>\$ 4,631</del> | <del>\$ 4,793</del> | <del>\$ 4,962</del> | <del>\$ 5,136</del> | <del>\$ 5,341</del> |
|    | Street Light Technician I           | -                   | -                   | -                   | -                   | -                   | -                   | -                   | -                   |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 15 |                                     | <del>\$ 4,282</del> | <del>\$ 4,432</del> | <del>\$ 4,586</del> | <del>\$ 4,747</del> | <del>\$ 4,913</del> | <del>\$ 5,086</del> | <del>\$ 5,263</del> | <del>\$ 5,473</del> |
|    | -                                   |                     |                     |                     |                     |                     |                     |                     | -                   |
| 16 |                                     | <del>\$ 4,389</del> | <del>\$ 4,543</del> | <del>\$ 4,702</del> | <del>\$ 4,866</del> | <del>\$ 5,036</del> | <del>\$ 5,213</del> | <del>\$ 5,396</del> | <del>\$ 5,612</del> |

|                                      |                     |                     |                     |                     |                     |                     |                     |                     |   |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---|
| Water Quality Assistant              |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Water System Operator                |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| 17                                   | <del>\$ 4,500</del> | <del>\$ 4,657</del> | <del>\$ 4,820</del> | <del>\$ 4,989</del> | <del>\$ 5,162</del> | <del>\$ 5,345</del> | <del>\$ 5,529</del> | <del>\$ 5,751</del> |   |
| Chemical Specialist                  |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Inspector                            |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Maintenance Specialist               |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Grounds Maintenance Specialist       |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Warehouse Specialist                 |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| 18                                   | <del>\$ 4,612</del> | <del>\$ 4,774</del> | <del>\$ 4,940</del> | <del>\$ 5,112</del> | <del>\$ 5,293</del> | <del>\$ 5,475</del> | <del>\$ 5,668</del> | <del>\$ 5,896</del> |   |
| Building Repair Specialist           |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Facilities Maintenance Specialist II |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| 19                                   | <del>\$ 4,727</del> | <del>\$ 4,892</del> | <del>\$ 5,062</del> | <del>\$ 5,241</del> | <del>\$ 5,422</del> | <del>\$ 5,614</del> | <del>\$ 5,811</del> | <del>\$ 6,042</del> |   |
| Administrative Assistant             |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Lead Maintenance Worker              |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Lead Utility Locator                 |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Legal Assistant                      |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Program Coordinator (Law)            |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Utility Maintenance Mechanic         |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Utility Specialist                   |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Water Quality Technician             |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| 20                                   | <del>\$ 4,844</del> | <del>\$ 5,014</del> | <del>\$ 5,190</del> | <del>\$ 5,371</del> | <del>\$ 5,560</del> | <del>\$ 5,754</del> | <del>\$ 5,955</del> | <del>\$ 6,194</del> |   |
| Street Light Technician II           |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| 21                                   | <del>\$ 4,966</del> | <del>\$ 5,140</del> | <del>\$ 5,319</del> | <del>\$ 5,506</del> | <del>\$ 5,699</del> | <del>\$ 5,898</del> | <del>\$ 6,103</del> | <del>\$ 6,348</del> |   |
| Paralegal                            |                     |                     |                     |                     |                     |                     |                     |                     | - |
| Rehabilitation Specialist            |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| 22                                   | <del>\$ 5,090</del> | <del>\$ 5,268</del> | <del>\$ 5,454</del> | <del>\$ 5,642</del> | <del>\$ 5,842</del> | <del>\$ 6,045</del> | <del>\$ 6,257</del> | <del>\$ 6,508</del> |   |
| Water Treatment Plant Operator       |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |
| -                                    |                     |                     |                     |                     |                     |                     |                     |                     | - |

|    |                                              |                      |                      |                      |                      |                      |                      |                      |                      |
|----|----------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| 23 |                                              | <del>-\$ 5,217</del> | <del>-\$ 5,401</del> | <del>-\$ 5,589</del> | <del>-\$ 5,784</del> | <del>-\$ 5,986</del> | <del>-\$ 6,197</del> | <del>-\$ 6,414</del> | <del>-\$ 6,670</del> |
|    | Recreation Coordinator C                     |                      |                      |                      |                      |                      |                      |                      | -                    |
|    | Traffic Signal Technician                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    |                                              |                      |                      |                      |                      |                      |                      |                      | -                    |
| 24 |                                              | <del>-\$ 5,349</del> | <del>-\$ 5,535</del> | <del>-\$ 5,729</del> | <del>-\$ 5,929</del> | <del>-\$ 6,137</del> | <del>-\$ 6,352</del> | <del>-\$ 6,574</del> | <del>-\$ 6,836</del> |
|    | Water Quality Coordinator                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    |                                              | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    |                                              |                      |                      |                      |                      |                      |                      |                      | -                    |
| 25 |                                              | <del>-\$ 5,480</del> | <del>-\$ 5,674</del> | <del>-\$ 5,872</del> | <del>-\$ 6,078</del> | <del>-\$ 6,290</del> | <del>-\$ 6,511</del> | <del>-\$ 6,739</del> | <del>-\$ 7,007</del> |
|    | Investigator                                 | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    | Recreation Coordinator D                     |                      |                      |                      |                      |                      |                      |                      | -                    |
|    |                                              | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    |                                              |                      |                      |                      |                      |                      |                      |                      | -                    |
| 26 |                                              | <del>-\$ 5,619</del> | <del>-\$ 5,816</del> | <del>-\$ 6,018</del> | <del>-\$ 6,229</del> | <del>-\$ 6,448</del> | <del>-\$ 6,673</del> | <del>-\$ 6,907</del> | <del>-\$ 7,183</del> |
|    | Lead Water Treatment Plant Operator          |                      |                      |                      |                      |                      |                      |                      | -                    |
|    |                                              | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    |                                              |                      |                      |                      |                      |                      |                      |                      | -                    |
| 27 |                                              | <del>-\$ 5,760</del> | <del>-\$ 5,961</del> | <del>-\$ 6,170</del> | <del>-\$ 6,385</del> | <del>-\$ 6,609</del> | <del>-\$ 6,839</del> | <del>-\$ 7,079</del> | <del>-\$ 7,363</del> |
|    | Electrician                                  | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    | Facilities Systems Administrative Technician |                      |                      |                      |                      |                      |                      |                      | -                    |
|    | HVAC Technician                              |                      |                      |                      |                      |                      |                      |                      | -                    |
|    | Lead Traffic Signal Technician               |                      |                      |                      |                      |                      |                      |                      | -                    |
|    | Utility Electrician                          | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    |                                              |                      |                      |                      |                      |                      |                      |                      | -                    |
| 28 |                                              | <del>-\$ 5,903</del> | <del>-\$ 6,110</del> | <del>-\$ 6,323</del> | <del>-\$ 6,543</del> | <del>-\$ 6,774</del> | <del>-\$ 7,011</del> | <del>-\$ 7,257</del> | <del>-\$ 7,546</del> |
|    |                                              |                      |                      |                      |                      |                      |                      |                      | -                    |
|    | Facilities Maintenance Specialist Lead       |                      |                      |                      |                      |                      |                      |                      | -                    |
|    | SCADA Technician                             |                      |                      |                      |                      |                      |                      |                      | -                    |
|    |                                              | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
| 29 |                                              | <del>-\$ 6,050</del> | <del>-\$ 6,262</del> | <del>-\$ 6,481</del> | <del>-\$ 6,708</del> | <del>-\$ 6,942</del> | <del>-\$ 7,186</del> | <del>-\$ 7,437</del> | <del>-\$ 7,736</del> |
|    | Warehouse Supervisor                         | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    | Traffic Signal Specialist                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    |                                              |                      |                      |                      |                      |                      |                      |                      | -                    |
| 30 |                                              | <del>-\$ 6,202</del> | <del>-\$ 6,419</del> | <del>-\$ 6,643</del> | <del>-\$ 6,877</del> | <del>-\$ 7,116</del> | <del>-\$ 7,367</del> | <del>-\$ 7,623</del> | <del>-\$ 7,927</del> |
|    | Public Works Supervisor                      | -                    | -                    | -                    | -                    | -                    | -                    | -                    | -                    |
|    |                                              |                      |                      |                      |                      |                      |                      |                      | -                    |



|    |                      |                      |                      |                      |                      |                      |                      |                      |
|----|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|    |                      |                      |                      |                      |                      |                      |                      |                      |
|    |                      |                      |                      |                      |                      |                      |                      |                      |
| 31 | <del>-\$ 6,358</del> | <del>-\$ 6,579</del> | <del>-\$ 6,810</del> | <del>-\$ 7,047</del> | <del>-\$ 7,294</del> | <del>-\$ 7,549</del> | <del>-\$ 7,814</del> | <del>-\$ 8,125</del> |
| -  |                      |                      |                      |                      |                      |                      |                      |                      |
| 32 | <del>-\$ 6,516</del> | <del>-\$ 6,744</del> | <del>-\$ 6,980</del> | <del>-\$ 7,224</del> | <del>-\$ 7,478</del> | <del>-\$ 7,739</del> | <del>-\$ 8,009</del> | <del>-\$ 8,330</del> |

## Appendix B- Paid Time Off (PTO) Accrual Schedule Effective October 1, 2015

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired before March 24, 2003 and after January 1, 1980<br><u>*Based on an 8-hour day</u> |                 |                                           |                                                                                                                                       |    |                                                                          |     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|----|--------------------------------------------------------------------------|-----|
| <del>During</del> Year of Service                                                                                                                      | Hours Per Month | Days Per Year<br>(Based on an 8 hour day) | <del>Maximum Accumulation</del><br>Hours / Days (Based on an 8 hour day) (Maximum amount of <u>Hours / Days</u> payout at separation) |    | <del>Maximum Accumulation</del><br>Hours / Days (Based on an 8 hour day) |     |
| <del>10 to</del> 5                                                                                                                                     | 18.34           | 27.5                                      | 440                                                                                                                                   | 55 | 608                                                                      | 76  |
| <del>65+ to</del> 10                                                                                                                                   | 20.34           | 30.5                                      | 488                                                                                                                                   | 61 | 656                                                                      | 82  |
| <del>110+ to</del> 15                                                                                                                                  | 22.34           | 33.5                                      | 536                                                                                                                                   | 67 | 704                                                                      | 88  |
| <del>1615+ to</del> 20                                                                                                                                 | 24.34           | 36.5                                      | 584                                                                                                                                   | 73 | 752                                                                      | 94  |
| <del>21+20+</del>                                                                                                                                      | 26.34           | 39.5                                      | 632                                                                                                                                   | 79 | 800                                                                      | 100 |

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired on or after March 24, 2003<br><u>Based on an 8-hour day</u> |                 |                                           |                                                                                                                                       |    |                                                                          |     |
|----------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|----|--------------------------------------------------------------------------|-----|
| <del>During</del> Year of Service                                                                                                | Hours Per Month | Days Per Year<br>(Based on an 8 hour day) | <del>Maximum Accumulation</del><br>Hours / Days (Based on an 8 hour day) (Maximum amount of <u>Hours / Days</u> payout at separation) |    | <del>Maximum Accumulation</del><br>Hours / Days (Based on an 8 hour day) |     |
| <del>10 to</del> 2                                                                                                               | 15              | 22.5                                      | 360                                                                                                                                   | 45 | 528                                                                      | 66  |
| <del>32+ to</del> 5                                                                                                              | 18.34           | 27.5                                      | 440                                                                                                                                   | 55 | 608                                                                      | 76  |
| <del>65+ to</del> 10                                                                                                             | 20.34           | 30.5                                      | 488                                                                                                                                   | 61 | 656                                                                      | 82  |
| <del>110+ to</del> 15                                                                                                            | 22.34           | 33.5                                      | 536                                                                                                                                   | 67 | 704                                                                      | 88  |
| <del>1615+ to</del> 20                                                                                                           | 24.34           | 36.5                                      | 584                                                                                                                                   | 73 | 752                                                                      | 94  |
| <del>21+20+</del>                                                                                                                | 26.34           | 39.5                                      | 632                                                                                                                                   | 79 | 800                                                                      | 100 |

| Employee Vacation Accrual Schedule<br>Employees hired before January 1, 1980 |                  |                                           |                                                                                                                   |               |                                                                          |                |
|------------------------------------------------------------------------------|------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------|---------------|--------------------------------------------------------------------------|----------------|
| <del>During</del> Year of Service                                            | Hours Per Month  | Days Per Year<br>(Based on an 8 hour day) | <del>Maximum Accumulation</del><br>Hours / Days (Based on an 8 hour day) (Maximum amount of payout at separation) |               | <del>Maximum Accumulation</del><br>Hours / Days (Based on an 8 hour day) |                |
| <del>21+</del>                                                               | <del>28.34</del> | <del>42</del>                             | <del>680</del>                                                                                                    | <del>85</del> | <del>848</del>                                                           | <del>106</del> |



**AFSCME, Local 307VC**  
**Addendum Agreement – City Attorney’s Office Support Staff**

This addendum agreement, hereinafter referred to as the Addendum, is effective as of the date indicated herein and is effective for the term of the AFSCME, Local 307VC collective bargaining agreement that begins January 1, 2018, hereinafter referred to as the Agreement, and it is by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and the Washington State Council and City Employees, AFSCME Local 307VC, hereinafter referred to as the Union.

The articles in this Addendum are applicable to AFSCME employees of the City Attorney’s Office, and they modify and supersede the corresponding articles in the Agreement. Articles and sub-articles in the Agreement that are not modified in the Addendum apply, in their entirety, to all AFSCME bargaining units and members.

**1. Recognition and Bargaining Unit**

The Employer hereby recognizes the Union as the sole exclusive bargaining agent for the purposes of establishing wages, hours, fringe benefits and working conditions for employees of the City within the City Attorney’s bargaining unit as described below:

All office clerical, technical, and support personnel in the City Attorney’s office of the City of Vancouver, excluding elected officials, City Attorney and professional employees.

**7. Identification of Jobs**

- 7.7 Acting of Out-Of-Class Assignments: When acting or out-of-class appointments are made to higher paying positions, preference shall be given on a rotation basis to qualified employees within the program area or division. The rotation list shall be by seniority. Employees must have one (1) year of service prior to consideration for placement in an acting position. When the most senior employee has been given an out-of-class appointment, the next appointment shall be given to the next lower person on the list. Employees on the list have the option of refusing the out-of-class assignment.

## 10. Work Week, Hours of Work, Shifts

### 10.5 Shift Assignments

From time to time, current work schedules may be temporarily changed to fill needs due to sick leave, military leave, or unanticipated absences. This could involve transferring an employee from one period of consecutive days to another. Such change will not be subject to provisions for premium pay on the first, second and third days, or the fourth day in the case of a five (5) day work schedule, provided that the following criteria are met:

10.5.1 Any time a work schedule is changed, it will consist of consecutive days of work.

10.5.2 Employees will be notified of the change at least twenty-four (24) hours in advance of the new work schedule.

10.5.3 The work schedule change shall be of a temporary nature, not to exceed thirty (30) days.

10.5.4 Employees may request work schedule changes, but the City shall assume no obligation for premium pay on the initial first, second, and third days, or the fourth day in the case of a five (5) day work schedule of the new shift.

10.5.5 A work schedule differential of \$2.00 per hour shall apply to regular work schedules that include a Saturday or Sunday.

### 10.6 Flexible Work Schedules – Applies to Employees of the City Attorney’s Office

The Union and the City mutually agree that staff of the City Attorney’s Office (CAO) covered under this agreement may flex their hours to accommodate issues arising from personal and/or work-related situations. Allowing staff to flex their hours across days, i.e. from one day to the next, may cause an employee to work more hours than their regular shift on one day while working fewer hours than their regular shift the next day. In the event an employee’s schedule is flexed from one day to the following day, the employee shall not be entitled to overtime pay as provided in Article 11.5.1 of this agreement. The City shall still be required to

comply with the overtime provisions of the Fair Labor Standards Act should an employee work more than forty (40) hours in the work week.

Requests for flex scheduling need to be scheduled within or reasonably close to regular business hours.

Requests for flex scheduling will be handled on a case-by-case basis and must be approved in advance by the employee's supervisor. No employee will be denied a flex scheduling request for arbitrary or capricious reasons.

## **11. Rates of Pay**

### **11.5.1 Overtime and Callback Time**

All scheduled overtime and/or callback time shall be offered on a seniority basis by program area or based on the needs of a particular case or project, starting with the most senior qualified person.

## **25. Layoff, Recall, and Bumping**

25.4 When an employee is identified for a layoff or reduction in force, ~~he/she~~they shall be permitted to move into a vacant job or classification, within the same bargaining unit and division (Criminal or Civil), provided that the employee meets the minimum qualifications for the job. If an employee has served in both the Criminal and Civil divisions and is qualified, ~~he/she~~they may bump into either division. If there is no vacancy to move into, the employee may bump according to the progression below:

- a. The employee may bump the least senior employee in the division (or bargaining unit for those who qualify and have served in both divisions) in ~~his/her~~their same classification, provided that the bumping employee has more seniority.
- b. If no opportunity exists in subparagraph a. (above), then the employee may bump the least senior employee in the division (or bargaining unit for those who qualify and have served in both divisions) in the next lowest classification, provided that the bumping employee has more seniority.
- c. If no opportunities exist in subparagraphs a. or b. (above), then the employee may bump the least senior employee in the division (or bargaining unit for those who qualify and have served in both divisions) in the classification lower than the next lowest, provided the bumping employee has more seniority.

25.5 In all cases of movement into vacant positions and bumping, the employee must be qualified to perform the new position's duties at the time of movement (i.e.,

the employee has the requisite license, certification and/or training and experience at the time of movement).

Bumping may only occur within the same division (or bargaining unit for qualified employees who have served in both divisions), and an employee is only eligible for one bump attempt, meaning if ~~he/she~~ they is are not qualified to bump according to the progression above, no other bumping options will be allowed.

An employee who bumps into a new position as an alternative to layoff and who fails to perform the functions of the new position during probation will be placed on the reinstatement list. Such employees will only be eligible for reinstatement to the position from which they were laid off. Failure to pass probation for reasons other than performing the functions of the new position will result in termination in accordance with Article 22.



Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Lisa Takach, HR Director

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

**For the Union**

\_\_\_\_\_  
Eddie Allan, Deputy Director  
AFSCME, Washington State Council of County and  
City Employees, AFL-CIO

\_\_\_\_\_  
Dave McGrath, President,  
AFSCME, 307VC

\_\_\_\_\_  
Kyle Peters, Vice-President,  
AFSCME, 307VC

\_\_\_\_\_  
Corri Powell, Executive Board,  
AFSCME, 307VC  
City Attorney's Office

## **AFSCME, Local 307VC Addendum Agreement – Recreation Division**

This addendum agreement, hereinafter referred to as the Addendum, is effective as of the date indicated herein and is effective for the term of the AFSCME, Local 307VC collective bargaining agreement that begins January 1, 2018, hereinafter referred to as the Agreement, and it is by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and the Washington State Council and City Employees, AFSCME Local 307VC, hereinafter referred to as the Union.

The articles in this Addendum are applicable to AFSCME employees of the Recreation Division, and they modify and supersede the corresponding articles in the Agreement. Articles and sub-articles in the Agreement that are not modified in the Addendum apply, in their entirety, to all AFSCME bargaining units and members.

### **1. Recognition and Bargaining Unit**

The Employer hereby recognizes the Union as the sole and exclusive bargaining agent for the purposes of establishing wages, hours, fringe benefits and working conditions for employees of the City within the Recreation bargaining unit as described below:

All full-time and regular part-time employees of the Recreation Division of the City of Vancouver Parks and Recreation Department in the Firstenburg Community Center, Marshall Community Center, Luepke Senior Center and the Vancouver Tennis Center, excluding supervisors, confidential employees, Parks Division employees, customer service representatives, facilities assistants, field maintenance, support specialists and department aides.

### **7. Identification of Jobs**

7.7 Acting or Out-Of-Class Assignments: When acting or out-of-class appointments are made to higher paying positions, preference shall be given to the most senior qualified (including all required certifications) employees the next lowest classification within the workgroup. (For example, the most senior qualified Recreation Specialist B would be appointed to an acting or out-of-class assignment for a Recreation Specialist C provided ~~he or she~~they was/were within the same workgroup.) Employees must have one (1) year of service prior to consideration for placement in an acting position. Employees may refuse the out-of-class assignment.

### **10. Work Week, Hours of Work, Shifts**

10.3.2 For the purposes of administering shift differential, shifts are defined as follows:

Day Shift: 6:00 a.m. to 5:00 p.m.

Swing Shift: 3:00 p.m. to 12:00 a.m.  
Graveyard Shift: 10:00 p.m. to 6:00 a.m.

Not all day, swing, or graveyard shifts will be within the specific shift start and end times noted above; however, if more than 50% of a shift is scheduled (including a split shift – where an employee works part of the shift, has a multiple hour block off, and then returns for the balance of the shift) in either the swing or graveyard shift, it will be eligible for shift differential. Shift differential rates are detailed in article 11.6.

#### 10.5 Shift Assignments

~~10.5.5~~ No work schedule differential shall apply to regular work schedules that ~~include~~ a Saturday or Sunday.

#### 10.6 Flexible Work Schedules – Applies to Non-Exempt Employees of the Recreation Division

Non-exempt staff of the Recreation Division covered under this agreement may flex their hours to accommodate issues arising from personal and/or work-related situations. Allowing staff to flex their hours across days, i.e. from one day to the next, may cause an employee to work more hours than their regular shift on one day while working fewer hours than their regular shift the next day. In the event an employee's schedule is flexed from one day to the following day, the employee shall not be entitled to overtime pay as provided in Article 11.6.1 of this agreement. The City shall still be required to comply with the overtime provisions of the Fair Labor Standards Act should an employee work more than forty (40) hours in the work week.

Requests for flex scheduling need to be scheduled within or reasonably close to regular business hours.

Requests for flex scheduling will be handled on a case-by-case basis and must be approved in advance by the employee's supervisor. No employee will be denied a flex scheduling request for arbitrary or capricious reasons.

### 11. Rates of Pay

#### 11.5.1 Overtime

All scheduled overtime and/or callback time shall be offered on a seniority basis by workgroup (e.g. aquatics, fitness, etc.), starting with the most senior qualified (including all required certifications) employee in the classification required to meet the overtime needs (e.g., overtime would not be given to a Recreation Specialist A who had more seniority than a Recreation Specialist B if the overtime required staffing at the Recreation Specialist B level).

## **11.6 Overtime and Compensatory Time for Recreation Coordinator C's and D's- effective August 1, 2015**

- 11.6.1 — As exempt employees, Recreation Coordinator C's and D's are accountable for personal time management and are not entitled to overtime under the FLSA. Exempt employees may flex their hours to accommodate issues arising from personal and/or work-related situations. All flexing of hours must be within the same pay period.
- 11.6.2 — However, by mutual agreement of the employer and employee, and with supervisor approval, employees may be eligible to receive overtime compensation above their regularly scheduled hours on an hour-for-hour basis.
- 11.6.3 — With prior supervisor approval, employees may be eligible for overtime pay for extraordinary hours worked beyond their regularly scheduled hours in the pay period.
- 11.6.4 — Employees may accrue compensatory time off in lieu of overtime compensation. Compensatory time off shall be accumulated at the same rate as overtime compensation would have otherwise been paid (1:1). The maximum accrual shall be forty (40) hours. Employees will be allowed to use accrued compensatory time off by mutual agreement with their supervisor. In the event an employee is affected by layoff from their regular position the employer will payout the balance of the Employee's compensatory time balance at the employee's rate of pay at the time of layoff.

## **13.3 – 13.6 Holidays for Recreation Coordinators and Administrative Assistants**

|                                                     | <b>Recreation Coordinators A &amp; B<br/>and Administrative Assistants</b> | <b>Recreation Coordinators C &amp; D</b>                          |
|-----------------------------------------------------|----------------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Not Working</b>                                  | <b>8 hrs holiday*</b>                                                      | <b>8 hrs holiday*</b>                                             |
| <b>Scheduled (with<br/>supervisor<br/>approval)</b> | <b>1 1/2 times for hours worked;<br/>and<br/>8 hrs holiday*</b>            | <b>Straight time for hours worked;<br/>and<br/>8 hrs holiday*</b> |

|                      |                                                        |                                                     |
|----------------------|--------------------------------------------------------|-----------------------------------------------------|
| Emergency<br>Call-In | 1 1/2 times for hours worked;<br>and<br>8 hrs holiday* | 1 1/2 times for hours worked; and<br>8 hrs holiday* |
|----------------------|--------------------------------------------------------|-----------------------------------------------------|

\*pro-rated by FTE for part-time

## 25. Layoff, Recall, and Bumping

25.4 When an employee is identified for a layoff or reduction in force, ~~he/she~~they shall be permitted to move into a vacant job or classification, within the same bargaining unit (Parks, Streets, Recreation), provided that the employee meets the minimum qualifications for the job. If there is no vacancy to move into, the employee may bump according to the progression below:

- a. The employee may bump the least senior employee in the bargaining unit in ~~his/her~~their same classification, provided that the bumping employee has more seniority (e.g. Recreation Coordinator D bumps a less senior Recreation Coordinator D) and also holds any required certifications.
- b. If no opportunity exists in subparagraph a. (above), then the employee may bump the least senior employee in the bargaining unit in the next lowest classification, provided that the bumping employee has more seniority (e.g. Recreation Coordinator D bumps the least senior Recreation Coordinator C) and also holds any required certifications.
- c. If no opportunities exist in subparagraphs a. or b. (above), then the employee may bump the least senior employee in the bargaining unit in the classification lower than the next lowest, provided the bumping employee has more seniority (e.g. Recreation Coordinator D bumps the least senior Recreation Specialist B) and also holds any required certifications.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Eddie Allan, Deputy Director  
AFSCME, Washington State Council of County and  
City Employees, AFL-CIO

\_\_\_\_\_  
Lisa Takach, HR Director

\_\_\_\_\_  
Dave McGrath, President,  
AFSCME, 307VC

\_\_\_\_\_  
Kyle Peters, Vice-President,  
AFSCME, 307VC

\_\_\_\_\_  
Amanda Thompson, Executive Board  
AFSCME, 307VC  
Parks and Recreation

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

Agreement  
by and between  
City of Vancouver  
and  
AFSCME, Local #307VC

January 1, 2022 – December 31, 2024



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## **PREAMBLE**

This agreement is entered into by the City of Vancouver, Washington, hereafter referred to as “Employer” and Local 307 of the American Federation of State, City and Municipal Employees, AFL-CIO, hereinafter referred to as the “Union.”

The purpose of this agreement is to set forth the mutual understanding of the parties as to wages, hours and working conditions consistent with the Employer’s and the Union’s mutual objective of providing ever-improved, efficient, effective, uninterrupted performance of City functions, and courteous services to the public. It is the Employer’s responsibility to provide services that promote the health, safety and welfare of the public through means that are cost-effective, progressive, responsive, courteous and productive. The Union is committed to those efforts. The Employer and Union share a mutual interest in engaging in efforts to promote a labor relations environment that is conducive to achieving a high level of efficiency and productivity in all departments of City government.

Except as otherwise required by law, regulation or grant provisions, the parties agree to the provisions in this agreement.

## 1. Recognition and Bargaining Unit

1.1 The Employer hereby recognizes the union as the sole and exclusive bargaining agent for the purposes of establishing wages, hours, fringe benefits, and working conditions for employees of the City within this bargaining unit. The classifications currently covered by this agreement are set forth herein but are not limited to those included in Appendix A to this Agreement. City employees who are excluded from the bargaining unit are:

- A. Temporary, seasonal;
- B. Employees certified to another bargaining unit;
- C. Supervisory and confidential employees;
- D. Others as mutually determined by the parties;
- E. Elected officials and their appointed staff  
Designated as unclassified service per  
RCW 41.50.030(2).

### Definitions

Regular Full-Time Employee: Employees who hold a budgeted/Council approved position and who are normally scheduled to work at least 37.5 hours per week.

Regular Part-time Employee: Employees who hold a part-time budgeted/Council approved position and who are normally scheduled to work a minimum of 20 hours and less than 37.5 hours per week. Part-time employees receive benefits and accrue seniority on a pro-rated basis, based on their budgeted or assigned FTE percentage. An example of this would be: an employee working half time (20 hours/week) for 10 years shall receive seniority credit for 5 years of service.

Exempt Employee: Employees designated under the Fair Labor Standards Act (FLSA) as exempt are not eligible for overtime. Recreation Coordinators (Recreation Specialist C and D) are FLSA exempt employees.

Non-Exempt Employee: Employees designated under the Fair Labor Standards Act (FLSA) as non-exempt are overtime eligible.

1.2 The Employer will notify the Union regarding newly created or substantially modified classifications to provide the opportunity to comment on inclusion/exclusion from the unit. If the parties cannot resolve the question of inclusion/exclusion, the matter shall be presented to the Public Employment Relations Commission (PERC). Either party may petition PERC to review the

position in question to render a written opinion of its findings that shall be binding on the Employer and the Union.

- 1.3 Conflict in Language. There may be times when language in the contract conflicts with language used in other labor and employment tools (e.g. addendums, personnel policies, etc.)

- 1.3.1 In instances where contract language is in conflict with addenda, addenda take precedence over the Master Agreement.

- 1.3.2 In instances where contract language is in conflict with City personnel policies, contract language takes precedence over the policies.

## **2. Nondiscrimination**

- 2.1 The Employer and the Union agree that they will not discriminate unfairly against any employee by reason of race, creed, age, color, sex, national origin, religious belief, marital status, mental or physical disability, sexual orientation, active military duty or employees who have been honorably discharged, or any other criteria established by state or federal statutes, rules or regulations.

- 2.2 Whenever words denoting the masculine gender are used in this agreement, they are intended to apply equally to either gender.

- 2.3 There shall be no discrimination or harassment exercised against any employee covered by this agreement because of their membership or Union activities.

## **3. Rights of Management**

- 3.1 The management of the City, including but not limited to, the organization, scheduling, staffing, and direction of the workforce, is vested exclusively in the Employer, subject to the terms of this agreement. The City retains the right to determine what complement of employees shall perform the work, including but not limited to, temporary employees, volunteers, supervisory, union employees and/or corrections crews. Examples of management rights include, but are not limited to:

- 3.1.1 To take whatever action is either necessary or advisable to determine, manage and fulfill the mission of the organization;

- 3.1.2 To determine the number of employees to be employed;

- 3.1.3 To hire employees, determine their qualifications and assign and direct their work;

- 3.1.4 To evaluate employees' performance;

- 3.1.5 To set the standards of productivity, and the services to be provided;
  - 3.1.6 To control and regulate the use of facilities, equipment, and other property of the Employer;
  - 3.1.7 To determine the number, location and operation of departments, divisions, and all other units of the Employer;
  - 3.1.8 Determine the methods, processes and means of providing City services;
  - 3.1.9 Appoint and/or lateral transfer the assignment of employees to specific jobs within their job classification or title.
- 3.2 The Employer has the right to introduce any and all new, improved and automated methods or equipment to improve efficiency and to reduce costs and assign employees within the bargaining unit in accordance with such improvements and cost reduction methods. All matters not specifically and expressly covered or treated by the language of this agreement may be administered for its duration by the Employer in accordance with such policies or procedures as the Employer, from time to time, may determine. This article recognizes an employee's right to use the grievance procedures set forth in article 21 below.

#### **4. Union Security**

- 4.1 Rights of Bargaining Unit Employees: Subject to the provisions of this Article and in compliance with federal and state law, it shall be a condition of employment that all City employees covered by this Agreement shall become and remain members of the Union in good standing. There shall be no discrimination exercised against any employee covered by the Agreement because of their membership of Union activities. All future employees will be expected to join the Union and pay dues after thirty (30) days of employment.
- 4.2 The Employer agrees to deduct twice a month Union membership dues from the pay of those employees who have requested, in writing, on dues deduction authorization forms provided to the employer by the union, that such deductions be made. The amounts to be deducted will be certified by the Washington State Council of City and County Employees, and the aggregate deduction of all Union members shall be remitted to the Everett, Washington office of Council 2 twice a month.
- 4.3 In the event an employee member of the Union fails to maintain their membership in the Union in good standing therein by the regular payment of dues, the Union will notify the Employer in writing, through Human Resources (HR) of such employee's delinquency. The Employer agrees to give notice to the employee within five (5) working days that their employment status with the Employer is in

jeopardy and that failure to meet their membership obligation within thirty (30) calendar days from the date such notice is received will result in termination.

- 4.4 Appointment to Excluded Positions: Deductions for Union dues shall cease beginning with the pay period following an employee's regular appointment to a position which is excluded from the bargaining unit.
- 4.5 Defense and Indemnification of the City: The Union agrees that it will indemnify, defend and hold the City harmless from all suits, actions, proceedings or claims against the City or persons acting on behalf of the City, whether for damages, compensation, reinstatement, or any combination thereof, arising out of application of this Article. In the event any decision is rendered by the highest court having jurisdiction that any portion of this Article is invalid and/or that reimbursements must be made to any employees affected, the Union shall be solely responsible for such reimbursements.
- 4.6 Listing of New and Terminated Employees: The Employer agrees to notify the Union of new hires within the first thirty (30) days of employment:
  - a. By the 10<sup>th</sup> of the following month, a listing of bargaining unit employees hired, promoted or terminated during the previous month. Such listing shall contain the names of the employees, along with their job classification, and department.
  - b. At the Union's request and up to two (2) times a year the employer will provide a listing of bargaining unit members, their department/section, classification, base pay, fulltime/part-time status and number of scheduled hours, city seniority date, and classification seniority date.
  - c. At the Union's request and up to two (2) times a year the employer will provide a listing of all non-represented employees, their classification and department.

## **5. Union Representatives and Union Activity**

- 5.1 The Union shall inform the Employer in writing of the names of its officers, business representatives and stewards who are accredited to represent the Union, which information shall be kept up-to-date at all times. Only persons so designated will be accepted by the Employer as representatives of the Union.
- 5.2 Union representatives may, after receiving permission from the supervisor, visit the work location of employees covered by this agreement, for the purpose of administering provisions of the agreement related to grievance processing, disciplinary action and posting of Union notices on City provided bulletin boards.
- 5.3 Solicitation of Union membership or collection or checking of dues will not be conducted during working hours other than as follows:

1. Union representatives are allowed access to new employees at an agreed upon time by the City and Union, for purposes of informing the employee about the exclusive bargaining representative within the first ninety (90) days of the employee's start date; and
2. Union representatives shall have access to new employees once for new employee orientation for no more than 30 minutes; and
3. Access shall occur during the employee's regular working hours at the employee's regular worksite, unless otherwise agreed.

The Employer agrees not to discriminate against any member of the Union for their activity on behalf of or membership in the Union, provided such activity is not carried on during working hours, except as expressly provided in this agreement.

- 5.4 Employee officers of the Union or stewards shall be allowed reasonable time away from their work assignment for the purposes of meetings with the City for collective bargaining, grievances or disciplinary hearings or such other legitimate activities as are mutually agreed upon between the Union and the City. City employees participating in such meetings or activities will be allowed to do so without loss of pay if scheduled during said employee's regularly scheduled work time. If meetings or activities go beyond the regularly scheduled work time, then the employees shall be on their own time not paid by the City.

For the purposes of attendance at the bargaining table, not more than two (2) on duty employees will be present from Operations, not more than one (1) on duty employee will be present from the City Attorney's Office, and not more than one (1) on duty employee will be present from the Recreation Division, for a total of four (4) when bargaining the master agreement.

For the purposes of bargaining the addendums, not more than four (4) on duty employees may be present, and of those four (4), no more than two (2) may be from one department (e.g. Recreation addendum, no more than two on-duty Recreation employees) will be present.

- 5.4.1 Employee Union representatives shall request permission from their immediate manager for time away from their work assignment. Such request shall be granted provided the time does not unreasonably detract from their work performance and is in compliance with the above requirements as to the nature of the activity. Time away from their work assignment to act in the role of Union representative shall be coded on their timesheet as "Union Leave."
- 5.4.2 Employee Union representatives and affected employees shall be allowed time away from their work assignment for meetings with the City. A reasonable amount of prep and debrief time necessary for these meetings shall be allowed.



- 5.5 City work hours shall not be used by employees or the business representatives for the conduct of Union business or the promotion of Union affairs other than stated above.
- 5.6 The City shall provide bulletin board space for Union notices in a conspicuous location where workers frequent regularly in each work area.
- 5.7 Union Business Unpaid Leave: Shop Stewards and Union Officers are eligible for Union Business Unpaid Leave, provided the City grants such requests. Written requests for such leave shall be given to the affected employee's immediate supervisor and to the Department Director of their designee. Leave for a single day activity must be requested at least five (5) working days in advance, and leave for multiple day activities should be requested as far in advance as possible, but must be requested at least ten (10) working days in advance. Union Business Unpaid Leave may be granted for not more than six (6) months. The number of officers or stewards authorized for unpaid leave will vary depending on the length of the leave requested and the impact of leave on staffing levels. The Union will make every effort to avoid disruptions of work.

Leave addressed in this section would pertain to activities such as contract administration, including covering for union staff replacement, attending training conferences such as arbitration/grievance training, and preparing for negotiations; performing Officers/Delegates duties including attending AFSCME International Convention, Council 2 Convention, AFL-CIO Convention, other conferences such as the Women's Convention, or appointment to AFSCME or other Union board seats or committees; and other mutually agreed activities.

Time away from an employee's work assignment to act in these roles shall be approved by the appropriate manager and coded on their timesheet accordingly.

- 5.8 Use of City telephones or computers related to Union business
  - a. City telephones or computers is allowed subject to the following:
    - 1. When such use is de minimis and incidental, such as arranging a meeting with a Union Representative.
    - 2. For the purpose of conducting an investigation of a grievance, such as individual inquiries to co-workers.
    - 3. For the purpose of interacting with the City's representatives concerning Union-City business, such as setting dates for City-Union meetings, making inquiries regarding grievances, etc.
  - b. The uses cited in "Subsection a" above may continue only to the extent that they are not an additional cost to the City. The content of any and all communications using the City computer system is not privileged and may be subject to City review.

## **6. Strikes, Work Stoppages and Work Slowdowns**

- 6.1 The Employer and the Union's signatory to this agreement agree that the public interest requires the efficient and uninterrupted performance of all city services and to this end pledge their best efforts to avoid or eliminate any conduct contrary to this objective. During the term of this agreement, the Union and/or the employees covered by this agreement shall not cause or engage in any work stoppage, strikes, slowdown or other interference with Employer functions, nor shall the city institute a lockout.
- 6.2 In the event that a strike, boycott, slowdown, mass sick call, work stoppage or other interruption of work occurs during the life of this agreement, the Employer shall notify the Union of the existence of such activity and request information from the Union as to whether or not the activity has been authorized. The Union, after immediately responding to the Employer's request, will then proceed to make every reasonable effort to terminate the work interruption activity and induce the employees concerned to return to work so that service to the citizens of the City of Vancouver will not be affected. Employees shall not earn any benefits or wages whatsoever while they are engaged in such actions. In addition, employees who engage in or encourage such actions shall be subject to discipline, up to and including discharge.

## **7. Identification of Jobs**

- 7.1 Job Classifications. Job classifications shall be defined by the current class specification for each of the job class titles listed in Appendix A.
- 7.2 Work Assignment. The Employer shall have the sole responsibility for making work assignments. In the event of conflicting assignments from management representatives, the employee shall have the right to seek clarification from the directing management representative. The employee shall not be disciplined for following management directives.
- 7.3 Market Comparables. The City and Union agree to discuss market comparables as they relate to classification studies.
- 7.4 Reclassifications. A reclassification review is an analysis of an employee's duties and responsibilities to determine whether they are in the correct classification and salary range. Individual employees or management may initiate a reclassification review by submitting a request to Human Resources. Human Resources may also initiate studies of positions or groups of positions. When a reclassification is requested, the Employer shall conduct the classification review.

If reasonable and practical, the Employer will assign the positions to an existing class which better describes the duties assigned to the job. If there is no

appropriate existing job classification, the Employer shall establish a new job classification. If the incumbent in the position is qualified for the revised job classification, they shall be placed in the new classification at the nearest step providing an increase. An incumbent who is not qualified for the new classification shall maintain their current range and continue to receive any step increases that are due.

- 7.5 New Classifications. A new classification may result when a position no longer corresponds to an existing City classification or when a new position is created by the City for which no classification exists. The salary range for the new classification shall be established by the Employer so that its salary is competitive. Compensation for new classifications will be determined based on factors including internal equity, market comparables, and other relevant factors.

The salary range shall be submitted to the Union for review and discussion. Within thirty (30) calendar days of City notice, the Union shall notify the City of its agreement or disagreement with the City's provisional salary range for the new classification. If the Union disagrees with the salary range, the parties will engage in negotiations regarding the compensation for the classification. If the parties are unable to mutually agree on the compensation for the classification and mediation does not result in a resolution, such dispute shall be resolved through the arbitration process.

The City shall have the right to employ persons at its provisional salary range during the term of negotiations, subject to full retroactive payment to all affected employees upon the conclusion of negotiations or arbitration.

- 7.6 Notification to the Union. If a new classification is established by the City, a notification consisting of the job specification will be provided in writing to the Union.
- 7.7 Acting or Out-Of-Class Assignments. When acting or out-of-class appointments are made to higher paying positions, preference shall be given on a rotation basis to qualified employees within the division. The rotation list shall be by seniority. Employees must have one (1) year of service prior to consideration for placement on the rotation list. When the most senior employee has been given an out-of-class appointment, the next appointment shall be given to the next lower person on the list. Employees on the list have the option of refusing the out-of-class assignment.

## **8. Posting of Jobs**

- 8.1 It is the desire and intent of the Employer to fill job vacancies from qualified applicants within the city before hiring new employees, providing the employees who apply have the required qualifications for the particular job.

- 8.2 Vacant positions will be filled from employment lists established by Human Resources except when an alternate procedure is allowed by city ordinance in the case of entry level positions and flexibly staffed positions.

A flexibly staffed position is one which may be filled at the entry (I) level by an employee who may be promoted to the full working (II) level on the basis of successful performance at the entry level.

Placement on an employee list will be on the basis of examination of candidates' qualifications. Employees shall be allowed paid time off from their work schedule to participate in interviews for in-house positions. When candidates are to be examined for placement on an employment list, the City will post a notice of the examination and accept applications for a minimum of five (5) working days. The five (5) working days will overlap two consecutive weeks. The notice of examination will be posted for at least two (2) days of each consecutive week. For example, a notice posted on Wednesday will close on Tuesday of the following week.

The employment list will be effective for six (6) months. Such notices shall be posted at various city work sites. Employees may decline consideration for appointment to a vacant position and remain on the employment list in the same rank or position.

- 8.3 Vacant positions may be posted on a simultaneous or internal/external basis, based on the following guidelines:

8.3.1 All applications will be collected directly by the Human Resources Department.

8.3.2 The Employer shall first view internal applications.

8.3.3 If the Employer determines that no internal candidates meet the qualifications or staffing needs as stated on the job announcement, the Employer may consider the external applicants in its recruitment process.

- 8.4 Regular Appointments – When regular appointments are made, current employees shall be given preference by their seniority if their qualifications are equal or superior to those of other applicants.

## **9. Probation**

- 9.1 A newly hired or rehired employee is subject to a six-month probationary period. The probationary period for new employees may be extended, with notification to the Union, to three (3) additional months. Upon Union approval an additional three (3) month extension may be granted. The Employer may discipline or discharge any newly hired or rehired employee at any time during the

probationary period, with or without cause, and such discipline or discharge shall not be subject to appeal.

- 9.2 Promotions and voluntary demotions are subject to a six-month probationary period. The probationary period for a promotion or voluntary demotion may be extended, with notification to the Union, to a maximum of six (6) additional months. In the event an employee does not successfully complete a promotion/demotion probationary period, the employee will be assigned to the employee's original position (if available or vacant) or to another vacant position for which they are qualified in the same class as, and at the same salary level as, the employee's original position. An employee returning to the position they held prior to the promotion or voluntary demotion will not serve another probationary period. If the original position is not available, and no other vacant position is available meeting the applicable criteria in this Article, the employee will be placed on a reinstatement list for their original position or classification for twenty four (24) months. Nothing in this section shall restrict the rights of the Employer under Article 22, below.
- 9.3 An employee who is transferred into a job within the same classification or takes a lateral transfer to a different classification within the same pay grade, may serve a six (6)-month probationary period, if the job is significantly different than their previous job. In the event an employee does not successfully complete a transfer probationary period, the employee will be assigned to the employee's original position (if vacant) or to another vacant position for which they are qualified in the same class, and at the same salary level as, the employee's original position. An employee returning to the position they held prior to the transfer will not serve another probationary period. If the original position is not available and no other vacant position is available, meeting the criteria in this Article, the employee will be placed on a reinstatement list for their original position or classification for twenty-four (24) months. Nothing in this section shall restrict the rights of the Employer under Article 22, below.
- 9.4 Nothing in this Article shall restrict an employee's entitlement to applicable provisions impacting wages and benefits.

## **10. Work Week, Hours of Work, Shifts**

- 10.1 The work week is defined as the period between 12:01 a.m., Sunday through 12:00 midnight the following Saturday, unless otherwise determined for specific employees.
- 10.2 Work Schedule

The normal assigned work schedule for full-time, non-exempt staff shall be five (5) consecutive days of eight (8) consecutive hours, excluding lunch periods, followed by two (2) days of rest; not to exceed forty (40) hours of work in the

work week. It is understood that the five (5) consecutive days does not imply a Monday through Friday schedule. Other work schedules may be determined by mutual agreement of the Union and the Employer.

### 10.3 Work Shift

Short term, temporary shift reassignments may be made when the Employer determines that an emergency exists. Under those circumstances, the Employer shall give the employee a minimum of four (4) hours' notice prior to the start of the new shift. If such notice is less than four (4) hours, the Employer shall pay the employee according to call-back pay provisions of 11.5 of this agreement.

10.3.1 An emergency is defined as a natural event or unexpected circumstance which necessitates the Employer to change schedules on short notice to address essential operational or service needs on an immediate basis.

10.3.2 Normal shift starting times shall begin within the following time frames:

First shift - 7:00 p.m. to 4:59 a.m. (graveyard)

Second shift - 5:00 a.m. to 11:59 a.m. (day shift)

Third shift - 12:00 noon to 6:59 p.m. (swing shift)

Regular assignments to openings on shifts will be made based on seniority when the employee meets the qualifications of the new shift and the Employer's work needs. A regular assignment is one with no end date or one which is expected to last over thirty days. If the most senior employees decline then a less senior employee may be assigned.

### 10.4 Rest Periods

Each employee shall be given a 20-minute paid rest period in the first half of the working shift and a 20-minute paid rest period in the second half of the working shift, and an unpaid lunch period during the shift. Such periods begin when the employee leaves the work site and ends upon their return to the work site.

### 10.5 Shift Assignments

From time to time, work schedules may be temporarily changed to fulfill business needs. These changes may be for a specific period of time or may be only for a day.

10.5.1 In the instance where an employee is temporarily moved from a 4/10 schedule to a 5/8 schedule, it would involve transferring an employee from one period of consecutive days to another. Such change will not be subject to provisions for premium pay on the first, second and third days, or the

fourth day in the case of a five (5) day work schedule; provided that the following criteria are met:

- a. Any time a work schedule is changed, it will consist of consecutive days of work.
- b. Employees will be notified of the change at least twenty-four (24) hours in advance of the new work schedule (and scheduled overtime).
- c. The work schedule change shall be of a temporary nature not to exceed thirty (30) days.

10.5.2 In the instance where an employee's start time is adjusted to accommodate a specific business need, employees will be notified at least twenty-four (24) hours in advance of the changed start time. Any notice less than twenty-four (24) hours before the changed start time would be paid under Article 11.6

10.5.3 Employees may request work schedule changes, but the City shall assume no obligation for premium pay on the initial first, second, and third days, or the fourth day in the case of a five (5) day work schedule of the new shift.

10.5.4 A work schedule differential of \$4.00 per hour shall apply to regular work schedules that include a Saturday or Sunday.

## 10.6 Fatigue Time

Both parties agree that employee safety is to be the number one consideration, especially when working overtime Except in the case of an emergency and as authorized by the City Manager, appropriate Department Director, or their designee, employee's will not be permitted to work in excess of eighteen (18) consecutive hours within a 24-hour period.

- a. An employee who works in excess of 18 hours within a 24-hour period which starts at the beginning of an employee's regular work shift and,
- b. Has less than six (6) continuous hours of off-duty time before the start of their next scheduled shift, shall not report to work until the conclusion of six (6) hours of off-duty time.

The employee will be compensated at their straight-time rate of pay for the amount of time between their scheduled start of shift and the time they report to work to allow for six (6) continuous hours off duty, up to a maximum of four (4) hours.

The employee may request to take the remainder of their scheduled shift off, subject to supervisor approval, however, the employee must use accrued time off to cover the balance of their scheduled shift.

**11. Rates of Pay**

11.1 Wages: All bargaining unit wage rate shall be outlined in Appendix “A” to this agreement. As salary adjustments occur, they shall be calculated from step 1 of range 1.

Upon ratification of the 2022-2024 contract, employees who were active AFSCME members and eligible to vote on the ratification of the 2022-2024 AFSCME collective bargaining agreement will receive a one-time payment of \$900.00 (gross), prorated based on FTE status (e.g. a 0.5 FTE will receive \$450).

Effective January 1, 2022  
Salary schedules for covered classifications will be adjusted by four and seventy-five tenths (4.75%) percent

Effective January 1, 2023  
The 2022 salary schedules for covered classification wages shall be adjusted by four (4%) percent

Effective January 1, 2024  
The 2023 salary schedules for covered classification wages shall be adjusted by four (4%) percent

11.1.1 Pay Periods

The pay periods and pay dates will be as follows:

| Pay Period                               | Pay Date         |
|------------------------------------------|------------------|
| 1 <sup>st</sup> through 15 <sup>th</sup> | 25 <sup>th</sup> |
| 16 <sup>th</sup> through end of month    | 10th             |

Employees will be paid a monthly salary which shall be split equally between the two (2) pay periods. Timesheets submitted in error will be corrected on the following paycheck.

11.2 Salary Step Plan

11.2.1 Newly Hired or Rehired Employees  
Employees will move through the defined salary steps on an annual basis, based on adjusted salary review date. For example, if an employee is hired between the first (1<sup>st</sup>) and fifteenth (15<sup>th</sup>) of the month, the pay



adjustment would be on the first (1<sup>st</sup>) day of the current month. If an employee is hired between the sixteen (16<sup>th</sup>) and the end of the month the adjustment would be on the first (1<sup>st</sup>) day of the following month.

#### 11.2.2 Promoted Employees

At the time of promotion, employees will move to the step in the range of the new class which results in an increase of at least 5%. Upon successful completion of a promotional probationary period, the employee's salary shall then be increased to the next step of the new range on the adjusted salary review date and annually thereafter up to the top of the range. In no event shall a promoted employee's salary be less than the starting pay of the salary range for the new class, nor in excess of the highest step of the regular salary range for the new class.

#### 11.2.3 Demoted Employees

Employees who voluntarily demote (defined as voluntarily applying for and accepting a position in a lower pay range) will be placed in the appropriate pay range for the new classification that results in the least amount of pay reduction, but not above the top of the new range. If an employee is not at the top step, their next step date will be one-year from the demotion date.

For example, an employee is currently at step 5 and is eligible for step 6 on November 1<sup>st</sup>, but they voluntarily demote to a new position on August 1<sup>st</sup>. Their next step date will be reset to one year later, August 1<sup>st</sup> and each August 1<sup>st</sup> thereafter until reaching the top step.

#### 11.2.4 Laterally Transferred Employees

Employees who voluntarily take a lateral transfer (defined as voluntarily applying for and accepting a position in the same pay range) will remain at their same step. If an employee is not at the top step, they will retain their next step date.

For example, an employee is currently at step 3 and is eligible for step 4 on November 1<sup>st</sup>, but they laterally transfer to a new position on August 1<sup>st</sup>. They will continue to be eligible for their step increase on November 1<sup>st</sup> and each November 1<sup>st</sup> thereafter until reaching the top step.

#### 11.2.5 Flexibly Staffed Positions

Flexibly staffed positions are classifications that allow the City to hire individuals who lack one of the required qualifications (such as CDL) at a lower level, and then give them the time to obtain the needed requirement. Upon attainment of the needed requirement, the individual's position is moved to the higher classification. An example is the Grounds

Maintenance Specialist I/II classification. At the time the position is moved to the higher classification, the employee will move to the step in the range of the higher classification which results in an increase of at least 5%. The employee's next eligibility for a step increase is one year from that date and annually thereafter up to the top of the new range.

- 11.3 The hourly rate for a full-time employee will be their monthly base rate multiplied by twelve (12) months and divided by 2,080 hours. This rate multiplied by eight (8) hours (or ten (10) hours, if applicable) will be the daily base rate; multiplied by forty (40) hours will be the weekly base rate; and multiplied by 173.3 hours will be the monthly base rate. For purposes of overtime calculations only, the employee's hourly base rate shall be calculated using all compensation required by FLSA.

Hourly rates for part time employees will be prorated based on budgeted or assigned FTE percentage.

- 11.4 [RESERVED]

- 11.5 *Callback Pay*

Employees who have completed their regular shift, are on the way home, or at home, and are required to work other than a continuation of their shift, and is not scheduled for overtime (as defined in (11.6.6)), shall be paid at double their base rate of pay for hours worked. Any call-back pay shall be for a minimum of two (2) hours, during which time the Employer may provide and require work of the employee called back. This article does not apply to Recreation Coordinator C's and D's.

#### 11.5.1 Overtime and Callback Time

All scheduled overtime (as defined in 11.6.6) and/or call back time shall be offered on a seniority basis by Department, starting with the most senior qualified person. Seniority within the workgroup is defined as length of employment with the City. At the Operations Center, when this departmental seniority list is exhausted, the AFSCME Seniority list will then be used. The most senior employees have the option as to placement on the call out list. Seniority for the AFSCME List is defined as length of employment with the city. Exceptions to offering scheduled overtime on a seniority basis may be made when unique qualifications are required to staff the event such as the Women in Trades or Diversity Job Fair. The City will notify the Union in advance of scheduling such overtime.

In workgroups who have an employee receiving pager/cell phone standby pay per Article 11.5.4, the initial call will go to the employee carrying the pager/cell phone who will be responsible for the call. Call back pay shall be paid in accordance with Article 11.5 and overtime shall be paid in accordance with Article 11.6. Unanticipated and unscheduled overtime which extends beyond the end of a shift for the crew working on a specific project will be offered first to the appropriate and qualified Union member(s) at the site working on the project at the end of the shift.

Temporary or seasonal workers will not be allowed to work scheduled overtime until regular full or part time employees within that work unit have had the opportunity to work the overtime. The Employer will make a good faith effort to notify regular employees of overtime opportunities before such work is offered to temporary workers. This will not preclude temporary or seasonal workers from working overtime which extends beyond the end of their shift or emergency situations.

#### 11.5.2 Telephone Calls at Home After Hours

Employees who are required by the Employer to answer work-related questions by telephone when they are not at work shall be paid for time actually spent on the telephone at the rate of one-and-one-half (1 ½) their normal base rate calculated to the nearest quarter hour, with a quarter-hour minimum.

#### 11.5.3 Computer Use at Home After Hours

Employees who are required by the Employer to respond to work-related questions by computer when they are not at work shall be paid for time actually spent on the computer at the rate of one-and-one-half (1 ½) their normal base rate calculated to the nearest quarter hour, with a one hour minimum.

#### 11.5.4 Pager/Cell Phone Pay

If the Employer requires an employee to carry a pager or cell phone in order to respond to off duty call-outs, the employee carrying the pager or cell phone while off duty shall be compensated as outlined below. The employee on standby must be fit for duty and able to reach the assigned duty station in forty (40) minutes. This does not apply to the Operations' Technical Rescue Team which is covered by an existing Memorandum of Understanding.

|                   |                |              |
|-------------------|----------------|--------------|
| Upon ratification | \$280 per week | \$40 per day |
|-------------------|----------------|--------------|

## 11.6 *Overtime Compensation*

The Employer will attempt to meet its overtime requirements on a voluntary basis among the employees and in the event there are insufficient volunteers to meet the requirements, the Employer may require the necessary employees to work starting with the least senior qualified employee.

- 11.6.1 Overtime compensation will start anytime an employee is required to work beyond the end of their shift (typically eight (8) hours or ten (10) hours per shift) and will be compensated to the nearest quarter hour, at the rate of time and one-half (1/2) for the first eight (8) hours of overtime and thereafter at double time. Employees shall have the option to flex their schedule within their defined work week, without incurring overtime, as long as it is mutually agreed upon in advance.
- 11.6.2 Any employee required to work on their first day of rest, or their first and second day of rest in the case of employees who have three (3) consecutive days of rest, shall be compensated at their base rate plus one-half of their base rate or time and one-half (1/2).
- 11.6.3 Any employee required to work on their second day of rest, or their third day of rest in the case of employees who have three (3) consecutive days of rest, shall be compensated at their base rate plus their base rate (double time) for the first eight (8) hours of work, and for any hours worked over eight shall be compensated and their base rate plus time and one-half (2 ½) times). If the employee voluntarily chooses to work on these day(s) of rest, the employee shall be compensated as outlined in 11.6.2, above.
- 11.6.4 All overtime compensation shall be paid in compliance with the requirements of the Federal FLSA and applicable Washington State laws.
- 11.6.5 Employees may accrue compensatory time off in lieu of overtime compensation.
  - 11.6.5.1 The decision to grant comp time as an alternative to paid overtime shall be at the Employer's discretion.
  - 11.6.5.2 Compensatory time off shall be accumulated at the same rate as overtime compensation would have otherwise been paid (i.e., time and one-half generally, except for work on the employee's second day of rest, or third day of rest for employees with three (3) consecutive days of rest).
  - 11.6.5.3 The maximum accrual shall be eighty (80) hours.

11.6.5.4 Employees will be allowed to use accrued compensatory time off by mutual agreement with their supervisor, and subject to any restrictions for such use established under the Fair Labor Standards Act (FLSA).

11.6.5.5 In the event an employee is affected by layoff from their regular position the employer will payout the balance of the Employee's compensatory time balance at the employee's rate of pay at the time of layoff.

**11.6.6 Scheduled Overtime (including meeting contractors)**

Scheduled overtime is anything scheduled before the end of the normal work shift or if scheduling on weekends or after normal shift hours, there shall be four (4) hours' notice to the supervisor or designee scheduling the work, before the end of the normal work shift. Any time scheduled under this article shall be paid at a minimum of two (2) hours overtime at a rate of one and-one-half (1 ½) times their normal pay, during which time the Employer may provide and require work of the employee.

**11.7 Shift Differential**

Any employee whose regularly scheduled shift is the third shift (swing shift) as defined in 10.3.2 shall be paid a shift differential of one dollar and seventy-five cents (\$1.75) per hour for hours worked; any employee whose regularly scheduled shift is the first shift (graveyard) as defined in 10.3.2 shall be paid a shift differential of two dollars (\$2.00) per hour for hours worked. For purposes of shift differential payment, regularly scheduled includes scheduled overtime, but does not include call back or extension of shift overtime. Requested assignments made to accommodate an employee's personal situation and shifts picked up on overtime do not qualify for shift differential.

**11.8 Working Out-of-Class**

11.8.1 An employee who is temporarily assigned by management, in writing, to perform the principle (or full range) of the duties and responsibilities of a higher level position, without significant supervision, shall be paid either at a rate 5% above their current rate of pay (not to exceed the top of the range for the out-of-class assignment), or at the entry rate of the higher job class, whichever is greater.

11.8.1.1 An employee must be assigned for a period of three (3) or more consecutive work days to receive out-of-class pay. The out-of-class pay shall be paid beginning with the first hour of the assignment.

- 11.8.2 The same employee shall not be assigned to the higher level duties for more than six (6) consecutive months unless specifically approved by the City Manager for extenuating circumstances. The Union will be given notice when management anticipates that an employee will be performing the principal duties of a higher classification for a period of more than 30 days.
- 11.8.3 The out-of-class rate of pay shall apply for that time actually worked in the higher class. Periods of paid leave during the out-of-class assignment shall be compensated at the employee's normal rate of pay. Following a paid leave, the out-of-class pay shall resume on the first day returned, provided that the leave is for not more than fifteen (15) consecutive working days and the employee returns to the out-of-class assignment on the first day returned.
- 11.8.4 A position may be career developed up to a maximum of one (1) year.
- 11.9 License Fees: The Employer will pay all fees for certifications required by the City, including bonding and notary public licenses and required associated supplies (Notary Public Stamp, etc.)

## **12. Leave Benefits**

### **12.1 *Paid Time Off (PTO)***

- 12.1.1 Employees shall accrue paid time off (PTO) in accordance with the schedule in Appendix B, to be used for vacation, illness or personal business.

Part-time employees assigned to a 0.50-0.90 FTE position will accrue PTO hours on a pro-rated basis to a pro-rated maximum.

Bereavement leave and military leave are separate categories as specified in 12.4 and 12.5 of this Article, below.

- 12.1.2 Employees may begin using accrued PTO hours as soon as the hours are earned in said bank. PTO hours accrued in a pay period cannot be used in the same pay period in which time is earned, i.e. PTO hours accrued in the 1<sup>st</sup> through the 15<sup>th</sup> pay period cannot be used until the 16<sup>th</sup> through the end of the month pay period and so forth.  
An employee shall be paid for all earned and accrued PTO hours, as outlined in Appendix B, at the employee's current rate of pay when they terminate employment, up to the number of hours denoted in Appendix B as "Maximum amount of payout at separation" for the applicable years of service. All leave time may be used in a minimum of 15-minute segments.

12.1.3 Guidelines on the scheduling of PTO are outlined in City Policy, and guidelines on the frequency and use of unscheduled PTO time will be established within individual divisions or departments.

## 12.2 *Grandfathered Sick Leave Cash Out*

Any employee hired before January 1, 1980, and retiring from the Employer with a bank of grandfathered sick leave, shall be paid a sum equal to 50 percent (50%) of their accrued and unused grandfathered sick leave.

## 12.3 *Paid Leave while on FMLA Leave*

If an employee is on authorized leave which qualifies as protected under applicable State and Federal leave laws, the employee shall use existing PTO, grandfathered sick leave, and/or compensatory time, with the choice of which category to draw on first at the employee's option.

## 12.4 *Bereavement Leave*

Employees are afforded necessary time, up to forty (40) hours (pro-rated based on FTE) of bereavement leave, when there is a death in an employee's immediate family.

Immediate family is defined as spouse, domestic partner, child, mother, father, brother, sister or step family, aunt, uncle, niece or nephew, mother-in-law, father-in-law, daughter-in-law, son-in-law, brother-in-law, sister-in-law, grandparents and grandchildren, and grandparents and grandchildren of the spouse or member of the employee's household. It is understood that the policy extends to similar members of a domestic partner's family as detailed above.

The City reserves the right to require documentation of the death/or any other time taken related to a death.

If an employee is on approved leave of absence at the time of a death, they will be eligible for bereavement benefits if they are receiving at least 50% of their normal semi-monthly compensation from the City. Otherwise, the employee is not eligible for bereavement leave benefits.

Any observed holiday occurring during bereavement leave shall be paid as a holiday.

## 12.5 *Military Leave*

The Employer abides by the provisions of the laws of the State of Washington, RCW 38.40.060 and the Federal USERRA laws which stipulates that employees who are members of the National Guard or Federal Reserve Military Units are entitled to be absent from their duties for a period of up to twenty-one (21) days with pay during each military calendar year (October 1 through September 30) while engaged in the performance of ordered military duty and while going to or from such duty.

During periods of military conflict, an employee who is married to a military member of the US Armed Forces, National Guard or Reserves will be granted up to fifteen (15) days of unpaid leave before their deployment. Employees are eligible for this leave per deployment. The spouse must provide the Employer a copy of the member's orders.

#### 12.6 *Family Leave – FMLA*

Under the terms of the Family and Medical Leave Act of 1993 (FMLA) and the state law, upon the completion of one (1) year of employment, any employee who has worked at least one thousand two hundred fifty (1,250) hours during the prior twelve (12) calendar months shall be entitled to up to twelve (12) weeks of leave in accordance with FMLA and based on a rolling twelve (12) month period, for specified family and medical reasons as required by FMLA, and the Washington Family Care Act.

#### 12.7 *Pregnancy/Childbirth Disability Leave*

When required by Washington State law, the Employer will grant a leave of absence for the period of temporary disability because of pregnancy or childbirth.

### **13. Holidays**

- 13.1 The following days are recognized as legal paid holidays for which time off are to be granted:

New Year's Day -- January 1  
Martin Luther King's Birthday - Third Monday in January  
President's Day -- Third Monday in February  
Memorial Day -- Last Monday in May  
Juneteenth – June 19  
Independence Day -- July 4  
Labor Day -- First Monday in September  
Veterans Day - November 11  
Thanksgiving Day -- Fourth Thursday in November



Native American Heritage Day – Fourth Friday in November  
Christmas Day -- December 25

- 13.2 Any of the above holidays which fall on a calendar Saturday shall be celebrated on the previous Friday; any of the above holidays which fall on a calendar Sunday shall be celebrated on the following Monday.
- 13.3 Any employee for whom a holiday falls on their normal day off shall be granted eight (8) hours into a holiday bank to use as time off in the future, after mutually agreed upon by the supervisor and the employee.
  - 13.3.1 All accrued holiday bank time shall automatically be paid out each year, to the employee on the employee's January 10<sup>th</sup> paycheck.
- 13.4 Any employee who is on medically authorized sick leave when a holiday occurs will receive eight (8) hours pay for that holiday and will not have their sick leave accrual charged.
- 13.5 Any employee who works on a city holiday, or its equivalent for shift personnel, shall be paid double their base rate for hours worked, plus pay for the holiday. Hours worked beyond eight (8) on the holiday shall be compensated at triple the employee's regular rate.

## **14. Employee Insurance**

- 14.1 Employees covered by this agreement will be provided insurance benefits as follows:
- 14.2 Life Insurance Each employee shall receive a life insurance policy in an amount equal to 100% of the employee's annual salary, rounded to the next higher multiple of \$1,000. In addition, employees shall have the option of choosing dependent and/or additional life insurance on a payroll deduction basis.
- 14.3 Long Term Disability Regular full-time and half-time bargaining unit employees will be covered by a city-paid group long-term disability insurance policy.

### 14.4 Health Insurance

- A. Employees and their eligible dependents will have the option of selecting any combination of medical and dental coverage from the following:
  - a. Medical
    - i. HMO Plan
    - ii. HMO Plan – CDHP (Consumer Driven Health Plan)
    - iii. PPO Plan
    - iv. PPO Plan – CDHP (Consumer Driven Health Plan)
  - b. Dental

- i. PPO Plan
- ii. HMO Plan

B. Consumer Driven Health Plans (CDHP)

- a. CDHP's will include a Health Savings Account (HSA).
  - i. The City will make a contribution to the Employee's HSA in the following amounts:
    - 1. Employee-only coverage - \$1,500
    - 2. Employee plus one or more dependents - \$3,000
- b. Employees may also contribute pre-tax dollars to their HSA up to the limits allowed by law.

C. Premiums

Beginning January 1, 2022, January 1, 2023, and January 1, 2024, and for the term of the contract the City contribution will increase up to 5% of any increasing premium costs.

- D. Opt-Out Provision In addition, members have an opt-out/cash-back option for eligible employees upon certification of other group coverage.

E. Flexible Spending Account (FSA)

- a. For employees enrolled in a non-CDHP plan:  
Employees will have the option of participating in a FSA for reimbursable medical costs, dependent care costs, or premium sharing costs.
- b. For employees enrolled in a CDHP plan:  
Employees will have the option of participating in a FSA for dependent care costs.

14.5 Dental Insurance

The City will pay 100% of the employee and eligible dependent cost for selected dental insurance for the term of this agreement.

- 14.6 All employee premiums will be paid using pre-tax dollars under the City's flexible benefits plan unless an employee notifies Human Resources and elects to waive payment through the flexible benefits plan.
- 14.7 It is understood that the type and level of benefits available from the City's health plan carriers may be changed from time to time by the carrier, and the City shall not have a duty or obligation to negotiate over such changes with the Union. Additionally, the City retains the right to change health plan providers as long as the new plan provides a comparable level of benefits as negotiated in this contract.

- 14.8 Medical and dental insurance premiums for regular part-time employees shall be paid by the Employer in the same portion as detailed in 14.4 above, and pro-rata, based on the employee's budgeted FTE (full-time equivalent).
- 14.9 The Labor-Management Insurance Committee will meet no less than annually to share information on benefits (including, but not limited to health, dental, life and long-term disability insurance). The City may also use this forum to gather feedback, ideas and alternatives to current plan offerings and/or designs as needed.

## **15. Fitness for Duty**

The parties recognize that employees have the responsibility to report to work fit for duty.

- 15.1 To ensure physical and mental fitness, the employee may be required to provide to the Employer a fully completed certification from a medical and/or psychological provider on a City-provided form of the employee's fitness to perform the specific duties of their job or light duty alternative before returning to work.
- 15.2 The Employer also has the right to send employees for medical and/or psychological examinations at the City's expense for additional certification of fitness for duty whenever the Employer reasonably believes that the employee is not fit for duty or may be a danger to themselves or others.
- 15.3 The City shall comply with all applicable medical records confidentiality laws associated with any employee medical information.

## **16. Retirement Plan**

- 16.1 All eligible employees and the Employer shall participate in the Washington Public Employees Retirement System (PERS) to the extent provided for by Washington state law.

## **17. Training Program**

- 17.1 Training shall be scheduled by the Employer. Time spent in training shall be paid in compliance with the requirements of the Federal FLSA and applicable Washington State law. If the employee receives notification of essential certification requirements from the certifying agency, the employee has a responsibility to inform the Employer in a timely manner. City required safety and health trainings are not covered by this employee notification requirement.

- 17.2 Every effort will be made to schedule required training during on-duty time. Personnel may be scheduled and required to attend training outside of their normal shift.
- 17.3 Employees who desire tuition aid for specialized individual training or academic training may submit their request in accordance with City of Vancouver Policies and Procedures.
- 17.4 Any employee required to possess a certification for their position shall obtain such certification within the timeline established by the job announcement and/or offer letter, and shall maintain such certification during their tenure in such position. Failure to either obtain or maintain required certification(s) may be grounds for actions pursuant to Article 22 of this contract if the Employer has fulfilled their responsibility in accordance with subsections 17.1 and 17.2 above.

## **18. Clothing, Tools and Safety Equipment**

- 18.1 The Employer shall purchase and replace such clothing, uniforms, and other equipment as designated by the department head, and shall make all necessary replacements as the need arises. All uniforms or equipment being replaced shall be returned to the Employer at the time of replacement.
- 18.2 Employees agree to maintain all clothing and equipment in good condition and not subject it to abuse beyond the regular call of duty.

## **19. Driver's Licenses**

- 19.1 The parties recognize that the Federal Highway Administration (FHWA) has established regulations for employees required to have a Commercial Driver's license (CDL).

All employees in applicable positions are expected to obtain and maintain a commercial driver's license with such endorsement as necessary to operate vehicles assigned to their work unit.

Employees new to a position requiring a CDL shall be allowed up to six (6) months to obtain a CDL permit and up to one (1) year to obtain the license. Failure to either obtain or maintain the required CDL may be grounds for discipline up to and including termination of employment.

The City will provide:

- 19.1.1 An opportunity for each employee to develop the skill required to obtain the license.

- 19.1.2 Reimbursement for fees to obtain the license and endorsements, provided that if the employee incurs additional charges because they fail any part of the exam, those charges shall be the employee's responsibility.
  - 19.1.3 The required medical/physical examination provided that, at the city option, the city may reimburse the employee for a physical examination by a physician of the Employer's choice. An employee wishing to use their own physician when the city offers a paid examination with its own physician will not be reimbursed for the examination.
  - 19.1.4 Use of a city vehicle to take the practical/driving portion of the examination, on city time, provided that the city may require the employee to demonstrate proficiency in operating the vehicle in a trainee capacity before allowing the employee to use the vehicle in the driving test.
  - 19.1.5 All employees required to maintain a Commercial Drivers' License shall be subject to all rules and regulations issued by the federal government including requirements for drug testing.
- 19.2 For those employees who must drive vehicles to carry out their job as determined by the Employer, if any employee has their driver's license (or CDL for those employees required to have a CDL) revoked or suspended for one hundred twenty (120) days or less, then the Employer will make a reasonable effort to reassign the employee to jobs not requiring driving. If such reassignment is not practical, the employee shall be suspended without pay. The employee may elect to take other appropriate available leave (accrued vacation or compensatory time) in lieu of suspension without pay. If the employee's driver's license (or CDL for those employees required to have CDL) is revoked or suspended for more than one hundred twenty (120) days, then the Employer shall make a reasonable effort to reassign the employee. If such reassignment is not practical, the employee shall be immediately discharged.

If an employee has been discharged from employment with the City for the loss of their required driver's license or CDL and is actively appealing the basis for the loss through the justice system, the City will consider them eligible for appointment to the next available position for which they are qualified if their appeal is successful and their required driver's license or CDL is reinstated within one year from the date of loss. An employee receiving an appointment to a position will return with the seniority and accrual rates that they had at the time they were discharged. Only employees who fit this specific criterion will be given this consideration.

- 19.3 Notwithstanding the provision of section 19.2 above, the Employer retains the right to pursue actions under Article 22 for inappropriate workplace behavior

which results in their driver's license (or CDL for those employees required to have a CDL) being revoked or suspended.

- 19.4 If an employee in a job which requires a driver's license (or CDL for those employees required to have a CDL) has their license revoked or suspended for medical reasons, the Employer will make a reasonable effort to reassign the employee to duties which do not require a driver's license (or CDL for those employees required to have a CDL) and for which the employee is qualified. The Employer will not create work or a position to accommodate the employee. If the Employer is not able to find existing work to which the employee can be assigned, then the employee may be separated from employment in accordance with public laws, this contract and city policies.

## **20. Mileage Reimbursement, Parking Rates, and Commute Trip Reduction (CTR)**

- 20.1 Mileage Reimbursement – Some jobs may require the use of an individual employee's automobile. In the event this is required by the Employer, it will pay the employee a mileage reimbursement at the rate established by the Internal Revenue Service.
- 20.2 Parking Rates – City employees who work in the downtown area pay for parking in City-owned or -operated lots or on permitted street spaces. The rates below are applicable to those employees who currently work downtown or who will work downtown in the future.

### **20.2.1 City-Owned or -Operated Lot Rates and On-Street Parking**

With respect to all parking options, city employees will be expected to pay the prevailing parking rates.

### **20.2.3 Payment of Parking Fees**

City work locations in the downtown area require employees to pay for parking should they want to park in a City-owned or -operated lot or in a permitted on-street parking space. Employees not currently paying parking fees because of their work location or commuting choice are subject to paying fees if their work location or commuting choice changes to one where parking fees are in effect. Conversely, employees who currently work in the downtown area and pay for parking will not be subject to that requirement should they relocate to an area where parking fees are not charged.

- 20.3 Commute Trip Reduction – The City participates in a Commute Trip Reduction (CTR) program and encourages employees to use alternate modes of transportation to get to and from work. For employees who use alternate modes of

transportation for their work commute at least 60% of their scheduled work time (based on mandatory monthly self-reporting), the City will provide:

- a. a taxable cash incentive (\$25) for bicycling, walking, or carpooling to work; or
- b. 100% of the cost of a bus pass; or
- c. the option of a vanpool and will pay a variable amount (amount depends on the numbers of participants) to participating employees.

Incentives are currently available to all participating employees, regardless of their current work location.

Because the CTR program is funded at a specific level, should the demand for incentives exceed the annual budget availability, the City may have to reconfigure incentive amounts and participation parameters. Should that situation arise, the City will meet with the Union to discuss proposed changes.

## **21. Grievance Procedure**

### *21.1 Definition*

For purposes of this Agreement, the term "grievance" means any dispute between the Employer and the Union or an employee concerning the application or interpretation of the terms of this Agreement. If the grievance involves a disciplinary matter, either the employee or the employer may waive Step 1 of the grievance procedure under 21.2.

### *21.2 Procedure*

Notwithstanding the grievance procedure listed below, the Employer and Union agree that it is in their mutual best interest to resolve disputes as early and informally as possible. Employees are encouraged but not required to first meet with their immediate supervisor. Every effort shall be made by both parties to reach an agreeable resolution promptly at each step of the grievance procedure.

Should a grievance be filed, the parties agree the grievance shall be submitted in accordance with the following steps: Any time limits stipulated in the grievance procedure may be extended for stated periods of time by the appropriate parties by mutual agreement in writing.

For each step of the grievance process, a written grievance shall be required to include the following information:

- a. Set forth the section(s) of the agreement allegedly violated and state the specific nature of the violation.
- b. Indicate the date(s) of the incident(s) grieved.
- c. Specify the remedy or solution to the grievance sought by the employee(s).

- d. Identify the grievant and be signed by the grievant.

- 21.2.1 **Step 1:** If a grievance is to be advanced under this procedure, the written grievance shall be presented by the employee to his/her immediate management representative (not covered by this Agreement) within ten (10) working days from the date the employee had knowledge or should have had knowledge of the alleged breach or violation of this Agreement.

The management representative (not covered by this Agreement) shall meet with the aggrieved employee and the Union steward within ten (10) working days of the management representative's receipt of the grievance. The parties agree to make every effort to settle the grievance promptly at this stage. Within ten (10) working days after such meeting, the management representative (not covered by this Agreement) shall mail, email or hand deliver a copy of his/her decision to the aggrieved employee, the Union and the department head.

- 21.2.2 **Step 2:** Should the grievance remain unresolved at Step 1, the Union shall, within ten (10) working days after mailing, emailing or hand delivery of the Step 1 response, deliver an appeal of the Step 1 decision in writing to the department head.

The department head or their designee and management representative (not covered by this Agreement), shall convene a meeting with the aggrieved employee and Union representative within ten (10) working days of receipt of the written appeal. The department head shall make a decision on the matter within ten (10) working days of such meeting. Copies of the written decision shall be mailed, emailed or hand delivered to the aggrieved employee, the Union and the City Manager.

- 21.2.3 **Step 3:** Should the grievance remain unresolved after Step 2, the Union shall, in writing, deliver the appeal of the Step 2 decision to the City Manager or his/her designated representative (with a copy to the department head) within ten (10) working days after mailing, emailing or hand delivering of the decision reached in Step 2. The City Manager or his/her designee shall convene a meeting of the aggrieved, the Union representative, the department head, and other directly involved individuals as determined by the parties to be appropriate, within ten (10) working days of receipt of the written appeal and shall render his/her decision within ten (10) working days of such meeting with copies of the aggrieved employee, the Union and the department head.

- 21.2.4 The Union will attempt to explain to management why the grievance is still unresolved as it moves up the steps towards arbitration, but the explanation will not have merit as to the step advancement.



### 21.3 *Arbitration*

If the grievance remains unresolved after a decision is rendered in Step 3 above, it may be submitted by the Union to a mutually acceptable arbitrator as hereinafter provided. If the Union wishes to proceed to arbitration, such notice must be provided by the Union to the City Manager within fifteen (15) working days following the Union's receipt of the City Manager's decision as outlined in Step 3.

Should the grievance be submitted to arbitration, the parties shall mutually select a disinterested third party to serve as arbitrator. In the event the Employer and the Union are unable to agree on an arbitrator, the arbitrator shall be selected by the process of alternately striking from a panel of eleven (11) arbitrators from the Pacific Northwest region as furnished by the Public Employment Relations Commission (PERC) or the Federal Mediation and Conciliation Service (FMCS) or other mutually agreed to similar organization. The Union shall strike the first name. The request for an arbitrator shall state the general nature of the issue. The city and the Union will jointly share the fee for selection and services of an arbitrator. Each party shall pay the fees and expenses of their own attorneys, representatives and witnesses.

The arbitrator shall render a decision as promptly as possible. The arbitrator shall consider and decide only the specific issue(s) submitted in writing by the Employer and/or the Union, and shall have no authority to make a decision on any other issue not so submitted. The arbitrator shall have jurisdiction and authority only to interpret, apply or determine compliance with the specific terms of the agreement and shall not have jurisdiction to add to, detract from, or alter in any way, the provisions of this Agreement.

A decision within the jurisdiction of the arbitrator shall be final and binding upon all parties. The parties shall abide by the award made in connection with any arbitral decision.

### 21.4 *Group Grievances*

A grievance that involves or affects a significant portion of the employees in the bargaining unit may be introduced by the Union in written form to the department head as set forth in Step 2 of the grievance procedure, and proceed as set forth there in.

### 21.5 *Time Restriction*

If the grievance is not filed or advanced in accordance with the time limits set forth within the procedure, the grievance shall be considered non-submitted or resolved on the basis of the Employer's last response. A grievance not responded to by the Employer within the prescribed time limits shall be granted, provided that the remedy sought conforms to the provisions of this agreement and

applicable laws. The parties may mutually agree to extend the time limits for a given step for a specified period of time. All references to days in this article shall mean "working days" as in a normal work week of Monday through Friday.

## **22. Employee Discipline and Termination**

- 22.1 The Employer may discipline or discharge any newly hired or rehired employee at any time during the initial probationary period, with or without cause, and such discipline or discharge shall not be subject to appeal.
- 22.2 The Employer may, in good faith for just cause, take disciplinary action by written reprimand, suspension, transfer, delay of step increase, demotion or discharge. The degree of discipline administered shall depend on the severity of the infraction. Disciplinary action must be issued within thirty (30) calendar days after the Employer became aware of the offense, unless based on an extended pattern of performance or behavior. The thirty (30) calendar day timeline set forth herein may be extended upon mutual agreement between the Employer and the Union. Written reprimands may be grieved up to the City Manager or their designee, but not arbitration unless and until such time as such written reprimands are relied upon to support subsequent and timely discipline including suspension, transfer, delay of step increase, demotion or discharge.
- 22.3 The Employer shall not take any disciplinary action as defined in this section without giving the employee the right to have a Union representative present. If an employee(s) is requested to attend any meeting for the purpose of investigation, where such investigation may lead to discipline or discharge of that employee, that employee(s) will be informed of their right to have Union representation present before such meeting is to take place. The employee shall be provided a letter setting forth the reason(s) for such action at the time such action is taken or shortly thereafter.
- 22.4 Employees shall be given the opportunity to read and answer all disciplinary letters before placement of such material into their official personnel file maintained by Human Resources and will be requested to sign such letters. Signature thereon shall not be construed as admission of guilt or concurrence with the discipline, but rather an indication that the employee has seen and comprehends the gravity of the disciplinary action.
- 22.5 Copies of written reprimands and other disciplinary letters will be provided to the Union. Copies of written reprimands will be used to indicate trends of behavior which may lead to discipline and/or discharge.
- 22.6 Only management representatives who are not covered by this agreement may discipline employees above a written reprimand.

## **23. Performance Evaluations**

- 23.1 Each employee's job performance shall be reviewed and evaluated at least annually.
- 23.2 Performance evaluations are not disciplinary and are not subject to the grievance procedure.
- 23.3 An employee may append his/her written comments to the performance evaluation report. Employee comments must be attached and submitted with the signed performance evaluation to human resources.

## **24. Non-Reduction of Wages and Working Conditions**

- 24.1 The parties hereto agree that the wages and working conditions in effect and now being paid to and enjoyed by the members of the Union shall not be reduced in view of the provisions of this agreement; provided, nothing in this section shall be construed to limit in any way, the Employer's rights under Article 3., Rights of Management, above, or to make changes in current practices, provided: (1) Advance notice of the change is given to the Union and affected employees, and, (2) Reasonable opportunity is provided to discuss the change with the city.

## **25. Layoff, Recall, and Bumping**

- 25.1 Layoff Procedure – Layoffs or reductions-in-full time equivalent (FTE) positions (including transfers for this purpose and reduction in hours) may be undertaken by the City due to budgetary reductions, organizational restructuring, lack of work, reduction or elimination of funds, material change in duties or organization, reduction in force or workload, or in the interests of economy or efficiency.
- 25.2 Alternatives to Layoff – The City will attempt to avoid layoffs and whenever possible to consider alternatives to layoffs before final decisions are made. At the discretion of the City, these considerations may include:
  - 25.2.1 To avoid layoff an employee may transfer to a vacant position, if available. An employee may be eligible for a transfer provided that they meet the minimum qualifications for the job.
  - 25.2.2 The City shall notify each employee subject to layoff of their rights and responsibilities as described in this Article. Such notification shall be reduced to writing and incorporated in each layoff notice the City issues to an employee subject to layoff.
- 25.3 After the City has identified the job classification, division (e.g. Streets, Water, Criminal, Civil), workgroup (e.g. Signals, Water Production) or program area (e.g. Street Lights, Hydrant Flushing, Aquatics, Fitness) being reduced, layoffs and resource reductions will be made in the following order:

25.3.1 Temporary or seasonal employees occupying regular classifications, Offender Service Crews, and newly hired probationary employees shall be laid off prior to regular status employees.

25.3.2 The order in which employees will be laid off shall be determined based on seniority as defined in 25.7 of this Article.

25.3.3 Any exception to this will be mutually agreed to by the Union and City.

25.4 When an employee is identified for a layoff or reduction-in-force, they shall be permitted to bump into a job or classification which they currently hold or has previously held, provided that the employee meets the minimum qualifications for the job. If the employee is a Building Repair Specialist, the employee shall be permitted to bump into the Facilities Maintenance Specialist II classification provided that the employee meets the minimum qualifications for the job. In doing so, they may “bump” the least senior employee in that job or classification within the bargaining unit. Bumping may only occur within the same bargaining unit such as Operations Center, Recreation, or Law.

An employee who has been transferred pursuant to 25.2.1 or bumped into a new position as an alternative to layoff and who fails to perform the functions of the new position during probation will be placed on the reinstatement list. Such employees will only be eligible for reinstatement to the position from which they were originally laid off. Failure to pass probation for reasons other than performing the functions of the new position will result in termination in accordance with Article 22.

25.5 Notice to Union – Representatives of the City shall notify the Union within fifteen (15) working days after the City has officially determined that a layoff or reduction-in-FTE will affect any of the Union members. After such notification, the City agrees to meet with the Union, if requested, and to inform the Union of the details of the layoff and provide a current seniority list as well as any other relevant information. This meeting shall occur prior to notifying the employee(s) selected for reduction or elimination.

25.6 Notice to Employees – Each employee to be laid off or to have an FTE reduction shall be given at least thirty (30) calendar days’ notice of layoff, with a copy to the Union. Employees who remain may be assigned the additional duties of those lower classified positions that were laid off or reduced. Such a situation will not result in a decrease in pay or downward reclassification.

25.6.1 Once the City had notified the affected employee of layoff and there is an available vacant position or a position for the employee to bump into, if any, they must notify Human Resources in writing of their intent to accept a vacant position or exercise bumping rights within ten (10) working days of the initial layoff notice. If notification is not received within the allotted

time, rights to vacant positions or to bump shall be waived by the employee. The Employee will subsequently be placed on the reinstatement list.

- 25.7 Seniority – Seniority for the purposes of layoff, reduction, recall, and bumping shall be based upon City seniority for all members covered under this Agreement as of September 2, 2009. Thereafter, employees transferring or hired into any one of the bargaining units shall have seniority defined as the employee's most recent date of hire into their respective bargaining unit. Should the seniority of any two or more employees be equal, the respective seniority rights of such employees shall be determined by date of application, and if that is the same, the affected employees shall draw lots. Employee seniority shall not be reduced because of unpaid leave protected under state and federal regulations.
- 25.8 Recall – Employees who have been laid off, transferred as an alternative to layoff, or had their hours reduced are eligible to be placed on the recall list for a period of thirty-six (36) months following the date of the action. When a vacancy occurs in the same job classification for which there exists a recall list, the City will fill the vacancy using that list with the understanding that employees must meet the required minimum qualifications for the position, including FTE status, to which they would be recalled (i.e. employee who was laid off from a 1.0 FTE would be placed on a recall list for a 1.0 FTE position). If there is more than one employee on the recall list eligible for a vacancy in a particular job class, the City will use seniority as defined in Article 25.7 to determine who shall be offered recall. Recall notices will be sent by certified mail to the last address reflected in the employee's official personnel file.
- 25.8.1 When an employee is recalled within thirty-six (36) months to the job or classification from which they were laid off, they will be placed into the same step occupied at the time of the layoff and may serve an additional probationary period, if the job is significantly different than their previous job. Recalled employees will have their accrual rates restored to the same accrual rate as of the date of layoff.
- 25.8.2 Reinstatement. Employees who have been laid off and are in a recall status may also apply and be considered for job openings outside their job classification prior to or after layoff. Any employee who is offered a job other than the position from which they were laid off within thirty-six (36) months of their layoff will be treated as a new employee and will serve a new probationary period. Employees will also be placed into the salary schedule for the new position consistent with the applicable salary schedule or guidelines. Reinstated employees will have their accrual rates restored to the same accrual rate as of the date of layoff.
- 25.8.3 Once an employee on the recall list is offered recall, the employee must respond within fourteen (14) calendar days of the date of the notice, unless

extended by mutual consent. The employee shall be responsible for notifying the Human Resources Department of any change in their address or telephone number, while on layoff status.

25.8.4 Benefit accrual and service credit will be discontinued while in a layoff status of thirty (30) or more days. However, upon recall or reinstatement, an employee's previous hire date will be maintained, but the employee's service date will be adjusted to deduct the time spent in a layoff status.

25.9 Eligibility for recall/reinstatement ends if:

25.9.1 An employee refuses to accept an offer of recall to a position in the same classification as that from which they were laid off.

25.9.2 An employee fails to respond to an offer of recall within fourteen (14) calendar days following the date the offer is mailed.

25.9.3. The employee requests in writing to be removed from the recall list.

25.9.4 The employee resigns or retires.

#### Definitions of Alternative to Layoff

A. Transfer (moves laterally) – The movement from one position within a job classification to another position within the same classification or from one position to a position with a different classification in the same pay range. A transferred employee would be placed at the same step in the same range as the position that they transferred from. Terms and conditions of transfers are provided in Article 9.3.

B. Demotion – The movement from a higher paid job classification to a lower paid job classification. An employee accepting a demotion may serve a probationary period, if the job is significantly different than their previous job, and would be placed at the top step of the lower job classification range or the step in the job classification range that provides the least amount of decrease in pay.

## **26. Contracting-Out/Out-Sourcing**

26.1 Should the City contract-out or out-source work, which is currently being performed by AFSCME Union employees, the City shall inform AFSCME and shall meet with AFSCME to impact bargain the effects.

## **27. Conflict of Contract and City Employment Policies**

- 27.1 It is agreed that the intention of the parties to this agreement is that this agreement and all working agreements shall be consistent with the City employment policies and that where it is found that the provisions of such an agreement are in conflict with the City employment policies that the language of the agreement shall control.
- 27.2 Employees represented by this contract will be under the City's Employment Policy Manual. It is the intent that departmental rules shall be superseded by the City's Employment Policy Manual. If a situation occurs in which there is a difference between City rules/policies, and those of the department, Human Resources will meet with the Union and the affected department to reach a mutually agreeable solution.
- 27.3 The City shall provide legal representation to an employee represented by this contract as may be reasonably necessary to defend a claim or lawsuit filed against such employee resulting from any conduct, act or omission of such employee performed or omitted on behalf of the City in their capacity as an employee which act or omission is within the scope of their service or employment with the City in accordance with the provisions of Vancouver Municipal Code Chapter 2.46.

The City shall inform the employee whether the employee shall be offered a defense. The City shall first provide an opportunity for the employee and the Union to meet in advance with the City Manager so that the employee and/or Union may provide the City Manager with any evidence or argument, whether verbally or in writing, before the City Manager may deny defense and/or indemnification to the employee under Chapter 2.46 VMC. Only the employee, City Manager, Union representative, Union attorney, or City Attorney (or designated legal advisor) may attend the meeting. If the City Manager grants defense and indemnification to the employee under chapter 2.46 VMC, no such meeting shall be required or held.

## **28. Separability Clause**

- 28.1 If an article of this agreement should be held invalid by operation of law or by any tribunal of competent jurisdiction or if compliance with or enforcement of any article should be restrained by such tribunal, the remainder of this agreement shall not be affected thereby and the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement for such article.

## **29. Termination and Renewal**

- 29.1 This agreement and all attachments hereto shall be in full force and effect from January 1, 2022 through December 31, 2024, and shall continue in effect if renewed or extended by mutual agreement.

- 29.2 Not less than one hundred twenty (120) days prior to the end of the contract, either party may notify the other in writing of its desire to terminate or modify the agreement; provided that an earlier commencement may be scheduled by mutual agreement.

### **30. Labor-Management Committee**

- 30.1 An Operations Center-wide Labor-Management Committee currently exists. AFSCME has historically been represented on and participated in its meetings and will continue to do so.

A City Attorney Support Staff Labor-Management Committee also exists and meets to discuss internal labor-management issues specific to that workgroup.

Topics for the agenda will be shared at least one (1) week before the meeting. Issues not covered by the contract, clarification of contract issues, various surveys and committee work related to mandatory bargaining subjects and city employment policies shall be regular agenda items for this committee.

### **31. Temporary or Seasonal Workers**

- 31.1 Temporary or seasonal worker for purposes of this contract shall mean one who is hired to work not more than 1,040 hours in any one specific classification in one specific department in any twelve (12) consecutive month period. Temporary workers will not be used for more than the 1,040 hour period. Exceptions to this policy shall be mutually agreed upon by the Employer and the Union. The Employer will not rotate temporaries through the same regular position(s).
- 31.2 The intended use of temporary or seasonal workers by the Employer is to cover seasonal workloads and to fill unexpected vacancies created by a sudden increased work load, to instruct classes and provide other services that do not require the use of regular staff, and to fill in as a result of termination or disabilities of regular employees. It is acknowledged that there will be exceptions to this policy. Exceptions to this policy shall be mutually agreed upon by the City and the Union.
- 31.3 The Employer will make all records of temporary or seasonal workers, the date they started, and total hours worked, available to the Union upon request.

### **32. Tobacco Free Work Environment**

- 32.1 All city facilities, including city-owned buildings, vehicles, individual employee offices, and offices or other facilities rented or leased by the city will be tobacco free.

### **33. Contract Amendments**



- 33.1 The parties agree that this Agreement may be amended in writing as agreed to by both parties without action of their respective legislative bodies, unless otherwise specified herein, including, but not limited to, amendment by Memorandum of Understanding or Memorandum of Agreement.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Eddie Allan, Deputy Director  
AFSCME, Washington State Council of County and  
City Employees, AFL-CIO

\_\_\_\_\_  
Lisa Takach, HR Director

\_\_\_\_\_  
Dave McGrath, President,  
AFSCME, 307VC

\_\_\_\_\_  
Kyle Peters, Vice-President,  
AFSCME, 307VC

\_\_\_\_\_  
Corri Powell, Executive Board,  
AFSCME, 307VC  
City Attorney's Office

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

\_\_\_\_\_  
Amanda Thompson, Executive Board  
AFSCME, 307VC  
Parks and Recreation

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

## Appendix A - Classifications and Rates of Pay

Salary Schedule adjusted by 4.75% effective January 1, 2022

| AFSCME 2022 Pay Ranges                  |          |          |          |          |          |          |          |          |
|-----------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Range Number                            | Step 1   | Step 2   | Step 3   | Step 4   | Step 5   | Step 6   | Step 7   | Step 8   |
| 1                                       | \$ 3,174 | \$ 3,286 | \$ 3,401 | \$ 3,521 | \$ 3,643 | \$ 3,771 | \$ 3,902 | \$ 4,058 |
| -                                       |          |          |          |          |          |          |          |          |
| 2                                       | \$ 3,255 | \$ 3,369 | \$ 3,486 | \$ 3,608 | \$ 3,733 | \$ 3,865 | \$ 4,000 | \$ 4,160 |
| 3                                       | \$ 3,335 | \$ 3,453 | \$ 3,574 | \$ 3,699 | \$ 3,828 | \$ 3,961 | \$ 4,100 | \$ 4,263 |
| Recreation Coordinator A                |          |          |          |          |          |          |          |          |
| 4                                       | \$ 3,419 | \$ 3,538 | \$ 3,662 | \$ 3,790 | \$ 3,923 | \$ 4,061 | \$ 4,203 | \$ 4,371 |
| 5                                       | \$ 3,503 | \$ 3,626 | \$ 3,754 | \$ 3,885 | \$ 4,020 | \$ 4,162 | \$ 4,306 | \$ 4,479 |
| 6                                       | \$ 3,592 | \$ 3,718 | \$ 3,847 | \$ 3,984 | \$ 4,122 | \$ 4,265 | \$ 4,415 | \$ 4,591 |
| Warehouse Worker                        |          |          |          |          |          |          |          |          |
| 7                                       | \$ 3,682 | \$ 3,811 | \$ 3,944 | \$ 4,081 | \$ 4,226 | \$ 4,373 | \$ 4,525 | \$ 4,706 |
| -                                       |          |          |          |          |          |          |          |          |
| 8                                       | \$ 3,774 | \$ 3,905 | \$ 4,043 | \$ 4,184 | \$ 4,329 | \$ 4,482 | \$ 4,638 | \$ 4,825 |
| 9                                       | \$ 3,868 | \$ 4,004 | \$ 4,144 | \$ 4,288 | \$ 4,437 | \$ 4,593 | \$ 4,755 | \$ 4,946 |
| Warehouse Technician<br>Legal Secretary |          |          |          |          |          |          |          |          |
| 10                                      | \$ 3,964 | \$ 4,103 | \$ 4,246 | \$ 4,396 | \$ 4,550 | \$ 4,710 | \$ 4,873 | \$ 5,068 |
| Maintenance Worker I                    |          |          |          |          |          |          |          |          |
| -                                       |          |          |          |          |          |          |          |          |

|                                                                                                                                     |          |          |          |          |          |          |          |          |
|-------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>11</b>                                                                                                                           | \$ 4,064 | \$ 4,206 | \$ 4,352 | \$ 4,504 | \$ 4,663 | \$ 4,827 | \$ 4,996 | \$ 5,194 |
| -                                                                                                                                   |          |          |          |          |          |          |          |          |
| <b>12</b>                                                                                                                           | \$ 4,166 | \$ 4,312 | \$ 4,462 | \$ 4,617 | \$ 4,780 | \$ 4,948 | \$ 5,120 | \$ 5,325 |
| <b>Facilities Maintenance<br/>Specialist I</b>                                                                                      |          |          |          |          |          |          |          |          |
| <b>13</b>                                                                                                                           | \$ 4,269 | \$ 4,419 | \$ 4,574 | \$ 4,734 | \$ 4,899 | \$ 5,070 | \$ 5,247 | \$ 5,459 |
| <b>Maintenance Worker II<br/>Recreation Specialist B<br/>Utility Locator</b>                                                        |          |          |          |          |          |          |          |          |
| <b>14</b>                                                                                                                           | \$ 4,376 | \$ 4,528 | \$ 4,688 | \$ 4,851 | \$ 5,021 | \$ 5,198 | \$ 5,380 | \$ 5,595 |
| <b>Street Light Technician I</b>                                                                                                    |          |          |          |          |          |          |          |          |
| <b>15</b>                                                                                                                           | \$ 4,485 | \$ 4,643 | \$ 4,804 | \$ 4,972 | \$ 5,146 | \$ 5,328 | \$ 5,513 | \$ 5,733 |
| <b>16</b>                                                                                                                           | \$ 4,597 | \$ 4,759 | \$ 4,925 | \$ 5,097 | \$ 5,275 | \$ 5,461 | \$ 5,652 | \$ 5,879 |
| <b>Water Quality Assistant<br/>Water System Operator</b><br>-                                                                       |          |          |          |          |          |          |          |          |
| <b>17</b>                                                                                                                           | \$ 4,597 | \$ 4,759 | \$ 4,925 | \$ 5,097 | \$ 5,275 | \$ 5,461 | \$ 5,652 | \$ 5,879 |
| <b>Chemical Specialist<br/>Inspector<br/>Maintenance Specialist<br/>Grounds Maintenance<br/>Specialist<br/>Warehouse Specialist</b> |          |          |          |          |          |          |          |          |
| <b>18</b>                                                                                                                           | \$ 4,831 | \$ 5,001 | \$ 5,175 | \$ 5,355 | \$ 5,544 | \$ 5,735 | \$ 5,937 | \$ 6,176 |
| <b>Building Repair Specialist<br/>Facilities Maintenance<br/>Specialist II</b>                                                      |          |          |          |          |          |          |          |          |
| <b>19</b>                                                                                                                           | \$ 4,952 | \$ 5,124 | \$ 5,302 | \$ 5,490 | \$ 5,680 | \$ 5,881 | \$ 6,087 | \$ 6,329 |

|                                                                                                                                                                                                                                                                                 |          |          |          |          |          |          |          |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>Administrative Assistant</b><br><b>Lead Maintenance Worker</b><br><b>Lead Utility Locator</b><br><b>Legal Assistant</b><br><b>Program Coordinator (Law)</b><br><b>Utility Maintenance</b><br><b>Mechanic</b><br><b>Utility Specialist</b><br><b>Water Quality Technician</b> |          |          |          |          |          |          |          |          |
|                                                                                                                                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>20</b>                                                                                                                                                                                                                                                                       | \$ 5,074 | \$ 5,252 | \$ 5,437 | \$ 5,626 | \$ 5,824 | \$ 6,027 | \$ 6,238 | \$ 6,488 |
| <b>Street Light Technician II</b>                                                                                                                                                                                                                                               |          |          |          |          |          |          |          |          |
|                                                                                                                                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>21</b>                                                                                                                                                                                                                                                                       | \$ 5,202 | \$ 5,384 | \$ 5,572 | \$ 5,768 | \$ 5,970 | \$ 6,178 | \$ 6,393 | \$ 6,650 |
| <b>Paralegal</b><br><b>Rehabilitation Specialist</b><br>-                                                                                                                                                                                                                       |          |          |          |          |          |          |          |          |
|                                                                                                                                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>22</b>                                                                                                                                                                                                                                                                       | \$ 5,332 | \$ 5,518 | \$ 5,713 | \$ 5,910 | \$ 6,119 | \$ 6,332 | \$ 6,554 | \$ 6,817 |
| <b>Water Treatment Plant</b><br><b>Operator</b><br>-                                                                                                                                                                                                                            |          |          |          |          |          |          |          |          |
|                                                                                                                                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>23</b>                                                                                                                                                                                                                                                                       | \$ 5,465 | \$ 5,658 | \$ 5,854 | \$ 6,059 | \$ 6,270 | \$ 6,491 | \$ 6,719 | \$ 6,987 |
| <b>Recreation Coordinator C</b><br><b>Traffic Signal Technician</b>                                                                                                                                                                                                             |          |          |          |          |          |          |          |          |
|                                                                                                                                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>24</b>                                                                                                                                                                                                                                                                       | \$ 5,603 | \$ 5,798 | \$ 6,001 | \$ 6,211 | \$ 6,429 | \$ 6,654 | \$ 6,886 | \$ 7,161 |
| <b>Water Quality Coordinator</b>                                                                                                                                                                                                                                                |          |          |          |          |          |          |          |          |
|                                                                                                                                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>25</b>                                                                                                                                                                                                                                                                       | \$ 5,740 | \$ 5,944 | \$ 6,151 | \$ 6,367 | \$ 6,589 | \$ 6,820 | \$ 7,059 | \$ 7,340 |
| <b>Investigator</b><br><b>Recreation Coordinator D</b><br>-                                                                                                                                                                                                                     |          |          |          |          |          |          |          |          |
|                                                                                                                                                                                                                                                                                 |          |          |          |          |          |          |          |          |

|                                                                                                                                                                 |          |          |          |          |          |          |          |          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>26</b>                                                                                                                                                       | \$ 5,886 | \$ 6,092 | \$ 6,304 | \$ 6,525 | \$ 6,754 | \$ 6,990 | \$ 7,235 | \$ 7,524 |
| <b>Lead Water Treatment Plant<br/>Operator</b>                                                                                                                  |          |          |          |          |          |          |          |          |
|                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>27</b>                                                                                                                                                       | \$ 6,034 | \$ 6,244 | \$ 6,463 | \$ 6,688 | \$ 6,923 | \$ 7,164 | \$ 7,415 | \$ 7,713 |
| <b>Electrician<br/>Facilities Systems<br/>Administrative Technician<br/><br/>HVAC Technician<br/>Lead Traffic Signal<br/>Technician<br/>Utility Electrician</b> |          |          |          |          |          |          |          |          |
|                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>28</b>                                                                                                                                                       | \$ 6,183 | \$ 6,400 | \$ 6,623 | \$ 6,854 | \$ 7,096 | \$ 7,344 | \$ 7,602 | \$ 7,904 |
| <b>Facilities Maintenance<br/>Specialist Lead<br/>SCADA Technician</b>                                                                                          |          |          |          |          |          |          |          |          |
|                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>29</b>                                                                                                                                                       | \$ 6,337 | \$ 6,559 | \$ 6,789 | \$ 7,027 | \$ 7,272 | \$ 7,527 | \$ 7,790 | \$ 8,103 |
| <b>Warehouse Supervisor<br/>Traffic Signal Specialist</b>                                                                                                       |          |          |          |          |          |          |          |          |
|                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>30</b>                                                                                                                                                       | \$ 6,497 | \$ 6,724 | \$ 6,959 | \$ 7,204 | \$ 7,454 | \$ 7,717 | \$ 7,985 | \$ 8,304 |
| <b>Public Works Supervisor</b>                                                                                                                                  |          |          |          |          |          |          |          |          |
|                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>31</b>                                                                                                                                                       | \$ 6,660 | \$ 6,892 | \$ 7,133 | \$ 7,382 | \$ 7,640 | \$ 7,908 | \$ 8,185 | \$ 8,511 |
|                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>32</b>                                                                                                                                                       | \$ 6,826 | \$ 7,064 | \$ 7,312 | \$ 7,567 | \$ 7,833 | \$ 8,107 | \$ 8,389 | \$ 8,726 |
|                                                                                                                                                                 |          |          |          |          |          |          |          |          |

**Salary Schedule adjusted by 4% effective January 1, 2023**

| <b>AFSCME 2023 Pay Ranges</b>                   |               |               |               |               |               |               |               |               |
|-------------------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Range Number</b>                             | <b>Step 1</b> | <b>Step 2</b> | <b>Step 3</b> | <b>Step 4</b> | <b>Step 5</b> | <b>Step 6</b> | <b>Step 7</b> | <b>Step 8</b> |
| <b>1</b>                                        | \$ 3,301      | \$ 3,417      | \$ 3,537      | \$ 3,662      | \$ 3,789      | \$ 3,922      | \$ 4,058      | \$ 4,220      |
| -                                               |               |               |               |               |               |               |               |               |
| <b>2</b>                                        | \$ 3,385      | \$ 3,504      | \$ 3,625      | \$ 3,752      | \$ 3,882      | \$ 4,020      | \$ 4,160      | \$ 4,326      |
| <b>3</b>                                        | \$ 3,468      | \$ 3,591      | \$ 3,717      | \$ 3,847      | \$ 3,981      | \$ 4,119      | \$ 4,264      | \$ 4,434      |
| <b>Recreation Coordinator A</b>                 |               |               |               |               |               |               |               |               |
| <b>4</b>                                        | \$ 3,556      | \$ 3,680      | \$ 3,808      | \$ 3,942      | \$ 4,080      | \$ 4,223      | \$ 4,371      | \$ 4,546      |
| <b>5</b>                                        | \$ 3,643      | \$ 3,771      | \$ 3,904      | \$ 4,040      | \$ 4,181      | \$ 4,328      | \$ 4,478      | \$ 4,658      |
| <b>6</b>                                        | \$ 3,736      | \$ 3,867      | \$ 4,001      | \$ 4,143      | \$ 4,287      | \$ 4,436      | \$ 4,592      | \$ 4,775      |
| <b>Warehouse Worker</b>                         |               |               |               |               |               |               |               |               |
| <b>7</b>                                        | \$ 3,829      | \$ 3,963      | \$ 4,102      | \$ 4,244      | \$ 4,395      | \$ 4,548      | \$ 4,706      | \$ 4,894      |
| -                                               |               |               |               |               |               |               |               |               |
| <b>8</b>                                        | \$ 3,925      | \$ 4,061      | \$ 4,205      | \$ 4,351      | \$ 4,502      | \$ 4,661      | \$ 4,824      | \$ 5,018      |
| <b>9</b>                                        | \$ 4,023      | \$ 4,164      | \$ 4,310      | \$ 4,460      | \$ 4,614      | \$ 4,777      | \$ 4,945      | \$ 5,144      |
| <b>Warehouse Technician<br/>Legal Secretary</b> |               |               |               |               |               |               |               |               |
| <b>10</b>                                       | \$ 4,123      | \$ 4,267      | \$ 4,416      | \$ 4,572      | \$ 4,732      | \$ 4,898      | \$ 5,068      | \$ 5,271      |
| <b>Maintenance Worker I</b>                     |               |               |               |               |               |               |               |               |
| -                                               |               |               |               |               |               |               |               |               |
| <b>11</b>                                       | \$ 4,227      | \$ 4,374      | \$ 4,526      | \$ 4,684      | \$ 4,850      | \$ 5,020      | \$ 5,196      | \$ 5,402      |
| -                                               |               |               |               |               |               |               |               |               |

|                                                                                                                                     |          |          |          |          |          |          |          |          |
|-------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>12</b>                                                                                                                           | \$ 4,333 | \$ 4,484 | \$ 4,640 | \$ 4,802 | \$ 4,971 | \$ 5,146 | \$ 5,325 | \$ 5,538 |
| <b>Facilities Maintenance<br/>Specialist I</b><br>-                                                                                 |          |          |          |          |          |          |          |          |
| <b>13</b>                                                                                                                           | \$ 4,440 | \$ 4,596 | \$ 4,757 | \$ 4,923 | \$ 5,095 | \$ 5,273 | \$ 5,457 | \$ 5,677 |
| <b>Maintenance Worker II<br/>Recreation Specialist B<br/>Utility Locator</b>                                                        |          |          |          |          |          |          |          |          |
| <b>14</b>                                                                                                                           | \$ 4,551 | \$ 4,709 | \$ 4,876 | \$ 5,045 | \$ 5,222 | \$ 5,406 | \$ 5,595 | \$ 5,819 |
| <b>Street Light Technician I</b>                                                                                                    |          |          |          |          |          |          |          |          |
| <b>15</b>                                                                                                                           | \$ 4,664 | \$ 4,829 | \$ 4,996 | \$ 5,171 | \$ 5,352 | \$ 5,541 | \$ 5,734 | \$ 5,962 |
| <b>16</b>                                                                                                                           | \$ 4,781 | \$ 4,949 | \$ 5,122 | \$ 5,301 | \$ 5,486 | \$ 5,679 | \$ 5,878 | \$ 6,114 |
| <b>Water Quality Assistant<br/>Water System Operator</b><br>-                                                                       |          |          |          |          |          |          |          |          |
| <b>17</b>                                                                                                                           | \$ 4,903 | \$ 5,073 | \$ 5,251 | \$ 5,435 | \$ 5,623 | \$ 5,823 | \$ 6,024 | \$ 6,265 |
| <b>Chemical Specialist<br/>Inspector<br/>Maintenance Specialist<br/>Grounds Maintenance<br/>Specialist<br/>Warehouse Specialist</b> |          |          |          |          |          |          |          |          |
| <b>18</b>                                                                                                                           | \$ 5,024 | \$ 5,201 | \$ 5,382 | \$ 5,569 | \$ 5,766 | \$ 5,964 | \$ 6,174 | \$ 6,423 |
| <b>Building Repair Specialist<br/>Facilities Maintenance<br/>Specialist II</b>                                                      |          |          |          |          |          |          |          |          |
| <b>19</b>                                                                                                                           | \$ 5,150 | \$ 5,329 | \$ 5,514 | \$ 5,710 | \$ 5,907 | \$ 6,116 | \$ 6,330 | \$ 6,582 |
| <b>Administrative Assistant<br/>Lead Maintenance Worker<br/>Lead Utility Locator<br/>Legal Assistant</b>                            |          |          |          |          |          |          |          |          |



|                                                                                                                                         |          |          |          |          |          |          |          |          |
|-----------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>Program Coordinator (Law)</b><br><b>Utility Maintenance Mechanic</b><br><b>Utility Specialist</b><br><b>Water Quality Technician</b> |          |          |          |          |          |          |          |          |
| <b>20</b>                                                                                                                               | \$ 5,277 | \$ 5,462 | \$ 5,654 | \$ 5,851 | \$ 6,057 | \$ 6,268 | \$ 6,488 | \$ 6,748 |
| <b>Street Light Technician II</b>                                                                                                       |          |          |          |          |          |          |          |          |
| <b>21</b>                                                                                                                               | \$ 5,410 | \$ 5,599 | \$ 5,795 | \$ 5,999 | \$ 6,209 | \$ 6,425 | \$ 6,649 | \$ 6,916 |
| <b>Paralegal</b><br><b>Rehabilitation Specialist</b><br>-                                                                               |          |          |          |          |          |          |          |          |
| <b>22</b>                                                                                                                               | \$ 5,545 | \$ 5,739 | \$ 5,942 | \$ 6,146 | \$ 6,364 | \$ 6,585 | \$ 6,816 | \$ 7,090 |
| <b>Water Treatment Plant</b><br><b>Operator</b><br>-                                                                                    |          |          |          |          |          |          |          |          |
| <b>23</b>                                                                                                                               | \$ 5,684 | \$ 5,884 | \$ 6,088 | \$ 6,301 | \$ 6,521 | \$ 6,751 | \$ 6,988 | \$ 7,266 |
| <b>Recreation Coordinator C</b><br><b>Traffic Signal Technician</b>                                                                     |          |          |          |          |          |          |          |          |
| <b>24</b>                                                                                                                               | \$ 5,827 | \$ 6,030 | \$ 6,241 | \$ 6,459 | \$ 6,686 | \$ 6,920 | \$ 7,161 | \$ 7,447 |
| <b>Water Quality Coordinator</b>                                                                                                        |          |          |          |          |          |          |          |          |
| <b>25</b>                                                                                                                               | \$ 5,970 | \$ 6,182 | \$ 6,397 | \$ 6,622 | \$ 6,853 | \$ 7,093 | \$ 7,341 | \$ 7,634 |
| <b>Investigator</b><br><b>Recreation Coordinator D</b><br>-                                                                             |          |          |          |          |          |          |          |          |
| <b>26</b>                                                                                                                               | \$ 6,121 | \$ 6,336 | \$ 6,556 | \$ 6,786 | \$ 7,024 | \$ 7,270 | \$ 7,524 | \$ 7,825 |
| <b>Lead Water Treatment Plant</b><br><b>Operator</b>                                                                                    |          |          |          |          |          |          |          |          |

|                                                                                                                                                                                                |          |          |          |          |          |          |          |          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>27</b>                                                                                                                                                                                      | \$ 6,275 | \$ 6,494 | \$ 6,722 | \$ 6,956 | \$ 7,200 | \$ 7,451 | \$ 7,712 | \$ 8,022 |
| <b>Electrician</b><br><b>Facilities Systems</b><br><b>Administrative Technician</b><br><b>HVAC Technician</b><br><b>Lead Traffic Signal</b><br><b>Technician</b><br><b>Utility Electrician</b> |          |          |          |          |          |          |          |          |
| <b>28</b>                                                                                                                                                                                      | \$ 6,430 | \$ 6,656 | \$ 6,888 | \$ 7,128 | \$ 7,380 | \$ 7,638 | \$ 7,906 | \$ 8,220 |
| <b>Facilities Maintenance</b><br><b>Specialist Lead</b><br><b>SCADA Technician</b>                                                                                                             |          |          |          |          |          |          |          |          |
| <b>29</b>                                                                                                                                                                                      | \$ 6,590 | \$ 6,821 | \$ 7,061 | \$ 7,308 | \$ 7,563 | \$ 7,828 | \$ 8,102 | \$ 8,427 |
| <b>Warehouse Supervisor</b><br><b>Traffic Signal Specialist</b>                                                                                                                                |          |          |          |          |          |          |          |          |
| <b>30</b>                                                                                                                                                                                      | \$ 6,757 | \$ 6,993 | \$ 7,237 | \$ 7,492 | \$ 7,752 | \$ 8,026 | \$ 8,304 | \$ 8,636 |
| <b>Public Works Supervisor</b>                                                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>31</b>                                                                                                                                                                                      | \$ 6,926 | \$ 7,168 | \$ 7,418 | \$ 7,677 | \$ 7,946 | \$ 8,224 | \$ 8,512 | \$ 8,851 |
| <b>32</b>                                                                                                                                                                                      | \$ 7,099 | \$ 7,347 | \$ 7,604 | \$ 7,870 | \$ 8,146 | \$ 8,431 | \$ 8,725 | \$ 9,075 |

**Salary Schedule adjusted by 4% effective January 1, 2024**

| <b>AFSCME 2024 Pay Ranges</b>                   |               |               |               |               |               |               |               |               |
|-------------------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Range Number</b>                             | <b>Step 1</b> | <b>Step 2</b> | <b>Step 3</b> | <b>Step 4</b> | <b>Step 5</b> | <b>Step 6</b> | <b>Step 7</b> | <b>Step 8</b> |
| <b>1</b>                                        | \$ 3,433      | \$ 3,554      | \$ 3,678      | \$ 3,808      | \$ 3,941      | \$ 4,079      | \$ 4,220      | \$ 4,389      |
| -                                               |               |               |               |               |               |               |               |               |
| <b>2</b>                                        | \$ 3,520      | \$ 3,644      | \$ 3,770      | \$ 3,902      | \$ 4,037      | \$ 4,181      | \$ 4,326      | \$ 4,499      |
| <b>3</b>                                        | \$ 3,607      | \$ 3,735      | \$ 3,866      | \$ 4,001      | \$ 4,140      | \$ 4,284      | \$ 4,435      | \$ 4,611      |
| <b>Recreation Coordinator A</b>                 |               |               |               |               |               |               |               |               |
| <b>4</b>                                        | \$ 3,698      | \$ 3,827      | \$ 3,960      | \$ 4,100      | \$ 4,243      | \$ 4,392      | \$ 4,546      | \$ 4,728      |
| <b>5</b>                                        | \$ 3,789      | \$ 3,922      | \$ 4,060      | \$ 4,202      | \$ 4,348      | \$ 4,501      | \$ 4,657      | \$ 4,844      |
| <b>6</b>                                        | \$ 3,885      | \$ 4,022      | \$ 4,161      | \$ 4,309      | \$ 4,458      | \$ 4,613      | \$ 4,776      | \$ 4,966      |
| <b>Warehouse Worker</b>                         |               |               |               |               |               |               |               |               |
| <b>7</b>                                        | \$ 3,982      | \$ 4,122      | \$ 4,266      | \$ 4,414      | \$ 4,571      | \$ 4,730      | \$ 4,894      | \$ 5,090      |
| -                                               |               |               |               |               |               |               |               |               |
| <b>8</b>                                        | \$ 4,082      | \$ 4,223      | \$ 4,373      | \$ 4,525      | \$ 4,682      | \$ 4,847      | \$ 5,017      | \$ 5,219      |
| <b>9</b>                                        | \$ 4,184      | \$ 4,331      | \$ 4,482      | \$ 4,638      | \$ 4,799      | \$ 4,968      | \$ 5,143      | \$ 5,350      |
| <b>Warehouse Technician<br/>Legal Secretary</b> |               |               |               |               |               |               |               |               |
| <b>10</b>                                       | \$ 4,288      | \$ 4,438      | \$ 4,593      | \$ 4,755      | \$ 4,921      | \$ 5,094      | \$ 5,271      | \$ 5,482      |
| <b>Maintenance Worker I</b>                     |               |               |               |               |               |               |               |               |
| -                                               |               |               |               |               |               |               |               |               |
| <b>11</b>                                       | \$ 4,396      | \$ 4,549      | \$ 4,707      | \$ 4,871      | \$ 5,044      | \$ 5,221      | \$ 5,404      | \$ 5,618      |
| -                                               |               |               |               |               |               |               |               |               |
| <b>12</b>                                       | \$ 4,506      | \$ 4,663      | \$ 4,826      | \$ 4,994      | \$ 5,170      | \$ 5,352      | \$ 5,538      | \$ 5,760      |

|                                                                                                                                                             |          |          |          |          |          |          |          |          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Facilities Maintenance<br>Specialist I<br>-                                                                                                                 |          |          |          |          |          |          |          |          |
|                                                                                                                                                             |          |          |          |          |          |          |          |          |
| 13                                                                                                                                                          | \$ 4,618 | \$ 4,780 | \$ 4,947 | \$ 5,120 | \$ 5,299 | \$ 5,484 | \$ 5,675 | \$ 5,904 |
| Maintenance Worker II<br>Recreation Specialist B<br>Utility Locator                                                                                         |          |          |          |          |          |          |          |          |
|                                                                                                                                                             |          |          |          |          |          |          |          |          |
| 14                                                                                                                                                          | \$ 4,733 | \$ 4,897 | \$ 5,071 | \$ 5,247 | \$ 5,431 | \$ 5,622 | \$ 5,819 | \$ 6,052 |
| Street Light Technician I                                                                                                                                   |          |          |          |          |          |          |          |          |
|                                                                                                                                                             |          |          |          |          |          |          |          |          |
| 15                                                                                                                                                          | \$ 4,851 | \$ 5,022 | \$ 5,196 | \$ 5,378 | \$ 5,566 | \$ 5,763 | \$ 5,963 | \$ 6,200 |
|                                                                                                                                                             |          |          |          |          |          |          |          |          |
| 16                                                                                                                                                          | \$ 4,972 | \$ 5,147 | \$ 5,327 | \$ 5,513 | \$ 5,705 | \$ 5,906 | \$ 6,113 | \$ 6,359 |
| Water Quality Assistant<br>Water System Operator<br>-                                                                                                       |          |          |          |          |          |          |          |          |
|                                                                                                                                                             |          |          |          |          |          |          |          |          |
| 17                                                                                                                                                          | \$ 5,099 | \$ 5,276 | \$ 5,461 | \$ 5,652 | \$ 5,848 | \$ 6,056 | \$ 6,265 | \$ 6,516 |
| Chemical Specialist<br>Inspector<br>Maintenance Specialist<br>Grounds Maintenance<br>Specialist<br>Warehouse Specialist                                     |          |          |          |          |          |          |          |          |
|                                                                                                                                                             |          |          |          |          |          |          |          |          |
| 18                                                                                                                                                          | \$ 5,225 | \$ 5,409 | \$ 5,597 | \$ 5,792 | \$ 5,997 | \$ 6,203 | \$ 6,421 | \$ 6,680 |
| Building Repair Specialist<br>Facilities Maintenance<br>Specialist II                                                                                       |          |          |          |          |          |          |          |          |
|                                                                                                                                                             |          |          |          |          |          |          |          |          |
| 19                                                                                                                                                          | \$ 5,356 | \$ 5,542 | \$ 5,735 | \$ 5,938 | \$ 6,143 | \$ 6,361 | \$ 6,583 | \$ 6,845 |
| Administrative Assistant<br>Lead Maintenance Worker<br>Lead Utility Locator<br>Legal Assistant<br>Program Coordinator (Law)<br>Utility Maintenance Mechanic |          |          |          |          |          |          |          |          |

|                                                       |          |          |          |          |          |          |          |          |
|-------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Utility Specialist<br>Water Quality Technician        |          |          |          |          |          |          |          |          |
| 20                                                    | \$ 5,488 | \$ 5,680 | \$ 5,880 | \$ 6,085 | \$ 6,299 | \$ 6,519 | \$ 6,748 | \$ 7,018 |
| Street Light Technician II                            |          |          |          |          |          |          |          |          |
| 21                                                    | \$ 5,626 | \$ 5,823 | \$ 6,027 | \$ 6,239 | \$ 6,457 | \$ 6,682 | \$ 6,915 | \$ 7,193 |
| Paralegal<br>Rehabilitation Specialist<br>-           |          |          |          |          |          |          |          |          |
| 22                                                    | \$ 5,767 | \$ 5,969 | \$ 6,180 | \$ 6,392 | \$ 6,619 | \$ 6,848 | \$ 7,089 | \$ 7,374 |
| Water Treatment Plant<br>Operator<br>-                |          |          |          |          |          |          |          |          |
| 23                                                    | \$ 5,911 | \$ 6,119 | \$ 6,332 | \$ 6,553 | \$ 6,782 | \$ 7,021 | \$ 7,268 | \$ 7,557 |
| Recreation Coordinator C<br>Traffic Signal Technician |          |          |          |          |          |          |          |          |
| 24                                                    | \$ 6,060 | \$ 6,271 | \$ 6,491 | \$ 6,717 | \$ 6,953 | \$ 7,197 | \$ 7,447 | \$ 7,745 |
| Water Quality Coordinator                             |          |          |          |          |          |          |          |          |
| 25                                                    | \$ 6,209 | \$ 6,429 | \$ 6,653 | \$ 6,887 | \$ 7,127 | \$ 7,377 | \$ 7,635 | \$ 7,939 |
| Investigator<br>Recreation Coordinator D<br>-         |          |          |          |          |          |          |          |          |
| 26                                                    | \$ 6,366 | \$ 6,589 | \$ 6,818 | \$ 7,057 | \$ 7,305 | \$ 7,561 | \$ 7,825 | \$ 8,138 |
| Lead Water Treatment Plant<br>Operator                |          |          |          |          |          |          |          |          |
| 27                                                    | \$ 6,526 | \$ 6,754 | \$ 6,991 | \$ 7,234 | \$ 7,488 | \$ 7,749 | \$ 8,020 | \$ 8,343 |
| Electrician                                           |          |          |          |          |          |          |          |          |

|                                                                                                                                                                |          |          |          |          |          |          |          |          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>Facilities Systems</b><br><b>Administrative Technician</b><br><b>HVAC Technician</b><br><b>Lead Traffic Signal Technician</b><br><b>Utility Electrician</b> |          |          |          |          |          |          |          |          |
| <b>28</b>                                                                                                                                                      | \$ 6,687 | \$ 6,922 | \$ 7,164 | \$ 7,413 | \$ 7,675 | \$ 7,944 | \$ 8,222 | \$ 8,549 |
| <b>Facilities Maintenance</b><br><b>Specialist Lead</b><br><b>SCADA Technician</b>                                                                             |          |          |          |          |          |          |          |          |
| <b>29</b>                                                                                                                                                      | \$ 6,854 | \$ 7,094 | \$ 7,343 | \$ 7,600 | \$ 7,866 | \$ 8,141 | \$ 8,426 | \$ 8,764 |
| <b>Warehouse Supervisor</b><br><b>Traffic Signal Specialist</b>                                                                                                |          |          |          |          |          |          |          |          |
| <b>30</b>                                                                                                                                                      | \$ 7,027 | \$ 7,273 | \$ 7,526 | \$ 7,792 | \$ 8,062 | \$ 8,347 | \$ 8,636 | \$ 8,981 |
| <b>Public Works Supervisor</b>                                                                                                                                 |          |          |          |          |          |          |          |          |
| <b>31</b>                                                                                                                                                      | \$ 7,203 | \$ 7,455 | \$ 7,715 | \$ 7,984 | \$ 8,264 | \$ 8,553 | \$ 8,852 | \$ 9,205 |
| <b>32</b>                                                                                                                                                      | \$ 7,383 | \$ 7,641 | \$ 7,908 | \$ 8,185 | \$ 8,472 | \$ 8,768 | \$ 9,074 | \$ 9,438 |

## Appendix B- Paid Time Off (PTO) Accrual Schedule Effective October 1, 2015

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired before March 24, 2003 and after January 1, 1980<br>*Based on an 8-hour day |                 |               |                                                        |    |                                      |     |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|--------------------------------------------------------|----|--------------------------------------|-----|
| Year of Service                                                                                                                                 | Hours Per Month | Days Per Year | Maximum amount of Hours /<br>Days payout at separation |    | Maximum Accumulation<br>Hours / Days |     |
| 0 to5                                                                                                                                           | 18.34           | 27.5          | 440                                                    | 55 | 608                                  | 76  |
| 5+ to10                                                                                                                                         | 20.34           | 30.5          | 488                                                    | 61 | 656                                  | 82  |
| 10+ to 15                                                                                                                                       | 22.34           | 33.5          | 536                                                    | 67 | 704                                  | 88  |
| 15+ to 20                                                                                                                                       | 24.34           | 36.5          | 584                                                    | 73 | 752                                  | 94  |
| 20+                                                                                                                                             | 26.34           | 39.5          | 632                                                    | 79 | 800                                  | 100 |

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired on or after March 24, 2003<br>Based on an 8-hour day |                 |               |                                                        |    |                                      |     |
|---------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|--------------------------------------------------------|----|--------------------------------------|-----|
| Year of Service                                                                                                           | Hours Per Month | Days Per Year | Maximum amount of Hours /<br>Days payout at separation |    | Maximum Accumulation<br>Hours / Days |     |
| 0 to 2                                                                                                                    | 15              | 22.5          | 360                                                    | 45 | 528                                  | 66  |
| 2+ to 5                                                                                                                   | 18.34           | 27.5          | 440                                                    | 55 | 608                                  | 76  |
| 5+ to 10                                                                                                                  | 20.34           | 30.5          | 488                                                    | 61 | 656                                  | 82  |
| 10+ to 15                                                                                                                 | 22.34           | 33.5          | 536                                                    | 67 | 704                                  | 88  |
| 15+ to 20                                                                                                                 | 24.34           | 36.5          | 584                                                    | 73 | 752                                  | 94  |
| 20+                                                                                                                       | 26.34           | 39.5          | 632                                                    | 79 | 800                                  | 100 |

**AFSCME, Local 307VC**  
**Addendum Agreement – City Attorney’s Office Support Staff**

This addendum agreement, hereinafter referred to as the Addendum, is effective as of the date indicated herein and is effective for the term of the AFSCME, Local 307VC collective bargaining agreement that begins January 1, 2018, hereinafter referred to as the Agreement, and it is by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and the Washington State Council and City Employees, AFSCME Local 307VC, hereinafter referred to as the Union.

The articles in this Addendum are applicable to AFSCME employees of the City Attorney’s Office, and they modify and supersede the corresponding articles in the Agreement. Articles and sub-articles in the Agreement that are not modified in the Addendum apply, in their entirety, to all AFSCME bargaining units and members.

**1. Recognition and Bargaining Unit**

The Employer hereby recognizes the Union as the sole exclusive bargaining agent for the purposes of establishing wages, hours, fringe benefits and working conditions for employees of the City within the City Attorney’s bargaining unit as described below:

All office clerical, technical, and support personnel in the City Attorney’s office of the City of Vancouver, excluding elected officials, City Attorney and professional employees.

**7. Identification of Jobs**

- 7.7 Acting of Out-Of-Class Assignments: When acting or out-of-class appointments are made to higher paying positions, preference shall be given on a rotation basis to qualified employees within the program area or division. The rotation list shall be by seniority. Employees must have one (1) year of service prior to consideration for placement in an acting position. When the most senior employee has been given an out-of-class appointment, the next appointment shall be given to the next lower person on the list. Employees on the list have the option of refusing the out-of-class assignment.



## **10. Work Week, Hours of Work, Shifts**

### **10.5 Shift Assignments**

From time to time, current work schedules may be temporarily changed to fill needs due to sick leave, military leave, or unanticipated absences. This could involve transferring an employee from one period of consecutive days to another. Such change will not be subject to provisions for premium pay on the first, second and third days, or the fourth day in the case of a five (5) day work schedule, provided that the following criteria are met:

10.5.1 Any time a work schedule is changed, it will consist of consecutive days of work.

10.5.2 Employees will be notified of the change at least twenty-four (24) hours in advance of the new work schedule.

10.5.3 The work schedule change shall be of a temporary nature, not to exceed thirty (30) days.

10.5.4 Employees may request work schedule changes, but the City shall assume no obligation for premium pay on the initial first, second, and third days, or the fourth day in the case of a five (5) day work schedule of the new shift.

10.5.5 A work schedule differential of \$2.00 per hour shall apply to regular work schedules that include a Saturday or Sunday.

### **10.6 Flexible Work Schedules – Applies to Employees of the City Attorney’s Office**

The Union and the City mutually agree that staff of the City Attorney’s Office (CAO) covered under this agreement may flex their hours to accommodate issues arising from personal and/or work-related situations. Allowing staff to flex their hours across days, i.e. from one day to the next, may cause an employee to work more hours than their regular shift on one day while working fewer hours than their regular shift the next day. In the event an employee’s schedule is flexed from one day to the following day, the employee shall not be entitled to overtime pay as provided in Article 11.5.1 of this agreement. The City shall still be required to

comply with the overtime provisions of the Fair Labor Standards Act should an employee work more than forty (40) hours in the work week.

Requests for flex scheduling need to be scheduled within or reasonably close to regular business hours.

Requests for flex scheduling will be handled on a case-by-case basis and must be approved in advance by the employee's supervisor. No employee will be denied a flex scheduling request for arbitrary or capricious reasons.

## **11. Rates of Pay**

### **11.5.1 Overtime and Callback Time**

All scheduled overtime and/or callback time shall be offered on a seniority basis by program area or based on the needs of a particular case or project, starting with the most senior qualified person.

## **25. Layoff, Recall, and Bumping**

- 25.4 When an employee is identified for a layoff or reduction in force, they shall be permitted to move into a vacant job or classification, within the same bargaining unit and division (Criminal or Civil), provided that the employee meets the minimum qualifications for the job. If an employee has served in both the Criminal and Civil divisions and is qualified, they may bump into either division. If there is no vacancy to move into, the employee may bump according to the progression below:
- a. The employee may bump the least senior employee in the division (or bargaining unit for those who qualify and have served in both divisions) in their same classification, provided that the bumping employee has more seniority.
  - b. If no opportunity exists in subparagraph a. (above), then the employee may bump the least senior employee in the division (or bargaining unit for those who qualify and have served in both divisions) in the next lowest classification, provided that the bumping employee has more seniority.
  - c. If no opportunities exist in subparagraphs a. or b. (above), then the employee may bump the least senior employee in the division (or bargaining unit for those who qualify and have served in both divisions) in the classification lower than the next lowest, provided the bumping employee has more seniority.
- 25.5 In all cases of movement into vacant positions and bumping, the employee must be qualified to perform the new position's duties at the time of movement (i.e.,

the employee has the requisite license, certification and/or training and experience at the time of movement).

Bumping may only occur within the same division (or bargaining unit for qualified employees who have served in both divisions), and an employee is only eligible for one bump attempt, meaning if they are not qualified to bump according to the progression above, no other bumping options will be allowed.

An employee who bumps into a new position as an alternative to layoff and who fails to perform the functions of the new position during probation will be placed on the reinstatement list. Such employees will only be eligible for reinstatement to the position from which they were laid off. Failure to pass probation for reasons other than performing the functions of the new position will result in termination in accordance with Article 22.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Lisa Takach, HR Director

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

**For the Union**

\_\_\_\_\_  
Eddie Allan, Deputy Director  
AFSCME, Washington State Council of County and  
City Employees, AFL-CIO

\_\_\_\_\_  
Dave McGrath, President,  
AFSCME, 307VC

\_\_\_\_\_  
Kyle Peters, Vice-President,  
AFSCME, 307VC

\_\_\_\_\_  
Corri Powell, Executive Board,  
AFSCME, 307VC  
City Attorney's Office

**AFSCME, Local 307VC**  
**Addendum Agreement – Recreation Division**

This addendum agreement, hereinafter referred to as the Addendum, is effective as of the date indicated herein and is effective for the term of the AFSCME, Local 307VC collective bargaining agreement that begins January 1, 2018, hereinafter referred to as the Agreement, and it is by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and the Washington State Council and City Employees, AFSCME Local 307VC, hereinafter referred to as the Union.

The articles in this Addendum are applicable to AFSCME employees of the Recreation Division, and they modify and supersede the corresponding articles in the Agreement. Articles and sub-articles in the Agreement that are not modified in the Addendum apply, in their entirety, to all AFSCME bargaining units and members.

**1. Recognition and Bargaining Unit**

The Employer hereby recognizes the Union as the sole and exclusive bargaining agent for the purposes of establishing wages, hours, fringe benefits and working conditions for employees of the City within the Recreation bargaining unit as described below:

All full-time and regular part-time employees of the Recreation Division of the City of Vancouver Parks and Recreation Department in the Firstenburg Community Center, Marshall Community Center, Luepke Senior Center and the Vancouver Tennis Center, excluding supervisors, confidential employees, Parks Division employees, customer service representatives, facilities assistants, field maintenance, support specialists and department aides.

**7. Identification of Jobs**

7.7 Acting or Out-Of-Class Assignments: When acting or out-of-class appointments are made to higher paying positions, preference shall be given to the most senior qualified (including all required certifications) employees the next lowest classification within the workgroup. (For example, the most senior qualified Recreation Specialist B would be appointed to an acting or out-of-class assignment for a Recreation Specialist C provided they were within the same workgroup.) Employees must have one (1) year of service prior to consideration for placement in an acting position. Employees may refuse the out-of-class assignment.

**10. Work Week, Hours of Work, Shifts**

10.3.2 For the purposes of administering shift differential, shifts are defined as follows:

Day Shift: 6:00 a.m. to 5:00 p.m.

Swing Shift: 3:00 p.m. to 12:00 a.m.  
Graveyard Shift: 10:00 p.m. to 6:00 a.m.

Not all day, swing, or graveyard shifts will be within the specific shift start and end times noted above; however, if more than 50% of a shift is scheduled (including a split shift – where an employee works part of the shift, has a multiple hour block off, and then returns for the balance of the shift) in either the swing or graveyard shift, it will be eligible for shift differential. Shift differential rates are detailed in article 11.6.

#### 10.5 Shift Assignments

10.5.5 No work schedule differential shall apply to regular work schedules that include a Saturday or Sunday.

#### 10.6 Flexible Work Schedules – Applies to Non-Exempt Employees of the Recreation Division

Non-exempt staff of the Recreation Division covered under this agreement may flex their hours to accommodate issues arising from personal and/or work-related situations. Allowing staff to flex their hours across days, i.e. from one day to the next, may cause an employee to work more hours than their regular shift on one day while working fewer hours than their regular shift the next day. In the event an employee's schedule is flexed from one day to the following day, the employee shall not be entitled to overtime pay as provided in Article 11.6.1 of this agreement. The City shall still be required to comply with the overtime provisions of the Fair Labor Standards Act should an employee work more than forty (40) hours in the work week.

Requests for flex scheduling need to be scheduled within or reasonably close to regular business hours.

Requests for flex scheduling will be handled on a case-by-case basis and must be approved in advance by the employee's supervisor. No employee will be denied a flex scheduling request for arbitrary or capricious reasons.

### 11. Rates of Pay

#### 11.5.1 Overtime

All scheduled overtime and/or callback time shall be offered on a seniority basis by workgroup (e.g. aquatics, fitness, etc.), starting with the most senior qualified (including all required certifications) employee in the classification required to meet the overtime needs (e.g., overtime would not be given to a Recreation Specialist A who had more seniority than a Recreation Specialist B if the overtime required staffing at the Recreation Specialist B level).

**11.6 Overtime and Compensatory Time for Recreation Coordinator C's and D's- effective August 1, 2015**

- 11.6.1 As exempt employees, Recreation Coordinator C's and D's are accountable for personal time management and are not entitled to overtime under the FLSA. Exempt employees may flex their hours to accommodate issues arising from personal and/or work-related situations. All flexing of hours must be within the same pay period.
- 11.6.2 However, by mutual agreement of the employer and employee, and with supervisor approval, employees may be eligible to receive overtime compensation above their regularly scheduled hours on an hour-for-hour basis.
- 11.6.3 With prior supervisor approval, employees may be eligible for overtime pay for extraordinary hours worked beyond their regularly scheduled hours in the pay period.
- 11.6.4 Employees may accrue compensatory time off in lieu of overtime compensation. Compensatory time off shall be accumulated at the same rate as overtime compensation would have otherwise been paid (1:1). The maximum accrual shall be forty (40) hours. Employees will be allowed to use accrued compensatory time off by mutual agreement with their supervisor. In the event an employee is affected by layoff from their regular position the employer will payout the balance of the Employee's compensatory time balance at the employee's rate of pay at the time of layoff.

**13.3 – 13.6 Holidays for Recreation Coordinators and Administrative Assistants**

|                                                     | <b>Recreation Coordinators A &amp; B<br/>and Administrative Assistants</b> | <b>Recreation Coordinators C &amp; D</b>                          |
|-----------------------------------------------------|----------------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Not Working</b>                                  | <b>8 hrs holiday*</b>                                                      | <b>8 hrs holiday*</b>                                             |
| <b>Scheduled (with<br/>supervisor<br/>approval)</b> | <b>1 1/2 times for hours worked;<br/>and<br/>8 hrs holiday*</b>            | <b>Straight time for hours worked;<br/>and<br/>8 hrs holiday*</b> |

|                              |                                                                 |                                                             |
|------------------------------|-----------------------------------------------------------------|-------------------------------------------------------------|
| <b>Emergency<br/>Call-In</b> | <b>1 1/2 times for hours worked;<br/>and<br/>8 hrs holiday*</b> | <b>1 1/2 times for hours worked; and<br/>8 hrs holiday*</b> |
|------------------------------|-----------------------------------------------------------------|-------------------------------------------------------------|

**\*pro-rated by FTE for part-time**

## **25. Layoff, Recall, and Bumping**

25.4 When an employee is identified for a layoff or reduction in force, they shall be permitted to move into a vacant job or classification, within the same bargaining unit (Parks, Streets, Recreation), provided that the employee meets the minimum qualifications for the job. If there is no vacancy to move into, the employee may bump according to the progression below:

- a. The employee may bump the least senior employee in the bargaining unit in their same classification, provided that the bumping employee has more seniority (e.g. Recreation Coordinator D bumps a less senior Recreation Coordinator D) and also holds any required certifications.
- b. If no opportunity exists in subparagraph a. (above), then the employee may bump the least senior employee in the bargaining unit in the next lowest classification, provided that the bumping employee has more seniority (e.g. Recreation Coordinator D bumps the least senior Recreation Coordinator C) and also holds any required certifications.
- c. If no opportunities exist in subparagraphs a. or b. (above), then the employee may bump the least senior employee in the bargaining unit in the classification lower than the next lowest, provided the bumping employee has more seniority (e.g. Recreation Coordinator D bumps the least senior Recreation Specialist B) and also holds any required certifications.



Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Eddie Allan, Deputy Director  
AFSCME, Washington State Council of County and  
City Employees, AFL-CIO

\_\_\_\_\_  
Lisa Takach, HR Director

\_\_\_\_\_  
Dave McGrath, President,  
AFSCME, 307VC

\_\_\_\_\_  
Kyle Peters, Vice-President,  
AFSCME, 307VC

\_\_\_\_\_  
Amanda Thompson, Executive Board  
AFSCME, 307VC  
Parks and Recreation

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk



**Staff Report: 160-22**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 11/7/2022

**SUBJECT** Collective Bargaining Agreement with the Joint Labor Coalition (JLC) consisting of Teamsters, Local #58, IAM District Lodge #W24, Plumbers & Steamfitters and Local #290

**Key Points**

- Three-year collective bargaining agreement effective January 1, 2022 to December 31, 2024
- Rates of Pay for 2022 will be adjusted by 4.75%, 2023 by 4%, 2024 by 4% for all covered classifications
- 2022 increases will be retroactive to January 1, 2022
- \$900 one-time ratification incentive
- Changes to shift differential, boot/tool allowance, safety glasses, HART homeless encampment clean-up, to align with inflationary increases and support effectiveness of operations
- Administrative changes to PTO accrual chart and PTO sell back program to provide clarity and align with best practice
- Enhancements in support of diversity, equity and inclusion recognizing Juneteenth as a paid holiday, updating the Day After Thanksgiving holiday to Native American Heritage Day, as well as utilizing inclusive language throughout the agreement
- Modest increase due to inflation for prescription safety glasses, tools and boot allowance
- Premium for homeless clean-up in parks & medians deemed public health hazard
- Maintains the City health care contribution of up to 5% of any increasing premium costs for the life of the contract

**Strategic Plan Alignment**

N/A

**Present Situation**

The labor agreement between the City and the JLC bargaining unit expired on December 31, 2021. The parties were able to work through a collaborative process and consensual decision

making on many of the provisions for a new three-year agreement. The new labor agreement was recently ratified by the JLC members and is now being brought to Council for approval.

**Advantage(s)**

If ratified, the City and bargaining unit will have a collective bargaining agreement and will be operating under an agreement that meets the business needs of both parties.

**Disadvantage(s)**

There are no known disadvantages to ratifying.

**Budget Impact**

The City of Vancouver Biennial Budget contains funding for the increases included in the collective bargaining agreement with the JLC. Based on where inflationary increases are during 2023-2024, the relevant budget will be included in both the City's six-year forecast and in the 2023-2024 Biennial Budget.

**Prior Council Review**

Adopted 2021-2022 Biennial Budget

**Action Requested**

Authorize the City Manager or designee to sign the January 1, 2022, to December 31, 2024, Collective Bargaining Agreement with the Joint Labor Coalition by executing the same.

*Lisa Takach, Human Resources Director, 360-487-8611*

**ATTACHMENTS:**

- ▣ 2022-2024 JLC Contract Track Changes Draft
- ▣ 2022-2024 JLC Contract - Clean Copy

Agreement  
by and between  
City of Vancouver  
and  
Joint Labor Coalition

Teamsters, Local #58  
IAM, District Lodge #W24  
Plumbers & Steamfitters, Local #290

January 1, ~~2021~~2022 – December 31, ~~2021~~2024

# Joint Labor Coalition Contract

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# Joint Labor Coalition Master Agreement

This agreement is between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and the Joint Labor Coalition, comprised of those local Unions and associations affiliated with national Unions and associations described herein and hereinafter referred to as the Coalition or the Union for purposes of setting forth the mutual understanding of the parties regarding wages, hours, and conditions of employment of those employees for whom the Employer has recognized the Coalition as the exclusive collective bargaining representative.

## 1. Recognition and Bargaining Unit

- 1.1 The Employer hereby recognizes the Unions listed below as the exclusive bargaining representative for the purposes stated in Ch. 41.56 RCW of all regular full-time and regular half-time employees employed within the bargaining unit of this agreement and as certified by the State of Washington Public Employment Relations Commission (PERC), but shall exclude all supervisory, professional, temporary, seasonal and part-time workers or employees.
  - 1.1.1 All employees of the Grounds Maintenance Division of the Operations Center of the Public Works Department, as indicated on Appendix A to the master agreement, represented by Local #58, International Brotherhood of Teamsters, hereinafter referred to as the Union.
  - 1.1.2 All employees of the Equipment Services Division of the Public Works Department, including the Vancouver Fire Shop Personnel, as indicated on Appendix A to the master agreement, represented by District Lodge, #W24, International Association of Machinists, hereinafter referred to as the Union.
  - 1.1.3 All employees of Development Review Division (DRD) as indicated on Appendix A to the master agreement, represented by the Plumbers and Steamfitters, Local #290, hereinafter referred to as the Union.
  - 1.1.4 Seniority – At the date of ratification of the contract by all signatories to this Agreement, City seniority and bargaining unit seniority are of equal value, except for purposes of layoff and bumping as provided for in Article 26.
  - 1.1.5 The classifications of employees covered by this agreement are set forth in Appendix A which is attached hereto and made a part of this agreement. When classification on Union inclusion cannot be agreed upon by the Employer and the Union, either party may petition PERC to review the position in question and render a written opinion of its findings that shall be binding on the Employer and the Union.
  - 1.1.6 In instances where contract language is in conflict with addenda, the addenda takes precedence over the Master Agreement.

## **2. Nondiscrimination**

- 2.1 The Employer and the Union agree that they will not discriminate unfairly against any employee by reason of race, creed, age, color, sex, national origin, religious belief, marital status, mental or physical disability, sexual orientation, active military duty or employees who have been honorably discharged, or any other criteria established by state or federal statutes, rules or regulations.
- 2.2 Whenever words denoting the masculine gender are used in this agreement, they are intended to apply equally to either gender.
- 2.3 There shall be no discrimination or harassment exercised against any employee covered by this agreement because of his or her membership or Union activities.

## **3. Rights of Management**

- 3.1 The management of the municipal corporation, including but not limited to, the organization, scheduling, staffing, and direction of the workforce, is vested exclusively in the Employer, subject to the terms of this agreement. Examples of management rights include, but are not limited to:
  - 3.1.1 To take whatever action is either necessary or advisable to determine, manage and fulfill the mission of the organization;
  - 3.1.2 To determine the number of employees to be employed;
  - 3.1.3 To hire employees, determine their qualifications and assign and direct their work;
  - 3.1.4 To evaluate employees' performance;
  - 3.1.5 To set the standards of productivity, and the services to be provided;
  - 3.1.6 To control and regulate the use of facilities, equipment, and other property of the Employer;
  - 3.1.7 To determine the number, location and operation of departments, divisions, and all other units of the Employer;
  - 3.1.8 Determine the methods, processes and means of providing municipal services;
  - 3.1.9 Appoint and/or lateral transfer the assignment of employees to specific jobs within their job classification or title.
- 3.2 The Employer has the right to introduce any and all new, improved and automated methods or equipment to improve efficiency and to reduce costs and assign employees within the bargaining



unit in accordance with such improvements and cost reduction methods. All matters not specifically and expressly covered or treated by the language of this agreement may be administered for its duration by the Employer in accordance with such policies or procedures as the Employer, from time to time, may determine. This article recognizes an employee's right to use the grievance procedures set forth in Article 21 below.

## 4. Union Security

4.1 The terms and conditions of this agreement in regard to Union security are as follows:

- 4.1.1 The parties agree that the terms of this Agreement shall apply equally to all employees, as defined in Article 1.1 of this Agreement, and within the bargaining unit. Any bargaining unit employee may authorize the Employer to deduct from ~~his/her~~their pay the amount of Union membership dues charged by the Union for representation and services provided by the Union. This signed authorization must be in writing and forwarded to the Human Resources Department.
- 4.1.2 Any bargaining unit employee, as defined in Article 1.1 of this Agreement, who does not want to become a member of the Union, has the option to pay fees in an amount equal to Union dues charged by the Union for representation and services provided by the Union. This signed authorization must be in writing and forwarded to the Human Resources Department.
- 4.1.3 Those employees of the Employer as defined in 1.1 to this agreement, who do not elect to become a member of the Union and pay Union dues; or who do not pay fees to the Union; and who require services beyond bargaining the Agreement; may be charged fees for such services in an amount determined by the Union.
- 4.1.4 The Union agrees to provide the Employer with Union dues deduction assignment forms for each employee who desires to pay ~~their/his/her~~ Union dues and initiation fees by payroll deduction. The Employer will deduct such dues from the wages of the employees and forward them to the Union each month.
- 4.1.5 In the event an employee covered by the bargaining unit notifies the Employer that ~~he or she~~the employee no longer elects to have dues or fees deducted from their pay, the Employer shall notify the Union of the notification within five (5) working days.
- 4.1.6 Listing of New and Terminated Employees: The Employer agrees to notify the Union of new hires within the first thirty (30) days of employment:
  - a. By the 10<sup>th</sup> of the following month, a listing of bargaining unit employees hired, promoted or terminated during the previous month. Such listing shall contain the names of the employees, along with their job classification, and department.

- b. Twice each year, and upon request by a Coalition union, the Employer shall provide, within 14 calendar days of the request, a list of bargaining unit members, their department/section, classification, base pay, fulltime/part-time status and city seniority date. If specifically requested, the Employer will also provide the classification seniority for employees in the bargaining unit classifications requested. The process for calculating classification seniority is manual, and if such a request is made, the Employer will work with the union(s) to provide the information within a timeframe that is acceptable to both parties.
- c. Twice each year and upon request by the union, the employer shall provide, within 14 calendar days of the request, a listing of all non-represented employees, their classification and department.

4.1.7 The Union shall defend, indemnify and hold harmless the City and its officials, representatives and agents against any and all claims, suits orders, judgments, or liability arising from this Article.

## **5. Union Representatives and Union Activity**

- 5.1 The Union shall inform the Employer in writing of the names of its officers, business representatives and stewards who are accredited to represent the Union, which information shall be kept up-to-date at all times. Only persons so designated will be accepted by the Employer as representatives of the Union.
- 5.2 Union representatives may, after receiving permission from the supervisor, visit the work location of employees covered by this agreement, for the purpose of administering provisions of the agreement related to grievance processing, disciplinary action and posting of Union notices on City provided bulletin boards.
- 5.3 Solicitation of Union membership or collection or checking of dues will not be conducted during working hours, other than as follows:
  - 1. Union representatives are allowed access to new employees at an agreed upon time by the City and Union, for purposes of informing the employee about the exclusive bargaining representative within the first ninety (90) days of the employee's start date; and
  - 2. Union representatives shall have access to new employees once for new employee orientation for no more than 30 minutes; and
  - 3. Access shall occur during the employee's regular working hours at the employee's regular worksite, unless otherwise agreed.

The Employer agrees not to discriminate against any member of the Union for his or her activity in behalf of or membership in the Union, provided such activity is not carried on during working hours, except as expressly provided in this agreement.

- 5.4 Employee officers of the Union or stewards shall be allowed reasonable time away from their work assignment for the purposes of meetings with the City for collective bargaining, grievances or disciplinary hearings or such other legitimate activities as are mutually agreed upon between

the Union and the City. City employees participating in such meetings or activities will be allowed to do so without loss of pay if scheduled during said employee's regularly scheduled work time. If meetings or activities go beyond the regularly scheduled work time, then the employees shall be on their own time not paid by the City. For the purposes of attendance at the bargaining table, including individual union addendum bargaining sessions, not more than two (2) on duty employees per Union will be present. The Plumbers and Steamfitters, Local 290 agree that they will have one (1) paid City employee at the bargaining table.

- 5.4.1 Employee Union representatives shall request permission from their immediate manager for time away from their work assignment. Such request shall be granted provided the time does not unreasonably detract from their work performance and is in compliance with the above requirements as to the nature of the activity. Time away from their work assignment to act in the role of Union representative shall be coded on their timesheet accordingly.
- 5.4.2 Employee Union representatives and affected employees shall be allowed time away from their work assignment for meetings with the City. A reasonable amount of prep and debrief time necessary for these meetings shall be allowed.
- 5.5 City work hours shall not be used by employees or the business representatives for the conduct of Union business or the promotion of Union affairs other than stated above.
- 5.6 The City shall provide bulletin board space for Union notices in a conspicuous location where workers frequent regularly in each work area.
- 5.7 Use of City telephones or computers related to Union business
  - a. City telephones or computers is allowed subject to the following:
    - 1. When such use is de minimis and incidental, such as arranging a meeting with a Union Representative.
    - 2. For the purpose of conducting an investigation of a grievance, such as individual inquiries to co-workers.
    - 3. For the purpose of interacting with the City's representatives concerning Union-City business, such as setting dates for City-Union meetings, making inquiries regarding grievances, etc.
  - b. The uses cited in "5.7 (a) may continue only if they incur no additional cost to the City. The content of any and all communications using the City computer system is not privileged and may be subject to City review.

## **6. Strikes, Work Stoppages and Work Slowdowns**

- 6.1 The Employer and the Union's signatory to this agreement agree that the public interest requires the efficient and uninterrupted performance of all city services and to this end pledge their best efforts to avoid or eliminate any conduct contrary to this objective. During the term of this

agreement, the Union and/or the employees covered by this agreement shall not cause or engage in any work stoppage, strikes, slowdown or other interference with Employer functions, nor shall the city institute a lockout.

- 6.2 In the event that a strike, boycott, slowdown, mass sick call, work stoppage or other interruption of work occurs during the life of this agreement, the Employer shall notify the Union of the existence of such activity and request information from the Union as to whether or not the activity has been authorized. The Union, after immediately responding to the Employer's request, will then proceed to make every reasonable effort to terminate the work interruption activity and induce the employees concerned to return to work so that service to the citizens of the City of Vancouver will not be affected. Employees shall not earn any benefits or wages whatsoever while they are engaged in such actions. In addition, employees who engage in or encourage such actions shall be subject to discipline up to and including discharge.

## **7. Identification of Jobs**

- 7.1 Job classifications shall be defined by the current class specification for each of the job class titles listed in Appendix A of this agreement.
- 7.2 The Employer shall have the sole responsibility for making work assignments. In the event of conflicting assignments from management representatives, the employee shall have the right to seek clarification from the directing management representative. The employee shall not be disciplined for following management directives.
- 7.3 When there is a change in the job duties assigned to an employee such that the employee is required to possess substantially different qualifications or is assigned a substantially different level of responsibility, the Employer shall conduct the classification review for the purpose of determining the appropriate job classification for the revised job. If reasonable and practical, the Employer will assign the positions to an existing class which better describes the duties assigned to the job. If there is no appropriate existing job classification, the Employer shall establish a new job classification. If the incumbent in the position is qualified for the revised job classification, ~~he/she~~[the employee](#) shall be placed in the new classification at the nearest step providing an increase. An incumbent who is not qualified for the new classification shall maintain his or her current range and continue to receive any step increases that are due.
- 7.4 The salary range for the new classification shall be established following Employer procedures so that the salary of the new class is competitive. The salary range shall be submitted to the Union for review. Within thirty (30) calendar days of receipt of such City notice, the Union shall notify the City of its agreement or disagreement with the City's provisional salary range for the new classification. If the Union disagrees with the salary range, it may request that the Employer shall negotiate with the Union with regard to establishment of an equitable salary range for the new job class. In the event the City and Union are unable to agree upon an equitable salary and mediation does not result in a resolution, the question may be submitted to an arbitrator under the procedures set forth in 21.3 of this agreement. The City shall have the right to employ persons at its provisional salary range during the term of negotiations, subject to full retroactive payment to all affected employees upon the conclusion of negotiations or arbitration.

- 7.5 If a new classification is established by the City, a notification consisting of the job specification will be provided in writing to the Union coalition.
- 7.6 During the life of this agreement, should the City perform a market study on wages, if any classification is above 105% or fall below 90% of the market rate, the parties agree to meet and confer on those classifications.

The City of Vancouver agrees to conduct a market study in 2020 of all positions in the Joint Labor Coalition, and will provide employees the opportunity to participate in the update of their job description.

## **8. Posting of Jobs**

- 8.1 It is the desire and intent of the Employer to fill job vacancies from qualified applicants within the city before hiring new employees, providing the employees who apply have the required qualifications for the particular job.
- 8.2 Vacant positions will be filled from employment lists established by Human Resources except when an alternate procedure is allowed by employment policies in the case of entry level positions and flexibly staffed positions.

A flexibly staffed position is one which may be filled at the entry (I) level by an employee who may be promoted to the full working (II) level on the basis of successful performance at the entry level.

Placement on an employee list will be on the basis of examination of candidates' qualifications. Employees shall be allowed paid time off from their work schedule to participate in interviews for in-house positions. When candidates are to be examined for placement on an employment list, the City will post a notice of the examination and accept applications for seven (7) regularly scheduled working days and shall be posted in each reporting duty station subject to this Agreement where employee access to Employer provided computer systems and its internet network is not made available.

The employment list may be effective up to six months. Employees may decline consideration for appointment to a vacant position and remain on the employment list in the same rank or position.

- 8.3 Vacant positions may be posted on a simultaneous or internal/external basis, based on the following guidelines:
- 8.3.1 All applications will be collected directly by the Human Resources Department.
  - 8.3.2 The Employer shall first view internal applications.

8.3.3 If the Employer determines that no internal candidates meet the qualifications or staffing need as stated on the job announcement, the Employer may consider the external applicants in its recruitment process.

## 9. Probation

9.1 A newly hired or rehired employee is subject to a six (6) month probationary period. The probationary period for new employees may be extended, with notification to the Union, to a maximum of six (6) additional months. The Employer may discipline or discharge any newly hired or rehired employee at any time during the probationary period, with or without cause, and such discipline or discharge shall not be subject to appeal.

9.2 Promotions and voluntary demotions are subject to a six (6) month probationary period. The probationary period for a promotion and voluntary demotion may be extended, with notification to the Union, to a maximum of six (6) additional months.

In the event an employee does not successfully complete a promotion/voluntary demotion probationary period, the employee will be assigned to the employee's original position (if available or vacant) or to another vacant position for which ~~he/she~~the employee is qualified in the same class as, and at the same salary level as, the employee's original position. If the original position is not available, and no other vacant position is available meeting the applicable criteria in this Article, the employee will be placed on a reinstatement list for their original position or classification for a maximum of thirty six (36) months. Nothing in this section shall restrict the rights of the Employer under Article 22.

9.3 An employee who is transferred into a job within the same classification or accepts a lateral transfer into a different classification may serve a six (6) month probationary period as set forth in this section, if the job is significantly different than their previous job. In the event an employee does not successfully complete a transfer probationary period, the employee will be assigned to the employee's original position (if vacant) or to another vacant position for which ~~he/she~~the employee is qualified in the same class as, and at the same salary level as, the employee's original position. If the original position or another available vacant position for which the employee is qualified is not available, ~~the employee~~he/she will be placed on a reinstatement list for their original position or same classification for a maximum of ~~thirty~~six~~thirty-six~~ (36) months. Nothing in this section shall restrict the rights of the Employer under Article 22.

9.4 Nothing in this Article shall restrict an employee's entitlement to applicable provisions impacting wages and benefits.

## 10. Work Week, Hours of Work, Shifts

10.1 The work week is defined as the period between 12:01 a.m., Sunday through 12:00 midnight the following Saturday, unless otherwise determined for specific employees.

10.2 Work Schedule

The normal assigned work schedule shall be five (5) consecutive days of eight (8) consecutive hours, excluding lunch periods, followed by two (2) days of rest; not to exceed forty (40) hours of work in the work week. It is understood that the five (5) consecutive days does not imply a Monday through Friday schedule. Other work schedules may be determined by mutual agreement of the Union and the Employer.

### 10.3 Work Shift

Short term, temporary shift reassignments may be made when the Employer determines that an emergency exists. Under those circumstances, the Employer shall give the employee a minimum of four (4) hours' notice prior to the start of the new shift. If such notice is less than four (4) hours, the Employer shall pay the employee according to call-back pay provisions of 11.4 of this agreement.

10.3.1 An emergency is defined as a natural event or unexpected circumstance which necessitates the Employer to change schedules on short notice to address essential operational or service needs on an immediate basis.

10.3.2 Normal shift starting times shall begin within the following time frames:

First shift - 7:00 p.m. to 4:59 a.m. (graveyard)

Second shift - 5:00 a.m. to 11:59 a.m. (day shift)

Third shift - 12:00 noon to 6:59 p.m. (swing shift)

Regular assignments to openings on shifts will be made based on seniority when the employee meets the qualifications of the new shift and the Employer's work needs. A regular assignment is one with no end date or one which is expected to last over thirty days. If the most senior employees decline then a less senior employee may be assigned.

### 10.4 Rest Periods

Each employee shall be given a ~~20 minute~~20-minute paid rest period in the first half of the working shift and a 20 minute paid rest period in the second half of the working shift, and an unpaid lunch period during the shift. Such periods begin when the employee leaves the work site and ends upon ~~their~~his/her return to the work site.

## 11. Rates of Pay

### 11.1 Wages

~~All bargaining Unit Wages-wages~~ will be set as outlined in Appendix "A" to this agreement. Salary adjustments shall be calculated from step 1 of range 1.

Upon ratification of the 2022-2024 contract, employees who were active Joint Labor Coalition members and eligible to vote on the ratification of the 2022-2024 Joint Labor Coalition collective bargaining agreement will receive a one-time payment of \$900.00 (gross), prorated based on FTE status (e.g. a 0.5 FTE will receive \$450).

Effective January 1, ~~2021~~2022

Salary schedule will be adjusted by ~~two~~ four and seventy-five hundredths percent (~~2.04.75~~%)

Effective January 1, 2023

The 2022 salary schedules for covered classification wages shall be adjusted by 4%.

Effective January 1, 2024

The 2023 salary schedules for covered classification wages shall be adjusted by 4%. Salary adjustments shall be calculated from step 1 of range 1.

#### 11.1.1 Payroll Periods

The pay periods and pay dates will be as follows:

| Pay Period                               | Pay Date         |
|------------------------------------------|------------------|
| 1 <sup>st</sup> through 15 <sup>th</sup> | 25 <sup>th</sup> |
| 16 <sup>th</sup> through end of month    | 10 <sup>th</sup> |

Employees will be paid a monthly salary which shall be split equally between the two (2) pay periods. Timesheets submitted in error will be corrected on the following pay check.

#### 11.2 Salary Step Plan

Employees will move through the defined salary steps on an annual basis, based on adjusted salary review date. For example, if an employee is hired between the first (1<sup>st</sup>) and the fifteenth (15<sup>th</sup>) of the month the pay adjustment would be on the first (1<sup>st</sup>) day of the current month. If an employee is hired between the sixteenth (16<sup>th</sup>) and the end of the month, the adjustment would be on the first (1<sup>st</sup>) day of the following month.

##### 11.2.1 Promoted Employees

At the time of promotion, employees will move to the step in the range of the new class which results in an increase of at least 5%. Upon successful completion of a promotional probationary period, the employee's salary shall then be increased to the next step of the new range on the adjusted salary review date and annually thereafter up to the top of the range. In no event shall a promoted employee's salary be less than the starting pay of the salary range for the new class, nor in excess of the highest step of the regular salary range for the new class.

##### 11.2.2 Demoted Employees

Employees who voluntarily demote (defined as voluntarily applying for and accepting a position in a lower pay range) will be placed in the appropriate pay range for the new



classification that results in the least amount of pay reduction, but not above the top of the new range. If an employee is not at the top step, their next step date will be one-year from the demotion date.

#### 11.2.3 Laterally Transferred Employees

Employees who voluntarily take a lateral transfer (defined as voluntarily applying for and accepting a position in the same pay range) will remain at their same step. If an employee is not at the top step, they will retain their next step date.

#### 11.2.4 Flexibly Staffed Positions

Flexibly staffed positions are classifications that allow the City to hire individuals who lack one of the required qualifications (such as CDL) at a lower level, and then give them the time to obtain the needed requirement. Upon attainment of the needed requirement, the individual's position is moved to the higher classification. An example is the Grounds Maintenance Specialist I/II classification. At the time the position is moved to the higher classification, the employee will move to the step in the range of the higher classification which results in an increase of at least 5%. The employee's next eligibility for a step increase is one year from that date and annually thereafter up to the top of the new range.

- 11.3 The hourly rate of the employee will be ~~their~~<sup>his/her</sup> monthly base rate multiplied by twelve (12) months and divided by 2,080 hours. This rate multiplied by eight (8) hours (or ten (10) hours, if applicable) will be the daily base rate; multiplied by forty (40) hours will be the weekly base rate; and multiplied by 173.3 hours will be the monthly base rate. For purposes of overtime calculations only, the employee's hourly base rate shall be calculated using all compensation required by FLSA.

#### 11.4 *Callback Pay*

Employees who have completed their regular shift, are on the way home, or at home, and are required to work other than a continuation of their shift, shall be paid at double their base rate of pay for hours worked. Any call-back pay shall be for a minimum of two (2) hours, during which time the Employer may provide and require work of the employee called back.

##### 11.4.1 Overtime and Callback Time

All scheduled overtime and/or call back time shall be offered on a seniority basis by Department, starting with the most senior qualified person. At the Operations Center, when this departmental seniority list is exhausted, the Master Operations Center Seniority list will then be used. The most senior employees have the option as to placement on the call out list. Seniority is defined as length of employment with the city. In work groups who have an employee receiving standby pay per Article 11.4.3, the initial call will go to the employee carrying the pager or cell phone who will be responsible for the call. Call back pay shall be paid in accordance with Article 11.4 and overtime shall be paid in accordance with Article 11.5.1. Unanticipated and unscheduled overtime which extends

beyond the end of a shift for the crew working on a specific project will be offered first to the appropriate and qualified Union member(s) at the site working on the project at the end of the shift.

Temporary or seasonal workers will not be allowed to work scheduled overtime until regular full or half-time employees within that work unit have had the opportunity to work the overtime. The Employer will make a good faith effort to notify regular employees of overtime opportunities before such work is offered to temporary workers. This will not preclude temporary or seasonal workers from working overtime which extends beyond the end of their shift or emergency situations.

#### 11.4.2 Telephone Calls at Home After Hours

Employees who are required by the Employer to answer work-related questions by telephone when they are not at work shall be paid for time actually spent on the telephone at the rate of one-and-one-half (1 ½) their normal base rate calculated to the nearest quarter hour, with a quarter-hour minimum. Special pay premiums, such as holiday pay, do not apply to time paid under this article.

#### 11.4.3 Stand by Pay

If the Employer requires an employee to carry a pager or cell phone in order to respond to off duty call-outs, the employee carrying the pager or cell phone while off duty shall be compensated at a flat rate of \$150.00 per week or \$21.43 per day. The employee on standby must be fit for duty and able to reach the assigned duty station in forty (40) minutes. This does not apply to the Operations' Technical Rescue Team which is covered by an existing Memorandum of Understanding.

### 11.5 Overtime Compensation

The Employer will attempt to meet its overtime requirements on a voluntary basis among the employees and in the event there are insufficient volunteers to meet the requirements, the Employer may require the necessary employees to work starting with the least senior qualified employee.

11.5.1 Overtime compensation will start anytime an employee is required to work beyond the end of their/his/her shift (typically eight (8) hours or ten (10) hours per shift) and will be compensated to the nearest quarter hour, at the rate of time and one-half (1 ½) for the first eight (8) hours of overtime and thereafter at double time. Employees shall have the option to flex their schedule within their defined work week, without incurring overtime, as long as it is mutually agreed upon in advance.

11.5.2 Any employee required to work on their/his/her first day of rest, or their/his/her first and second day of rest in the case of employees who have three (3) consecutive days of rest, shall be compensated at their/his/her base rate plus one-half of their/his/her base rate or time and one-half (1½).

11.5.3 Any employee required to work on [his/her/their](#) second day of rest, or [his/her/their](#) third day of rest in the case of employees who have three (3) consecutive days of rest, shall be compensated at [his/her/their](#) base rate plus [his/her/their](#) base rate (double time) for the first eight (8) hours of work, and for any hours worked over eight (8) shall be compensated at her/her base rate plus time and one-half (2 ½ times). If the employee voluntarily chooses to work on these days of rest, the employee shall be compensated as outlined in 11.5.2, above.

11.5.4 All overtime compensation shall be paid in compliance with the requirements of the Federal FLSA and applicable Washington State laws.

#### 11.5.5 Compensatory Time

Employees may accrue compensatory time off in lieu of overtime compensation.

11.5.5.1 The decision to grant comp time as an alternative to paid overtime shall be at the Employer's discretion.

11.5.5.2 Compensatory time off shall be accumulated at the same rate as overtime compensation would have otherwise been paid (i.e., time and one-half generally, except for work on the employee's second day of rest, or third day of rest for employees with three (3) consecutive days of rest).

11.5.5.3 The maximum accrual shall be eighty (80) hours.

11.5.5.4 Employees will be allowed to use accrued compensatory time off by mutual agreement with their supervisor, and subject to any restrictions for such use established under the Fair Labor Standards Act (FLSA).

11.5.5.5 In the event an employee is affected by layoff from their regular position, the employer will payout the balance of the Employee's compensatory time balance at the employee's rate of pay at the time of layoff.

#### 11.6 Shift Differential

Any employee whose regularly scheduled shift is the third shift (swing shift) as defined in 10.3.2 shall be paid a shift differential of one dollar and seventy-five cents (\$1.75) per hour for hours worked; any employee whose regularly scheduled shift is the first shift (graveyard) as defined in 10.3.2 shall be paid a shift differential of two dollars (\$2.00) per hour for hours worked. For purposes of shift differential payment, regularly scheduled includes scheduled overtime, but does not include call back or extension of shift overtime. Requested assignments made to accommodate an employee's personal situation and shifts picked up on overtime do not qualify for shift differential. [Employee regularly scheduled on first or third shift, will receive their regular shift differential payment when scheduled for work-related meetings or training on day shift.](#)

## 11.7 Working Out-of-Class

11.7.1 An employee who is temporarily assigned by management, in writing, to ~~perform~~perform the assigned duties and responsibilities of a higher level position shall be paid either at a rate 5% above ~~his/her~~their current rate of pay, (not to exceed the top of the range for the out-of-class assignment), or at the entry rate of the higher job class, whichever is greater.

11.7.1.1 An employee must be assigned for a period of three (3) or more consecutive work days to receive out-of-class pay. The out-of-class pay shall be paid beginning with the first hour of the assignment.

11.7.2 The same employee shall not be assigned to the higher level duties for more than six (6) consecutive months unless specifically approved by the City Manager for extenuating circumstances. The Union will be given notice when management anticipates that an employee will be performing the principle duties of a higher classification for a period of more than 30 days.

11.7.3 The out-of-class rate of pay shall apply for that time actually worked in the higher class. Periods of paid leave during the out-of-class assignment shall be compensated at the employee's normal rate of pay. Following a paid leave, the out-of-class pay shall resume on the first day returned; provided that the leave is for not more than fifteen (15) consecutive working days and the employee returns to the out-of-class assignment on the first day returned.

11.7.4 A position may be career developed up to a maximum of one (1) year.

## 12. Leave Benefits

### 12.1 Paid Time Off (PTO)

12.1.1 Employees shall accrue paid time off (PTO) in accordance with the schedule in Appendix B, to be used for vacation, illness or personal business.

Part-time employees assigned to a 0.50 – 0.90 FTE position will accrue PTO hours on a pro-rated basis to the maximum.

Bereavement leave and military leave are separate categories as specified in 12.4 and 12.5 of this article, below.

12.1.2 Employees may begin using accrued PTO hours as soon as the hours are earned in said bank. PTO hours accrued in a pay period cannot be used in the same pay period in which

time is earned, i.e. PTO hours accrued in the 1<sup>st</sup> through the 15<sup>th</sup> pay period cannot be used until the 16<sup>th</sup> through the end of the month pay period and so forth.

An employee shall be paid for all earned and accrued PTO hours, as outlined in Appendix B, at the employee's current rate of pay when [the employee/he/she](#) terminates employment. All leave time may be used in a minimum of 30-minute segments.

12.1.3 PTO time off must be approved by the supervisor. Normally at least five (5) working days advance notice of the absence will be required unless mutually agreed upon shorter notice is provided. PTO scheduling within the division shall be based on seniority within the city and shall be limited to a two (2) week block per selection.

12.1.4 "Unscheduled PTO" is defined as time off that is requested less than twenty-four (24) hours prior to the day of the leave. Unscheduled PTO needs to be reflected on an employee's timecard. Guidelines on the frequency and use of unscheduled PTO time will be established within individual divisions or departments.

## 12.2 *Grandfathered Sick Leave Cash Out*

Any employee hired before January 1, 1980, and retiring from the Employer with a bank of grandfathered sick leave shall be paid a sum equal to 50 percent (50%) of [his/her/their](#) accrued and unused grandfathered sick leave.

## 12.3 *Paid Leave while on FMLA Leave*

If an employee is on authorized leave which qualifies as protected under applicable State and Federal leave laws, the employee shall use existing PTO, grandfathered sick leave, and/or compensatory time, with the choice of which category to draw on first at the employee's option. At the employee's option, the employee may reserve up to forty (40) hours of PTO leave in their bank and elect to take leave without pay.

## 12.4 *Bereavement Leave*

A maximum of forty (40) hours (pro-rated based on FTE) of bereavement leave shall be allowed when there is a death in an employee's immediate family.

Immediate family is defined as spouse, domestic partner, child, mother, father, brother, sister or step family, aunt, uncle, niece or nephew, mother-in-law, father-in-law, daughter-in-law, son-in-law, brother-in-law, sister-in-law, grandparents and grandchildren, and grandparents and grandchildren of the spouse or member of the employee's household. Bereavement leave in excess of the durations identified above may be charged to an employee's PTO account or sick leave account, if applicable under FMLA or as required by law, with the approval of the supervisor. It is understood that the policy extends to similar members of a domestic partner's family as detailed above.

The City reserves the right to require documentation of the death using a standard form provided by the City.

#### 12.5 *Military Leave*

The Employer abides by the provisions of the laws of the State of Washington and the Federal USERRA laws which stipulates that employees who are members of the National Guard or Federal Reserve Military Units are entitled to be absent from their duties for a period of up to twenty-one (21) days with pay during each military calendar year (October 1 through September 30) while engaged in the performance of ordered military duty and while going to or from such duty.

During periods of military conflict, an employee who is married to a military member of the US Armed Forces, National Guard or Reserves will be granted up to fifteen (15) days of unpaid leave before their deployment. Employees are eligible for this leave per deployment. The spouse must provide the Employer a copy of the member's orders.

#### 12.6 *Family Leave – FMLA*

Under the terms of the Family and Medical Leave Act of 1993 (FMLA) and the state law, upon the completion of one (1) year of employment, any employee who has worked at least one thousand two hundred fifty (1,250) hours during the prior twelve (12) calendar months shall be entitled to up to twelve (12) weeks of leave in accordance with FMLA and based on a rolling twelve (12) month period for specified family and medical reasons as required by FMLA, and the Washington Family Care Act.

#### 12.7 *Pregnancy/Childbirth Disability Leave*

When required by Washington State law, the Employer will grant a leave of absence for the period of temporary disability because of pregnancy or childbirth.

### **13. Holidays**

13.1 The following days are recognized as legal paid holidays for which time off is to be granted:

New Year's Day -- January 1  
Martin Luther King's Birthday - Third Monday in January  
President's Day -- Third Monday in February  
Memorial Day -- Last Monday in May  
[Juneteenth – June 19](#)  
Independence Day -- July 4  
Labor Day -- First Monday in September  
Veterans Day - November 11

Thanksgiving Day -- Fourth Thursday in November

Native American Heritage Day - The day immediately following Thanksgiving Day  
Friday in November

Christmas Day -- December 25

- 13.2 Any of the above holidays which may fall on a calendar Saturday shall be celebrated on the previous Friday; any of the above holidays which fall on a calendar Sunday shall be celebrated on the following Monday.
- 13.3 Any employee whose normal work schedule requires him/her to work on a holiday may schedule eight (8) hours off at any time after the holiday, mutually agreed upon by the supervisor and the employee. Any employee for whom a holiday falls on his/her/their normal day off shall be granted eight (8) hours into a holiday bank to use as time off in the future, - after mutually agreed upon by the supervisor and the employee.
- 13.3.1 This holiday bank shall have a limit of forty (40) hours for each employee. Once the bank reaches the limit, all further time will be paid out at the appropriate rate.
- 13.4 Any employee who is on medically authorized sick leave when a holiday occurs will receive eight (8) hours pay for that holiday and will not have his/her/their sick leave accrual charged.
- 13.5 Any employee who works on a city holiday, or its equivalent for shift personnel, shall be paid double his/her/their base rate for hours worked, plus pay for the holiday. Hours worked beyond eight (8) on the holiday shall be compensated at triple the employee's regular rate.

## 14. Employee Insurance

- 14.1 Employees covered by this agreement will be provided insurance benefits as follows:
- 14.2 **Life Insurance.** Each employee shall receive a life insurance policy in an amount equal to 100% of the employee's annual salary, rounded to the next higher multiple of \$1,000. In addition, employees shall have the option of choosing dependent and/or additional life insurance on a payroll deduction basis.
- 14.3 **Long Term Disability.** Regular full-time and half-time bargaining unit employees will be covered by a City-paid group long-term disability insurance policy.

### 14.4 Health Insurance.

- A. Employees and their eligible dependents will have the option of selecting any combination of medical and dental coverage from the following:
- a. **Medical**
- i. HMO Plan
  - ii. HMO Plan – CDHP (Consumer Driven Health Plan)
  - iii. PPO Plan
  - iv. PPO Plan – CDHP (Consumer Driven Health Plan)

- b. **Dental**
  - i. PPO Plan
  - ii. HMO Plan

**B. Consumer Driven Health Plans (CDHP).**

- a. CDHP's will include a Health Savings Account (HSA).
  - i. The City will make a contribution to the Employee's HSA in the following amounts:
    - 1. Employee-only coverage - \$1,500
    - 2. Employee plus one or more dependents - \$3,000
- b. Employees may also contribute pre-tax dollars to their HSA up to the limits allowed by law.

**C. Premiums.**

~~2021~~2022-2024. Beginning January 1, ~~2021~~2022, January 1, 2023, and January 1, 2024, the City contribution will increase up to 5% of any increasing premium costs. This means the City will pay up to the first 5% of any increasing premium cost plus the City's previous year's premium sharing amount. The employee's share would be the previous year's premium sharing amount plus any premium costs above 5%. See appendix C for a copy of the ~~2021~~2022 healthcare rates.

- E. In addition, members have an opt-out/cash-back option for eligible employees upon certification of other group coverage.

**F. Flexible Spending Account (FSA).**

- a. For employees enrolled in a non-CDHP plan: Employees will have the option of participating in a FSA for reimbursable medical costs, dependent care costs, or premium sharing costs.
- b. For employees enrolled in a CDHP plan: Employees will have the option of participating in a FSA for dependent care costs.

- 14.5 It is understood that the type and level of benefits available from the City's health plan carriers may be changed from time to time by the carrier, and the City shall not have a duty or obligation to negotiate over such changes with the Coalition. Additionally, the City retains the right to change health plan providers as long as the new plan provides a comparable level of benefits as negotiated in this contract.

**14.6 Dental Insurance.**

The City will pay 100% of the employee and eligible dependent cost for selected dental insurance for the term of this agreement.



- 14.7 Medical and dental insurance premiums for regular part-time employees shall be paid by the Employer in the same portion as detailed in 14.4 above, and pro-rata, based on the employee's budgeted FTE (full-time equivalent).
- 14.8 The Labor-Management Insurance Committee will meet no less than annually to share information on benefits (including, but not limited to health, dental, life and long-term disability insurance). The City may also use this forum to gather feedback, ideas and alternatives to current plan offerings and/or designs as needed.

## **15. Fitness for Duty**

The parties recognize that employees have the responsibility to report to work fit for duty.

- 15.1 To ensure physical and mental fitness, the employee may be required to provide to the Employer a fully completed certification from a medical and/or psychological provider on a City-provided form of the employee's fitness to perform the specific duties of their job or light duty alternative before returning to work.
- 15.2 The Employer also has the right to send employees for medical and/or psychological examinations at the City's expense for additional certification of fitness for duty whenever the Employer reasonably believes that the employee is not fit for duty or may be a danger to themselves or others.
- a. Should the findings of the employer requested medical and/or psychological exam have an adverse effect on the employee's employment, the employee will have an opportunity, at their sole discretion and expense, for a second examination.
- 15.3 The City shall comply with all applicable medical records confidentiality laws associated with any employee medical information.

## **16. Retirement Plan**

- 16.1 All eligible employees and the Employer shall participate in the Washington Public Employees Retirement System (PERS) to the extent provided for by Washington state law.

## **17. Training Program**

- 17.1 Training shall be scheduled by the Employer. Time spent in training shall be paid in compliance with the requirements of the Federal FLSA and applicable Washington State law. If the employee receives notification of essential certification requirements from the certifying agency, the employee has a responsibility to inform the Employer in a timely manner. City required safety and health trainings are not covered by this employee notification requirement.
- 17.2 Every effort will be made to schedule required training during on-duty time. Personnel may be scheduled and required to attend training outside of their normal shift.

- 17.3 Employees who desire tuition aid for specialized individual training or academic training may submit their request in accordance with City of Vancouver Policies and Procedures.
- 17.4 Any employee required to possess a certification for ~~his/her~~their position shall obtain such certification within the timeline established by the job announcement and/or offer letter, and shall maintain such certification during ~~his/her~~their tenure in such position. Failure to either obtain or maintain required certification(s) may be grounds for actions pursuant to Article 22 of this contract if the Employer has fulfilled their responsibility in accordance with subsections 17.1 and 17.2 above.

## **18. Clothing, Tools and Safety Equipment**

- 18.1 The Employer shall purchase and replace such clothing, uniforms, and other equipment as designated by the department head, and shall make all necessary replacements as the need arises. All uniforms or equipment being replaced shall be returned to the Employer at the time of replacement.
- 18.2 Employees agree to maintain all clothing and equipment in good condition and not subject it to abuse beyond the regular call of duty.

## **19. Driver's Licenses**

- 19.1 The parties recognize that the Federal Highway Administration (FHWA) has established regulations for employees required to have a Commercial Driver's license (CDL).

All employees in applicable positions are expected to obtain and maintain a commercial driver's license with such endorsement as necessary to operate vehicles assigned to their work unit.

Employees new to a position requiring a CDL shall be allowed up to six (6) months to obtain a CDL permit and up to one year to obtain the license. Both dates start from the date of hire into the position requiring a CDL. Failure to either obtain or maintain the required CDL may be grounds for discipline up to and including termination of employment.

The City will provide:

- 19.1.1 An opportunity for each employee to develop the skill required to obtain the license.
- 19.1.2 Reimbursement for fees to obtain the license and endorsements, provided that if the employee incurs additional charges because ~~he or she~~they fails any part of the exam, those charges shall be the employee's responsibility.
- 19.1.3 The required medical/physical examination, provided that, at the city option, the city may reimburse the employee for a physical examination by a physician of the Employer's choice. An employee wishing to use ~~his or her~~their own physician when the

city offers a paid examination with its own physician will not be reimbursed for the examination.

- 19.1.4 Use of a city vehicle to take the practical/driving portion of the examination, on city time, provided that the city may require the employee demonstrate proficiency in operating the vehicle in a trainee capacity before allowing the employee to use the vehicle in the driving test.
  - 19.1.5 All employees required to maintain a Commercial Drivers' License shall be subject to all rules and regulations issued by the federal government including requirements for drug testing.
- 19.2 For those employees who must drive vehicles to carry out their job as determined by the Employer, if any employee has ~~his/her~~their driver's license (or CDL for those employees required to have a CDL) revoked or suspended for one hundred twenty (120) days or less, then the Employer will make a reasonable effort to reassign the employee to jobs not requiring driving. If such reassignment is not practical, the employee shall be suspended without pay. The employee may elect to take other appropriate available leave (accrued PTO or compensatory time) in lieu of suspension without pay. If the employee's driver's license (or CDL for those employees required to have CDL) is revoked or suspended for more than one hundred twenty (120) days, then the Employer shall make a reasonable effort to reassign the employee. If such reassignment is not practical, the employee shall be immediately discharged.
- If an employee has been discharged from employment with the City for the loss of their required driver's license or CDL and is actively appealing the basis for the loss through the justice system, the City will consider them eligible for appointment to the next available position for which they are qualified if their appeal is successful and their required driver's license or CDL is reinstated within one year from the date of loss. An employee receiving an appointment to a position will return with the seniority and accrual rates that they had at the time they were discharged. Only employees who fit this specific criterion will be given this consideration.
- 19.3. Notwithstanding the provision of section 19.2 above, the Employer retains the right to pursue actions under Article 22 for inappropriate workplace behavior which results in their driver's license (or CDL for those employees required to have a CDL) being revoked or suspended.
  - 19.4 If an employee in a job which requires a driver's license (or CDL for those employees required to have a CDL) has their license revoked or suspended for medical reasons, the Employer will make a reasonable effort to reassign the employee to duties which do not require a driver's license (or CDL for those employees required to have a CDL) and for which the employee is qualified. The Employer will not create work or a position to accommodate the employee. If the Employer is not able to find existing work to which the employee can be assigned, then the employee may be separated from employment in accordance with public laws, this contract and city policies.

## **20. Mileage Reimbursement, Parking Rates and Commute Trip Reduction (CTR)**

- 20.1 Mileage Reimbursement- Some jobs may require the use of an individual employee's automobile. In the event this is required by the Employer, it will pay the employee a mileage reimbursement at the rate established by the Internal Revenue Service.
- 20.2 Parking Rates – City employees who work in the downtown area pay for parking in City-owned or -operated lots or on permitted street spaces. The rates below are applicable to those employees who currently work downtown or who will work downtown in the future.

- 20.2.1 City-Owned or -Operated Lot Rates and On-Street Parking.

With respect to all parking options, city employees will be expected to pay the prevailing parking rates.

- 20.2.3 Payment of Parking Fees

City work locations in the downtown area require employees to pay for parking should they want to park in a City owned or operated lot or in a permitted on-street parking space. Employees not currently paying parking fees because of their work location or commuting choice are subject to paying fees if their work location or commuting choice changes to one where parking fees are in effect. Conversely, employees who currently work in the downtown area and pay for parking will not be subject to that requirement should they relocate to an area where parking fees are not charged.

- 20.3 Commute Trip Reduction – The City participates in a Commute Trip Reduction (CTR) program and encourages employees to use alternate modes of transportation to get to and from work. For employees who use alternate modes of transportation for their work commute at least 60% of their scheduled work time (based on mandatory monthly self-reporting), the City will provide:

- a. a taxable cash incentive (\$25) for bicycling, walking, or carpooling to work; or
- b. 100% of the cost of a bus pass; or
- c. the option of a vanpool and will pay a variable amount (amount depends on the numbers of participants) to participating employees.

Incentives are currently available to all participating employees, regardless of their current work location.

## 21. Grievance Procedure

### 21.1 Definition

For purposes of this Agreement, the term "grievance" means any dispute between the Employer and the Union or an employee concerning the application or interpretation of the terms of this Agreement.

### 21.2 Procedure

The Union and Employer agree that written grievances alleged under this procedure will be subject to sincere and genuine efforts being made by the parties to adjust all problems at the lowest level possible, and in a manner consistent with the requirements in this Article.

Any grievance raised shall be limited to the written statement of grievance as provided for in the initial applicable step as identified herein.

A written grievance shall be required to include the following information:

- a. Set forth the section(s) of the agreement allegedly violated and state the specific nature of the violation.
- b. Indicate the date(s) of the incident(s) grieved.
- c. Specify the remedy or solution to the grievance sought by the employee(s).
- d. Signed by the identified grievant(s), or in the case of a group grievance, signed by the steward of record.

Grievances shall be processed in accordance with the following procedures and may be submitted at the appropriate step, as mutually agreed:

- 21.2.1 Step 1: If a grievance is to be advanced under this procedure, it shall be presented by the employee to his/her/their immediate management representative (not covered by this Agreement) within ten (10) working days from the date the employee had knowledge or should have had knowledge of the alleged breach or violation of this Agreement.

The management representative (not covered by this Agreement) shall meet with the aggrieved employee and the Union steward within ten (10) working days of the management representative's (not covered by this Agreement) receipt of the grievance. The parties agree to make every effort to settle the grievance promptly at this stage. Within ten (10) working days after such meeting, the management representative (not covered by this Agreement) shall mail or deliver a copy of his/her/their decision to the aggrieved employee, the Union and the department head.

- 21.2.2. Step 2: If the grievance remains unresolved after a decision is rendered by the management representative (not covered by this Agreement), it shall be reduced to

writing and delivered to the department head or designee, within ten (10) working days after mailing or delivery of the decision reached in Step 1, above.

The department head or their designee and management representative (not covered by this Agreement), shall convene a meeting with the aggrieved employee and Union representative within ten (10) working days of receipt of the grievance. The department head or designee shall make a decision on the matter within ten (10) working days of such meeting. Copies of the written decision shall be mailed or hand delivered to the aggrieved employee, the Union and the City Manager.

21.2.3 Step 3: If the grievance remains unresolved after the decision has been rendered by the department head or designee, the Union shall in writing deliver the grievance to the City Manager or [his/her/their](#) designated representative, with a copy to the department head, within ten (10) working days after mailing or delivery of the decision reached in Step 2. The City Manager or [his/her/their](#) designee shall convene a meeting of the aggrieved, the Union representative, the department head, and other directly involved individuals as determined by the parties to be appropriate, within ten (10) working days of receipt of the written grievance and shall render [his/her/their](#) decision within ten (10) working days of such meeting with copies of the aggrieved employee, the Union and the department head.

21.2.4 The Union will attempt to explain to management why the grievance is still unresolved as it moves up the steps towards arbitration, but the explanation will not have merit as to the step advancement.

### 21.3 *Arbitration*

If the grievance remains unresolved after a decision is rendered in Step 3 above, it may be submitted by the Union to a mutually acceptable arbitrator as hereinafter provided. If the Union wishes to proceed to arbitration, such notice must be provided by the Union to the City Manager within fifteen (15) working days following the Union's receipt of the City Manager's decision as outlined in Step 3.

Should the grievance be submitted to arbitration, the parties shall mutually select a disinterested third party to serve as arbitrator. In the event the Employer and the Union are unable to agree on an arbitrator, the arbitrator shall be selected by the process of alternately striking from a panel of eleven (11) arbitrators from the Pacific Northwest region as furnished by the Federal Mediation and Conciliation Service (FMCS) or other mutually agreed to similar organization. The Union shall strike the first name. The request for an arbitrator shall state the general nature of the issue. The city and the Union will jointly share the fee for selection and services of an arbitrator. Each party shall pay the fees and expenses of their own attorneys, representatives and witnesses.

The arbitrator shall render a decision as promptly as possible. The arbitrator shall consider and decide only the specific issue(s) submitted in writing by the Employer and/or the Union, and shall have no authority to make a decision on any other issue not so submitted. The arbitrator shall have jurisdiction and authority only to interpret, apply or determine compliance with the

specific terms of the agreement and shall not have jurisdiction to add to, detract from, or alter in any way, the provisions of this Agreement.

A decision within the jurisdiction of the arbitrator shall be final and binding upon all parties. The parties shall abide by the award made in connection with any arbitral difference.

#### 21.4 *Discipline or Termination Grievances and Grievances Subject to Group Filing*

A grievance of a disciplinary or termination action, or a group grievance that affects a significant portion of the employees in the bargaining unit may be introduced by the Union in written form to the department head or designee as set forth in Step 2 of the grievance procedure, and proceed as set forth there from.

#### 21.5 *Time Restriction*

If the grievance is not filed or advanced in accordance with the time limits set forth within the procedure, the grievance shall be considered non-submitted or resolved on the basis of the Employer's last response. A grievance not responded to by the Employer within the prescribed time limits shall be granted, provided that the remedy sought conforms to the provisions of this agreement and applicable laws. The parties may mutually agree to extend the time limits for any step of this procedure and any extension shall be reduced to writing for a specified period of time. All references to "working days" in this Article shall exclude Saturdays, Sundays, and all holidays recognized in Article 13 of this Agreement.

## 22. **Employee Discipline and Termination**

22.1 The Employer may discipline or discharge any newly hired or rehired employee at any time during the initial probationary period, with or without cause, and such discipline or discharge shall not be subject to appeal.

22.2 The Employer may, in good faith for just cause, take disciplinary action by written reprimand, suspension, transfer, delay of step increase, demotion or discharge. The degree of discipline administered shall depend on the severity of the infraction. Disciplinary action must be issued within thirty (30) calendar days after the Employer became aware of the offense, unless based on an extended pattern of performance or behavior. The thirty (30) calendar day timeline set forth herein may be extended upon mutual agreement between the Employer and the Union, except in cases of employee absence for any purpose and/or the unavailability of a Union representative. In those cases, the Employer is to issue the discipline to the employee upon ~~his/her~~their return to work and/or upon the next date of availability of a Union representative. Written reprimands may be grieved up to the City Manager or their designee, but not arbitration unless and until such time as such written reprimands are relied upon to support subsequent and timely discipline including suspension, transfer, delay of step increase, demotion or discharge.

- 22.3 The Employer shall not take any disciplinary action as defined in this section without giving the employee the right to have a Union representative present. If an employee(s) is requested to attend any meeting for the purpose of investigation, where such investigation may lead to discipline or discharge of that employee, that employee(s) will be informed of their right to have Union representation present before such meeting is to take place. The employee shall be provided a letter setting forth the reason(s) for such action at the time such action is taken or shortly thereafter.
- 22.4 Employees shall be given the opportunity to read and answer all disciplinary letters before placement of such material into their official personnel file maintained by Human Resources and will be requested to sign such letters. Signature thereon shall not be construed as admission of guilt or concurrence with the discipline, but rather an indication that the employee has seen and comprehends the gravity of the disciplinary action.
- 22.5 Copies of written reprimands and other disciplinary letters will be provided to the Union. After six (6) months, copies of written reprimands will be used only to indicate trends of behavior which may lead to discipline and/or discharge.
- 22.6 Only management representatives who are not covered by this agreement may discipline employees above a written reprimand.

## **23. Performance Evaluations**

- 23.1 Each employee's job performance shall be reviewed and evaluated at least annually.
- 23.2 Performance evaluations are not disciplinary and are not subject to the grievance procedure.
- 23.3 An employee may append [his/her/their](#) written comments to the performance evaluation report. Employee comments must be attached and submitted with the signed performance evaluation to human resources.

## **24. Tobacco Free Work Environment**

- 24.1 All city facilities, including city-owned buildings, vehicles, individual employee offices, and offices or other facilities rented or leased by the city will be tobacco free.

## **25. Non-Reduction of Wages and Working Conditions**

- 25.1 The parties hereto agree that the wages and working conditions in effect and now being paid to and enjoyed by the members of the Union shall not be reduced in view of the provisions of this agreement; provided, nothing in this section shall be construed to limit in any way, the Employer's rights under Article 3., Rights of Management, above, or to make changes in current practices, provided: (1) Advance notice of the change is given to the Union and affected employees, and, (2) Reasonable opportunity is provided to discuss the change with the city.



## 26. Layoff, Recall, and Bumping

26.1 Layoff Procedure – Layoffs or reductions-in-force (including transfers for this purpose and reduction in hours) may be undertaken by the City due to budgetary reductions, organizational restructuring, lack of work, reduction or elimination of funds, material change in duties or organization, reduction-in-force or workload.

26.2 Alternatives to Layoff - The City will attempt to avoid layoffs, and whenever possible, shall consider alternatives to layoffs before final decisions are made. At the discretion of the City, these considerations may include:

26.2.1 To avoid layoff an employee may transfer to a vacant position, if available. An employee may be eligible for a transfer provided that [he/she/they](#) meets the minimum qualifications for the job.

26.2.2 The City shall notify each employee subject to layoff of [his/her/their](#) rights and responsibilities as described in this Article. Such notification shall be reduced to writing and incorporated in each layoff notice the City issues to an employee subject to layoff.

26.3 After the City has identified the job classification, division (e.g. Grounds and Equipment Services), work group (e.g. Code Enforcement, Building Inspection, and Plans Examiners) or program area (e.g. Building and Code Compliance) being reduced, layoffs and resource reductions will be made in the following order:

26.3.1 Category 1[Temporary, OSC, seasonal] and Category 2 [less than full-time, newly hired probationary employees] shall be laid-off prior to regular status, full-time employees. Part-time regular employees cannot bump less senior regular full-time employees.

26.3.2. The order in which employees will be laid off shall be determined based on Joint Labor Coalition seniority as defined in Section 26.7 of this Article.

26.3.3 Any exception to this will be mutually agreed to by the Union and City.

26.4 When an employee is identified for a layoff or reduction-in-force, [he/she/they](#) shall be permitted to move into a job or classification which [he/she/they](#) currently holds or has previously held, provided that the employee meets the minimum qualifications for the job. In doing so, [he/she/they employee](#) may “bump” the least senior employee in that job or classification within the bargaining unit. Bumping may only occur within the same bargaining unit.

An employee who bumps into a new position as an alternative to layoff and who fails to perform the functions of the new position during probation will be placed on the reinstatement list. Such employees will only be eligible for reinstatement to the position from which they were laid off. Failure to pass probation for reasons other than performing the functions of the new position may result in termination in accordance with Article 22.

- 26.5 Notice to Union – Representatives of the City and the Union shall meet within fifteen (15) working days after the City has officially determined that a layoff or reduction-in-force will affect any Union member. At this meeting, the City shall inform the Union of the details of the layoff and provide a current seniority list as well as any other relevant information.
- 26.6 Notice to Employees – Each employee identified for layoff shall be given at least thirty (30) calendar days’ notice of such layoff in writing, with a copy to the Union. Employees who remain may be assigned the additional duties of those lower classified positions that were laid off. Such a situation will not result in a decrease in pay or downward reclassification.
- 26.6.1 Once the City has notified the affected employee of layoff and there is an available vacant position or a position for the employee to bump into, if any, ~~he/she~~they must notify Human Resources in writing of ~~his/her~~their intent to accept a vacant position or exercise bumping rights within ten (10) working days of the initial layoff notice. If notification is not received within the allotted time, rights to vacant positions or to bump shall be waived by the employee. The Employee will subsequently be placed on the reinstatement list.
- 26.7 Seniority – Seniority for the purposes of layoff, recall and bumping shall be based upon City seniority for all members covered under this Agreement as of the date of contract ratifications, thereafter employees transferring into any bargaining unit subject to this Agreement, shall have seniority defined as the employees most recent date of hire within the Joint Labor Coalition. Should the seniority of any two or more employees be equal, the respective seniority rights of such employees shall be determined by date of application, and if that is the same, the affected employees shall draw lots. Employee seniority shall not be reduced because of unpaid leave due to protected leave provisions as provided for under state and federal regulations.
- 26.8 Recall – Employees who have been laid off, or transferred as an alternative to layoff, are eligible for reinstatement for a period of a maximum of thirty-six (36) months following the date of layoff. The names of persons laid off will be placed on a reinstatement list. When a vacancy occurs in the same job classification for which there exists a reinstatement list, the City will fill the vacancy using that list with the understanding that employees must meet the required minimum qualifications for the position to which they would be reinstated. If there is more than one employee on the reinstatement list eligible for a vacancy in a particular job class, the City will use seniority as defined in Article 26.7 in determining who shall be offered reinstatement. Reinstatement notices will be sent by certified mail to the last address reflected in the employee’s official personnel file.
- 26.8.1 Employees in a reinstatement status may also apply and be considered for job openings outside their job classification prior to or after layoff. When an employee is reinstated within thirty-six (36) months to the job from which they were laid off, they will be placed into the same step occupied at the time of the layoff and will not serve an additional probationary period. Any recalled or reinstated employee will have their PTO accrual rates and sick leave balance and accrual rates restored to the same levels as of the date of layoff.

26.8.2 Any employee who is reinstated to a job other than the position from which they were laid off may serve a new probationary period. Employees will also be placed into the salary schedule for the new position consistent with the applicable salary schedule or guidelines.

26.8.3 Once an employee on the reinstatement list is offered a position, the employee must respond within fourteen (14) calendar days of the date of the notice, unless extended by mutual consent. The employee shall be responsible for notifying the Human Resources Department of any change in [his/her/their](#) address or telephone number while on layoff status.

26.8.4 Benefit accrual and service credit will be discontinued while in a layoff status of thirty (30) or more days. However, upon reinstatement, an employee's most recent hire date will be maintained, but the employee's service date will be adjusted to deduct the time spent in layoff status.

26.9 Eligibility for reinstatement ends if:

26.9.1 The employee refuses to accept an offer of reinstatement to a position in the same classification as that from which [he/she/they was/were](#) laid off.

26.9.2 The employee fails to respond to an offer of reinstatement within fourteen (14) calendar days following the date the offer is mailed.

26.9.3 The employee requests in writing to be removed from the reinstatement list.

26.9.4 The employee resigns or retires.

Definitions:

A. Transfer (moves laterally) – The movement from one position within a job classification to another position within the same job classification or pay range. A transferred employee would be placed at the same step in the same range as the position that they transferred from. Terms and conditions of transfers are provided in Article 9.3.

B. Demotion – The movement from a higher paid job classification to a lower paid job classification. An employee accepting a demotion may serve a probationary period and would be placed at the top step of the lower job classification range or the step in the job classification range that provides the least amount of decrease in pay.

## 27. Contracting-Out/Out-Sourcing

27.1 Should the City contract-out or out-source work which is currently being performed by Coalition Union employees, the City shall inform the Coalition and each affected Union and shall meet with the Coalition to impact bargain the effects.

27.2 Notwithstanding 27.1, the following notification and other procedures with regard to contracting out and outsourcing of bargaining unit work shall be implemented as indicated below.

27.2.1 The City shall inform the Union at least thirty (30) days prior to making a decision to pursue the contracting out or outsourcing of work. The City shall provide the Union an opportunity for discussion of the matter, including alternative methods of performing the work and the effects on bargaining unit employees. During this thirty (30) day period the Union shall have the opportunity to submit an alternate proposal. The City will give the Union's proposal due consideration. At the end of the thirty (30) day period, the City shall determine next steps in the implementation of its decision.

27.3 If the Employer does not accept a union-proposed alternative and reaches a decision to implement a plan that displaces bargaining unit members, the parties shall enter into impact bargaining as identified under the provisions of 27.1

## **28. Temporary or Seasonal Workers**

28.1 "Temporary or seasonal worker" for purposes of this article shall mean one who is hired to work not more than 1,040 hours in any twelve (12) consecutive month period. Temporary workers will not be used for more than the 1,040 period. The Employer will not rotate temporaries through the same regular positions.

28.2 The intended use of temporary or seasonal workers by the Employer is to cover seasonal workloads and to fill unexpected vacancies created by a sudden increased work load, termination or disabilities of regular full time employees. It is acknowledged that there will be exceptions to this policy. Exceptions to this policy shall be mutually agreed upon in writing by the City and the Union.

28.3 Temporary or seasonal workers will not be allowed to work scheduled overtime until regular full or half-time employees within that work unit have had the opportunity to work the overtime. The Employer will make a good faith effort to notify regular employees of overtime opportunities before such work is offered to temporary workers. This will not preclude temporary or seasonal workers from working overtime which extends beyond the end of their shift or emergency situations.

28.4 The Employer will make all records of temporary or seasonal workers, the date they started, and total hours worked, available to the Union upon request.

## **29. Conflict of Contract and City Employment Policies**

29.1 It is agreed that the intention of the parties to this agreement is that this agreement and all working agreements shall be consistent with the City Employment policies and that where it is found that the provisions of such an agreement are in conflict with the City Employment policies that the language of the agreement shall control.

29.2 Employees represented by this contract will be under the City's Employment Policy Manual. It is the intent that departmental rules shall be superseded by the City's Employment Policy Manual. If a situation occurs in which there is a difference between City rules/policies, and those of the department, Human Resources will meet with the Union and the affected department to reach a mutually agreeable solution.

29.3 Conflict in Language. When language in the Master Agreement conflicts with language in any applicable addendum, the applicable addendums shall take precedence over the Master Agreement.

## **30. Separability Clause**

30.1 If an article of this agreement should be held invalid by operation of law or by any tribunal of competent jurisdiction or if compliance with or enforcement of any article should be restrained by such tribunal, the remainder of this agreement shall not be affected thereby and the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement for such article.

## **31. Termination and Renewal**

31.1 This agreement and all attachments hereto shall be in full force and effect from January 1, ~~2021~~ 2022 through December 31, ~~2021~~ 2024 and shall continue in effect if renewed or extended by mutual agreement.

31.2 Not more than ~~one~~ hundred twenty (120) days and not less than sixty (60) days prior to the end of the contract, either party may notify the other in writing of its desire to terminate or modify the agreement; provided that an earlier commencement may be scheduled by mutual agreement.

## **32. Labor-Management Committee**

32.1 The Employer and the Coalition have established a labor-management committee which will meet on a regular basis. The committee shall include one (1) bargaining unit member and one (1) Union Staff Representative or Business Agent from each Union and not more than ten (10) management representatives. Topics for the agenda will be shared at least one (1) week before the meeting. Issues not covered by the contract, clarification of contract issues, various surveys and committee work related to mandatory bargaining subjects and city employment policies shall be regular agenda items for this committee.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, ~~2021~~2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Walter LaChapelle, Teamsters, Local #58

\_\_\_\_\_  
Lisa Takach, HR Director

\_\_\_\_\_  
Nichet Newsome, IAM, District Lodge #W24

\_\_\_\_\_  
Carol Krohn, Plumbers & Steamfitters, #290

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

## Appendix A - Pay Ranges

2021 2022 Salary Schedule adjusted by 24.75% effective 1-1-20212022

### Joint Coalition 2021 Salary Ranges January 1, 2021—December, 2021

| Range-Number                              | Bargaining Unit | Step1               | Step2               | Step3               | Step4               | Step5               | Step6               | Step7               | Step8               |
|-------------------------------------------|-----------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <del>1</del>                              | -               | <del>\$ 3,030</del> | <del>\$ 3,137</del> | <del>\$ 3,246</del> | <del>\$ 3,360</del> | <del>\$ 3,478</del> | <del>\$ 3,600</del> | <del>\$ 3,725</del> | <del>\$ 3,874</del> |
| <del>2</del>                              | -               | <del>\$ 3,106</del> | <del>\$ 3,215</del> | <del>\$ 3,327</del> | <del>\$ 3,444</del> | <del>\$ 3,566</del> | <del>\$ 3,690</del> | <del>\$ 3,818</del> | <del>\$ 3,971</del> |
| <del>3</del>                              | -               | <del>\$ 3,184</del> | <del>\$ 3,296</del> | <del>\$ 3,411</del> | <del>\$ 3,530</del> | <del>\$ 3,654</del> | <del>\$ 3,782</del> | <del>\$ 3,914</del> | <del>\$ 4,071</del> |
| <del>Vehicle Service Worker I</del>       | <del>IAM</del>  | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        |
| <del>3M January—June</del>                | <del>IAM</del>  | <del>\$ 2,733</del> | <del>\$ 2,845</del> | <del>\$ 2,960</del> | <del>\$ 3,079</del> | <del>\$ 3,203</del> | <del>\$ 3,331</del> | <del>\$ 3,463</del> | <del>\$ 3,620</del> |
| <del>Vehicle Service Worker I</del>       | <del>IAM</del>  | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        |
| <del>3M July—December</del>               | <del>IAM</del>  | <del>\$ 2,706</del> | <del>\$ 2,818</del> | <del>\$ 2,933</del> | <del>\$ 3,052</del> | <del>\$ 3,176</del> | <del>\$ 3,304</del> | <del>\$ 3,436</del> | <del>\$ 3,593</del> |
| <del>Vehicle Service Worker I</del>       | <del>IAM</del>  | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        |
| <del>4</del>                              | -               | <del>\$ 3,264</del> | <del>\$ 3,377</del> | <del>\$ 3,496</del> | <del>\$ 3,619</del> | <del>\$ 3,745</del> | <del>\$ 3,877</del> | <del>\$ 4,013</del> | <del>\$ 4,173</del> |
| <del>5</del>                              | -               | <del>\$ 3,346</del> | <del>\$ 3,463</del> | <del>\$ 3,584</del> | <del>\$ 3,709</del> | <del>\$ 3,839</del> | <del>\$ 3,972</del> | <del>\$ 4,111</del> | <del>\$ 4,276</del> |
| <del>6</del>                              | -               | <del>\$ 3,429</del> | <del>\$ 3,549</del> | <del>\$ 3,674</del> | <del>\$ 3,802</del> | <del>\$ 3,935</del> | <del>\$ 4,072</del> | <del>\$ 4,215</del> | <del>\$ 4,383</del> |
| <del>7</del>                              | -               | <del>\$ 3,515</del> | <del>\$ 3,638</del> | <del>\$ 3,765</del> | <del>\$ 3,896</del> | <del>\$ 4,034</del> | <del>\$ 4,175</del> | <del>\$ 4,320</del> | <del>\$ 4,492</del> |
| <del>8</del>                              | -               | <del>\$ 3,603</del> | <del>\$ 3,729</del> | <del>\$ 3,859</del> | <del>\$ 3,993</del> | <del>\$ 4,133</del> | <del>\$ 4,279</del> | <del>\$ 4,428</del> | <del>\$ 4,605</del> |
| <del>9</del>                              | -               | <del>\$ 3,692</del> | <del>\$ 3,821</del> | <del>\$ 3,957</del> | <del>\$ 4,094</del> | <del>\$ 4,237</del> | <del>\$ 4,385</del> | <del>\$ 4,539</del> | <del>\$ 4,721</del> |
| <del>Vehicle Service Worker II</del>      | <del>IAM</del>  | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        |
| <del>9M January—June</del>                | <del>IAM</del>  | <del>\$ 3,241</del> | <del>\$ 3,370</del> | <del>\$ 3,506</del> | <del>\$ 3,643</del> | <del>\$ 3,786</del> | <del>\$ 3,934</del> | <del>\$ 4,088</del> | <del>\$ 4,270</del> |
| <del>Vehicle Service Worker II—Fire</del> | <del>IAM</del>  | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        |
| <del>9M July—December</del>               | <del>IAM</del>  | <del>\$ 3,214</del> | <del>\$ 3,343</del> | <del>\$ 3,479</del> | <del>\$ 3,616</del> | <del>\$ 3,759</del> | <del>\$ 3,907</del> | <del>\$ 4,061</del> | <del>\$ 4,243</del> |
| <del>Vehicle Service Worker II—Fire</del> | <del>IAM</del>  | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        | <del>-</del>        |
| <del>10</del>                             | -               | <del>\$ 3,785</del> | <del>\$ 3,917</del> | <del>\$ 4,053</del> | <del>\$ 4,197</del> | <del>\$ 4,344</del> | <del>\$ 4,494</del> | <del>\$ 4,652</del> | <del>\$ 4,838</del> |

|                                        |                  |          |          |          |          |          |          |          |          |
|----------------------------------------|------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>10T</b>                             | <b>Teamsters</b> | \$ 3,577 | \$ 3,709 | \$ 3,845 | \$ 3,989 | \$ 4,136 | \$ 4,286 | \$ 4,444 | \$ 4,630 |
| <b>Maintenance Worker I—Grounds</b>    | Teamsters        | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>11</b>                              | -                | \$ 3,880 | \$ 4,016 | \$ 4,155 | \$ 4,301 | \$ 4,452 | \$ 4,607 | \$ 4,769 | \$ 4,959 |
| <b>Vehicle Parts Specialist</b>        | IAM              | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>11M January—June</b>                | <b>IAM</b>       | \$ 3,429 | \$ 3,565 | \$ 3,704 | \$ 3,850 | \$ 4,001 | \$ 4,156 | \$ 4,318 | \$ 4,508 |
| <b>Vehicle Parts Specialist—Fire</b>   | IAM              | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>11M July—December</b>               | <b>IAM</b>       | \$ 3,402 | \$ 3,538 | \$ 3,677 | \$ 3,823 | \$ 3,974 | \$ 4,129 | \$ 4,291 | \$ 4,481 |
| <b>Vehicle Parts Specialist—Fire</b>   | IAM              | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>12</b>                              | -                | \$ 3,975 | \$ 4,117 | \$ 4,260 | \$ 4,408 | \$ 4,563 | \$ 4,723 | \$ 4,888 | \$ 5,084 |
| <b>13</b>                              | -                | \$ 4,076 | \$ 4,219 | \$ 4,366 | \$ 4,520 | \$ 4,677 | \$ 4,840 | \$ 5,010 | \$ 5,209 |
| <b>Senior Vehicle Parts Specialist</b> | IAM              | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>13M January—June</b>                | <b>IAM</b>       | \$ 3,625 | \$ 3,768 | \$ 3,915 | \$ 4,069 | \$ 4,226 | \$ 4,389 | \$ 4,559 | \$ 4,758 |
| <b>Senior Vehicle Parts Specialist</b> | IAM              | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>13M July—December</b>               | <b>IAM</b>       | \$ 3,598 | \$ 3,741 | \$ 3,888 | \$ 4,042 | \$ 4,199 | \$ 4,362 | \$ 4,532 | \$ 4,731 |
| <b>Senior Vehicle Parts Specialist</b> | IAM              | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>13T</b>                             | <b>Teamsters</b> | \$ 3,868 | \$ 4,011 | \$ 4,158 | \$ 4,312 | \$ 4,469 | \$ 4,632 | \$ 4,802 | \$ 5,001 |
| <b>Maintenance Worker II—Grounds</b>   | Teamsters        | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>14</b>                              | -                | \$ 4,178 | \$ 4,323 | \$ 4,475 | \$ 4,632 | \$ 4,794 | \$ 4,962 | \$ 5,136 | \$ 5,342 |
| <b>15</b>                              | -                | \$ 4,282 | \$ 4,432 | \$ 4,587 | \$ 4,747 | \$ 4,914 | \$ 5,086 | \$ 5,263 | \$ 5,473 |
| <b>15T</b>                             | <b>Teamsters</b> | \$ 4,074 | \$ 4,224 | \$ 4,379 | \$ 4,539 | \$ 4,706 | \$ 4,878 | \$ 5,055 | \$ 5,265 |
| <b>Grounds Maintenance Specialist</b>  | ↓ Teamsters      | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>16</b>                              | -                | \$ 4,389 | \$ 4,543 | \$ 4,702 | \$ 4,867 | \$ 5,037 | \$ 5,211 | \$ 5,397 | \$ 5,612 |
| <b>17</b>                              | -                | \$ 4,500 | \$ 4,656 | \$ 4,820 | \$ 4,988 | \$ 5,162 | \$ 5,345 | \$ 5,529 | \$ 5,751 |
| <b>17T</b>                             | <b>Teamsters</b> | \$ 4,292 | \$ 4,448 | \$ 4,612 | \$ 4,780 | \$ 4,954 | \$ 5,137 | \$ 5,321 | \$ 5,543 |
| <b>Grounds Chemical Specialist</b>     | Teamsters        | -        | -        | -        | -        | -        | -        | -        | -        |



|                                           |                                         |                            |          |          |          |          |          |          |          |
|-------------------------------------------|-----------------------------------------|----------------------------|----------|----------|----------|----------|----------|----------|----------|
| <del>Grounds Maintenance Specialist</del> |                                         |                            |          |          |          |          |          |          |          |
|                                           | <del>4</del>                            | Teamsters                  |          |          |          |          |          |          | -        |
|                                           | <del>Irrigation Specialist</del>        | Teamsters                  | -        | -        | -        | -        | -        | -        | -        |
| 18                                        | -                                       |                            | \$ 4,612 | \$ 4,773 | \$ 4,939 | \$ 5,112 | \$ 5,293 | \$ 5,476 | \$ 5,669 |
| 19                                        | -                                       |                            | \$ 4,727 | \$ 4,892 | \$ 5,063 | \$ 5,241 | \$ 5,423 | \$ 5,615 | \$ 5,809 |
| 19T                                       | Teamsters                               |                            | \$ 4,519 | \$ 4,684 | \$ 4,855 | \$ 5,033 | \$ 5,215 | \$ 5,407 | \$ 5,601 |
|                                           | <del>Lead Maintenance Worker—</del>     |                            |          |          |          |          |          |          |          |
|                                           | <del>Grounds</del>                      | Teamsters                  | -        | -        | -        | -        | -        | -        | -        |
| 20                                        | -                                       |                            | \$ 4,845 | \$ 5,015 | \$ 5,191 | \$ 5,370 | \$ 5,560 | \$ 5,754 | \$ 5,955 |
|                                           | <del>Mechanic</del>                     | IAM                        | -        | -        | -        | -        | -        | -        | -        |
| 21                                        | -                                       |                            | \$ 4,966 | \$ 5,140 | \$ 5,318 | \$ 5,507 | \$ 5,698 | \$ 5,898 | \$ 6,105 |
| 22                                        | -                                       |                            | \$ 5,090 | \$ 5,267 | \$ 5,454 | \$ 5,642 | \$ 5,841 | \$ 6,046 | \$ 6,257 |
|                                           | <del>Building Inspector I</del>         | Plumbers &<br>Steamfitters | -        | -        | -        | -        | -        | -        | -        |
| 23                                        | -                                       |                            | \$ 5,216 | \$ 5,401 | \$ 5,588 | \$ 5,784 | \$ 5,987 | \$ 6,195 | \$ 6,414 |
|                                           | <del>Plans Examiner I</del>             | Plumbers &<br>Steamfitters | -        | -        | -        | -        | -        | -        | -        |
| 24                                        | -                                       |                            | \$ 5,349 | \$ 5,534 | \$ 5,729 | \$ 5,929 | \$ 6,136 | \$ 6,352 | \$ 6,573 |
|                                           | <del>Senior Mechanic</del>              | IAM                        |          |          |          |          |          |          | -        |
|                                           | <del>Code Enforcement Officer</del>     | Plumbers &<br>Steamfitters | -        | -        | -        | -        | -        | -        | -        |
| 24M January—June                          | IAM                                     |                            | \$ 4,898 | \$ 5,083 | \$ 5,278 | \$ 5,478 | \$ 5,685 | \$ 5,901 | \$ 6,122 |
|                                           | <del>Emergency Equipment Mechanic</del> | IAM                        | -        | -        | -        | -        | -        | -        | -        |
| 24M July—December                         | IAM                                     |                            | \$ 4,871 | \$ 5,056 | \$ 5,251 | \$ 5,451 | \$ 5,658 | \$ 5,874 | \$ 6,095 |
|                                           | <del>Emergency Equipment Mechanic</del> | IAM                        | -        | -        | -        | -        | -        | -        | -        |
| 25                                        | -                                       |                            | \$ 5,480 | \$ 5,673 | \$ 5,871 | \$ 6,077 | \$ 6,290 | \$ 6,511 | \$ 6,739 |
| 26                                        | -                                       |                            | \$ 5,619 | \$ 5,815 | \$ 6,018 | \$ 6,229 | \$ 6,448 | \$ 6,673 | \$ 6,906 |
| 27                                        | -                                       |                            | \$ 5,759 | \$ 5,961 | \$ 6,170 | \$ 6,385 | \$ 6,610 | \$ 6,839 | \$ 7,079 |
|                                           | <del>Plans Examiner II</del>            | Plumbers &<br>Steamfitters | -        | -        | -        | -        | -        | -        | -        |

|                              |                         |         |         |         |         |         |         |         |         |
|------------------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>28</b>                    | -                       | \$5,902 | \$6,110 | \$6,324 | \$6,545 | \$6,774 | \$7,011 | \$7,255 | \$7,546 |
| <b>Building Inspector II</b> | Plumbers & Steamfitters | -       | -       | -       | -       | -       | -       | -       | -       |

|                                            |            |         |         |         |         |         |         |         |         |
|--------------------------------------------|------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>28M January—June</b>                    | <b>IAM</b> | \$5,451 | \$5,659 | \$5,873 | \$6,094 | \$6,323 | \$6,560 | \$6,804 | \$7,095 |
| <b>Senior Emergency Equipment Mechanic</b> | <b>IAM</b> | -       | -       | -       | -       | -       | -       | -       | -       |

|                                            |            |         |         |         |         |         |         |         |         |
|--------------------------------------------|------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>28M July—December</b>                   | <b>IAM</b> | \$5,424 | \$5,632 | \$5,846 | \$6,067 | \$6,296 | \$6,533 | \$6,777 | \$7,068 |
| <b>Senior Emergency Equipment Mechanic</b> | <b>IAM</b> | -       | -       | -       | -       | -       | -       | -       | -       |

|            |                  |         |         |         |         |         |         |         |         |
|------------|------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>28T</b> | <b>Teamsters</b> | \$5,694 | \$5,902 | \$6,116 | \$6,337 | \$6,566 | \$6,803 | \$7,047 | \$7,338 |
|------------|------------------|---------|---------|---------|---------|---------|---------|---------|---------|

|           |   |         |         |         |         |         |         |         |         |
|-----------|---|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>29</b> | - | \$6,051 | \$6,262 | \$6,481 | \$6,709 | \$6,943 | \$7,186 | \$7,437 | \$7,736 |
|-----------|---|---------|---------|---------|---------|---------|---------|---------|---------|

|           |   |         |         |         |         |         |         |         |         |
|-----------|---|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>30</b> | - | \$6,202 | \$6,419 | \$6,643 | \$6,877 | \$7,118 | \$7,365 | \$7,625 | \$7,928 |
|-----------|---|---------|---------|---------|---------|---------|---------|---------|---------|

|                                        |                  |         |         |         |         |         |         |         |         |
|----------------------------------------|------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>30T</b>                             | <b>Teamsters</b> | \$5,994 | \$6,211 | \$6,435 | \$6,669 | \$6,910 | \$7,157 | \$7,417 | \$7,720 |
| <b>Public Works Supervisor—Grounds</b> | <b>Teamsters</b> | -       | -       | -       | -       | -       | -       | -       | -       |

|                           |                         |         |         |         |         |         |         |         |         |
|---------------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>31</b>                 | -                       | \$6,357 | \$6,579 | \$6,810 | \$7,047 | \$7,294 | \$7,550 | \$7,813 | \$8,126 |
| <b>Plans Examiner III</b> | Plumbers & Steamfitters | -       | -       | -       | -       | -       | -       | -       | -       |

|                               |                         |         |         |         |         |         |         |         |         |
|-------------------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>32</b>                     | -                       | \$6,515 | \$6,744 | \$6,980 | \$7,224 | \$7,477 | \$7,739 | \$8,009 | \$8,330 |
| <b>Building Inspector III</b> | Plumbers & Steamfitters | -       | -       | -       | -       | -       | -       | -       | -       |

|                          |                         |         |         |         |         |         |         |         |         |
|--------------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>33</b>                | -                       | \$6,678 | \$6,913 | \$7,155 | \$7,405 | \$7,663 | \$7,934 | \$8,211 | \$8,538 |
| <b>Plans Examiner IV</b> | Plumbers & Steamfitters | -       | -       | -       | -       | -       | -       | -       | -       |

|                                |                         |         |         |         |         |         |         |         |         |
|--------------------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>34</b>                      | -                       | \$6,845 | \$7,085 | \$7,334 | \$7,591 | \$7,855 | \$8,131 | \$8,416 | \$8,752 |
| <b>Lead Building Inspector</b> | Plumbers & Steamfitters | -       | -       | -       | -       | -       | -       | -       | -       |

| <b>Joint Coalition 2022 Salary Ranges January 1, 2022 - December 31, 2022</b> |                        |               |               |               |               |               |               |               |               |
|-------------------------------------------------------------------------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Range Number</b>                                                           | <b>Bargaining Unit</b> | <b>Step 1</b> | <b>Step 2</b> | <b>Step 3</b> | <b>Step 4</b> | <b>Step 5</b> | <b>Step 6</b> | <b>Step 7</b> | <b>Step 8</b> |
| <b>1</b>                                                                      | -                      | \$ 3,174      | \$ 3,286      | \$ 3,400      | \$ 3,520      | \$ 3,643      | \$ 3,771      | \$ 3,902      | \$ 4,058      |
| <b>1M</b>                                                                     | <b>IAM</b>             | \$ 2,696      | \$ 2,808      | \$ 2,922      | \$ 3,042      | \$ 3,165      | \$ 3,293      | \$ 3,424      | \$ 3,580      |

|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
|-----------------------------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <u>2</u>                                | -                | <u>\$ 3,254</u> | <u>\$ 3,368</u> | <u>\$ 3,485</u> | <u>\$ 3,608</u> | <u>\$ 3,735</u> | <u>\$ 3,865</u> | <u>\$ 3,999</u> | <u>\$ 4,160</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>3</u>                                | -                | <u>\$ 3,335</u> | <u>\$ 3,453</u> | <u>\$ 3,573</u> | <u>\$ 3,698</u> | <u>\$ 3,828</u> | <u>\$ 3,962</u> | <u>\$ 4,100</u> | <u>\$ 4,264</u> |
| <u>Vehicle Service Worker I</u>         | <u>IAM</u>       | -               | -               | -               | -               | -               | -               | -               | -               |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>3M</u>                               | <u>IAM</u>       | <u>\$ 2,857</u> | <u>\$ 2,975</u> | <u>\$ 3,095</u> | <u>\$ 3,220</u> | <u>\$ 3,350</u> | <u>\$ 3,484</u> | <u>\$ 3,622</u> | <u>\$ 3,786</u> |
| <u>Vehicle Service Worker I</u>         | <u>IAM</u>       | -               | -               | -               | -               | -               | -               | -               | -               |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>4</u>                                | -                | <u>\$ 3,419</u> | <u>\$ 3,537</u> | <u>\$ 3,662</u> | <u>\$ 3,791</u> | <u>\$ 3,923</u> | <u>\$ 4,061</u> | <u>\$ 4,204</u> | <u>\$ 4,371</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>5</u>                                | -                | <u>\$ 3,505</u> | <u>\$ 3,627</u> | <u>\$ 3,754</u> | <u>\$ 3,885</u> | <u>\$ 4,021</u> | <u>\$ 4,161</u> | <u>\$ 4,306</u> | <u>\$ 4,479</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>6</u>                                | -                | <u>\$ 3,592</u> | <u>\$ 3,718</u> | <u>\$ 3,849</u> | <u>\$ 3,983</u> | <u>\$ 4,122</u> | <u>\$ 4,265</u> | <u>\$ 4,415</u> | <u>\$ 4,591</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>7</u>                                | -                | <u>\$ 3,682</u> | <u>\$ 3,811</u> | <u>\$ 3,944</u> | <u>\$ 4,081</u> | <u>\$ 4,226</u> | <u>\$ 4,373</u> | <u>\$ 4,525</u> | <u>\$ 4,705</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>7M</u>                               | <u>IAM</u>       | <u>\$ 3,204</u> | <u>\$ 3,333</u> | <u>\$ 3,466</u> | <u>\$ 3,603</u> | <u>\$ 3,748</u> | <u>\$ 3,895</u> | <u>\$ 4,047</u> | <u>\$ 4,227</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>8</u>                                | -                | <u>\$ 3,774</u> | <u>\$ 3,906</u> | <u>\$ 4,042</u> | <u>\$ 4,183</u> | <u>\$ 4,329</u> | <u>\$ 4,482</u> | <u>\$ 4,638</u> | <u>\$ 4,824</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>9</u>                                | -                | <u>\$ 3,867</u> | <u>\$ 4,002</u> | <u>\$ 4,145</u> | <u>\$ 4,288</u> | <u>\$ 4,438</u> | <u>\$ 4,593</u> | <u>\$ 4,755</u> | <u>\$ 4,945</u> |
| <u>Vehicle Service Worker II</u>        | <u>IAM</u>       | -               | -               | -               | -               | -               | -               | -               | -               |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>9M</u>                               | <u>IAM</u>       | <u>\$ 3,389</u> | <u>\$ 3,524</u> | <u>\$ 3,667</u> | <u>\$ 3,810</u> | <u>\$ 3,960</u> | <u>\$ 4,115</u> | <u>\$ 4,277</u> | <u>\$ 4,467</u> |
| <u>Vehicle Service Worker II - Fire</u> | <u>IAM</u>       | -               | -               | -               | -               | -               | -               | -               | -               |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>10</u>                               | -                | <u>\$ 3,965</u> | <u>\$ 4,103</u> | <u>\$ 4,246</u> | <u>\$ 4,396</u> | <u>\$ 4,550</u> | <u>\$ 4,707</u> | <u>\$ 4,873</u> | <u>\$ 5,068</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>10T</u>                              | <u>Teamsters</u> | <u>\$ 3,757</u> | <u>\$ 3,895</u> | <u>\$ 4,038</u> | <u>\$ 4,188</u> | <u>\$ 4,342</u> | <u>\$ 4,499</u> | <u>\$ 4,665</u> | <u>\$ 4,860</u> |
| <u>Maintenance Worker I - Grounds</u>   | <u>Teamsters</u> | -               | -               | -               | -               | -               | -               | -               | -               |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>11</u>                               | -                | <u>\$ 4,064</u> | <u>\$ 4,207</u> | <u>\$ 4,352</u> | <u>\$ 4,505</u> | <u>\$ 4,663</u> | <u>\$ 4,826</u> | <u>\$ 4,996</u> | <u>\$ 5,195</u> |
| <u>Vehicle Parts Specialist</u>         | <u>IAM</u>       | -               | -               | -               | -               | -               | -               | -               | -               |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>11M</u>                              | <u>IAM</u>       | <u>\$ 3,586</u> | <u>\$ 3,729</u> | <u>\$ 3,874</u> | <u>\$ 4,027</u> | <u>\$ 4,185</u> | <u>\$ 4,348</u> | <u>\$ 4,518</u> | <u>\$ 4,717</u> |
| <u>Vehicle Parts Specialist - Fire</u>  | <u>IAM</u>       | -               | -               | -               | -               | -               | -               | -               | -               |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>12</u>                               | -                | <u>\$ 4,164</u> | <u>\$ 4,313</u> | <u>\$ 4,462</u> | <u>\$ 4,617</u> | <u>\$ 4,780</u> | <u>\$ 4,947</u> | <u>\$ 5,120</u> | <u>\$ 5,325</u> |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>13</u>                               | -                | <u>\$ 4,270</u> | <u>\$ 4,419</u> | <u>\$ 4,573</u> | <u>\$ 4,735</u> | <u>\$ 4,899</u> | <u>\$ 5,070</u> | <u>\$ 5,248</u> | <u>\$ 5,456</u> |
| <u>Senior Vehicle Parts Specialist</u>  | <u>IAM</u>       | -               | -               | -               | -               | -               | -               | -               | -               |
|                                         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>13M</u>                              | <u>IAM</u>       | <u>\$ 3,792</u> | <u>\$ 3,941</u> | <u>\$ 4,095</u> | <u>\$ 4,257</u> | <u>\$ 4,421</u> | <u>\$ 4,592</u> | <u>\$ 4,770</u> | <u>\$ 4,978</u> |

|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
|---------------------------------------------------|---------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <a href="#">Senior Vehicle Parts Specialist</a>   | <a href="#">IAM</a>                         | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">13T</a>                               | <a href="#">Teamsters</a>                   | <a href="#">\$ 4,062</a> | <a href="#">\$ 4,211</a> | <a href="#">\$ 4,365</a> | <a href="#">\$ 4,527</a> | <a href="#">\$ 4,691</a> | <a href="#">\$ 4,862</a> | <a href="#">\$ 5,040</a> | <a href="#">\$ 5,248</a> |
| <a href="#">Maintenance Worker II - Grounds</a>   | <a href="#">Teamsters</a>                   | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">14</a>                                | -                                           | <a href="#">\$ 4,376</a> | <a href="#">\$ 4,528</a> | <a href="#">\$ 4,688</a> | <a href="#">\$ 4,852</a> | <a href="#">\$ 5,022</a> | <a href="#">\$ 5,198</a> | <a href="#">\$ 5,380</a> | <a href="#">\$ 5,596</a> |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">15</a>                                | -                                           | <a href="#">\$ 4,485</a> | <a href="#">\$ 4,643</a> | <a href="#">\$ 4,805</a> | <a href="#">\$ 4,972</a> | <a href="#">\$ 5,147</a> | <a href="#">\$ 5,328</a> | <a href="#">\$ 5,513</a> | <a href="#">\$ 5,733</a> |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">15T</a>                               | <a href="#">Teamsters</a>                   | <a href="#">\$ 4,277</a> | <a href="#">\$ 4,435</a> | <a href="#">\$ 4,597</a> | <a href="#">\$ 4,764</a> | <a href="#">\$ 4,939</a> | <a href="#">\$ 5,120</a> | <a href="#">\$ 5,305</a> | <a href="#">\$ 5,525</a> |
| <a href="#">Grounds Maintenance Specialist I</a>  | <a href="#">Teamsters</a>                   | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">16</a>                                | -                                           | <a href="#">\$ 4,597</a> | <a href="#">\$ 4,759</a> | <a href="#">\$ 4,925</a> | <a href="#">\$ 5,098</a> | <a href="#">\$ 5,276</a> | <a href="#">\$ 5,459</a> | <a href="#">\$ 5,653</a> | <a href="#">\$ 5,879</a> |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">17</a>                                | -                                           | <a href="#">\$ 4,714</a> | <a href="#">\$ 4,877</a> | <a href="#">\$ 5,049</a> | <a href="#">\$ 5,225</a> | <a href="#">\$ 5,407</a> | <a href="#">\$ 5,599</a> | <a href="#">\$ 5,792</a> | <a href="#">\$ 6,024</a> |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">17T</a>                               | <a href="#">Teamsters</a>                   | <a href="#">\$ 4,506</a> | <a href="#">\$ 4,669</a> | <a href="#">\$ 4,841</a> | <a href="#">\$ 5,017</a> | <a href="#">\$ 5,199</a> | <a href="#">\$ 5,391</a> | <a href="#">\$ 5,584</a> | <a href="#">\$ 5,816</a> |
| <a href="#">Grounds Chemical Specialist</a>       | <a href="#">Teamsters</a>                   |                          |                          |                          |                          |                          |                          |                          | -                        |
| <a href="#">Grounds Maintenance Specialist II</a> | <a href="#">Teamsters</a>                   |                          |                          |                          |                          |                          |                          |                          | -                        |
| <a href="#">Irrigation Specialist</a>             | <a href="#">Teamsters</a>                   | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">18</a>                                | -                                           | <a href="#">\$ 4,831</a> | <a href="#">\$ 5,000</a> | <a href="#">\$ 5,174</a> | <a href="#">\$ 5,355</a> | <a href="#">\$ 5,544</a> | <a href="#">\$ 5,736</a> | <a href="#">\$ 5,938</a> | <a href="#">\$ 6,176</a> |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">19</a>                                | -                                           | <a href="#">\$ 4,952</a> | <a href="#">\$ 5,124</a> | <a href="#">\$ 5,303</a> | <a href="#">\$ 5,490</a> | <a href="#">\$ 5,681</a> | <a href="#">\$ 5,882</a> | <a href="#">\$ 6,085</a> | <a href="#">\$ 6,329</a> |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">19T</a>                               | <a href="#">Teamsters</a>                   | <a href="#">\$ 4,744</a> | <a href="#">\$ 4,916</a> | <a href="#">\$ 5,095</a> | <a href="#">\$ 5,282</a> | <a href="#">\$ 5,473</a> | <a href="#">\$ 5,674</a> | <a href="#">\$ 5,877</a> | <a href="#">\$ 6,121</a> |
| <a href="#">Lead Maintenance Worker - Grounds</a> | <a href="#">Teamsters</a>                   | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">20</a>                                | -                                           | <a href="#">\$ 5,075</a> | <a href="#">\$ 5,015</a> | <a href="#">\$ 5,191</a> | <a href="#">\$ 5,370</a> | <a href="#">\$ 5,560</a> | <a href="#">\$ 5,754</a> | <a href="#">\$ 5,955</a> | <a href="#">\$ 6,193</a> |
| <a href="#">Mechanic</a>                          | <a href="#">IAM</a>                         | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">21</a>                                | -                                           | <a href="#">\$ 5,202</a> | <a href="#">\$ 5,384</a> | <a href="#">\$ 5,571</a> | <a href="#">\$ 5,769</a> | <a href="#">\$ 5,969</a> | <a href="#">\$ 6,178</a> | <a href="#">\$ 6,395</a> | <a href="#">\$ 6,650</a> |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">22</a>                                | -                                           | <a href="#">\$ 5,332</a> | <a href="#">\$ 5,517</a> | <a href="#">\$ 5,713</a> | <a href="#">\$ 5,910</a> | <a href="#">\$ 6,118</a> | <a href="#">\$ 6,333</a> | <a href="#">\$ 6,554</a> | <a href="#">\$ 6,817</a> |
| <a href="#">Building Inspector I</a>              | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">22M</a>                               | <a href="#">IAM</a>                         | <a href="#">\$ 4,854</a> | <a href="#">\$ 5,039</a> | <a href="#">\$ 5,235</a> | <a href="#">\$ 5,432</a> | <a href="#">\$ 5,640</a> | <a href="#">\$ 5,855</a> | <a href="#">\$ 6,076</a> | <a href="#">\$ 6,339</a> |
|                                                   |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">23</a>                                | -                                           | <a href="#">\$ 5,464</a> | <a href="#">\$ 5,658</a> | <a href="#">\$ 5,853</a> | <a href="#">\$ 6,059</a> | <a href="#">\$ 6,271</a> | <a href="#">\$ 6,489</a> | <a href="#">\$ 6,719</a> | <a href="#">\$ 6,987</a> |
| <a href="#">Plans Examiner I</a>                  | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |

|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
|-----------------------------------------------------|---------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">24</a>                                  | -                                           | <a href="#">\$ 5,603</a> | <a href="#">\$ 5,797</a> | <a href="#">\$ 6,001</a> | <a href="#">\$ 6,211</a> | <a href="#">\$ 6,427</a> | <a href="#">\$ 6,654</a> | <a href="#">\$ 6,885</a> | <a href="#">\$ 7,161</a> |
| <a href="#">Senior Mechanic</a>                     | <a href="#">IAM</a>                         |                          |                          |                          |                          |                          |                          |                          | -                        |
| <a href="#">Code Enforcement Officer</a>            | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">24M</a>                                 | <a href="#">IAM</a>                         | <a href="#">\$ 5,125</a> | <a href="#">\$ 5,319</a> | <a href="#">\$ 5,523</a> | <a href="#">\$ 5,733</a> | <a href="#">\$ 5,949</a> | <a href="#">\$ 6,176</a> | <a href="#">\$ 6,407</a> | <a href="#">\$ 6,683</a> |
| <a href="#">Emergency Equipment Mechanic</a>        | <a href="#">IAM</a>                         | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">25</a>                                  | -                                           | <a href="#">\$ 5,740</a> | <a href="#">\$ 5,942</a> | <a href="#">\$ 6,150</a> | <a href="#">\$ 6,366</a> | <a href="#">\$ 6,589</a> | <a href="#">\$ 6,820</a> | <a href="#">\$ 7,059</a> | <a href="#">\$ 7,340</a> |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">26</a>                                  | -                                           | <a href="#">\$ 5,886</a> | <a href="#">\$ 6,091</a> | <a href="#">\$ 6,304</a> | <a href="#">\$ 6,525</a> | <a href="#">\$ 6,754</a> | <a href="#">\$ 6,990</a> | <a href="#">\$ 7,234</a> | <a href="#">\$ 7,524</a> |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">26M</a>                                 | <a href="#">IAM</a>                         | <a href="#">\$ 5,408</a> | <a href="#">\$ 5,613</a> | <a href="#">\$ 5,826</a> | <a href="#">\$ 6,047</a> | <a href="#">\$ 6,276</a> | <a href="#">\$ 6,512</a> | <a href="#">\$ 6,756</a> | <a href="#">\$ 7,046</a> |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">27</a>                                  | -                                           | <a href="#">\$ 6,033</a> | <a href="#">\$ 6,244</a> | <a href="#">\$ 6,463</a> | <a href="#">\$ 6,688</a> | <a href="#">\$ 6,924</a> | <a href="#">\$ 7,164</a> | <a href="#">\$ 7,415</a> | <a href="#">\$ 7,712</a> |
| <a href="#">Plans Examiner II</a>                   | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">28</a>                                  | -                                           | <a href="#">\$ 6,182</a> | <a href="#">\$ 6,400</a> | <a href="#">\$ 6,624</a> | <a href="#">\$ 6,856</a> | <a href="#">\$ 7,096</a> | <a href="#">\$ 7,344</a> | <a href="#">\$ 7,600</a> | <a href="#">\$ 7,904</a> |
| <a href="#">Building Inspector II</a>               | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">28M</a>                                 | <a href="#">IAM</a>                         | <a href="#">\$ 5,704</a> | <a href="#">\$ 5,922</a> | <a href="#">\$ 6,146</a> | <a href="#">\$ 6,378</a> | <a href="#">\$ 6,618</a> | <a href="#">\$ 6,866</a> | <a href="#">\$ 7,122</a> | <a href="#">\$ 7,426</a> |
| <a href="#">Senior Emergency Equipment Mechanic</a> | <a href="#">IAM</a>                         | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">28T</a>                                 | <a href="#">Teamsters</a>                   | <a href="#">\$ 5,974</a> | <a href="#">\$ 6,192</a> | <a href="#">\$ 6,416</a> | <a href="#">\$ 6,648</a> | <a href="#">\$ 6,888</a> | <a href="#">\$ 7,136</a> | <a href="#">\$ 7,392</a> | <a href="#">\$ 7,696</a> |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">29</a>                                  | -                                           | <a href="#">\$ 6,338</a> | <a href="#">\$ 6,559</a> | <a href="#">\$ 6,789</a> | <a href="#">\$ 7,028</a> | <a href="#">\$ 7,273</a> | <a href="#">\$ 7,527</a> | <a href="#">\$ 7,790</a> | <a href="#">\$ 8,103</a> |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">30</a>                                  | -                                           | <a href="#">\$ 6,497</a> | <a href="#">\$ 6,724</a> | <a href="#">\$ 6,959</a> | <a href="#">\$ 7,204</a> | <a href="#">\$ 7,456</a> | <a href="#">\$ 7,715</a> | <a href="#">\$ 7,987</a> | <a href="#">\$ 8,305</a> |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">30T</a>                                 | <a href="#">Teamsters</a>                   | <a href="#">\$ 6,289</a> | <a href="#">\$ 6,516</a> | <a href="#">\$ 6,751</a> | <a href="#">\$ 6,996</a> | <a href="#">\$ 7,248</a> | <a href="#">\$ 7,507</a> | <a href="#">\$ 7,779</a> | <a href="#">\$ 8,097</a> |
| <a href="#">Public Works Supervisor - Grounds</a>   | <a href="#">Teamsters</a>                   | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">31</a>                                  | -                                           | <a href="#">\$ 6,659</a> | <a href="#">\$ 6,892</a> | <a href="#">\$ 7,133</a> | <a href="#">\$ 7,382</a> | <a href="#">\$ 7,640</a> | <a href="#">\$ 7,909</a> | <a href="#">\$ 8,184</a> | <a href="#">\$ 8,512</a> |
| <a href="#">Plans Examiner III</a>                  | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">32</a>                                  | -                                           | <a href="#">\$ 6,824</a> | <a href="#">\$ 7,064</a> | <a href="#">\$ 7,312</a> | <a href="#">\$ 7,567</a> | <a href="#">\$ 7,832</a> | <a href="#">\$ 8,107</a> | <a href="#">\$ 8,389</a> | <a href="#">\$ 8,726</a> |
| <a href="#">Building Inspector III</a>              | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
|                                                     |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
| <a href="#">33</a>                                  | -                                           | <a href="#">\$ 6,995</a> | <a href="#">\$ 7,241</a> | <a href="#">\$ 7,495</a> | <a href="#">\$ 7,757</a> | <a href="#">\$ 8,027</a> | <a href="#">\$ 8,311</a> | <a href="#">\$ 8,601</a> | <a href="#">\$ 8,944</a> |

|                                         |                                             |                          |                          |                          |                          |                          |                          |                          |                          |
|-----------------------------------------|---------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <a href="#">Plans Examiner IV</a>       | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
| <a href="#">34</a>                      | -                                           | <a href="#">\$ 7,170</a> | <a href="#">\$ 7,422</a> | <a href="#">\$ 7,682</a> | <a href="#">\$ 7,952</a> | <a href="#">\$ 8,228</a> | <a href="#">\$ 8,517</a> | <a href="#">\$ 8,816</a> | <a href="#">\$ 9,168</a> |
| <a href="#">Lead Building Inspector</a> | <a href="#">Plumbers &amp; Steamfitters</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |

### 2023 Salary Schedule adjusted by 4% effective 1-1-2023

#### Joint Coalition 2023 Salary Ranges January 1, 2023 - December 31, 2023

| Range Number                                     | Bargaining Unit     | Step 1                   | Step 2                   | Step 3                   | Step 4                   | Step 5                   | Step 6                   | Step 7                   | Step 8                   |
|--------------------------------------------------|---------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <a href="#">1</a>                                | -                   | <a href="#">\$ 3,301</a> | <a href="#">\$ 3,417</a> | <a href="#">\$ 3,536</a> | <a href="#">\$ 3,661</a> | <a href="#">\$ 3,789</a> | <a href="#">\$ 3,922</a> | <a href="#">\$ 4,058</a> | <a href="#">\$ 4,220</a> |
| <a href="#">1M</a>                               | <a href="#">IAM</a> | <a href="#">\$ 2,823</a> | <a href="#">\$ 2,939</a> | <a href="#">\$ 3,058</a> | <a href="#">\$ 3,183</a> | <a href="#">\$ 3,311</a> | <a href="#">\$ 3,444</a> | <a href="#">\$ 3,580</a> | <a href="#">\$ 3,742</a> |
| <a href="#">2</a>                                | -                   | <a href="#">\$ 3,384</a> | <a href="#">\$ 3,503</a> | <a href="#">\$ 3,624</a> | <a href="#">\$ 3,752</a> | <a href="#">\$ 3,884</a> | <a href="#">\$ 4,020</a> | <a href="#">\$ 4,159</a> | <a href="#">\$ 4,326</a> |
| <a href="#">3</a>                                | -                   | <a href="#">\$ 3,468</a> | <a href="#">\$ 3,591</a> | <a href="#">\$ 3,716</a> | <a href="#">\$ 3,846</a> | <a href="#">\$ 3,981</a> | <a href="#">\$ 4,120</a> | <a href="#">\$ 4,264</a> | <a href="#">\$ 4,435</a> |
| <a href="#">Vehicle Service Worker I</a>         | <a href="#">IAM</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
| <a href="#">3M</a>                               | <a href="#">IAM</a> | <a href="#">\$ 2,990</a> | <a href="#">\$ 3,113</a> | <a href="#">\$ 3,238</a> | <a href="#">\$ 3,368</a> | <a href="#">\$ 3,503</a> | <a href="#">\$ 3,642</a> | <a href="#">\$ 3,786</a> | <a href="#">\$ 3,957</a> |
| <a href="#">Vehicle Service Worker I</a>         | <a href="#">IAM</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
| <a href="#">4</a>                                | -                   | <a href="#">\$ 3,556</a> | <a href="#">\$ 3,678</a> | <a href="#">\$ 3,808</a> | <a href="#">\$ 3,943</a> | <a href="#">\$ 4,080</a> | <a href="#">\$ 4,223</a> | <a href="#">\$ 4,372</a> | <a href="#">\$ 4,546</a> |
| <a href="#">5</a>                                | -                   | <a href="#">\$ 3,645</a> | <a href="#">\$ 3,772</a> | <a href="#">\$ 3,904</a> | <a href="#">\$ 4,040</a> | <a href="#">\$ 4,182</a> | <a href="#">\$ 4,327</a> | <a href="#">\$ 4,478</a> | <a href="#">\$ 4,658</a> |
| <a href="#">6</a>                                | -                   | <a href="#">\$ 3,736</a> | <a href="#">\$ 3,867</a> | <a href="#">\$ 4,003</a> | <a href="#">\$ 4,142</a> | <a href="#">\$ 4,287</a> | <a href="#">\$ 4,436</a> | <a href="#">\$ 4,592</a> | <a href="#">\$ 4,775</a> |
| <a href="#">7</a>                                | -                   | <a href="#">\$ 3,829</a> | <a href="#">\$ 3,963</a> | <a href="#">\$ 4,102</a> | <a href="#">\$ 4,244</a> | <a href="#">\$ 4,395</a> | <a href="#">\$ 4,548</a> | <a href="#">\$ 4,706</a> | <a href="#">\$ 4,893</a> |
| <a href="#">7M</a>                               | <a href="#">IAM</a> | <a href="#">\$ 3,351</a> | <a href="#">\$ 3,485</a> | <a href="#">\$ 3,624</a> | <a href="#">\$ 3,766</a> | <a href="#">\$ 3,917</a> | <a href="#">\$ 4,070</a> | <a href="#">\$ 4,228</a> | <a href="#">\$ 4,415</a> |
| <a href="#">8</a>                                | -                   | <a href="#">\$ 3,925</a> | <a href="#">\$ 4,062</a> | <a href="#">\$ 4,204</a> | <a href="#">\$ 4,350</a> | <a href="#">\$ 4,502</a> | <a href="#">\$ 4,661</a> | <a href="#">\$ 4,824</a> | <a href="#">\$ 5,017</a> |
| <a href="#">9</a>                                | -                   | <a href="#">\$ 4,022</a> | <a href="#">\$ 4,162</a> | <a href="#">\$ 4,311</a> | <a href="#">\$ 4,460</a> | <a href="#">\$ 4,616</a> | <a href="#">\$ 4,777</a> | <a href="#">\$ 4,945</a> | <a href="#">\$ 5,143</a> |
| <a href="#">Vehicle Service Worker II</a>        | <a href="#">IAM</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |
| <a href="#">9M</a>                               | <a href="#">IAM</a> | <a href="#">\$ 3,544</a> | <a href="#">\$ 3,684</a> | <a href="#">\$ 3,833</a> | <a href="#">\$ 3,982</a> | <a href="#">\$ 4,138</a> | <a href="#">\$ 4,299</a> | <a href="#">\$ 4,467</a> | <a href="#">\$ 4,665</a> |
| <a href="#">Vehicle Service Worker II - Fire</a> | <a href="#">IAM</a> | -                        | -                        | -                        | -                        | -                        | -                        | -                        | -                        |

|            |                                      |           |          |          |          |          |          |          |          |
|------------|--------------------------------------|-----------|----------|----------|----------|----------|----------|----------|----------|
| <u>10</u>  | -                                    | \$ 4,124  | \$ 4,267 | \$ 4,416 | \$ 4,572 | \$ 4,732 | \$ 4,895 | \$ 5,068 | \$ 5,271 |
| <u>10T</u> | Teamsters                            | \$ 3,916  | \$ 4,059 | \$ 4,208 | \$ 4,364 | \$ 4,524 | \$ 4,687 | \$ 4,860 | \$ 5,063 |
|            | Maintenance Worker I -<br>Grounds    | Teamsters | -        | -        | -        | -        | -        | -        | -        |
| <u>11</u>  | -                                    | \$ 4,227  | \$ 4,375 | \$ 4,526 | \$ 4,685 | \$ 4,850 | \$ 5,019 | \$ 5,196 | \$ 5,403 |
|            | Vehicle Parts Specialist             | IAM       | -        | -        | -        | -        | -        | -        | -        |
| <u>11M</u> | IAM                                  | \$ 3,749  | \$ 3,897 | \$ 4,048 | \$ 4,207 | \$ 4,372 | \$ 4,541 | \$ 4,718 | \$ 4,925 |
|            | Vehicle Parts Specialist - Fire      | IAM       | -        | -        | -        | -        | -        | -        | -        |
| <u>12</u>  | -                                    | \$ 4,331  | \$ 4,486 | \$ 4,640 | \$ 4,802 | \$ 4,971 | \$ 5,145 | \$ 5,325 | \$ 5,538 |
| <u>13</u>  | -                                    | \$ 4,441  | \$ 4,596 | \$ 4,756 | \$ 4,924 | \$ 5,095 | \$ 5,273 | \$ 5,458 | \$ 5,674 |
|            | Senior Vehicle Parts Specialist      | IAM       | -        | -        | -        | -        | -        | -        | -        |
| <u>13M</u> | IAM                                  | \$ 3,963  | \$ 4,118 | \$ 4,278 | \$ 4,446 | \$ 4,617 | \$ 4,795 | \$ 4,980 | \$ 5,196 |
|            | Senior Vehicle Parts Specialist      | IAM       | -        | -        | -        | -        | -        | -        | -        |
| <u>13T</u> | Teamsters                            | \$ 4,233  | \$ 4,388 | \$ 4,548 | \$ 4,716 | \$ 4,887 | \$ 5,065 | \$ 5,250 | \$ 5,466 |
|            | Maintenance Worker II -<br>Grounds   | Teamsters | -        | -        | -        | -        | -        | -        | -        |
| <u>14</u>  | -                                    | \$ 4,551  | \$ 4,709 | \$ 4,876 | \$ 5,046 | \$ 5,223 | \$ 5,406 | \$ 5,595 | \$ 5,820 |
| <u>15</u>  | -                                    | \$ 4,664  | \$ 4,829 | \$ 4,997 | \$ 5,171 | \$ 5,353 | \$ 5,541 | \$ 5,734 | \$ 5,962 |
| <u>15T</u> | Teamsters                            | \$ 4,456  | \$ 4,621 | \$ 4,789 | \$ 4,963 | \$ 5,145 | \$ 5,333 | \$ 5,526 | \$ 5,754 |
|            | Grounds Maintenance<br>Specialist I  | Teamsters | -        | -        | -        | -        | -        | -        | -        |
| <u>16</u>  | -                                    | \$ 4,781  | \$ 4,949 | \$ 5,122 | \$ 5,302 | \$ 5,487 | \$ 5,677 | \$ 5,879 | \$ 6,114 |
| <u>17</u>  | -                                    | \$ 4,903  | \$ 5,072 | \$ 5,251 | \$ 5,434 | \$ 5,623 | \$ 5,823 | \$ 6,024 | \$ 6,265 |
| <u>17T</u> | Teamsters                            | \$ 4,695  | \$ 4,864 | \$ 5,043 | \$ 5,226 | \$ 5,415 | \$ 5,615 | \$ 5,816 | \$ 6,057 |
|            | Grounds Chemical Specialist          | Teamsters | -        | -        | -        | -        | -        | -        | -        |
|            | Grounds Maintenance<br>Specialist II | Teamsters | -        | -        | -        | -        | -        | -        | -        |
|            | Irrigation Specialist                | Teamsters | -        | -        | -        | -        | -        | -        | -        |
| <u>18</u>  | -                                    | \$ 5,024  | \$ 5,200 | \$ 5,381 | \$ 5,569 | \$ 5,766 | \$ 5,965 | \$ 6,176 | \$ 6,423 |

|            |                                                                            |          |          |          |          |          |          |          |          |
|------------|----------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <u>19</u>  | -                                                                          | \$ 5,150 | \$ 5,329 | \$ 5,515 | \$ 5,710 | \$ 5,908 | \$ 6,117 | \$ 6,328 | \$ 6,582 |
| <u>19T</u> | Teamsters                                                                  | \$ 4,942 | \$ 5,121 | \$ 5,307 | \$ 5,502 | \$ 5,700 | \$ 5,909 | \$ 6,120 | \$ 6,374 |
|            | Lead Maintenance Worker -<br>Grounds Teamsters                             | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>20</u>  | -                                                                          | \$ 5,278 | \$ 5,216 | \$ 5,399 | \$ 5,585 | \$ 5,782 | \$ 5,984 | \$ 6,193 | \$ 6,441 |
|            | Mechanic IAM                                                               | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>21</u>  | -                                                                          | \$ 5,410 | \$ 5,599 | \$ 5,794 | \$ 6,000 | \$ 6,208 | \$ 6,425 | \$ 6,651 | \$ 6,916 |
| <u>22</u>  | -                                                                          | \$ 5,545 | \$ 5,738 | \$ 5,942 | \$ 6,146 | \$ 6,363 | \$ 6,586 | \$ 6,816 | \$ 7,090 |
|            | Building Inspector I Plumbers &<br>Steamfitters                            | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>22M</u> | IAM                                                                        | \$ 5,067 | \$ 5,260 | \$ 5,464 | \$ 5,668 | \$ 5,885 | \$ 6,108 | \$ 6,338 | \$ 6,612 |
| <u>23</u>  | -                                                                          | \$ 5,683 | \$ 5,884 | \$ 6,087 | \$ 6,301 | \$ 6,522 | \$ 6,749 | \$ 6,988 | \$ 7,266 |
|            | Plans Examiner I Plumbers &<br>Steamfitters                                | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>24</u>  | -                                                                          | \$ 5,827 | \$ 6,029 | \$ 6,241 | \$ 6,459 | \$ 6,684 | \$ 6,920 | \$ 7,160 | \$ 7,447 |
|            | Senior Mechanic IAM<br>Code Enforcement Officer Plumbers &<br>Steamfitters | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>24M</u> | IAM                                                                        | \$ 5,349 | \$ 5,551 | \$ 5,763 | \$ 5,981 | \$ 6,206 | \$ 6,442 | \$ 6,682 | \$ 6,969 |
|            | Emergency Equipment<br>Mechanic IAM                                        | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>25</u>  | -                                                                          | \$ 5,970 | \$ 6,180 | \$ 6,396 | \$ 6,621 | \$ 6,853 | \$ 7,093 | \$ 7,341 | \$ 7,634 |
| <u>26</u>  | -                                                                          | \$ 6,121 | \$ 6,335 | \$ 6,556 | \$ 6,786 | \$ 7,024 | \$ 7,270 | \$ 7,523 | \$ 7,825 |
| <u>26M</u> | IAM                                                                        | \$ 5,643 | \$ 5,857 | \$ 6,078 | \$ 6,308 | \$ 6,546 | \$ 6,792 | \$ 7,045 | \$ 7,347 |
| <u>27</u>  | -                                                                          | \$ 6,274 | \$ 6,494 | \$ 6,722 | \$ 6,956 | \$ 7,201 | \$ 7,451 | \$ 7,712 | \$ 8,020 |
|            | Plans Examiner II Plumbers &<br>Steamfitters                               | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>28</u>  | -                                                                          | \$ 6,429 | \$ 6,656 | \$ 6,889 | \$ 7,130 | \$ 7,380 | \$ 7,638 | \$ 7,904 | \$ 8,220 |
|            | Building Inspector II Plumbers &<br>Steamfitters                           | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>28M</u> | IAM                                                                        | \$ 5,951 | \$ 6,178 | \$ 6,411 | \$ 6,652 | \$ 6,902 | \$ 7,160 | \$ 7,426 | \$ 7,742 |



|                                                                                                                      |                  |                 |                 |                 |                 |                 |                 |                 |                 |
|----------------------------------------------------------------------------------------------------------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <u>Senior Emergency Equipment Mechanic</u> <u>IAM</u> -      -      -      -      -      -      -      -             |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>28T</u>                                                                                                           | <u>Teamsters</u> | <u>\$ 6,221</u> | <u>\$ 6,448</u> | <u>\$ 6,681</u> | <u>\$ 6,922</u> | <u>\$ 7,172</u> | <u>\$ 7,430</u> | <u>\$ 7,696</u> | <u>\$ 8,012</u> |
| <u>29</u>                                                                                                            | -                | <u>\$ 6,592</u> | <u>\$ 6,821</u> | <u>\$ 7,061</u> | <u>\$ 7,309</u> | <u>\$ 7,564</u> | <u>\$ 7,828</u> | <u>\$ 8,102</u> | <u>\$ 8,427</u> |
| <u>30</u>                                                                                                            | -                | <u>\$ 6,757</u> | <u>\$ 6,993</u> | <u>\$ 7,237</u> | <u>\$ 7,492</u> | <u>\$ 7,754</u> | <u>\$ 8,024</u> | <u>\$ 8,306</u> | <u>\$ 8,637</u> |
| <u>30T</u>                                                                                                           | <u>Teamsters</u> | <u>\$ 6,549</u> | <u>\$ 6,785</u> | <u>\$ 7,029</u> | <u>\$ 7,284</u> | <u>\$ 7,546</u> | <u>\$ 7,816</u> | <u>\$ 8,098</u> | <u>\$ 8,429</u> |
| <u>Public Works Supervisor - Grounds</u> <u>Teamsters</u> -      -      -      -      -      -      -      -         |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>31</u>                                                                                                            | -                | <u>\$ 6,925</u> | <u>\$ 7,168</u> | <u>\$ 7,418</u> | <u>\$ 7,677</u> | <u>\$ 7,946</u> | <u>\$ 8,225</u> | <u>\$ 8,511</u> | <u>\$ 8,852</u> |
| <u>Plans Examiner III</u> <u>Plumbers &amp; Steamfitters</u> -      -      -      -      -      -      -      -      |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>32</u>                                                                                                            | -                | <u>\$ 7,097</u> | <u>\$ 7,347</u> | <u>\$ 7,604</u> | <u>\$ 7,870</u> | <u>\$ 8,145</u> | <u>\$ 8,431</u> | <u>\$ 8,725</u> | <u>\$ 9,075</u> |
| <u>Building Inspector III</u> <u>Plumbers &amp; Steamfitters</u> -      -      -      -      -      -      -      -  |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>33</u>                                                                                                            | -                | <u>\$ 7,275</u> | <u>\$ 7,531</u> | <u>\$ 7,795</u> | <u>\$ 8,067</u> | <u>\$ 8,348</u> | <u>\$ 8,643</u> | <u>\$ 8,945</u> | <u>\$ 9,302</u> |
| <u>Plans Examiner IV</u> <u>Plumbers &amp; Steamfitters</u> -      -      -      -      -      -      -      -       |                  |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>34</u>                                                                                                            | -                | <u>\$ 7,457</u> | <u>\$ 7,719</u> | <u>\$ 7,989</u> | <u>\$ 8,270</u> | <u>\$ 8,557</u> | <u>\$ 8,858</u> | <u>\$ 9,169</u> | <u>\$ 9,535</u> |
| <u>Lead Building Inspector</u> <u>Plumbers &amp; Steamfitters</u> -      -      -      -      -      -      -      - |                  |                 |                 |                 |                 |                 |                 |                 |                 |

## 2024 Salary Schedule adjusted by 4% effective 1-1-2024

|                                                                               |  |  |  |  |  |  |  |  |  |
|-------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| <u>Joint Coalition 2024 Salary Ranges January 1, 2024 - December 31, 2024</u> |  |  |  |  |  |  |  |  |  |
|-------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|

| <u>Range Number</u>                                                                           | <u>Bargaining Unit</u> | <u>Step 1</u>   | <u>Step 2</u>   | <u>Step 3</u>   | <u>Step 4</u>   | <u>Step 5</u>   | <u>Step 6</u>   | <u>Step 7</u>   | <u>Step 8</u>   |
|-----------------------------------------------------------------------------------------------|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <u>1</u>                                                                                      | -                      | <u>\$ 3,433</u> | <u>\$ 3,554</u> | <u>\$ 3,677</u> | <u>\$ 3,807</u> | <u>\$ 3,941</u> | <u>\$ 4,079</u> | <u>\$ 4,220</u> | <u>\$ 4,389</u> |
| <u>1M</u>                                                                                     | <u>IAM</u>             | <u>\$ 2,955</u> | <u>\$ 3,076</u> | <u>\$ 3,199</u> | <u>\$ 3,329</u> | <u>\$ 3,463</u> | <u>\$ 3,601</u> | <u>\$ 3,742</u> | <u>\$ 3,911</u> |
| <u>2</u>                                                                                      | -                      | <u>\$ 3,519</u> | <u>\$ 3,643</u> | <u>\$ 3,769</u> | <u>\$ 3,902</u> | <u>\$ 4,039</u> | <u>\$ 4,181</u> | <u>\$ 4,325</u> | <u>\$ 4,499</u> |
| <u>3</u>                                                                                      | -                      | <u>\$ 3,607</u> | <u>\$ 3,735</u> | <u>\$ 3,865</u> | <u>\$ 4,000</u> | <u>\$ 4,140</u> | <u>\$ 4,285</u> | <u>\$ 4,435</u> | <u>\$ 4,612</u> |
| <u>Vehicle Service Worker I</u> <u>IAM</u> -      -      -      -      -      -      -      - |                        |                 |                 |                 |                 |                 |                 |                 |                 |
| <u>3M</u>                                                                                     | <u>IAM</u>             | <u>\$ 3,129</u> | <u>\$ 3,257</u> | <u>\$ 3,387</u> | <u>\$ 3,522</u> | <u>\$ 3,662</u> | <u>\$ 3,807</u> | <u>\$ 3,957</u> | <u>\$ 4,134</u> |

|                                                         |                  |          |          |          |          |          |          |          |          |
|---------------------------------------------------------|------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <u>Vehicle Service Worker I</u> <u>IAM</u>              |                  | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>4</u>                                                | -                | \$ 3,698 | \$ 3,825 | \$ 3,960 | \$ 4,101 | \$ 4,243 | \$ 4,392 | \$ 4,547 | \$ 4,728 |
| <u>5</u>                                                | -                | \$ 3,791 | \$ 3,923 | \$ 4,060 | \$ 4,202 | \$ 4,349 | \$ 4,500 | \$ 4,657 | \$ 4,844 |
| <u>6</u>                                                | -                | \$ 3,885 | \$ 4,022 | \$ 4,163 | \$ 4,308 | \$ 4,458 | \$ 4,613 | \$ 4,776 | \$ 4,966 |
| <u>7</u>                                                | -                | \$ 3,982 | \$ 4,122 | \$ 4,266 | \$ 4,414 | \$ 4,571 | \$ 4,730 | \$ 4,894 | \$ 5,089 |
| <u>7M</u>                                               | <u>IAM</u>       | \$ 3,504 | \$ 3,644 | \$ 3,788 | \$ 3,936 | \$ 4,093 | \$ 4,252 | \$ 4,416 | \$ 4,611 |
| <u>8</u>                                                | -                | \$ 4,082 | \$ 4,224 | \$ 4,372 | \$ 4,524 | \$ 4,682 | \$ 4,847 | \$ 5,017 | \$ 5,218 |
| <u>9</u>                                                | -                | \$ 4,183 | \$ 4,328 | \$ 4,483 | \$ 4,638 | \$ 4,801 | \$ 4,968 | \$ 5,143 | \$ 5,349 |
| <u>Vehicle Service Worker II</u> <u>IAM</u>             |                  | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>9M</u>                                               | <u>IAM</u>       | \$ 3,705 | \$ 3,850 | \$ 4,005 | \$ 4,160 | \$ 4,323 | \$ 4,490 | \$ 4,665 | \$ 4,871 |
| <u>Vehicle Service Worker II - Fire</u> <u>IAM</u>      |                  | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>10</u>                                               | -                | \$ 4,289 | \$ 4,438 | \$ 4,593 | \$ 4,755 | \$ 4,921 | \$ 5,091 | \$ 5,271 | \$ 5,482 |
| <u>10T</u>                                              | <u>Teamsters</u> | \$ 4,081 | \$ 4,230 | \$ 4,385 | \$ 4,547 | \$ 4,713 | \$ 4,883 | \$ 5,063 | \$ 5,274 |
| <u>Maintenance Worker I - Grounds</u> <u>Teamsters</u>  |                  | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>11</u>                                               | -                | \$ 4,396 | \$ 4,550 | \$ 4,707 | \$ 4,872 | \$ 5,044 | \$ 5,220 | \$ 5,404 | \$ 5,619 |
| <u>Vehicle Parts Specialist</u> <u>IAM</u>              |                  | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>11M</u>                                              | <u>IAM</u>       | \$ 3,918 | \$ 4,072 | \$ 4,229 | \$ 4,394 | \$ 4,566 | \$ 4,742 | \$ 4,926 | \$ 5,141 |
| <u>Vehicle Parts Specialist - Fire</u> <u>IAM</u>       |                  | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>12</u>                                               | -                | \$ 4,504 | \$ 4,665 | \$ 4,826 | \$ 4,994 | \$ 5,170 | \$ 5,351 | \$ 5,538 | \$ 5,760 |
| <u>13</u>                                               | -                | \$ 4,619 | \$ 4,780 | \$ 4,946 | \$ 5,121 | \$ 5,299 | \$ 5,484 | \$ 5,676 | \$ 5,901 |
| <u>Senior Vehicle Parts Specialist</u> <u>IAM</u>       |                  | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>13M</u>                                              | <u>IAM</u>       | \$ 4,141 | \$ 4,302 | \$ 4,468 | \$ 4,643 | \$ 4,821 | \$ 5,006 | \$ 5,198 | \$ 5,423 |
| <u>Senior Vehicle Parts Specialist</u> <u>IAM</u>       |                  | -        | -        | -        | -        | -        | -        | -        | -        |
| <u>13T</u>                                              | <u>Teamsters</u> | \$ 4,411 | \$ 4,572 | \$ 4,738 | \$ 4,913 | \$ 5,091 | \$ 5,276 | \$ 5,468 | \$ 5,693 |
| <u>Maintenance Worker II - Grounds</u> <u>Teamsters</u> |                  | -        | -        | -        | -        | -        | -        | -        | -        |

|            |                                          |                                    |          |          |          |          |          |          |          |
|------------|------------------------------------------|------------------------------------|----------|----------|----------|----------|----------|----------|----------|
| <u>14</u>  | -                                        | \$ 4,733                           | \$ 4,897 | \$ 5,071 | \$ 5,248 | \$ 5,432 | \$ 5,622 | \$ 5,819 | \$ 6,053 |
| <u>15</u>  | -                                        | \$ 4,851                           | \$ 5,022 | \$ 5,197 | \$ 5,378 | \$ 5,567 | \$ 5,763 | \$ 5,963 | \$ 6,200 |
| <u>15T</u> | <u>Teamsters</u>                         | \$ 4,643                           | \$ 4,814 | \$ 4,989 | \$ 5,170 | \$ 5,359 | \$ 5,555 | \$ 5,755 | \$ 5,992 |
|            | <u>Grounds Maintenance Specialist I</u>  | <u>Teamsters</u>                   | -        | -        | -        | -        | -        | -        | -        |
| <u>16</u>  | -                                        | \$ 4,972                           | \$ 5,147 | \$ 5,327 | \$ 5,514 | \$ 5,706 | \$ 5,904 | \$ 6,114 | \$ 6,359 |
| <u>17</u>  | -                                        | \$ 5,099                           | \$ 5,275 | \$ 5,461 | \$ 5,651 | \$ 5,848 | \$ 6,056 | \$ 6,265 | \$ 6,516 |
| <u>17T</u> | <u>Teamsters</u>                         | \$ 4,891                           | \$ 5,067 | \$ 5,253 | \$ 5,443 | \$ 5,640 | \$ 5,848 | \$ 6,057 | \$ 6,308 |
|            | <u>Grounds Chemical Specialist</u>       | <u>Teamsters</u>                   | -        | -        | -        | -        | -        | -        | -        |
|            | <u>Grounds Maintenance Specialist II</u> | <u>Teamsters</u>                   | -        | -        | -        | -        | -        | -        | -        |
|            | <u>Irrigation Specialist</u>             | <u>Teamsters</u>                   | -        | -        | -        | -        | -        | -        | -        |
| <u>18</u>  | -                                        | \$ 5,225                           | \$ 5,408 | \$ 5,596 | \$ 5,792 | \$ 5,997 | \$ 6,204 | \$ 6,423 | \$ 6,680 |
| <u>19</u>  | -                                        | \$ 5,356                           | \$ 5,542 | \$ 5,736 | \$ 5,938 | \$ 6,144 | \$ 6,362 | \$ 6,581 | \$ 6,845 |
| <u>19T</u> | <u>Teamsters</u>                         | \$ 5,148                           | \$ 5,334 | \$ 5,528 | \$ 5,730 | \$ 5,936 | \$ 6,154 | \$ 6,373 | \$ 6,637 |
|            | <u>Lead Maintenance Worker - Grounds</u> | <u>Teamsters</u>                   | -        | -        | -        | -        | -        | -        | -        |
| <u>20</u>  | -                                        | \$ 5,489                           | \$ 5,425 | \$ 5,615 | \$ 5,808 | \$ 6,013 | \$ 6,223 | \$ 6,441 | \$ 6,699 |
|            | <u>Mechanic</u>                          | <u>IAM</u>                         | -        | -        | -        | -        | -        | -        | -        |
| <u>21</u>  | -                                        | \$ 5,626                           | \$ 5,823 | \$ 6,026 | \$ 6,240 | \$ 6,456 | \$ 6,682 | \$ 6,917 | \$ 7,193 |
| <u>22</u>  | -                                        | \$ 5,767                           | \$ 5,968 | \$ 6,180 | \$ 6,392 | \$ 6,618 | \$ 6,849 | \$ 7,089 | \$ 7,374 |
|            | <u>Building Inspector I</u>              | <u>Plumbers &amp; Steamfitters</u> | -        | -        | -        | -        | -        | -        | -        |
| <u>22M</u> | <u>IAM</u>                               | \$ 5,289                           | \$ 5,490 | \$ 5,702 | \$ 5,914 | \$ 6,140 | \$ 6,371 | \$ 6,611 | \$ 6,896 |
| <u>23</u>  | -                                        | \$ 5,910                           | \$ 6,119 | \$ 6,330 | \$ 6,553 | \$ 6,783 | \$ 7,019 | \$ 7,268 | \$ 7,557 |
|            | <u>Plans Examiner I</u>                  | <u>Plumbers &amp; Steamfitters</u> | -        | -        | -        | -        | -        | -        | -        |
| <u>24</u>  | -                                        | \$ 6,060                           | \$ 6,270 | \$ 6,491 | \$ 6,717 | \$ 6,951 | \$ 7,197 | \$ 7,446 | \$ 7,745 |
|            | <u>Senior Mechanic</u>                   | <u>IAM</u>                         | -        | -        | -        | -        | -        | -        | -        |

|                                            |                  |                                    |                 |                 |                 |                 |                 |                 |                 |                 |
|--------------------------------------------|------------------|------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <u>Code Enforcement Officer</u>            |                  | <u>Plumbers &amp; Steamfitters</u> | -               | -               | -               | -               | -               | -               | -               |                 |
| <u>24M</u>                                 | <u>IAM</u>       |                                    | <u>\$ 5,582</u> | <u>\$ 5,792</u> | <u>\$ 6,013</u> | <u>\$ 6,239</u> | <u>\$ 6,473</u> | <u>\$ 6,719</u> | <u>\$ 6,968</u> | <u>\$ 7,267</u> |
| <u>Emergency Equipment Mechanic</u>        |                  | <u>IAM</u>                         | -               | -               | -               | -               | -               | -               | -               |                 |
| <u>25</u>                                  |                  |                                    | <u>\$ 6,209</u> | <u>\$ 6,427</u> | <u>\$ 6,652</u> | <u>\$ 6,886</u> | <u>\$ 7,127</u> | <u>\$ 7,377</u> | <u>\$ 7,635</u> | <u>\$ 7,939</u> |
| <u>26</u>                                  |                  |                                    | <u>\$ 6,366</u> | <u>\$ 6,588</u> | <u>\$ 6,818</u> | <u>\$ 7,057</u> | <u>\$ 7,305</u> | <u>\$ 7,561</u> | <u>\$ 7,824</u> | <u>\$ 8,138</u> |
| <u>26M</u>                                 | <u>IAM</u>       |                                    | <u>\$ 5,888</u> | <u>\$ 6,110</u> | <u>\$ 6,340</u> | <u>\$ 6,579</u> | <u>\$ 6,827</u> | <u>\$ 7,083</u> | <u>\$ 7,346</u> | <u>\$ 7,660</u> |
| <u>27</u>                                  |                  |                                    | <u>\$ 6,525</u> | <u>\$ 6,754</u> | <u>\$ 6,991</u> | <u>\$ 7,234</u> | <u>\$ 7,489</u> | <u>\$ 7,749</u> | <u>\$ 8,020</u> | <u>\$ 8,341</u> |
| <u>Plans Examiner II</u>                   |                  | <u>Plumbers &amp; Steamfitters</u> | -               | -               | -               | -               | -               | -               | -               |                 |
| <u>28</u>                                  |                  |                                    | <u>\$ 6,686</u> | <u>\$ 6,922</u> | <u>\$ 7,165</u> | <u>\$ 7,415</u> | <u>\$ 7,675</u> | <u>\$ 7,944</u> | <u>\$ 8,220</u> | <u>\$ 8,549</u> |
| <u>Building Inspector II</u>               |                  | <u>Plumbers &amp; Steamfitters</u> | -               | -               | -               | -               | -               | -               | -               |                 |
| <u>28M</u>                                 | <u>IAM</u>       |                                    | <u>\$ 6,208</u> | <u>\$ 6,444</u> | <u>\$ 6,687</u> | <u>\$ 6,937</u> | <u>\$ 7,197</u> | <u>\$ 7,466</u> | <u>\$ 7,742</u> | <u>\$ 8,071</u> |
| <u>Senior Emergency Equipment Mechanic</u> |                  | <u>IAM</u>                         | -               | -               | -               | -               | -               | -               | -               |                 |
| <u>28T</u>                                 | <u>Teamsters</u> |                                    | <u>\$ 6,478</u> | <u>\$ 6,714</u> | <u>\$ 6,957</u> | <u>\$ 7,207</u> | <u>\$ 7,467</u> | <u>\$ 7,736</u> | <u>\$ 8,012</u> | <u>\$ 8,341</u> |
| <u>29</u>                                  |                  |                                    | <u>\$ 6,856</u> | <u>\$ 7,094</u> | <u>\$ 7,343</u> | <u>\$ 7,601</u> | <u>\$ 7,867</u> | <u>\$ 8,141</u> | <u>\$ 8,426</u> | <u>\$ 8,764</u> |
| <u>30</u>                                  |                  |                                    | <u>\$ 7,027</u> | <u>\$ 7,273</u> | <u>\$ 7,526</u> | <u>\$ 7,792</u> | <u>\$ 8,064</u> | <u>\$ 8,345</u> | <u>\$ 8,638</u> | <u>\$ 8,982</u> |
| <u>30T</u>                                 | <u>Teamsters</u> |                                    | <u>\$ 6,819</u> | <u>\$ 7,065</u> | <u>\$ 7,318</u> | <u>\$ 7,584</u> | <u>\$ 7,856</u> | <u>\$ 8,137</u> | <u>\$ 8,430</u> | <u>\$ 8,774</u> |
| <u>Public Works Supervisor - Grounds</u>   |                  | <u>Teamsters</u>                   | -               | -               | -               | -               | -               | -               | -               |                 |
| <u>31</u>                                  |                  |                                    | <u>\$ 7,202</u> | <u>\$ 7,455</u> | <u>\$ 7,715</u> | <u>\$ 7,984</u> | <u>\$ 8,264</u> | <u>\$ 8,554</u> | <u>\$ 8,851</u> | <u>\$ 9,206</u> |
| <u>Plans Examiner III</u>                  |                  | <u>Plumbers &amp; Steamfitters</u> | -               | -               | -               | -               | -               | -               | -               |                 |
| <u>32</u>                                  |                  |                                    | <u>\$ 7,381</u> | <u>\$ 7,641</u> | <u>\$ 7,908</u> | <u>\$ 8,185</u> | <u>\$ 8,471</u> | <u>\$ 8,768</u> | <u>\$ 9,074</u> | <u>\$ 9,438</u> |
| <u>Building Inspector III</u>              |                  | <u>Plumbers &amp; Steamfitters</u> | -               | -               | -               | -               | -               | -               | -               |                 |
| <u>33</u>                                  |                  |                                    | <u>\$ 7,566</u> | <u>\$ 7,832</u> | <u>\$ 8,107</u> | <u>\$ 8,390</u> | <u>\$ 8,682</u> | <u>\$ 8,989</u> | <u>\$ 9,303</u> | <u>\$ 9,674</u> |
| <u>Plans Examiner IV</u>                   |                  | <u>Plumbers &amp; Steamfitters</u> |                 |                 |                 |                 |                 |                 |                 |                 |

|                                |                                    |                 |                 |                 |                 |                 |                 |                 |                 |
|--------------------------------|------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <u>34</u>                      | -                                  | <u>\$ 7,755</u> | <u>\$ 8,028</u> | <u>\$ 8,309</u> | <u>\$ 8,601</u> | <u>\$ 8,899</u> | <u>\$ 9,212</u> | <u>\$ 9,536</u> | <u>\$ 9,916</u> |
| <u>Lead Building Inspector</u> | <u>Plumbers &amp; Steamfitters</u> | -               | -               | -               | -               | -               | -               | -               | -               |

## Appendix B - Paid Time Off (PTO) Accrual Schedule Effective 10-1-2015

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired between January 1, 1980 and March 24, 2003<br>(Based on an 8 hour day) |                 |                                           |                                                                                                    |    |                                                               |     |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------------------|----------------------------------------------------------------------------------------------------|----|---------------------------------------------------------------|-----|
| During Year of Service                                                                                                                      | Hours Per Month | Days Per Year<br>(Based on an 8 hour day) | Maximum Accumulation<br>Hours / Days (Based on an 8 hour day) (Max amount of payout at separation) |    | Maximum Accumulation<br>Hours / Days (Based on an 8 hour day) |     |
| <del>10-</del> to 5                                                                                                                         | 18.34           | 27.5                                      | 440                                                                                                | 55 | 608                                                           | 76  |
| <del>65+</del> to 10                                                                                                                        | 20.34           | 30.5                                      | 488                                                                                                | 61 | 656                                                           | 82  |
| <del>110+</del> to 15                                                                                                                       | 22.34           | 33.5                                      | 536                                                                                                | 67 | 704                                                           | 88  |
| <del>1615+</del> to 20                                                                                                                      | 24.34           | 36.5                                      | 584                                                                                                | 73 | 752                                                           | 94  |
| <del>2120+</del>                                                                                                                            | 26.34           | 39.5                                      | 632                                                                                                | 79 | 800                                                           | 100 |

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired after March 24, 2003<br>(Based on an 8 hour day) |                 |                                           |                                                                                                    |    |                                                               |     |
|-----------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------------------|----------------------------------------------------------------------------------------------------|----|---------------------------------------------------------------|-----|
| During Year of Service                                                                                                | Hours Per Month | Days Per Year<br>(Based on an 8 hour day) | Maximum Accumulation<br>Hours / Days (Based on an 8 hour day) (Max amount of payout at separation) |    | Maximum Accumulation<br>Hours / Days (Based on an 8 hour day) |     |
| <del>10-</del> to 2                                                                                                   | 15              | 22.5                                      | 360                                                                                                | 45 | 528                                                           | 66  |
| <del>32+</del> to 5                                                                                                   | 18.34           | 27.5                                      | 440                                                                                                | 55 | 608                                                           | 76  |
| <del>65+</del> to 10                                                                                                  | 20.34           | 30.5                                      | 488                                                                                                | 61 | 656                                                           | 82  |
| <del>110+</del> to 15                                                                                                 | 22.34           | 33.5                                      | 536                                                                                                | 67 | 704                                                           | 88  |
| <del>1615+</del> to 20                                                                                                | 24.34           | 36.5                                      | 584                                                                                                | 73 | 752                                                           | 94  |
| <del>2120+</del>                                                                                                      | 26.34           | 39.5                                      | 632                                                                                                | 79 | 800                                                           | 100 |

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired before January 1, 1980 |                 |                                           |                                                                                                    |    |                                                               |     |
|---------------------------------------------------------------------------------------------|-----------------|-------------------------------------------|----------------------------------------------------------------------------------------------------|----|---------------------------------------------------------------|-----|
| During Year of Service                                                                      | Hours Per Month | Days Per Year<br>(Based on an 8 hour day) | Maximum Accumulation<br>Hours / Days (Based on an 8 hour day) (Max amount of payout at separation) |    | Maximum Accumulation<br>Hours / Days (Based on an 8 hour day) |     |
| 21+                                                                                         | 28.34           | 42                                        | 680                                                                                                | 85 | 848                                                           | 106 |

## Appendix C – 2021 Union Health Insurance Costs

| Insurance Options:                                 | Total Cost          | City's Monthly Contribution | Employee's Monthly Premium Cost | Employee Monthly Premium Increase (from 2020) |
|----------------------------------------------------|---------------------|-----------------------------|---------------------------------|-----------------------------------------------|
| <b>Regence PPO w/ VSP vision</b>                   |                     |                             |                                 |                                               |
| Employee & Children                                | \$1,394.90          | \$1,171.89                  | <b>\$223.01</b>                 | \$21.31                                       |
| Employee & Spouse                                  | \$1,627.28          | \$1,352.65                  | <b>\$274.63</b>                 | \$24.86                                       |
| Employee Only                                      | \$774.38            | \$689.41                    | <b>\$84.97</b>                  | \$11.83                                       |
| Family                                             | \$2,247.36          | \$1,835.10                  | <b>\$412.26</b>                 | \$34.34                                       |
| <b>Regence PPO High-Deductible w/ VSP vision**</b> |                     |                             |                                 |                                               |
| Employee & Children                                | \$1,105.74          | \$976.74                    | <b>\$129.00</b>                 | \$34.71                                       |
| Employee & Spouse                                  | \$1,290.01          | \$1,139.45                  | <b>\$150.56</b>                 | \$40.51                                       |
| Employee Only                                      | <del>\$614.15</del> | <del>\$542.52</del>         | <del><b>\$71.63</b></del>       | <del>\$19.24</del>                            |
| Family                                             | \$1,781.48          | \$1,573.56                  | <b>\$207.92</b>                 | \$55.95                                       |
| <b>Kaiser</b>                                      |                     |                             |                                 |                                               |
| Employee & Children                                | \$1,209.11          | \$1,062.05                  | <b>\$147.06</b>                 | \$0.00                                        |
| Employee & Spouse                                  | \$1,343.46          | \$1,172.24                  | <b>\$171.22</b>                 | \$0.00                                        |
| Employee Only                                      | \$671.73            | \$621.27                    | <b>\$50.46</b>                  | \$0.00                                        |
| Family                                             | \$2,015.19          | \$1,723.24                  | <b>\$291.95</b>                 | \$0.00                                        |
| <b>Kaiser High-Deductible**</b>                    |                     |                             |                                 |                                               |
| Employee & Children                                | \$842.35            | \$779.07                    | <b>\$63.28</b>                  | \$0.00                                        |
| Employee & Spouse                                  | \$935.95            | \$865.62                    | <b>\$70.33</b>                  | \$0.00                                        |
| Employee Only                                      | \$467.98            | \$432.81                    | <b>\$35.17</b>                  | \$0.00                                        |
| Family                                             | \$1,403.92          | \$1,298.44                  | <b>\$105.48</b>                 | \$0.00                                        |

| Delta Dental        | Union Basic Dental (Employer Paid) | City's Monthly Contribution | Basic Dental Employee's Monthly Premium Cost | Union Buy-up Dental (Employee Portion for Buy-up, if elected) |
|---------------------|------------------------------------|-----------------------------|----------------------------------------------|---------------------------------------------------------------|
| Employee & Children | \$109.36                           | \$109.36                    | \$0.00                                       | \$5.80                                                        |
| Employee & Spouse   | \$83.80                            | \$83.80                     | \$0.00                                       | \$4.43                                                        |
| Employee Only       | \$47.43                            | \$47.43                     | \$0.00                                       | \$2.53                                                        |
| Family              | <del>\$145.70</del>                | <del>\$145.70</del>         | <del>\$0.00</del>                            | <del>\$7.73</del>                                             |
|                     |                                    |                             |                                              |                                                               |
| Kaiser Dental       | Employer Paid                      | City's Monthly Contribution | Employee's Monthly Premium Cost              |                                                               |
| Employee & Children | \$102.13                           | \$102.13                    | \$0.00                                       |                                                               |
| Employee & Spouse   | \$113.48                           | \$113.48                    | \$0.00                                       |                                                               |
| Employee Only       | \$56.74                            | \$56.74                     | \$0.00                                       |                                                               |
| Family              | \$170.22                           | \$170.22                    | \$0.00                                       |                                                               |

| <u>Insurance Options:</u>                                 | <u>Total Cost</u>          | <u>City's Monthly Contribution</u> | <u>Employee's Monthly Premium Cost</u> | <u>Employee Monthly Premium Increase (from 2021)</u> |
|-----------------------------------------------------------|----------------------------|------------------------------------|----------------------------------------|------------------------------------------------------|
| <b><u>Regence PPO w/ VSP vision</u></b>                   |                            |                                    |                                        |                                                      |
| <a href="#">Employee &amp; Children</a>                   | <a href="#">\$1,462.65</a> | <a href="#">\$1,239.64</a>         | <a href="#">\$223.01</a>               | <a href="#">\$0.00</a>                               |
| <a href="#">Employee &amp; Spouse</a>                     | <a href="#">\$1,706.33</a> | <a href="#">\$1,431.70</a>         | <a href="#">\$274.63</a>               | <a href="#">\$0.00</a>                               |
| <a href="#">Employee Only</a>                             | <a href="#">\$811.97</a>   | <a href="#">\$727.00</a>           | <a href="#">\$84.97</a>                | <a href="#">\$0.00</a>                               |
| <a href="#">Family</a>                                    | <a href="#">\$2,356.53</a> | <a href="#">\$1,944.27</a>         | <a href="#">\$412.26</a>               | <a href="#">\$0.00</a>                               |
| <b><u>Regence PPO High-Deductible w/ VSP vision**</u></b> |                            |                                    |                                        |                                                      |
| <a href="#">Employee &amp; Children</a>                   | <a href="#">\$1,159.03</a> | <a href="#">\$1,030.03</a>         | <a href="#">\$129.00</a>               | <a href="#">\$0.00</a>                               |
| <a href="#">Employee &amp; Spouse</a>                     | <a href="#">\$1,352.20</a> | <a href="#">\$1,201.64</a>         | <a href="#">\$150.56</a>               | <a href="#">\$0.00</a>                               |
| <a href="#">Employee Only</a>                             | <a href="#">\$643.73</a>   | <a href="#">\$572.10</a>           | <a href="#">\$71.63</a>                | <a href="#">\$0.00</a>                               |
| <a href="#">Family</a>                                    | <a href="#">\$1,867.36</a> | <a href="#">\$1,659.44</a>         | <a href="#">\$207.92</a>               | <a href="#">\$0.00</a>                               |
| <b><u>Kaiser</u></b>                                      |                            |                                    |                                        |                                                      |
| <a href="#">Employee &amp; Children</a>                   | <a href="#">\$1,155.99</a> | <a href="#">\$1,008.93</a>         | <a href="#">\$147.06</a>               | <a href="#">\$0.00</a>                               |
| <a href="#">Employee &amp; Spouse</a>                     | <a href="#">\$1,284.41</a> | <a href="#">\$1,113.19</a>         | <a href="#">\$171.22</a>               | <a href="#">\$0.00</a>                               |
| <a href="#">Employee Only</a>                             | <a href="#">\$642.16</a>   | <a href="#">\$591.70</a>           | <a href="#">\$50.46</a>                | <a href="#">\$0.00</a>                               |
| <a href="#">Family</a>                                    | <a href="#">\$1,926.88</a> | <a href="#">\$1,634.93</a>         | <a href="#">\$291.95</a>               | <a href="#">\$0.00</a>                               |
| <b><u>Kaiser High-Deductible**</u></b>                    |                            |                                    |                                        |                                                      |
| <a href="#">Employee &amp; Children</a>                   | <a href="#">\$803.64</a>   | <a href="#">\$740.36</a>           | <a href="#">\$63.28</a>                | <a href="#">\$0.00</a>                               |
| <a href="#">Employee &amp; Spouse</a>                     | <a href="#">\$891.79</a>   | <a href="#">\$821.46</a>           | <a href="#">\$70.33</a>                | <a href="#">\$0.00</a>                               |
| <a href="#">Employee Only</a>                             | <a href="#">\$446.08</a>   | <a href="#">\$410.91</a>           | <a href="#">\$35.17</a>                | <a href="#">\$0.00</a>                               |
| <a href="#">Family</a>                                    | <a href="#">\$1,337.88</a> | <a href="#">\$1,232.40</a>         | <a href="#">\$105.48</a>               | <a href="#">\$0.00</a>                               |

| <b><u>Union Dental</u></b>              |                                        |                                    |                                                     |                                                                       |
|-----------------------------------------|----------------------------------------|------------------------------------|-----------------------------------------------------|-----------------------------------------------------------------------|
| <b><u>Delta Dental</u></b>              | <u>Union Basic Dental (Total Cost)</u> | <u>City's Monthly Contribution</u> | <u>Basic Dental Employee's Monthly Premium Cost</u> | <u>Union Buy-up Dental* (Employee Portion for Buy-up, if elected)</u> |
| <a href="#">Employee &amp; Children</a> | <a href="#">\$116.14</a>               | <a href="#">\$116.14</a>           | <a href="#">\$0.00</a>                              | <a href="#">\$6.16</a>                                                |
| <a href="#">Employee &amp; Spouse</a>   | <a href="#">\$89.00</a>                | <a href="#">\$89.00</a>            | <a href="#">\$0.00</a>                              | <a href="#">\$4.70</a>                                                |
| <a href="#">Employee Only</a>           | <a href="#">\$50.37</a>                | <a href="#">\$50.37</a>            | <a href="#">\$0.00</a>                              | <a href="#">\$2.69</a>                                                |
| <a href="#">Family</a>                  | <a href="#">\$154.73</a>               | <a href="#">\$154.73</a>           | <a href="#">\$0.00</a>                              | <a href="#">\$8.21</a>                                                |

\* Dental Buy-up requires a 3-year commitment - must be on this plan 3 years before stopping the buy-up as long as you are eligible for benefits

| <b><u>Kaiser Dental</u></b>             | <u>Total Cost</u>        | <u>City's Monthly Contribution</u> | <u>Employee's Monthly Premium Cost</u> |
|-----------------------------------------|--------------------------|------------------------------------|----------------------------------------|
| <a href="#">Employee &amp; Children</a> | <a href="#">\$102.13</a> | <a href="#">\$102.13</a>           | <a href="#">\$0.00</a>                 |
| <a href="#">Employee &amp; Spouse</a>   | <a href="#">\$113.48</a> | <a href="#">\$113.48</a>           | <a href="#">\$0.00</a>                 |
| <a href="#">Employee Only</a>           | <a href="#">\$56.74</a>  | <a href="#">\$56.74</a>            | <a href="#">\$0.00</a>                 |
| <a href="#">Family</a>                  | <a href="#">\$170.22</a> | <a href="#">\$170.22</a>           | <a href="#">\$0.00</a>                 |

**2021-2022 Opt-Out:** \$230/month (taxable income to employee)



## **International Machinists Union Addendum Agreement**

This agreement, as of the date indicated therein, by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and International Machinists Union District Lodge #W24, hereinafter referred to as the Union, WITNESSES that WHEREAS the parties have negotiated the terms and conditions of a collective bargaining agreement, hereinafter referred to as the Agreement, and terms and conditions of an addendum agreement, hereinafter referred to as the Addendum, relating to regular employees of the Employer and hereinafter referred to as employees represented by the Union and described in this addendum to special wages, hours, and other terms and conditions of employment of such employees and wish to reduce the addendum to writing agree hereto as follows, and to be part of the agreement.

### **1. Work Jurisdiction**

1.1 Although the City of Vancouver maintains the ability to make work assignments as workload dictates, the city recognizes the work performed by mechanics shall be as follows: maintenance, rebuilding, dismantling, assembling, repairing, installing, erecting, cleaning, preparing and conditioning of all automotive parts, units and auxiliaries connected with passenger cars, motorcycles, tractors, trucks, shovels, trench digging, excavating equipment, fire apparatus, trucks, ladders and related equipment, other emergency equipment associated with fire emergency equipment and associated with fire emergency vehicles, and all types of machinery that are propelled by any type of combustion engine, and all of the machine or grinding processes connected with the foregoing including welding.

1.2. The primary work assignments of the Emergency Mechanics will remain focused on Fire Apparatus such as fire engines, fire trucks, water tenders, brush rigs, heavy rescue and specialty equipment.

1.3. None of the preceding work may be performed by the equipment superintendent [and Equipment Mechanic Supervisor except de minimis work when no other mechanics are available](#).

1.4 Seniority for all mechanics will be defined as the length of service in that classification for the purpose of vacation scheduling, layoff for lack of work, overtime, and call back offers.

### **2. Employee Tools, Safety Boots and Safety Glasses**

2.1 Each employee holding the position of mechanic or senior mechanic is required to provide, at their own expense, a basic set of tools appropriate to perform the work required of a journey level mechanic, including metric hand tools. The shop sets of metric tools currently provided by the city will remain available to employees, [but and may will not](#) be expanded or replaced [at the City's discretion](#).

## 2.2 Tool/Safety Boot Allowance

2.2.1 Each employee holding the following positions will be provided an annual tool/safety boot allowance as outlined below:

|                                      |                                   |
|--------------------------------------|-----------------------------------|
| Mechanics                            | <del>\$1,200</del> <u>\$1,320</u> |
| Senior Mechanics                     | <del>\$1,200</del> <u>\$1,320</u> |
| Emergency Equipment Mechanics        | <del>\$1,200</del> <u>\$1,320</u> |
| Senior Emergency Equipment Mechanics | <u>\$1,320</u>                    |
| Vehicle Service Worker II            | <del>\$900</del> <u>\$990</u>     |
| Vehicle Service Worker I             | <del>\$600</del> <u>\$660</u>     |

This allowance is to be used for tool and safety boot replacement and upgrading an employee's tool inventory.

The tool/safety boot allowance will be made to the employee on a monthly basis (1/12<sup>th</sup> payment monthly) through payroll.

2.2.2 All employees in the above classifications must wear industrial safety toe shoes at all times.

2.2.3 The Employer agrees to insure, for fire and burglary, the hand tools (including the tool box and electronic test equipment) which are in the possession of the employee at the Employer's place of work. The employee will be responsible to annually digitally photograph all tools that ~~he or she~~they owns and provide the Employer with a copy of such documentation. The camera used for this purpose shall be made available by the Employer. In addition, the employee will provide to the City a written inventory of all tools over \$300 in value, including make and model, which inventory would be necessary documentation to provide the city if the need arose to make a claim for the loss of those tools.

2.3 Safety Glasses. All shop employees must wear safety glasses, with the Employer providing said glasses. For employees that desire prescription safety glasses, the Employer will provide reimbursement for prescription safety glasses on an annual basis, up to an annual maximum of ~~\$200~~\$300. Reimbursement under this article is subject the employee providing detailed receipts of the purchase to the Employer.

### 3. Western Metal Industry Pension Plan

- 3.1 The members represented by Machinists Local 1432 will be allowed to participate in the Western Metals Industry Pension Plan by diverting part of their wages into the plan. The amount of the contribution will be determined by majority vote of the affected members of IAM Local 1432. The members employed at Operations and those at the Fire Department will vote as separate units.
- a. Rehabilitation Plan for the Western Metal Industry Pension Fund. Effective May 28, 2010 a rehabilitation plan was instituted for the pension plan due to a determined actuarial status of “critical.” The parties have agreed to follow the plan as outlined below until such time as there an amendment to or ending of the rehabilitation by the Plan.

| <u>Effective Date</u> | <u>Contribution Rate</u> |
|-----------------------|--------------------------|
| <u>7-1-2016</u>       | <u>\$1.96</u>            |
| <u>7-1-2017</u>       | <u>\$2.12</u>            |
| <u>7-1-2018</u>       | <u>\$2.28</u>            |
| <u>7-1-2019</u>       | <u>\$2.44</u>            |
| <u>7-1-2020</u>       | <u>\$2.60</u>            |
| <u>7-1-2021</u>       | <u>\$2.76</u>            |

- 4.1 This plan shall be in addition to, and will not replace, the Washington Public Employees Retirement System (PERS).

### 4. Shift Assignments

- 4.1 Assignment to vacancies on shifts will be made based upon seniority when the employee meets the qualifications of the new shift and the Employer’s work needs.
- 4.2 Shift preference must be filed more than three (3) working days prior to an organization effecting a shift change or declaring a job opening by submission of a dated open requisition. Forms will be provided and made available by the City. If an employee does not file a shift preference, it shall be assumed that [the employeehe/she](#) is on [his/hertheir](#) preferred shift.
- 4.3 Under no circumstances will the provisions of this section be construed to enable an employee, at [his/hertheir](#) request, to displace or “bump” a less senior employee from [his/hertheir](#) job and shift.

### 5. Emergency Equipment Mechanics Subsection: In addition to Articles 1 - 4, the following language applies to Emergency Equipment Mechanics Only.

- 5.1 Job Requirements for Emergency Equipment Mechanics:

In order to apply for the position of emergency equipment mechanic, applicants must possess ASE certifications as noted in the job classification and job notice. In addition, within

the time period outlined in the job classification, emergency equipment mechanics must become certified in all EVT areas as outlined in the job classification.

5.2. The city shall pay all fees associated with maintaining ASE certifications, and with obtaining and maintaining EVT certifications. This shall include costs required for out-of-town travel, food, and lodging, associated with these exams.

## **~~6. Limited PTO Sell-Back Program~~**

~~6.1 Employees working in the Fire Department's Emergency Equipment (an Enterprise Fund that does a significant amount of work for outside agencies) may sell back up to a maximum of forty (40) hours of PTO per calendar year. The payout of PTO hours would occur on a once per year basis between October 1 and November 1 annually.~~

## **76. VEBA Medical Reimbursement Plan**

~~7.16.1~~ On behalf of all IAM members in the Union's bargaining unit employed in the Fire Shop of the City of Vancouver (the "group"), contributions on behalf of each employee in the group shall be mandatory and based on a payroll deduction. The dollar amount of pre-tax contribution shall be determined on an annual basis.

## **87. Working Out of Classification**

87.1 When an employee is required to act as a temporary supervisor they shall be paid in accordance with Article 11.7 of the Agreement.

## **98. Termination and Renewal**

98.1 Provisions for termination and renewal for this addendum shall be identical to the master agreement.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, ~~2021~~2022.

**For the Employer**

\_\_\_\_\_  
Eric Holmes, City Manager

**For the Union**

\_\_\_\_\_  
Nichet Newsome, IAM District Lodge #W24

\_\_\_\_\_  
Lisa Takach, HR Director  
Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

## **Plumbers and Steamfitters Local 290 Addendum Agreement**

This agreement, as of the date indicated therein, by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and Plumbers and Steamfitters, Local 290, hereinafter referred to as the Union, WITNESSES that WHEREAS the parties have negotiated the terms and conditions of a collective bargaining agreement, hereinafter referred to as the Agreement, and terms and conditions of an addendum agreement, hereinafter referred to as the Addendum, relating to regular employees of the Employer and hereinafter referred to as employees represented by the Union and described in this addendum to special wages, hours, and other terms and conditions of employment of such employees and wish to reduce the addendum to writing agree hereto as follows, and to be part of the agreement.

### **1. Work Jurisdiction**

- 1.1 The work of the Development Review Division and delegated by the Building Official as provided for in Vancouver Municipal Code, as represented by the United Association of Plumbers and Steamfitters Local 290, shall include all site inspections and plan review of all building, plumbing, mechanical, structural, electrical, property maintenance and zoning requirements, as well as any adopted building codes or standards of the City. Recognition of Development Review Division work groups are as follows: Building Inspection, Building Electrical Inspection, Building Plan Review and Code Compliance.

### **2. Acting or Out-of-Class Assignments**

- 2.1 When acting or out-of-class for a maximum 6 month assignment opportunities are available to higher paying positions, preference shall be give on a rotation basis to qualified employees within the division/work group. The rotation list shall be by workgroup seniority. Employees must have one (1) year of service prior to consideration for placement on the rotation list. When the most senior employee has been given an out-of-class appointment, the next appointment shall be given to the next lower person on the list. Employees on the list have the option of refusing the out of class assignment.

### **3. Training, Certification and License Allowance**

- 3.1 Employees shall receive \$110 per month for one (1) additional certification beyond the minimum required and relevant to job duties as per DRS Policy 1726 Employee Inspection Certification Allowance.
- 3.2 DRS Policy 1726 Employee Inspection Certification Allowance will be maintained by DRS for the term of this agreement. The policy will not be modified except by agreement with UA Local 290.
- 3.3 The Employer will, reimburse the employee for any fees paid for required certification tests and renewals, and training. When an employee holds more than 1 certification, where possible and permissible by ICC, they will renew their certifications

together. The employee will provide the City with evidence of satisfactory completion of any necessary tests.

- 3.4 Reimbursements shall be made within thirty (30) days after the employee provides the City with a receipt and evidence of satisfactory completion of any necessary tests.

#### **4. Employee Clothing Allowance**

- 4.1 The Employer shall reimburse the employee for clothing required by the employer and/or WISHA, up to a maximum of \$350 per Inspector and Code Compliance Officer and \$250 per Plans Examiner per calendar year and where relevant and appropriate, that such clothing displays the City logo. When working in the field, employees are required to wear at least one piece of clothing with the City's name and logo visible at all times.
- 4.2 Reimbursements shall be made within thirty (30) days after the employee provides the City with a receipt. Purchases will be made through a City approved catalog/website/contract. Any additional costs to put the logo onto purchased clothing will be counted in the maximum annual allowance.

#### **5. Scheduled Overtime**

- 5.1 Scheduled overtime and call back shall be offered to the assigned Project Inspector, Code Compliance Officer or Plans Examiner first, then to the most senior qualified person on the workgroup seniority list. If the seniority list is exhausted the least senior will be assigned the overtime or call back.

#### **6. Termination and Renewal**

- 6.1 Provisions for termination and renewal for this addendum shall be identical to the master agreement.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, ~~2021~~2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Carol Krohn,  
Plumbers and Steamfitters, Local 290

\_\_\_\_\_  
Lisa Takach, HR Director

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk



## **Teamsters, Local #58 Addendum Agreement**

This agreement, as of the date indicated therein, by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and the International Brotherhood of Teamsters, Local #58, hereinafter referred to as the Union, WITNESSES that WHEREAS the parties have negotiated the terms and conditions of a collective bargaining agreement, hereinafter referred to as the Agreement, and terms and conditions of an addendum agreement, hereinafter referred to as the Addendum, relating to regular employees of the Employer and hereinafter referred to as employees represented by the Union and described in this addendum to special wages, hours, and other terms and conditions of employment of such employees and wish to reduce the addendum to writing agree hereto as follows, and to be part of the agreement.

### **1. License Fees**

1.1 The City will pay all fees for certifications required by the City.

### **2. Termination and Renewal**

2.1. Provisions for termination and renewal for this addendum shall be identical to the master agreement.

### **3. Acting or Out-Of-Class Assignments**

3.1 When acting or out-of-class appointments are made to higher paying positions, preference shall be given on a rotation basis to qualified employees within the division. The rotation list shall be by seniority. Employees must have one (1) year of service prior to consideration for placement on the rotation list. When the most senior employee has been given an out-of-class appointment, the next appointment shall be given to the next lower person on the list. Employees on the list have the option of refusing the out-of-class appointment.

### **4. Western Conference of Teamsters Pension Plan**

4.1 Effective January 1, 2016, the Employer shall continue to pay into the Western Conference of Teamsters Pension Trust on account of each employee performing work of the bargaining unit, for each hour in which compensation is paid. The hourly contribution rate shall be eighty cents (\$0.80) per compensable hour.

Thereafter, the Employer shall pay into the Western Conference of Teamsters Pension Trust on account of each employee performing work in the bargaining unit, for each hour in which compensation is paid. The hourly contribution rate shall be allocated as follows:

| <b>Effective Date</b> | <b>Total \$/Hour</b> |
|-----------------------|----------------------|
| 1/1/12                | \$.60                |
| 1/1/13                | \$.70                |
| 1/1/14                | \$.80                |

|        |        |
|--------|--------|
| 1/1/17 | \$1.00 |
| 1/1/18 | \$1.20 |

All contributions to be allocated to the Basic Plan.

- 4.2 Otherwise-excluded employees or workers are to be included in the Employer-paid mandatory participation of the Western Conference of Teamsters Pension Plan if they are performing work within the jurisdiction of this unit, including those on a temporary or seasonal basis and those in a 'Supervisory' or 'Lead' position.
- 4.3 The total amount due for each calendar month shall be remitted in a lump sum not later than ten (10) days after the last business day of each month. The Employer agrees to abide by such rules as may be established by the Trust of said Trust to facilitate the determination of the hours for which contributions are due, the prompt and orderly collection of such amounts and the accurate reporting and recording of such amounts paid on account of each employee performing the work of the bargaining unit. Failure to make all payments herein provided for, within the time specified, shall be breach of this Agreement.
- 4.4 The Western Conference of Teamsters Pension Plan shall continue to be an additional retirement plan, and will not replace, the Washington Public Employees Retirement System (PERS).

## 5. **Scheduled Overtime**

- 5.1 Scheduled overtime will be from the grounds seniority list on a rotation basis by their city hire date. The assigned supervisor/designee will rotate through the seniority list consistently through each event. Multiple day events will be scheduled on a day by day basis.
- 5.2 Overtime will not be approved for staff on light duty, or work restrictions relevant to scheduled overtime.
- 5.3 Employees on their initial probation period may work scheduled overtime if they:
  - a. Possess valid CDL, if relevant to overtime and;
  - b. Successfully trained in operation of all equipment relevant to overtime.
  - c. Or work with another qualified employee.
- 5.4 An employee on probation may work overtime if it is the continuation of a normal work day to finish a specific task, and is approved by a supervisor/designee.
- 5.5 If employee is on PTO, the supervisor/designee will place one call to their primary phone. Employee will have until the of that normal work day to reply before next person is contacted.
- 5.6 Grounds employees in a career development role outside their work group will be contacted for overtime assignments following the rotation guidelines listed above.
- 5.7 Department cross training/rotation – employee will be contacted by supervisor/designee for overtime by placing one call to the employee's primary phone. Employee will have until the end of that normal work day to reply before the next person is contacted.
- 5.8 The assigned supervisor/designee will maintain a list that shows accepted or unaccepted overtime and dates.

## 6. **Regular Appointments**

6.1 When regular appointments are made, current employees shall be given preference by their seniority if their qualifications are equal or superior to those of other applicants.

## **7. Shift Assignments**

7.1 The Employer and the employee also recognize the need from time to time for temporary shift reassignments when an emergency does not exist. In these situations, the Employer agrees to give the employee a minimum of twenty-four (24) hours' notice in advance of the new shift starting time. Regular shift reassignments shall be according to Article 10 of the master agreement.

7.2 From time to time, 4-day week, ten (10) hour work schedules may be temporarily rescheduled to fill needs due to sick leave, military leave, or other unanticipated absences. This would involve transferring an employee from one period of four (4) consecutive days to another. Such rescheduling will not be subject to provisions for premium pay on the first, second, and third day; provided that the following criteria are met:

7.2.1 Any time a work schedule is changed, it will consist of consecutive days of work.

7.2.2 Employees will be notified of the rescheduling at least twenty-four (24) hours in advance of the new work schedule.

7.2.3 The shift change shall be of a temporary nature not to exceed thirty (30) days.

7.2.4 Employees may request shift changes, but the city shall assume no obligation for premium pay on the initial first, second, or third day of the new shift.

## **8. Wages**

8.1 At the time of ratification of this agreement, employees, by a majority vote, may elect to divert wages from the negotiated increase, into the pension to be contributed into the Western Conference of Teamsters Pension Plan during the first year of this Agreement.

8.2 Employees by a majority vote may elect to divert negotiated wage increases into the pension to be contributed to into the “Western Conference of Teamsters Pension Plan” on an annual basis.

### 8.28.3 Homeless Camp Clean up

Scheduled homeless clean-up designated by the HART team or other City management representative that are deemed a public health hazard will be paid an additional hourly rate of \$1.00 above the assigned employees pay for working such assignment. The premium will not be paid for hazards or camp clean-up found as part of regularly assigned duties associated with sanitation and maintenance of City parks and facilities.

## **9. Corrections Crews and Volunteer Use and Limitations**

9.1 This section is limited to establish the use of corrections crews and volunteers including instituting limitations on the same.

9.2 Corrections crews and volunteers are controlled by the employer and may be utilized with limitations as approved by the Operations Center Manager or designee. Work performed by the corrections crews shall be directed by employees of the bargaining unit.

9.3 Work performed by corrections crews and volunteers is limited to the following:

- a) Storm debris cleanup and removal;
- b) Litter patrol cleanup duties including emptying trash bins and performing hand cleanup;
- c) Use of manual tools for raking shrub beds, medians, turf areas around tree bases and headstones and the raking of grass and heavy clippings;
- d) Manual weeding and invasive vegetation removal other than the exclusions subject to paragraph (e) below;
- e) Use of weed eaters and edgers only for park perimeters, right of ways and/or overgrown areas and medians except for manicured areas;<sup>1</sup>
- f) Use of back pack blowers;

g) Hand painting of picnic table boards;

g)h) Volunteer work shall be mutually agreed upon between the employer and the Union\*

~~h)~~i) Other work as mutually agreed upon between the employer and the Union\*.

\*Union Stewards are designated by the union business representative to act as the Union's volunteer coordinator for the purpose of entering into an agreement for work projects identified herein.

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Effective October 19, 2011 and through the life of this Agreement, in the event of layoffs, the tasks subject to paragraph (e) shall not be permitted by corrections crews, except for safety/liability sensitive areas including medians and right of ways.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, ~~2021~~2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Walter LaChapelle, Teamsters, Local #58

\_\_\_\_\_  
Lisa Takach, HR Director

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

Agreement  
by and between  
City of Vancouver  
and  
Joint Labor Coalition

Teamsters, Local #58  
IAM, District Lodge #W24  
Plumbers & Steamfitters, Local #290

January 1, 2022 – December 31, 2024

# Joint Labor Coalition Contract

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# **Joint Labor Coalition Master Agreement**

This agreement is between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and the Joint Labor Coalition, comprised of those local Unions and associations affiliated with national Unions and associations described herein and hereinafter referred to as the Coalition or the Union for purposes of setting forth the mutual understanding of the parties regarding wages, hours, and conditions of employment of those employees for whom the Employer has recognized the Coalition as the exclusive collective bargaining representative.

## **1. Recognition and Bargaining Unit**

- 1.1 The Employer hereby recognizes the Unions listed below as the exclusive bargaining representative for the purposes stated in Ch. 41.56 RCW of all regular full-time and regular half-time employees employed within the bargaining unit of this agreement and as certified by the State of Washington Public Employment Relations Commission (PERC), but shall exclude all supervisory, professional, temporary, seasonal and part-time workers or employees.
  - 1.1.1 All employees of the Grounds Maintenance Division of the Operations Center of the Public Works Department, as indicated on Appendix A to the master agreement, represented by Local #58, International Brotherhood of Teamsters, hereinafter referred to as the Union.
  - 1.1.2 All employees of the Equipment Services Division of the Public Works Department, including the Vancouver Fire Shop Personnel, as indicated on Appendix A to the master agreement, represented by District Lodge, #W24, International Association of Machinists, hereinafter referred to as the Union.
  - 1.1.3 All employees of Development Review Division (DRD) as indicated on Appendix A to the master agreement, represented by the Plumbers and Steamfitters, Local #290, hereinafter referred to as the Union.
  - 1.1.4 Seniority – At the date of ratification of the contract by all signatories to this Agreement, City seniority and bargaining unit seniority are of equal value, except for purposes of layoff and bumping as provided for in Article 26.
  - 1.1.5 The classifications of employees covered by this agreement are set forth in Appendix A which is attached hereto and made a part of this agreement. When classification on Union inclusion cannot be agreed upon by the Employer and the Union, either party may petition PERC to review the position in question and render a written opinion of its findings that shall be binding on the Employer and the Union.
  - 1.1.6 In instances where contract language is in conflict with addenda, the addenda takes precedence over the Master Agreement.

## **2. Nondiscrimination**

- 2.1 The Employer and the Union agree that they will not discriminate unfairly against any employee by reason of race, creed, age, color, sex, national origin, religious belief, marital status, mental or physical disability, sexual orientation, active military duty or employees who have been honorably discharged, or any other criteria established by state or federal statutes, rules or regulations.
- 2.2 Whenever words denoting the masculine gender are used in this agreement, they are intended to apply equally to either gender.
- 2.3 There shall be no discrimination or harassment exercised against any employee covered by this agreement because of his or her membership or Union activities.

## **3. Rights of Management**

- 3.1 The management of the municipal corporation, including but not limited to, the organization, scheduling, staffing, and direction of the workforce, is vested exclusively in the Employer, subject to the terms of this agreement. Examples of management rights include, but are not limited to:
  - 3.1.1 To take whatever action is either necessary or advisable to determine, manage and fulfill the mission of the organization;
  - 3.1.2 To determine the number of employees to be employed;
  - 3.1.3 To hire employees, determine their qualifications and assign and direct their work;
  - 3.1.4 To evaluate employees' performance;
  - 3.1.5 To set the standards of productivity, and the services to be provided;
  - 3.1.6 To control and regulate the use of facilities, equipment, and other property of the Employer;
  - 3.1.7 To determine the number, location and operation of departments, divisions, and all other units of the Employer;
  - 3.1.8 Determine the methods, processes and means of providing municipal services;
  - 3.1.9 Appoint and/or lateral transfer the assignment of employees to specific jobs within their job classification or title.
- 3.2 The Employer has the right to introduce any and all new, improved and automated methods or equipment to improve efficiency and to reduce costs and assign employees within the bargaining

unit in accordance with such improvements and cost reduction methods. All matters not specifically and expressly covered or treated by the language of this agreement may be administered for its duration by the Employer in accordance with such policies or procedures as the Employer, from time to time, may determine. This article recognizes an employee's right to use the grievance procedures set forth in Article 21 below.

## **4. Union Security**

4.1 The terms and conditions of this agreement in regard to Union security are as follows:

- 4.1.1 The parties agree that the terms of this Agreement shall apply equally to all employees, as defined in Article 1.1 of this Agreement, and within the bargaining unit. Any bargaining unit employee may authorize the Employer to deduct from their pay the amount of Union membership dues charged by the Union for representation and services provided by the Union. This signed authorization must be in writing and forwarded to the Human Resources Department.
- 4.1.2 Any bargaining unit employee, as defined in Article 1.1 of this Agreement, who does not want to become a member of the Union, has the option to pay fees in an amount equal to Union dues charged by the Union for representation and services provided by the Union. This signed authorization must be in writing and forwarded to the Human Resources Department.
- 4.1.3 Those employees of the Employer as defined in 1.1 to this agreement, who do not elect to become a member of the Union and pay Union dues; or who do not pay fees to the Union; and who require services beyond bargaining the Agreement; may be charged fees for such services in an amount determined by the Union.
- 4.1.4 The Union agrees to provide the Employer with Union dues deduction assignment forms for each employee who desires to pay their Union dues and initiation fees by payroll deduction. The Employer will deduct such dues from the wages of the employees and forward them to the Union each month.
- 4.1.5 In the event an employee covered by the bargaining unit notifies the Employer that the employee no longer elects to have dues or fees deducted from their pay, the Employer shall notify the Union of the notification within five (5) working days.
- 4.1.6 Listing of New and Terminated Employees: The Employer agrees to notify the Union of new hires within the first thirty (30) days of employment:
  - a. By the 10<sup>th</sup> of the following month, a listing of bargaining unit employees hired, promoted or terminated during the previous month. Such listing shall contain the names of the employees, along with their job classification, and department.

- b. Twice each year, and upon request by a Coalition union, the Employer shall provide, within 14 calendar days of the request, a list of bargaining unit members, their department/section, classification, base pay, fulltime/part-time status and city seniority date. If specifically requested, the Employer will also provide the classification seniority for employees in the bargaining unit classifications requested. The process for calculating classification seniority is manual, and if such a request is made, the Employer will work with the union(s) to provide the information within a timeframe that is acceptable to both parties.
- c. Twice each year and upon request by the union, the employer shall provide, within 14 calendar days of the request, a listing of all non-represented employees, their classification and department.

4.1.7 The Union shall defend, indemnify and hold harmless the City and its officials, representatives and agents against any and all claims, suits orders, judgments, or liability arising from this Article.

## **5. Union Representatives and Union Activity**

- 5.1 The Union shall inform the Employer in writing of the names of its officers, business representatives and stewards who are accredited to represent the Union, which information shall be kept up-to-date at all times. Only persons so designated will be accepted by the Employer as representatives of the Union.
- 5.2 Union representatives may, after receiving permission from the supervisor, visit the work location of employees covered by this agreement, for the purpose of administering provisions of the agreement related to grievance processing, disciplinary action and posting of Union notices on City provided bulletin boards.
- 5.3 Solicitation of Union membership or collection or checking of dues will not be conducted during working hours, other than as follows:
  - 1. Union representatives are allowed access to new employees at an agreed upon time by the City and Union, for purposes of informing the employee about the exclusive bargaining representative within the first ninety (90) days of the employee's start date; and
  - 2. Union representatives shall have access to new employees once for new employee orientation for no more than 30 minutes; and
  - 3. Access shall occur during the employee's regular working hours at the employee's regular worksite, unless otherwise agreed.

The Employer agrees not to discriminate against any member of the Union for his or her activity in behalf of or membership in the Union, provided such activity is not carried on during working hours, except as expressly provided in this agreement.

- 5.4 Employee officers of the Union or stewards shall be allowed reasonable time away from their work assignment for the purposes of meetings with the City for collective bargaining, grievances or disciplinary hearings or such other legitimate activities as are mutually agreed upon between

the Union and the City. City employees participating in such meetings or activities will be allowed to do so without loss of pay if scheduled during said employee's regularly scheduled work time. If meetings or activities go beyond the regularly scheduled work time, then the employees shall be on their own time not paid by the City. For the purposes of attendance at the bargaining table, including individual union addendum bargaining sessions, not more than two (2) on duty employees per Union will be present. The Plumbers and Steamfitters, Local 290 agree that they will have one (1) paid City employee at the bargaining table.

5.4.1 Employee Union representatives shall request permission from their immediate manager for time away from their work assignment. Such request shall be granted provided the time does not unreasonably detract from their work performance and is in compliance with the above requirements as to the nature of the activity. Time away from their work assignment to act in the role of Union representative shall be coded on their timesheet accordingly.

5.4.2 Employee Union representatives and affected employees shall be allowed time away from their work assignment for meetings with the City. A reasonable amount of prep and debrief time necessary for these meetings shall be allowed.

5.5 City work hours shall not be used by employees or the business representatives for the conduct of Union business or the promotion of Union affairs other than stated above.

5.6 The City shall provide bulletin board space for Union notices in a conspicuous location where workers frequent regularly in each work area.

5.7 Use of City telephones or computers related to Union business

a. City telephones or computers is allowed subject to the following:

1. When such use is de minimis and incidental, such as arranging a meeting with a Union Representative.
2. For the purpose of conducting an investigation of a grievance, such as individual inquiries to co-workers.
3. For the purpose of interacting with the City's representatives concerning Union-City business, such as setting dates for City-Union meetings, making inquiries regarding grievances, etc.

b. The uses cited in "5.7 (a) may continue only if they incur no additional cost to the City. The content of any and all communications using the City computer system is not privileged and may be subject to City review.

## **6. Strikes, Work Stoppages and Work Slowdowns**

6.1 The Employer and the Union's signatory to this agreement agree that the public interest requires the efficient and uninterrupted performance of all city services and to this end pledge their best efforts to avoid or eliminate any conduct contrary to this objective. During the term of this

agreement, the Union and/or the employees covered by this agreement shall not cause or engage in any work stoppage, strikes, slowdown or other interference with Employer functions, nor shall the city institute a lockout.

- 6.2 In the event that a strike, boycott, slowdown, mass sick call, work stoppage or other interruption of work occurs during the life of this agreement, the Employer shall notify the Union of the existence of such activity and request information from the Union as to whether or not the activity has been authorized. The Union, after immediately responding to the Employer's request, will then proceed to make every reasonable effort to terminate the work interruption activity and induce the employees concerned to return to work so that service to the citizens of the City of Vancouver will not be affected. Employees shall not earn any benefits or wages whatsoever while they are engaged in such actions. In addition, employees who engage in or encourage such actions shall be subject to discipline up to and including discharge.

## **7. Identification of Jobs**

- 7.1 Job classifications shall be defined by the current class specification for each of the job class titles listed in Appendix A of this agreement.
- 7.2 The Employer shall have the sole responsibility for making work assignments. In the event of conflicting assignments from management representatives, the employee shall have the right to seek clarification from the directing management representative. The employee shall not be disciplined for following management directives.
- 7.3 When there is a change in the job duties assigned to an employee such that the employee is required to possess substantially different qualifications or is assigned a substantially different level of responsibility, the Employer shall conduct the classification review for the purpose of determining the appropriate job classification for the revised job. If reasonable and practical, the Employer will assign the positions to an existing class which better describes the duties assigned to the job. If there is no appropriate existing job classification, the Employer shall establish a new job classification. If the incumbent in the position is qualified for the revised job classification, the employee shall be placed in the new classification at the nearest step providing an increase. An incumbent who is not qualified for the new classification shall maintain his or her current range and continue to receive any step increases that are due.
- 7.4 The salary range for the new classification shall be established following Employer procedures so that the salary of the new class is competitive. The salary range shall be submitted to the Union for review. Within thirty (30) calendar days of receipt of such City notice, the Union shall notify the City of its agreement or disagreement with the City's provisional salary range for the new classification. If the Union disagrees with the salary range, it may request that the Employer shall negotiate with the Union with regard to establishment of an equitable salary range for the new job class. In the event the City and Union are unable to agree upon an equitable salary and mediation does not result in a resolution, the question may be submitted to an arbitrator under the procedures set forth in 21.3 of this agreement. The City shall have the right to employ persons at its provisional salary range during the term of negotiations, subject to full retroactive payment to all affected employees upon the conclusion of negotiations or arbitration.

- 7.5 If a new classification is established by the City, a notification consisting of the job specification will be provided in writing to the Union coalition.
- 7.6 During the life of this agreement, should the City perform a market study on wages, if any classification is above 105% or fall below 90% of the market rate, the parties agree to meet and confer on those classifications.

The City of Vancouver agrees to conduct a market study in 2020 of all positions in the Joint Labor Coalition, and will provide employees the opportunity to participate in the update of their job description.

## **8. Posting of Jobs**

- 8.1 It is the desire and intent of the Employer to fill job vacancies from qualified applicants within the city before hiring new employees, providing the employees who apply have the required qualifications for the particular job.
- 8.2 Vacant positions will be filled from employment lists established by Human Resources except when an alternate procedure is allowed by employment policies in the case of entry level positions and flexibly staffed positions.

A flexibly staffed position is one which may be filled at the entry (I) level by an employee who may be promoted to the full working (II) level on the basis of successful performance at the entry level.

Placement on an employee list will be on the basis of examination of candidates' qualifications. Employees shall be allowed paid time off from their work schedule to participate in interviews for in-house positions. When candidates are to be examined for placement on an employment list, the City will post a notice of the examination and accept applications for seven (7) regularly scheduled working days and shall be posted in each reporting duty station subject to this Agreement where employee access to Employer provided computer systems and its internet network is not made available.

The employment list may be effective up to six months. Employees may decline consideration for appointment to a vacant position and remain on the employment list in the same rank or position.

- 8.3 Vacant positions may be posted on a simultaneous or internal/external basis, based on the following guidelines:
- 8.3.1 All applications will be collected directly by the Human Resources Department.
  - 8.3.2 The Employer shall first view internal applications.



8.3.3 If the Employer determines that no internal candidates meet the qualifications or staffing need as stated on the job announcement, the Employer may consider the external applicants in its recruitment process.

## **9. Probation**

9.1 A newly hired or rehired employee is subject to a six (6) month probationary period. The probationary period for new employees may be extended, with notification to the Union, to a maximum of six (6) additional months. The Employer may discipline or discharge any newly hired or rehired employee at any time during the probationary period, with or without cause, and such discipline or discharge shall not be subject to appeal.

9.2 Promotions and voluntary demotions are subject to a six (6) month probationary period. The probationary period for a promotion and voluntary demotion may be extended, with notification to the Union, to a maximum of six (6) additional months.

In the event an employee does not successfully complete a promotion/voluntary demotion probationary period, the employee will be assigned to the employee's original position (if available or vacant) or to another vacant position for which the employee is qualified in the same class as, and at the same salary level as, the employee's original position. If the original position is not available, and no other vacant position is available meeting the applicable criteria in this Article, the employee will be placed on a reinstatement list for their original position or classification for a maximum of thirty six (36) months. Nothing in this section shall restrict the rights of the Employer under Article 22.

9.3 An employee who is transferred into a job within the same classification or accepts a lateral transfer into a different classification may serve a six (6) month probationary period as set forth in this section, if the job is significantly different than their previous job. In the event an employee does not successfully complete a transfer probationary period, the employee will be assigned to the employee's original position (if vacant) or to another vacant position for which the employee is qualified in the same class as, and at the same salary level as, the employee's original position. If the original position or another available vacant position for which the employee is qualified is not available, the employee will be placed on a reinstatement list for their original position or same classification for a maximum of thirty-six (36) months. Nothing in this section shall restrict the rights of the Employer under Article 22.

9.4 Nothing in this Article shall restrict an employee's entitlement to applicable provisions impacting wages and benefits.

## **10. Work Week, Hours of Work, Shifts**

10.1 The work week is defined as the period between 12:01 a.m., Sunday through 12:00 midnight the following Saturday, unless otherwise determined for specific employees.

10.2 Work Schedule

The normal assigned work schedule shall be five (5) consecutive days of eight (8) consecutive hours, excluding lunch periods, followed by two (2) days of rest; not to exceed forty (40) hours of work in the work week. It is understood that the five (5) consecutive days does not imply a Monday through Friday schedule. Other work schedules may be determined by mutual agreement of the Union and the Employer.

### 10.3 Work Shift

Short term, temporary shift reassignments may be made when the Employer determines that an emergency exists. Under those circumstances, the Employer shall give the employee a minimum of four (4) hours' notice prior to the start of the new shift. If such notice is less than four (4) hours, the Employer shall pay the employee according to call-back pay provisions of 11.4 of this agreement.

10.3.1 An emergency is defined as a natural event or unexpected circumstance which necessitates the Employer to change schedules on short notice to address essential operational or service needs on an immediate basis.

10.3.2 Normal shift starting times shall begin within the following time frames:

First shift - 7:00 p.m. to 4:59 a.m. (graveyard)

Second shift - 5:00 a.m. to 11:59 a.m. (day shift)

Third shift - 12:00 noon to 6:59 p.m. (swing shift)

Regular assignments to openings on shifts will be made based on seniority when the employee meets the qualifications of the new shift and the Employer's work needs. A regular assignment is one with no end date or one which is expected to last over thirty days. If the most senior employees decline then a less senior employee may be assigned.

### 10.4 Rest Periods

Each employee shall be given a 20-minute paid rest period in the first half of the working shift and a 20 minute paid rest period in the second half of the working shift, and an unpaid lunch period during the shift. Such periods begin when the employee leaves the work site and ends upon their return to the work site.

## 11. Rates of Pay

### 11.1 Wages

All bargaining Unit wages will be set as outlined in Appendix "A" to this agreement. Salary adjustments shall be calculated from step 1 of range 1.

Upon ratification of the 2022-2024 contract, employees who were active Joint Labor Coalition members and eligible to vote on the ratification of the 2022-2024 Joint Labor Coalition collective bargaining agreement will receive a one-time payment of \$900.00 (gross), prorated based on FTE status (e.g. a 0.5 FTE will receive \$450).

Effective January 1, 2022

Salary schedule will be adjusted by four and seventy-five hundredths percent (4.75%)

Effective January 1, 2023

The 2022 salary schedules for covered classification wages shall be adjusted by 4%.

Effective January 1, 2024

The 2023 salary schedules for covered classification wages shall be adjusted by 4%.

#### 11.1.1 Payroll Periods

The pay periods and pay dates will be as follows:

| Pay Period                               | Pay Date         |
|------------------------------------------|------------------|
| 1 <sup>st</sup> through 15 <sup>th</sup> | 25 <sup>th</sup> |
| 16 <sup>th</sup> through end of month    | 10 <sup>th</sup> |

Employees will be paid a monthly salary which shall be split equally between the two (2) pay periods. Timesheets submitted in error will be corrected on the following pay check.

#### 11.2 Salary Step Plan

Employees will move through the defined salary steps on an annual basis, based on adjusted salary review date. For example, if an employee is hired between the first (1<sup>st</sup>) and the fifteenth (15<sup>th</sup>) of the month the pay adjustment would be on the first (1<sup>st</sup>) day of the current month. If an employee is hired between the sixteenth (16<sup>th</sup>) and the end of the month, the adjustment would be on the first (1<sup>st</sup>) day of the following month.

##### 11.2.1 Promoted Employees

At the time of promotion, employees will move to the step in the range of the new class which results in an increase of at least 5%. Upon successful completion of a promotional probationary period, the employee's salary shall then be increased to the next step of the new range on the adjusted salary review date and annually thereafter up to the top of the range. In no event shall a promoted employee's salary be less than the starting pay of the salary range for the new class, nor in excess of the highest step of the regular salary range for the new class.

##### 11.2.2 Demoted Employees

Employees who voluntarily demote (defined as voluntarily applying for and accepting a position in a lower pay range) will be placed in the appropriate pay range for the new classification that results in the least amount of pay reduction, but not above the top of

the new range. If an employee is not at the top step, their next step date will be one-year from the demotion date.

#### 11.2.3 Laterally Transferred Employees

Employees who voluntarily take a lateral transfer (defined as voluntarily applying for and accepting a position in the same pay range) will remain at their same step. If an employee is not at the top step, they will retain their next step date.

#### 11.2.4 Flexibly Staffed Positions

Flexibly staffed positions are classifications that allow the City to hire individuals who lack one of the required qualifications (such as CDL) at a lower level, and then give them the time to obtain the needed requirement. Upon attainment of the needed requirement, the individual's position is moved to the higher classification. An example is the Grounds Maintenance Specialist I/II classification. At the time the position is moved to the higher classification, the employee will move to the step in the range of the higher classification which results in an increase of at least 5%. The employee's next eligibility for a step increase is one year from that date and annually thereafter up to the top of the new range.

- 11.3 The hourly rate of the employee will be their monthly base rate multiplied by twelve (12) months and divided by 2,080 hours. This rate multiplied by eight (8) hours (or ten (10) hours, if applicable) will be the daily base rate; multiplied by forty (40) hours will be the weekly base rate; and multiplied by 173.3 hours will be the monthly base rate. For purposes of overtime calculations only, the employee's hourly base rate shall be calculated using all compensation required by FLSA.

#### 11.4 *Callback Pay*

Employees who have completed their regular shift, are on the way home, or at home, and are required to work other than a continuation of their shift, shall be paid at double their base rate of pay for hours worked. Any call-back pay shall be for a minimum of two (2) hours, during which time the Employer may provide and require work of the employee called back.

##### 11.4.1 Overtime and Callback Time

All scheduled overtime and/or call back time shall be offered on a seniority basis by Department, starting with the most senior qualified person. At the Operations Center, when this departmental seniority list is exhausted, the Master Operations Center Seniority list will then be used. The most senior employees have the option as to placement on the call out list. Seniority is defined as length of employment with the city. In work groups who have an employee receiving standby pay per Article 11.4.3, the initial call will go to the employee carrying the pager or cell phone who will be responsible for the call. Call back pay shall be paid in accordance with Article 11.4 and overtime shall be paid in accordance with Article 11.5.1. Unanticipated and unscheduled overtime which extends beyond the end of a shift for the crew working on a specific project will be offered first to

the appropriate and qualified Union member(s) at the site working on the project at the end of the shift.

Temporary or seasonal workers will not be allowed to work scheduled overtime until regular full or half-time employees within that work unit have had the opportunity to work the overtime. The Employer will make a good faith effort to notify regular employees of overtime opportunities before such work is offered to temporary workers. This will not preclude temporary or seasonal workers from working overtime which extends beyond the end of their shift or emergency situations.

#### 11.4.2 Telephone Calls at Home After Hours

Employees who are required by the Employer to answer work-related questions by telephone when they are not at work shall be paid for time actually spent on the telephone at the rate of one-and-one-half (1 ½) their normal base rate calculated to the nearest quarter hour, with a quarter-hour minimum. Special pay premiums, such as holiday pay, do not apply to time paid under this article.

#### 11.4.3 Stand by Pay

If the Employer requires an employee to carry a pager or cell phone in order to respond to off duty call-outs, the employee carrying the pager or cell phone while off duty shall be compensated at a flat rate of \$150.00 per week or \$21.43 per day. The employee on standby must be fit for duty and able to reach the assigned duty station in forty (40) minutes. This does not apply to the Operations' Technical Rescue Team which is covered by an existing Memorandum of Understanding.

### 11.5 *Overtime Compensation*

The Employer will attempt to meet its overtime requirements on a voluntary basis among the employees and in the event there are insufficient volunteers to meet the requirements, the Employer may require the necessary employees to work starting with the least senior qualified employee.

11.5.1 Overtime compensation will start anytime an employee is required to work beyond the end of their shift (typically eight (8) hours or ten (10) hours per shift) and will be compensated to the nearest quarter hour, at the rate of time and one-half (1 ½) for the first eight (8) hours of overtime and thereafter at double time. Employees shall have the option to flex their schedule within their defined work week, without incurring overtime, as long as it is mutually agreed upon in advance.

11.5.2 Any employee required to work on their first day of rest, or their first and second day of rest in the case of employees who have three (3) consecutive days of rest, shall be compensated at their base rate plus one-half of their base rate or time and one-half (1½).

11.5.3 Any employee required to work on their second day of rest, or their third day of rest in the case of employees who have three (3) consecutive days of rest, shall be compensated at their base rate plus their base rate (double time) for the first eight (8) hours of work, and for any hours worked over eight (8) shall be compensated at her/her base rate plus time and one-half (2 ½ times). If the employee voluntarily chooses to work on these days of rest, the employee shall be compensated as outlined in 11.5.2, above.

11.5.4 All overtime compensation shall be paid in compliance with the requirements of the Federal FLSA and applicable Washington State laws.

#### 11.5.5 Compensatory Time

Employees may accrue compensatory time off in lieu of overtime compensation.

11.5.5.1 The decision to grant comp time as an alternative to paid overtime shall be at the Employer's discretion.

11.5.5.2 Compensatory time off shall be accumulated at the same rate as overtime compensation would have otherwise been paid (i.e., time and one-half generally, except for work on the employee's second day of rest, or third day of rest for employees with three (3) consecutive days of rest).

11.5.5.3 The maximum accrual shall be eighty (80) hours.

11.5.5.4 Employees will be allowed to use accrued compensatory time off by mutual agreement with their supervisor, and subject to any restrictions for such use established under the Fair Labor Standards Act (FLSA).

11.5.5.5 In the event an employee is affected by layoff from their regular position, the employer will payout the balance of the Employee's compensatory time balance at the employee's rate of pay at the time of layoff.

#### 11.6 *Shift Differential*

Any employee whose regularly scheduled shift is the third shift (swing shift) as defined in 10.3.2 shall be paid a shift differential of one dollar and seventy-five cents (\$1.75) per hour for hours worked; any employee whose regularly scheduled shift is the first shift (graveyard) as defined in 10.3.2 shall be paid a shift differential of two dollars (\$2.00) per hour for hours worked. For purposes of shift differential payment, regularly scheduled includes scheduled overtime, but does not include call back or extension of shift overtime. Requested assignments made to accommodate an employee's personal situation and shifts picked up on overtime do not qualify for shift differential. Employee regularly scheduled on first or third shift, will receive their regular shift differential payment when scheduled for work-related meetings or training on day shift.

#### 11.7 *Working Out-of-Class*

- 11.7.1 An employee who is temporarily assigned by management, in writing, to perform the assigned duties and responsibilities of a higher level position shall be paid either at a rate 5% above their current rate of pay, (not to exceed the top of the range for the out-of-class assignment), or at the entry rate of the higher job class, whichever is greater.
- 11.7.1.1 An employee must be assigned for a period of three (3) or more consecutive work days to receive out-of-class pay. The out-of-class pay shall be paid beginning with the first hour of the assignment.
- 11.7.2 The same employee shall not be assigned to the higher level duties for more than six (6) consecutive months unless specifically approved by the City Manager for extenuating circumstances. The Union will be given notice when management anticipates that an employee will be performing the principle duties of a higher classification for a period of more than 30 days.
- 11.7.3 The out-of-class rate of pay shall apply for that time actually worked in the higher class. Periods of paid leave during the out-of-class assignment shall be compensated at the employee's normal rate of pay. Following a paid leave, the out-of-class pay shall resume on the first day returned; provided that the leave is for not more than fifteen (15) consecutive working days and the employee returns to the out-of-class assignment on the first day returned.
- 11.7.4 A position may be career developed up to a maximum of one (1) year.

## **12. Leave Benefits**

### **12.1 Paid Time Off (PTO)**

- 12.1.1 Employees shall accrue paid time off (PTO) in accordance with the schedule in Appendix B, to be used for vacation, illness or personal business.

Part-time employees assigned to a 0.50 – 0.90 FTE position will accrue PTO hours on a pro-rated basis to the maximum.

Bereavement leave and military leave are separate categories as specified in 12.4 and 12.5 of this article, below.

- 12.1.2 Employees may begin using accrued PTO hours as soon as the hours are earned in said bank. PTO hours accrued in a pay period cannot be used in the same pay period in which time is earned, i.e. PTO hours accrued in the 1<sup>st</sup> through the 15<sup>th</sup> pay period cannot be used until the 16<sup>th</sup> through the end of the month pay period and so forth.

An employee shall be paid for all earned and accrued PTO hours, as outlined in Appendix B, at the employee's current rate of pay when the employee terminates employment. All leave time may be used in a minimum of 30-minute segments.

12.1.3 PTO time off must be approved by the supervisor. Normally at least five (5) working days advance notice of the absence will be required unless mutually agreed upon shorter notice is provided. PTO scheduling within the division shall be based on seniority within the city and shall be limited to a two (2) week block per selection.

12.1.4 "Unscheduled PTO" is defined as time off that is requested less than twenty-four (24) hours prior to the day of the leave. Unscheduled PTO needs to be reflected on an employee's timecard. Guidelines on the frequency and use of unscheduled PTO time will be established within individual divisions or departments.

## 12.2 *Grandfathered Sick Leave Cash Out*

Any employee hired before January 1, 1980, and retiring from the Employer with a bank of grandfathered sick leave shall be paid a sum equal to 50 percent (50%) of their accrued and unused grandfathered sick leave.

## 12.3 *Paid Leave while on FMLA Leave*

If an employee is on authorized leave which qualifies as protected under applicable State and Federal leave laws, the employee shall use existing PTO, grandfathered sick leave, and/or compensatory time, with the choice of which category to draw on first at the employee's option. At the employee's option, the employee may reserve up to forty (40) hours of PTO leave in their bank and elect to take leave without pay.

## 12.4 *Bereavement Leave*

A maximum of forty (40) hours (pro-rated based on FTE) of bereavement leave shall be allowed when there is a death in an employee's immediate family.

Immediate family is defined as spouse, domestic partner, child, mother, father, brother, sister or step family, aunt, uncle, niece or nephew, mother-in-law, father-in-law, daughter-in-law, son-in-law, brother-in-law, sister-in-law, grandparents and grandchildren, and grandparents and grandchildren of the spouse or member of the employee's household. Bereavement leave in excess of the durations identified above may be charged to an employee's PTO account or sick leave account, if applicable under FMLA or as required by law, with the approval of the supervisor. It is understood that the policy extends to similar members of a domestic partner's family as detailed above.

The City reserves the right to require documentation of the death using a standard form provided by the City.



### 12.5 *Military Leave*

The Employer abides by the provisions of the laws of the State of Washington and the Federal USERRA laws which stipulates that employees who are members of the National Guard or Federal Reserve Military Units are entitled to be absent from their duties for a period of up to twenty-one (21) days with pay during each military calendar year (October 1 through September 30) while engaged in the performance of ordered military duty and while going to or from such duty.

During periods of military conflict, an employee who is married to a military member of the US Armed Forces, National Guard or Reserves will be granted up to fifteen (15) days of unpaid leave before their deployment. Employees are eligible for this leave per deployment. The spouse must provide the Employer a copy of the member's orders.

### 12.6 *Family Leave – FMLA*

Under the terms of the Family and Medical Leave Act of 1993 (FMLA) and the state law, upon the completion of one (1) year of employment, any employee who has worked at least one thousand two hundred fifty (1,250) hours during the prior twelve (12) calendar months shall be entitled to up to twelve (12) weeks of leave in accordance with FMLA and based on a rolling twelve (12) month period for specified family and medical reasons as required by FMLA, and the Washington Family Care Act.

### 12.7 *Pregnancy/Childbirth Disability Leave*

When required by Washington State law, the Employer will grant a leave of absence for the period of temporary disability because of pregnancy or childbirth.

## **13. Holidays**

13.1 The following days are recognized as legal paid holidays for which time off is to be granted:

New Year's Day -- January 1  
Martin Luther King's Birthday - Third Monday in January  
President's Day -- Third Monday in February  
Memorial Day -- Last Monday in May  
Juneteenth – June 19  
Independence Day -- July 4  
Labor Day -- First Monday in September  
Veterans Day - November 11  
Thanksgiving Day -- Fourth Thursday in November  
Native American Heritage Day - Fourth Friday in November

Christmas Day -- December 25

- 13.2 Any of the above holidays which may fall on a calendar Saturday shall be celebrated on the previous Friday; any of the above holidays which fall on a calendar Sunday shall be celebrated on the following Monday.
- 13.3 Any employee whose normal work schedule requires him/her to work on a holiday may schedule eight (8) hours off at any time after the holiday, mutually agreed upon by the supervisor and the employee. Any employee for whom a holiday falls on their normal day off shall be granted eight (8) hours into a holiday bank to use as time off in the future, after mutually agreed upon by the supervisor and the employee.
- 13.3.1 This holiday bank shall have a limit of forty (40) hours for each employee. Once the bank reaches the limit, all further time will be paid out at the appropriate rate.
- 13.4 Any employee who is on medically authorized sick leave when a holiday occurs will receive eight (8) hours pay for that holiday and will not have their sick leave accrual charged.
- 13.5 Any employee who works on a city holiday, or its equivalent for shift personnel, shall be paid double their base rate for hours worked, plus pay for the holiday. Hours worked beyond eight (8) on the holiday shall be compensated at triple the employee's regular rate.

## 14. Employee Insurance

- 14.1 Employees covered by this agreement will be provided insurance benefits as follows:
- 14.2 **Life Insurance.** Each employee shall receive a life insurance policy in an amount equal to 100% of the employee's annual salary, rounded to the next higher multiple of \$1,000. In addition, employees shall have the option of choosing dependent and/or additional life insurance on a payroll deduction basis.
- 14.3 **Long Term Disability.** Regular full-time and half-time bargaining unit employees will be covered by a City-paid group long-term disability insurance policy.
- 14.4 **Health Insurance.**
- A. Employees and their eligible dependents will have the option of selecting any combination of medical and dental coverage from the following:
- a. **Medical**
- i. HMO Plan
- ii. HMO Plan – CDHP (Consumer Driven Health Plan)
- iii. PPO Plan
- iv. PPO Plan – CDHP (Consumer Driven Health Plan)
- b. **Dental**
- i. PPO Plan
- ii. HMO Plan

**B. Consumer Driven Health Plans (CDHP).**

- a. CDHP's will include a Health Savings Account (HSA).
  - i. The City will make a contribution to the Employee's HSA in the following amounts:
    - 1. Employee-only coverage - \$1,500
    - 2. Employee plus one or more dependents - \$3,000
- b. Employees may also contribute pre-tax dollars to their HSA up to the limits allowed by law.

**C. Premiums.**

**2022-2024.** Beginning January 1, 2022, January 1, 2023, and January 1, 2024, the City contribution will increase up to 5% of any increasing premium costs. This means the City will pay up to the first 5% of any increasing premium cost plus the City's previous year's premium sharing amount. The employee's share would be the previous year's premium sharing amount plus any premium costs above 5%. See appendix C for a copy of the 2022 healthcare rates.

- D. In addition, members have an opt-out/cash-back option for eligible employees upon certification of other group coverage.

**E. Flexible Spending Account (FSA).**

- a. For employees enrolled in a non-CDHP plan: Employees will have the option of participating in a FSA for reimbursable medical costs, dependent care costs, or premium sharing costs.
- b. For employees enrolled in a CDHP plan: Employees will have the option of participating in a FSA for dependent care costs.

- 14.5 It is understood that the type and level of benefits available from the City's health plan carriers may be changed from time to time by the carrier, and the City shall not have a duty or obligation to negotiate over such changes with the Coalition. Additionally, the City retains the right to change health plan providers as long as the new plan provides a comparable level of benefits as negotiated in this contract.

**14.6 Dental Insurance.**

The City will pay 100% of the employee and eligible dependent cost for selected dental insurance for the term of this agreement.

- 14.7 Medical and dental insurance premiums for regular part-time employees shall be paid by the Employer in the same portion as detailed in 14.4 above, and pro-rata, based on the employee's budgeted FTE (full-time equivalent).

- 14.8 The Labor-Management Insurance Committee will meet no less than annually to share information on benefits (including, but not limited to health, dental, life and long-term disability insurance). The City may also use this forum to gather feedback, ideas and alternatives to current plan offerings and/or designs as needed.

## **15. Fitness for Duty**

The parties recognize that employees have the responsibility to report to work fit for duty.

15.1 To ensure physical and mental fitness, the employee may be required to provide to the Employer a fully completed certification from a medical and/or psychological provider on a City-provided form of the employee's fitness to perform the specific duties of their job or light duty alternative before returning to work.

15.2 The Employer also has the right to send employees for medical and/or psychological examinations at the City's expense for additional certification of fitness for duty whenever the Employer reasonably believes that the employee is not fit for duty or may be a danger to themselves or others.

- a. Should the findings of the employer requested medical and/or psychological exam have an adverse effect on the employee's employment, the employee will have an opportunity, at their sole discretion and expense, for a second examination.

15.3 The City shall comply with all applicable medical records confidentiality laws associated with any employee medical information.

## **16. Retirement Plan**

- 16.1 All eligible employees and the Employer shall participate in the Washington Public Employees Retirement System (PERS) to the extent provided for by Washington state law.

## **17. Training Program**

- 17.1 Training shall be scheduled by the Employer. Time spent in training shall be paid in compliance with the requirements of the Federal FLSA and applicable Washington State law. If the employee receives notification of essential certification requirements from the certifying agency, the employee has a responsibility to inform the Employer in a timely manner. City required safety and health trainings are not covered by this employee notification requirement.
- 17.2 Every effort will be made to schedule required training during on-duty time. Personnel may be scheduled and required to attend training outside of their normal shift.
- 17.3 Employees who desire tuition aid for specialized individual training or academic training may submit their request in accordance with City of Vancouver Policies and Procedures.

- 17.4 Any employee required to possess a certification for their position shall obtain such certification within the timeline established by the job announcement and/or offer letter, and shall maintain such certification during their tenure in such position. Failure to either obtain or maintain required certification(s) may be grounds for actions pursuant to Article 22 of this contract if the Employer has fulfilled their responsibility in accordance with subsections 17.1 and 17.2 above.

## **18. Clothing, Tools and Safety Equipment**

- 18.1 The Employer shall purchase and replace such clothing, uniforms, and other equipment as designated by the department head, and shall make all necessary replacements as the need arises. All uniforms or equipment being replaced shall be returned to the Employer at the time of replacement.
- 18.2 Employees agree to maintain all clothing and equipment in good condition and not subject it to abuse beyond the regular call of duty.

## **19. Driver's Licenses**

- 19.1 The parties recognize that the Federal Highway Administration (FHWA) has established regulations for employees required to have a Commercial Driver's license (CDL).

All employees in applicable positions are expected to obtain and maintain a commercial driver's license with such endorsement as necessary to operate vehicles assigned to their work unit.

Employees new to a position requiring a CDL shall be allowed up to six (6) months to obtain a CDL permit and up to one year to obtain the license. Both dates start from the date of hire into the position requiring a CDL. Failure to either obtain or maintain the required CDL may be grounds for discipline up to and including termination of employment.

The City will provide:

- 19.1.1 An opportunity for each employee to develop the skill required to obtain the license.
- 19.1.2 Reimbursement for fees to obtain the license and endorsements, provided that if the employee incurs additional charges because they fail any part of the exam, those charges shall be the employee's responsibility.
- 19.1.3 The required medical/physical examination, provided that, at the city option, the city may reimburse the employee for a physical examination by a physician of the Employer's choice. An employee wishing to use their own physician when the city offers a paid examination with its own physician will not be reimbursed for the examination.
- 19.1.4 Use of a city vehicle to take the practical/driving portion of the examination, on city time, provided that the city may require the employee demonstrate proficiency in

operating the vehicle in a trainee capacity before allowing the employee to use the vehicle in the driving test.

19.1.5 All employees required to maintain a Commercial Drivers' License shall be subject to all rules and regulations issued by the federal government including requirements for drug testing.

19.2 For those employees who must drive vehicles to carry out their job as determined by the Employer, if any employee has their driver's license (or CDL for those employees required to have a CDL) revoked or suspended for one hundred twenty (120) days or less, then the Employer will make a reasonable effort to reassign the employee to jobs not requiring driving. If such reassignment is not practical, the employee shall be suspended without pay. The employee may elect to take other appropriate available leave (accrued PTO or compensatory time) in lieu of suspension without pay. If the employee's driver's license (or CDL for those employees required to have CDL) is revoked or suspended for more than one hundred twenty (120) days, then the Employer shall make a reasonable effort to reassign the employee. If such reassignment is not practical, the employee shall be immediately discharged.

If an employee has been discharged from employment with the City for the loss of their required driver's license or CDL and is actively appealing the basis for the loss through the justice system, the City will consider them eligible for appointment to the next available position for which they are qualified if their appeal is successful and their required driver's license or CDL is reinstated within one year from the date of loss. An employee receiving an appointment to a position will return with the seniority and accrual rates that they had at the time they were discharged. Only employees who fit this specific criterion will be given this consideration.

19.3. Notwithstanding the provision of section 19.2 above, the Employer retains the right to pursue actions under Article 22 for inappropriate workplace behavior which results in their driver's license (or CDL for those employees required to have a CDL) being revoked or suspended.

19.4 If an employee in a job which requires a driver's license (or CDL for those employees required to have a CDL) has their license revoked or suspended for medical reasons, the Employer will make a reasonable effort to reassign the employee to duties which do not require a driver's license (or CDL for those employees required to have a CDL) and for which the employee is qualified. The Employer will not create work or a position to accommodate the employee. If the Employer is not able to find existing work to which the employee can be assigned, then the employee may be separated from employment in accordance with public laws, this contract and city policies.

## **20. Mileage Reimbursement, Parking Rates and Commute Trip Reduction (CTR)**

20.1 Mileage Reimbursement- Some jobs may require the use of an individual employee's automobile. In the event this is required by the Employer, it will pay the employee a mileage reimbursement at the rate established by the Internal Revenue Service.

20.2 Parking Rates – City employees who work in the downtown area pay for parking in City-owned or -operated lots or on permitted street spaces. The rates below are applicable to those employees who currently work downtown or who will work downtown in the future.

20.2.1 City-Owned or -Operated Lot Rates and On-Street Parking.

With respect to all parking options, city employees will be expected to pay the prevailing parking rates.

20.2.3 Payment of Parking Fees

City work locations in the downtown area require employees to pay for parking should they want to park in a City owned or operated lot or in a permitted on-street parking space. Employees not currently paying parking fees because of their work location or commuting choice are subject to paying fees if their work location or commuting choice changes to one where parking fees are in effect. Conversely, employees who currently work in the downtown area and pay for parking will not be subject to that requirement should they relocate to an area where parking fees are not charged.

20.3 Commute Trip Reduction – The City participates in a Commute Trip Reduction (CTR) program and encourages employees to use alternate modes of transportation to get to and from work. For employees who use alternate modes of transportation for their work commute at least 60% of their scheduled work time (based on mandatory monthly self-reporting), the City will provide:

- a. a taxable cash incentive (\$25) for bicycling, walking, or carpooling to work; or
- b. 100% of the cost of a bus pass; or
- c. the option of a vanpool and will pay a variable amount (amount depends on the numbers of participants) to participating employees.

Incentives are currently available to all participating employees, regardless of their current work location.

## **21. Grievance Procedure**

21.1 *Definition*

For purposes of this Agreement, the term "grievance" means any dispute between the Employer and the Union or an employee concerning the application or interpretation of the terms of this Agreement.

21.2 *Procedure*

The Union and Employer agree that written grievances alleged under this procedure will be subject to sincere and genuine efforts being made by the parties to adjust all problems

at the lowest level possible, and in a manner consistent with the requirements in this Article.

Any grievance raised shall be limited to the written statement of grievance as provided for in the initial applicable step as identified herein.

A written grievance shall be required to include the following information:

- a. Set forth the section(s) of the agreement allegedly violated and state the specific nature of the violation.
- b. Indicate the date(s) of the incident(s) grieved.
- c. Specify the remedy or solution to the grievance sought by the employee(s).
- d. Signed by the identified grievant(s), or in the case of a group grievance, signed by the steward of record.

Grievances shall be processed in accordance with the following procedures and may be submitted at the appropriate step, as mutually agreed:

- 21.2.1 Step 1: If a grievance is to be advanced under this procedure, it shall be presented by the employee to their immediate management representative (not covered by this Agreement) within ten (10) working days from the date the employee had knowledge or should have had knowledge of the alleged breach or violation of this Agreement.

The management representative (not covered by this Agreement) shall meet with the aggrieved employee and the Union steward within ten (10) working days of the management representative's (not covered by this Agreement) receipt of the grievance. The parties agree to make every effort to settle the grievance promptly at this stage. Within ten (10) working days after such meeting, the management representative (not covered by this Agreement) shall mail or deliver a copy of their decision to the aggrieved employee, the Union and the department head.

- 21.2.2. Step 2: If the grievance remains unresolved after a decision is rendered by the management representative (not covered by this Agreement), it shall be reduced to writing and delivered to the department head or designee, within ten (10) working days after mailing or delivery of the decision reached in Step 1, above.

The department head or their designee and management representative (not covered by this Agreement), shall convene a meeting with the aggrieved employee and Union representative within ten (10) working days of receipt of the grievance. The department head or designee shall make a decision on the matter within ten (10) working days of such meeting. Copies of the written decision shall be mailed or hand delivered to the aggrieved employee, the Union and the City Manager.

- 21.2.3 Step 3: If the grievance remains unresolved after the decision has been rendered by the department head or designee, the Union shall in writing deliver the grievance to the City Manager or their designated representative, with a copy to the department head,



within ten (10) working days after mailing or delivery of the decision reached in Step 2. The City Manager or their designee shall convene a meeting of the aggrieved, the Union representative, the department head, and other directly involved individuals as determined by the parties to be appropriate, within ten (10) working days of receipt of the written grievance and shall render their decision within ten (10) working days of such meeting with copies of the aggrieved employee, the Union and the department head.

- 21.2.4 The Union will attempt to explain to management why the grievance is still unresolved as it moves up the steps towards arbitration, but the explanation will not have merit as to the step advancement.

### 21.3 *Arbitration*

If the grievance remains unresolved after a decision is rendered in Step 3 above, it may be submitted by the Union to a mutually acceptable arbitrator as hereinafter provided. If the Union wishes to proceed to arbitration, such notice must be provided by the Union to the City Manager within fifteen (15) working days following the Union's receipt of the City Manager's decision as outlined in Step 3.

Should the grievance be submitted to arbitration, the parties shall mutually select a disinterested third party to serve as arbitrator. In the event the Employer and the Union are unable to agree on an arbitrator, the arbitrator shall be selected by the process of alternately striking from a panel of eleven (11) arbitrators from the Pacific Northwest region as furnished by the Federal Mediation and Conciliation Service (FMCS) or other mutually agreed to similar organization. The Union shall strike the first name. The request for an arbitrator shall state the general nature of the issue. The city and the Union will jointly share the fee for selection and services of an arbitrator. Each party shall pay the fees and expenses of their own attorneys, representatives and witnesses.

The arbitrator shall render a decision as promptly as possible. The arbitrator shall consider and decide only the specific issue(s) submitted in writing by the Employer and/or the Union, and shall have no authority to make a decision on any other issue not so submitted. The arbitrator shall have jurisdiction and authority only to interpret, apply or determine compliance with the specific terms of the agreement and shall not have jurisdiction to add to, detract from, or alter in any way, the provisions of this Agreement.

A decision within the jurisdiction of the arbitrator shall be final and binding upon all parties. The parties shall abide by the award made in connection with any arbitral difference.

### 21.4 *Discipline or Termination Grievances and Grievances Subject to Group Filing*

A grievance of a disciplinary or termination action, or a group grievance that affects a significant portion of the employees in the bargaining unit may be introduced by the Union in written form to the department head or designee as set forth in Step 2 of the grievance procedure, and proceed as set forth there from.

### 21.5 *Time Restriction*

If the grievance is not filed or advanced in accordance with the time limits set forth within the procedure, the grievance shall be considered non-submitted or resolved on the basis of the Employer's last response. A grievance not responded to by the Employer within the prescribed time limits shall be granted, provided that the remedy sought conforms to the provisions of this agreement and applicable laws. The parties may mutually agree to extend the time limits for any step of this procedure and any extension shall be reduced to writing for a specified period of time. All references to "working days" in this Article shall exclude Saturdays, Sundays, and all holidays recognized in Article 13 of this Agreement.

## **22. Employee Discipline and Termination**

- 22.1 The Employer may discipline or discharge any newly hired or rehired employee at any time during the initial probationary period, with or without cause, and such discipline or discharge shall not be subject to appeal.
- 22.2 The Employer may, in good faith for just cause, take disciplinary action by written reprimand, suspension, transfer, delay of step increase, demotion or discharge. The degree of discipline administered shall depend on the severity of the infraction. Disciplinary action must be issued within thirty (30) calendar days after the Employer became aware of the offense, unless based on an extended pattern of performance or behavior. The thirty (30) calendar day timeline set forth herein may be extended upon mutual agreement between the Employer and the Union, except in cases of employee absence for any purpose and/or the unavailability of a Union representative. In those cases, the Employer is to issue the discipline to the employee upon their return to work and/or upon the next date of availability of a Union representative. Written reprimands may be grieved up to the City Manager or their designee, but not arbitration unless and until such time as such written reprimands are relied upon to support subsequent and timely discipline including suspension, transfer, delay of step increase, demotion or discharge.
- 22.3 The Employer shall not take any disciplinary action as defined in this section without giving the employee the right to have a Union representative present. If an employee(s) is requested to attend any meeting for the purpose of investigation, where such investigation may lead to discipline or discharge of that employee, that employee(s) will be informed of their right to have Union representation present before such meeting is to take place. The employee shall be provided a letter setting forth the reason(s) for such action at the time such action is taken or shortly thereafter.
- 22.4 Employees shall be given the opportunity to read and answer all disciplinary letters before placement of such material into their official personnel file maintained by Human Resources and will be requested to sign such letters. Signature thereon shall not be construed as admission of guilt or concurrence with the discipline, but rather an indication that the employee has seen and comprehends the gravity of the disciplinary action.

- 22.5 Copies of written reprimands and other disciplinary letters will be provided to the Union. After six (6) months, copies of written reprimands will be used only to indicate trends of behavior which may lead to discipline and/or discharge.
- 22.6 Only management representatives who are not covered by this agreement may discipline employees above a written reprimand.

## **23. Performance Evaluations**

- 23.1 Each employee's job performance shall be reviewed and evaluated at least annually.
- 23.2 Performance evaluations are not disciplinary and are not subject to the grievance procedure.
- 23.3 An employee may append their written comments to the performance evaluation report. Employee comments must be attached and submitted with the signed performance evaluation to human resources.

## **24. Tobacco Free Work Environment**

- 24.1 All city facilities, including city-owned buildings, vehicles, individual employee offices, and offices or other facilities rented or leased by the city will be tobacco free.

## **25. Non-Reduction of Wages and Working Conditions**

- 25.1 The parties hereto agree that the wages and working conditions in effect and now being paid to and enjoyed by the members of the Union shall not be reduced in view of the provisions of this agreement; provided, nothing in this section shall be construed to limit in any way, the Employer's rights under Article 3., Rights of Management, above, or to make changes in current practices, provided: (1) Advance notice of the change is given to the Union and affected employees, and, (2) Reasonable opportunity is provided to discuss the change with the city.

## **26. Layoff, Recall, and Bumping**

- 26.1 Layoff Procedure – Layoffs or reductions-in-force (including transfers for this purpose and reduction in hours) may be undertaken by the City due to budgetary reductions, organizational restructuring, lack of work, reduction or elimination of funds, material change in duties or organization, reduction-in-force or workload.
- 26.2 Alternatives to Layoff - The City will attempt to avoid layoffs, and whenever possible, shall consider alternatives to layoffs before final decisions are made. At the discretion of the City, these considerations may include:
  - 26.2.1 To avoid layoff an employee may transfer to a vacant position, if available. An employee may be eligible for a transfer provided that they meet the minimum qualifications for the job.

- 26.2.2 The City shall notify each employee subject to layoff of their rights and responsibilities as described in this Article. Such notification shall be reduced to writing and incorporated in each layoff notice the City issues to an employee subject to layoff.
- 26.3 After the City has identified the job classification, division (e.g. Grounds and Equipment Services), work group (e.g. Code Enforcement, Building Inspection, and Plans Examiners) or program area (e.g. Building and Code Compliance) being reduced, layoffs and resource reductions will be made in the following order:
- 26.3.1 Category 1 [Temporary, OSC, seasonal] and Category 2 [less than full-time, newly hired probationary employees] shall be laid-off prior to regular status, full-time employees. Part-time regular employees cannot bump less senior regular full-time employees.
- 26.3.2. The order in which employees will be laid off shall be determined based on Joint Labor Coalition seniority as defined in Section 26.7 of this Article.
- 26.3.3 Any exception to this will be mutually agreed to by the Union and City.
- 26.4 When an employee is identified for a layoff or reduction-in-force, they shall be permitted to move into a job or classification which they currently hold or has previously held, provided that the employee meets the minimum qualifications for the job. In doing so, the employee may “bump” the least senior employee in that job or classification within the bargaining unit. Bumping may only occur within the same bargaining unit.
- An employee who bumps into a new position as an alternative to layoff and who fails to perform the functions of the new position during probation will be placed on the reinstatement list. Such employees will only be eligible for reinstatement to the position from which they were laid off. Failure to pass probation for reasons other than performing the functions of the new position may result in termination in accordance with Article 22.
- 26.5 Notice to Union – Representatives of the City and the Union shall meet within fifteen (15) working days after the City has officially determined that a layoff or reduction-in-force will affect any Union member. At this meeting, the City shall inform the Union of the details of the layoff and provide a current seniority list as well as any other relevant information.
- 26.6 Notice to Employees – Each employee identified for layoff shall be given at least thirty (30) calendar days’ notice of such layoff in writing, with a copy to the Union. Employees who remain may be assigned the additional duties of those lower classified positions that were laid off. Such a situation will not result in a decrease in pay or downward reclassification.
- 26.6.1 Once the City has notified the affected employee of layoff and there is an available vacant position or a position for the employee to bump into, if any, they must notify Human Resources in writing of their intent to accept a vacant position or exercise bumping rights within ten (10) working days of the initial layoff notice. If notification is not received within the allotted time, rights to vacant positions or to bump shall be

waived by the employee. The Employee will subsequently be placed on the reinstatement list.

- 26.7 Seniority – Seniority for the purposes of layoff, recall and bumping shall be based upon City seniority for all members covered under this Agreement as of the date of contract ratifications, thereafter employees transferring into any bargaining unit subject to this Agreement, shall have seniority defined as the employees most recent date of hire within the Joint Labor Coalition. Should the seniority of any two or more employees be equal, the respective seniority rights of such employees shall be determined by date of application, and if that is the same, the affected employees shall draw lots. Employee seniority shall not be reduced because of unpaid leave due to protected leave provisions as provided for under state and federal regulations.
- 26.8 Recall – Employees who have been laid off, or transferred as an alternative to layoff, are eligible for reinstatement for a period of a maximum of thirty-six (36) months following the date of layoff. The names of persons laid off will be placed on a reinstatement list. When a vacancy occurs in the same job classification for which there exists a reinstatement list, the City will fill the vacancy using that list with the understanding that employees must meet the required minimum qualifications for the position to which they would be reinstated. If there is more than one employee on the reinstatement list eligible for a vacancy in a particular job class, the City will use seniority as defined in Article 26.7 in determining who shall be offered reinstatement. Reinstatement notices will be sent by certified mail to the last address reflected in the employee's official personnel file.
- 26.8.1 Employees in a reinstatement status may also apply and be considered for job openings outside their job classification prior to or after layoff. When an employee is reinstated within thirty-six (36) months to the job from which they were laid off, they will be placed into the same step occupied at the time of the layoff and will not serve an additional probationary period. Any recalled or reinstated employee will have their PTO accrual rates and sick leave balance and accrual rates restored to the same levels as of the date of layoff.
- 26.8.2 Any employee who is reinstated to a job other than the position from which they were laid off may serve a new probationary period. Employees will also be placed into the salary schedule for the new position consistent with the applicable salary schedule or guidelines.
- 26.8.3 Once an employee on the reinstatement list is offered a position, the employee must respond within fourteen (14) calendar days of the date of the notice, unless extended by mutual consent. The employee shall be responsible for notifying the Human Resources Department of any change in their address or telephone number while on layoff status.
- 26.8.4 Benefit accrual and service credit will be discontinued while in a layoff status of thirty (30) or more days. However, upon reinstatement, an employee's most recent hire date will be maintained, but the employee's service date will be adjusted to deduct the time spent in layoff status.

26.9 Eligibility for reinstatement ends if:

26.9.1 The employee refuses to accept an offer of reinstatement to a position in the same classification as that from which they were laid off.

26.9.2 The employee fails to respond to an offer of reinstatement within fourteen (14) calendar days following the date the offer is mailed.

26.9.3 The employee requests in writing to be removed from the reinstatement list.

26.9.4 The employee resigns or retires.

Definitions:

A. Transfer (moves laterally) – The movement from one position within a job classification to another position within the same job classification or pay range. A transferred employee would be placed at the same step in the same range as the position that they transferred from. Terms and conditions of transfers are provided in Article 9.3.

B. Demotion – The movement from a higher paid job classification to a lower paid job classification. An employee accepting a demotion may serve a probationary period and would be placed at the top step of the lower job classification range or the step in the job classification range that provides the least amount of decrease in pay.

## **27. Contracting-Out/Out-Sourcing**

27.1 Should the City contract-out or out-source work which is currently being performed by Coalition Union employees, the City shall inform the Coalition and each affected Union and shall meet with the Coalition to impact bargain the effects.

27.2 Notwithstanding 27.1, the following notification and other procedures with regard to contracting out and outsourcing of bargaining unit work shall be implemented as indicated below.

27.2.1 The City shall inform the Union at least thirty (30) days prior to making a decision to pursue the contracting out or outsourcing of work. The City shall provide the Union an opportunity for discussion of the matter, including alternative methods of performing the work and the effects on bargaining unit employees. During this thirty (30) day period the Union shall have the opportunity to submit an alternate proposal. The City will give the Union's proposal due consideration. At the end of the thirty (30) day period, the City shall determine next steps in the implementation of its decision.

27.3 If the Employer does not accept a union-proposed alternative and reaches a decision to implement a plan that displaces bargaining unit members, the parties shall enter into impact bargaining as identified under the provisions of 27.1

## **28. Temporary or Seasonal Workers**

- 28.1 “Temporary or seasonal worker” for purposes of this article shall mean one who is hired to work not more than 1,040 hours in any twelve (12) consecutive month period. Temporary workers will not be used for more than the 1,040 period. The Employer will not rotate temporaries through the same regular positions.
- 28.2 The intended use of temporary or seasonal workers by the Employer is to cover seasonal workloads and to fill unexpected vacancies created by a sudden increased work load, termination or disabilities of regular full time employees. It is acknowledged that there will be exceptions to this policy. Exceptions to this policy shall be mutually agreed upon in writing by the City and the Union.
- 28.3 Temporary or seasonal workers will not be allowed to work scheduled overtime until regular full or half-time employees within that work unit have had the opportunity to work the overtime. The Employer will make a good faith effort to notify regular employees of overtime opportunities before such work is offered to temporary workers. This will not preclude temporary or seasonal workers from working overtime which extends beyond the end of their shift or emergency situations.
- 28.4 The Employer will make all records of temporary or seasonal workers, the date they started, and total hours worked, available to the Union upon request.

## **29. Conflict of Contract and City Employment Policies**

- 29.1 It is agreed that the intention of the parties to this agreement is that this agreement and all working agreements shall be consistent with the City Employment policies and that where it is found that the provisions of such an agreement are in conflict with the City Employment policies that the language of the agreement shall control.
- 29.2 Employees represented by this contract will be under the City’s Employment Policy Manual. It is the intent that departmental rules shall be superseded by the City’s Employment Policy Manual. If a situation occurs in which there is a difference between City rules/policies, and those of the department, Human Resources will meet with the Union and the affected department to reach a mutually agreeable solution.
- 29.3 Conflict in Language. When language in the Master Agreement conflicts with language in any applicable addendum, the applicable addendums shall take precedence over the Master Agreement.

## **30. Separability Clause**

- 30.1 If an article of this agreement should be held invalid by operation of law or by any tribunal of competent jurisdiction or if compliance with or enforcement of any article should be restrained by such tribunal, the remainder of this agreement shall not be affected thereby and the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement for such article.

### **31. Termination and Renewal**

- 31.1 This agreement and all attachments hereto shall be in full force and effect from January 1, 2022 through December 31, 2024 and shall continue in effect if renewed or extended by mutual agreement.
- 31.2 Not more than one hundred twenty (120) days and not less than sixty (60) days prior to the end of the contract, either party may notify the other in writing of its desire to terminate or modify the agreement; provided that an earlier commencement may be scheduled by mutual agreement.

### **32. Labor-Management Committee**

- 32.1 The Employer and the Coalition have established a labor-management committee which will meet on a regular basis. The committee shall include one (1) bargaining unit member and one (1) Union Staff Representative or Business Agent from each Union and not more than ten (10) management representatives. Topics for the agenda will be shared at least one (1) week before the meeting. Issues not covered by the contract, clarification of contract issues, various surveys and committee work related to mandatory bargaining subjects and city employment policies shall be regular agenda items for this committee.



Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Walter LaChapelle, Teamsters, Local #58

\_\_\_\_\_  
Lisa Takach, HR Director

\_\_\_\_\_  
Nichet Newsome, IAM, District Lodge #W24

\_\_\_\_\_  
Carol Krohn, Plumbers & Steamfitters, #290

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

## Appendix A - Pay Ranges

### 2022 Salary Schedule adjusted by 4.75% effective 1-1-2022

| Joint Coalition 2022 Salary Ranges January 1, 2022 - December 31, 2022 |                 |          |          |          |          |          |          |          |          |
|------------------------------------------------------------------------|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Range Number                                                           | Bargaining Unit | Step 1   | Step 2   | Step 3   | Step 4   | Step 5   | Step 6   | Step 7   | Step 8   |
| 1                                                                      |                 | \$ 3,174 | \$ 3,286 | \$ 3,400 | \$ 3,520 | \$ 3,643 | \$ 3,771 | \$ 3,902 | \$ 4,058 |
| 1M                                                                     | IAM             | \$ 2,696 | \$ 2,808 | \$ 2,922 | \$ 3,042 | \$ 3,165 | \$ 3,293 | \$ 3,424 | \$ 3,580 |
| 2                                                                      |                 | \$ 3,254 | \$ 3,368 | \$ 3,485 | \$ 3,608 | \$ 3,735 | \$ 3,865 | \$ 3,999 | \$ 4,160 |
| 3                                                                      |                 | \$ 3,335 | \$ 3,453 | \$ 3,573 | \$ 3,698 | \$ 3,828 | \$ 3,962 | \$ 4,100 | \$ 4,264 |
| Vehicle Service Worker I                                               | IAM             |          |          |          |          |          |          |          |          |
| 3M                                                                     | IAM             | \$ 2,857 | \$ 2,975 | \$ 3,095 | \$ 3,220 | \$ 3,350 | \$ 3,484 | \$ 3,622 | \$ 3,786 |
| Vehicle Service Worker I                                               | IAM             |          |          |          |          |          |          |          |          |
| 4                                                                      |                 | \$ 3,419 | \$ 3,537 | \$ 3,662 | \$ 3,791 | \$ 3,923 | \$ 4,061 | \$ 4,204 | \$ 4,371 |
| 5                                                                      |                 | \$ 3,505 | \$ 3,627 | \$ 3,754 | \$ 3,885 | \$ 4,021 | \$ 4,161 | \$ 4,306 | \$ 4,479 |
| 6                                                                      |                 | \$ 3,592 | \$ 3,718 | \$ 3,849 | \$ 3,983 | \$ 4,122 | \$ 4,265 | \$ 4,415 | \$ 4,591 |
| 7                                                                      |                 | \$ 3,682 | \$ 3,811 | \$ 3,944 | \$ 4,081 | \$ 4,226 | \$ 4,373 | \$ 4,525 | \$ 4,705 |
| 7M                                                                     | IAM             | \$ 3,204 | \$ 3,333 | \$ 3,466 | \$ 3,603 | \$ 3,748 | \$ 3,895 | \$ 4,047 | \$ 4,227 |
| 8                                                                      |                 | \$ 3,774 | \$ 3,906 | \$ 4,042 | \$ 4,183 | \$ 4,329 | \$ 4,482 | \$ 4,638 | \$ 4,824 |
| 9                                                                      |                 | \$ 3,867 | \$ 4,002 | \$ 4,145 | \$ 4,288 | \$ 4,438 | \$ 4,593 | \$ 4,755 | \$ 4,945 |
| Vehicle Service Worker II                                              | IAM             |          |          |          |          |          |          |          |          |
| 9M                                                                     | IAM             | \$ 3,389 | \$ 3,524 | \$ 3,667 | \$ 3,810 | \$ 3,960 | \$ 4,115 | \$ 4,277 | \$ 4,467 |
| Vehicle Service Worker II - Fire                                       | IAM             |          |          |          |          |          |          |          |          |
| 10                                                                     |                 | \$ 3,965 | \$ 4,103 | \$ 4,246 | \$ 4,396 | \$ 4,550 | \$ 4,707 | \$ 4,873 | \$ 5,068 |
| 10T                                                                    | Teamsters       | \$ 3,757 | \$ 3,895 | \$ 4,038 | \$ 4,188 | \$ 4,342 | \$ 4,499 | \$ 4,665 | \$ 4,860 |
| Maintenance Worker I - Grounds                                         | Teamsters       |          |          |          |          |          |          |          |          |
| 11                                                                     |                 | \$ 4,064 | \$ 4,207 | \$ 4,352 | \$ 4,505 | \$ 4,663 | \$ 4,826 | \$ 4,996 | \$ 5,195 |

|                                   |           |          |          |          |          |          |          |          |          |
|-----------------------------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Vehicle Parts Specialist          | IAM       |          |          |          |          |          |          |          |          |
|                                   |           |          |          |          |          |          |          |          |          |
| 11M                               | IAM       | \$ 3,586 | \$ 3,729 | \$ 3,874 | \$ 4,027 | \$ 4,185 | \$ 4,348 | \$ 4,518 | \$ 4,717 |
| Vehicle Parts Specialist - Fire   | IAM       |          |          |          |          |          |          |          |          |
|                                   |           |          |          |          |          |          |          |          |          |
| 12                                |           | \$ 4,164 | \$ 4,313 | \$ 4,462 | \$ 4,617 | \$ 4,780 | \$ 4,947 | \$ 5,120 | \$ 5,325 |
|                                   |           |          |          |          |          |          |          |          |          |
| 13                                |           | \$ 4,270 | \$ 4,419 | \$ 4,573 | \$ 4,735 | \$ 4,899 | \$ 5,070 | \$ 5,248 | \$ 5,456 |
| Senior Vehicle Parts Specialist   | IAM       |          |          |          |          |          |          |          |          |
|                                   |           |          |          |          |          |          |          |          |          |
| 13M                               | IAM       | \$ 3,792 | \$ 3,941 | \$ 4,095 | \$ 4,257 | \$ 4,421 | \$ 4,592 | \$ 4,770 | \$ 4,978 |
| Senior Vehicle Parts Specialist   | IAM       |          |          |          |          |          |          |          |          |
|                                   |           |          |          |          |          |          |          |          |          |
| 13T                               | Teamsters | \$ 4,062 | \$ 4,211 | \$ 4,365 | \$ 4,527 | \$ 4,691 | \$ 4,862 | \$ 5,040 | \$ 5,248 |
| Maintenance Worker II - Grounds   | Teamsters |          |          |          |          |          |          |          |          |
|                                   |           |          |          |          |          |          |          |          |          |
| 14                                |           | \$ 4,376 | \$ 4,528 | \$ 4,688 | \$ 4,852 | \$ 5,022 | \$ 5,198 | \$ 5,380 | \$ 5,596 |
|                                   |           |          |          |          |          |          |          |          |          |
| 15                                |           | \$ 4,485 | \$ 4,643 | \$ 4,805 | \$ 4,972 | \$ 5,147 | \$ 5,328 | \$ 5,513 | \$ 5,733 |
|                                   |           |          |          |          |          |          |          |          |          |
| 15T                               | Teamsters | \$ 4,277 | \$ 4,435 | \$ 4,597 | \$ 4,764 | \$ 4,939 | \$ 5,120 | \$ 5,305 | \$ 5,525 |
| Grounds Maintenance Specialist I  | Teamsters |          |          |          |          |          |          |          |          |
|                                   |           |          |          |          |          |          |          |          |          |
| 16                                |           | \$ 4,597 | \$ 4,759 | \$ 4,925 | \$ 5,098 | \$ 5,276 | \$ 5,459 | \$ 5,653 | \$ 5,879 |
|                                   |           |          |          |          |          |          |          |          |          |
| 17                                |           | \$ 4,714 | \$ 4,877 | \$ 5,049 | \$ 5,225 | \$ 5,407 | \$ 5,599 | \$ 5,792 | \$ 6,024 |
|                                   |           |          |          |          |          |          |          |          |          |
| 17T                               | Teamsters | \$ 4,506 | \$ 4,669 | \$ 4,841 | \$ 5,017 | \$ 5,199 | \$ 5,391 | \$ 5,584 | \$ 5,816 |
| Grounds Chemical Specialist       | Teamsters |          |          |          |          |          |          |          |          |
| Grounds Maintenance Specialist II | Teamsters |          |          |          |          |          |          |          |          |
| Irrigation Specialist             | Teamsters |          |          |          |          |          |          |          |          |
|                                   |           |          |          |          |          |          |          |          |          |
| 18                                |           | \$ 4,831 | \$ 5,000 | \$ 5,174 | \$ 5,355 | \$ 5,544 | \$ 5,736 | \$ 5,938 | \$ 6,176 |
|                                   |           |          |          |          |          |          |          |          |          |
| 19                                |           | \$ 4,952 | \$ 5,124 | \$ 5,303 | \$ 5,490 | \$ 5,681 | \$ 5,882 | \$ 6,085 | \$ 6,329 |
|                                   |           |          |          |          |          |          |          |          |          |
| 19T                               | Teamsters | \$ 4,744 | \$ 4,916 | \$ 5,095 | \$ 5,282 | \$ 5,473 | \$ 5,674 | \$ 5,877 | \$ 6,121 |
| Lead Maintenance Worker - Grounds | Teamsters |          |          |          |          |          |          |          |          |
|                                   |           |          |          |          |          |          |          |          |          |
| 20                                |           | \$ 5,075 | \$ 5,015 | \$ 5,191 | \$ 5,370 | \$ 5,560 | \$ 5,754 | \$ 5,955 | \$ 6,193 |
| Mechanic                          | IAM       |          |          |          |          |          |          |          |          |

|                                     |                         |          |          |          |          |          |          |          |          |
|-------------------------------------|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
|                                     |                         |          |          |          |          |          |          |          |          |
| 21                                  |                         | \$ 5,202 | \$ 5,384 | \$ 5,571 | \$ 5,769 | \$ 5,969 | \$ 6,178 | \$ 6,395 | \$ 6,650 |
|                                     |                         |          |          |          |          |          |          |          |          |
| 22                                  |                         | \$ 5,332 | \$ 5,517 | \$ 5,713 | \$ 5,910 | \$ 6,118 | \$ 6,333 | \$ 6,554 | \$ 6,817 |
| Building Inspector I                | Plumbers & Steamfitters |          |          |          |          |          |          |          |          |
|                                     |                         |          |          |          |          |          |          |          |          |
| 22M                                 | IAM                     | \$ 4,854 | \$ 5,039 | \$ 5,235 | \$ 5,432 | \$ 5,640 | \$ 5,855 | \$ 6,076 | \$ 6,339 |
|                                     |                         |          |          |          |          |          |          |          |          |
| 23                                  |                         | \$ 5,464 | \$ 5,658 | \$ 5,853 | \$ 6,059 | \$ 6,271 | \$ 6,489 | \$ 6,719 | \$ 6,987 |
| Plans Examiner I                    | Plumbers & Steamfitters |          |          |          |          |          |          |          |          |
|                                     |                         |          |          |          |          |          |          |          |          |
| 24                                  |                         | \$ 5,603 | \$ 5,797 | \$ 6,001 | \$ 6,211 | \$ 6,427 | \$ 6,654 | \$ 6,885 | \$ 7,161 |
| Senior Mechanic                     | IAM                     |          |          |          |          |          |          |          |          |
| Code Enforcement Officer            | Plumbers & Steamfitters |          |          |          |          |          |          |          |          |
|                                     |                         |          |          |          |          |          |          |          |          |
| 24M                                 | IAM                     | \$ 5,125 | \$ 5,319 | \$ 5,523 | \$ 5,733 | \$ 5,949 | \$ 6,176 | \$ 6,407 | \$ 6,683 |
| Emergency Equipment Mechanic        | IAM                     |          |          |          |          |          |          |          |          |
|                                     |                         |          |          |          |          |          |          |          |          |
| 25                                  |                         | \$ 5,740 | \$ 5,942 | \$ 6,150 | \$ 6,366 | \$ 6,589 | \$ 6,820 | \$ 7,059 | \$ 7,340 |
|                                     |                         |          |          |          |          |          |          |          |          |
| 26                                  |                         | \$ 5,886 | \$ 6,091 | \$ 6,304 | \$ 6,525 | \$ 6,754 | \$ 6,990 | \$ 7,234 | \$ 7,524 |
|                                     |                         |          |          |          |          |          |          |          |          |
| 26M                                 | IAM                     | \$ 5,408 | \$ 5,613 | \$ 5,826 | \$ 6,047 | \$ 6,276 | \$ 6,512 | \$ 6,756 | \$ 7,046 |
|                                     |                         |          |          |          |          |          |          |          |          |
| 27                                  |                         | \$ 6,033 | \$ 6,244 | \$ 6,463 | \$ 6,688 | \$ 6,924 | \$ 7,164 | \$ 7,415 | \$ 7,712 |
| Plans Examiner II                   | Plumbers & Steamfitters |          |          |          |          |          |          |          |          |
|                                     |                         |          |          |          |          |          |          |          |          |
| 28                                  |                         | \$ 6,182 | \$ 6,400 | \$ 6,624 | \$ 6,856 | \$ 7,096 | \$ 7,344 | \$ 7,600 | \$ 7,904 |
| Building Inspector II               | Plumbers & Steamfitters |          |          |          |          |          |          |          |          |
|                                     |                         |          |          |          |          |          |          |          |          |
| 28M                                 | IAM                     | \$ 5,704 | \$ 5,922 | \$ 6,146 | \$ 6,378 | \$ 6,618 | \$ 6,866 | \$ 7,122 | \$ 7,426 |
| Senior Emergency Equipment Mechanic | IAM                     |          |          |          |          |          |          |          |          |
|                                     |                         |          |          |          |          |          |          |          |          |
| 28T                                 | Teamsters               | \$ 5,974 | \$ 6,192 | \$ 6,416 | \$ 6,648 | \$ 6,888 | \$ 7,136 | \$ 7,392 | \$ 7,696 |
|                                     |                         |          |          |          |          |          |          |          |          |
| 29                                  |                         | \$ 6,338 | \$ 6,559 | \$ 6,789 | \$ 7,028 | \$ 7,273 | \$ 7,527 | \$ 7,790 | \$ 8,103 |
|                                     |                         |          |          |          |          |          |          |          |          |
| 30                                  |                         | \$ 6,497 | \$ 6,724 | \$ 6,959 | \$ 7,204 | \$ 7,456 | \$ 7,715 | \$ 7,987 | \$ 8,305 |
|                                     |                         |          |          |          |          |          |          |          |          |
| 30T                                 | Teamsters               | \$ 6,289 | \$ 6,516 | \$ 6,751 | \$ 6,996 | \$ 7,248 | \$ 7,507 | \$ 7,779 | \$ 8,097 |

|                                              |                                        |                 |                 |                 |                 |                 |                 |                 |                 |
|----------------------------------------------|----------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <b>Public Works Supervisor -<br/>Grounds</b> | <b>Teamsters</b>                       |                 |                 |                 |                 |                 |                 |                 |                 |
|                                              |                                        |                 |                 |                 |                 |                 |                 |                 |                 |
| <b>31</b>                                    |                                        | <b>\$ 6,659</b> | <b>\$ 6,892</b> | <b>\$ 7,133</b> | <b>\$ 7,382</b> | <b>\$ 7,640</b> | <b>\$ 7,909</b> | <b>\$ 8,184</b> | <b>\$ 8,512</b> |
| <b>Plans Examiner III</b>                    | <b>Plumbers &amp;<br/>Steamfitters</b> |                 |                 |                 |                 |                 |                 |                 |                 |
|                                              |                                        |                 |                 |                 |                 |                 |                 |                 |                 |
| <b>32</b>                                    |                                        | <b>\$ 6,824</b> | <b>\$ 7,064</b> | <b>\$ 7,312</b> | <b>\$ 7,567</b> | <b>\$ 7,832</b> | <b>\$ 8,107</b> | <b>\$ 8,389</b> | <b>\$ 8,726</b> |
| <b>Building Inspector III</b>                | Plumbers &<br>Steamfitters             |                 |                 |                 |                 |                 |                 |                 |                 |
|                                              |                                        |                 |                 |                 |                 |                 |                 |                 |                 |
| <b>33</b>                                    |                                        | <b>\$ 6,995</b> | <b>\$ 7,241</b> | <b>\$ 7,495</b> | <b>\$ 7,757</b> | <b>\$ 8,027</b> | <b>\$ 8,311</b> | <b>\$ 8,601</b> | <b>\$ 8,944</b> |
| <b>Plans Examiner IV</b>                     | <b>Plumbers &amp;<br/>Steamfitters</b> |                 |                 |                 |                 |                 |                 |                 |                 |
|                                              |                                        |                 |                 |                 |                 |                 |                 |                 |                 |
| <b>34</b>                                    |                                        | <b>\$ 7,170</b> | <b>\$ 7,422</b> | <b>\$ 7,682</b> | <b>\$ 7,952</b> | <b>\$ 8,228</b> | <b>\$ 8,517</b> | <b>\$ 8,816</b> | <b>\$ 9,168</b> |
| <b>Lead Building Inspector</b>               | <b>Plumbers &amp;<br/>Steamfitters</b> |                 |                 |                 |                 |                 |                 |                 |                 |

## 2023 Salary Schedule adjusted by 4% effective 1-1-2023

### Joint Coalition 2023 Salary Ranges January 1, 2023 - December 31, 2023

| Range Number | Bargaining Unit                          | Step 1   | Step 2   | Step 3   | Step 4   | Step 5   | Step 6   | Step 7   | Step 8   |
|--------------|------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| 1            |                                          | \$ 3,301 | \$ 3,417 | \$ 3,536 | \$ 3,661 | \$ 3,789 | \$ 3,922 | \$ 4,058 | \$ 4,220 |
| 1M           | IAM                                      | \$ 2,823 | \$ 2,939 | \$ 3,058 | \$ 3,183 | \$ 3,311 | \$ 3,444 | \$ 3,580 | \$ 3,742 |
| 2            |                                          | \$ 3,384 | \$ 3,503 | \$ 3,624 | \$ 3,752 | \$ 3,884 | \$ 4,020 | \$ 4,159 | \$ 4,326 |
| 3            |                                          | \$ 3,468 | \$ 3,591 | \$ 3,716 | \$ 3,846 | \$ 3,981 | \$ 4,120 | \$ 4,264 | \$ 4,435 |
|              | Vehicle Service Worker I IAM             |          |          |          |          |          |          |          |          |
| 3M           | IAM                                      | \$ 2,990 | \$ 3,113 | \$ 3,238 | \$ 3,368 | \$ 3,503 | \$ 3,642 | \$ 3,786 | \$ 3,957 |
|              | Vehicle Service Worker I IAM             |          |          |          |          |          |          |          |          |
| 4            |                                          | \$ 3,556 | \$ 3,678 | \$ 3,808 | \$ 3,943 | \$ 4,080 | \$ 4,223 | \$ 4,372 | \$ 4,546 |
| 5            |                                          | \$ 3,645 | \$ 3,772 | \$ 3,904 | \$ 4,040 | \$ 4,182 | \$ 4,327 | \$ 4,478 | \$ 4,658 |
| 6            |                                          | \$ 3,736 | \$ 3,867 | \$ 4,003 | \$ 4,142 | \$ 4,287 | \$ 4,436 | \$ 4,592 | \$ 4,775 |
| 7            |                                          | \$ 3,829 | \$ 3,963 | \$ 4,102 | \$ 4,244 | \$ 4,395 | \$ 4,548 | \$ 4,706 | \$ 4,893 |
| 7M           | IAM                                      | \$ 3,351 | \$ 3,485 | \$ 3,624 | \$ 3,766 | \$ 3,917 | \$ 4,070 | \$ 4,228 | \$ 4,415 |
| 8            |                                          | \$ 3,925 | \$ 4,062 | \$ 4,204 | \$ 4,350 | \$ 4,502 | \$ 4,661 | \$ 4,824 | \$ 5,017 |
| 9            |                                          | \$ 4,022 | \$ 4,162 | \$ 4,311 | \$ 4,460 | \$ 4,616 | \$ 4,777 | \$ 4,945 | \$ 5,143 |
|              | Vehicle Service Worker II IAM            |          |          |          |          |          |          |          |          |
| 9M           | IAM                                      | \$ 3,544 | \$ 3,684 | \$ 3,833 | \$ 3,982 | \$ 4,138 | \$ 4,299 | \$ 4,467 | \$ 4,665 |
|              | Vehicle Service Worker II - Fire IAM     |          |          |          |          |          |          |          |          |
| 10           |                                          | \$ 4,124 | \$ 4,267 | \$ 4,416 | \$ 4,572 | \$ 4,732 | \$ 4,895 | \$ 5,068 | \$ 5,271 |
| 10T          | Teamsters                                | \$ 3,916 | \$ 4,059 | \$ 4,208 | \$ 4,364 | \$ 4,524 | \$ 4,687 | \$ 4,860 | \$ 5,063 |
|              | Maintenance Worker I - Grounds Teamsters |          |          |          |          |          |          |          |          |
| 11           |                                          | \$ 4,227 | \$ 4,375 | \$ 4,526 | \$ 4,685 | \$ 4,850 | \$ 5,019 | \$ 5,196 | \$ 5,403 |

|                                                                                              |           |                                                  |          |          |          |          |          |          |          |
|----------------------------------------------------------------------------------------------|-----------|--------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|
| Vehicle Parts Specialist                                                                     |           | IAM                                              |          |          |          |          |          |          |          |
| 11M                                                                                          | IAM       | \$ 3,749                                         | \$ 3,897 | \$ 4,048 | \$ 4,207 | \$ 4,372 | \$ 4,541 | \$ 4,718 | \$ 4,925 |
| Vehicle Parts Specialist - Fire                                                              |           | IAM                                              |          |          |          |          |          |          |          |
| 12                                                                                           |           | \$ 4,331                                         | \$ 4,486 | \$ 4,640 | \$ 4,802 | \$ 4,971 | \$ 5,145 | \$ 5,325 | \$ 5,538 |
| 13                                                                                           |           | \$ 4,441                                         | \$ 4,596 | \$ 4,756 | \$ 4,924 | \$ 5,095 | \$ 5,273 | \$ 5,458 | \$ 5,674 |
| Senior Vehicle Parts Specialist                                                              |           | IAM                                              |          |          |          |          |          |          |          |
| 13M                                                                                          | IAM       | \$ 3,963                                         | \$ 4,118 | \$ 4,278 | \$ 4,446 | \$ 4,617 | \$ 4,795 | \$ 4,980 | \$ 5,196 |
| Senior Vehicle Parts Specialist                                                              |           | IAM                                              |          |          |          |          |          |          |          |
| 13T                                                                                          | Teamsters | \$ 4,233                                         | \$ 4,388 | \$ 4,548 | \$ 4,716 | \$ 4,887 | \$ 5,065 | \$ 5,250 | \$ 5,466 |
| Maintenance Worker II -<br>Grounds                                                           |           | Teamsters                                        |          |          |          |          |          |          |          |
| 14                                                                                           |           | \$ 4,551                                         | \$ 4,709 | \$ 4,876 | \$ 5,046 | \$ 5,223 | \$ 5,406 | \$ 5,595 | \$ 5,820 |
| 15                                                                                           |           | \$ 4,664                                         | \$ 4,829 | \$ 4,997 | \$ 5,171 | \$ 5,353 | \$ 5,541 | \$ 5,734 | \$ 5,962 |
| 15T                                                                                          | Teamsters | \$ 4,456                                         | \$ 4,621 | \$ 4,789 | \$ 4,963 | \$ 5,145 | \$ 5,333 | \$ 5,526 | \$ 5,754 |
| Grounds Maintenance<br>Specialist I                                                          |           | Teamsters                                        |          |          |          |          |          |          |          |
| 16                                                                                           |           | \$ 4,781                                         | \$ 4,949 | \$ 5,122 | \$ 5,302 | \$ 5,487 | \$ 5,677 | \$ 5,879 | \$ 6,114 |
| 17                                                                                           |           | \$ 4,903                                         | \$ 5,072 | \$ 5,251 | \$ 5,434 | \$ 5,623 | \$ 5,823 | \$ 6,024 | \$ 6,265 |
| 17T                                                                                          | Teamsters | \$ 4,695                                         | \$ 4,864 | \$ 5,043 | \$ 5,226 | \$ 5,415 | \$ 5,615 | \$ 5,816 | \$ 6,057 |
| Grounds Chemical Specialist<br>Grounds Maintenance<br>Specialist II<br>Irrigation Specialist |           | Teamsters<br>Teamsters<br>Teamsters<br>Teamsters |          |          |          |          |          |          |          |
| 18                                                                                           |           | \$ 5,024                                         | \$ 5,200 | \$ 5,381 | \$ 5,569 | \$ 5,766 | \$ 5,965 | \$ 6,176 | \$ 6,423 |
| 19                                                                                           |           | \$ 5,150                                         | \$ 5,329 | \$ 5,515 | \$ 5,710 | \$ 5,908 | \$ 6,117 | \$ 6,328 | \$ 6,582 |
| 19T                                                                                          | Teamsters | \$ 4,942                                         | \$ 5,121 | \$ 5,307 | \$ 5,502 | \$ 5,700 | \$ 5,909 | \$ 6,120 | \$ 6,374 |
| Lead Maintenance Worker -<br>Grounds                                                         |           | Teamsters                                        |          |          |          |          |          |          |          |
| 20                                                                                           |           | \$ 5,278                                         | \$ 5,216 | \$ 5,399 | \$ 5,585 | \$ 5,782 | \$ 5,984 | \$ 6,193 | \$ 6,441 |

|              |                                                                         |          |          |          |          |          |          |          |          |
|--------------|-------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Mechanic IAM |                                                                         |          |          |          |          |          |          |          |          |
| 21           |                                                                         | \$ 5,410 | \$ 5,599 | \$ 5,794 | \$ 6,000 | \$ 6,208 | \$ 6,425 | \$ 6,651 | \$ 6,916 |
| 22           |                                                                         | \$ 5,545 | \$ 5,738 | \$ 5,942 | \$ 6,146 | \$ 6,363 | \$ 6,586 | \$ 6,816 | \$ 7,090 |
|              | Building Inspector I Plumbers & Steamfitters                            |          |          |          |          |          |          |          |          |
| 22M          | IAM                                                                     | \$ 5,067 | \$ 5,260 | \$ 5,464 | \$ 5,668 | \$ 5,885 | \$ 6,108 | \$ 6,338 | \$ 6,612 |
| 23           |                                                                         | \$ 5,683 | \$ 5,884 | \$ 6,087 | \$ 6,301 | \$ 6,522 | \$ 6,749 | \$ 6,988 | \$ 7,266 |
|              | Plans Examiner I Plumbers & Steamfitters                                |          |          |          |          |          |          |          |          |
| 24           |                                                                         | \$ 5,827 | \$ 6,029 | \$ 6,241 | \$ 6,459 | \$ 6,684 | \$ 6,920 | \$ 7,160 | \$ 7,447 |
|              | Senior Mechanic IAM Plumbers & Steamfitters<br>Code Enforcement Officer |          |          |          |          |          |          |          |          |
| 24M          | IAM                                                                     | \$ 5,349 | \$ 5,551 | \$ 5,763 | \$ 5,981 | \$ 6,206 | \$ 6,442 | \$ 6,682 | \$ 6,969 |
|              | Emergency Equipment Mechanic IAM                                        |          |          |          |          |          |          |          |          |
| 25           |                                                                         | \$ 5,970 | \$ 6,180 | \$ 6,396 | \$ 6,621 | \$ 6,853 | \$ 7,093 | \$ 7,341 | \$ 7,634 |
| 26           |                                                                         | \$ 6,121 | \$ 6,335 | \$ 6,556 | \$ 6,786 | \$ 7,024 | \$ 7,270 | \$ 7,523 | \$ 7,825 |
| 26M          | IAM                                                                     | \$ 5,643 | \$ 5,857 | \$ 6,078 | \$ 6,308 | \$ 6,546 | \$ 6,792 | \$ 7,045 | \$ 7,347 |
| 27           |                                                                         | \$ 6,274 | \$ 6,494 | \$ 6,722 | \$ 6,956 | \$ 7,201 | \$ 7,451 | \$ 7,712 | \$ 8,020 |
|              | Plans Examiner II Plumbers & Steamfitters                               |          |          |          |          |          |          |          |          |
| 28           |                                                                         | \$ 6,429 | \$ 6,656 | \$ 6,889 | \$ 7,130 | \$ 7,380 | \$ 7,638 | \$ 7,904 | \$ 8,220 |
|              | Building Inspector II Plumbers & Steamfitters                           |          |          |          |          |          |          |          |          |
| 28M          | IAM                                                                     | \$ 5,951 | \$ 6,178 | \$ 6,411 | \$ 6,652 | \$ 6,902 | \$ 7,160 | \$ 7,426 | \$ 7,742 |
|              | Senior Emergency Equipment Mechanic IAM                                 |          |          |          |          |          |          |          |          |
| 28T          | Teamsters                                                               | \$ 6,221 | \$ 6,448 | \$ 6,681 | \$ 6,922 | \$ 7,172 | \$ 7,430 | \$ 7,696 | \$ 8,012 |
| 29           |                                                                         | \$ 6,592 | \$ 6,821 | \$ 7,061 | \$ 7,309 | \$ 7,564 | \$ 7,828 | \$ 8,102 | \$ 8,427 |



|            |                                                                     |          |          |          |          |          |          |          |          |
|------------|---------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>30</b>  |                                                                     | \$ 6,757 | \$ 6,993 | \$ 7,237 | \$ 7,492 | \$ 7,754 | \$ 8,024 | \$ 8,306 | \$ 8,637 |
| <b>30T</b> | <b>Teamsters</b>                                                    | \$ 6,549 | \$ 6,785 | \$ 7,029 | \$ 7,284 | \$ 7,546 | \$ 7,816 | \$ 8,098 | \$ 8,429 |
|            | <b>Public Works Supervisor -<br/>Grounds      Teamsters</b>         |          |          |          |          |          |          |          |          |
| <b>31</b>  |                                                                     | \$ 6,925 | \$ 7,168 | \$ 7,418 | \$ 7,677 | \$ 7,946 | \$ 8,225 | \$ 8,511 | \$ 8,852 |
|            | <b>Plans Examiner III      Plumbers &amp;<br/>Steamfitters</b>      |          |          |          |          |          |          |          |          |
| <b>32</b>  |                                                                     | \$ 7,097 | \$ 7,347 | \$ 7,604 | \$ 7,870 | \$ 8,145 | \$ 8,431 | \$ 8,725 | \$ 9,075 |
|            | <b>Building Inspector III      Plumbers &amp;<br/>Steamfitters</b>  |          |          |          |          |          |          |          |          |
| <b>33</b>  |                                                                     | \$ 7,275 | \$ 7,531 | \$ 7,795 | \$ 8,067 | \$ 8,348 | \$ 8,643 | \$ 8,945 | \$ 9,302 |
|            | <b>Plans Examiner IV      Plumbers &amp;<br/>Steamfitters</b>       |          |          |          |          |          |          |          |          |
| <b>34</b>  |                                                                     | \$ 7,457 | \$ 7,719 | \$ 7,989 | \$ 8,270 | \$ 8,557 | \$ 8,858 | \$ 9,169 | \$ 9,535 |
|            | <b>Lead Building Inspector      Plumbers &amp;<br/>Steamfitters</b> |          |          |          |          |          |          |          |          |

## 2024 Salary Schedule adjusted by 4% effective 1-1-2024

### Joint Coalition 2024 Salary Ranges January 1, 2024 - December 31, 2024

| Range Number | Bargaining Unit                          | Step 1   | Step 2   | Step 3   | Step 4   | Step 5   | Step 6   | Step 7   | Step 8   |
|--------------|------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| 1            |                                          | \$ 3,433 | \$ 3,554 | \$ 3,677 | \$ 3,807 | \$ 3,941 | \$ 4,079 | \$ 4,220 | \$ 4,389 |
| 1M           | IAM                                      | \$ 2,955 | \$ 3,076 | \$ 3,199 | \$ 3,329 | \$ 3,463 | \$ 3,601 | \$ 3,742 | \$ 3,911 |
| 2            |                                          | \$ 3,519 | \$ 3,643 | \$ 3,769 | \$ 3,902 | \$ 4,039 | \$ 4,181 | \$ 4,325 | \$ 4,499 |
| 3            |                                          | \$ 3,607 | \$ 3,735 | \$ 3,865 | \$ 4,000 | \$ 4,140 | \$ 4,285 | \$ 4,435 | \$ 4,612 |
|              | Vehicle Service Worker I IAM             |          |          |          |          |          |          |          |          |
| 3M           | IAM                                      | \$ 3,129 | \$ 3,257 | \$ 3,387 | \$ 3,522 | \$ 3,662 | \$ 3,807 | \$ 3,957 | \$ 4,134 |
|              | Vehicle Service Worker I IAM             |          |          |          |          |          |          |          |          |
| 4            |                                          | \$ 3,698 | \$ 3,825 | \$ 3,960 | \$ 4,101 | \$ 4,243 | \$ 4,392 | \$ 4,547 | \$ 4,728 |
| 5            |                                          | \$ 3,791 | \$ 3,923 | \$ 4,060 | \$ 4,202 | \$ 4,349 | \$ 4,500 | \$ 4,657 | \$ 4,844 |
| 6            |                                          | \$ 3,885 | \$ 4,022 | \$ 4,163 | \$ 4,308 | \$ 4,458 | \$ 4,613 | \$ 4,776 | \$ 4,966 |
| 7            |                                          | \$ 3,982 | \$ 4,122 | \$ 4,266 | \$ 4,414 | \$ 4,571 | \$ 4,730 | \$ 4,894 | \$ 5,089 |
| 7M           | IAM                                      | \$ 3,504 | \$ 3,644 | \$ 3,788 | \$ 3,936 | \$ 4,093 | \$ 4,252 | \$ 4,416 | \$ 4,611 |
| 8            |                                          | \$ 4,082 | \$ 4,224 | \$ 4,372 | \$ 4,524 | \$ 4,682 | \$ 4,847 | \$ 5,017 | \$ 5,218 |
| 9            |                                          | \$ 4,183 | \$ 4,328 | \$ 4,483 | \$ 4,638 | \$ 4,801 | \$ 4,968 | \$ 5,143 | \$ 5,349 |
|              | Vehicle Service Worker II IAM            |          |          |          |          |          |          |          |          |
| 9M           | IAM                                      | \$ 3,705 | \$ 3,850 | \$ 4,005 | \$ 4,160 | \$ 4,323 | \$ 4,490 | \$ 4,665 | \$ 4,871 |
|              | Vehicle Service Worker II - Fire IAM     |          |          |          |          |          |          |          |          |
| 10           |                                          | \$ 4,289 | \$ 4,438 | \$ 4,593 | \$ 4,755 | \$ 4,921 | \$ 5,091 | \$ 5,271 | \$ 5,482 |
| 10T          | Teamsters                                | \$ 4,081 | \$ 4,230 | \$ 4,385 | \$ 4,547 | \$ 4,713 | \$ 4,883 | \$ 5,063 | \$ 5,274 |
|              | Maintenance Worker I - Grounds Teamsters |          |          |          |          |          |          |          |          |
| 11           |                                          | \$ 4,396 | \$ 4,550 | \$ 4,707 | \$ 4,872 | \$ 5,044 | \$ 5,220 | \$ 5,404 | \$ 5,619 |

|                                      |           |           |          |          |          |          |          |          |          |
|--------------------------------------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|
| Vehicle Parts Specialist             |           | IAM       |          |          |          |          |          |          |          |
| 11M                                  | IAM       | \$ 3,918  | \$ 4,072 | \$ 4,229 | \$ 4,394 | \$ 4,566 | \$ 4,742 | \$ 4,926 | \$ 5,141 |
| Vehicle Parts Specialist - Fire      |           | IAM       |          |          |          |          |          |          |          |
| 12                                   |           | \$ 4,504  | \$ 4,665 | \$ 4,826 | \$ 4,994 | \$ 5,170 | \$ 5,351 | \$ 5,538 | \$ 5,760 |
| 13                                   |           | \$ 4,619  | \$ 4,780 | \$ 4,946 | \$ 5,121 | \$ 5,299 | \$ 5,484 | \$ 5,676 | \$ 5,901 |
| Senior Vehicle Parts Specialist      |           | IAM       |          |          |          |          |          |          |          |
| 13M                                  | IAM       | \$ 4,141  | \$ 4,302 | \$ 4,468 | \$ 4,643 | \$ 4,821 | \$ 5,006 | \$ 5,198 | \$ 5,423 |
| Senior Vehicle Parts Specialist      |           | IAM       |          |          |          |          |          |          |          |
| 13T                                  | Teamsters | \$ 4,411  | \$ 4,572 | \$ 4,738 | \$ 4,913 | \$ 5,091 | \$ 5,276 | \$ 5,468 | \$ 5,693 |
| Maintenance Worker II -<br>Grounds   |           | Teamsters |          |          |          |          |          |          |          |
| 14                                   |           | \$ 4,733  | \$ 4,897 | \$ 5,071 | \$ 5,248 | \$ 5,432 | \$ 5,622 | \$ 5,819 | \$ 6,053 |
| 15                                   |           | \$ 4,851  | \$ 5,022 | \$ 5,197 | \$ 5,378 | \$ 5,567 | \$ 5,763 | \$ 5,963 | \$ 6,200 |
| 15T                                  | Teamsters | \$ 4,643  | \$ 4,814 | \$ 4,989 | \$ 5,170 | \$ 5,359 | \$ 5,555 | \$ 5,755 | \$ 5,992 |
| Grounds Maintenance<br>Specialist I  |           | Teamsters |          |          |          |          |          |          |          |
| 16                                   |           | \$ 4,972  | \$ 5,147 | \$ 5,327 | \$ 5,514 | \$ 5,706 | \$ 5,904 | \$ 6,114 | \$ 6,359 |
| 17                                   |           | \$ 5,099  | \$ 5,275 | \$ 5,461 | \$ 5,651 | \$ 5,848 | \$ 6,056 | \$ 6,265 | \$ 6,516 |
| 17T                                  | Teamsters | \$ 4,891  | \$ 5,067 | \$ 5,253 | \$ 5,443 | \$ 5,640 | \$ 5,848 | \$ 6,057 | \$ 6,308 |
| Grounds Chemical Specialist          |           | Teamsters |          |          |          |          |          |          |          |
| Grounds Maintenance<br>Specialist II |           | Teamsters |          |          |          |          |          |          |          |
| Irrigation Specialist                |           | Teamsters |          |          |          |          |          |          |          |
| 18                                   |           | \$ 5,225  | \$ 5,408 | \$ 5,596 | \$ 5,792 | \$ 5,997 | \$ 6,204 | \$ 6,423 | \$ 6,680 |
| 19                                   |           | \$ 5,356  | \$ 5,542 | \$ 5,736 | \$ 5,938 | \$ 6,144 | \$ 6,362 | \$ 6,581 | \$ 6,845 |
| 19T                                  | Teamsters | \$ 5,148  | \$ 5,334 | \$ 5,528 | \$ 5,730 | \$ 5,936 | \$ 6,154 | \$ 6,373 | \$ 6,637 |
| Lead Maintenance Worker -<br>Grounds |           | Teamsters |          |          |          |          |          |          |          |
| 20                                   |           | \$ 5,489  | \$ 5,425 | \$ 5,615 | \$ 5,808 | \$ 6,013 | \$ 6,223 | \$ 6,441 | \$ 6,699 |

|              |                                                                         |          |          |          |          |          |          |          |          |
|--------------|-------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Mechanic IAM |                                                                         |          |          |          |          |          |          |          |          |
| 21           |                                                                         | \$ 5,626 | \$ 5,823 | \$ 6,026 | \$ 6,240 | \$ 6,456 | \$ 6,682 | \$ 6,917 | \$ 7,193 |
| 22           |                                                                         | \$ 5,767 | \$ 5,968 | \$ 6,180 | \$ 6,392 | \$ 6,618 | \$ 6,849 | \$ 7,089 | \$ 7,374 |
|              | Building Inspector I Plumbers & Steamfitters                            |          |          |          |          |          |          |          |          |
| 22M          | IAM                                                                     | \$ 5,289 | \$ 5,490 | \$ 5,702 | \$ 5,914 | \$ 6,140 | \$ 6,371 | \$ 6,611 | \$ 6,896 |
| 23           |                                                                         | \$ 5,910 | \$ 6,119 | \$ 6,330 | \$ 6,553 | \$ 6,783 | \$ 7,019 | \$ 7,268 | \$ 7,557 |
|              | Plans Examiner I Plumbers & Steamfitters                                |          |          |          |          |          |          |          |          |
| 24           |                                                                         | \$ 6,060 | \$ 6,270 | \$ 6,491 | \$ 6,717 | \$ 6,951 | \$ 7,197 | \$ 7,446 | \$ 7,745 |
|              | Senior Mechanic IAM Plumbers & Steamfitters<br>Code Enforcement Officer |          |          |          |          |          |          |          |          |
| 24M          | IAM                                                                     | \$ 5,582 | \$ 5,792 | \$ 6,013 | \$ 6,239 | \$ 6,473 | \$ 6,719 | \$ 6,968 | \$ 7,267 |
|              | Emergency Equipment Mechanic IAM                                        |          |          |          |          |          |          |          |          |
| 25           |                                                                         | \$ 6,209 | \$ 6,427 | \$ 6,652 | \$ 6,886 | \$ 7,127 | \$ 7,377 | \$ 7,635 | \$ 7,939 |
| 26           |                                                                         | \$ 6,366 | \$ 6,588 | \$ 6,818 | \$ 7,057 | \$ 7,305 | \$ 7,561 | \$ 7,824 | \$ 8,138 |
| 26M          | IAM                                                                     | \$ 5,888 | \$ 6,110 | \$ 6,340 | \$ 6,579 | \$ 6,827 | \$ 7,083 | \$ 7,346 | \$ 7,660 |
| 27           |                                                                         | \$ 6,525 | \$ 6,754 | \$ 6,991 | \$ 7,234 | \$ 7,489 | \$ 7,749 | \$ 8,020 | \$ 8,341 |
|              | Plans Examiner II Plumbers & Steamfitters                               |          |          |          |          |          |          |          |          |
| 28           |                                                                         | \$ 6,686 | \$ 6,922 | \$ 7,165 | \$ 7,415 | \$ 7,675 | \$ 7,944 | \$ 8,220 | \$ 8,549 |
|              | Building Inspector II Plumbers & Steamfitters                           |          |          |          |          |          |          |          |          |
| 28M          | IAM                                                                     | \$ 6,208 | \$ 6,444 | \$ 6,687 | \$ 6,937 | \$ 7,197 | \$ 7,466 | \$ 7,742 | \$ 8,071 |
|              | Senior Emergency Equipment Mechanic IAM                                 |          |          |          |          |          |          |          |          |
| 28T          | Teamsters                                                               | \$ 6,478 | \$ 6,714 | \$ 6,957 | \$ 7,207 | \$ 7,467 | \$ 7,736 | \$ 8,012 | \$ 8,341 |
| 29           |                                                                         | \$ 6,856 | \$ 7,094 | \$ 7,343 | \$ 7,601 | \$ 7,867 | \$ 8,141 | \$ 8,426 | \$ 8,764 |

|     |                                      |                            |          |          |          |          |          |          |          |
|-----|--------------------------------------|----------------------------|----------|----------|----------|----------|----------|----------|----------|
| 30  |                                      | \$ 7,027                   | \$ 7,273 | \$ 7,526 | \$ 7,792 | \$ 8,064 | \$ 8,345 | \$ 8,638 | \$ 8,982 |
| 30T | Teamsters                            | \$ 6,819                   | \$ 7,065 | \$ 7,318 | \$ 7,584 | \$ 7,856 | \$ 8,137 | \$ 8,430 | \$ 8,774 |
|     | Public Works Supervisor -<br>Grounds | Teamsters                  |          |          |          |          |          |          |          |
| 31  |                                      | \$ 7,202                   | \$ 7,455 | \$ 7,715 | \$ 7,984 | \$ 8,264 | \$ 8,554 | \$ 8,851 | \$ 9,206 |
|     | Plans Examiner III                   | Plumbers &<br>Steamfitters |          |          |          |          |          |          |          |
| 32  |                                      | \$ 7,381                   | \$ 7,641 | \$ 7,908 | \$ 8,185 | \$ 8,471 | \$ 8,768 | \$ 9,074 | \$ 9,438 |
|     | Building Inspector III               | Plumbers &<br>Steamfitters |          |          |          |          |          |          |          |
| 33  |                                      | \$ 7,566                   | \$ 7,832 | \$ 8,107 | \$ 8,390 | \$ 8,682 | \$ 8,989 | \$ 9,303 | \$ 9,674 |
|     | Plans Examiner IV                    | Plumbers &<br>Steamfitters |          |          |          |          |          |          |          |
| 34  |                                      | \$ 7,755                   | \$ 8,028 | \$ 8,309 | \$ 8,601 | \$ 8,899 | \$ 9,212 | \$ 9,536 | \$ 9,916 |
|     | Lead Building Inspector              | Plumbers &<br>Steamfitters |          |          |          |          |          |          |          |

## Appendix B - Paid Time Off (PTO) Accrual Schedule Effective 10-1-2015

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired between January 1, 1980 and March 24, 2003<br>(Based on an 8 hour day) |                 |               |                                                                              |    |                                      |     |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|------------------------------------------------------------------------------|----|--------------------------------------|-----|
| Year of Service                                                                                                                             | Hours Per Month | Days Per Year | Maximum Accumulation<br>Hours / Days (Max amount of<br>payout at separation) |    | Maximum Accumulation<br>Hours / Days |     |
| 0 to 5                                                                                                                                      | 18.34           | 27.5          | 440                                                                          | 55 | 608                                  | 76  |
| 5+ to 10                                                                                                                                    | 20.34           | 30.5          | 488                                                                          | 61 | 656                                  | 82  |
| 10+ to 15                                                                                                                                   | 22.34           | 33.5          | 536                                                                          | 67 | 704                                  | 88  |
| 15+ to 20                                                                                                                                   | 24.34           | 36.5          | 584                                                                          | 73 | 752                                  | 94  |
| 20+                                                                                                                                         | 26.34           | 39.5          | 632                                                                          | 79 | 800                                  | 100 |

| Employee Paid Time Off (PTO) Accrual Schedule<br>For employees hired after March 24, 2003<br>(Based on an 8 hour day) |                 |               |                                                                              |    |                                      |     |
|-----------------------------------------------------------------------------------------------------------------------|-----------------|---------------|------------------------------------------------------------------------------|----|--------------------------------------|-----|
| Year of Service                                                                                                       | Hours Per Month | Days Per Year | Maximum Accumulation<br>Hours / Days (Max amount of<br>payout at separation) |    | Maximum Accumulation<br>Hours / Days |     |
| 0 to 2                                                                                                                | 15              | 22.5          | 360                                                                          | 45 | 528                                  | 66  |
| 2+ to 5                                                                                                               | 18.34           | 27.5          | 440                                                                          | 55 | 608                                  | 76  |
| 5+ to 10                                                                                                              | 20.34           | 30.5          | 488                                                                          | 61 | 656                                  | 82  |
| 10+ to 15                                                                                                             | 22.34           | 33.5          | 536                                                                          | 67 | 704                                  | 88  |
| 15+ to 20                                                                                                             | 24.34           | 36.5          | 584                                                                          | 73 | 752                                  | 94  |
| 20++                                                                                                                  | 26.34           | 39.5          | 632                                                                          | 79 | 800                                  | 100 |

## Appendix C – 2021 Union Health Insurance Costs

| Insurance Options:                                 | Total Cost | City's Monthly Contribution | Employee's Monthly Premium Cost | Employee Monthly Premium Increase (from 2021) |
|----------------------------------------------------|------------|-----------------------------|---------------------------------|-----------------------------------------------|
| <b>Regence PPO w/ VSP vision</b>                   |            |                             |                                 |                                               |
| Employee & Children                                | \$1,462.65 | \$1,239.64                  | \$223.01                        | \$0.00                                        |
| Employee & Spouse                                  | \$1,706.33 | \$1,431.70                  | \$274.63                        | \$0.00                                        |
| Employee Only                                      | \$811.97   | \$727.00                    | \$84.97                         | \$0.00                                        |
| Family                                             | \$2,356.53 | \$1,944.27                  | \$412.26                        | \$0.00                                        |
| <b>Regence PPO High-Deductible w/ VSP vision**</b> |            |                             |                                 |                                               |
| Employee & Children                                | \$1,159.03 | \$1,030.03                  | \$129.00                        | \$0.00                                        |
| Employee & Spouse                                  | \$1,352.20 | \$1,201.64                  | \$150.56                        | \$0.00                                        |
| Employee Only                                      | \$643.73   | \$572.10                    | \$71.63                         | \$0.00                                        |
| Family                                             | \$1,867.36 | \$1,659.44                  | \$207.92                        | \$0.00                                        |
| <b>Kaiser</b>                                      |            |                             |                                 |                                               |
| Employee & Children                                | \$1,155.99 | \$1,008.93                  | \$147.06                        | \$0.00                                        |
| Employee & Spouse                                  | \$1,284.41 | \$1,113.19                  | \$171.22                        | \$0.00                                        |
| Employee Only                                      | \$642.16   | \$591.70                    | \$50.46                         | \$0.00                                        |
| Family                                             | \$1,926.88 | \$1,634.93                  | \$291.95                        | \$0.00                                        |
| <b>Kaiser High-Deductible**</b>                    |            |                             |                                 |                                               |
| Employee & Children                                | \$803.64   | \$740.36                    | \$63.28                         | \$0.00                                        |
| Employee & Spouse                                  | \$891.79   | \$821.46                    | \$70.33                         | \$0.00                                        |
| Employee Only                                      | \$446.08   | \$410.91                    | \$35.17                         | \$0.00                                        |
| Family                                             | \$1,337.88 | \$1,232.40                  | \$105.48                        | \$0.00                                        |

| Union Dental        |                                 |                             |                                              |                                                                |
|---------------------|---------------------------------|-----------------------------|----------------------------------------------|----------------------------------------------------------------|
| Delta Dental        | Union Basic Dental (Total Cost) | City's Monthly Contribution | Basic Dental Employee's Monthly Premium Cost | Union Buy-up Dental* (Employee Portion for Buy-up, if elected) |
| Employee & Children | \$116.14                        | \$116.14                    | \$0.00                                       | \$6.16                                                         |
| Employee & Spouse   | \$89.00                         | \$89.00                     | \$0.00                                       | \$4.70                                                         |
| Employee Only       | \$50.37                         | \$50.37                     | \$0.00                                       | \$2.69                                                         |
| Family              | \$154.73                        | \$154.73                    | \$0.00                                       | \$8.21                                                         |

**\* Dental Buy-up requires a 3-year commitment - must be on this plan 3 years before stopping the buy-up as long as you are eligible for benefits**

| Kaiser Dental       | Total Cost | City's Monthly Contribution | Employee's Monthly Premium Cost |
|---------------------|------------|-----------------------------|---------------------------------|
| Employee & Children | \$102.13   | \$102.13                    | \$0.00                          |
| Employee & Spouse   | \$113.48   | \$113.48                    | \$0.00                          |
| Employee Only       | \$56.74    | \$56.74                     | \$0.00                          |
| Family              | \$170.22   | \$170.22                    | \$0.00                          |

**2022 Opt-Out:** \$230/month (taxable income to employee)

## **International Machinists Union Addendum Agreement**

This agreement, as of the date indicated therein, by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and International Machinists Union District Lodge #W24, hereinafter referred to as the Union, WITNESSES that WHEREAS the parties have negotiated the terms and conditions of a collective bargaining agreement, hereinafter referred to as the Agreement, and terms and conditions of an addendum agreement, hereinafter referred to as the Addendum, relating to regular employees of the Employer and hereinafter referred to as employees represented by the Union and described in this addendum to special wages, hours, and other terms and conditions of employment of such employees and wish to reduce the addendum to writing agree hereto as follows, and to be part of the agreement.

### **1. Work Jurisdiction**

- 1.1 Although the City of Vancouver maintains the ability to make work assignments as workload dictates, the city recognizes the work performed by mechanics shall be as follows: maintenance, rebuilding, dismantling, assembling, repairing, installing, erecting, cleaning, preparing and conditioning of all automotive parts, units and auxiliaries connected with passenger cars, motorcycles, tractors, trucks, shovels, trench digging, excavating equipment, fire apparatus, trucks, ladders and related equipment, other emergency equipment associated with fire emergency equipment and associated with fire emergency vehicles, and all types of machinery that are propelled by any type of combustion engine, and all of the machine or grinding processes connected with the foregoing including welding.
- 1.2 The primary work assignments of the Emergency Mechanics will remain focused on Fire Apparatus such as fire engines, fire trucks, water tenders, brush rigs, heavy rescue and specialty equipment.
- 1.3 None of the preceding work may be performed by the equipment superintendent and Equipment Mechanic Supervisor except de minimis work when no other mechanics are available.
- 1.4 Seniority for all mechanics will be defined as the length of service in that classification for the purpose of vacation scheduling, layoff for lack of work, overtime, and call back offers.

### **2. Employee Tools, Safety Boots and Safety Glasses**

- 2.1 Each employee holding the position of mechanic or senior mechanic is required to provide, at their own expense, a basic set of tools appropriate to perform the work required of a journey level mechanic, including metric hand tools. The shop sets of metric tools currently provided by the city will remain available to employees, and may be expanded or replaced at the City's discretion.



## 2.2 *Tool/Safety Boot Allowance*

2.2.1 Each employee holding the following positions will be provided an annual tool/safety boot allowance as outlined below:

|                                      |         |
|--------------------------------------|---------|
| Mechanics                            | \$1,320 |
| Senior Mechanics                     | \$1,320 |
| Emergency Equipment Mechanics        | \$1,320 |
| Senior Emergency Equipment Mechanics | \$1,320 |
| Vehicle Service Worker II            | \$990   |
| Vehicle Service Worker I             | \$660   |

This allowance is to be used for tool and safety boot replacement and upgrading an employee's tool inventory.

The tool/safety boot allowance will be made to the employee on a monthly basis (1/12<sup>th</sup> payment monthly) through payroll.

2.2.2 All employees in the above classifications must wear industrial safety toe shoes at all times.

2.2.3 The Employer agrees to insure, for fire and burglary, the hand tools (including the tool box and electronic test equipment) which are in the possession of the employee at the Employer's place of work. The employee will be responsible to annually digitally photograph all tools that they own and provide the Employer with a copy of such documentation. The camera used for this purpose shall be made available by the Employer. In addition, the employee will provide to the City a written inventory of all tools over \$300 in value, including make and model, which inventory would be necessary documentation to provide the city if the need arose to make a claim for the loss of those tools.

## 2.3 *Safety Glasses*

All shop employees must wear safety glasses, with the Employer providing said glasses. For employees that desire prescription safety glasses, the Employer will provide reimbursement for prescription safety glasses on an annual basis, up to an annual maximum of \$300. Reimbursement under this article is subject the employee providing detailed receipts of the purchase to the Employer.

## 3. **Western Metal Industry Pension Plan**

3.1 The members represented by Machinists Local 1432 will be allowed to participate in the Western Metals Industry Pension Plan by diverting part of their wages into the plan. The amount of the

contribution will be determined by majority vote of the affected members of IAM Local 1432. The members employed at Operations and those at the Fire Department will vote as separate units.

- a. Rehabilitation Plan for the Western Metal Industry Pension Fund. Effective May 28, 2010 a rehabilitation plan was instituted for the pension plan due to a determined actuarial status of “critical.” The parties have agreed to follow the plan as outlined below until such time as there an amendment to or ending of the rehabilitation by the Plan.

| <u>Effective Date</u> | <u>Contribution Rate</u> |
|-----------------------|--------------------------|
| <u>7-1-2016</u>       | <u>\$1.96</u>            |
| <u>7-1-2017</u>       | <u>\$2.12</u>            |
| <u>7-1-2018</u>       | <u>\$2.28</u>            |
| <u>7-1-2019</u>       | <u>\$2.44</u>            |
| <u>7-1-2020</u>       | <u>\$2.60</u>            |
| <u>7-1-2021</u>       | <u>\$2.76</u>            |

- 3.2 This plan shall be in addition to, and will not replace, the Washington Public Employees Retirement System (PERS).

#### **4. Shift Assignments**

- 4.1 Assignment to vacancies on shifts will be made based upon seniority when the employee meets the qualifications of the new shift and the Employer’s work needs.
- 4.2 Shift preference must be filed more than three (3) working days prior to an organization effecting a shift change or declaring a job opening by submission of a dated open requisition. Forms will be provided and made available by the City. If an employee does not file a shift preference, it shall be assumed that the employee is on their preferred shift.
- 4.3 Under no circumstances will the provisions of this section be construed to enable an employee, at their request, to displace or “bump” a less senior employee from their job and shift.

#### **5. Emergency Equipment Mechanics Subsection:** In addition to Articles 1 - 4, the following language applies to Emergency Equipment Mechanics Only.

- 5.1 Job Requirements for Emergency Equipment Mechanics:

In order to apply for the position of emergency equipment mechanic, applicants must possess ASE certifications as noted in the job classification and job notice. In addition, within the time period outlined in the job classification, emergency equipment mechanics must become certified in all EVT areas as outlined in the job classification.

- 5.2. The city shall pay all fees associated with maintaining ASE certifications, and with obtaining and maintaining EVT certifications. This shall include costs required for out-of-town travel, food, and lodging, associated with these exams.

## **6. VEBA Medical Reimbursement Plan**

- 6.1 On behalf of all IAM members in the Union's bargaining unit employed in the Fire Shop of the City of Vancouver (the "group"), contributions on behalf of each employee in the group shall be mandatory and based on a payroll deduction. The dollar amount of pre-tax contribution shall be determined on an annual basis.

## **7. Working Out of Classification**

- 7.1 When an employee is required to act as a temporary supervisor they shall be paid in accordance with Article 11.7 of the Agreement.

## **8. Termination and Renewal**

- 8.1 Provisions for termination and renewal for this addendum shall be identical to the master agreement.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Nichet Newsome, IAM District Lodge #W24

\_\_\_\_\_  
Lisa Takach, HR Director  
Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

## **Plumbers and Steamfitters Local 290 Addendum Agreement**

This agreement, as of the date indicated therein, by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and Plumbers and Steamfitters, Local 290, hereinafter referred to as the Union, WITNESSES that WHEREAS the parties have negotiated the terms and conditions of a collective bargaining agreement, hereinafter referred to as the Agreement, and terms and conditions of an addendum agreement, hereinafter referred to as the Addendum, relating to regular employees of the Employer and hereinafter referred to as employees represented by the Union and described in this addendum to special wages, hours, and other terms and conditions of employment of such employees and wish to reduce the addendum to writing agree hereto as follows, and to be part of the agreement.

### **1. Work Jurisdiction**

- 1.1 The work of the Development Review Division and delegated by the Building Official as provided for in Vancouver Municipal Code, as represented by the United Association of Plumbers and Steamfitters Local 290, shall include all site inspections and plan review of all building, plumbing, mechanical, structural, electrical, property maintenance and zoning requirements, as well as any adopted building codes or standards of the City. Recognition of Development Review Division work groups are as follows: Building Inspection, Building Electrical Inspection, Building Plan Review and Code Compliance.

### **2. Acting or Out-of-Class Assignments**

- 2.1 When acting or out-of-class for a maximum 6 month assignment opportunities are available to higher paying positions, preference shall be give on a rotation basis to qualified employees within the division/work group. The rotation list shall be by workgroup seniority. Employees must have one (1) year of service prior to consideration for placement on the rotation list. When the most senior employee has been given an out-of-class appointment, the next appointment shall be given to the next lower person on the list. Employees on the list have the option of refusing the out of class assignment.

### **3. Training, Certification and License Allowance**

- 3.1 Employees shall receive \$110 per month for one (1) additional certification beyond the minimum required and relevant to job duties as per DRS Policy 1726 Employee Inspection Certification Allowance.
- 3.2 DRS Policy 1726 Employee Inspection Certification Allowance will be maintained by DRS for the term of this agreement. The policy will not be modified except by agreement with UA Local 290.
- 3.3 The Employer will, reimburse the employee for any fees paid for

required certification tests and renewals, and training. When an employee holds more than 1 certification, where possible and permissible by ICC, they will renew their certifications together. The employee will provide the City with evidence of satisfactory completion of any necessary tests.

- 3.4 Reimbursements shall be made within thirty (30) days after the employee provides the City with a receipt and evidence of satisfactory completion of any necessary tests.

#### **4. Employee Clothing Allowance**

- 4.1 The Employer shall reimburse the employee for clothing required by the employer and/or WISHA, up to a maximum of \$350 per Inspector and Code Compliance Officer and \$250 per Plans Examiner per calendar year and where relevant and appropriate, that such clothing displays the City logo. When working in the field, employees are required to wear at least one piece of clothing with the City's name and logo visible at all times.
- 4.2 Reimbursements shall be made within thirty (30) days after the employee provides the City with a receipt. Purchases will be made through a City approved catalog/website/contract. Any additional costs to put the logo onto purchased clothing will be counted in the maximum annual allowance.

#### **5. Scheduled Overtime**

- 5.1 Scheduled overtime and call back shall be offered to the assigned Project Inspector, Code Compliance Officer or Plans Examiner first, then to the most senior qualified person on the workgroup seniority list. If the seniority list is exhausted the least senior will be assigned the overtime or call back.

#### **6. Termination and Renewal**

- 6.1 Provisions for termination and renewal for this addendum shall be identical to the master agreement.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Carol Krohn,  
Plumbers and Steamfitters, Local 290

\_\_\_\_\_  
Lisa Takach, HR Director

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

## **Teamsters, Local #58 Addendum Agreement**

This agreement, as of the date indicated therein, by and between the City of Vancouver, a municipal corporation of the State of Washington and hereinafter referred to as the Employer, and the International Brotherhood of Teamsters, Local #58, hereinafter referred to as the Union, WITNESSES that WHEREAS the parties have negotiated the terms and conditions of a collective bargaining agreement, hereinafter referred to as the Agreement, and terms and conditions of an addendum agreement, hereinafter referred to as the Addendum, relating to regular employees of the Employer and hereinafter referred to as employees represented by the Union and described in this addendum to special wages, hours, and other terms and conditions of employment of such employees and wish to reduce the addendum to writing agree hereto as follows, and to be part of the agreement.

### **1. License Fees**

1.1 The City will pay all fees for certifications required by the City.

### **2. Termination and Renewal**

2.1. Provisions for termination and renewal for this addendum shall be identical to the master agreement.

### **3. Acting or Out-Of-Class Assignments**

3.1 When acting or out-of-class appointments are made to higher paying positions, preference shall be given on a rotation basis to qualified employees within the division. The rotation list shall be by seniority. Employees must have one (1) year of service prior to consideration for placement on the rotation list. When the most senior employee has been given an out-of-class appointment, the next appointment shall be given to the next lower person on the list. Employees on the list have the option of refusing the out-of-class appointment.

### **4. Western Conference of Teamsters Pension Plan**

4.1 Effective January 1, 2016, the Employer shall continue to pay into the Western Conference of Teamsters Pension Trust on account of each employee performing work of the bargaining unit, for each hour in which compensation is paid. The hourly contribution rate shall be eighty cents (\$0.80) per compensable hour.

Thereafter, the Employer shall pay into the Western Conference of Teamsters Pension Trust on account of each employee performing work in the bargaining unit, for each hour in which compensation is paid. The hourly contribution rate shall be allocated as follows:

| <b>Effective Date</b> | <b>Total \$/Hour</b> |
|-----------------------|----------------------|
| 1/1/12                | \$.60                |
| 1/1/13                | \$.70                |
| 1/1/14                | \$.80                |



|        |        |
|--------|--------|
| 1/1/17 | \$1.00 |
| 1/1/18 | \$1.20 |

All contributions to be allocated to the Basic Plan.

- 4.2 Otherwise-excluded employees or workers are to be included in the Employer-paid mandatory participation of the Western Conference of Teamsters Pension Plan if they are performing work within the jurisdiction of this unit, including those on a temporary or seasonal basis and those in a 'Supervisory' or 'Lead' position.
- 4.3 The total amount due for each calendar month shall be remitted in a lump sum not later than ten (10) days after the last business day of each month. The Employer agrees to abide by such rules as may be established by the Trust of said Trust to facilitate the determination of the hours for which contributions are due, the prompt and orderly collection of such amounts and the accurate reporting and recording of such amounts paid on account of each employee performing the work of the bargaining unit. Failure to make all payments herein provided for, within the time specified, shall be breach of this Agreement.
- 4.4 The Western Conference of Teamsters Pension Plan shall continue to be an additional retirement plan, and will not replace, the Washington Public Employees Retirement System (PERS).

## 5. **Scheduled Overtime**

- 5.1 Scheduled overtime will be from the grounds seniority list on a rotation basis by their city hire date. The assigned supervisor/designee will rotate through the seniority list consistently through each event. Multiple day events will be scheduled on a day by day basis.
- 5.2 Overtime will not be approved for staff on light duty, or work restrictions relevant to scheduled overtime.
- 5.3 Employees on their initial probation period may work scheduled overtime if they:
  - a. Possess valid CDL, if relevant to overtime and;
  - b. Successfully trained in operation of all equipment relevant to overtime.
  - c. Or work with another qualified employee.
- 5.4 An employee on probation may work overtime if it is the continuation of a normal work day to finish a specific task, and is approved by a supervisor/designee.
- 5.5 If employee is on PTO, the supervisor/designee will place one call to their primary phone. Employee will have until the of that normal work day to reply before next person is contacted.
- 5.6 Grounds employees in a career development role outside their work group will be contacted for overtime assignments following the rotation guidelines listed above.
- 5.7 Department cross training/rotation – employee will be contacted by supervisor/designee for overtime by placing one call to the employee's primary phone. Employee will have until the end of that normal work day to reply before the next person is contacted.
- 5.8 The assigned supervisor/designee will maintain a list that shows accepted or unaccepted overtime and dates.

## 6. **Regular Appointments**

- 6.1 When regular appointments are made, current employees shall be given preference by their seniority if their qualifications are equal or superior to those of other applicants.

## **7. Shift Assignments**

- 7.1 The Employer and the employee also recognize the need from time to time for temporary shift reassignments when an emergency does not exist. In these situations, the Employer agrees to give the employee a minimum of twenty-four (24) hours' notice in advance of the new shift starting time. Regular shift reassignments shall be according to Article 10 of the master agreement.
- 7.2 From time to time, 4-day week, ten (10) hour work schedules may be temporarily rescheduled to fill needs due to sick leave, military leave, or other unanticipated absences. This would involve transferring an employee from one period of four (4) consecutive days to another. Such rescheduling will not be subject to provisions for premium pay on the first, second, and third day; provided that the following criteria are met:
  - 7.2.1 Any time a work schedule is changed, it will consist of consecutive days of work.
  - 7.2.2 Employees will be notified of the rescheduling at least twenty-four (24) hours in advance of the new work schedule.
  - 7.2.3 The shift change shall be of a temporary nature not to exceed thirty (30) days.
  - 7.2.4 Employees may request shift changes, but the city shall assume no obligation for premium pay on the initial first, second, or third day of the new shift.

## **8. Wages**

- 8.1 At the time of ratification of this agreement, employees, by a majority vote, may elect to divert wages from the negotiated increase, into the pension to be contributed into the Western Conference of Teamsters Pension Plan during the first year of this Agreement.
- 8.2 Employees by a majority vote may elect to divert negotiated wage increases into the pension to be contributed to into the "Western Conference of Teamsters Pension Plan" on an annual basis.
- 8.3 Homeless Camp Clean up

Scheduled homeless clean-up designated by the HART team or other City management representative that are deemed a public health hazard will be paid an additional hourly rate of \$1.00 above the assigned employees pay for working such assignment. The premium will not be paid for hazards or camp clean-up found as part of regularly assigned duties associated with sanitation and maintenance of City parks and facilities.

## **9. Corrections Crews and Volunteer Use and Limitations**

- 9.1 This section is limited to establish the use of corrections crews and volunteers including instituting limitations on the same.
- 9.2 Corrections crews and volunteers are controlled by the employer and may be utilized with limitations as approved by the Operations Center Manager or designee. Work performed by the corrections crews shall be directed by employees of the bargaining unit.
- 9.3 Work performed by corrections crews and volunteers is limited to the following:
- a) Storm debris cleanup and removal;
  - b) Litter patrol cleanup duties including emptying trash bins and performing hand cleanup;
  - c) Use of manual tools for raking shrub beds, medians, turf areas around tree bases and headstones and the raking of grass and heavy clippings;
  - d) Manual weeding and invasive vegetation removal other than the exclusions subject to paragraph (e) below;
  - e) Use of weed eaters and edgers only for park perimeters, right of ways and/or overgrown areas and medians except for manicured areas;<sup>1</sup>
  - f) Use of back pack blowers;
  - g) Hand painting of picnic table boards;
  - h) Volunteer work shall be mutually agreed upon between the employer and the Union\*
  - i) Other work as mutually agreed upon between the employer and the Union\*.

\*Union Stewards are designated by the union business representative to act as the Union's volunteer coordinator for the purpose of entering into an agreement for work projects identified herein.

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Effective October 19, 2011 and through the life of this Agreement, in the event of layoffs, the tasks subject to paragraph (e) shall not be permitted by corrections crews, except for safety/liability sensitive areas including medians and right of ways.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**For the Employer**

**For the Union**

\_\_\_\_\_  
Eric Holmes, City Manager

\_\_\_\_\_  
Walter LaChapelle, Teamsters, Local #58

\_\_\_\_\_  
Lisa Takach, HR Director

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk



**Staff Report: 161-22**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 11/7/2022

**SUBJECT** Purchase and Sale Agreement(s) for future Fire Station #6

**Key Points**

- Purchasing these properties, located adjacent to one another, will allow Vancouver Fire Department to re-locate and build a larger fire station that will ensure this service area has adequate responsiveness to calls and to ensure that Fire Station #6 can withstand a seismic event and be able to maintain operations in the event of a regional emergency.
- The City has evaluated a number of different properties to serve this purpose and finds the market of available real estate in this service area with sufficient access and egress for Fire Department operations to be severely limited.
- The negotiated purchase price for each PSA is above the appraised value because of the limited site options available in the area that allow the City to fulfill the fundamental public purpose of protecting the public health, safety, and welfare through services provided by Fire Station #6.

**Strategic Plan Alignment**

**Goal 2, Objective 2.1:** Provide reliable and responsive police, fire and EMS service.

**Present Situation**

As the City of Vancouver continues to grow, so do the public safety needs of our residents. As part of our continued efforts to maintain the best public safety policies and practices, the City of Vancouver completed a Long Range Facility Plan for the City's Fire Department. Upon completion of this plan, it was determined that the City would best be served by re-locating Fire Station #6, currently located at 3216 NE 112th Avenue, to a larger property within the service area and ideally in close proximity to the current central station location in order to continue to provide fire and public safety services to this area.

Upon locating a site that met the requirements, the City began negotiating with the owners, who are related, for the purchase of two adjacent parcels comprising the location. The purchase of these parcels will allow for a site that is larger and better situated on the street network than the current site of Fire Station #6. This new location will allow Fire Station #6 to serve the most miles traveled in the fewest minutes of response and will better serve our firefighting and emergency medical incident response requirements.

The combined property consists of approximately 68,389 square feet (1.57 acres) and each Purchase and Sale Agreement is contingent on the City acquiring both properties because the site requires both parcels in order to provide an adequately sized and accessible Fire Station site.

The City was provided a due diligence period and has conducted an investigation of the properties, satisfying that contingency. The Purchase and Sale Agreements contemplate a closing date on or before December 31, 2022.

### **Advantage(s)**

1. Provides for the public safety needs of City residents
2. Replaces a fire station that was built in 1979.

### **Disadvantage(s)**

No disadvantages are foreseen.

### **Budget Impact**

The 2021-2022 budget includes sufficient appropriation for this acquisition.

### **Prior Council Review**

Facilities Investment Initiative WS - September 15, 2015

### **Action Requested**

Ratify the purchase and sale agreement(s) entered into between the City of Vancouver and Mathew Tech and Che Tan; Khuon Lim and Sovanara Meas, co-trustees Lim Family Revocable Trust to purchase real property at the total purchase price of \$1,250,000 (162631-000 \$575,000 and 162609-000 \$675,000). Authorize the City Manager or designee to execute documents necessary to close this transaction.

*Linda Carlson, Property Management Specialist, 360-487-8423*

### **ATTACHMENTS:**

- Purchase and Sale Agreement - 2516 NE 112th Ave
- Purchase and Sale Agreement - 2606 NE 112th Ave

## REAL ESTATE PURCHASE AND SALE AGREEMENT 2516 NE 112TH AVE

This REAL ESTATE PURCHASE AGREEMENT (this “Agreement”) is made as of May \_\_\_\_, 2022 (the “Effective Date”), by and between the CITY OF VANCOUVER, a Washington municipal corporation, (the “Buyer” or “City”), and MATHEW TECH AND CHHE TAN, each an individual (jointly and severally, the “Seller”), with reference to the following facts:

### BACKGROUND

A. Seller is the owner of that certain improved real property consisting of the land containing approximately 0.67 acres located in Clark County, Washington at 2516 NE 112<sup>th</sup> Avenue, Vancouver 98684 with the property identification number 162631000 and the abbreviated legal description JOHN PETER BERSCH ESTATE #24 LOT 2 .67A, as more particularly described in the legal description provided on Exhibit A (the “Property”), together with all buildings and other improvements located on the Land, together with all rights (including air rights, development rights, entitlements, and reversionary rights), privileges, easements, and appurtenances thereunto belonging or appurtenant thereto or for the benefit thereof, and all right, title, and interest (if any) of Seller in and to any streets, alleys, passages, strips, or gores of land between the Land and abutting or adjacent properties or other rights-of-way or appurtenances included in, adjacent to, or used in connection with such Land, and all right, title, and interest of Seller in all mineral rights appurtenant to such Land (collectively, the “Property”);

B. The City is seeking to replace Vancouver Fire Department Fire Station 6, currently located at 3216 NE 112<sup>th</sup> Avenue (VFD #6), to ensure that this service area has adequate responsiveness to calls and to ensure that the Fire Station can withstand a seismic event and be able to maintain operations in the event of a regional emergency. The City has evaluated a number of different properties to serve this purpose and finds the market of available real estate in this service area with sufficient access and egress for VFD #6 operations to be severely limited. Therefore, in order to serve the fundamental public purpose of protecting the public health, safety, and welfare, a purchase price greater than the appraised value is contemplated by this Agreement in order to secure the City’s acquisition of the Property.

C. This Agreement is executed contingent upon the concurrent execution and closing of that certain Real Estate Purchase and Sale Agreement by and between the City and Khuon Lim and Sovanara Meas, Co -Trustees, Lim Family Revocable Trust dated February 14, 2014 (the “Lim Agreement”) for the real property located at 2606 NE 112<sup>th</sup> Avenue, Vancouver, WA 98684 (the “Lim Property”) because the City seeks to acquire the subject Property of this Agreement and the Lim Property, for purposes of replacing VFD #6 and requires both parcels in order to effectively achieve its purposes.

D. Because the proposed purchase price for the Property is greater than the appraised value, this Agreement is also contingent upon City Council approval and ratification of that price and this Agreement.

## AGREEMENT

NOW, THEREFORE, in consideration of the terms and conditions of this Agreement, and the mutual covenants herein contained, Buyer and Seller hereby agree as follows:

1. Description of the Property. Seller shall sell and convey to Buyer, and Buyer shall purchase and acquire from Seller, upon and subject to the terms and conditions set forth in this Agreement, the Property.

2. Purchase Price and Earnest Money. The purchase price to be paid by Buyer to Seller for the Property, upon and subject to the terms and conditions of this Agreement, is FIVE HUNDRED SEVENTY-FIVE THOUSAND AND NO ONE HUNDREDTHS DOLLARS (\$575,000.00) (the "Purchase Price"). Upon the execution of this Agreement (the "Effective Date"), Buyer shall deposit with Fidelity National Title, 655 West Columbia Way, Suite 200, Vancouver, Washington 98660 (the "Title Company"), with Melissa Miller (or other commercial real estate escrow agent at Title Company if Melissa Miller is not available to act as escrow agent for this transaction) as "Escrow Agent", a promissory note in the form attached as Exhibit B (the "Earnest Money Note") in the amount of FIFTY THOUSAND AND NO ONE HUNDREDTHS DOLLARS (\$50,000.00) as an earnest money deposit (the "Earnest Money"), payable only in the event this transaction fails to close on account of default by Buyer under this Agreement. On the Closing Date, Buyer shall convert the Earnest Money Note to cash to be applied toward the Purchase Price, and Buyer shall deposit with Escrow Agent the entire amount of the Purchase Price in cash, as adjusted for any amounts to be charged or credited against the Purchase Price in accordance with this Agreement.

3. Closing Date. The Due Diligence Period is defined in Section 5(b) and the Financing Contingency is defined in Section 5(d), below. Not earlier than sixty (60) days following the end of the Due Diligence Period but on or before September 1, 2022 (the "Closing Date"), the closing of the purchase of the Property (the "Closing") shall be held at the offices of the Escrow Agent.

4. Title and Survey Matters.

(a) Conveyance. On the Closing Date, Seller shall convey to Buyer fee simple title to the Property by a duly executed and acknowledged Statutory Warranty Deed (the "Deed"), in substantially the form attached to this Agreement as Exhibit C, free and clear of all defects and encumbrances and subject only to those exceptions that Buyer approves pursuant to Section 4(b) below (the "Permitted Exceptions").



(b) Preliminary Commitment. Buyer shall order a preliminary commitment for an owner's standard coverage policy of title insurance in the amount of the Purchase Price to be issued by Title Company and accompanied by copies of all documents referred to in the commitment (the "Preliminary Commitment"). Buyer shall advise Seller by written notice what exceptions to title, if any, are objected to by Buyer (the "Objections") within fifteen (15) business days following Buyer's receipt of the Preliminary Commitment, but in no event later than the Closing Date. If Buyer fails to give notice before the expiration of this notice period, or by the Closing Date, whichever is earlier, Buyer will be deemed to have approved the title exceptions identified in the Preliminary Commitment and all such exceptions shall be Permitted Exceptions. No later than five (5) days after receipt of Buyer's notice, Seller may give Buyer notice that (i) Seller will remove Objections or (ii) Seller elects not to remove Objections. If Seller fails to give Buyer such notice, Seller will be deemed to have given Buyer notice as of the fifth (5<sup>th</sup>) day after receipt of Buyer's notice, or the Closing Date, whichever is earlier, that Seller elected not to remove any of the Objections. Notwithstanding the foregoing, Seller will be required to remove any monetary liens, monetary assessments or monetary encumbrances affecting the Property prior to or as of the Closing Date. Immediately upon discovering the need to amend or add any exception to the Title Commitment, Escrow Agent shall notify Buyer and Seller. Within ten (10) business days after notice from Escrow Agent together with a copy of such intervening lien or matter, but in no event later than the Closing Date, Buyer shall notify Seller in writing of any objections thereto (the "Amendment Objections"). No later than five (5) days after receipt of Buyer's notice, Seller may give Buyer notice that (i) Seller will remove Amendment Objections or (ii) Seller elects not to remove Amendment Objections. If Seller fails to give Buyer such notice, Seller will be deemed to have given Buyer notice as of the fifth (5<sup>th</sup>) day after receipt of Buyer's notice, or the Closing Date, whichever is earlier, that Seller elected not to remove any of the Amendment Objections.

(c) Title Objections. If Seller elects not to remove any non-monetary Objections or Amendment Objections, Buyer will have fifteen (15) business days from receipt of Seller's notice, but in no event later than the Closing Date, to notify Seller of Buyer's election either to proceed with the purchase and take the Property subject to those exceptions, in which case the Objections and Amendment Objections shall be deemed Permitted Exceptions, or to terminate this Agreement. If Seller gives notice that it will cause one or more non-monetary Objections or Amendment Objections to be removed but fails to remove any of them from title on or before the Closing Date, Buyer may either (i) elect to terminate this Agreement by written notice to Seller, or (ii) proceed with the purchase and take the Property subject to those exceptions, which shall be deemed Permitted Exceptions. If Buyer elects to terminate this Agreement under this Section 4(d), the escrow will be terminated, all documents and funds, including the earnest money note, will be returned to the party who deposited them, and neither party will have any further rights or obligations under this Agreement except as otherwise provided in this Agreement. If this Agreement is terminated due to non-removal of an Objection or Amendment Objection after Seller has agreed to remove it, then Seller will pay any costs of terminating the escrow and any cancellation fee for the Preliminary Commitment.

(d) Title Policy. Buyer shall receive at Closing, at Seller's expense, an Owner's Standard Coverage Title Insurance Policy (ALTA 2006) with such endorsements as Buyer may request, issued by the Title Company to be furnished to Buyer (the "Title Policy"). The Title Policy shall be issued in the amount of the total Purchase Price and shall insure fee simple title to the Property in Buyer, subject only to the Permitted Exceptions. Buyer's obligation to close this transaction shall be contingent on Buyer's receipt of such Title Policy. If Buyer so elects, Buyer may purchase extended coverage with the additional portion of the premium for extended coverage to be paid by Buyer. At Buyer's request, Seller will execute and deliver to Title Company at Closing an affidavit certifying that there are no unrecorded leases or agreements upon the Property, that there are no parties in possession on the Property, that there are no mechanic's or statutory liens against the Property, and as to such other matters as may be reasonably requested by Title Company for purposes of issuing the Title Policy (including, if requested by Buyer, for purposes of issuing an extended coverage Title Policy).

##### 5. Contingencies and Obligations.

(a) Investigation of the Property. Seller shall provide or make available to Buyer for inspection and copying to the extent available or within Seller's possession or control and not otherwise publicly available all documents and information pertaining to the Property, including, but not limited to, all soils reports, geotechnical reports and environmental (including asbestos and lead based paint) reports, assessments, studies, and tests, maintenance records pertaining to the Property for the year to date and most recent five years in Seller's possession, a summary of any and all pending or threatened litigation regarding the Property, any correspondence from county, state or other applicable jurisdiction received by Seller that would have a material effect on Purchaser's use or redevelopment of the Property, any notices of violations, administrative orders, or other evidence of enforcement actions taken against Seller by any governmental agency, all permits, licenses and approvals relating to the ownership, use, or development of the Property including, without limitation, land use designation and/or zoning permits and approvals, any third party warranties and guaranties affecting the Property, and any existing surveys, parking plans, engineering plans, and other plans and specifications with respect to the Property except appraisals not performed in support of this transaction and other documents not available for public disclosure. Buyer and its employees, consultants, and agents shall have the right from the date of this Agreement through the Closing Date (or earlier termination of this Agreement) to enter upon the Property or any part thereof at reasonable times and from time to time upon providing at least three (3) business days advance notice to Seller, for the purpose, at Buyer's sole cost and expense, to complete a Phase 1 environmental and a site plan assessment and make all soil, geological, and other tests or studies under the provisions of this Agreement. Buyer shall indemnify and hold harmless Seller from and against any mechanic's or other liens or claims that may be filed or asserted against the Property or Seller by any actions taken by Buyer to the extent arising out of the Property Inspection (described below). Buyer's obligation to purchase the Property shall be subject to and contingent upon Buyer's inspection and approval, in its sole and absolute discretion, of the physical condition of the Property and the suitability of the Property for Buyer's intended use (the "Property Inspection"), including, without limitation, the conducting of soil tests (including borings),

environmental reports, surveys, structural studies and review of zoning, fire, safety, fire truck access, site plan assessment and other compliance matters. Buyer shall correct any physical damage to the Property to the extent caused by the Property Inspection and shall return the Property to its condition prior to the Property Inspection. Buyer shall not have any liability or responsibility for economic damages arising on the Property, including those relating to tenant occupancy of the Property, however Buyer shall make reasonable efforts not to disrupt or cause any inconvenience to tenants of the Property in the course of conducting any Property Inspection.

(b) Due Diligence Period. The term “Due Diligence Period” means the period ending on the earlier of (i) that date that is one hundred twenty (120) days following the Effective Date; or (ii) the date of Buyer’s issuance of written notice to Seller terminating the Due Diligence Period prior to the scheduled expiration of the Due Diligence Period.

(c) Buyer’s Right to Terminate. If the conditions set forth in Section 5(a) are not satisfied in Buyer’s sole and absolute discretion, Buyer shall have the right, prior to the expiration of the Due Diligence Period, to terminate its rights and obligations under this Agreement by sending written notice to Seller (such notice referred to as a “Termination Notice”), and the Earnest Money Note shall be returned to Buyer, and Buyer and Seller shall have no further rights or obligations under this Agreement except as otherwise provided in this Agreement.

(d) Buyer Contingencies. Buyer’s obligation to fund the Earnest Money Promissory Note and purchase the Property is contingent upon: (i) Buyer’s ability to close the transaction contemplated by the Lim Agreement and acquire the Lim Property; and (ii) City Council approval of the Purchase Price and ratification of this Agreement at a public meeting to be held no sooner than five (5) business days after expiration of the Due Diligence Period and following required public notice of such meeting.

#### 6. Additional Closing Conditions.

(a) The Buyer’s obligations to Close this Agreement shall be subject to the following conditions which must be satisfied by Seller as of Closing unless waived by Buyer at or before Closing:

(i) All representations and warranties of the Seller contained herein shall be true, accurate and complete at the time of the Closing as if made again at such time;

(ii) Seller shall have performed all obligations to be performed by it hereunder on or before Closing (or, if earlier, on or before the date set forth in this Agreement for such performance);

(iii) At Closing, Seller shall deliver title to the Property in the condition required by Section 4 of this Agreement;

(iv) At Closing, the physical condition of the Property shall be the same as on the date hereof, except as changed by Buyer's due diligence activities;

(v) At Closing, Seller shall provide proof of termination of any agreement identified on Schedule 7(a), defined below, and Seller shall deliver the Property free of any occupancy; and

(vi) Buyer's waiver or satisfaction of Section 5(d) and requires City Council approval of the Purchase Price and ratification of this Agreement.

(b) If the conditions set forth in Section 6(a) are not satisfied as of Closing and Buyer does not waive same, Buyer is entitled to return of the Earnest Money, and neither Buyer nor Seller shall have any further rights or obligations under this Agreement except as otherwise provided in this Agreement.

(c) The Seller's obligations to Close this Agreement shall be subject to the following conditions which must be satisfied by Buyer as of Closing unless waived by Seller at or before Closing:

(i) All representations and warranties of the Buyer contained herein shall be true, accurate and complete at the time of the Closing as if made again at such time; and

(ii) Buyer shall have performed all obligations to be performed by it hereunder on or before Closing (or, if earlier, on or before the date set forth in this Agreement for such performance).

7. Representations and Warranties.

(a) Seller Representations and Warranties. Seller hereby makes the following representations and warranties, which representations and warranties shall be deemed made by Seller to Buyer also as of the Closing Date:

(i) Seller Authorization. Seller acknowledges that each person signing this Agreement (and any associated agreements or documents) has authority to execute real estate purchase and sale contracts on behalf of Seller and the execution, delivery and performance of this Agreement by Seller is, (A) within the powers of Seller; (B) does not and will not violate any provisions of any law, rule, regulation, order, writ, judgement, decree, award or contract to which the Seller is a party or which is presently in effect and applicable to Seller; and (C) this Agreement constitutes the legal, valid, and binding obligation of Seller enforceable against Seller in accordance with the terms hereof;

(ii) Parties in Possession. Other than those disclosed on Schedule 7(a) which shall be terminated effective at or before Closing pursuant to the terms of this Agreement, there are no parties or trespassers in possession or which have a right to possession of all or any portion of the Property and no leases, service contracts, or other encroachments affecting the Property;

(ii) Foreign Person. Seller is not a foreign person and is a “United States Person” as such term is defined in Section 7701(a) (30) of the Internal Revenue Code of 1986, as amended (the “Code”) and shall deliver to Buyer prior to the Closing an affidavit evidencing such fact and such other documents as may be required under the Code;

(iv) Option to Acquire Premises. No person or entity has any right of first refusal or option to acquire any interest in the Property or any part thereof, and Seller has not sold or contracted to sell the Property or any portion thereof or interest therein other than as set forth herein;

(v) Hazardous Substances. The Property is not in violation of any law, ordinance, rule or regulation relating to the environmental conditions thereon. Moreover, to Seller’s knowledge, Seller has not caused to be present any hazardous waste or other substance, including but not limited to those that would be a hazardous waste, material or substance, toxic substance, gas or pollutant under any applicable local or state environmental ordinance, statute, law, rule or regulation, on or about the Property, except as disclosed in Exhibit D and the reports and other documents referenced therein, which shall be provided to the Buyer upon execution of this Agreement, and there are no underground storage tanks on, in or under the Property;

(vi) Condemnation. There exists no pending or threatened condemnation or other legal actions affecting the Property or the sale thereof to Purchaser;

(vii) Violations. Seller has received no written notice of and has no knowledge of any violations or investigations of violations of any applicable laws or ordinances affecting the Property that have not been corrected or resolved;

(b) Buyer’s Representations. Buyer warrants and makes the following representations to Seller:

(i) Buyer Authorization. Buyer acknowledges that the person signing this Agreement (and any associated agreements or documents) has authority to execute real estate purchase and sale contracts on behalf of Buyer and the execution, delivery and performance of this Agreement by Buyer is, (A) within the powers of Buyer as a Washington municipal corporation; (B) except as otherwise provided herein, has been duly authorized by all necessary corporate action of the Buyer; (C) does not and will not violate any provisions of any law, rule, regulation, order, writ, judgement, decree, award or contract to which Buyer is

a party or which is presently in effect and applicable to Buyer; and (D) this Agreement constitutes the legal, valid, and binding obligation of Buyer enforceable against Buyer in accordance with the terms hereof.

(ii) To the extent permitted under RCW 64.06.010(7), Buyer hereby expressly waives receipt of a Seller Disclosure Statement required by Seller under RCW 64.06.013.

8. Closing.

(a) Time and Place. Provided that all the contingencies set forth in this Agreement have been previously fulfilled, the Closing shall take place at the place and time determined as set forth in Section 3 of this Agreement. As used in this Agreement, "Close," "Closing," or "Closed," shall mean the date on which all of the necessary documents have been deposited with the Escrow Agent and the Escrow Agent has (a) disbursed the Purchase Price to Seller; (b) recorded on behalf of Buyer the Deed for the Property; (c) issued or authorized the issuance of the Title Policy referenced in Section 4(d) of this Agreement; and (d) complied with all other escrow instructions of Buyer or Seller imposed as a condition of Closing.

(b) Closing Documents. For and in consideration of, and as a condition precedent to Closing, the parties shall deliver the following items (all of which shall be duly executed and acknowledged where required) to the Escrow Agent:

(i) Items to be Delivered by Seller:

A. Statutory Warranty Deed. The Deed in recordable form and otherwise in form and substance reasonably acceptable to Buyer containing the legal description of the Property in such form as will convey to Buyer a good and marketable title in fee simple to the Property, free and clear of all liens, encumbrances, conditions, easements, assignments, and restrictions, except for the Permitted Exceptions;

B. Title Documents. Such other documents, including, without limitation, lien waivers, indemnity bonds, and indemnification agreements as shall be reasonably required by the Title Company as a condition to its insuring Buyer's good and marketable fee simple title to the Property free of any exceptions, other than the Permitted Exceptions;

C. Excise Tax Affidavit. An excise tax affidavit for filing with the Clark County Auditor at the time of recording the Deed;

D. FIRPTA Affidavit. The affidavit of non-foreign status described in Section 7(a)(iii) of this Agreement, as required by federal tax law; and

E. Title Policy. The Title Policy referred to in Section 4(d) of this Agreement.

(ii) Items to be Delivered by Buyer.

A. Purchase Price. Buyer shall deliver the Purchase Price;  
and

B. City Council Ratification. Buyer shall demonstrate approval of the Purchase Price and ratification of this Agreement by City Council in advance of Closing.

(c) Payment of Costs. Seller and Buyer shall pay their own respective costs incurred with respect to this Agreement and the consummation of the purchase and sale of the Property including, without limitation, their own respective attorneys' fees. Notwithstanding the foregoing:

(i) Seller shall pay the costs of a standard coverage owner's Title Policy and Buyer shall pay the cost, if any, of extended coverage of the Title Policy;

(ii) Buyer shall pay all recording fees;

(iii) Buyer shall pay the escrow closing fees; and

(iv) Seller shall pay any real estate excise tax due on the transaction.

(d) Real Property Taxes, Assessments, and Utility Charges. Seller is exempt from paying real property taxes. Any assessments and/or utility charges against the Property will be pro-rated between Seller and Buyer at Closing. Buyer will be responsible for paying real property taxes, assessments, and/or utility charges if any, from the date of Closing.

(e) Monetary Liens. Seller shall pay or cause to be satisfied at or prior to Closing all monetary liens created by or arising through Seller or otherwise on or with respect to all or any portion of the Property, including, but not limited to, mortgages, deeds of trust, security agreements, assignments of leases, rents and/or easements, judgment liens, tax liens (other than those for taxes not yet due and payable) and financing statements.

9. Notices. Unless applicable law requires a different method of giving notice, any and all notices, demands or other communications required or desired to be given hereunder by any party (collectively, "notices") shall be in writing and shall be validly given or made to another party if delivered either personally or by Federal Express or other overnight delivery service of recognized standing, or if deposited in the United States mail, certified, registered, or express mail with postage prepaid. If such notice is personally delivered, it shall be conclusively deemed given at the time of such delivery. If such notice is delivered by Federal Express or other overnight delivery service of recognized standing, it shall be deemed given twenty-four (24) hours after the deposit thereof with such delivery service. If such notice is mailed as provided herein, such shall be deemed given forty-eight (48) hours after the deposit thereof in the United States mail. Each such notice shall be deemed given only if properly addressed to the party to whom such notice is to be given as follows:

TO BUYER:

City of Vancouver  
Property Management  
PO Box 1995  
Vancouver, WA 98668-1995  
ATTN: Linda Carlson  
Email: Linda.Carlson@cityofvancouver.us

WITH A COPY TO:

City of Vancouver  
City Attorney's Office  
PO Box 1995  
Vancouver, WA 98668-1995  
ATTN: Becky Rude  
Email: Becky.Rude@cityofvancouver.us

TO SELLER:

Mathew Tech and Chhe Tan  
10033 SE Wyndham Way  
Happy Valley, OR 97086  
Email: Christina.Tea@gmail.com\_\_\_\_\_

Any party hereto may change its address for the purpose of receiving notices as herein provided by a written notice given in the manner aforesaid to the other party hereto.

10. Survival of Representations and Warranties. All representations and warranties of the parties contained in this Agreement shall survive the Closing for a period of one (1) year. Such representations and warranties, however, are not assignable and do not run with the land, except as may be expressly provided herein or contained in a written instrument signed by the party to be charged.

11. Event of Default. In the event of a default under this Agreement by Seller (including a breach of any representation, warranty or covenant set forth herein), Buyer shall be entitled (a) in addition to all other remedies, to seek monetary damages and specific performance of Seller's obligations hereunder; or (b) to terminate this Agreement by written notice to Seller and Escrow Agent. In the event this transaction fails to Close on account of a breach or default by Buyer without any default by Seller or failure of any condition to Buyer's obligations hereunder, Seller's sole and exclusive remedy shall be to recover liquidated damages from Buyer in the amount of the Earnest Money. The parties acknowledge that in the event of such breach or default by Buyer, Seller will have incurred substantial but unascertainable damages and that therefore the provision herein for liquidated damages is a valid one.



12. Termination. In the event of a termination of this Agreement for any reason, the escrow will be terminated, all documents and funds will be returned to the party who deposited them except as otherwise provided herein, and neither party will have any further rights or obligations under this Agreement except as otherwise provided in this Agreement.

13. Possession. Buyer shall be entitled to exclusive possession of the Property on Closing.

14. Miscellaneous.

(a) Applicable Law and Venue. This Agreement shall in all respects, be governed by the laws of the State of Washington, and any action at law or equity to enforce or interpret its terms shall be filed in the Superior Court, Clark County, Washington.

(b) Further Assurances. Each of the parties shall execute and deliver any and all additional papers, documents and other assurances, and shall do any and all acts and things reasonably necessary in connection with the performance of its obligations hereunder, to carry out the intent of the parties hereto.

(c) Modification or Amendment. No amendment, change, or modification of this Agreement shall be valid, unless in writing and signed by all of the parties hereto.

(d) Assignment. This Agreement may not be assigned without the prior written consent of all parties.

(e) Successors and Assigns. All of the terms and provisions contained herein shall inure to the benefit of and shall be binding upon the parties hereto and their respective heirs, legal representatives, successors and assigns.

(f) Entire Agreement. This Agreement constitutes the entire understanding and agreement of the parties with respect to its subject matter and any and all prior agreements, understandings or representations with respect to its subject matter are hereby canceled in their entirety and are of no further force or effect.

(g) Attorneys' Fees. Should either party bring suit to enforce this Agreement, the prevailing party in such lawsuit shall be entitled to an award of its reasonable attorneys' fees and costs incurred in connection with such lawsuit.

(h) No Brokers. Seller and Buyer each represent and warrant one to the other that they have not used the services of any real estate company, real estate sales agent or broker and there is no brokerage fee or sales commission owed on pursuant to this or any other agreement on the Property.

(i) 1031 Exchange. Seller shall have the right to convey all or a portion of the Property in exchange for real property or properties of like kind pursuant to Section 1031 of the Internal Revenue Code, either in a simultaneous exchange or in a deferred exchange. Buyer agrees to cooperate with Seller in effecting such an exchange, and if requested by Seller, Buyer shall execute any exchange agreement reasonably requested by Seller and consistent with this Agreement. Seller shall be responsible for coordinating any such exchange and provide sufficient advance written notice to Buyer and to the Escrow Agent to achieve the exchange in conjunction with the Closing. Buyer shall not be required to take title to any property, incur any costs, nor be subject to any liability whatsoever in connection with such cooperation.

(j) Confidentiality and Public Disclosure. Buyer is a municipal corporation of the State of Washington, therefore the negotiation and documentation of this transaction is subject to the Washington State Public Records Act (RCW Chapter 42.56) and the Washington Open Public Meetings Act (RCW Chapter 42.30). Notwithstanding the foregoing, pursuant to the exemptions allowed by RCW 42.56.260(b) and (c), this Agreement shall be treated by the parties as confidential until expiration of the Due Diligence Period. Therefore, during the Due Diligence Period the parties shall disclose this Agreement or any of its provisions only to agents or employees required to fulfill the terms of the Agreement and subject to this confidentiality provision.

(k) Interpretation. This Agreement has been submitted to the scrutiny of all parties and their counsel, if desired, and it shall be given a fair and reasonable interpretation in accordance with its words, without consideration to or weight given to its being drafted by any party or its counsel. The captions and paragraph headings used in this Agreement are inserted for convenience of reference only and are not intended to define, limit or affect the interpretation or construction of any term or provision hereof.

(l) Counterparts. This Agreement may be signed in counterparts and all of such counterparts when properly executed by the appropriate parties thereto together shall serve as a fully executed document, binding upon the parties.

(m) Material Casualty Loss or Condemnation. In the event all or a material part of the Property is damaged or destroyed or is taken by eminent domain prior to the Closing Date, either party may elect to terminate this Agreement prior to the Closing Date by written notice to the other; provided, however, that Seller's notice shall not be effective if, within fifteen (15) days after receipt of such notice, Buyer elects to accept the insurance proceeds or condemnation proceeds attributable to such destruction or taking in lieu of the portion of the Property that has been so destroyed or taken.

(n) Saturday, Sunday and Legal Holidays. If the time for performance of any of the terms, conditions and provisions of this Agreement shall fall on a Saturday, Sunday or legal holiday, then the time of such performance shall be extended to the next business day thereafter.

[SIGNATURES ON FOLLOWING PAGE]

Dated as of the date first written above.

**SELLER:**

DocuSigned by:  
  
Signed: \_\_\_\_\_  
E5B702C69D4E438...  
Name: Matthew Tech

DocuSigned by:  
  
Signed: \_\_\_\_\_  
E5B702C69D4E438...  
Name: Chhe Tan

**BUYER:**

CITY OF VANCOUVER

DocuSigned by:  
  
By: \_\_\_\_\_  
75A9103405CA407...  
Eric Holmes, City Manager

APPROVED AS TO FORM:

DocuSigned by:  
  
By: \_\_\_\_\_  
9A7DC2E31F694A2...  
Jonathan Young, City Attorney

**EXHIBIT A**  
**LEGAL DESCRIPTION OF THE PROPERTY**

That portion of the Southeast quarter of Section 21, Township 2 North, Range 2 East of the Willamette Meridian, Clark County, Washington, lying within the J.P. Bersch Donation Land Claim, described as follows:

BEGINNING at a point that is 599.8 feet South of the Northeast corner of the Southeast quarter; thence 89°39'30" West 300 feet; thence South 145.0 feet; thence North 89°39'30" East 300 feet to the East line of said Section; thence North 145.0 feet to the Point of Beginning.

EXCEPT that certain right of way deeded to Clark County by Deeds recorded under Auditor's File Nos. G 348567, G 621225 and 3267062.

ALSO EXCEPT any portion lying within the right of ways of NE 112th Avenue and NE 26th Avenue.

**EXHIBIT B**  
**FORM OF EARNEST MONEY NOTE**

**EARNEST MONEY NOTE**

\$50,000.00

Vancouver, Washington  
May \_\_\_\_, 2022

Subject to the terms and conditions of that Real Estate Purchase Agreement dated May \_\_\_\_, 2022 (the “**Purchase Agreement**”) between Mathew Tech and Chhe Tan, each an individual (jointly and severally “**Seller**”) and the undersigned (“**Buyer**”), the Buyer promises to pay to the order of Seller, to be deposited in escrow at Fidelity National Title as escrow officer (“**Escrow Officer**”) the sum of FIFTY THOUSAND AND NO ONE HUNDREDTHS DOLLARS (\$50,000.00), without interest, as an earnest money deposit under the Purchase Agreement, payable only in the event the transaction contemplated by the Purchase Agreement fails to close on account of default by Buyer under the Purchase Agreement. Such sum shall be payable at Escrow Officer’s office located at 655 West Columbia Way, Suite 200, Vancouver, Washington 98660 and shall be held as an earnest money deposit in escrow with Escrow Officer in accordance with the terms and conditions of the Purchase Agreement.

This Earnest Money Note is delivered pursuant to Section 2 of the Purchase Agreement.

In the event of any litigation between Seller and the undersigned Buyer arising from or based on this Earnest Money Note, the prevailing party shall be entitled to recover its reasonable attorneys’ fees and costs incurred in such action from the party not prevailing.

**CITY OF VANCOUVER,**  
a Washington municipal corporation

By: [EXHIBIT FORM – DO NOT SIGN]

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**EXHIBIT C**  
**FORM OF STATUTORY WARRANT DEED**

After recordation return to:  
City of Vancouver  
ATTN: Linda Carlson, Property Management Specialist  
PO Box 1995  
Vancouver, WA 98668-1995

**STATUTORY WARRANTY DEED**

GRANTOR(S), MATHEW TECH AND CHHE TAN, each an individual,  
for good and valuable consideration, in hand paid, bargains, sells and conveys to  
GRANTEE, the CITY OF VANCOUVER, a Washington municipal corporation,  
all right, title, and interest in the following described real estate located at 2516 NE 112<sup>th</sup> AVE,  
Vancouver and situated in the County of Clark, State of Washington:

Abbreviated Description: JOHN PETER BERSCH ESTATE #24 LOT 2 .67A  
Assessor's Property Tax Parcel Account Number: 162631000

with the full legal description provided on Exhibit A attached hereto and subject to the permitted exceptions described thereon, together with all improvements thereon and any tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

**GRANTOR(S):**

Signed: [EXHIBIT FORM – DO NOT SIGN]  
Name: **MATHEW TECH**

Signed: [EXHIBIT FORM – DO NOT SIGN]  
Name: **CHHE TAN**

**NOTARY ACKNOWLEDGMENTS**

STATE OF WASHINGTON                    )  
                                                          )ss.  
COUNTY OF CLARK                    )

On \_\_\_\_\_, 2022, personally appeared before me **Mathew Tech**, to me know to be the individual described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Signature: [EXHIBIT FORM – DO NOT SIGN]

Name (Print): \_\_\_\_\_

NOTARY PUBLIC in and for the State of  
Washington, residing at \_\_\_\_\_  
My appointment expires: \_\_\_\_\_

STATE OF WASHINGTON                    )  
                                                          )ss.  
COUNTY OF CLARK                    )

On \_\_\_\_\_, 2022, personally appeared before me **Chhe Tan**, to me know to be the individual described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Signature: [EXHIBIT FORM – DO NOT SIGN]

Name (Print): \_\_\_\_\_

NOTARY PUBLIC in and for the State of  
Washington, residing at \_\_\_\_\_  
My appointment expires: \_\_\_\_\_

## **EXHIBIT A TO STATUTORY WARRANTY DEED**

### **LEGAL DESCRIPTION**

That portion of the Southeast quarter of Section 21, Township 2 North, Range 2 East of the Willamette Meridian, Clark County, Washington, lying within the J.P. Bersch Donation Land Claim, described as follows:

BEGINNING at a point that is 599.8 feet South of the Northeast corner of the Southeast quarter; thence 89°39'30" West 300 feet; thence South 145.0 feet; thence North 89°39'30" East 300 feet to the East line of said Section; thence North 145.0 feet to the Point of Beginning.

EXCEPT that certain right of way deeded to Clark County by Deeds recorded under Auditor's File Nos. G 348567, G 621225 and 3267062.

ALSO EXCEPT any portion lying within the right of ways of NE 112th Avenue and NE 26th Avenue.

**SUBJECT TO:** *[List of Permitted Exceptions to be inserted following Buyer's review of the title commitment and prior to execution of this Statutory Warranty Deed]*



**EXHIBIT D**  
**HAZARDOUS SUBSTANCE DISCLOSURES**

Hazardous Substances Known by Seller to be on the Property (disclose all):

1. None
- 2.
- 3.
- 4.
- 5.

Environmental Reports and Other Documents Provided by Seller (disclose any records):

1. None (as far as we know, it was used as a residential and not commercial property)
- 2.
- 3.
- 4.
- 5.

**SCHEDULE 7(a)**  
**EXISTING RENTAL AGREEMENTS OR SERVICE CONTRACTS**

*[SELLER TO INSERT OR PROVIDE CITY RENTAL INFORMATION]*

## REAL ESTATE PURCHASE AND SALE AGREEMENT

### 2606 NE 112<sup>th</sup> AVE

This REAL ESTATE PURCHASE AGREEMENT (this “Agreement”) is made as of May \_\_\_\_\_, 2022 (the “Effective Date”), by and between the CITY OF VANCOUVER, a Washington municipal corporation, (the “Buyer” or “City”), and KHUON LIM AND SOVANARA MEAS, CO-TRUSTEES, LIM FAMILY REVOCABLE TRUST DATED FEBRUARY 14, 2014, a Washington revocable trust (the “Seller”), with reference to the following facts:

### BACKGROUND

A. Seller is the owner of that certain improved real property consisting of the land containing approximately 0.67 acres located in Clark County, Washington at 2606 NE 112<sup>th</sup> Avenue, Vancouver, WA 98684 with the property identification number 162609000 and the abbreviated legal description JOHN PETER BERSCH ESTATE #1 LOT 2 .9A, as more particularly described in the legal description provided on Exhibit A (the “Property”), together with all buildings and other improvements located on the Land, together with all rights (including air rights, development rights, entitlements, and reversionary rights), privileges, easements, and appurtenances thereunto belonging or appurtenant thereto or for the benefit thereof, and all right, title, and interest (if any) of Seller in and to any streets, alleys, passages, strips, or gores of land between the Land and abutting or adjacent properties or other rights-of-way or appurtenances included in, adjacent to, or used in connection with such Land, and all right, title, and interest of Seller in all mineral rights appurtenant to such Land (collectively, the “Property”);

B. The City is seeking to replace Vancouver Fire Department Fire Station 6, currently located at 3216 NE 112<sup>th</sup> Avenue (VFD #6), to ensure that this service area has adequate responsiveness to calls and to ensure that the Fire Station can withstand a seismic event and be able to maintain operations in the event of a regional emergency. The City has evaluated a number of different properties to serve this purpose and finds the market of available real estate in this service area with sufficient access and egress for VFD #6 operations to be severely limited. Therefore, in order to serve the fundamental public purpose of protecting the public health, safety, and welfare, a purchase price greater than the appraised value is contemplated by this Agreement in order to secure the City’s acquisition of the Property.

C. This Agreement is executed contingent upon the concurrent execution and closing of that certain Real Estate Purchase and Sale Agreement by and between the City and Mathew Tech and Chhe Tan (the “Tech-Tan Agreement”) for the real property located at 2516 NE 112<sup>th</sup> Avenue, Vancouver 98684 (the “Tech-Tan Property”) because the City seeks to acquire the subject Property of this Agreement and the Tech-Tan Property, for purposes of replacing VFD #6 and requires both parcels in order to effectively achieve its purposes.

D. Because the proposed purchase price for the Property is greater than the appraised value, this Agreement is also contingent upon City Council approval and ratification of that price and this Agreement.

## AGREEMENT

NOW, THEREFORE, in consideration of the terms and conditions of this Agreement, and the mutual covenants herein contained, Buyer and Seller hereby agree as follows:

1. Description of the Property. Seller shall sell and convey to Buyer, and Buyer shall purchase and acquire from Seller, upon and subject to the terms and conditions set forth in this Agreement, the Property.

2. Purchase Price and Earnest Money. The purchase price to be paid by Buyer to Seller for the Property, upon and subject to the terms and conditions of this Agreement, is SIX HUNDRED SEVENTY-FIVE THOUSAND AND NO ONE HUNDREDTHS DOLLARS (\$675,000.00) (the "Purchase Price"). Upon the execution of this Agreement (the "Effective Date"), Buyer shall deposit with Fidelity National Title, 655 West Columbia Way, Suite 200, Vancouver, Washington 98660 (the "Title Company"), with Melissa Miller (or other commercial real estate escrow agent at Title Company if Melissa Miller is not available to act as escrow agent for this transaction) as "Escrow Agent", a promissory note in the form attached as Exhibit B (the "Earnest Money Note") in the amount of FIFTY THOUSAND AND NO ONE HUNDREDTHS DOLLARS (\$50,000.00) as an earnest money deposit (the "Earnest Money"), payable only in the event this transaction fails to close on account of default by Buyer under this Agreement. On the Closing Date, Buyer shall convert the Earnest Money Note to cash to be applied toward the Purchase Price, and Buyer shall deposit with Escrow Agent the entire amount of the Purchase Price in cash, as adjusted for any amounts to be charged or credited against the Purchase Price in accordance with this Agreement.

3. Closing Date. The Due Diligence Period is defined in Section 5(b) and the Financing Contingency is defined in Section 5(d), below. Not earlier than sixty (60) days following the end of the Due Diligence Period but on or before September 1, 2022 (the "Closing Date"), the closing of the purchase of the Property (the "Closing") shall be held at the offices of the Escrow Agent.

4. Title and Survey Matters.

(a) Conveyance. On the Closing Date, Seller shall convey to Buyer fee simple title to the Property by a duly executed and acknowledged Statutory Warranty Deed (the "Deed"), in substantially the form attached to this Agreement as Exhibit C, free and clear of all defects and encumbrances and subject only to those exceptions that Buyer approves pursuant to Section 4(b) below (the "Permitted Exceptions").

(b) Preliminary Commitment. Buyer shall order a preliminary commitment for an owner's standard coverage policy of title insurance in the amount of the Purchase Price to be issued by Title Company and accompanied by copies of all documents referred to in the commitment (the "Preliminary Commitment"). Buyer shall advise Seller by written notice what exceptions to title, if any, are objected to by Buyer (the "Objections") within fifteen (15) business days following Buyer's receipt of the Preliminary Commitment, but in no event later than the Closing Date. If Buyer fails to give notice before the expiration of this notice period, or by the Closing Date, whichever is earlier, Buyer will be deemed to have approved the title exceptions identified in the Preliminary Commitment and all such exceptions shall be Permitted Exceptions. No later than five (5) days after receipt of Buyer's notice, Seller may give Buyer notice that (i) Seller will remove Objections or (ii) Seller elects not to remove Objections. If Seller fails to give Buyer such notice, Seller will be deemed to have given Buyer notice as of the fifth (5<sup>th</sup>) day after receipt of Buyer's notice, or the Closing Date, whichever is earlier, that Seller elected not to remove any of the Objections. Notwithstanding the foregoing, Seller will be required to remove any monetary liens, monetary assessments or monetary encumbrances affecting the Property prior to or as of the Closing Date. Immediately upon discovering the need to amend or add any exception to the Title Commitment, Escrow Agent shall notify Buyer and Seller. Within ten (10) business days after notice from Escrow Agent together with a copy of such intervening lien or matter, but in no event later than the Closing Date, Buyer shall notify Seller in writing of any objections thereto (the "Amendment Objections"). No later than five (5) days after receipt of Buyer's notice, Seller may give Buyer notice that (i) Seller will remove Amendment Objections or (ii) Seller elects not to remove Amendment Objections. If Seller fails to give Buyer such notice, Seller will be deemed to have given Buyer notice as of the fifth (5<sup>th</sup>) day after receipt of Buyer's notice, or the Closing Date, whichever is earlier, that Seller elected not to remove any of the Amendment Objections.

(c) Title Objections. If Seller elects not to remove any non-monetary Objections or Amendment Objections, Buyer will have fifteen (15) business days from receipt of Seller's notice, but in no event later than the Closing Date, to notify Seller of Buyer's election either to proceed with the purchase and take the Property subject to those exceptions, in which case the Objections and Amendment Objections shall be deemed Permitted Exceptions, or to terminate this Agreement. If Seller gives notice that it will cause one or more non-monetary Objections or Amendment Objections to be removed but fails to remove any of them from title on or before the Closing Date, Buyer may either (i) elect to terminate this Agreement by written notice to Seller, or (ii) proceed with the purchase and take the Property subject to those exceptions, which shall be deemed Permitted Exceptions. If Buyer elects to terminate this Agreement under this Section 4(d), the escrow will be terminated, all documents and funds, including the earnest money note, will be returned to the party who deposited them, and neither party will have any further rights or obligations under this Agreement except as otherwise provided in this Agreement. If this Agreement is terminated due to non-removal of an Objection or Amendment Objection after Seller has agreed to remove it, then Seller will pay any costs of terminating the escrow and any cancellation fee for the Preliminary Commitment.

(d) Title Policy. Buyer shall receive at Closing, at Seller's expense, an Owner's Standard Coverage Title Insurance Policy (ALTA 2006) with such endorsements as Buyer may request, issued by the Title Company to be furnished to Buyer (the "Title Policy"). The Title Policy shall be issued in the amount of the total Purchase Price and shall insure fee simple title to the Property in Buyer, subject only to the Permitted Exceptions. Buyer's obligation to close this transaction shall be contingent on Buyer's receipt of such Title Policy. If Buyer so elects, Buyer may purchase extended coverage with the additional portion of the premium for extended coverage to be paid by Buyer. At Buyer's request, Seller will execute and deliver to Title Company at Closing an affidavit certifying that there are no unrecorded leases or agreements upon the Property, that there are no parties in possession on the Property, that there are no mechanic's or statutory liens against the Property, and as to such other matters as may be reasonably requested by Title Company for purposes of issuing the Title Policy (including, if requested by Buyer, for purposes of issuing an extended coverage Title Policy).

## 5. Contingencies and Obligations.

(a) Investigation of the Property. Seller shall provide or make available to Buyer for inspection and copying to the extent available or within Seller's possession or control and not otherwise publicly available all documents and information pertaining to the Property, including, but not limited to, all soils reports, geotechnical reports and environmental (including asbestos and lead based paint) reports, assessments, studies, and tests, maintenance records pertaining to the Property for the year to date and most recent five years in Seller's possession, a summary of any and all pending or threatened litigation regarding the Property, any correspondence from county, state or other applicable jurisdiction received by Seller that would have a material effect on Purchaser's use or redevelopment of the Property, any notices of violations, administrative orders, or other evidence of enforcement actions taken against Seller by any governmental agency, all permits, licenses and approvals relating to the ownership, use, or development of the Property including, without limitation, land use designation and/or zoning permits and approvals, any third party warranties and guaranties affecting the Property, and any existing surveys, parking plans, engineering plans, and other plans and specifications with respect to the Property except appraisals not performed in support of this transaction and other documents not available for public disclosure. Buyer and its employees, consultants, and agents shall have the right from the date of this Agreement through the Closing Date (or earlier termination of this Agreement) to enter upon the Property or any part thereof at reasonable times and from time to time upon providing at least three (3) business days advance notice to Seller, for the purpose, at Buyer's sole cost and expense, to complete a Phase 1 environmental and a site plan assessment and make all soil, geological and other tests or studies under the provisions of this Agreement. Buyer shall indemnify and hold harmless Seller from and against any mechanic's or other liens or claims that may be filed or asserted against the Property or Seller by any actions taken by Buyer to the extent arising out of the Property Inspection (described below). Buyer's obligation to purchase the Property shall be subject to and contingent upon Buyer's inspection and approval, in its sole and absolute discretion, of the physical condition of the Property and the suitability of the Property for Buyer's intended use (the "Property Inspection"), including, without limitation, the conducting of soil tests (including borings),

environmental reports, surveys, structural studies and review of zoning, fire, safety, fire truck access, site plan assessment and other compliance matters. Buyer shall correct any physical damage to the Property to the extent caused by the Property Inspection and shall return the Property to its condition prior to the Property Inspection. Buyer shall not have any liability or responsibility for economic damages arising on the Property, including those relating to tenant occupancy of the Property, however Buyer shall make reasonable efforts not to disrupt or cause any inconvenience to tenants of the Property in the course of conducting any Property Inspection.

(b) Due Diligence Period. The term “Due Diligence Period” means the period ending on the earlier of (i) that date that is one hundred twenty (120) days following the Effective Date; or (ii) the date of Buyer’s issuance of written notice to Seller terminating the Due Diligence Period prior to the scheduled expiration of the Due Diligence Period.

(c) Buyer’s Right to Terminate. If the conditions set forth in Section 5(a) are not satisfied in Buyer’s sole and absolute discretion, Buyer shall have the right, prior to the expiration of the Due Diligence Period, to terminate its rights and obligations under this Agreement by sending written notice to Seller (such notice referred to as a “Termination Notice”), and the Earnest Money Note shall be returned to Buyer, and Buyer and Seller shall have no further rights or obligations under this Agreement except as otherwise provided in this Agreement.

(d) Buyer Contingencies. Buyer’s obligation to fund the Earnest Money Promissory Note and purchase the Property is contingent upon: (i) Buyer’s ability to close the transaction contemplated by the Tech-Tan Agreement and acquire the Tech-Tan Property; and (ii) City Council approval of the Purchase Price and ratification of this Agreement at a public meeting to be held no sooner than five (5) business days after expiration of the Due Diligence Period and following required public notice of such meeting.

## 6. Additional Closing Conditions.

(a) The Buyer’s obligations to Close this Agreement shall be subject to the following conditions which must be satisfied by Seller as of Closing unless waived by Buyer at or before Closing:

(i) All representations and warranties of the Seller contained herein shall be true, accurate and complete at the time of the Closing as if made again at such time;

(ii) Seller shall have performed all obligations to be performed by it hereunder on or before Closing (or, if earlier, on or before the date set forth in this Agreement for such performance);

(iii) At Closing, Seller shall deliver title to the Property in the condition required by Section 4 of this Agreement;

(iv) At Closing, the physical condition of the Property shall be the same as on the date hereof, except as changed by Buyer's due diligence activities;

(v) At Closing, Seller shall provide proof of termination of any agreement identified on Schedule 7(a), defined below, and Seller shall deliver the Property free of any occupancy; and

(vi) Buyer's waiver or satisfaction of Section 5(d) and requires City Council approval of the Purchase Price and ratification of this Agreement.

(b) If the conditions set forth in Section 6(a) are not satisfied as of Closing and Buyer does not waive same, Buyer is entitled to return of the Earnest Money, and neither Buyer nor Seller shall have any further rights or obligations under this Agreement except as otherwise provided in this Agreement.

(c) The Seller's obligations to Close this Agreement shall be subject to the following conditions which must be satisfied by Buyer as of Closing unless waived by Seller at or before Closing:

(i) All representations and warranties of the Buyer contained herein shall be true, accurate and complete at the time of the Closing as if made again at such time; and

(ii) Buyer shall have performed all obligations to be performed by it hereunder on or before Closing (or, if earlier, on or before the date set forth in this Agreement for such performance).

7. Representations and Warranties.

(a) Seller Representations and Warranties. Seller hereby makes the following representations and warranties, which representations and warranties shall be deemed made by Seller to Buyer also as of the Closing Date:

(i) Seller Authorization. Seller acknowledges that each person signing this Agreement (and any associated agreements or documents) has authority to execute real estate purchase and sale contracts on behalf of Seller and the execution, delivery and performance of this Agreement by Seller is, (A) within the powers of Seller; (B) does not and will not violate any provisions of any law, rule, regulation, order, writ, judgement, decree, award or contract to which the Seller is a party or which is presently in effect and applicable to Seller; and (C) this Agreement constitutes the legal, valid, and binding obligation of Seller enforceable against Seller in accordance with the terms hereof;



(ii) Parties in Possession. Other than those disclosed on Schedule 7(a) which shall be terminated effective at or before Closing pursuant to the terms of this Agreement, there are no parties or trespassers in possession or which have a right to possession of all or any portion of the Property and no leases, service contracts, or other encroachments affecting the Property;

(ii) Foreign Person. Seller is not a foreign person and is a “United States Person” as such term is defined in Section 7701(a) (30) of the Internal Revenue Code of 1986, as amended (the “Code”) and shall deliver to Buyer prior to the Closing an affidavit evidencing such fact and such other documents as may be required under the Code;

(iv) Option to Acquire Premises. No person or entity has any right of first refusal or option to acquire any interest in the Property or any part thereof, and Seller has not sold or contracted to sell the Property or any portion thereof or interest therein other than as set forth herein;

(v) Hazardous Substances. The Property is not in violation of any law, ordinance, rule or regulation relating to the environmental conditions thereon. Moreover, to Seller’s knowledge, Seller has not caused to be present any hazardous waste or other substance, including but not limited to those that would be a hazardous waste, material or substance, toxic substance, gas or pollutant under any applicable local or state environmental ordinance, statute, law, rule or regulation, on or about the Property, except as disclosed in Exhibit D and the reports and other documents referenced therein, which shall be provided to the Buyer upon execution of this Agreement, and there are no underground storage tanks on, in or under the Property;

(vi) Condemnation. There exists no pending or threatened condemnation or other legal actions affecting the Property or the sale thereof to Purchaser;

(vii) Violations. Seller has received no written notice of and has no knowledge of any violations or investigations of violations of any applicable laws or ordinances affecting the Property that have not been corrected or resolved;

(b) Buyer’s Representations. Buyer warrants and makes the following representations to Seller:

(i) Buyer Authorization. Buyer acknowledges that the person signing this Agreement (and any associated agreements or documents) has authority to execute real estate purchase and sale contracts on behalf of Buyer and the execution, delivery and performance of this Agreement by Buyer is, (A) within the powers of Buyer as a Washington municipal corporation; (B) except as otherwise provided herein, has been duly authorized by all necessary corporate action of the Buyer; (C) does not and will not violate any provisions of any law, rule, regulation, order, writ, judgement, decree, award or contract to which Buyer is

a party or which is presently in effect and applicable to Buyer; and (D) this Agreement constitutes the legal, valid, and binding obligation of Buyer enforceable against Buyer in accordance with the terms hereof.

(ii) To the extent permitted under RCW 64.06.010(7), Buyer hereby expressly waives receipt of a Seller Disclosure Statement required by Seller under RCW 64.06.013.

8. Closing.

(a) Time and Place. Provided that all the contingencies set forth in this Agreement have been previously fulfilled, the Closing shall take place at the place and time determined as set forth in Section 3 of this Agreement. As used in this Agreement, "Close," "Closing," or "Closed," shall mean the date on which all of the necessary documents have been deposited with the Escrow Agent and the Escrow Agent has (a) disbursed the Purchase Price to Seller; (b) recorded on behalf of Buyer the Deed for the Property; (c) issued or authorized the issuance of the Title Policy referenced in Section 4(d) of this Agreement; and (d) complied with all other escrow instructions of Buyer or Seller imposed as a condition of Closing.

(b) Closing Documents. For and in consideration of, and as a condition precedent to Closing, the parties shall deliver the following items (all of which shall be duly executed and acknowledged where required) to the Escrow Agent:

(i) Items to be Delivered by Seller:

A. Statutory Warranty Deed. The Deed in recordable form and otherwise in form and substance reasonably acceptable to Buyer containing the legal description of the Property in such form as will convey to Buyer a good and marketable title in fee simple to the Property, free and clear of all liens, encumbrances, conditions, easements, assignments, and restrictions, except for the Permitted Exceptions;

B. Title Documents. Such other documents, including, without limitation, lien waivers, indemnity bonds, and indemnification agreements as shall be reasonably required by the Title Company as a condition to its insuring Buyer's good and marketable fee simple title to the Property free of any exceptions, other than the Permitted Exceptions;

C. Excise Tax Affidavit. An excise tax affidavit for filing with the Clark County Auditor at the time of recording the Deed;

D. FIRPTA Affidavit. The affidavit of non-foreign status described in Section 7(a)(iii) of this Agreement, as required by federal tax law; and

E. Title Policy. The Title Policy referred to in Section 4(d) of this Agreement.

(ii) Items to be Delivered by Buyer.

A. Purchase Price. Buyer shall deliver the Purchase Price;  
and

B. City Council Ratification. Buyer shall demonstrate approval of the Purchase Price and ratification of this Agreement by City Council in advance of Closing.

(c) Payment of Costs. Seller and Buyer shall pay their own respective costs incurred with respect to this Agreement and the consummation of the purchase and sale of the Property including, without limitation, their own respective attorneys' fees. Notwithstanding the foregoing:

(i) Seller shall pay the costs of a standard coverage owner's Title Policy and Buyer shall pay the cost, if any, of extended coverage of the Title Policy;

(ii) Buyer shall pay all recording fees;

(iii) Buyer shall pay the escrow closing fees; and

(iv) Seller shall pay any real estate excise tax due on the transaction.

(d) Real Property Taxes, Assessments, and Utility Charges. Seller is exempt from paying real property taxes. Any assessments and/or utility charges against the Property will be pro-rated between Seller and Buyer at Closing. Buyer will be responsible for paying real property taxes, assessments, and/or utility charges if any, from the date of Closing.

(e) Monetary Liens. Seller shall pay or cause to be satisfied at or prior to Closing all monetary liens created by or arising through Seller or otherwise on or with respect to all or any portion of the Property, including, but not limited to, mortgages, deeds of trust, security agreements, assignments of leases, rents and/or easements, judgment liens, tax liens (other than those for taxes not yet due and payable) and financing statements.

9. Notices. Unless applicable law requires a different method of giving notice, any and all notices, demands or other communications required or desired to be given hereunder by any party (collectively, "notices") shall be in writing and shall be validly given or made to another party if delivered either personally or by Federal Express or other overnight delivery service of recognized standing, or if deposited in the United States mail, certified, registered, or express mail with postage prepaid. If such notice is personally delivered, it shall be conclusively deemed given at the time of such delivery. If such notice is delivered by Federal Express or other overnight delivery service of recognized standing, it shall be deemed given twenty-four (24) hours after the deposit thereof with such delivery service. If such notice is mailed as provided herein, such shall be deemed given forty-eight (48) hours after the deposit thereof in the United States mail. Each such notice shall be deemed given only if properly addressed to the party to whom such notice is to be given as follows:

TO BUYER:

City of Vancouver  
Property Management  
PO Box 1995  
Vancouver, WA 98668-1995  
ATTN: Linda Carlson  
Email: Linda.Carlson@cityofvancouver.us

WITH A COPY TO:

City of Vancouver  
City Attorney's Office  
PO Box 1995  
Vancouver, WA 98668-1995  
ATTN: Becky Rude  
Email: Becky.Rude@cityofvancouver.us

TO SELLER:

Lim Family Revocable Trust  
c/o Khuon Lim and Sovanara Meas, Co-Trustees  
1416 NW Gregory Drive  
Vancouver, WA 98665  
Email: Gclouds@yahoo.com\_\_\_\_\_

Any party hereto may change its address for the purpose of receiving notices as herein provided by a written notice given in the manner aforesaid to the other party hereto.

10. Survival of Representations and Warranties. All representations and warranties of the parties contained in this Agreement shall survive the Closing for a period of one (1) year. Such representations and warranties, however, are not assignable and do not run with the land, except as may be expressly provided herein or contained in a written instrument signed by the party to be charged.

11. Event of Default. In the event of a default under this Agreement by Seller (including a breach of any representation, warranty or covenant set forth herein), Buyer shall be entitled (a) in addition to all other remedies, to seek monetary damages and specific performance of Seller's obligations hereunder; or (b) to terminate this Agreement by written notice to Seller and Escrow Agent. In the event this transaction fails to Close on account of a breach or default by Buyer without any default by Seller or failure of any condition to Buyer's obligations hereunder, Seller's sole and exclusive remedy shall be to recover liquidated damages from Buyer in the amount of the Earnest Money. The parties acknowledge that in the event of such breach or default by Buyer, Seller will have incurred substantial but unascertainable damages and that therefore the provision herein for liquidated damages is a valid one.

12. Termination. In the event of a termination of this Agreement for any reason, the escrow will be terminated, all documents and funds will be returned to the party who deposited them except as otherwise provided herein, and neither party will have any further rights or obligations under this Agreement except as otherwise provided in this Agreement.

13. Possession. Buyer shall be entitled to exclusive possession of the Property on Closing.

14. Miscellaneous.

(a) Applicable Law and Venue. This Agreement shall in all respects, be governed by the laws of the State of Washington, and any action at law or equity to enforce or interpret its terms shall be filed in the Superior Court, Clark County, Washington.

(b) Further Assurances. Each of the parties shall execute and deliver any and all additional papers, documents and other assurances, and shall do any and all acts and things reasonably necessary in connection with the performance of its obligations hereunder, to carry out the intent of the parties hereto.

(c) Modification or Amendment. No amendment, change, or modification of this Agreement shall be valid, unless in writing and signed by all of the parties hereto.

(d) Assignment. This Agreement may not be assigned without the prior written consent of all parties.

(e) Successors and Assigns. All of the terms and provisions contained herein shall inure to the benefit of and shall be binding upon the parties hereto and their respective heirs, legal representatives, successors and assigns.

(f) Entire Agreement. This Agreement constitutes the entire understanding and agreement of the parties with respect to its subject matter and any and all prior agreements, understandings or representations with respect to its subject matter are hereby canceled in their entirety and are of no further force or effect.

(g) Attorneys' Fees. Should either party bring suit to enforce this Agreement, the prevailing party in such lawsuit shall be entitled to an award of its reasonable attorneys' fees and costs incurred in connection with such lawsuit.

(h) No Brokers. Seller and Buyer each represent and warrant one to the other that they have not used the services of any real estate company, real estate sales agent or broker and there is no brokerage fee or sales commission owed on pursuant to this or any other agreement on the Property.

(i) 1031 Exchange. Seller shall have the right to convey all or a portion of the Property in exchange for real property or properties of like kind pursuant to Section 1031 of the Internal Revenue Code, either in a simultaneous exchange or in a deferred exchange. Buyer agrees to cooperate with Seller in effecting such an exchange, and if requested by Seller, Buyer shall execute any exchange agreement reasonably requested by Seller and consistent with this Agreement. Seller shall be responsible for coordinating any such exchange and provide sufficient advance written notice to Buyer and to the Escrow Agent to achieve the exchange in conjunction with the Closing. Buyer shall not be required to take title to any property, incur any costs, nor be subject to any liability whatsoever in connection with such cooperation.

(j) Confidentiality and Public Disclosure. Buyer is a municipal corporation of the State of Washington, therefore the negotiation and documentation of this transaction is subject to the Washington State Public Records Act (RCW Chapter 42.56) and the Washington Open Public Meetings Act (RCW Chapter 42.30). Notwithstanding the foregoing, pursuant to the exemptions allowed by RCW 42.56.260(b) and (c), this Agreement shall be treated by the parties as confidential until expiration of the Due Diligence Period. Therefore, during the Due Diligence Period the parties shall disclose this Agreement or any of its provisions only to agents or employees required to fulfill the terms of the Agreement and subject to this confidentiality provision.

(k) Interpretation. This Agreement has been submitted to the scrutiny of all parties and their counsel, if desired, and it shall be given a fair and reasonable interpretation in accordance with its words, without consideration to or weight given to its being drafted by any party or its counsel. The captions and paragraph headings used in this Agreement are inserted for convenience of reference only and are not intended to define, limit or affect the interpretation or construction of any term or provision hereof.

(l) Counterparts. This Agreement may be signed in counterparts and all of such counterparts when properly executed by the appropriate parties thereto together shall serve as a fully executed document, binding upon the parties.

(m) Material Casualty Loss or Condemnation. In the event all or a material part of the Property is damaged or destroyed or is taken by eminent domain prior to the Closing Date, either party may elect to terminate this Agreement prior to the Closing Date by written notice to the other; provided, however, that Seller's notice shall not be effective if, within fifteen (15) days after receipt of such notice, Buyer elects to accept the insurance proceeds or condemnation proceeds attributable to such destruction or taking in lieu of the portion of the Property that has been so destroyed or taken.

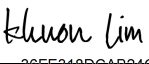
(n) Saturday, Sunday and Legal Holidays. If the time for performance of any of the terms, conditions and provisions of this Agreement shall fall on a Saturday, Sunday or legal holiday, then the time of such performance shall be extended to the next business day thereafter.

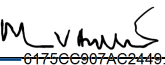
[SIGNATURES ON FOLLOWING PAGE]

Dated as of the date first written above.

**SELLER:**

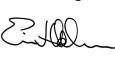
LIM FAMILY REVOCABLE TRUST

DocuSigned by:  
By:   
30FE318D0CAB24C5...  
Name: Khuon Lim, Co-Trustee

DocuSigned by:  
By:   
0175CC907AC2449...  
Name: Sovanara Meas, Co-Trustee

**BUYER:**

CITY OF VANCOUVER

DocuSigned by:  
By:   
75A0103405CA467...  
Eric Holmes, City Manager

APPROVED AS TO FORM:

DocuSigned by:  
By:   
9A7DC2E31F694A2...  
Jonathan Young, City Attorney

**EXHIBIT A**  
**LEGAL DESCRIPTION OF THE PROPERTY**

That portion of the Southeast quarter of Section 21, Township 2 North, Range 2 East of the Willamette Meridian, Clark County, Washington, lying within the J.P. Bersch Donation Land Claim, described as follows:

BEGINNING at a point that is 454.8 feet South of the Northeast corner of the Southeast quarter; thence South 145 feet; thence West 300 feet; thence North 145 feet; thence East 300 feet to the Point of Beginning.

EXCEPT any portion lying within the right of way of NE 112th Avenue.

ALSO EXCEPT those portions conveyed to Clark County by deed recorded under Auditor's File Nos. G 350211 and G 621223.



**EXHIBIT B  
FORM OF EARNEST MONEY NOTE**

**EARNEST MONEY NOTE**

\$50,000.00

Vancouver, Washington  
May \_\_\_\_, 2022

Subject to the terms and conditions of that Real Estate Purchase Agreement dated May \_\_\_\_, 2022 (the “**Purchase Agreement**”) between and KHUON LIM AND SOVANARA MEAS, CO-TRUSTEES, LIM FAMILY REVOCABLE TRUST DATED FEBRUARY 14, 2014, a Washington revocable trust (“**Seller**”) and the undersigned (“**Buyer**”), the Buyer promises to pay to the order of Seller, to be deposited in escrow at Fidelity National Title as escrow officer (“**Escrow Officer**”) the sum of FIFTY THOUSAND AND NO ONE HUNDREDTHS DOLLARS (\$50,000.00), without interest, as an earnest money deposit under the Purchase Agreement, payable only in the event the transaction contemplated by the Purchase Agreement fails to close on account of default by Buyer under the Purchase Agreement. Such sum shall be payable at Escrow Officer’s office located at 655 West Columbia Way, Suite 200, Vancouver, Washington 98660 and shall be held as an earnest money deposit in escrow with Escrow Officer in accordance with the terms and conditions of the Purchase Agreement.

This Earnest Money Note is delivered pursuant to Section 2 of the Purchase Agreement.

In the event of any litigation between Seller and the undersigned Buyer arising from or based on this Earnest Money Note, the prevailing party shall be entitled to recover its reasonable attorneys’ fees and costs incurred in such action from the party not prevailing.

**CITY OF VANCOUVER,**  
a Washington municipal corporation

By: [EXHIBIT FORM – DO NOT SIGN]

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**EXHIBIT C**  
**FORM OF STATUTORY WARRANT DEED**

After recordation return to:  
City of Vancouver  
ATTN: Linda Carlson, Property Management Specialist  
PO Box 1995  
Vancouver, WA 98668-1995

**STATUTORY WARRANTY DEED**

GRANTOR(S), and KHUON LIM AND SOVANARA MEAS, CO-TRUSTEES, LIM FAMILY REVOCABLE TRUST DATED FEBRUARY 14, 2014, a Washington revocable trust

for good and valuable consideration, in hand paid, bargains, sells and conveys to

GRANTEE, the CITY OF VANCOUVER, a Washington municipal corporation,

all right, title, and interest in the following described real estate located at 2606 NE 112TH AVE, Vancouver and situated in the County of Clark, State of Washington:

Abbreviated Description: JOHN PETER BERSCH ESTATE #1 LOT 2 .9A  
Assessor's Property Tax Parcel Account Number: 162609000

with the full legal description provided on Exhibit A attached hereto and subject to the permitted exceptions described thereon, together with all improvements thereon and any tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining.

Dated this \_\_\_\_ day of \_\_\_\_\_, 2022.

**GRANTOR(S):**

By: [EXHIBIT FORM – DO NOT SIGN]  
Name: **KHUON LIM, CO-TRUSTEE**

By: [EXHIBIT FORM – DO NOT SIGN]  
Name: **SOVANARA MEAS, CO-TRUSTEE**

**NOTARY ACKNOWLEDGMENTS**

STATE OF WASHINGTON                    )  
                                                          )ss.  
COUNTY OF CLARK                    )

On \_\_\_\_\_, 2022, personally appeared before me **Khuon Lim**, known to be the Co-Trustee of the above-named Grantor executed the within and foregoing instrument, and acknowledged that they signed the same as the free and voluntary act and deed of the Lim Family Revocable Trust, for the uses and purposes therein mentioned, and that the seal affixed is the corporate seal of the trust.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Signature: [EXHIBIT FORM – DO NOT SIGN]

Name (Print): \_\_\_\_\_

NOTARY PUBLIC in and for the State of  
Washington, residing at \_\_\_\_\_  
My appointment expires: \_\_\_\_\_

STATE OF WASHINGTON                    )  
                                                          )ss.  
COUNTY OF CLARK                    )

On \_\_\_\_\_, 2022, personally appeared before me **Sovanara Meas**, known to be the Co-Trustee of the above-named Grantor executed the within and foregoing instrument, and acknowledged that they signed the same as the free and voluntary act and deed of the Lim Family Revocable Trust, for the uses and purposes therein mentioned, and that the seal affixed is the corporate seal of the trust.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Signature: [EXHIBIT FORM – DO NOT SIGN]

Name (Print): \_\_\_\_\_

NOTARY PUBLIC in and for the State of  
Washington, residing at \_\_\_\_\_  
My appointment expires: \_\_\_\_\_

## **EXHIBIT A TO STATUTORY WARRANTY DEED**

### **LEGAL DESCRIPTION**

That portion of the Southeast quarter of Section 21, Township 2 North, Range 2 East of the Willamette Meridian, Clark County, Washington, lying within the J.P. Bersch Donation Land Claim, described as follows:

BEGINNING at a point that is 454.8 feet South of the Northeast corner of the Southeast quarter; thence South 145 feet; thence West 300 feet; thence North 145 feet; thence East 300 feet to the Point of Beginning.

EXCEPT any portion lying within the right of way of NE 112th Avenue.

ALSO EXCEPT those portions conveyed to Clark County by deed recorded under Auditor's File Nos. G 350211 and G 621223.

**SUBJECT TO:** *[List of Permitted Exceptions to be inserted following Buyer's review of the title commitment and prior to execution of this Statutory Warranty Deed]*

**EXHIBIT D**  
**HAZARDOUS SUBSTANCE DISCLOSURES**

Hazardous Substances Known by Seller to be on the Property (disclose all):

1. None
- 2.
- 3.
- 4.
- 5.

Environmental Reports and Other Documents Provided by Seller (disclose any records):

1. None (as far as we know, it was used as a residential property)
- 2.
- 3.
- 4.
- 5.

**SCHEDULE 7(a)**  
**EXISTING RENTAL AGREEMENTS OR SERVICE CONTRACTS**

*[SELLER TO INSERT OR PROVIDE CITY RENTAL INFORMATION]*

## VOUCHER APPROVAL

We, the undersigned council members of the City of Vancouver, Clark County, Washington, do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of:

**\$ 16,608,359.63** this 7th day of November 2022.

DocuSigned by:

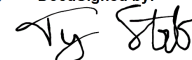


00000000E05421...  
MAYOR



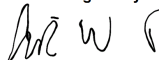
AUDITING OFFICER

DocuSigned by:



00000000E05421...  
COUNCILMEMBER

DocuSigned by:



00000000E05421...  
COUNCILMEMBER

| DATE                                | INCLUSIVE CHECK NUMBERS                | CHECK TOTAL             |
|-------------------------------------|----------------------------------------|-------------------------|
| October 17, 2022 - October 30, 2022 | Accounts Payable Checks (see attached) | \$ 13,182,317.37        |
| October 17, 2022 - October 30, 2022 | Hansen City Payments (see attached)    | \$ 56,295.14            |
| October 17, 2022 - October 30, 2022 | Visa Refunds (see attached)            | \$ 5,887.03             |
| October 17, 2022 - October 30, 2022 | Payroll Checks (see attached)          | \$ 3,363,860.09         |
| <b>TOTAL</b>                        |                                        | <b>\$ 16,608,359.63</b> |

**INVOICE PAYMENTS REPORT**

| <u>Payment Category</u>  | <u>Payment Type</u> | <u>Check Number</u> | <u>Payment Date</u>      | <u>Payment Amount</u> | <u>Payment Payee</u>                                                        | <u>Payment Memo if applicable</u> |
|--------------------------|---------------------|---------------------|--------------------------|-----------------------|-----------------------------------------------------------------------------|-----------------------------------|
| Supplier Payment         | Manual Wire         | No Reference        | 10/7/2022                | 319.76                | Allegiance Benefit Plan Management Inc - Remit-To: COBRA                    |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/11/2022               | 329.05                | Keybank National Association                                                |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/12/2022               | 8,500.56              | Bank Of America N.A. - Remit-To: Charlotte NC                               |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/17/2022               | 144.40                | Bank Of America N.A. - Remit-To: Account Analysis                           |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/17/2022               | 364,063.30            | Blue Cross Blue Shield of Oregon                                            |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/17/2022               | 811,377.90            | Clark County - Remit-To: Clark County - Treasurer Vancouver                 |                                   |
| Procurement Card Payment | Manual Wire         | No Reference        | 10/17/2022               | 757,436.63            | CoV JPM Procurement Card                                                    |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/17/2022               | 49,704.33             | State of Washington Department of Revenue                                   |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/17/2022               | 17,388.50             | Washington Dental Service                                                   |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/18/2022               | 88,767.35             | Blue Cross Blue Shield of Oregon                                            |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/18/2022               | 58,456.29             | Liberty Mutual Group Inc.                                                   |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/18/2022               | 997.50                | VSP Vision Care Inc                                                         |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/21/2022               | 1,947,471.18          | Cascade Fire Equipment                                                      |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/21/2022               | 1,518.00              | State of Washington Department of Licensing - Remit-To: DOL - Seattle Remit |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/21/2022               | 78,073.30             | Sun Life Assurance Company of Canada                                        |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/21/2022               | 5,699.25              | Washington Dental Service                                                   |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/24/2022               | 148,811.88            | Blue Cross Blue Shield of Oregon                                            |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/24/2022               | 15,520.60             | Washington Dental Service                                                   |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 7,549.17              | ICMA 401A                                                                   |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 239,109.66            | ICMA Corp                                                                   |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 859.50                | Oregon SDU                                                                  |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 48,919.61             | State of Washington Department of Retirement System (PERS)                  |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 1,075.08              | Vancouver Fire Command Officers                                             |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 24,506.44             | Vancouver Firefighters Union Health & Welfare Trust                         |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 4,534.86              | Washington SDU                                                              |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 19,500.00             | Washington State Firefighters                                               |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/25/2022               | 18,920.68             | Western States Health & Welfare Trust                                       |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/26/2022               | 956,143.81            | Internal Revenue Service                                                    |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/26/2022               | 750,242.79            | State of Washington Department of Retirement System (PERS)                  |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/27/2022               | 9,345.56              | Bank Of America N.A. - Remit-To: Charlotte NC                               |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/27/2022               | 36,507.87             | State of Oregon Department of Revenue                                       |                                   |
| Supplier Payment         | Manual Wire         | No Reference        | 10/28/2022               | 67,757.54             | Liberty Mutual Group Inc.                                                   |                                   |
|                          |                     |                     | <b>Manual Wire Total</b> | <b>6,539,552.35</b>   |                                                                             |                                   |
| Supplier Payment         | EFT                 | EFT-00168078        | 10/20/2022               | 12,468.88             | Opsis Architecture LLP                                                      |                                   |
| Supplier Payment         | EFT                 | EFT-00168079        | 10/20/2022               | 6,072.00              | Salazar Architect Inc                                                       |                                   |
| Supplier Payment         | EFT                 | EFT-00168080        | 10/20/2022               | 1,483.24              | State of Washington Consolidated Technology Services                        |                                   |
| Supplier Payment         | EFT                 | EFT-00168081        | 10/20/2022               | 890.79                | Metro Overhead Door Inc                                                     |                                   |
| Supplier Payment         | EFT                 | EFT-00168082        | 10/20/2022               | 2,117.41              | Emerald Services Inc                                                        |                                   |
| Supplier Payment         | EFT                 | EFT-00168083        | 10/20/2022               | 3,139.55              | Consolidated Supply Co                                                      |                                   |
| Supplier Payment         | EFT                 | EFT-00168084        | 10/20/2022               | 56,737.87             | Lee Contractors LLC                                                         |                                   |
| Supplier Payment         | EFT                 | EFT-00168085        | 10/20/2022               | 2,739.75              | MacKay Sposito Inc                                                          |                                   |
| Supplier Payment         | EFT                 | EFT-00168086        | 10/20/2022               | 1,784.86              | RELX Inc. - Remit-To: LexisNexis - Chicago                                  |                                   |



**INVOICE PAYMENTS REPORT**

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Check Number</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u>                                        | <u>Payment Memo if applicable</u> |
|-------------------------|---------------------|---------------------|---------------------|-----------------------|-------------------------------------------------------------|-----------------------------------|
| Supplier Payment        | EFT                 | EFT-00168087        | 10/20/2022          | 99,447.23             | Tapani Inc                                                  |                                   |
| Supplier Payment        | EFT                 | EFT-00168088        | 10/20/2022          | 210.00                | Brad Piesch Aggressive Enterprises, Inc                     |                                   |
| Supplier Payment        | EFT                 | EFT-00168089        | 10/20/2022          | 2,893.15              | Universal Field Services Inc                                |                                   |
| Supplier Payment        | EFT                 | EFT-00168090        | 10/20/2022          | 8,841.62              | Columbia West Engineering                                   |                                   |
| Supplier Payment        | EFT                 | EFT-00168091        | 10/20/2022          | 1,009.06              | Praxair Distribution Inc                                    |                                   |
| Supplier Payment        | EFT                 | EFT-00168092        | 10/20/2022          | 20,879.73             | HDR Engineering Inc - Remit-To: HDR Engineering - Chicago   |                                   |
| Supplier Payment        | EFT                 | EFT-00168093        | 10/20/2022          | 847,582.60            | Rotschy Inc                                                 |                                   |
| Supplier Payment        | EFT                 | EFT-00168094        | 10/20/2022          | 693.01                | Workforce Southwest Washington                              |                                   |
| Supplier Payment        | EFT                 | EFT-00168095        | 10/20/2022          | 3,149.62              | Eagle Newspaper Inc                                         |                                   |
| Supplier Payment        | EFT                 | EFT-00169868        | 10/25/2022          | 24,128.37             | IAFF Local #452                                             |                                   |
| Supplier Payment        | EFT                 | EFT-00169869        | 10/25/2022          | 950.40                | Vancouver Command Guild                                     |                                   |
| Supplier Payment        | EFT                 | EFT-00169870        | 10/25/2022          | 10,271.43             | Vancouver Police Officer Guild                              |                                   |
| Supplier Payment        | EFT                 | EFT-00169871        | 10/25/2022          | 148.68                | Legal Shield                                                |                                   |
| Supplier Payment        | EFT                 | EFT-00169872        | 10/25/2022          | 13,128.41             | Allegiance Benefit Plan Management Inc                      |                                   |
| Supplier Payment        | EFT                 | EFT-00169952        | 10/27/2022          | 5,666.43              | Consumer Voices are Born, Inc                               |                                   |
| Supplier Payment        | EFT                 | EFT-00169953        | 10/27/2022          | 885.91                | Metro Overhead Door Inc                                     |                                   |
| Supplier Payment        | EFT                 | EFT-00169954        | 10/27/2022          | 211,366.30            | Mark43 Inc.                                                 |                                   |
| Supplier Payment        | EFT                 | EFT-00169955        | 10/27/2022          | 33,456.00             | Western United Civil Group, LLC                             |                                   |
| Supplier Payment        | EFT                 | EFT-00169956        | 10/27/2022          | 179.42                | Praxair Distribution Inc                                    |                                   |
| Supplier Payment        | EFT                 | EFT-00169957        | 10/27/2022          | 14,025.00             | JCI Jones Chemicals, Inc.                                   |                                   |
| Supplier Payment        | EFT                 | EFT-00169958        | 10/27/2022          | 6,528.64              | Tapani Inc                                                  |                                   |
| Supplier Payment        | EFT                 | EFT-00169959        | 10/27/2022          | 283,934.35            | First Forty Feet LLC                                        |                                   |
| Supplier Payment        | EFT                 | EFT-00169960        | 10/27/2022          | 22,785.02             | Share Inc                                                   |                                   |
| Supplier Payment        | EFT                 | EFT-00169961        | 10/27/2022          | 7,462.83              | Partners in Careers                                         |                                   |
| Supplier Payment        | EFT                 | EFT-00169962        | 10/26/2022          | 59,190.00             | Angelo Property Co., LP - Remit-To: Angelo Property Co., LP |                                   |
| Supplier Payment        | EFT                 | EFT-00169963        | 10/27/2022          | 8,758.90              | Bridgeview Housing                                          |                                   |
| Supplier Payment        | EFT                 | EFT-00169964        | 10/27/2022          | 40.73                 | Ziply Fiber                                                 |                                   |
| Supplier Payment        | EFT                 | EFT-00169965        | 10/27/2022          | 8,277.03              | Jacobs Engineering Group Inc                                |                                   |
| Supplier Payment        | EFT                 | EFT-00169966        | 10/27/2022          | 770,325.04            | Workday Inc                                                 |                                   |
| Supplier Payment        | EFT                 | EFT-00169967        | 10/27/2022          | 74,368.71             | Kirby Nagelhout Construction Company                        |                                   |
| Supplier Payment        | EFT                 | EFT-00169968        | 10/27/2022          | 575.48                | MPGTandem                                                   |                                   |
| Supplier Payment        | EFT                 | EFT-00169969        | 10/27/2022          | 104,820.30            | EGM, Inc.                                                   |                                   |
| Supplier Payment        | EFT                 | EFT-00169970        | 10/27/2022          | 295.37                | Columbia West Engineering                                   |                                   |
| Supplier Payment        | EFT                 | EFT-00169971        | 10/27/2022          | 950.00                | Rotschy Inc                                                 |                                   |
| Supplier Payment        | EFT                 | EFT-00169972        | 10/27/2022          | 4,346.45              | Council for the Homeless                                    |                                   |
| Supplier Payment        | EFT                 | EFT-00169973        | 10/27/2022          | 69,223.86             | Outsiderinn.org                                             |                                   |
| Supplier Payment        | EFT                 | EFT-00169974        | 10/27/2022          | 6,750.00              | Arbutus Consulting LLC                                      |                                   |
| Supplier Payment        | EFT                 | EFT-00169975        | 10/27/2022          | 40,179.41             | Living Hope Church                                          |                                   |
| Supplier Payment        | EFT                 | EFT-00169976        | 10/27/2022          | 5,359.90              | George Elevator Service LLC                                 |                                   |
| Supplier Payment        | EFT                 | EFT-00169977        | 10/27/2022          | 750.00                | Otak Inc                                                    |                                   |
| Supplier Payment        | EFT                 | EFT-00169978        | 10/27/2022          | 14,524.11             | State of Washington Auditor's Office                        |                                   |
|                         |                     |                     | <b>EFT Total</b>    | <b>2,875,792.85</b>   |                                                             |                                   |
| Expense Payment         | Direct Deposit      | EFT-00168056        | 10/20/2022          | 20.50                 | Robert Block                                                | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168057        | 10/20/2022          | 350.00                | Wesley Kandoll                                              | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168058        | 10/20/2022          | 18.75                 | Maria Ryan                                                  | Employee Reimbursement            |

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|-------------------------|---------------------|---------------------|---------------------|-----------------------|----------------------|-----------------------------------|
| Expense Payment         | Direct Deposit      | EFT-00168059        | 10/20/2022          | 174.00                | Ryan Lopossa         | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168060        | 10/20/2022          | 14.14                 | Robert Givens        | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168061        | 10/20/2022          | 79.50                 | Thor Tesdale         | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168062        | 10/20/2022          | 303.95                | Steve Wilson         | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168063        | 10/20/2022          | 12.00                 | Connie Lawson        | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168064        | 10/20/2022          | 702.39                | Tyler Clary          | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168065        | 10/20/2022          | 12.00                 | Anna Quintrell       | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168066        | 10/20/2022          | 312.50                | Craig Frantz         | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168067        | 10/20/2022          | 281.88                | Julie Patterson      | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168068        | 10/20/2022          | 89.00                 | Carole Boswell       | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168069        | 10/20/2022          | 116.00                | Ejaz Khan            | Employee Reimbursement            |
| Cash Advance Payment    | Direct Deposit      | EFT-00168070        | 10/20/2022          | 434.50                | Jake Carlow          | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00168071        | 10/20/2022          | 422.00                | Jason Nicholson      | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00168072        | 10/20/2022          | 123.75                | Cale Baker           | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00168073        | 10/20/2022          | 197.50                | Roger Evans          | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00168074        | 10/20/2022          | 412.00                | Jason Haigwood       | Travel Advance                    |
| Expense Payment         | Direct Deposit      | EFT-00168075        | 10/20/2022          | 38.50                 | Sean Donaldson       | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168076        | 10/20/2022          | 68.50                 | Brian Viles          | Employee Reimbursement            |
| Expense Payment         | Direct Deposit      | EFT-00168077        | 10/20/2022          | 2,056.30              | Jason Gorman         | Employee Reimbursement            |
| Cash Advance Payment    | Direct Deposit      | EFT-00169979        | 10/27/2022          | 310.50                | Shane LaBeck         | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169980        | 10/27/2022          | 310.50                | Cale Baker           | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169981        | 10/27/2022          | 172.50                | Robb Milano          | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169982        | 10/27/2022          | 265.50                | Tom O'Connor         | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169983        | 10/27/2022          | 172.50                | Timothy Kays         | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169984        | 10/27/2022          | 265.50                | Peik Andersen        | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169985        | 10/27/2022          | 265.50                | Bryan Fredrickson    | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169986        | 10/27/2022          | 265.50                | Charles Schmidt      | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169987        | 10/27/2022          | 56.25                 | Eric Holmes          | Travel Advance                    |
| Cash Advance Payment    | Direct Deposit      | EFT-00169988        | 10/27/2022          | 265.50                | Thomas Schell        | Travel Advance                    |

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|-------------------------|---------------------|---------------------|-----------------------------|-----------------------|--------------------------------------------|----------------------------------------------------------------------------------|
| Cash Advance Payment    | Direct Deposit      | EFT-00169989        | 10/27/2022                  | 265.50                | Timothy Mortenson                          | Travel Advance                                                                   |
| Cash Advance Payment    | Direct Deposit      | EFT-00169990        | 10/27/2022                  | 265.50                | Todd Knoeppel                              | Travel Advance                                                                   |
| Cash Advance Payment    | Direct Deposit      | EFT-00169991        | 10/27/2022                  | 265.50                | Casey Holmes                               | Travel Advance                                                                   |
| Cash Advance Payment    | Direct Deposit      | EFT-00169992        | 10/27/2022                  | 265.50                | Jason Hathaway                             | Travel Advance                                                                   |
| Cash Advance Payment    | Direct Deposit      | EFT-00169993        | 10/27/2022                  | 59.25                 | Carole Boswell                             | Travel Advance                                                                   |
| Cash Advance Payment    | Direct Deposit      | EFT-00169994        | 10/27/2022                  | 379.50                | Jeff Olson                                 | Travel Advance                                                                   |
| Cash Advance Payment    | Direct Deposit      | EFT-00169995        | 10/27/2022                  | 379.50                | Chad Williams                              | Travel Advance                                                                   |
| Expense Payment         | Direct Deposit      | EFT-00169996        | 10/27/2022                  | 173.59                | Christopher Roberts                        | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00169997        | 10/27/2022                  | 243.80                | Patricia Thompson                          | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00169998        | 10/27/2022                  | 56.81                 | Heather Abbott                             | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00169999        | 10/27/2022                  | 291.16                | Vee Souryamat                              | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170000        | 10/27/2022                  | 330.00                | Ejaz Khan                                  | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170001        | 10/27/2022                  | 135.50                | James Dewey                                | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170002        | 10/27/2022                  | 43.40                 | Stephanie Obotette                         | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170003        | 10/27/2022                  | 50.00                 | Steven Neal                                | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170004        | 10/27/2022                  | 86.00                 | Julie Arenz                                | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170005        | 10/27/2022                  | 225.00                | Douglas Messner                            | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170006        | 10/27/2022                  | 512.13                | Kristine Olinger                           | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170007        | 10/27/2022                  | 136.00                | Chris Riches                               | Employee Reimbursement                                                           |
| Expense Payment         | Direct Deposit      | EFT-00170008        | 10/27/2022                  | 195.29                | Teresa Brum                                | Employee Reimbursement                                                           |
|                         |                     |                     | <b>Direct Deposit Total</b> | <b>12,948.34</b>      |                                            |                                                                                  |
| Ad Hoc Payment          | Check               | 6845                | 10/19/2022                  | 57.00                 | Ande,Nicholas                              | Utility Refunds: 0019046000-02 Consolidated refund created from multiple refunds |
| Ad Hoc Payment          | Check               | 6846                | 10/19/2022                  | 152.11                | Anjali or Frank Rosenbloom                 | Utility Refunds: 0045010105-05                                                   |
| Ad Hoc Payment          | Check               | 6847                | 10/19/2022                  | 133.67                | Burson,Norman                              | Utility Refunds: 0039004400-24                                                   |
| Ad Hoc Payment          | Check               | 6848                | 10/19/2022                  | 23.72                 | Conlon,Joseph                              | Utility Refunds: 0069039005-04                                                   |
| Ad Hoc Payment          | Check               | 6849                | 10/19/2022                  | 226.28                | Crosskey LLC                               | Utility Refunds: 0141003538-05                                                   |
| Ad Hoc Payment          | Check               | 6850                | 10/19/2022                  | 25.12                 | Dolly M Hoisington and Royce and Lori Hull | Utility Refunds: 0024006700-01                                                   |
| Ad Hoc Payment          | Check               | 6851                | 10/19/2022                  | 222.00                | Dolly M Hoisington and Royce and Lori Hull | Utility Refunds: 0024006700-01                                                   |
| Ad Hoc Payment          | Check               | 6852                | 10/19/2022                  | 129.20                | Gage,Scott                                 | Utility Refunds: 0046049600-04                                                   |
| Ad Hoc Payment          | Check               | 6853                | 10/19/2022                  | 159.00                | Hanson,Randy                               | Utility Refunds: 0048088100-19 Consolidated refund created from multiple refunds |
| Ad Hoc Payment          | Check               | 6854                | 10/19/2022                  | 116.39                | Jesse or Diana Grover                      | Utility Refunds: 0058001100-10                                                   |
| Ad Hoc Payment          | Check               | 6855                | 10/19/2022                  | 529.64                | Jillian or Luke Clark                      | Utility Refunds: 0108009995-04                                                   |
| Ad Hoc Payment          | Check               | 6856                | 10/19/2022                  | 226.00                | Mary or Martin Botham                      | Utility Refunds: 0039078460-10                                                   |

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|--------------------------------|----------------------------|----------------------------|----------------------------|------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| Ad Hoc Payment                 | Check                      | 6857                       | 10/19/2022                 | 175.62                       | Michael or Ruth Digiustino                                                           | Utility Refunds: 0016048800-04                                                   |
| Ad Hoc Payment                 | Check                      | 6858                       | 10/19/2022                 | 78.65                        | Misty or Kyle Harms                                                                  | Utility Refunds: 0088080204-02                                                   |
| Ad Hoc Payment                 | Check                      | 6859                       | 10/19/2022                 | 45.71                        | Ryan or Amanda Stanfill                                                              | Utility Refunds: 0052007800-01                                                   |
| Ad Hoc Payment                 | Check                      | 6860                       | 10/19/2022                 | 138.00                       | Sandra Herzog Pevey or Gary Pevey                                                    | Utility Refunds: 0045650028-04                                                   |
| Ad Hoc Payment                 | Check                      | 6861                       | 10/19/2022                 | 133.00                       | Theresa Ward or Dean Wright                                                          | Utility Refunds: 0042015404-07                                                   |
| Ad Hoc Payment                 | Check                      | 6862                       | 10/19/2022                 | 115.81                       | Tobey,Matthew                                                                        | Utility Refunds: 0006073880-02                                                   |
| Ad Hoc Payment                 | Check                      | 6863                       | 10/19/2022                 | 100.00                       | Wasson,Jennifer                                                                      | Utility Refunds: 0042025300-13                                                   |
| Ad Hoc Payment                 | Check                      | 6864                       | 10/19/2022                 | 150.00                       | Wright,Janis                                                                         | Utility Refunds: 0000003664-04 Consolidated refund created from multiple refunds |
| Supplier Payment               | Check                      | 6865                       | 10/19/2022                 | 1,552.50                     | Afghan Associates Inc                                                                |                                                                                  |
| Supplier Payment               | Check                      | 6866                       | 10/19/2022                 | 179.60                       | Airgas, Inc                                                                          |                                                                                  |
| Supplier Payment               | Check                      | 6867                       | 10/19/2022                 | 4,030.07                     | Allegiance Benefit Plan Management Inc - Remit-To: Pensioners                        |                                                                                  |
| Supplier Payment               | Check                      | 6868                       | 10/19/2022                 | 263.98                       | Allegiance Benefit Plan Management Inc - Remit-To: Pensioners                        |                                                                                  |
| Supplier Payment               | Check                      | 6869                       | 10/19/2022                 | 138.07                       | Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena                  |                                                                                  |
| Supplier Payment               | Check                      | 6870                       | 10/19/2022                 | 18,586.05                    | Arborscape Ltd Inc                                                                   |                                                                                  |
| Supplier Payment               | Check                      | 6871                       | 10/19/2022                 | 86.46                        | AT & T Mobility II LLC                                                               |                                                                                  |
| Supplier Payment               | Check                      | 6872                       | 10/19/2022                 | 2,114.03                     | BHC Consultants LLC                                                                  |                                                                                  |
| Supplier Payment               | Check                      | 6873                       | 10/19/2022                 | 2,419.09                     | Bound Tree Medical LLC                                                               |                                                                                  |
| Supplier Payment               | Check                      | 6874                       | 10/19/2022                 | 31,941.50                    | Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco                      |                                                                                  |
| Supplier Payment               | Check                      | 6875                       | 10/19/2022                 | 5,422.50                     | CBG Communications Inc                                                               |                                                                                  |
| Supplier Payment               | Check                      | 6876                       | 10/19/2022                 | 40.01                        | Cellco Partnership - Remit-To: Cellco - Dallas                                       |                                                                                  |
| Supplier Payment               | Check                      | 6877                       | 10/19/2022                 | 8,002.00                     | CFM Strategic Communications, Inc.                                                   |                                                                                  |
| Supplier Payment               | Check                      | 6878                       | 10/19/2022                 | 1,552.00                     | City of Vancouver - Remit-To: COV Main                                               |                                                                                  |
| Supplier Payment               | Check                      | 6879                       | 10/19/2022                 | 333,213.55                   | Clark County - Remit-To: Clark County - Treasurer Vancouver                          |                                                                                  |
| Supplier Payment               | Check                      | 6880                       | 10/19/2022                 | 35.46                        | Clark Public Utility District No. 1                                                  |                                                                                  |
| Supplier Payment               | Check                      | 6881                       | 10/19/2022                 | 25,000.00                    | Columbia River Economic Development Council Inc                                      |                                                                                  |
| Supplier Payment               | Check                      | 6882                       | 10/19/2022                 | 15,000.00                    | Columbia Springs                                                                     |                                                                                  |
| Supplier Payment               | Check                      | 6883                       | 10/19/2022                 | 123.55                       | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6884                       | 10/19/2022                 | 188.29                       | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6885                       | 10/19/2022                 | 151.11                       | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6886                       | 10/19/2022                 | 113.55                       | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6887                       | 10/19/2022                 | 1.18                         | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6888                       | 10/19/2022                 | 193.29                       | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6889                       | 10/19/2022                 | 108.29                       | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6890                       | 10/19/2022                 | 119.73                       | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6891                       | 10/19/2022                 | 247.56                       | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry         |                                                                                  |
| Supplier Payment               | Check                      | 6892                       | 10/19/2022                 | 18,956.84                    | Comcast Holdings Corporation - Remit-To: Comcast Holdings Corporation - Philadelphia |                                                                                  |
| Supplier Payment               | Check                      | 6893                       | 10/19/2022                 | 9,518.69                     | Copiers Northwest                                                                    |                                                                                  |

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|-------------------------|---------------------|---------------------|---------------------|-----------------------|---------------------------------------------------------------------|-----------------------------------|
| Supplier Payment        | Check               | 6894                | 10/19/2022          | 1,435.90              | Core and Main LP - Remit-To: Core and Main LP                       |                                   |
| Supplier Payment        | Check               | 6895                | 10/19/2022          | 31,833.92             | CUES Inc - Remit-To: CUES Inc - Cincinnati                          |                                   |
| Supplier Payment        | Check               | 6896                | 10/19/2022          | 149.73                | Dattec Inc                                                          |                                   |
| Supplier Payment        | Check               | 6897                | 10/19/2022          | 2,740.00              | David Corey PHD PC                                                  |                                   |
| Supplier Payment        | Check               | 6898                | 10/19/2022          | 4,949.83              | Distinctive Landscape LLC                                           |                                   |
| Supplier Payment        | Check               | 6899                | 10/19/2022          | 6,550.00              | Elcon Associates Inc                                                |                                   |
| Supplier Payment        | Check               | 6900                | 10/19/2022          | 813.75                | EMS Technology Solutions LLC                                        |                                   |
| Supplier Payment        | Check               | 6901                | 10/19/2022          | 2,473.43              | Epic Land Solutions, Inc.                                           |                                   |
| Supplier Payment        | Check               | 6902                | 10/19/2022          | 8,861.47              | Ferguson Enterprises - Remit-To: Ferguson - Dallas                  |                                   |
| Supplier Payment        | Check               | 6903                | 10/19/2022          | 2,419.95              | FFA Architecture and Interiors, Inc                                 |                                   |
| Supplier Payment        | Check               | 6904                | 10/19/2022          | 890.00                | Genuine Parts Company - Remit-To: NAPA - Vancouver                  |                                   |
| Supplier Payment        | Check               | 6905                | 10/19/2022          | 11,253.25             | GSI Water Solutions, Inc.                                           |                                   |
| Supplier Payment        | Check               | 6906                | 10/19/2022          | 1,194.75              | Harper Houf Peterson Righellis Inc                                  |                                   |
| Supplier Payment        | Check               | 6907                | 10/19/2022          | 1,416.08              | Herrera Environmental Consultants Inc                               |                                   |
| Supplier Payment        | Check               | 6908                | 10/19/2022          | 437.81                | Iron Mountain Inc - Remit-To: Iron Mountain - New York              |                                   |
| Supplier Payment        | Check               | 6909                | 10/19/2022          | 13,315.30             | KBT Distributing LLC                                                |                                   |
| Supplier Payment        | Check               | 6910                | 10/19/2022          | 337.50                | Kramer Gehlen & Associates                                          |                                   |
| Supplier Payment        | Check               | 6911                | 10/19/2022          | 2,485.07              | Level 3 Financing, Inc                                              |                                   |
| Supplier Payment        | Check               | 6912                | 10/19/2022          | 6,000.00              | Lexipol LLC                                                         |                                   |
| Supplier Payment        | Check               | 6913                | 10/19/2022          | 40,622.40             | Locution Sytems Inc                                                 |                                   |
| Supplier Payment        | Check               | 6914                | 10/19/2022          | 1,388.80              | Mackay Meters inc                                                   |                                   |
| Supplier Payment        | Check               | 6915                | 10/19/2022          | 5,385.52              | Maul Foster & Alongi Inc                                            |                                   |
| Supplier Payment        | Check               | 6916                | 10/19/2022          | 3,771.24              | Mobes Business Forms                                                |                                   |
| Supplier Payment        | Check               | 6917                | 10/19/2022          | 2,086.00              | Murray Smith Inc                                                    |                                   |
| Supplier Payment        | Check               | 6918                | 10/19/2022          | 57.29                 | Northwest Natural Gas Company - Remit-To: NW Natural - Portland     |                                   |
| Supplier Payment        | Check               | 6919                | 10/19/2022          | 14,574.19             | Northwest Staffing Resources Inc - Remit-To: NW Staffing - Portland |                                   |
| Supplier Payment        | Check               | 6920                | 10/19/2022          | 49.00                 | Parkeon                                                             |                                   |
| Supplier Payment        | Check               | 6921                | 10/19/2022          | 5,966.50              | Passport Labs Inc. - Remit-To: Passport Labs Inc                    |                                   |
| Supplier Payment        | Check               | 6922                | 10/19/2022          | 100,524.04            | PBS Engineering and Environmental Inc                               |                                   |
| Supplier Payment        | Check               | 6923                | 10/19/2022          | 8,392.42              | Phone Pro Inc                                                       |                                   |
| Supplier Payment        | Check               | 6924                | 10/19/2022          | 1,173.20              | Pitney Bowes Inc                                                    |                                   |
| Supplier Payment        | Check               | 6925                | 10/19/2022          | 70.00                 | Porter W Yett Company                                               |                                   |
| Supplier Payment        | Check               | 6926                | 10/19/2022          | 14,035.97             | Portland Mechanical Construction LLC                                |                                   |
| Supplier Payment        | Check               | 6927                | 10/19/2022          | 2,851.30              | PPC Solutions Inc                                                   |                                   |
| Supplier Payment        | Check               | 6928                | 10/19/2022          | 6,011.49              | Prestige Truck Accessories                                          |                                   |
| Supplier Payment        | Check               | 6929                | 10/19/2022          | 127.22                | Proforce Marketing Inc                                              |                                   |
| Supplier Payment        | Check               | 6930                | 10/19/2022          | 5,208.32              | Qwest Corporation - Remit-To: Qwest Corp- Seattle                   |                                   |
| Supplier Payment        | Check               | 6931                | 10/19/2022          | 7,734.00              | R & W Engineering Inc                                               |                                   |
| Supplier Payment        | Check               | 6932                | 10/19/2022          | 6,185.13              | Retail Lockbox Inc                                                  |                                   |
| Supplier Payment        | Check               | 6933                | 10/19/2022          | 737.38                | River City Environmental                                            |                                   |
| Supplier Payment        | Check               | 6934                | 10/19/2022          | 3,035.06              | Snap-on Incorporated                                                |                                   |
| Supplier Payment        | Check               | 6935                | 10/19/2022          | 200.65                | Software House International SHI - Remit-To: SHI - Dallas           |                                   |
| Supplier Payment        | Check               | 6936                | 10/19/2022          | 360.00                | Stantec Consulting Services Inc - Remit-To: Stantec - Chicago       |                                   |

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| <u>Payment Category</u> | <u>Payment Type</u> | <u>Check Number</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u>                                                                                                              | <u>Payment Memo if applicable</u>                |
|-------------------------|---------------------|---------------------|---------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| Supplier Payment        | Check               | 6937                | 10/19/2022          | 80,000.00             | State of Washington Department of Employment Security - Remit-To: State of Washington Department of Employment Security / Seattle |                                                  |
| Supplier Payment        | Check               | 6938                | 10/19/2022          | 2.40                  | State of Washington Department of Licensing - Remit-To: DOL - Seattle Remit                                                       |                                                  |
| Supplier Payment        | Check               | 6939                | 10/19/2022          | 149.40                | Stericycle Inc                                                                                                                    |                                                  |
| Supplier Payment        | Check               | 6940                | 10/19/2022          | 4,826.55              | The ADT Security Corporation                                                                                                      |                                                  |
| Supplier Payment        | Check               | 6941                | 10/19/2022          | 6,652.08              | Tierra Right of Way Services LTD                                                                                                  |                                                  |
| Supplier Payment        | Check               | 6942                | 10/19/2022          | 3,090.67              | Triple J Enterprises                                                                                                              |                                                  |
| Supplier Payment        | Check               | 6943                | 10/19/2022          | 211.58                | Vancouver Granite Works Inc                                                                                                       |                                                  |
| Supplier Payment        | Check               | 6944                | 10/19/2022          | 16,438.09             | Wapiti NW LLC                                                                                                                     |                                                  |
| Supplier Payment        | Check               | 6945                | 10/19/2022          | 5,340.00              | Water Systems Consulting Inc                                                                                                      |                                                  |
| Supplier Payment        | Check               | 6946                | 10/19/2022          | 2,329.17              | Western Water Works Supply Co Inc                                                                                                 |                                                  |
| Supplier Payment        | Check               | 6947                | 10/19/2022          | 947,713.73            | Willis Towers Watson Insurance Services West inc                                                                                  |                                                  |
| Supplier Payment        | Check               | 6948                | 10/19/2022          | 48.30                 | XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland                                                                 |                                                  |
| Supplier Payment        | Check               | 6949                | 10/19/2022          | 2,282.68              | Zayo Group Holding Inc - Remit-To: Zayo Group Holding Inc                                                                         |                                                  |
| Miscellaneous Payment   | Check               | 6950                | 10/19/2022          | 242.81                | Advanced Electrical Technologies                                                                                                  | MPE-323983                                       |
| Miscellaneous Payment   | Check               | 6951                | 10/19/2022          | 135.00                | Benjamin Le                                                                                                                       | Refund - parking permit COV12310                 |
| Miscellaneous Payment   | Check               | 6952                | 10/19/2022          | 168.00                | Bonneville Power Administration                                                                                                   | ActiveNet Acct. Clearing                         |
| Miscellaneous Payment   | Check               | 6953                | 10/19/2022          | 61.00                 | Carolyn K White                                                                                                                   | Refund - SCIP loan overpay #6000401              |
| Miscellaneous Payment   | Check               | 6954                | 10/19/2022          | 61.47                 | C T M Electric                                                                                                                    | MPE-320852 (jobsite: 908 Umatilla Way)           |
| Miscellaneous Payment   | Check               | 6955                | 10/19/2022          | 43.67                 | David Hazelton                                                                                                                    | ActiveNet Acct. Clearing                         |
| Miscellaneous Payment   | Check               | 6956                | 10/19/2022          | 157.58                | JNB Mechanical Inc                                                                                                                | MPE-327902 (jobsite: 9300 NE Oak View Drive)     |
| Miscellaneous Payment   | Check               | 6957                | 10/19/2022          | 76.00                 | Kristy Veruca                                                                                                                     | ActiveNet Acct. Clearing                         |
| Miscellaneous Payment   | Check               | 6958                | 10/19/2022          | 76.00                 | Lani Purpura                                                                                                                      | ActiveNet Acct. Clearing                         |
| Miscellaneous Payment   | Check               | 6959                | 10/19/2022          | 41.00                 | Lindsay Robblee                                                                                                                   | ActiveNet Acct. Clearing                         |
| Miscellaneous Payment   | Check               | 6960                | 10/19/2022          | 40.00                 | Melinda Bell                                                                                                                      | ActiveNet Acct. Clearing                         |
| Miscellaneous Payment   | Check               | 6961                | 10/19/2022          | 20.00                 | MOD Pizza                                                                                                                         | Refund - Alarm inv# 994898531                    |
| Miscellaneous Payment   | Check               | 6962                | 10/19/2022          | 20.00                 | MOD Pizza                                                                                                                         | Refund - alarm inv# 99489921                     |
| Miscellaneous Payment   | Check               | 6963                | 10/19/2022          | 50.32                 | Nicole Petrie                                                                                                                     | Refund pkg permit COV07681                       |
| Miscellaneous Payment   | Check               | 6964                | 10/19/2022          | 4,860.00              | Professional Credit Service                                                                                                       | Refund - AT&T overpay on inv# 00016017, 00018658 |
| Miscellaneous Payment   | Check               | 6965                | 10/19/2022          | 215.60                | Professional Credit Service                                                                                                       | Refund - Civic Gov inv#77022669 & 77027503       |
| Miscellaneous Payment   | Check               | 6966                | 10/19/2022          | 12.90                 | Scott Wilcox                                                                                                                      | Refund Permit returned lot 18 P1/2 COV000249     |
| Miscellaneous Payment   | Check               | 6967                | 10/19/2022          | 25.00                 | Shane Hudlicky                                                                                                                    | Refund - cust overpay parking #7203802400        |

**INVOICE PAYMENTS REPORT**

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|-------------------------|---------------------|---------------------|---------------------|-----------------------|--------------------------------------------------|----------------------------------------------------------------------------------|
| Miscellaneous Payment   | Check               | 6968                | 10/19/2022          | 7,455.86              | State of Washington State Treasurer              | 3rd Qtr 2022 A8 Form                                                             |
| Miscellaneous Payment   | Check               | 6969                | 10/19/2022          | 225.00                | SW WA Chapter of ICC                             | Cancellation of Permit R9029 due to COVID-19                                     |
| Miscellaneous Payment   | Check               | 6970                | 10/19/2022          | 1,330.22              | Tom Roberts                                      | Reimbursement for charges related to VPD Asst Police Chief interviews            |
| Miscellaneous Payment   | Check               | 6971                | 10/19/2022          | 20.00                 | Travis Hardman                                   | Refund - inv# 99491618                                                           |
| Miscellaneous Payment   | Check               | 6972                | 10/19/2022          | 178.93                | Unity Electrical Service LLC                     | RES-327045 (jobsite: 311 W 21st St)                                              |
| Miscellaneous Payment   | Check               | 6973                | 10/19/2022          | 642.62                | West Coast Forensic                              | RES-328338 (jobsite: 2606 E 22nd St)                                             |
| Miscellaneous Payment   | Check               | 6974                | 10/19/2022          | 62.51                 | Wire Rite Electric Inc                           | MPE-327110 (jobsite: 2120 E 13th St)                                             |
| Supplier Payment        | Check               | 6975                | 10/19/2022          | 275.00                | American Payroll Institute, Inc.                 |                                                                                  |
| Supplier Payment        | Check               | 6976                | 10/19/2022          | 5,431.72              | Willis Towers Watson Insurance Services West inc |                                                                                  |
| Supplier Payment        | Check               | 6977                | 10/25/2022          | 7,109.86              | Aflac                                            |                                                                                  |
| Supplier Payment        | Check               | 6978                | 10/25/2022          | 5,249.48              | AFSCME Local #307                                |                                                                                  |
| Supplier Payment        | Check               | 6979                | 10/25/2022          | 650.00                | IAM Local #1374                                  |                                                                                  |
| Supplier Payment        | Check               | 6980                | 10/25/2022          | 8,291.21              | Life Insurance Company of North America          |                                                                                  |
| Supplier Payment        | Check               | 6981                | 10/25/2022          | 475.00                | MFS Service Center Inc                           |                                                                                  |
| Supplier Payment        | Check               | 6982                | 10/25/2022          | 175.00                | OPEIU Local #11                                  |                                                                                  |
| Supplier Payment        | Check               | 6983                | 10/25/2022          | 4,225.85              | OPEIU Local #11                                  |                                                                                  |
| Supplier Payment        | Check               | 6984                | 10/25/2022          | 672.00                | Teamsters Local #58                              |                                                                                  |
| Supplier Payment        | Check               | 6985                | 10/25/2022          | 280.00                | UA Local #290                                    |                                                                                  |
| Supplier Payment        | Check               | 6986                | 10/25/2022          | 2,960.10              | Western Conference of Teamsters                  |                                                                                  |
| Supplier Payment        | Check               | 6987                | 10/25/2022          | 1,149.54              | Western Metal Industry Pension Plan              |                                                                                  |
| Supplier Payment        | Check               | 6988                | 10/25/2022          | 454,938.63            | Clark Public Utility District No. 1              |                                                                                  |
| Ad Hoc Payment          | Check               | 6989                | 10/26/2022          | 123.00                | Altergott,Joanne                                 | Utility Refunds: 0158003200-01                                                   |
| Ad Hoc Payment          | Check               | 6990                | 10/26/2022          | 74.08                 | Arola,Jeremy or Jacqueline                       | Utility Refunds: 0154001220-02                                                   |
| Ad Hoc Payment          | Check               | 6991                | 10/26/2022          | 195.40                | Boggs,Daniel or Alisha                           | Utility Refunds: 0000001250-04                                                   |
| Ad Hoc Payment          | Check               | 6992                | 10/26/2022          | 121.79                | Buck,Rachel or Jesse                             | Utility Refunds: 0050050400-03                                                   |
| Ad Hoc Payment          | Check               | 6993                | 10/26/2022          | 169.00                | Caley,Alexandra                                  | Utility Refunds: 0022062000-07                                                   |
| Ad Hoc Payment          | Check               | 6994                | 10/19/2022          | 22.14                 | Carol Wente or James Day                         | Utility Refunds: 0000002429-04                                                   |
| Ad Hoc Payment          | Check               | 6995                | 10/26/2022          | 81.00                 | Cascade West Development Inc                     | Utility Refunds: 0500005605-01                                                   |
| Ad Hoc Payment          | Check               | 6996                | 10/19/2022          | 148.47                | Clemmons,Anna or Christopher                     | Utility Refunds: 0007036400-08                                                   |
| Ad Hoc Payment          | Check               | 6997                | 10/26/2022          | 175.26                | Colton Miller or Emily Smith                     | Utility Refunds: 0115000526-06                                                   |
| Ad Hoc Payment          | Check               | 6998                | 10/26/2022          | 26.43                 | Crosby,Scott or Nicole                           | Utility Refunds: 0109010006-04                                                   |
| Ad Hoc Payment          | Check               | 6999                | 10/26/2022          | 3,405.54              | Dukes,Richard                                    | Utility Refunds: 0039072541-07 Consolidated refund created from multiple refunds |
| Ad Hoc Payment          | Check               | 7000                | 10/26/2022          | 33.34                 | Dull,Cindi                                       | Utility Refunds: 0067027204-05                                                   |
| Ad Hoc Payment          | Check               | 7001                | 10/26/2022          | 215.00                | Easton,Jennifer                                  | Utility Refunds: 0500002695-02                                                   |
| Ad Hoc Payment          | Check               | 7002                | 10/19/2022          | 384.57                | Emmonak Tribal Council                           | Utility Refunds: 0086004400-07                                                   |
| Ad Hoc Payment          | Check               | 7003                | 10/19/2022          | 123.32                | Fleureme,Angelena or Joel                        | Utility Refunds: 0112097010-05                                                   |
| Ad Hoc Payment          | Check               | 7004                | 10/26/2022          | 363.34                | FSA Two LLC                                      | Utility Refunds: 0500005728-01                                                   |
| Ad Hoc Payment          | Check               | 7005                | 10/26/2022          | 399.00                | GLORIA OR MARCUS WAINER                          | Utility Refunds: 0108003908-03 Consolidated refund created from multiple refunds |
| Ad Hoc Payment          | Check               | 7006                | 10/26/2022          | 230.32                | Gomez,Manuel                                     | Utility Refunds: 0114008208-07                                                   |
| Ad Hoc Payment          | Check               | 7007                | 10/26/2022          | 133.00                | Grimm,Sue T                                      | Utility Refunds: 0115001312-01 Consolidated refund created from multiple refunds |
| Ad Hoc Payment          | Check               | 7008                | 10/26/2022          | 37.39                 | GRIMM ENTERPRISES                                | Utility Refunds: 0048088000-20                                                   |

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|--------------------------------|----------------------------|----------------------------|----------------------------|------------------------------|----------------------------------------|----------------------------------------------------------------------------------|
| Ad Hoc Payment                 | Check                      | 7009                       | 10/19/2022                 | 29.11                        | Grossnickle,Thomas or Shirley          | Utility Refunds: 0000007806-02                                                   |
| Ad Hoc Payment                 | Check                      | 7010                       | 10/26/2022                 | 167.77                       | Hadley,Gina or Joshua                  | Utility Refunds: 0028000900-07                                                   |
| Ad Hoc Payment                 | Check                      | 7011                       | 10/26/2022                 | 195.00                       | Hankins,Brent                          | Utility Refunds: 0137005988-03                                                   |
| Ad Hoc Payment                 | Check                      | 7012                       | 10/26/2022                 | 338.52                       | Heck,Patricia                          | Utility Refunds: 0127020340-01                                                   |
| Ad Hoc Payment                 | Check                      | 7013                       | 10/26/2022                 | 255.00                       | Heck,Timothy or Jill                   | Utility Refunds: 0127011180-01                                                   |
| Ad Hoc Payment                 | Check                      | 7014                       | 10/19/2022                 | 149.00                       | Huddleston,Dana or Brian               | Utility Refunds: 0045065016-02 Consolidated refund created from multiple refunds |
| Ad Hoc Payment                 | Check                      | 7015                       | 10/26/2022                 | 445.10                       | Investment Enterprises LLC             | Utility Refunds: 0074017545-02 Consolidated refund created from multiple refunds |
| Ad Hoc Payment                 | Check                      | 7016                       | 10/26/2022                 | 21.67                        | IOAN OR CORNELIA BRISC                 | Utility Refunds: 0066037115-06                                                   |
| Ad Hoc Payment                 | Check                      | 7017                       | 10/26/2022                 | 153.80                       | Irby,Stephanie                         | Utility Refunds: 0016052900-07                                                   |
| Ad Hoc Payment                 | Check                      | 7018                       | 10/26/2022                 | 1,851.97                     | JPMORGAN CHASE                         | Utility Refunds: 0002000111-02                                                   |
| Ad Hoc Payment                 | Check                      | 7019                       | 10/26/2022                 | 98.36                        | Kazin,Julia                            | Utility Refunds: 0500002386-03                                                   |
| Ad Hoc Payment                 | Check                      | 7020                       | 10/26/2022                 | 190.71                       | Kennedy,Adam                           | Utility Refunds: 0000004001-02                                                   |
| Ad Hoc Payment                 | Check                      | 7021                       | 10/26/2022                 | 22.95                        | Koki Mago LLC                          | Utility Refunds: 0069080155-04                                                   |
| Ad Hoc Payment                 | Check                      | 7022                       | 10/26/2022                 | 83.16                        | LGI Homes Group LLC                    | Utility Refunds: 0500005033-01                                                   |
| Ad Hoc Payment                 | Check                      | 7023                       | 10/19/2022                 | 54.18                        | Mary Alice Bauder or Sigrid Rule       | Utility Refunds: 0071097185-04                                                   |
| Ad Hoc Payment                 | Check                      | 7024                       | 10/26/2022                 | 88.99                        | McDonald,Linda                         | Utility Refunds: 0002000112-01                                                   |
| Ad Hoc Payment                 | Check                      | 7025                       | 10/19/2022                 | 79.02                        | Masko,Skyler or Kyle                   | Utility Refunds: 0000008917-03                                                   |
| Ad Hoc Payment                 | Check                      | 7026                       | 10/26/2022                 | 84.06                        | Nguyen,Tuan or Celine                  | Utility Refunds: 0125002170-03                                                   |
| Ad Hoc Payment                 | Check                      | 7027                       | 10/26/2022                 | 154.04                       | Niles,Gabriel or Shannon               | Utility Refunds: 0111010584-04                                                   |
| Ad Hoc Payment                 | Check                      | 7028                       | 10/26/2022                 | 195.96                       | Pacific Lifestyle Homes                | Utility Refunds: 0500005783-01                                                   |
| Ad Hoc Payment                 | Check                      | 7029                       | 10/26/2022                 | 107.32                       | Pahlisch Homes Inc                     | Utility Refunds: 0500005594-01                                                   |
| Ad Hoc Payment                 | Check                      | 7030                       | 10/26/2022                 | 70.56                        | Pahlisch Homes Inc                     | Utility Refunds: 0500005487-01                                                   |
| Ad Hoc Payment                 | Check                      | 7031                       | 10/26/2022                 | 42.94                        | Plimmer, Jordan                        | Utility Refunds: 0097001012-21 Consolidated refund created from multiple refunds |
| Ad Hoc Payment                 | Check                      | 7032                       | 10/19/2022                 | 82.48                        | Pyper,Jody                             | Utility Refunds: 0063091600-07                                                   |
| Ad Hoc Payment                 | Check                      | 7033                       | 10/19/2022                 | 33.84                        | Rochel,Michael or Rhonda               | Utility Refunds: 0042029900-10                                                   |
| Ad Hoc Payment                 | Check                      | 7034                       | 10/26/2022                 | 140.05                       | Roy S Koki Revocable Living Trust      | Utility Refunds: 0069080155-04                                                   |
| Ad Hoc Payment                 | Check                      | 7035                       | 10/19/2022                 | 237.00                       | Sarah Kahns or William Shenk           | Utility Refunds: 0126006610-02                                                   |
| Ad Hoc Payment                 | Check                      | 7036                       | 10/26/2022                 | 123.74                       | SCOTT OR GLEENOBLY BUTTERWORTH         | Utility Refunds: 0060080585-03                                                   |
| Ad Hoc Payment                 | Check                      | 7037                       | 10/26/2022                 | 50.63                        | Sheasby,Amy or Robert                  | Utility Refunds: 0126002470-04                                                   |
| Ad Hoc Payment                 | Check                      | 7038                       | 10/26/2022                 | 930.22                       | Shkurko,Anatoliy                       | Utility Refunds: 0113008018-03                                                   |
| Ad Hoc Payment                 | Check                      | 7039                       | 10/19/2022                 | 144.29                       | Stockton,Ronnie or Jeffrey             | Utility Refunds: 0041010590-01                                                   |
| Ad Hoc Payment                 | Check                      | 7040                       | 10/26/2022                 | 309.88                       | Tierney,Brian or Katie                 | Utility Refunds: 0126007050-04                                                   |
| Ad Hoc Payment                 | Check                      | 7041                       | 10/26/2022                 | 19.48                        | Trenda,John or Jaberta                 | Utility Refunds: 0082031300-09                                                   |
| Ad Hoc Payment                 | Check                      | 7042                       | 10/19/2022                 | 365.43                       | Tumanello,Johnathen                    | Utility Refunds: 0000005810-03                                                   |
| Ad Hoc Payment                 | Check                      | 7043                       | 10/26/2022                 | 25.85                        | Velsh,Yuriy                            | Utility Refunds: 0138001514-05                                                   |
| Ad Hoc Payment                 | Check                      | 7044                       | 10/26/2022                 | 222.47                       | Werner,Philip or Joyce                 | Utility Refunds: 0062000306-16                                                   |
| Ad Hoc Payment                 | Check                      | 7045                       | 10/26/2022                 | 48.81                        | Weston,Eloise                          | Utility Refunds: 0101000613-02                                                   |
| Ad Hoc Payment                 | Check                      | 7046                       | 10/19/2022                 | 250.00                       | Whiles,Vinton                          | Utility Refunds: 0141006038-03                                                   |
| Ad Hoc Payment                 | Check                      | 7047                       | 10/26/2022                 | 144.00                       | Wilson,Evelyn                          | Utility Refunds: 0115000318-06 Consolidated refund created from multiple refunds |
| Ad Hoc Payment                 | Check                      | 7048                       | 10/26/2022                 | 130.24                       | Wyatt,Dan or Laurie                    | Utility Refunds: 0500001553-01                                                   |
| Ad Hoc Payment                 | Check                      | 7049                       | 10/26/2022                 | 133.23                       | Young,Gary H                           | Utility Refunds: 0099090038-05                                                   |
| Ad Hoc Payment                 | Check                      | 7050                       | 10/26/2022                 | 86.77                        | Young,Gary H or Elizabeth J            | Utility Refunds: 0099090038-05                                                   |
| Supplier Payment               | Check                      | 7051                       | 10/26/2022                 | 247.00                       | Accurate Corporate Services Inc        |                                                                                  |
| Supplier Payment               | Check                      | 7052                       | 10/26/2022                 | 480.66                       | A-Line Asphalt Maintenance Inc         |                                                                                  |
| Supplier Payment               | Check                      | 7053                       | 10/26/2022                 | 385.00                       | Allegiance Benefit Plan Management Inc |                                                                                  |
| Supplier Payment               | Check                      | 7054                       | 10/26/2022                 | 328.00                       | Allegiance Benefit Plan Management Inc |                                                                                  |



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|-------------------------|---------------------|---------------------|---------------------|-----------------------|------------------------------------------------------------------------------|-----------------------------------|
| Supplier Payment        | Check               | 7055                | 10/26/2022          | 1,274.41              | Allegiance Benefit Plan Management Inc - Remit-To: Pensioners                |                                   |
| Supplier Payment        | Check               | 7056                | 10/26/2022          | 2,275.01              | Allegiance Benefit Plan Management Inc - Remit-To: Pensioners                |                                   |
| Supplier Payment        | Check               | 7057                | 10/26/2022          | 6,000.00              | Allegiance Benefit Plan Management Inc - Remit-To: Pensioners                |                                   |
| Supplier Payment        | Check               | 7058                | 10/26/2022          | 2,086.98              | Allegiance Benefit Plan Management Inc - Remit-To: Pensioners                |                                   |
| Supplier Payment        | Check               | 7059                | 10/26/2022          | 550.00                | American Inns of Court Foundation                                            |                                   |
| Supplier Payment        | Check               | 7060                | 10/26/2022          | 204.00                | American Sani-Can                                                            |                                   |
| Supplier Payment        | Check               | 7061                | 10/26/2022          | 700.00                | Andrew Prochniak                                                             |                                   |
| Supplier Payment        | Check               | 7062                | 10/26/2022          | 276.14                | Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena          |                                   |
| Supplier Payment        | Check               | 7063                | 10/26/2022          | 5,772.20              | Arborscape Ltd Inc                                                           |                                   |
| Supplier Payment        | Check               | 7064                | 10/26/2022          | 160,961.82            | B.C.V., Inc                                                                  |                                   |
| Supplier Payment        | Check               | 7065                | 10/26/2022          | 7,991.03              | Bloomberg Finance LP - Remit-To: Bloomberg - Boston                          |                                   |
| Supplier Payment        | Check               | 7066                | 10/26/2022          | 744.75                | Bound Tree Medical LLC                                                       |                                   |
| Supplier Payment        | Check               | 7067                | 10/26/2022          | 10,159.35             | Brown & Wilson Partnership LLC                                               |                                   |
| Supplier Payment        | Check               | 7068                | 10/26/2022          | 6,419.00              | Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco              |                                   |
| Supplier Payment        | Check               | 7069                | 10/26/2022          | 350.00                | BSK Associates - Remit-To: Supplier BSK Associates                           |                                   |
| Supplier Payment        | Check               | 7070                | 10/26/2022          | 24,110.16             | CECO Inc                                                                     |                                   |
| Supplier Payment        | Check               | 7071                | 10/26/2022          | 42.04                 | Cellco Partnership - Remit-To: Cellco - Dallas                               |                                   |
| Supplier Payment        | Check               | 7072                | 10/26/2022          | 214,646.34            | CH2M Hill Engineers Inc - Remit-To: CH2M Hill Engineers Inc - Bellevue       |                                   |
| Supplier Payment        | Check               | 7073                | 10/26/2022          | 1,830.58              | Cintas                                                                       |                                   |
| Supplier Payment        | Check               | 7074                | 10/26/2022          | 2,926.30              | Clark County Historical Society                                              |                                   |
| Supplier Payment        | Check               | 7075                | 10/26/2022          | 6,170.50              | Clark County - Remit-To: Clark County - Treasurer Vancouver                  |                                   |
| Supplier Payment        | Check               | 7076                | 10/26/2022          | 300.00                | Clark County Title Company - Remit-To: Clark County - Reconveyance Fees      |                                   |
| Supplier Payment        | Check               | 7077                | 10/26/2022          | 486.84                | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7078                | 10/26/2022          | 45.60                 | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7079                | 10/26/2022          | 1,283.46              | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7080                | 10/26/2022          | 509.69                | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7081                | 10/26/2022          | 551.74                | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7082                | 10/26/2022          | 745.54                | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7083                | 10/26/2022          | 26.54                 | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7084                | 10/26/2022          | 783.81                | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7085                | 10/26/2022          | 831.24                | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7086                | 10/26/2022          | 344.82                | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7087                | 10/26/2022          | 598.25                | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7088                | 10/26/2022          | 2,010.73              | Clark Public Utility District No. 1                                          |                                   |
| Supplier Payment        | Check               | 7089                | 10/26/2022          | 2,691.80              | Clean Harbors Environmental Services Inc                                     |                                   |
| Supplier Payment        | Check               | 7090                | 10/26/2022          | 14,719.63             | Colf Construcion LLC                                                         |                                   |
| Supplier Payment        | Check               | 7091                | 10/26/2022          | 95.88                 | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry |                                   |
| Supplier Payment        | Check               | 7092                | 10/26/2022          | 104.92                | Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry |                                   |
| Supplier Payment        | Check               | 7093                | 10/26/2022          | 1,714.06              | Distinctive Landscape LLC                                                    |                                   |
| Supplier Payment        | Check               | 7094                | 10/26/2022          | 507.85                | Ecolights Northwest LLC                                                      |                                   |

**INVOICE PAYMENTS REPORT**

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Check Number</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u>                                                                  | <u>Payment Memo if applicable</u> |
|-------------------------|---------------------|---------------------|---------------------|-----------------------|---------------------------------------------------------------------------------------|-----------------------------------|
| Supplier Payment        | Check               | 7095                | 10/26/2022          | 275.00                | ERF Company Inc                                                                       |                                   |
| Supplier Payment        | Check               | 7096                | 10/26/2022          | 9,180.95              | Esther Short Commons LLP                                                              |                                   |
| Supplier Payment        | Check               | 7097                | 10/26/2022          | 7,358.18              | Evergreen Investors LLC                                                               |                                   |
| Supplier Payment        | Check               | 7098                | 10/26/2022          | 54,220.00             | Fourth Plain Forward                                                                  |                                   |
| Supplier Payment        | Check               | 7099                | 10/26/2022          | 7,670.00              | Frontier Management LLC                                                               |                                   |
| Supplier Payment        | Check               | 7100                | 10/26/2022          | 4,002.64              | Global Transportation Engineering Corporation                                         |                                   |
| Supplier Payment        | Check               | 7101                | 10/26/2022          | 1,020.76              | Gray & Osborne Inc                                                                    |                                   |
| Supplier Payment        | Check               | 7102                | 10/26/2022          | 2,633.04              | GVP Ventures Inc                                                                      |                                   |
| Supplier Payment        | Check               | 7103                | 10/26/2022          | 8,636.69              | Hach Company                                                                          |                                   |
| Supplier Payment        | Check               | 7104                | 10/26/2022          | 9,604.66              | Herrera Environmental Consultants Inc                                                 |                                   |
| Supplier Payment        | Check               | 7105                | 10/26/2022          | 1,131.39              | Industrial Scientific Corporation - Remit-To: Industrial Scientific Corp - Pittsburgh |                                   |
| Supplier Payment        | Check               | 7106                | 10/26/2022          | 3,971.14              | Invintus Media LLC                                                                    |                                   |
| Supplier Payment        | Check               | 7107                | 10/26/2022          | 1,464.75              | Jamestown Networks                                                                    |                                   |
| Supplier Payment        | Check               | 7108                | 10/26/2022          | 17,603.98             | Janus Youth Programs Inc                                                              |                                   |
| Supplier Payment        | Check               | 7109                | 10/26/2022          | 6,854.65              | Kar-Gor Inc                                                                           |                                   |
| Supplier Payment        | Check               | 7110                | 10/26/2022          | 44,470.32             | KBT Distributing LLC                                                                  |                                   |
| Supplier Payment        | Check               | 7111                | 10/26/2022          | 11,161.55             | Keller Associates Inc                                                                 |                                   |
| Supplier Payment        | Check               | 7112                | 10/26/2022          | 4,294.00              | Kevin Lee Montcalm                                                                    |                                   |
| Supplier Payment        | Check               | 7113                | 10/26/2022          | 23,605.26             | King County Directors Association Purchasing Department                               |                                   |
| Supplier Payment        | Check               | 7114                | 10/26/2022          | 14,980.32             | L.N. Curtis & Sons - Remit-To: Supplier L.N. Curtis & Sons                            |                                   |
| Supplier Payment        | Check               | 7115                | 10/26/2022          | 51,912.12             | Lakeside Industries Inc - Remit-To: Lakeside - LB Seattle                             |                                   |
| Supplier Payment        | Check               | 7116                | 10/26/2022          | 7,991.68              | Leupold & Stevens Inc                                                                 |                                   |
| Supplier Payment        | Check               | 7117                | 10/26/2022          | 2,710.27              | Loomis Armored US LLC - Remit-To: Loomis - Palatine                                   |                                   |
| Supplier Payment        | Check               | 7118                | 10/26/2022          | 2,099.35              | McFarlanes Bark Inc                                                                   |                                   |
| Supplier Payment        | Check               | 7119                | 10/26/2022          | 6,588.00              | Mike Kraus Leadership                                                                 |                                   |
| Supplier Payment        | Check               | 7120                | 10/26/2022          | 600.00                | Nagra & Atwal Corporation                                                             |                                   |
| Supplier Payment        | Check               | 7121                | 10/26/2022          | 4,626.88              | National Park Service - Remit-To: National Park Service - Pearson Lease               |                                   |
| Supplier Payment        | Check               | 7122                | 10/26/2022          | 31,844.75             | North Pacific Construction and Remodeling Inc                                         |                                   |
| Supplier Payment        | Check               | 7123                | 10/26/2022          | 266.46                | Northwest Natural Gas Company - Remit-To: NW Natural - Portland                       |                                   |
| Supplier Payment        | Check               | 7124                | 10/26/2022          | 22,033.54             | Northwest Staffing Resources Inc - Remit-To: NW Staffing - Portland                   |                                   |
| Supplier Payment        | Check               | 7125                | 10/26/2022          | 3,260.43              | Oldcastle Precast Inc                                                                 |                                   |
| Supplier Payment        | Check               | 7126                | 10/26/2022          | 3,036.92              | Pallet SPC                                                                            |                                   |
| Supplier Payment        | Check               | 7127                | 10/26/2022          | 142.00                | Performance Occupational Health Services, LLC                                         |                                   |
| Supplier Payment        | Check               | 7128                | 10/26/2022          | 12,847.44             | Physio-Control Inc - Remit-To: Stryker Medical                                        |                                   |
| Supplier Payment        | Check               | 7129                | 10/26/2022          | 70.00                 | Porter W Yett Company                                                                 |                                   |
| Supplier Payment        | Check               | 7130                | 10/26/2022          | 4,816.00              | Portland Adventist Medical Center                                                     |                                   |
| Supplier Payment        | Check               | 7131                | 10/26/2022          | 8,263.08              | Prestige Truck Accessories                                                            |                                   |
| Supplier Payment        | Check               | 7132                | 10/26/2022          | 588.50                | Professional Service Industries                                                       |                                   |
| Supplier Payment        | Check               | 7133                | 10/26/2022          | 506.00                | Public Safety Testing Inc                                                             |                                   |
| Supplier Payment        | Check               | 7134                | 10/26/2022          | 6,698.33              | Qwest Corporation - Remit-To: Qwest Corp- Seattle                                     |                                   |
| Supplier Payment        | Check               | 7135                | 10/26/2022          | 465.87                | RH2 Engineering, Inc.                                                                 |                                   |
| Supplier Payment        | Check               | 7136                | 10/26/2022          | 7,154.40              | SafeFire LLC                                                                          |                                   |
| Supplier Payment        | Check               | 7137                | 10/26/2022          | 167,967.77            | SDB Contracting Services - DO NOT USE                                                 |                                   |

**INVOICE PAYMENTS REPORT**

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Check Number</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u>                                                      | <u>Payment Memo if applicable</u>            |
|-------------------------|---------------------|---------------------|---------------------|-----------------------|---------------------------------------------------------------------------|----------------------------------------------|
| Supplier Payment        | Check               | 7138                | 10/26/2022          | 9,225.16              | SeaWestern Inc                                                            |                                              |
| Supplier Payment        | Check               | 7139                | 10/26/2022          | 8,762.50              | Stacy Cecchet PHD                                                         |                                              |
| Supplier Payment        | Check               | 7140                | 10/26/2022          | 54,690.99             | State of Washington Department of Transportation                          |                                              |
| Supplier Payment        | Check               | 7141                | 10/26/2022          | 10.36                 | Stericycle Inc                                                            |                                              |
| Supplier Payment        | Check               | 7142                | 10/26/2022          | 450.00                | Stericycle Inc - Remit-To: Shred-It                                       |                                              |
| Supplier Payment        | Check               | 7143                | 10/26/2022          | 114.50                | Stericycle Inc - Remit-To: Shred-It                                       |                                              |
| Supplier Payment        | Check               | 7144                | 10/26/2022          | 306.91                | Stericycle Inc - Remit-To: Shred-It                                       |                                              |
| Supplier Payment        | Check               | 7145                | 10/26/2022          | 32,177.18             | Summit Law Group                                                          |                                              |
| Supplier Payment        | Check               | 7146                | 10/26/2022          | 41,745.88             | Sunbelt Controls Inc - Remit-To: Sunbelt Controls - Pasadena              |                                              |
| Supplier Payment        | Check               | 7147                | 10/26/2022          | 31,783.56             | The ADT Security Corporation                                              |                                              |
| Supplier Payment        | Check               | 7148                | 10/26/2022          | 20,879.52             | Tierra Right of Way Services LTD                                          |                                              |
| Supplier Payment        | Check               | 7149                | 10/26/2022          | 406.89                | Towing & Recovering Services Inc                                          |                                              |
| Supplier Payment        | Check               | 7150                | 10/26/2022          | 1,153.95              | Trilogy MedWaste West, LLC                                                |                                              |
| Supplier Payment        | Check               | 7151                | 10/26/2022          | 694.95                | Triple J Enterprises                                                      |                                              |
| Supplier Payment        | Check               | 7152                | 10/26/2022          | 62.43                 | United Parcel Service                                                     |                                              |
| Supplier Payment        | Check               | 7153                | 10/26/2022          | 2,130.37              | United States Department of Agriculture - Remit-To: USDA APHIS - St Louis |                                              |
| Supplier Payment        | Check               | 7154                | 10/26/2022          | 651.04                | W.B. Sprague Co. Inc.                                                     |                                              |
| Supplier Payment        | Check               | 7155                | 10/26/2022          | 300.03                | Walter E Nelson Company                                                   |                                              |
| Supplier Payment        | Check               | 7156                | 10/26/2022          | 8,424.00              | Washington State Criminal Justice Training Commission                     |                                              |
| Supplier Payment        | Check               | 7157                | 10/26/2022          | 1,545.92              | Wesco Distribution, Inc.                                                  |                                              |
| Supplier Payment        | Check               | 7158                | 10/26/2022          | 12,916.36             | Western Water Works Supply Co Inc                                         |                                              |
| Supplier Payment        | Check               | 7159                | 10/26/2022          | 4,762.41              | WSP USA Inc. - Remit-To: WSP USA Inc. Dallas                              |                                              |
| Miscellaneous Payment   | Check               | 7160                | 10/26/2022          | 57.00                 | AAA Washington-Vancouver                                                  | Refund - Civic Gov dup payment inv# 77044940 |
| Miscellaneous Payment   | Check               | 7161                | 10/26/2022          | 540.00                | Camas School District #117                                                | Inv # 0001015143                             |
| Miscellaneous Payment   | Check               | 7162                | 10/26/2022          | 91.00                 | Cintas Fire Protection                                                    | Refund - Civic Gov dup payment inv#77044658  |
| Miscellaneous Payment   | Check               | 7163                | 10/26/2022          | 54.00                 | Columbia River Mental Health                                              | REFUND - Civic Gov dup payment inv#77044328  |
| Miscellaneous Payment   | Check               | 7164                | 10/26/2022          | 1,603.84              | Custom Mechanical Services NW LLC                                         |                                              |
| Miscellaneous Payment   | Check               | 7165                | 10/26/2022          | 20.00                 | Delta Healthcare Foundation                                               | Refund - Alarm billing overpay #99486681     |
| Miscellaneous Payment   | Check               | 7166                | 10/26/2022          | 61.47                 | Elevate NW Electric                                                       | MPE-322991 (jobsite: 10317 NE 9th Street)    |
| Miscellaneous Payment   | Check               | 7167                | 10/26/2022          | 20.00                 | Enterprise Rent-A-Car                                                     | Refund - alarm billing overpay inv#99489217  |
| Miscellaneous Payment   | Check               | 7168                | 10/26/2022          | 26.14                 | Estate of Mary Laurie                                                     | Refund - CDBG overpay loan #9070020          |
| Miscellaneous Payment   | Check               | 7169                | 10/26/2022          | 180.00                | Evergreen School District #114                                            | Inv # 0000012860                             |
| Miscellaneous Payment   | Check               | 7170                | 10/26/2022          | 5,246.00              | Hawthorne Acres LLC                                                       | SWR-328563 (Parcel #100755-005)              |
| Miscellaneous Payment   | Check               | 7171                | 10/26/2022          | 2,246.00              | Hawthorne Acres LLC                                                       | WTR-328562 (Parcel #100755-005)              |
| Miscellaneous Payment   | Check               | 7172                | 10/26/2022          | 50.00                 | Jane Ili                                                                  | Voucher #2009895.030                         |
| Miscellaneous Payment   | Check               | 7173                | 10/26/2022          | 61.47                 | JNB Mechanical Inc                                                        | MPE-328484 (jobsite: 603 SE Assembly Avenue) |

**INVOICE PAYMENTS REPORT**

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Check Number</u> | <u>Payment Date</u>         | <u>Payment Amount</u> | <u>Payment Payee</u>                    | <u>Payment Memo if applicable</u>                                                                                                                  |
|-------------------------|---------------------|---------------------|-----------------------------|-----------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| Miscellaneous Payment   | Check               | 7174                | 10/26/2022                  | 24.84                 | Katie Patten                            | Refund - Lot 1 permit refund COV12207 - stolen car/permit                                                                                          |
| Miscellaneous Payment   | Check               | 7175                | 10/26/2022                  | 21.29                 | Lu A McGraw                             | Refund - parking permit Lot 1 COV 12151                                                                                                            |
| Miscellaneous Payment   | Check               | 7176                | 10/26/2022                  | 100.00                | Netrush LLC                             | Return - Alarm Fee inv# 99488346                                                                                                                   |
| Miscellaneous Payment   | Check               | 7177                | 10/26/2022                  | 20.49                 | Professional Credit Service             | Refund - Fred Meyer #00208 inv. 26067 Negative trust statement                                                                                     |
| Miscellaneous Payment   | Check               | 7178                | 10/26/2022                  | 517.00                | Professional Credit Service             | REFUND - Civic Gov inv# 77020679,77021172,77021871,77023079,77025302,77026321                                                                      |
| Miscellaneous Payment   | Check               | 7179                | 10/26/2022                  | 40.00                 | Professional Credit Service             | Refund - Alarms Inv# 99480484/99485544                                                                                                             |
| Miscellaneous Payment   | Check               | 7180                | 10/26/2022                  | 273.00                | Rhett Conner                            | RES-328543 (jobsite: 7518 NE 55th St)                                                                                                              |
| Miscellaneous Payment   | Check               | 7181                | 10/26/2022                  | 390.00                | Sandee McCulley                         | Refund- parking citations: 7203803327, 7203803328, 720380333, 720380334, 7203803412, 7203803413, 7203803414, 7203601476, 7203601477, & 7203601478. |
| Miscellaneous Payment   | Check               | 7182                | 10/26/2022                  | 1,300.00              | Saturday in the Park PRIDE              | Esther Short Park Refund #R10224                                                                                                                   |
| Miscellaneous Payment   | Check               | 7183                | 10/26/2022                  | 91.00                 | St. Paul Lutheran Church                | Refund - Civic Gov dup payment Inv#77043831                                                                                                        |
| Miscellaneous Payment   | Check               | 7184                | 10/26/2022                  | 44.00                 | Steakburger                             | Refund - Civic Gov overbill inv#77044772                                                                                                           |
| Miscellaneous Payment   | Check               | 7185                | 10/26/2022                  | 360.00                | Vancouver School District #37           | Inv #1002223035                                                                                                                                    |
| Miscellaneous Payment   | Check               | 7186                | 10/26/2022                  | 61.47                 | Waterways Inc                           | MPE-328239 (jobsite: 1601 Broadway Street)                                                                                                         |
| Supplier Payment        | Check               | 7187                | 10/26/2022                  | 37,066.92             | Life Insurance Company of North America |                                                                                                                                                    |
|                         |                     |                     | <b>Check Total</b>          | <b>3,754,023.83</b>   |                                         |                                                                                                                                                    |
|                         |                     |                     | <b>Manual Wire Total</b>    | <b>6,539,552.35</b>   |                                         |                                                                                                                                                    |
|                         |                     |                     | <b>Direct Deposit Total</b> | <b>12,948.34</b>      |                                         |                                                                                                                                                    |
|                         |                     |                     | <b>EFT Total</b>            | <b>2,875,792.85</b>   |                                         |                                                                                                                                                    |
|                         |                     |                     |                             |                       |                                         |                                                                                                                                                    |
|                         |                     |                     | 10/24/2022                  | 43,734.35             | City Payments                           | Posted 10-17-22 to 10-23-22                                                                                                                        |
|                         |                     |                     | 10/31/2022                  | 12,560.79             | City Payments                           | Posted 10-24-22 to 10-30-22                                                                                                                        |
|                         |                     |                     | <b>Hansen Total</b>         | <b>56,295.14</b>      |                                         |                                                                                                                                                    |
|                         |                     |                     |                             |                       |                                         |                                                                                                                                                    |
|                         |                     |                     | 10/24/2022                  | 1,554.66              | Miscellaneous                           | Parks Class Refunds FCC 10-17-22 to 10-23-22                                                                                                       |
|                         |                     |                     | 10/24/2022                  | 2,348.37              | Miscellaneous                           | Parks Class Refunds MCC 10-17-22 to 10-23-22                                                                                                       |
|                         |                     |                     | 10/31/2022                  | 1,715.00              | Miscellaneous                           | Parks Class Refunds FCC 10-24-22 to 10-30-22                                                                                                       |
|                         |                     |                     | 10/31/2022                  | 269.00                | Miscellaneous                           | Parks Class Refunds MCC 10-24-22 to 10-30-22                                                                                                       |
|                         |                     |                     | <b>VISA Total</b>           | <b>5,887.03</b>       |                                         |                                                                                                                                                    |
|                         |                     |                     |                             |                       |                                         |                                                                                                                                                    |
|                         |                     |                     | <b>Payroll Total</b>        | <b>3,363,860.09</b>   |                                         |                                                                                                                                                    |
|                         |                     |                     |                             |                       |                                         |                                                                                                                                                    |
|                         |                     |                     | <b>GRAND TOTAL</b>          | <b>16,608,359.63</b>  |                                         |                                                                                                                                                    |
|                         |                     |                     |                             |                       |                                         |                                                                                                                                                    |
|                         |                     |                     |                             |                       |                                         |                                                                                                                                                    |

City of Vancouver  
Payroll Council Report  
October 17, 2022 - October 30, 2022

| Check No.       | Date     | Explanation                  | Amount          |
|-----------------|----------|------------------------------|-----------------|
| 728 - 759       | 10/25/22 | October 25th Payroll         | \$ 15,783.04    |
| 168106 - 169867 | 10/25/22 | October 25th Direct Deposits | \$ 3,298,487.54 |
| 760 - 765       | 10/31/22 | 10 2022 Pension Payroll      | \$ 9,362.53     |
| 170009 - 170053 | 10/31/22 | 10 2022 Direct Deposits      | \$ 40,226.98    |
|                 |          |                              |                 |
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|                 |          |                              |                 |
|                 |          |                              |                 |

\$ 3,363,860.09



**Staff Report: 155-22**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 11/7/2022

**SUBJECT** Garbage, Recycling and Organics Collection Rate Increases for 2023

**Key Points**

- The comprehensive contract between the City of Vancouver and Waste Connections of Washington includes a rate-setting model that allows for an annual Inflation Adjustment Factor (IAF; a combination of the consumer price index and a fuel index), tipping fee, and adjustments to the City Fee to be applied to rates paid by customers.
- Rates paid by customers for garbage, recycling and organics collection services were last modified effective January 1, 2022 (Ordinance M-4353).
- Rate increases calculated for January 1, 2023, and detailed in the ordinance and rate summary sheet, vary based on the type and level of services provided and generally range from 8.5 percent to 9.4 percent.
- For the typical residential customer, the net impact is a 6.6 percent increase (or \$2.21/month) for combined garbage, recycling and organics collection services. This is lowered in part due to a rate-buy down applied to residential recycling collection rates as a rate stabilization measure covered by the City's Solid Waste fund balance (including past recyclable material sales revenue) in 2023 only.
- On January 1, 2023, the tipping fee for waste disposal at the three transfer stations located in Clark County will increase by 6.5 percent (or \$6.46 per ton) to \$106.34 per ton and this also impacts the rates that customers will pay in 2023.
- A review of the Clark County approved per ton processing fee (going from \$48.56 per ton to \$41.73 per ton) results in changes to the recyclables processing surcharge amounts to be paid by City curbside (\$0.87/month) and multi-family (\$0.42/month) customers.
- The subject ordinance amends VMC 6.12.208, 6.12.209, 6.12.210, 6.12.211, 6.12.212, and 6.12.213 to provide for increases or adjustments in solid waste rates effective January 1, 2023.

**Strategic Plan Alignment**

**Goal 1, Objective 1.2:** Ensure our infrastructure, including buildings and utilities, is safe, environmentally responsible and well maintained

## **Present Situation**

City Council is the rate-making authority for garbage, residential recycling, and organics collection services within the City of Vancouver. The City contracts with a private hauling company, Waste Connections of Washington, to provide comprehensive garbage, recycling and organics collection services to residents and businesses within city limits. The contract terms authorize Waste Connections to receive annual adjustments to customer rates based on changing operating conditions including:

- an inflation adjustment factor tied to a percentage of the CPI and fuel cost changes over the past year (July through June),
- disposal tip fee changes scheduled for the coming year,
- the number of customers served and,
- fees paid to the City to support solid waste related programs.

All adjustments to rates are made in accordance with Exhibit D of the contract. Garbage rates also include the City's utility tax that is embedded within them. The City's utility tax does not apply to recycling or organics collection services.

Consistent with the contract, the updated model for 2023 requires an increase of 8.5 percent for most garbage rates, while many recycling, organics and selected other fees, not linked to the disposal tip fee or utility tax, will need to increase by 9.4 percent, effective January 1, 2023. Key reasons for this increase are an 8.586 percent increase in the CPI, a 48.62 percent increase in the diesel fuel index, and a 6.5 percent increase in the disposal tip fee. For the most typical residential customer with 32-gallons per week of garbage, every-other-week recycling and every-other-week organics collection (96-gallons for each) this means a monthly rate increase of 6.6 percent, from \$33.33 per month to \$35.54 per month, this is a net increase of \$2.21 per month.

## ***Inflation Adjustment Factor***

Under the contract, collection costs for garbage, recycling and organics adjust at 80 percent of a blended and combined CPI (92 percent) and diesel fuel index (8 percent) – Inflation Adjustment Factor (IAF), which leads to a 9.43 percent increase for the collection and disposal cost component, the City Fee and other miscellaneous fees.

## **Disposal Tip Fees**

On January 1, 2023, the disposal tip fee is scheduled to increase \$6.46 per ton (or 6.5 percent) from \$99.88 per ton to \$106.34 per ton. In addition to the allowed CPI increase on the base tip fee (going from \$98.08 per ton to \$104.40 per ton), this tip fee includes \$0.51 per ton for additional work being done under the Clark County contract by Columbia Resource Company at the Central Transfer and Recycling Station (\$0.14 of this is new for 2023 related to construction access improvements for safety) as well as \$1.43 per ton for a surcharge approved by the Clark County Council in 2017 to make up for lost state funding for regional solid waste programs and planning.

## ***Recycling Fees***

The rates proposed for January 1, 2023, include a subsidy or rate-buy down of \$0.72/month per household paid to Waste Connections from the City's Solid Waste Fund to support curbside recycling service provided to individual households (adjusting customer monthly charges from the current fee of \$3.37 to \$2.97, an 11.9 percent decrease). The multi-family recycling collection

service fees (increasing from \$1.36 to \$1.49) are based solely on the Inflation Adjustment Factor detailed above, without a subsidy, as well as annual adjustments to the recycling processing surcharges, which were added April 1, 2019 to recover costs associated with the local response to the global market issues and the ongoing need for supplying quality materials to these markets. Based on a review of operational factors, Clark County has indicated that the \$48.56 per ton processing fee in 2022 will be adjusted to \$41.73 on January 1, 2023. The combined impact for the combined curbside recycling fee and processing surcharge components is an 8.3 percent decrease (\$0.34 per month) in curbside recycling charges. The multi-family combined impact for the recycling fee and processing surcharge is an increase of 15.7 percent (\$0.26/mo).

### ***Organics Fees***

The rates proposed for January 1, 2023, include 9.4 percent adjustments to the organics rates which are tied to the Inflation Adjustment Factor. For the standard subscription service of 96-gallons collected every-other-week, the current rate of \$8.05 per month adjusts to \$8.81 per month. Recommended 2023 rates at other levels of service, following the same every-other-week schedule, are \$7.62 for 64-gallon carts, \$6.44 for 32-gallon carts, and \$5.25 for 20-gallon carts.

### ***Contractor Performance***

During 2022 the contractor made operational changes to garbage and recycling services provided outside of Vancouver's city limits that resulted in significantly increased call and email volumes to their regional Customer Service call center. These changes had a negative impact to Vancouver customers' ability to experience the level of customer service expected in the City's contract. As a result, and pursuant to Section 3.3.2 of the contract (attached), City staff is currently working with the contractor on a strategy to address this performance concern so that our residents are not "left hanging" when they call in or email the company to address their service, billing or account set-up needs.

### ***Typical Residential Rate Impact***

For 2023 overall, the combined typical residential customer rates for 32-gallons of weekly garbage service with recycling and organics collection increases 6.6 percent or \$2.21 per month under the proposed rates. This reflects a \$1.79 increase in garbage charges, a net \$0.34 decrease in the combined recycling collection rate and recycling processing surcharge fees, and a \$0.76 increase in the organics charge. Households that have chosen different service levels may experience slightly different rate impacts.

Staff recommends adjusting customer rates as detailed in the Summary of Proposed 2023 Solid Waste Rates to meet the contractual obligations associated with the defined Inflation Adjustment Factor and anticipated tip fee changes and to set the City Fee amount for the coming year. If approved, all adjustments will be effective January 1, 2023.

### **Advantage(s)**

1. Increasing customer rates maintains the City's high level of solid waste services including many different options for curbside collection of garbage, recycling and optional organics.
2. The recommendation continues to provide funds for the neighborhood cleanup programs including spring yard debris coupons and fall leaf coupons, Curbside Bulky Item Pickup or Saturday cleanup events and Saturday chipper events, as well as neighborhood mini grants.
3. Assures funds for addressing solid waste code compliance and litter abatement and illegal dumping response across the City.



4. Provides funds (through included tip fee element) for regional Solid Waste programs for administration of the solid waste transfer and disposal system, long-term solid waste management planning, as well as education and outreach.

### **Disadvantage(s)**

Customers will have rate increases generally ranging from 8.5 percent to 9.4 percent, depending upon the types and levels of service selected. However, this will be moderated for residential customers by the noted one-time subsidy of recycling charges using past revenue from recyclable material sales.

### **Budget Impact**

Recommended rate increases will provide the Solid Waste fund with an additional \$167,563 per year in revenue for 2023. Increasing solid waste rates also positively impacts the General Fund programs through the embedded 28.9 percent City utility tax on city-owned utilities.

### **Prior Council Review**

- This is an annual rate-setting process for Council.
- Council previously reviewed solid waste rates during the November 15, 2021, public hearings on the 2022 Waste Rates.
- Council Water Resiliency Strategy Workshops, most recently on August 15, 2022 that addressed limiting all utility rate impacts to no more than 6 percent, which is carried forward in the rate proposals for 2023 Solid Waste rates.
- Council will review funded programs and services within the 2023-2024 Biennial Budget setting process.

### **Action Requested**

On November 7, 2022, subject to second reading and public hearing, approve ordinance.

*Julie Gilbertson, Solid Waste Supervisor, 360-487-7162*

### **ATTACHMENTS:**

- ▢ Summary of Proposed 2023 Solid Waste Rates
- ▢ Solid Waste Rate Ordinance
- ▢ Section 3.2.2 - Comprehensive Collection Contract
- ▢ Presentation

**SUMMARY OF PROPOSED SOLID WASTE COLLECTION RATES for 1/01/23 as compared to rates in effect since 1/01/22 (3 pages)**

\$X.XX shaded values are PROPOSED changes based on CPI/Fuel/Tip Fee, City Fee and adjusted Recycling Processing Fee. Changes to be adopted by Vancouver City Council:

First Reading: 10/24/2022

Second Reading/Public Hearing: 11/07/2022

The fees are expected to remain unchanged through 2023 (until Jan. 2024).

Questions on the rate changes may be addressed to Julie Gilbertson (360-487-7162)

| Available Service Levels | Monthly Charge |        |        |
|--------------------------|----------------|--------|--------|
|                          | Jan-22         | Jan-23 | Change |

**Residential/Multifamily Curb Service (VMC 6.12.208)**

|                        |                             |         |         |      |
|------------------------|-----------------------------|---------|---------|------|
| 32-gallon cart service |                             |         |         |      |
| <b>A</b>               | weekly collection           | \$21.10 | \$22.89 | 8.5% |
|                        | each additional             | \$21.10 | \$22.89 | 8.5% |
|                        | every other week collection | \$15.83 | \$17.17 | 8.5% |
|                        | each additional cart        | \$15.83 | \$17.17 | 8.5% |
|                        | once per month collection   | \$9.50  | \$10.30 | 8.4% |
| 64-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$42.20 | \$45.78 | 8.5% |
|                        | each additional cart        | \$42.20 | \$45.78 | 8.5% |
|                        | every other week collection | \$21.10 | \$22.89 | 8.5% |
| 96-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$63.30 | \$68.67 | 8.5% |
|                        | each additional cart        | \$63.30 | \$68.67 | 8.5% |
| 20-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$15.83 | \$17.17 | 8.5% |
|                        | every other week collection | \$12.66 | \$13.73 | 8.5% |

**Residential Carryout Service**

|                        |                             |         |         |      |
|------------------------|-----------------------------|---------|---------|------|
| 32-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$31.65 | \$34.34 | 8.5% |
|                        | each additional cart        | \$31.65 | \$34.34 | 8.5% |
|                        | every other week collection | \$23.75 | \$25.76 | 8.5% |
|                        | each additional cart        | \$23.75 | \$25.76 | 8.5% |
|                        | once per month collection   | \$14.25 | \$15.45 | 8.4% |
| 64-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$52.75 | \$57.23 | 8.5% |
|                        | every other week collection | \$44.85 | \$48.65 | 8.5% |
| 96-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$73.85 | \$80.12 | 8.5% |
| 20-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$23.75 | \$25.76 | 8.5% |
|                        | every other week collection | \$18.99 | \$20.60 | 8.5% |

**Residential Special/Optional Services**

|                                   |                           |                    |         |      |
|-----------------------------------|---------------------------|--------------------|---------|------|
| Extra Cart (32-gallon equivalent) |                           |                    |         |      |
|                                   | Curb (per pick-up)        | \$8.31             | \$9.02  | 8.5% |
|                                   | Carryout (per pick-up)    | \$12.45            | \$13.51 | 8.5% |
|                                   | Return Trip fee           | \$11.02            | \$12.06 | 9.4% |
|                                   | Overweight/overfilled can | Billed as an extra |         |      |
|                                   | Cart replacement fee      | At cost            |         |      |
|                                   | Cart Delivery, Initial    | \$0.00             | \$0.00  |      |
|                                   | Cart Delivery, Subsequent | \$14.95            | \$16.36 | 9.4% |

**Residential Recycling & Organics Curbside (VMC 6.12.213)**

|                                                      |                                                    |         |         |        |
|------------------------------------------------------|----------------------------------------------------|---------|---------|--------|
| <b>B</b>                                             | Single Family Recycling (EOW)                      | \$3.37  | \$2.97  | -11.9% |
|                                                      | <b>B'</b> Recycling Processing Surcharge           | \$0.81  | \$0.87  | 6.7%   |
|                                                      | Multi-Family Recycling (per unit/month)            | \$1.36  | \$1.49  | 9.6%   |
|                                                      | Recycling Processing Surcharge                     | \$0.29  | \$0.42  | 41.3%  |
| <b>C</b>                                             | Single Family Organics (EOW, subscription service) |         |         |        |
|                                                      | Basic subscription 96-gal cart                     | \$8.05  | \$8.81  | 9.4%   |
| Pg. 3 Lists all Organics Cart Size & Pricing Options |                                                    |         |         |        |
|                                                      | Additional 32-gal per pickup                       | \$3.68  | \$4.03  | 9.5%   |
|                                                      | Service restart fee (<1yr)                         | \$10.96 | \$11.99 | 9.4%   |
|                                                      | Optional 64-gal Cart Rental                        | \$1.82  | \$1.99  | 9.3%   |
|                                                      | Cart replacement fee                               | At Cost |         |        |
|                                                      | Cart delivery fee, initial                         | \$0.00  | \$0.00  |        |
|                                                      | Cart delivery, subsequent                          | \$14.62 | \$16.00 | 9.4%   |

**Standard Service Level for Residential Customers (A + B)**

|          |                                         | Monthly Charge |         | Change |
|----------|-----------------------------------------|----------------|---------|--------|
|          |                                         | Jan-22         | Jan-23  |        |
| <b>A</b> | 32-Gallon Weekly Garbage                | \$21.10        | \$22.89 | 8.5%   |
| <b>B</b> | Single Family Recycling <b>B + B'</b>   | \$4.18         | \$3.84  | -8.3%  |
|          | <b>TOTAL A + B (+B')</b>                | \$25.28        | \$26.73 | 5.7%   |
| <b>C</b> | Single Family Organics (w/basic 96-gal) | \$8.05         | \$8.81  | 9.4%   |
|          | <b>TOTAL A + B + C (Organics)</b>       | \$33.33        | \$35.54 | 6.6%   |

| Available Service Levels | Monthly Charge |        |        |
|--------------------------|----------------|--------|--------|
|                          | Jan-22         | Jan-23 | Change |

**Commercial Curb Service (VMC 6.12.209)**

|                           |                             |         |         |      |
|---------------------------|-----------------------------|---------|---------|------|
| 32-gallon cart service    |                             |         |         |      |
|                           | weekly collection           | \$23.47 | \$25.46 | 8.5% |
|                           | each additional cart        | \$23.47 | \$25.46 | 8.5% |
|                           | every other week collection | \$17.60 | \$19.10 | 8.5% |
|                           | each additional cart        | \$17.60 | \$19.10 | 8.5% |
|                           | once per month collection   | \$10.56 | \$11.46 | 8.5% |
| 64-gallon cart service    |                             |         |         |      |
|                           | weekly collection           | \$46.94 | \$50.92 | 8.5% |
|                           | each additional cart        | \$46.94 | \$50.92 | 8.5% |
|                           | every other week collection | \$23.47 | \$25.46 | 8.5% |
| 96-gallon cart service    |                             |         |         |      |
|                           | weekly collection           | \$70.41 | \$76.38 | 8.5% |
| 20-gallon cart collection |                             |         |         |      |
|                           | weekly collection           | \$17.60 | \$19.10 | 8.5% |
|                           | every other week collection | \$14.08 | \$15.28 | 8.5% |

**Commercial Carryout Service**

|                        |                             |         |         |      |
|------------------------|-----------------------------|---------|---------|------|
| 32-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$35.21 | \$38.19 | 8.5% |
|                        | each additional cart        | \$35.21 | \$38.19 | 8.5% |
|                        | every other week collection | \$26.40 | \$28.65 | 8.5% |
|                        | each additional cart        | \$26.40 | \$28.65 | 8.5% |
|                        | once per month collection   | \$15.84 | \$17.19 | 8.5% |
| 64-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$58.68 | \$63.65 | 8.5% |
|                        | every other week collection | \$35.21 | \$38.19 | 8.5% |
| 96-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$82.15 | \$89.11 | 8.5% |
| 20-gallon cart service |                             |         |         |      |
|                        | weekly collection           | \$26.40 | \$28.65 | 8.5% |
|                        | every other week collection | \$21.12 | \$22.92 | 8.5% |

**Commercial Special/Optional Services**

|                                   |                            |                    |         |      |
|-----------------------------------|----------------------------|--------------------|---------|------|
| Extra Cart (32-gallon equivalent) |                            |                    |         |      |
|                                   | Curb (per pick-up)         | \$9.20             | \$9.98  | 8.5% |
|                                   | Carryout (per pick-up)     | \$13.87            | \$15.05 | 8.5% |
|                                   | Return Trip fee            | \$12.02            | \$13.15 | 9.4% |
|                                   | Overweight/overfilled cart | Billed as an extra |         |      |
|                                   | Cart replacement fee       | At cost            |         |      |
|                                   | Cart Delivery, Initial     | \$0.00             | \$0.00  |      |
|                                   | Cart Delivery, Subsequent  | \$15.04            | \$16.46 | 9.4% |

**Container (Commercial) Special Services (VMC 6.12.210)**

|                                                         |                                    |          |          |      |
|---------------------------------------------------------|------------------------------------|----------|----------|------|
| Special Pickup - yard rate X yards + return trip charge |                                    |          |          |      |
| One Time Delivery/Pickup/Disposal                       |                                    |          |          |      |
|                                                         | of 3-yard "Rent-A-Bin"             | \$183.63 | \$199.24 | 8.5% |
|                                                         | Additional "Rent-A-Bin"            | \$113.79 | \$123.46 | 8.5% |
|                                                         | Return Trip fee                    | \$17.62  | \$19.28  | 9.4% |
|                                                         | Lock Charge (automatic system)     | \$0.00   | \$0.00   |      |
|                                                         | Lock Charge (manual system)        | \$2.82   | \$3.09   | 9.6% |
| Subsequent Deliveries/Moves                             |                                    |          |          |      |
|                                                         | Replacements (per trip)            | \$32.06  | \$35.08  | 9.4% |
|                                                         | Accessibility Charge               | \$4.00   | \$4.38   | 9.5% |
| Rollout Charge (per collection)                         |                                    |          |          |      |
|                                                         | Greater than 15 feet               | \$4.00   | \$4.38   | 9.5% |
|                                                         | Greater than 20 feet               | \$6.41   | \$7.01   | 9.4% |
|                                                         | Steam Cleaning (requested)         | \$48.09  | \$52.63  | 9.4% |
|                                                         | Overfilled/Extra Yardage (portion) | \$18.33  | \$19.89  | 8.5% |

**Other Garbage Rates (Bulky Items and Hourly - VMC 6.12.212)**

|                         |                         |                        |          |      |
|-------------------------|-------------------------|------------------------|----------|------|
|                         | Stove                   | \$17.59                | \$19.25  | 9.4% |
|                         | Washing Machine         | \$19.24                | \$21.05  | 9.4% |
|                         | Dryer                   | \$15.93                | \$17.43  | 9.4% |
|                         | Water Heater            | \$19.56                | \$21.40  | 9.4% |
|                         | Refrigerator, Freezer   | \$31.81                | \$34.81  | 9.4% |
|                         | Sofa                    | \$15.93                | \$17.43  | 9.4% |
|                         | Chair                   | \$12.71                | \$13.91  | 9.4% |
|                         | Mattress or Box Springs | \$14.40                | \$15.76  | 9.4% |
|                         | Tires                   |                        |          |      |
|                         | auto light pickup       | \$7.58                 | \$8.29   | 9.4% |
|                         | with rim                | \$11.72                | \$12.83  | 9.5% |
|                         | bus/heavy truck         | \$23.75                | \$25.99  | 9.4% |
|                         | with rim                | \$39.19                | \$42.89  | 9.4% |
|                         | Other Bulky Items       | \$16.76                | \$18.34  | 9.4% |
| Hourly Equipment Rental |                         |                        |          |      |
|                         | Sideloaded compactor    | \$106.57               | \$116.62 | 9.4% |
|                         | Rolloff truck           | \$109.76               | \$120.11 | 9.4% |
|                         | Extra labor             | \$48.60                | \$53.18  | 9.4% |
|                         | Overtime rate           | Extra labor rate X 1.5 |          |      |

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| Available Service Levels                                           | Monthly Charge |            |        |
|--------------------------------------------------------------------|----------------|------------|--------|
|                                                                    | Jan-22         | Jan-23     | Change |
| <b>Commercial Container Service (Non Compacted - VMC 6.12.210)</b> |                |            |        |
| One Yard Container (includes disposal w/in weight limits)          |                |            |        |
| once per week collection                                           | \$144.87       | \$157.18   | 8.5%   |
| twice per week collection                                          | \$289.74       | \$314.36   | 8.5%   |
| three collections/week                                             | \$434.61       | \$471.54   | 8.5%   |
| four collections/week                                              | \$579.48       | \$628.72   | 8.5%   |
| five collections/week                                              | \$724.35       | \$785.90   | 8.5%   |
| six collections/week                                               | \$869.22       | \$943.08   | 8.5%   |
| seven collections/week                                             | \$1,014.09     | \$1,100.26 | 8.5%   |
| 1.5 Yard Container (includes disposal w/in weight limits)          |                |            |        |
| once per week collection                                           | \$181.09       | \$196.48   | 8.5%   |
| twice per week collection                                          | \$362.18       | \$392.95   | 8.5%   |
| three collections/week                                             | \$543.26       | \$589.43   | 8.5%   |
| four collections/week                                              | \$724.35       | \$785.90   | 8.5%   |
| five collections/week                                              | \$905.44       | \$982.38   | 8.5%   |
| six collections/week                                               | \$1,086.53     | \$1,178.85 | 8.5%   |
| seven collections/week                                             | \$1,267.61     | \$1,375.33 | 8.5%   |
| Two Yard Container (includes disposal w/in weight limits)          |                |            |        |
| once per week collection                                           | \$217.31       | \$235.77   | 8.5%   |
| twice per week collection                                          | \$434.61       | \$471.54   | 8.5%   |
| three collections/week                                             | \$651.92       | \$707.31   | 8.5%   |
| four collections/week                                              | \$869.22       | \$943.08   | 8.5%   |
| five collections/week                                              | \$1,086.53     | \$1,178.85 | 8.5%   |
| six collections/week                                               | \$1,303.83     | \$1,414.62 | 8.5%   |
| seven collections/week                                             | \$1,521.14     | \$1,650.39 | 8.5%   |
| Three Yard Container (includes disposal w/in weight limits)        |                |            |        |
| once per week collection                                           | \$289.74       | \$314.36   | 8.5%   |
| twice per week collection                                          | \$579.48       | \$628.72   | 8.5%   |
| three collections/week                                             | \$869.22       | \$943.08   | 8.5%   |
| four collections/week                                              | \$1,158.96     | \$1,257.44 | 8.5%   |
| five collections/week                                              | \$1,448.70     | \$1,571.80 | 8.5%   |
| six collections/week                                               | \$1,738.44     | \$1,886.16 | 8.5%   |
| seven collections/week                                             | \$2,028.18     | \$2,200.52 | 8.5%   |
| Four Yard Container (includes disposal w/in weight limits)         |                |            |        |
| once per week collection                                           | \$362.18       | \$392.95   | 8.5%   |
| twice per week collection                                          | \$724.35       | \$785.90   | 8.5%   |
| three collections/week                                             | \$1,086.53     | \$1,178.85 | 8.5%   |
| four collections/week                                              | \$1,448.70     | \$1,571.80 | 8.5%   |
| five collections/week                                              | \$1,810.88     | \$1,964.75 | 8.5%   |
| six collections/week                                               | \$2,173.05     | \$2,357.70 | 8.5%   |
| seven collections/week                                             | \$2,535.23     | \$2,750.65 | 8.5%   |
| Five Yard Container (includes disposal w/in weight limits)         |                |            |        |
| once per week collection                                           | \$434.61       | \$471.54   | 8.5%   |
| twice per week collection                                          | \$869.22       | \$943.08   | 8.5%   |
| three collections/week                                             | \$1,303.83     | \$1,414.62 | 8.5%   |
| four collections/week                                              | \$1,738.44     | \$1,886.16 | 8.5%   |
| five collections/week                                              | \$2,173.05     | \$2,357.70 | 8.5%   |
| six collections/week                                               | \$2,607.66     | \$2,829.24 | 8.5%   |
| seven collections/week                                             | \$3,042.27     | \$3,300.78 | 8.5%   |
| Six Yard Container (includes disposal w/in weight limits)          |                |            |        |
| once per week collection                                           | \$507.05       | \$550.13   | 8.5%   |
| twice per week collection                                          | \$1,014.09     | \$1,100.26 | 8.5%   |
| three collections/week                                             | \$1,521.14     | \$1,650.39 | 8.5%   |
| four collections/week                                              | \$2,028.18     | \$2,200.52 | 8.5%   |
| five collections/week                                              | \$2,535.23     | \$2,750.65 | 8.5%   |
| six collections/week                                               | \$3,042.27     | \$3,300.78 | 8.5%   |
| seven collections/week                                             | \$3,549.32     | \$3,850.91 | 8.5%   |
| Eight Yard Container (includes disposal w/in weight limits)        |                |            |        |
| once per week collection                                           | \$651.92       | \$707.31   | 8.5%   |
| twice per week collection                                          | \$1,303.83     | \$1,414.62 | 8.5%   |
| three collections/week                                             | \$1,955.75     | \$2,121.93 | 8.5%   |
| four collections/week                                              | \$2,607.66     | \$2,829.24 | 8.5%   |
| five collections/week                                              | \$3,259.58     | \$3,536.55 | 8.5%   |
| six collections/week                                               | \$3,911.49     | \$4,243.86 | 8.5%   |
| seven collections/week                                             | \$4,563.41     | \$4,951.17 | 8.5%   |

\*\* For Reference Only \*\*

| Tipping Fees at Columbia Resource Company Transfer Stations |         |          |        |
|-------------------------------------------------------------|---------|----------|--------|
|                                                             | Jan-22  | Jan-23   | Change |
| Municipal Solid Waste (\$/ ton)                             | \$99.88 | \$106.34 | 6.5%   |
| Drop Box Waste (\$/ ton)                                    | \$88.72 | \$94.46  | 6.5%   |
| Plus - Transaction Fee (per load)                           | \$10.00 | \$10.00  | 0.0%   |
| Organics Tip Fee (\$/ ton)                                  | \$86.93 | \$92.53  | 6.4%   |
| Yard Debris - West Van (\$/ ton)                            | \$70.44 | \$74.98  | 6.4%   |
| Yard Debris - CTR (\$/ ton)                                 | \$70.88 | \$75.45  | 6.4%   |
| Recyclables Processing (\$/ ton)                            | \$48.56 | \$41.73  | -14.1% |

| Available Service Levels                                     | Monthly Charge |             |        |
|--------------------------------------------------------------|----------------|-------------|--------|
|                                                              | Jan-22         | Jan-23      | Change |
| <b>Commercial Compactor Container Service (VMC 6.12.210)</b> |                |             |        |
| One Yard Container (includes disposal)                       |                |             |        |
| once per week collection                                     | \$325.16       | \$352.80    | 8.5%   |
| twice per week collection                                    | \$650.32       | \$705.60    | 8.5%   |
| three collections/week                                       | \$975.48       | \$1,058.40  | 8.5%   |
| four collections/week                                        | \$1,300.64     | \$1,411.20  | 8.5%   |
| five collections/week                                        | \$1,625.80     | \$1,764.00  | 8.5%   |
| six collections/week                                         | \$1,950.96     | \$2,116.80  | 8.5%   |
| seven collections/week                                       | \$2,276.12     | \$2,469.60  | 8.5%   |
| 1.5 Yard Container (includes disposal)                       |                |             |        |
| once per week collection                                     | \$406.45       | \$441.00    | 8.5%   |
| twice per week collection                                    | \$812.90       | \$882.00    | 8.5%   |
| three collections/week                                       | \$1,219.35     | \$1,323.00  | 8.5%   |
| four collections/week                                        | \$1,625.80     | \$1,764.00  | 8.5%   |
| five collections/week                                        | \$2,032.25     | \$2,205.00  | 8.5%   |
| six collections/week                                         | \$2,438.70     | \$2,646.00  | 8.5%   |
| seven collections/week                                       | \$2,845.15     | \$3,087.00  | 8.5%   |
| Two Yard Container (includes disposal)                       |                |             |        |
| once per week collection                                     | \$487.74       | \$529.20    | 8.5%   |
| twice per week collection                                    | \$975.48       | \$1,058.40  | 8.5%   |
| three collections/week                                       | \$1,463.22     | \$1,587.60  | 8.5%   |
| four collections/week                                        | \$1,950.96     | \$2,116.80  | 8.5%   |
| five collections/week                                        | \$2,438.70     | \$2,646.00  | 8.5%   |
| six collections/week                                         | \$2,926.44     | \$3,175.20  | 8.5%   |
| seven collections/week                                       | \$3,414.18     | \$3,704.40  | 8.5%   |
| Three Yard Container (includes disposal)                     |                |             |        |
| once per week collection                                     | \$650.32       | \$705.60    | 8.5%   |
| twice per week collection                                    | \$1,300.64     | \$1,411.20  | 8.5%   |
| three collections/week                                       | \$1,950.96     | \$2,116.80  | 8.5%   |
| four collections/week                                        | \$2,601.28     | \$2,822.40  | 8.5%   |
| five collections/week                                        | \$3,251.60     | \$3,528.00  | 8.5%   |
| six collections/week                                         | \$3,901.92     | \$4,233.60  | 8.5%   |
| seven collections/week                                       | \$4,552.24     | \$4,939.20  | 8.5%   |
| Four Yard Container (includes disposal)                      |                |             |        |
| once per week collection                                     | \$812.90       | \$882.00    | 8.5%   |
| twice per week collection                                    | \$1,625.80     | \$1,764.00  | 8.5%   |
| three collections/week                                       | \$2,438.70     | \$2,646.00  | 8.5%   |
| four collections/week                                        | \$3,251.60     | \$3,528.00  | 8.5%   |
| five collections/week                                        | \$4,064.50     | \$4,410.00  | 8.5%   |
| six collections/week                                         | \$4,877.40     | \$5,292.00  | 8.5%   |
| seven collections/week                                       | \$5,690.30     | \$6,174.00  | 8.5%   |
| Five Yard Container (includes disposal)                      |                |             |        |
| once per week collection                                     | \$975.48       | \$1,058.40  | 8.5%   |
| twice per week collection                                    | \$1,950.96     | \$2,116.80  | 8.5%   |
| three collections/week                                       | \$2,926.44     | \$3,175.20  | 8.5%   |
| four collections/week                                        | \$3,901.92     | \$4,233.60  | 8.5%   |
| five collections/week                                        | \$4,877.40     | \$5,292.00  | 8.5%   |
| six collections/week                                         | \$5,852.88     | \$6,350.40  | 8.5%   |
| seven collections/week                                       | \$6,828.36     | \$7,408.80  | 8.5%   |
| Six Yard Container (includes disposal)                       |                |             |        |
| once per week collection                                     | \$1,138.06     | \$1,234.80  | 8.5%   |
| twice per week collection                                    | \$2,276.12     | \$2,469.60  | 8.5%   |
| three collections/week                                       | \$3,414.18     | \$3,704.40  | 8.5%   |
| four collections/week                                        | \$4,552.24     | \$4,939.20  | 8.5%   |
| five collections/week                                        | \$5,690.30     | \$6,174.00  | 8.5%   |
| six collections/week                                         | \$6,828.36     | \$7,408.80  | 8.5%   |
| seven collections/week                                       | \$7,966.42     | \$8,643.60  | 8.5%   |
| Eight Yard Container (includes disposal)                     |                |             |        |
| once per week collection                                     | \$1,463.22     | \$1,587.60  | 8.5%   |
| twice per week collection                                    | \$2,926.44     | \$3,175.20  | 8.5%   |
| three collections/week                                       | \$4,389.66     | \$4,762.80  | 8.5%   |
| four collections/week                                        | \$5,852.88     | \$6,350.40  | 8.5%   |
| five collections/week                                        | \$7,316.10     | \$7,938.00  | 8.5%   |
| six collections/week                                         | \$8,779.32     | \$9,525.60  | 8.5%   |
| seven collections/week                                       | \$10,242.54    | \$11,113.20 | 8.5%   |

**Tipping fees subject to approval by Clark County Public Health**

Disposal Fees: (pass through of tipping fee, transaction fee & taxes)

Other Divertable Materials accepted at local transfer stations:  
(pass through at current disposal fee or processing rate)

Yard Debris/Organics Fees: (pass through at current rate)

Recycling Processing Surcharge fee (pass through)

9/28/2022 16:47

| Available Service Levels                                                                   | Monthly Charge |            |        |
|--------------------------------------------------------------------------------------------|----------------|------------|--------|
|                                                                                            | Jan-22         | Jan-23     | Change |
| <b>Space Saver Rate - Regular Containers at Space Constrained Locations (VMC 6.12.210)</b> |                |            |        |
| One Yard Container (includes disposal w/in weight limits)                                  |                |            |        |
| once per week collection                                                                   | \$144.87       | \$157.18   | 8.5%   |
| twice per week collection                                                                  | \$239.04       | \$259.35   | 8.5%   |
| three collections/week                                                                     | \$318.71       | \$345.80   | 8.5%   |
| four collections/week                                                                      | \$398.39       | \$432.25   | 8.5%   |
| five collections/week                                                                      | \$478.07       | \$518.69   | 8.5%   |
| six collections/week                                                                       | \$557.75       | \$605.14   | 8.5%   |
| seven collections/week                                                                     | \$717.11       | \$778.04   | 8.5%   |
| 1.5 Yard Container (includes disposal w/in weight limits)                                  |                |            |        |
| once per week collection                                                                   | \$181.09       | \$196.48   | 8.5%   |
| twice per week collection                                                                  | \$318.71       | \$345.80   | 8.5%   |
| three collections/week                                                                     | \$517.91       | \$561.92   | 8.5%   |
| four collections/week                                                                      | \$557.75       | \$605.14   | 8.5%   |
| five collections/week                                                                      | \$756.95       | \$821.27   | 8.5%   |
| six collections/week                                                                       | \$876.46       | \$950.94   | 8.5%   |
| seven collections/week                                                                     | \$1,075.66     | \$1,167.06 | 8.5%   |
| Two Yard Container (includes disposal w/in weight limits)                                  |                |            |        |
| once per week collection                                                                   | \$217.31       | \$235.77   | 8.5%   |
| twice per week collection                                                                  | \$398.39       | \$432.25   | 8.5%   |
| three collections/week                                                                     | \$557.75       | \$605.14   | 8.5%   |
| four collections/week                                                                      | \$717.11       | \$778.04   | 8.5%   |
| five collections/week                                                                      | \$956.14       | \$1,037.39 | 8.5%   |
| six collections/week                                                                       | \$1,115.50     | \$1,210.29 | 8.5%   |
| seven collections/week                                                                     | \$1,274.86     | \$1,383.18 | 8.5%   |
| Three Yard Container (includes disposal w/in weight limits)                                |                |            |        |
| once per week collection                                                                   | \$289.74       | \$314.36   | 8.5%   |
| twice per week collection                                                                  | \$557.75       | \$605.14   | 8.5%   |
| three collections/week                                                                     | \$869.22       | \$943.08   | 8.5%   |
| four collections/week                                                                      | \$1,115.50     | \$1,210.29 | 8.5%   |
| five collections/week                                                                      | \$1,434.21     | \$1,556.08 | 8.5%   |
| six collections/week                                                                       | \$1,673.25     | \$1,815.43 | 8.5%   |
| seven collections/week                                                                     | \$1,912.28     | \$2,074.78 | 8.5%   |
| Four Yard Container (includes disposal w/in weight limits)                                 |                |            |        |
| once per week collection                                                                   | \$362.18       | \$392.95   | 8.5%   |
| twice per week collection                                                                  | \$717.11       | \$778.04   | 8.5%   |
| three collections/week                                                                     | \$1,086.53     | \$1,178.85 | 8.5%   |
| four collections/week                                                                      | \$1,434.21     | \$1,556.08 | 8.5%   |
| five collections/week                                                                      | \$1,810.88     | \$1,964.75 | 8.5%   |
| six collections/week                                                                       | \$2,151.32     | \$2,334.12 | 8.5%   |
| seven collections/week                                                                     | \$2,535.23     | \$2,750.65 | 8.5%   |
| Five Yard Container (includes disposal w/in weight limits)                                 |                |            |        |
| once per week collection                                                                   | \$434.61       | \$471.54   | 8.5%   |
| twice per week collection                                                                  | \$869.22       | \$943.08   | 8.5%   |
| three collections/week                                                                     | \$1,303.83     | \$1,414.62 | 8.5%   |
| four collections/week                                                                      | \$1,738.44     | \$1,886.16 | 8.5%   |
| five collections/week                                                                      | \$2,173.05     | \$2,357.70 | 8.5%   |
| six collections/week                                                                       | \$2,607.66     | \$2,829.24 | 8.5%   |
| seven collections/week                                                                     | \$3,042.27     | \$3,300.78 | 8.5%   |
| Six Yard Container (includes disposal w/in weight limits)                                  |                |            |        |
| once per week collection                                                                   | \$507.05       | \$550.13   | 8.5%   |
| twice per week collection                                                                  | \$1,014.09     | \$1,100.26 | 8.5%   |
| three collections/week                                                                     | \$1,521.14     | \$1,650.39 | 8.5%   |
| four collections/week                                                                      | \$2,028.18     | \$2,200.52 | 8.5%   |
| five collections/week                                                                      | \$2,535.23     | \$2,750.65 | 8.5%   |
| six collections/week                                                                       | \$3,042.27     | \$3,300.78 | 8.5%   |
| seven collections/week                                                                     | \$3,549.32     | \$3,850.91 | 8.5%   |
| Eight Yard Container (includes disposal w/in weight limits)                                |                |            |        |
| once per week collection                                                                   | \$651.92       | \$707.31   | 8.5%   |
| twice per week collection                                                                  | \$1,303.83     | \$1,414.62 | 8.5%   |
| three collections/week                                                                     | \$1,955.75     | \$2,121.93 | 8.5%   |
| four collections/week                                                                      | \$2,607.66     | \$2,829.24 | 8.5%   |
| five collections/week                                                                      | \$3,259.58     | \$3,536.55 | 8.5%   |
| six collections/week                                                                       | \$3,911.49     | \$4,243.86 | 8.5%   |
| seven collections/week                                                                     | \$4,563.41     | \$4,951.17 | 8.5%   |

\*Note: For Space Saver Rates, the darker shaded cells indicate collection frequencies where space constrained customers will experience savings

| Available Service Levels                                                       | Monthly Charge |          |        |
|--------------------------------------------------------------------------------|----------------|----------|--------|
|                                                                                | Jan-22         | Jan-23   | Change |
| <b>Drop Box and Compactor Services (VMC 6.12.211)</b>                          |                |          |        |
| Regular Service (pass through amount of tipping fee and transaction fee taxes) |                |          |        |
| Initial Placement (per trip)                                                   | \$40.04        | \$43.82  | 9.4%   |
| Moving Fee (per trip)                                                          | \$40.04        | \$43.82  | 9.4%   |
| Steam Clean (per yard)                                                         | \$4.31         | \$4.72   | 9.5%   |
| Minimum (Plus P/R)                                                             | \$41.92        | \$45.87  | 9.4%   |
| Box placement/move onsite                                                      | \$40.04        | \$43.82  | 9.4%   |
| Daily Demurrage                                                                | \$3.75         | \$4.10   | 9.3%   |
| Monthly Demurrage (Max.)                                                       | \$112.76       | \$123.39 | 9.4%   |
| Special/Modified Box Rent (lid, screen, winch/day)                             | \$5.37         | \$5.88   | 9.5%   |
| monthly maximum                                                                | \$161.78       | \$177.04 | 9.4%   |
| Waiting Time (per minute)                                                      | \$1.90         | \$2.08   | 9.5%   |
| Mileage Charge (over 10/mi)                                                    | \$3.47         | \$3.80   | 9.5%   |
| Locking System (materials plus labor @: per hr)                                | \$40.04        | \$43.82  | 9.4%   |
| "Check Only" (per check)                                                       | \$12.00        | \$13.13  | 9.4%   |
| Return Trip Charge                                                             | \$32.06        | \$35.08  | 9.4%   |

#### Drop Box Trucking Fee (empty & return - roundtrip) (VMC 6.12.211)

|           |          |          |      |
|-----------|----------|----------|------|
| 10-yard   |          |          |      |
| Drop Box  | \$157.07 | \$171.88 | 9.4% |
| Compactor | \$174.53 | \$190.99 | 9.4% |
| 20-yard   |          |          |      |
| Drop Box  | \$157.07 | \$171.88 | 9.4% |
| Compactor | \$174.53 | \$190.99 | 9.4% |
| 30-yard   |          |          |      |
| Drop Box  | \$157.07 | \$171.88 | 9.4% |
| Compactor | \$174.53 | \$190.99 | 9.4% |
| 40-yard   |          |          |      |
| Drop Box  | \$157.07 | \$171.88 | 9.4% |
| Compactor | \$174.53 | \$190.99 | 9.4% |

#### Drop Box ORGANICS Trucking Fee (roundtrip haul - VMC 6.12.211)

Other VMC 6.12.211 service rates apply to Organics drop boxes/compactors.

|           | Jan-22   | Jan-23   | Change |
|-----------|----------|----------|--------|
| 10-yard   |          |          |        |
| Drop Box  | \$111.68 | \$122.21 | 9.4%   |
| Compactor | \$124.09 | \$135.79 | 9.4%   |
| 20-yard   |          |          |        |
| Drop Box  | \$111.68 | \$122.21 | 9.4%   |
| Compactor | \$124.09 | \$135.79 | 9.4%   |
| 30-yard   |          |          |        |
| Drop Box  | \$111.68 | \$122.21 | 9.4%   |
| Compactor | \$124.09 | \$135.79 | 9.4%   |
| 40-yard   |          |          |        |
| Drop Box  | \$111.68 | \$122.21 | 9.4%   |
| Compactor | \$124.09 | \$135.79 | 9.4%   |

Organics Tip Fees: (pass through at current material processing rate)

|                                           |         |      |
|-------------------------------------------|---------|------|
| 2022 West Van Organics Tip Fee (\$/ ton): | \$92.53 | 6.4% |
|-------------------------------------------|---------|------|

#### Organics Collection Service (Yard Debris + Food)

#### Residential/Commercial ORGANICS Fees (VMC 6.12.213)

#### Residential Subscription Options:

Single Family Organics - subscription service, every other week collection

|                        | Jan-22   | Jan-23   | Change |
|------------------------|----------|----------|--------|
| C 96-gallon cart (EOW) | \$8.05 * | \$8.81 * | 9.4%   |
| 64-gallon cart (EOW)   | \$6.97   | \$7.62   | 9.4%   |
| 32-gallon cart (EOW)   | \$5.88   | \$6.44   | 9.4%   |
| 20-gallon cart (EOW)   | \$4.80   | \$5.25   | 9.4%   |

\*Basic Rate (Pg 1) charge C

#### Commercial / Multifamily Subscription Options:

|                             | Jan-23  | Jan-23     | Change |
|-----------------------------|---------|------------|--------|
| 64-gallon cart service      |         |            |        |
| every other week collection | \$8.95  | \$9.80 **  | 9.4%   |
| weekly collection           | \$17.91 | \$19.60 ** | 9.4%   |

\*\*Indicated monthly Commercial/Multi-Family Organics rates apply if carts are set at the curb for scheduled collection days - other 'Special Services' detailed in VMC 6.12.210 may be added as additional charges for each collection if the cart(s) are not placed at the curb. Depending on location specific challenges, organics collection service may not be offered at all multifamily or commercial sites.

10/24/22 (Date of First Reading)  
11/07/22 (Date of Public Hearing)

ORDINANCE NO. M- [Ordinance Number]

AN ORDINANCE relating to the collection of solid waste, recyclable materials and organics, and amending certain sections of VMC 6.12 to increase or adjust rates and charges consistent with approved utility user taxes and rates and in accordance with current contracts for the coming year; providing for savings, severability and an effective date.

WHEREAS, solid waste collection, residential recycling, and organics rates within VMC 6.12 were last changed by adoption of Ordinance M-4353 (November 15, 2021), and current rates became effective January 1, 2022; and

WHEREAS, the City's contract for Comprehensive Garbage, Recyclables, and Organics Collection Services, effective April 1, 2019, contains provisions for annual adjustments to rates charged by the Contractor based upon changes in the Consumer Price Index (CPI), a Fuel Index, changes in disposal tipping fees, and changes in the City Fee as calculated through the contract's Exhibit D rate model; and

WHEREAS, the Inflation Adjustment Factor (IAF) for rates set for the 2023 period has been calculated at 9.43% by combining a 8.586 percent increase in the Seattle-Tacoma-Bellevue CPI-W and a 48.62 % percent increase in the Fuel Index (weighted 92 percent and 8 percent respectively) factored at 80 percent as the allowed annual compensation adjustment for the collection contractor; and

ORDINANCE - 1

WHEREAS, per Clark County contract provisions with the facility operator, disposal fees at transfer stations used to dispose of waste collected by the Contractor under the specifications of the comprehensive collection contract are set to increase by 6.47 percent to \$106.34 per ton of municipal solid waste effective January 1, 2023, and

WHEREAS, Clark County established a recyclables processing fee on February 19, 2019 to be paid for residential recyclables delivered under the waste recycling, transfer and disposal contract with Columbia Resources Company, based on a review of operational factors, revenues and costs, which is to be adjusted to \$41.73 per ton on January 1, 2023 (a 14.1% decrease), impacting the recyclables processing surcharge amounts established for City curbside and multi-family customers; and

WHEREAS, the City's comprehensive collection contract also contains provisions for annual adjustments in hauler compensation through rates for recycling and organics collection services based on the above noted changes in the IAF (CPI and fuel index); and

WHEREAS, the City's Financial Management Policies, updated for the 2023-2024 Biennial Budget, provide guidance for balancing current revenues with current operating expenditures (#3), for exercising sound financial estimation of revenues through reasonably conservative but realistic assumptions (#8), for applying the principle of full cost recovery in enterprise (Solid Waste) fund operations (#12), and for maintenance of both working capital (#21) and designated liability funding (#23) reserves; and as these policies are variously addressed through the adjustment of rates and City Fee paid by the collector as allowed for in Exhibit D; and

WHEREAS, to keep the blended utility rate increase for 2023 for a typical single-family residence within the City of Vancouver to no more than 6% inclusive of water, sewer, storm, and

ORDINANCE - 2

solid waste, the City’s Solid Waste enterprise fund balance, including accumulated recyclable material revenues from prior years, will be used to help control customer costs for residential recycling collection services as a rate stabilization measure. This rate subsidy is anticipated for 2023 only and is not intended to be continued so long as the Solid Waste fund balance levels in future years support the above noted Financial Policies.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

**Section 1.** VMC 6.12.208, adopted by Ordinance M-2665 and last amended by M-4353, is amended as follows:

**6.12.208 Residential/multifamily cart rates.**

The following table lists rates charged for residential/multifamily cart service:

| <b>Curb Service:</b>   | <b><del>2022</del> <u>2023</u></b>      |
|------------------------|-----------------------------------------|
| 32-gallon cart service |                                         |
| Weekly collection      | <del>21.10</del> <u>22.89</u> per month |
| Each additional cart   | <del>21.10</del> <u>22.89</u> per month |
| Every other week       | <del>15.83</del> 17.17 per month        |
| Each additional cart   | <del>15.83</del> 17.17 per month        |
| Once a month           | <del>9.50</del> <u>10.30</u> per month  |

64-gallon cart service

Weekly collection ~~42.20~~ 45.78 per month

Each additional cart ~~42.20~~ 45.78 per month

Every other week ~~21.10~~ 22.89 per month

96-gallon cart service

Weekly collection ~~63.30~~ 68.67 per month

Each additional cart ~~63.30~~ 68.67 per month

20-gallon cart service

Weekly collection ~~15.83~~ 17.17 per month

Every other week ~~12.66~~ 13.73 per month

**Carryout Service:**

32-gallon cart service

Weekly collection ~~31.65~~ 34.34 per month



|                        |                                         |
|------------------------|-----------------------------------------|
| Each additional cart   | <del>31.65</del> <u>34.34</u> per month |
| Every other week       | <del>23.75</del> <u>25.76</u> per month |
| Each additional cart   | <del>23.75</del> <u>25.76</u> per month |
| Once a month           | <del>14.25</del> <u>15.45</u> per month |
| 64-gallon cart service |                                         |
| Weekly collection      | <del>52.75</del> <u>57.23</u> per month |
| Every other week       | <del>44.85</del> <u>48.65</u> per month |
| 96-gallon cart service |                                         |
| Weekly collection      | <del>73.85</del> <u>80.12</u> per month |
| 20-gallon cart service |                                         |
| Weekly collection      | <del>23.75</del> <u>25.76</u> per month |
| Every other week       | <del>18.99</del> <u>20.60</u> per month |

**Special/Optional Services:**

Extra 32-gallon or equivalent (or portion thereof)

|                            |                                           |
|----------------------------|-------------------------------------------|
| Curb                       | <del>8.31</del> <u>9.02</u> per pick up   |
| Carryout                   | <del>12.45</del> <u>13.51</u> per pick up |
| Return trip fee            | <del>11.02</del> <u>12.06</u> per trip    |
| Overweight/overfilled cart | Billed as an extra                        |
| Cart replacement fee       | At cost                                   |
| Cart delivery, initial     | 0.00                                      |
| Cart delivery, subsequent  | <del>14.95</del> <u>16.36</u>             |

**Late Fee:**

1.5 percent of balance outstanding at 30 days past due date.

**Vacation Allowance:**

Minimum period of two weeks.

Maximum of three vacations per year.

**Section 2.** VMC 6.12.209, adopted by Ordinance M-2665 and last amended by Ordinance M-4353, is amended as follows:

**6.12.209      Commercial cart rates.**

The following table lists garbage rates charged for commercial cart service:

| <b>Curb Service:</b>   | <b><del>2022</del> <u>2023</u></b>      |
|------------------------|-----------------------------------------|
| 32-gallon cart service |                                         |
| Weekly collection      | <del>23.47</del> <u>25.46</u> per month |
| Each additional cart   | <del>23.47</del> <u>25.46</u> per month |
| Every other week       | <del>17.60</del> <u>19.10</u> per month |
| Each additional cart   | <del>17.60</del> <u>19.10</u> per month |
| Once a month           | <del>10.56</del> <u>11.46</u> per month |
| 64-gallon cart service |                                         |
| Weekly collection      | <del>46.94</del> <u>50.92</u> per month |
| Each additional cart   | <del>46.94</del> <u>50.92</u> per month |

|                        |                                         |
|------------------------|-----------------------------------------|
| Every other week       | <del>23.47</del> <u>25.46</u> per month |
| 96-gallon cart service |                                         |
| Weekly collection      | <del>70.41</del> <u>76.38</u> per month |
| 20-gallon cart service |                                         |
| Weekly cart service    | <del>17.60</del> <u>19.10</u> per month |
| Every other week       | <del>14.08</del> <u>15.28</u> per month |

**Carryout Service:**

|                        |                                         |
|------------------------|-----------------------------------------|
| 32-gallon cart service |                                         |
| Weekly collection      | <del>35.21</del> <u>38.19</u> per month |
| Each additional cart   | <del>35.21</del> <u>38.19</u> per month |
| Every other week       | <del>26.40</del> <u>28.65</u> per month |
| Each additional cart   | <del>26.40</del> <u>28.65</u> per month |
| Once a month           | <del>15.84</del> <u>17.19</u> per month |

64-gallon cart service

|                        |                                         |
|------------------------|-----------------------------------------|
| Weekly collection      | <del>58.68</del> <u>63.65</u> per month |
| Every other week       | <del>35.21</del> <u>38.19</u> per month |
| 96-gallon car service  |                                         |
| Weekly collection      | <del>82.15</del> <u>89.11</u> per month |
| 20-gallon cart service |                                         |
| Weekly collection      | <del>26.40</del> <u>28.65</u> per month |
| Every other week       | <del>21.12</del> <u>22.92</u> per month |

**Special/Optional Services:**

Extra 32-gallon or equivalent (or portion thereof)

|                            |                                           |
|----------------------------|-------------------------------------------|
| Curb                       | <del>9.20</del> <u>9.98</u> per pick up   |
| Carryout                   | <del>13.87</del> <u>15.05</u> per pick up |
| Return trip fee            | <del>12.02</del> <u>13.15</u> per trip    |
| Overweight/overfilled cart | Billed as an extra                        |
| Cart replacement fee       | At cost                                   |

|                           |                               |
|---------------------------|-------------------------------|
| Cart delivery, initial    | 0.00                          |
| Cart delivery, subsequent | <del>15.04</del> <u>16.46</u> |

Subscription-based commercial organics collection service is available at rates listed in VMC 6.12.213.

**Late Fee:**

1.5 percent of balance outstanding at 30 days past due date.

**Vacation Allowance:**

Minimum period of two weeks.

Maximum of three vacations per year.

**Section 3.** VMC 6.12.210, adopted by Ordinance C-33 and last amended by Ordinance M-4353, is amended as follows:

**6.12.210 Container rates.**

The following Table 6.12.210 lists garbage rates charged for container service:

Table 6.12.210. (~~2022~~ 2023 Rates)

**Regular Containers**  
**Weekly Frequency**

| Size<br>(In Yards) | 1                                       | 2                                           | 3                                           | 4                                           | 5                                           | 6                                           | 7                                           |
|--------------------|-----------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|
| 1                  | <del>\$ 144.87</del><br><u>\$157.18</u> | <del>\$ 289.74</del><br><u>\$314.36</u>     | <del>\$ 434.61</del><br><u>\$471.54</u>     | <del>\$ 579.48</del><br><u>\$628.72</u>     | <del>\$ 724.35</del><br><u>\$785.90</u>     | <del>\$ 869.22</del><br><u>\$943.08</u>     | <del>\$ 1,014.09</del><br><u>\$1,100.26</u> |
| 1.5                | <del>\$ 181.09</del><br><u>\$196.48</u> | <del>\$ 362.18</del><br><u>\$392.95</u>     | <del>\$ 543.26</del><br><u>\$589.43</u>     | <del>\$ 724.35</del><br><u>\$785.90</u>     | <del>\$ 905.44</del><br><u>\$982.38</u>     | <del>\$ 1,086.53</del><br><u>\$1,178.85</u> | <del>\$ 1,267.61</del><br><u>\$1,375.33</u> |
| 2                  | <del>\$ 217.31</del><br><u>\$235.77</u> | <del>\$ 434.61</del><br><u>\$471.54</u>     | <del>\$ 651.92</del><br><u>\$707.31</u>     | <del>\$ 869.22</del><br><u>\$943.08</u>     | <del>\$ 1,086.53</del><br><u>\$1,178.85</u> | <del>\$ 1,303.83</del><br><u>\$1,414.62</u> | <del>\$ 1,521.14</del><br><u>\$1,650.39</u> |
| 3                  | <del>\$ 289.74</del><br><u>\$314.36</u> | <del>\$ 579.48</del><br><u>\$628.72</u>     | <del>\$ 869.22</del><br><u>\$943.08</u>     | <del>\$ 1,158.96</del><br><u>\$1,257.44</u> | <del>\$ 1,448.70</del><br><u>\$1,571.80</u> | <del>\$ 1,738.44</del><br><u>\$1,886.16</u> | <del>\$ 2,028.18</del><br><u>\$2,200.52</u> |
| 4                  | <del>\$ 362.18</del><br><u>\$392.95</u> | <del>\$ 724.35</del><br><u>\$785.90</u>     | <del>\$ 1,086.53</del><br><u>\$1,178.85</u> | <del>\$ 1,448.70</del><br><u>\$1,571.80</u> | <del>\$ 1,810.88</del><br><u>\$1,964.75</u> | <del>\$ 2,173.05</del><br><u>\$2,357.70</u> | <del>\$ 2,535.23</del><br><u>\$2,750.65</u> |
| 5                  | <del>\$ 434.61</del><br><u>\$471.54</u> | <del>\$ 869.22</del><br><u>\$943.08</u>     | <del>\$ 1,303.83</del><br><u>\$1,414.62</u> | <del>\$ 1,738.44</del><br><u>\$1,886.16</u> | <del>\$ 2,173.05</del><br><u>\$2,357.70</u> | <del>\$ 2,607.66</del><br><u>\$2,829.24</u> | <del>\$ 3,042.27</del><br><u>\$3,300.78</u> |
| 6                  | <del>\$ 507.05</del><br><u>\$550.13</u> | <del>\$1,014.09</del><br><u>\$1,100.26</u>  | <del>\$ 1,521.14</del><br><u>\$1,650.39</u> | <del>\$ 2,028.18</del><br><u>\$2,200.52</u> | <del>\$ 2,535.23</del><br><u>\$2,750.65</u> | <del>\$ 3,042.27</del><br><u>\$3,300.78</u> | <del>\$ 3,549.32</del><br><u>\$3,850.91</u> |
| 8                  | <del>\$ 651.92</del><br><u>\$707.31</u> | <del>\$ 1,303.83</del><br><u>\$1,414.62</u> | <del>\$ 1,955.75</del><br><u>\$2,121.93</u> | <del>\$ 2,607.66</del><br><u>\$2,829.24</u> | <del>\$ 3,259.58</del><br><u>\$3,536.55</u> | <del>\$ 3,911.49</del><br><u>\$4,243.86</u> | <del>\$ 4,563.41</del><br><u>\$4,951.17</u> |

**Regular Containers at Space Constrained Locations (Space Saver Rate)**

**Weekly Frequency**

| Size<br>(In Yards) | 1 | 2                                       | 3                                       | 4                                           | 5                                           | 6                                           | 7                                           |
|--------------------|---|-----------------------------------------|-----------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|
| 1                  |   | <del>\$ 239.04</del><br><u>\$259.35</u> | <del>\$ 318.71</del><br><u>\$345.80</u> | <del>\$ 398.39</del><br><u>\$432.25</u>     | <del>\$ 478.07</del><br><u>\$518.69</u>     | <del>\$ 557.75</del><br><u>\$605.14</u>     | <del>\$ 717.11</del><br><u>\$778.04</u>     |
| 1.5                |   | <del>\$ 318.71</del><br><u>\$345.80</u> | <del>\$ 517.91</del><br><u>\$561.92</u> | <del>\$ 557.75</del><br><u>\$605.14</u>     | <del>\$ 756.95</del><br><u>\$821.27</u>     | <del>\$ 876.46</del><br><u>\$950.94</u>     | <del>\$ 1,075.66</del><br><u>\$1,167.06</u> |
| 2                  |   | <del>\$ 398.39</del><br><u>\$432.25</u> | <del>\$ 557.75</del><br><u>\$605.14</u> | <del>\$ 717.11</del><br><u>\$778.04</u>     | <del>\$ 956.14</del><br><u>\$1,037.39</u>   | <del>\$ 1,115.50</del><br><u>\$1,210.29</u> | <del>\$ 1,274.86</del><br><u>\$1,383.18</u> |
| 3                  |   | <del>\$ 557.75</del><br><u>\$605.14</u> |                                         | <del>\$ 1,115.50</del><br><u>\$1,210.29</u> | <del>\$ 1,434.21</del><br><u>\$1,556.08</u> | <del>\$ 1,673.25</del><br><u>\$1,815.43</u> | <del>\$ 1,912.28</del><br><u>\$2,074.78</u> |
| 4                  |   | <del>\$ 717.11</del><br><u>\$778.04</u> |                                         | <del>\$ 1,434.21</del><br><u>\$1,556.08</u> |                                             | <del>\$ 2,151.32</del><br><u>\$2,334.12</u> |                                             |
| 5                  |   |                                         |                                         |                                             |                                             |                                             |                                             |
| 6                  |   |                                         |                                         |                                             |                                             |                                             |                                             |
| 8                  |   |                                         |                                         |                                             |                                             |                                             |                                             |



## Compactor Containers

### Weekly Frequency

| Size<br>(In Yards) | 1                                           | 2                                           | 3                                           | 4                                           | 5                                           | 6                                           | 7                                             |
|--------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|-----------------------------------------------|
| 1                  | <del>\$ 325.16</del><br><u>\$352.80</u>     | <del>\$ 650.32</del><br><u>\$705.60</u>     | <del>\$ 975.48</del><br><u>\$1,058.40</u>   | <del>\$ 1,300.64</del><br><u>\$1,411.20</u> | <del>\$ 1,625.80</del><br><u>\$1,764.00</u> | <del>\$ 1,950.96</del><br><u>\$2,116.80</u> | <del>\$ 2,276.12</del><br><u>\$2,469.60</u>   |
| 1.5                | <del>\$ 406.45</del><br><u>\$441.00</u>     | <del>\$ 812.90</del><br><u>\$882.00</u>     | <del>\$ 1,219.35</del><br><u>\$1,323.00</u> | <del>\$ 1,625.80</del><br><u>\$1,764.00</u> | <del>\$ 2,032.25</del><br><u>\$2,205.00</u> | <del>\$ 2,438.70</del><br><u>\$2,646.00</u> | <del>\$ 2,845.15</del><br><u>\$3,087.00</u>   |
| 2                  | <del>\$ 487.74</del><br><u>\$529.20</u>     | <del>\$ 975.48</del><br><u>\$1,058.40</u>   | <del>\$ 1,463.22</del><br><u>\$1,587.60</u> | <del>\$ 1,950.96</del><br><u>\$2,116.80</u> | <del>\$ 2,438.70</del><br><u>\$2,646.00</u> | <del>\$ 2,926.44</del><br><u>\$3,175.20</u> | <del>\$ 3,414.18</del><br><u>\$3,704.40</u>   |
| 3                  | <del>\$ 650.32</del><br><u>\$705.60</u>     | <del>\$ 1,300.64</del><br><u>\$1,411.20</u> | <del>\$ 1,950.96</del><br><u>\$2,116.80</u> | <del>\$ 2,601.28</del><br><u>\$2,822.40</u> | <del>\$ 3,251.60</del><br><u>\$3,528.00</u> | <del>\$ 3,901.92</del><br><u>\$4,233.60</u> | <del>\$ 4,552.24</del><br><u>\$4,939.20</u>   |
| 4                  | <del>\$ 812.90</del><br><u>\$882.00</u>     | <del>\$ 1,625.80</del><br><u>\$1,764.00</u> | <del>\$ 2,438.70</del><br><u>\$2,646.00</u> | <del>\$ 3,251.60</del><br><u>\$3,528.00</u> | <del>\$ 4,064.50</del><br><u>\$4,410.00</u> | <del>\$ 4,877.40</del><br><u>\$5,292.00</u> | <del>\$ 5,690.30</del><br><u>\$6,174.00</u>   |
| 5                  | <del>\$ 975.48</del><br><u>\$1,058.40</u>   | <del>\$ 1,950.96</del><br><u>\$2,116.80</u> | <del>\$ 2,926.44</del><br><u>\$3,175.20</u> | <del>\$ 3,901.92</del><br><u>\$4,233.60</u> | <del>\$ 4,877.40</del><br><u>\$5,292.00</u> | <del>\$ 5,852.88</del><br><u>\$6,350.40</u> | <del>\$ 6,828.36</del><br><u>\$7,408.80</u>   |
| 6                  | <del>\$ 1,138.06</del><br><u>\$1,234.80</u> | <del>\$ 2,276.12</del><br><u>\$2,469.60</u> | <del>\$ 3,414.18</del><br><u>\$3,704.40</u> | <del>\$ 4,552.24</del><br><u>\$4,939.20</u> | <del>\$ 5,690.30</del><br><u>\$6,174.00</u> | <del>\$ 6,828.36</del><br><u>\$7,408.80</u> | <del>\$ 7,966.42</del><br><u>\$8,643.60</u>   |
| 8                  | <del>\$ 1,463.22</del><br><u>\$1,587.60</u> | <del>\$ 2,926.44</del><br><u>\$3,175.20</u> | <del>\$ 4,389.66</del><br><u>\$4,762.80</u> | <del>\$ 5,852.88</del><br><u>\$6,350.40</u> | <del>\$ 7,316.10</del><br><u>\$7,938.00</u> | <del>\$ 8,779.32</del><br><u>\$9,525.60</u> | <del>\$ 10,242.54</del><br><u>\$11,113.20</u> |

Note: Above rates are for containers supplied by contractor. Rates for compacted solid waste apply only when such waste has been compacted by any mechanical device prior to its pickup by the collector. Loose waste dumped into the collector's packer truck from a container will be subject to the rates for noncompacted material. However, waste that has been compressed or compacted by any mechanical device and then subsequently dumped

into a loose yard container to be picked up by the contractor shall be subject to compacted container rates only upon prior written approval of the director.

**Special Services:**

Special pickups shall be charged the extra yard rate multiplied by the size of the container plus the return trip charge.

|                                                          | <del>2022</del> <u>2023</u>                 |
|----------------------------------------------------------|---------------------------------------------|
| One-time delivery/pickup/disposal of 3-yard "Rent-a-Bin" | <del>183.63</del> <u>199.24</u>             |
| Additional "Rent-a-Bin" pickup                           | <del>113.79</del> <u>123.46</u>             |
| Return trip (blocked container, etc.)                    | <del>17.62</del> <u>19.28</u>               |
| Lock charge (if manual system used)                      | <del>2.82</del> <u>3.09</u> per collection  |
| Subsequent deliveries/moves/replacements                 | <del>32.06</del> <u>35.08</u> per trip      |
| Accessibility charge                                     | <del>4.00</del> <u>4.38</u> per collection  |
| Rollout charge                                           |                                             |
| Greater than 15 feet                                     | <del>4.00</del> <u>4.38</u> per collection  |
| Greater than 20 feet                                     | <del>6.41</del> <u>7.01</u> per collection  |
| Steam cleaning (customer request or requirement)         | <del>48.09</del> <u>52.63</u> per container |
| Overfill/extra yardage (or portion thereof)              | <del>18.33</del> <u>19.89</u> per event     |

**Overweight charges for container service:**

If the contractor identifies that a customer's disposal weights are consistently in excess of 130 pounds per loose yard (if charged loose container rates) or 455 pounds per compacted yard, or per yard of heavy material such as dirt, rock, etc. (if charged compacted container rates) the contractor may charge a flat overweight surcharge in addition to the regular rates. The surcharge will be equal to the weight in excess of 200 pounds per loose yard or 700 pounds per compacted yard multiplied by the current disposal rates per pound, multiplied by the number of yards serviced per month. The surcharge may also be applied to any extra or special pickups. The contractor shall not charge the overweight container charge until the on-going overweight account has been brought to the attention of the director. The contractor may charge the overweight charge once the director has investigated the issue and made a written determination as to whether or not the proposed charge is appropriate to the situation.

**Late Fee:** 1.5 percent of balance outstanding at 30 days past due date.

**Vacation Allowance:**

Minimum period of two weeks.

Maximum of three vacations per year.

**Section 4.** VMC 6.12.211, adopted by Ordinance M-2665 and last amended by Ordinance M-4353, is amended as follows:

**6.12.211 Drop box and compactor rates.\***

The following table lists garbage rates charged for drop box and compactor service:

ORDINANCE - 15

|                                       |                                        |
|---------------------------------------|----------------------------------------|
| <b>Regular Service:</b>               | <b><del>2022</del> <u>2023</u></b>     |
| Initial placement fee                 | <del>40.04</del> <u>43.82</u> per trip |
| Moving fee                            | <del>40.04</del> <u>43.82</u> per trip |
| Steam clean                           |                                        |
| (per customer request or as required) | <del>4.31</del> <u>4.72</u> per yard   |
| Minimum                               | <del>41.92</del> <u>45.87</u> min      |
| Plus: pickup and redelivery           | <del>40.04</del> <u>43.82</u> per trip |

**Trucking Fee (empty and return - roundtrip haul charge):**

**Drop box**

|         |                                 |
|---------|---------------------------------|
| 10-yard | <del>157.07</del> <u>171.88</u> |
| 20-yard | <del>157.07</del> <u>171.88</u> |
| 30-yard | <del>157.07</del> <u>171.88</u> |
| 40-yard | <del>157.07</del> <u>171.88</u> |

**Compactor**

|         |                                 |
|---------|---------------------------------|
| 10-yard | <del>174.53</del> <u>190.99</u> |
| 20-yard | <del>174.53</del> <u>190.99</u> |
| 30-yard | <del>174.53</del> <u>190.99</u> |
| 40-yard | <del>174.53</del> <u>190.99</u> |

**Organics Trucking Fee (empty and return - roundtrip haul charge):**

**Drop box**

|         |                                 |
|---------|---------------------------------|
| 10-yard | <del>111.68</del> <u>122.21</u> |
| 20-yard | <del>111.68</del> <u>122.21</u> |
| 30-yard | <del>111.68</del> <u>122.21</u> |
| 40-yard | <del>111.68</del> <u>122.21</u> |

**Compactor**

|         |                                 |
|---------|---------------------------------|
| 10-yard | <del>124.09</del> <u>135.79</u> |
| 20-yard | <del>124.09</del> <u>135.79</u> |
| 30-yard | <del>124.09</del> <u>135.79</u> |
| 40-yard | <del>124.09</del> <u>135.79</u> |

Add disposal pass through at amount of tipping fee and disposal transaction fees or taxes to above charges.

|                                              |                                             |
|----------------------------------------------|---------------------------------------------|
| Daily demurrage - Per day                    | <del>3.75</del> <u>4.10</u> per day         |
| Monthly demurrage - Monthly maximum          | <del>112.76</del> <u>123.39</u> monthly max |
| Special/modified box rental                  |                                             |
| (Lid/screen/winch, etc.) - Per day           | <del>5.37</del> <u>5.88</u> per day         |
| Monthly maximum                              | <del>161.78</del> <u>177.04</u> monthly max |
| Waiting time                                 |                                             |
| (after first 10 minutes) - Charge per minute | <del>1.90</del> <u>2.08</u> per minute      |

|                                     |                                        |
|-------------------------------------|----------------------------------------|
| Mileage Charge (over 10)            | <del>3.47</del> <u>3.80</u> per mile   |
| Locking system                      |                                        |
| Materials plus labor - per hour     | <del>40.04</del> <u>43.82</u> per hour |
| "Check only" service                |                                        |
| (price per container and per check) | <del>12.00</del> <u>13.13</u>          |
| Return trip charge (per container)  | <del>32.06</del> <u>35.08</u>          |

For organics and/or yard debris collection drop box service – the noted organics trucking fee applies in place of the regular trucking fee; however, the same rates apply to these streams as for all other regular drop box related services, and disposal will be charged at current organics and/or yard debris processing rates.

**Late Fee:** 1.5 percent of balance outstanding at 30 days past due date.

**Section 5.** VMC 6.12.212, adopted by Ordinance M-2665 and last amended by Ordinance M-4353, is amended as follows:

**6.12.212 Other rates.**

The following table lists garbage rates for types of pickup other than those set out in VMC 6.12.208 through 6.12.211:

|                           |                               |      |
|---------------------------|-------------------------------|------|
| <b>Bulky item pickup:</b> | <del>2022</del> <u>2023</u>   |      |
| Stove                     | <del>17.59</del> <u>19.25</u> | each |

| <b>Bulky item pickup:</b> | <b><del>2022</del> <u>2023</u></b> |      |
|---------------------------|------------------------------------|------|
| Washing machine           | <del>49.24</del> <u>21.05</u>      | each |
| Dryer                     | <del>45.93</del> <u>17.43</u>      | each |
| Water heater              | <del>49.56</del> <u>21.40</u>      | each |
| Refrigerator, freezer     | <del>31.81</del> <u>34.81</u>      | each |
| Sofa                      | <del>45.93</del> <u>17.43</u>      | each |
| Chair                     | <del>42.71</del> <u>13.91</u>      | each |
| Mattress or box spring    | <del>44.40</del> <u>15.76</u>      | each |
| Tires                     |                                    |      |
| Auto/light pickup         | <del>7.58</del> <u>8.29</u>        | each |
| with rim                  | <del>41.72</del> <u>12.83</u>      | each |
| Bus/heavy truck           | <del>23.75</del> <u>25.99</u>      | each |
| with rim                  | <del>39.19</del> <u>42.89</u>      | each |
| Other bulky items         | <del>46.76</del> <u>18.34</u>      | each |

Note: the above rates are for pre-scheduled curbside pick-up at residential locations; however, they also may be applied to commercial and multifamily site pickups. For commercial and multifamily collections additional fees, detailed in VMC 6.12.210, may apply for requested special services that differ from the standard pre-scheduled curbside bulky item pickup.

#### **Hourly equipment rental:**

|                                             |                                 |          |
|---------------------------------------------|---------------------------------|----------|
| Sideloaded compactor truck                  | <del>106.57</del> <u>116.62</u> | per hour |
| Rolloff truck/front load compactor<br>Truck | <del>109.76</del> <u>120.11</u> | per hour |
| Extra labor                                 | <del>48.60</del> <u>53.18</u>   | per hour |
| Overtime rate                               | Extra labor rate x 1.5          |          |

**Section 6.** VMC 6.12.213, adopted by Ordinance M-3069 and last amended by Ordinance M-4353, is amended as follows:

**6.12.213 Residential recycling fees.**

The following fees shall be charged for recycling program costs within the city of Vancouver:

1. *Curbside Recycling*
  - a. For each dwelling unit in a structure containing from one to four residential dwelling units, ~~\$3.37~~ 2.97 per month.
  - b. For each dwelling unit in a structure containing from one to four residential dwelling units, the contractor may invoice a recyclables processing surcharge of ~~\$0.81~~ 0.87 per month.
2. *Multi-family Recycling*
  - a. Five or more residential dwelling units on a consolidated solid waste collection bill, ~~\$1.36~~ 1.49 per month per unit.



b. For each dwelling unit in a structure containing five or more residential dwelling units, the contractor may invoice a recyclables processing surcharge of ~~\$0.29~~ 0.42 per unit per month.

The following optional fees shall be charged to those residents or businesses who voluntarily subscribe for service:

### **Organics Collection Service**

#### **Residential Subscription Options:**

~~2022~~ 2023

Basic subscription, with 96-gallon cart ~~\$8.05~~ 8.81 per month

Basic subscription, with 64-gallon cart ~~6.97~~ 7.62 per month

Basic subscription, with 32-gallon cart ~~5.88~~ 6.44 per month

Basic subscription, with 20-gallon cart ~~4.80~~ 5.25 per month

#### **Commercial / Multifamily Subscription Options:**

Every Other Week subscription, with 64-gallon cart ~~\$8.95~~ 9.80 per month

Weekly subscription, with 64-gallon cart ~~17.91~~ 19.60 per month

#### **Special/Optional Organics Services:**

Additional 32-gallon equivalent

(or portion thereof, per volume) ~~3.68~~ 4.03 per pickup

Service restart fee, ~~10.96~~ 11.99

within one year of last service

Optional extra cart rental ~~1.82~~ 1.99 per month

|                                                             |                               |
|-------------------------------------------------------------|-------------------------------|
| Cart replacement fee                                        | At cost                       |
| Cart delivery fee, initial                                  | 0.00                          |
| Cart delivery fee, subsequent (including cart swap request) | <del>14.62</del> <u>16.00</u> |
| Late fee: 1.5 percent of balance outstanding at 30 days     |                               |

Vacation allowances in conjunction with garbage service vacations only.

Note: For commercial and multifamily sites participating in organics collection service, the above subscription rates and special/optional Services fees apply so long as the customer is responsible for placing the cart(s) curbside for the scheduled collection day(s). If the cart(s) at these sites is not placed at the curb on collection day(s) and/or if other special services are requested for these sites, then the special services fees detailed in VMC 6.12.210 may be added as additional charges for each collection. Depending on location specific challenges, organics collection service may not be offered at all multifamily or commercial sites.

**Section 7. Savings.** Those ordinances or parts of ordinances which are amended by this ordinance shall remain in full force and effect until the effective date of this ordinance.

**Section 8. Severability.** If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstance shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not effect or invalidate the remainder of any parts thereof to any person or circumstances and to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable.

**Section 9. Effective date.** This ordinance shall become effective as of January 1, 2023, following the date of final adoption.

ORDINANCE - 22

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Anne McEnerny-Ogle, Mayor

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

Approved as to form:

\_\_\_\_\_  
Jonathan Young, City Attorney

ORDINANCE - 23

## SUMMARY

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE relating to the collection of solid waste, recyclable materials and organics, and amending certain sections of VMC 6.12 to increase or adjust rates and charges consistent with approved utility user taxes and rates and in accordance with current contracts for the coming year; providing for savings, severability and an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 360-487-8711, or via [www.cityofvancouver.us](http://www.cityofvancouver.us) (Go to City Government and Public Records).

- Answering Customer telephone calls, texts, chat, and/or e-mail requests;
- Informing Customers of current, new, and optional services and charges;
- Notifying Customers of service disruptions, or delays related to weather, construction or street resurfacing activities through automated/other phone calls, texts, and/or email;
- Handling Commercial and Multifamily Complex Customer subscriptions and cancellations;
- Handling of Garbage and Organics Extra Unit credit appeals
- Handling of Single-Family Residential service changes as request by owner or tenant
- Receiving and resolving Customer complaints;
- Dispatching Drop-box Containers, temporary Receptacles, and special collections;
- Maintaining and updating regularly as necessary a user-friendly internet website.
- Maintaining and updating regularly as necessary a user-friendly mobile application.

These functions shall be provided at the Contractor's sole cost, with such costs included in Contractor charges set forth in Exhibit B.

### **3.3.2 Specific Customer Service Requirements**

The Contractor shall maintain a one or more service base(s) for storing and/or maintaining collection vehicles within fifteen (15) miles of the City's corporate limits, housing operations and management staff, and hosting call center operations. In the event of emergency, call center services may be remotely provided. One location, approved by the City, shall be accessible to Customers during Office Hours who wish to pay their bills in person and/or request program information.

Customer service representatives shall be available through the Contractor's call center during Office Hours for communication with the public and City representatives. Customer calls shall be taken during Office Hours by a person, not by voice mail. During all non-Office Hours, the Contractor shall have an answering or voice mail service available to record messages from all incoming telephone calls.

The Contractor shall maintain a twenty-four (24) emergency telephone number for use by the City. The Contractor shall have a representative, or an answering service to contact such representative, available at such emergency telephone number for City use during all hours, including normal Office Hours. Inability to reach the Contractor's staff via the emergency telephone numbers shall be cause for performance fees in accordance with Section 5.1.2

#### **3.3.2.1 Customer Service Representative Staffing**

1 During Office Hours, the Contractor shall maintain sufficient call center staff to answer and handle  
2 complaints and service requests from all Customers without delay. If incoming telephone calls  
3 necessitate, the Contractor shall increase staffing levels as necessary to meet Customer service  
4 demands. The Contractor shall provide and publicize a telephone number capable of handling service  
5 related text messages.

7 The Contractor shall maintain sufficient staffing to answer and handle complaints and service requests  
8 in a timely manner made by methods other than telephone, including letters, e-mails, text messages or  
9 webpage messages. If staffing is deemed to be insufficient by the City to handle Customer complaints  
10 and service requests in a timely manner, the Contractor shall increase staffing levels to meet  
11 performance criteria specified in Section 3.3.2.4.

13 The Contractor shall provide additional staffing during the transition and implementation period, and  
14 especially from six (6) weeks prior to the Date of Commencement of Service, through the end of the  
15 fourth month after the Date of Commencement of Service, to ensure that sufficient staffing is available  
16 to minimize Customer waits and inconvenience. The Contractor shall receive no additional  
17 compensation for increased staffing levels during the transition and implementation period. Staffing  
18 levels during the transition and implementation period shall be subject to the City's prior review and  
19 approval.

#### 21 **3.3.2.2 Contact for City Coordination**

23 The Contractor shall maintain staff that has management level authority to provide a point(s) of contact  
24 for the majority of inquiries, requests, and coordination covering the full range of Contractor activities  
25 related to this Contract. Duties include, but are not limited to:

- 27 • Assisting staff with promotion and outreach to Single-Family Residences, Multifamily  
28 Complexes, Commercial Customers, and special events;
- 29 • Serving as an ombudsperson, providing quick resolution of Customer issues, complaints, and  
30 inquiries; and,
- 31 • Assisting the City with program development and design, research, response to inquiries, and  
32 troubleshooting issues.

34 A Contractor-designated service expert(s) shall be immediately accessible by staff to address emerging  
35 problems as needed, and shall return messages (telephone, text or e-mail) within four (4) hours of the  
36 City's leaving or sending a message during Office Hours. One month prior to the Contract effective date,  
37 the City will be provided with an organization chart including contact information to clarify who will be  
38 the best individual to resolve particular concerns. The information will be updated each month as part  
39 of the monthly report each time that information changes.

41 Should the Contractor fail to meet the City expectations for Customer service as described herein, the  
42 Contractor shall be assessed performance fees in accordance with Section 5.1.

#### 44 **3.3.2.3 Service Recipient Complaints and Requests**

46 The Contractor shall record all complaints, regardless of how received, including date, time, Customer's  
47 name and address, if the Customer is willing to give this information, method of transmittal, and nature,

1 date and manner of resolution of the complaint in a computerized daily log. Any telephone calls  
2 received through the Contractor's non-Office Hours voice mail or answering service shall be recorded in  
3 the log no later than by the following business day. The Contractor shall make a conscientious effort to  
4 respond directly to the Customer and resolve all complaints within one business day of the original  
5 phone call, letter, or internet communication. If a longer response time is necessary for complaints or  
6 requests, the reason for the delay shall be noted in the log, along with a description of the Contractor's  
7 efforts to resolve the complaint or request.

8  
9 The Customer service log shall be available transmittal to the City, or its designated representatives,  
10 during the Contractor's Office Hours, and shall be in an electronic format approved by the City. The  
11 Contractor shall provide a copy of this log in an electronic format with the monthly report.

#### 12 13 **3.3.2.4 Handling of Customer Calls**

14  
15 Upon installation and full implementation of an upgraded call center telephone system no later than  
16 April 1, 2020, all incoming telephone calls shall be answered promptly and courteously, with an average  
17 speed of answer of less than thirty (30) seconds. Customers shall be given the automated option of  
18 having the Contractor call the Customer back after waiting for thirty (30) seconds and the system shall  
19 be capable of receiving, tracking and allowing Contractor responses to texts. No telephone calls shall be  
20 placed on hold for more than two (2) minutes per occurrence, and on a monthly basis, no more than  
21 10% of incoming telephone calls shall be placed on hold for more than twenty (20) seconds. A Customer  
22 shall be able to talk directly with a Customer service representative when calling the Contractor's  
23 Customer service telephone number during Office Hours without navigating more than one layer of an  
24 automated phone answering system. An automated voice mail service or phone answering system may  
25 be used outside of Office Hours.

26  
27 A Customer calling into the Customer service phone lines and placed on hold shall hear either the City -  
28 specific messages or messages that are applicable and not misleading to Customers.

#### 29 30 **3.3.2.5 Corrective Measures**

31  
32 Upon the receipt of Customer complaints in regard to busy signals or excessive delays in answering the  
33 telephone, the City may request the Contractor submit a plan to the City for correcting the problem.  
34 Once the City has approved the plan, the Contractor shall have sixty (60) days to implement the  
35 corrective measures, except during the transition and implementation period from one (1) month prior  
36 to the Date of Commencement of Service, through the end of the fourth month after the Date of  
37 Commencement of Service, during which the Contractor shall have one (1) week to implement  
38 corrective measures. Reasonable corrective measures shall be implemented without additional  
39 compensation to the Contractor. Failure to provide corrective measures shall result in possible  
40 performance fees for the Contractor.

#### 41 42 **3.3.2.6 Contractor Internet Website**

43  
44 The Contractor shall provide a user-friendly Internet website accessible twenty-four (24) hours a day,  
45 seven (7) days a week, containing information specific to the City's collection programs, including at a  
46 minimum contact information, collection schedules, day of collection, material preparation  
47 requirements, available services and options, rates and fees, inclement weather service changes, and

1 other relevant service information for its Customers. The website shall include an e-mail function for  
2 Customer communication with the Contractor, and the ability for Customers to submit service requests  
3 and manage their services on-line. E-mailed Customer service requests shall be answered within twenty-  
4 four (24) hours of receipt.

5  
6 The website design shall be usability tested and then submitted to the City for approval a minimum of  
7 three (3) months prior to the Date of Commencement of Service of this Contract, and then changes shall  
8 be subject to the City's prior approval throughout the term of this Contract. The Contractor shall provide  
9 among its local staff a knowledgeable and proficient website manager that is responsive to the City's  
10 request(s) for changes to the Contractor's website. Changes requested by the City consisting of textual  
11 messages only shall be uploaded to the website within seventy-two (72) hours of the time of the  
12 request(s). Changes requested by the City, of a textual nature, that are related to an emergency or time-  
13 sensitive situation (such as an inclement weather event, windstorm, or event preventing access to a  
14 Customer's regular place of Receptacle set-out) shall be uploaded to the website as soon as possible and  
15 not more than six (6) hours from of the time of request. Changes requested by the City that include a  
16 graphical component must be uploaded to the website within ten (10) days of the time of the request.

17  
18 The Contractor shall update the website monthly, and more often if necessary, and provide links to the  
19 City's website, checking on a regular basis that all links are current. The website shall include  
20 information requested by the City in both English and Spanish. The website shall also provide  
21 statements on its homepage in other commonly used languages within the City referring them to the  
22 Contractor's translation helpline or a separate webpage with an appropriate translation function. Upon  
23 the City's request, the Contractor shall provide a website utilization report indicating the usage of  
24 various website pages and e-mail option.

#### 25 26 **3.3.2.7 Full Knowledge of Garbage, Recyclables, and Organics Programs Required**

27  
28 The Contractor's Customer service representatives shall be fully knowledgeable of all collection services  
29 available to Customers, including the various services available to Single-Family Residence, Multifamily  
30 Complex and Commercial Customers. For new Customers, Customer service representatives shall  
31 explain all Garbage, Recyclables, and Organics collection options available depending on the sector the  
32 Customer is calling from. For existing Customers, the representatives shall explain new services and  
33 options, and resolve recycling issues, collection concerns, missed pickups, Receptacle deliveries, and  
34 other Customer concerns. Customer service representatives shall be trained to inform Customers of  
35 Recyclables and Organics preparation specifications. City policy questions shall be immediately  
36 forwarded to the City for response.

37  
38 The Contractor's Customer service representatives shall have instantaneous electronic access to  
39 Customer service data and history to assist them in providing excellent customer service. The Contractor  
40 shall provide the City with internal customer service representative training and support information  
41 specific to the City to allow the City to review and check information provided to customer service  
42 representatives and, in turn, provided to Customers. Any revisions to these materials shall be approved  
43 in writing (e-mail is acceptable) by the City prior to being used by customer service representatives.

#### 44 45 **3.3.2.8 Customer Communications**



1  
2 All Customer communications (other than routine service and billing interactions with individual  
3 Customers) shall be reviewed and approved by the City before distribution.  
4

5 The City and Contractor recognize that Customer preferences for their method of communication may  
6 change during the Term of this Contract and agree to adjust customer service expectations to match  
7 Customer preferences. For example, if call traffic to the Contractor's telephone-based call center  
8 reduces over time and is supplanted by an increase in texting, the Contractor shall shift staff resources  
9 accordingly to ensure high levels of customer service. The City and Contractor agree to review Contract  
10 requirements periodically and negotiate in good faith any desired improvements to the Contract service  
11 standards related to customer service delivery.  
12

### 13 **3.3.2.9 Security of Customer Identity, Billing and Payment Data**

14

15 The Contractor shall comply with the Federal Fair and Accurate Credit Transactions Act of 2003 (FACTA)  
16 and shall proactively protect and safeguard all relevant Customer financial information, including  
17 ensuring that all network hardware, software and third party information storage and data handling  
18 processes for Customer financial data are "PCI Compliant." The Contractor shall maintain and update  
19 written identify theft, credit report, and collection procedures and policies and incorporate those  
20 procedures and policies in staff training activities.

### 21 **3.3.3 Contractor's Customer Billing Responsibilities**

22

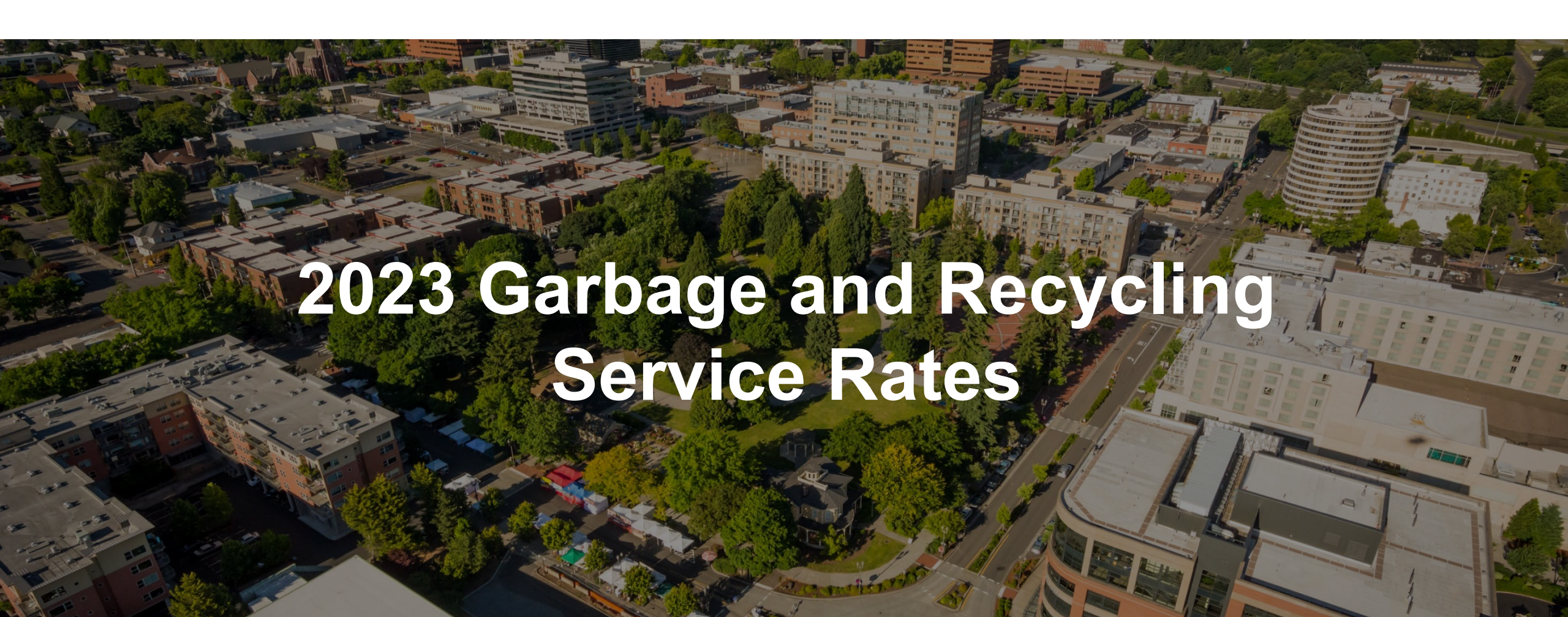
23 The Contractor shall be responsible for all billing functions related to the collection services required  
24 under this Contract. All Single-family Residence Customers shall be billed at least every-other-month,  
25 and Multifamily Complex and Commercial Customers shall be billed monthly. In no case shall a  
26 Customer's invoice be past due prior to the receipt of all services covered by the billing period. The  
27 Contractor's billing cycle parameters include, but are not limited to the service period, invoice date, due  
28 date, late fee date, reminder date(s), Container removal and stop-service date. The City reserves the  
29 right to review and provide feedback on the bill template used by the Contractor as to format and  
30 design to ensure Customer satisfaction. The Contractor shall evaluate and may incorporate the City's  
31 recommendations in good faith. Billing and accounting costs associated with Customer invoicing,  
32 including credit card fees, shall be borne by the Contractor, and are included in the service fees in  
33 Exhibit B. The Contractor may charge deposits for temporary services and bill to Customers late  
34 payments and "non-sufficient funds" check charges, as well as the costs of bad debt collection, under  
35 policies and amounts that have been previously approved in writing by the City.  
36

37 The Contractor shall offer paperless billing, including an autopay/electronic notification function that  
38 allows Customer to set up autopay and receive an e-mail or text notification of the amount and draw  
39 date of the payment, without requiring the Customer to navigate to the Contractor's website to obtain  
40 that information.  
41

42 Customers may temporarily suspend collection services due to vacations or other reasons for as long as  
43 desired in a minimum two (2) week increments and be billed pro-rata for actual services received. A  
44 Customer shall be allowed up to three service suspensions each calendar year.  
45

46 The Contractor shall be responsible for the following:





# 2023 Garbage and Recycling Service Rates



**November 7, 2022**  
**City Council Public Hearing**  
Julie Gilbertson, Solid Waste Supervisor



# Presentation Overview



- Solid Waste program goals
- Factors that affect rates
- Review recommended garbage & recycling rates
- Benchmark comparison of residential rates



# Solid Waste Program Goals

- Assure high quality and economical garbage and recycling services for Vancouver residents, businesses and neighborhoods
- Engage the community in reducing volumes and toxicity of land-filled wastes
- Conserve resources, protect health and safety



Vancouver Solid Waste Program Goals - 3

# Who We Serve



**48,762 Single Family  
households**  
60% organics  
subscribers



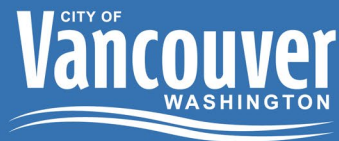
**30,823 Multi-family  
units**



**2,873 Commercial  
accounts**

# Factors that Affect Solid Waste Rates

**Result: 8.5% to 9.4%  
rate increase for typical  
services**



- Adherence to City Financial Management Policies in 2023-24 Biennial Budget
- City's collection contract specifies exact rate model for calculating and annually adjusting Solid Waste rates.
- Data updated for 2023 includes:
  - Inflation Adjustment Factor of 9.43%
  - Garbage Tip Fee increase of 6.5%, or \$6.46 per ton
  - No change to City Utility Tax of 28.9% (garbage rates only)
  - Fee to support City programs for coupons, cleanups, etc.
  - Other: Customer Census, Recycling Processing Surcharge



# Proposed Solid Waste Commercial Rates

| Typical Commercial Customer      | 2022 Monthly Adopted Rate | 2023 Monthly Recommended Rate | Monthly Difference |
|----------------------------------|---------------------------|-------------------------------|--------------------|
| 2-yards garbage picked up weekly | \$217.31                  | \$235.77                      | \$18.46            |



*All rates shown above include City of Vancouver utility tax.*

# Proposed Solid Waste Residential Rates

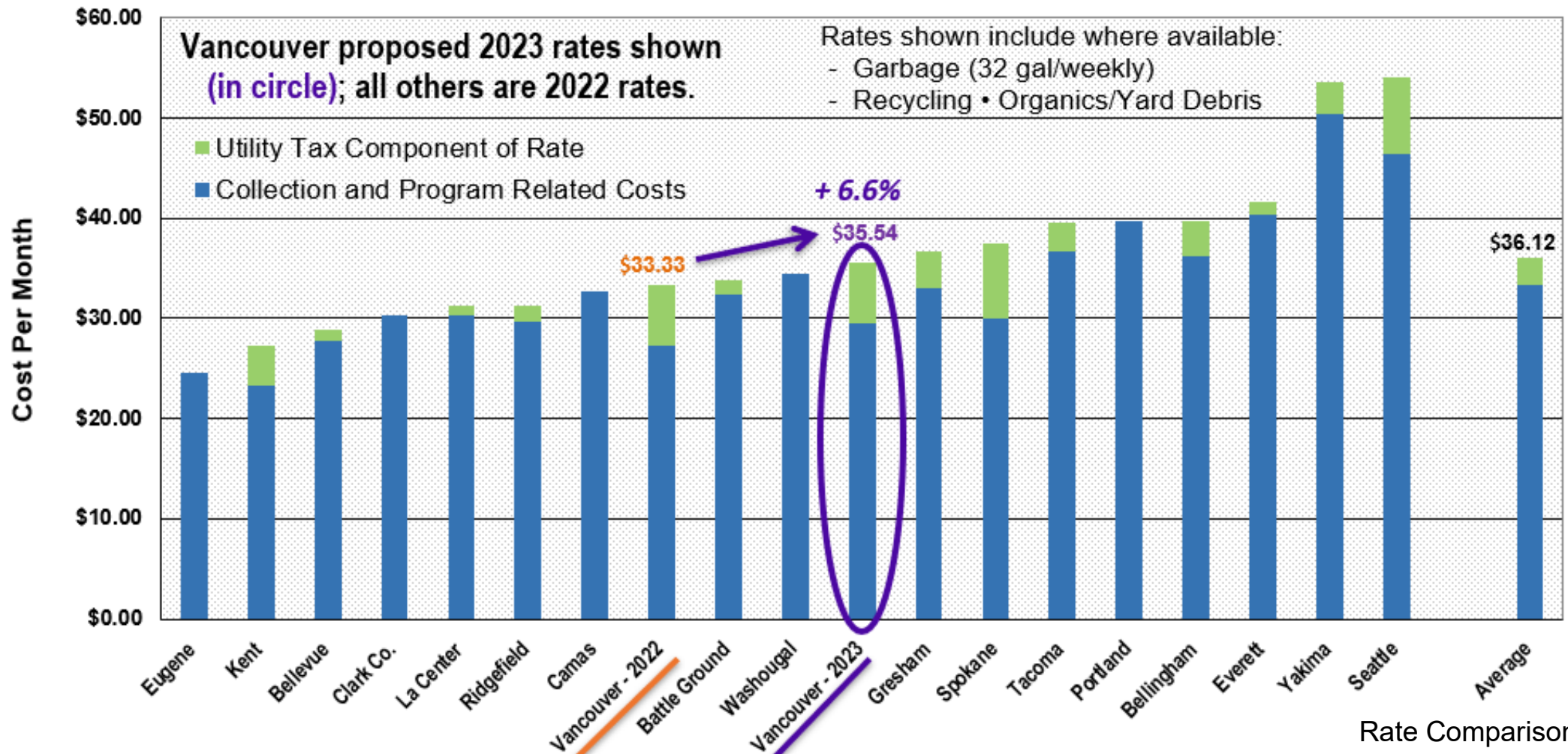
| Current and Recommended Rates                                    | 2022           | 2023           | Difference    |
|------------------------------------------------------------------|----------------|----------------|---------------|
| <b>Typical Residential Customer</b>                              |                |                |               |
| Garbage (32-gallon cart weekly)                                  | \$21.10        | \$22.89        | \$1.79        |
| Recycling (EOW)*                                                 | \$4.18         | \$3.84         | -\$0.34       |
| Garbage and Recycling Combined                                   | <b>\$25.28</b> | <b>\$26.73</b> | <b>\$1.45</b> |
| Organics (96-gallon cart EOW)                                    | \$8.05         | \$8.81         | \$0.76        |
| Garbage and Recycling Combined<br>with optional Organics Service | <b>\$33.33</b> | <b>\$35.54</b> | <b>\$2.21</b> |
| * Recycling includes processing surcharge                        |                |                |               |

*All rates shown above are for single-family monthly service and include City of Vancouver utility tax on garbage.*



# Rate Comparisons – 2022 vs 2023 Proposed

## COMPARING CURRENT AND PROPOSED VANCOUVER SOLID WASTE RATES WITH OTHER COMMUNITIES



Rate Comparisons - 8



# Questions and Discussion

A young boy with short dark hair, wearing a bright blue t-shirt and khaki cargo shorts, stands in profile next to a large blue recycling bin. He is looking towards a dense green hedge in the background. The bin has several markings: 'VANCOUVER' and 'Sparkless' in a script font, a small logo, and the number 'Y302813'. The scene is outdoors with bright sunlight filtering through the leaves.





**Staff Report: 156-22**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 11/7/2022

**SUBJECT** Ordinance amending Section VMC 3.40.070 (A) authorizing the Vancouver Transportation Benefit District to establish up to one-tenth of one percent sales and use tax

**Key Points**

- In 2015 the City of Vancouver established a transportation benefit district (TBD), as authorized by state laws, chapters RCW 35.21.225 and RCW 36.73 to provide adequate levels of funding for transportation improvements and infrastructure in the City of Vancouver.
- Current City Code, VMC 3.40.070 (A), authorizes the Vancouver TBD to establish up to three-tenth of one percent sales and use tax, if approved by District voters.
- The state law authorizing the sales and use tax for transportation benefits districts (RCW 36.73.065) was recently amended by the legislature. The change included authorization for a TBD to levy one-tenth of one percent sales and use tax in the councilmanic manner.
- The City of Vancouver has an adopted Completed Streets Policy, and the additional dedicated funding stream in a form of the one-tenth of one percent sales and use tax would significantly enhance implantation of this policy in a manner that improves safety, mobility and accessibility of the City's transportation system for all users.

**Strategic Plan Alignment**

**Goal 1, Objective 1.1:** Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations

**Goal 6:** Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services – "20-minute neighborhoods"

**Goal 6, Objective 6.2:** Improve amenities and services that allow residents to "age in place"

**Present Situation**

The City of Vancouver created a transportation benefit district (TBD) in 2015 to generate

additional funding for transportation infrastructure in the City. Though the TBD is a separate legal entity with a governing body separate from the City Council, the members of the City Council sit as the governing board of the TBD.

At the time of the Vancouver TBD creation, state law defined the revenue options to fund TBDs as including councilmanic approval for vehicle license fees and a voted option for sales and use tax. During the 2022 legislative session, Senate Bill 5974 increased the maximum transportation benefit district sales tax authority from 0.2 to 0.3% and authorized the TBD governing board to impose 0.1% of the sales tax under councilmanic authority for up to 10 years.

The Vancouver Municipal Code (VMC) chapter 3.40 established the Vancouver TBD and its associated authority. This code needs to be updated to incorporate the new authority granted to the TBD by the State in 2022 before the Vancouver TBD can consider implementing the new sales tax. The amendment to the municipal code falls under the authority of the City Council.

If the City Council approves amendment of VMC 3.40 to authorize the TBD to implement the sales tax, a separate, subsequent action by the TBD is required to implement the tax. The first reading on that action is planned following the City Council meeting on October 24.

Because this new revenue is anticipated as part of the recommended City of Vancouver 2023-24 biennial budget, it is being brought forward to Council (to amend the VMC to authorize the TBD) and the TBD (to enact) in advance of City Council's final action on the budget. This sequencing and timing supports greater predictability in budget adoption and assures procedural compliance with the City Charter and Open Public Meetings Act (OPMA) for both the City Council and the TBD.

The attached ordinance updates the relevant section of the VMC to reflect the recent change in state legislation.

**Advantage(s)**

Updates Vancouver Municipal Code to reflect recent changes in state laws.

**Disadvantage(s)**

None

**Budget Impact**

None at this time. This action authorizes other budget actions which are under consideration in a separate process.

**Prior Council Review**

None

**Action Requested**

On November 7, 2022, subject to second reading and public hearing, approve ordinance.

*Taylor Hallvik, Assistant City Attorney III, 360-487-8521*

**ATTACHMENTS:**

- ▯ Ordinance

10/24/22 (Date of First Reading)  
11/07/22 (Date of Public Hearing)

ORDINANCE NO. M- [Ordinance Number]

AN ORDINANCE of the City of Vancouver Transportation Benefit District imposing a one-tenth of one percent (0.1%) sales and use tax pursuant to RCW 36.73.065(4)(a)(v) and VMC 3.40.070 for the purpose of financing the costs associated with transportation improvements in the district, specifically that of additional transportation elements as outlined in the Complete Street policy; providing for severability; and setting an effective date.

WHEREAS, streets are the City of Vancouver's largest physical asset and are critical to our community's day-to-day and long-term economy and livability; and

WHEREAS, the City Council of the City of Vancouver (the "City") in Ordinance No. M4139 created the Vancouver Transportation Benefit District (the "Vancouver TBD") as authorized by RCW 35.21.225 and subject to the provisions of RCW 36.73; and

WHEREAS, the geographical boundaries of the Vancouver TBD are composed of the corporate limits of the City as they currently exist or as they may exist following future annexations; and

WHEREAS, RCW 36.73.065 authorizes a Transportation Benefit District that includes all the territory within the boundaries of the jurisdiction establishing the district, may impose, by

majority vote of the district's governing board, up to one-tenth of one percent of the sales and use tax authorized by RCW 36.73.040 and RCW 82.14.0455; and

WHEREAS, the Board of the Vancouver TBD finds it to be in the best interests of the Vancouver TBD to impose a one-tenth of one percent sales and use tax for the purpose of acquiring, constructing, improving, providing, and funding transportation improvements that are consistent with the City of Vancouver Complete Streets policy within the Vancouver TBD; and

WHEREAS, with proper notice to the public, the Vancouver City Council, acting in an ex officio capacity as the Transportation Benefit District Board, conducted a first reading of the proposed ordinance on October 24, 2022 and a public hearing concerning the ordinance and proposed code changes on November 7, 2022.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

**Section 1. Findings.** The City Council, acting as the Transportation Benefit District Board, hereby adopts and incorporates by reference the above recitals as findings in support of this Ordinance.

**Section 2. Additional One-Tenth of One Percent (0.1%) Sales and Use Tax.** An additional one-tenth of one percent (0.1%) sales and use tax is hereby established and imposed pursuant to Chapters 36.73.040, 36.73.065(4)(a)(v) and 82.14.0455 of the Revised Code of Washington for the purpose of acquiring, constructing, improving, providing, and funding transportation improvements, including the operation, preservation, and maintenance of these facilities or programs, within the Vancouver Transportation Benefit District that are consistent with Complete Streets policy as approved by City Council via an ordinance on June 19, 2017. The sales and use tax shall be imposed for a period not exceeding ten (10) years unless renewed

ORDINANCE - 2

or extended pursuant to Chapter 82.14.0455 of the Revised Code of Washington. The tax shall be in addition to any other taxes authorized by law and shall be collected from those persons who are taxable by the state under Chapters 82.08 and 82.12 of the Revised Code of Washington, as amended, upon the occurrence of any taxable event within the boundaries of the City of Vancouver Transportation Benefit District, the boundaries of which are co-extensive with the boundaries of the City of Vancouver.

**Section 3. Use of Revenue.** The revenues received from the one-tenth of one percent (0.1%) sales and use tax imposed by this ordinance shall only be expended on complete streets transportation projects approved by the Board of the District during adoption of the annual budget. The transportation projects and programs to be funded with the revenues from the sales and use tax shall be completed in partnership with the City of Vancouver and shall be consistent with the adopted Complete Streets policy and the adopted 2023-2028 Transportation Improvement Program as hereafter revised and extended, which are anticipated to include the projects set forth in Exhibit A.

**Section 4. Notice to Department of Revenue.** The Clerk of the Board is directed to submit this Ordinance to the Washington Department of Revenue (DOR), and to direct DOR to take all necessary steps to implement and collect the tax imposed by this Ordinance.

**Section 5. Severability.** If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and to this end the



provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable.

**Section 6. Effective Date.** This ordinance shall take effect immediately, provided, that the additional sales and use tax imposed by Section 2 shall apply only to taxable events occurring on and after April 1, 2023.

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Anne McEnery-Ogle, Mayor

Attest:

\_\_\_\_\_  
Natasha Ramras, City Clerk

ORDINANCE - 4

Approved as to form:

---

Jonathan Young, City Attorney

ORDINANCE - 5

## SUMMARY

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE of the City of Vancouver Transportation Benefit District imposing a one-tenth of one percent (0.1%) sales and use tax pursuant to RCW 36.73.065(4)(a)(v) and VMC 3.40.070 for the purpose of financing the costs associated with transportation improvements in the district, specifically that of additional transportation elements as outlined in the Complete Street policy; providing for severability; and setting an effective date.



**Staff Report: 129-22**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 11/7/2022

**SUBJECT** Appointment of committees to prepare arguments advocating voters' approval and rejection of the Affordable Housing Levy Replacement proposition pursuant to RCW 29A.32.280

**Present Situation**

RCW 29A.32.280 directs a legislative authority submitting a measure to voters to appoint a committee to prepare arguments advocating voters' approval and rejection of the measure. Specifically, RCW 29A.32.280 provides as follows regarding the composition of the committees and the county auditor's role if the legislative authority fails to appoint committees by the resolution submission deadline:

*"[...] The authority shall appoint persons known to favor the measure to serve on the committee advocating approval and shall, whenever possible, appoint persons known to oppose the measure to serve on the committee advocating rejection. Each committee shall have not more than three members, however, a committee may seek the advice of any person or persons. If the legislative authority of a unit of local government fails to make such appointments by the prescribed deadline, the county auditor shall whenever possible make the appointments."*

At the September 19, 2022, City Council Meeting, Council approved a resolution submitting a ballot proposition to voters that would replace the City's expiring Affordable Housing Levy. Following this action, Council discussed potential committee members to serve on the committee to advocate approval of the Affordable Housing Levy Replacement proposition. Councilmembers Sarah Fox and Kim Harless volunteered to serve on the committee advocating for approval of the proposition. After a brief discussion, Council recommended that staff reach out to Alishia Topper to inquire about her interest in serving on the committee to advocate for approval of the proposition. Alishia Topper indicated that she would be willing to serve on this committee.

**Action Requested**

*Should council wish to defer selection of a committee to the Clark County Auditor, no action is needed.*

1. By motion, formally appoint a committee to prepare arguments advocating voters' approval of the Council's Affordable Housing Levy Replacement proposition.
2. By motion, formally appoint a committee to prepare arguments advocating voters' rejection of the Council's Affordable Housing Levy Replacement proposition.

*Samantha Whitley, Housing Programs Manager, 360-487-7952*



**Item #9.**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 11/7/2022

**SUBJECT** Safe Stay Community 3 Update

**Action Requested**

Having heard and considered public testimony, direct City Staff to resume processing this potential Safe Stay Community in the manner prescribed by City code.

*Aaron Lande, Program and Policy Development Manager, 360-487-8612*

**ATTACHMENTS:**

- ▣ Presentation
- ▣ Site Plan
- ▣ Public Comment Analysis
- ▣ Safe Stay Community Comment Form - Survey Response Report
- ▣ Community Outreach - Notification
- ▣ Public Comment - Virtual Outreach Session Transcripts
- ▣ Public Comment - Email and Phone comments



# Meeting Agenda

- Review community engagement and feedback
- Staff's recommendation
- Next steps and timeline
- Council feedback and direction



# Community Engagement

- Postcards mailed to 2,234 addresses
- Mayor hand delivered 100 postcards to businesses/homes surrounding property
- Community engagement events
  - October 15 – 38 attendees
  - October 19 – 24 attendees
  - October 25 – 60 attendees
  - November 3 – 26 attendees

# Community Engagement

- 5 tours of existing Safe Stay Communities given to downtown neighbors
- Individual in-person/phone meetings with several neighbors/business owners
- In-person meeting with group of 20 neighbors/downtown stakeholders

# What We've Heard from the Community

- More than 185 comments via:
  - Email/phone
  - Be Heard Vancouver
  - Social media
    - Facebook, Instagram, Nextdoor and Reddit
- More than 140 people have attended community information sessions



City Seeks Feedback on Proposed Downtown Safe Stay Community. The City is proposing the property at 415 W. 11th Street in downtown Vancouver as a potential location for our third Safe Stay Community for people experiencing unsheltered homelessness. The City believes that this location would be a good fit for a Safe Stay Community. See more...



Safe Stay 3  
beheardvancouver.org

Posted to Subscribers of City of Vancouver



24 · 3,393 Impressions



Like



30 Comments



Share

# Themes from Community Input

- Community members expressed a diversity of viewpoints
- Many people had thoughtful questions and wanted to learn more
- Several common themes also emerged from community input:



# Safety for Everyone

Community members have frequently mentioned safety in all forms:

- Safety for Safe Stay residents, neighbors, employees and visitors
- Importance of screening and application process
- Concerns about crime
- Differing opinions about what will make us safer



# Differing Views on How to Address Homelessness

Many community members have said that they support community efforts to:

- Get people off the street and into permanent housing
- Connect people to vital services
- Treat people experiencing homelessness with dignity
- Reduce negative community impacts of unsheltered homelessness



# Differing Views on How to Address Homelessness

Some community members have expressed concerns that a Safe Stay Community will:

- Lead to more unsanctioned camping downtown
- Encourage unhoused people from other communities to come to Vancouver
- Discourage people from visiting downtown
- Negatively impact businesses or property values
- Increase crime



# Location-Specific Feedback

Community members have also shared differing views about the proposed location

- Some feel that a Safe Stay Community should not be located downtown, near businesses, near multifamily housing, within walking distance of Esther Short Park, near the Farmers Market, or within city limits
- Others feel that it would help support an inclusive community that connects people to services in an area where people are already living unsheltered





# Site Design

A few community members have also expressed concerns about the design of a Safe Stay Community in the proposed location

- Concerns about parking and sidewalk access
- The need to maintain privacy for Safe Stay residents and neighbors
- Some have also asked for fencing and design options that they feel would better match with neighborhood character



# Staff's Recommendation to the City Council

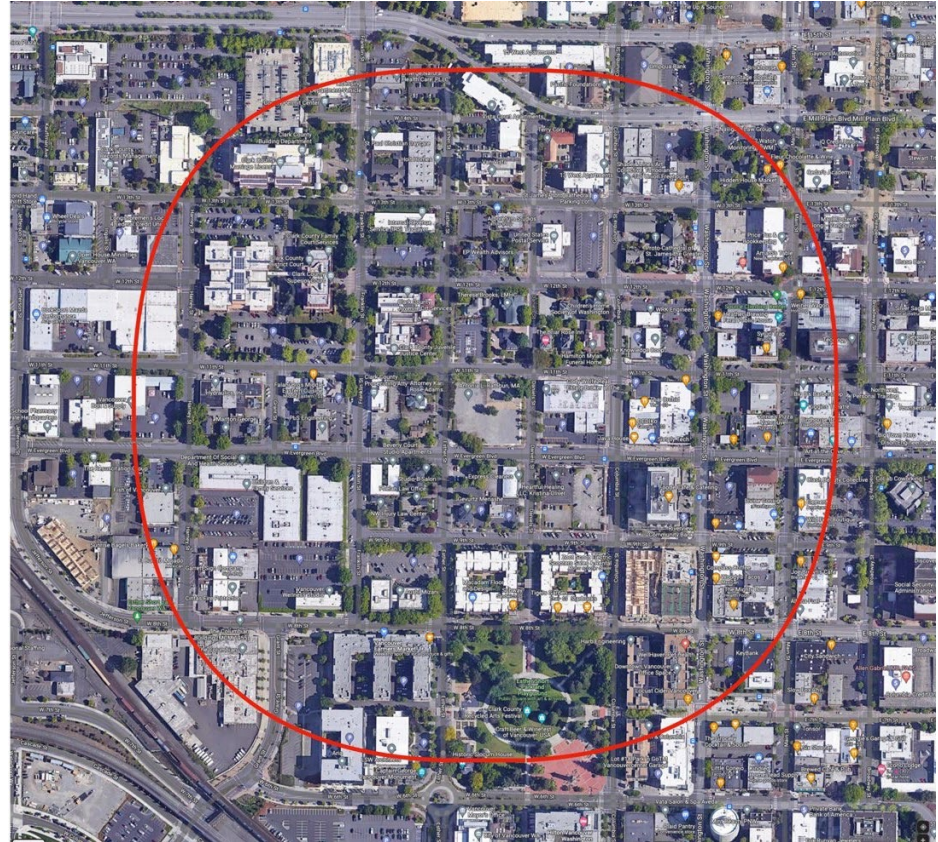
- Staff recommends that 415 W. 11th St. is an appropriate location for a Safe Stay Community
- This decision is based on a thorough evaluation of criteria established by the City Council:
  - Public transit access
  - Equity
  - Economic vulnerability
  - Local need



# Addressing Neighborhood Concerns

If we move forward with this site:

- Public camping will be banned within 1,000 feet of the Safe Stay Community
- The ban will be enforced by VPD and HART



# Addressing Neighborhood Concerns

- Safe Stay Communities act as more eyes and ears in the neighborhood
- Prioritize unsheltered neighbors in the immediate vicinity first, and then other unsheltered Vancouver residents, for entry
- Sites managers provide stabilizing supports and services to their residents
- Aligns with City's work towards a more equitable, accessible, and inclusive community



# What Happens Next?

A draft site plan will be finalized to include:

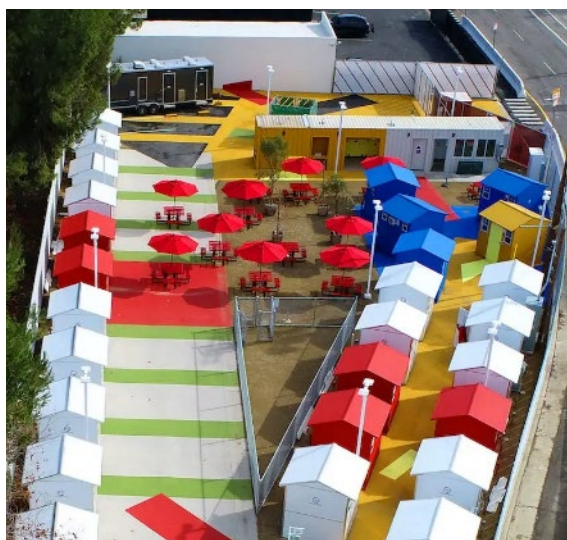
- Shelter locations
- Common spaces
- A parking area
- Lighting
- Fencing and design options











# What Happens Next?

A resource guide will be available to neighbors with relevant links and contact information for:

- Outsiders Inn
- HART
- District One Neighborhood Police Officer
- Talkin' Trash

## A Safe Stay Community in Your Neighborhood: Resources for Neighbors



Vancouver is facing an increase in the number of people who are living unsheltered in our community. As one strategy to address this challenge, the City is planning to provide Safe Stay Communities in several neighborhoods in Vancouver. The plan calls for up to three sites in the next year. A Safe Stay Community has been identified in or near your neighborhood, located on City-owned property at 4915 E. Fourth Plain Blvd. This document is designed to help answer your questions and provide you with some resources to address concerns that may come up around the Safe Stay Community.

### Background

- There is broad concern about homelessness in Vancouver. Many of us see some of our most vulnerable residents living unsheltered, enduring extreme weather situations and needing support and stabilization as they seek a path forward for their lives.
- There are a variety of reasons why people might find themselves living unsheltered. Some people are experiencing homelessness because of a lack of affordable housing or employment security, while others struggle with mental illness, substance abuse, or a long-term disability.
- In addition to concern for the safety and dignity of people living unsheltered, there are also concerns about the impact that homelessness is having on livability in our community. The City shares community concerns about safety, trash, hygiene, waste and fire hazards and is working to address these needs.
- The City is partnering with Clark County, local service providers, neighborhoods and community leaders to continue to address the crisis of homelessness in our community.
- To address the immediate challenges of homelessness, the City is pursuing three approaches at the same time:
  1. Establish Safe Stay Communities for the most vulnerable
  2. Expand permanent shelter capacity
  3. Increase the supply of income-based housing
- When selecting a Safe Stay Community location, the City considers the following guidelines:
  - Dispersing Safe Stay Communities equitably throughout the city
  - Access to public transit
  - Potential impacts on residential areas with heightened economic vulnerability
- Public camping is not allowed within 1,000 feet of a Safe Stay Community.
- The City's first Safe Stay Community opened in December 2021, at 11400 N.E. 51st Circle in northeast Vancouver. Since its opening, the community has successfully provided its residents with referrals for permanent housing, job placement support and access to critical health and treatment services necessary to exit homelessness.
- For more information about all the Safe Stay Communities in Vancouver, visit [www.cityofvancouver.us/safe-stay-community](http://www.cityofvancouver.us/safe-stay-community)
- For Frequently Asked Questions related to Homelessness in Vancouver, visit [www.cityofvancouver.us/homelessnessFAQs](http://www.cityofvancouver.us/homelessnessFAQs)
- If you would like to volunteer, donate clothing or help provide food or meals for Safe Stay residents, please contact the onsite service provider, **Living Hope Church**, using the contact information on the next page.



# Potential Timeline



**November**

- November 7: City Council discusses
- If approved, construction begins



**December**

- Site preparation and construction continue



**January**

- Community Open House
- Safe Stay Community opens in mid-January 2023

# Council Discussion

- Questions and/or Feedback?



### CONSTRUCTION NOTES:

#### BUILDINGS

- [A] 8'x8' SHELTER, APPROX. 8' SPACE BETWEEN SHELTERS. (20 SHELTERS [A]).
- [B] OFFICE (14'x8') [O].
- [C] PROPOSED COMMUNITY AREA [C].
- [D] PROPOSED 7'x7' STORAGE SHED (4 SHEDS [S]).
- [E] ACCESSIBLE 2 STALL BATHROOM BUILDING (APPROX. 14'x8') ([Bacc]).
- [F] LAUNDRY BUILDING (APPROX. 14'x8') ([L]).
- [G] PROPOSED 8.6'x5' GARBAGE DUMPSTER ([G]).

#### CIVIL

- ① 6' HIGH WOOD FENCE, SLATS HORIZONTAL WITH POSTS. —X—
- ② 2 - 6' HIGH x 12' WIDE FENCE CHAIN LINK GATES WITH POSTS.
- ③ 1 - 6' HIGH x 4' WIDE FENCE CHAIN LINK GATES WITH POSTS.
- ④ RAMP FROM PARKING AREA TO GATE.
- ⑤ REMOVE EXISTING SHRUBBERY. [Blue cloud symbol]
- ⑥ REMOVE EXISTING SHRUBBERY NECESSARY TO INSTALL SHELTERS. PLANT NEW SHRUBBERY ALONG THE SOUTH AREA IN THE SPRING.
- ⑦ PROTECT EXISTING TREE OR SHRUB. PROTECT ALL TREES AND SHRUBBERY WITHIN RIGHT OF WAY.

#### LIGHTING

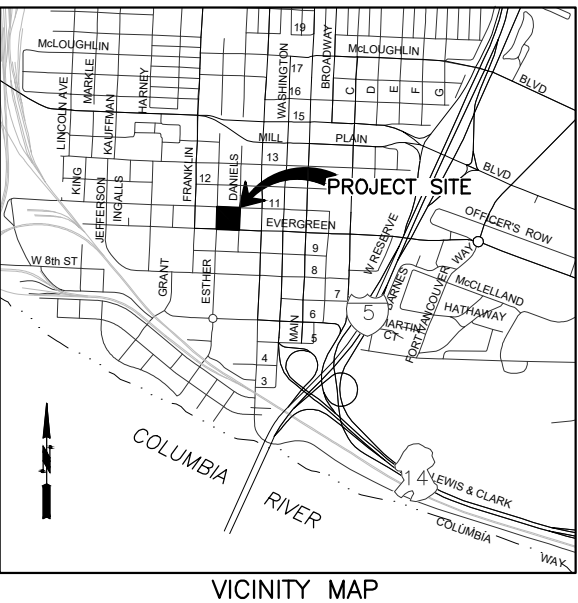
- [A] INSTALL COV TYPE "A" 30' HIGH STREET LIGHT STANDARD WITH 10' ARM.
- [B] INSTALL COV TYPE "AT" 30' HIGH STREET LIGHT STANDARD WITH 10' ARM.

#### SANITARY SEWER CONNECTION

- ① CONNECT TO EXISTING SERVICE LATERAL.
- ② INSTALL SANITARY SEWER MANHOLE.
- ③ INSTALL SANITARY SEWER CLEANOUT.
- ④ INSTALL SANITARY SEWER SERVICE.

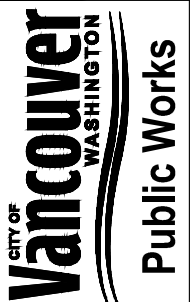
#### WATER CONNECTION

- ① INSTALL WATER METER WITHIN EXISTING METER BOX.
- ② INSTALL WATER SERVICE.



|                      |                    |
|----------------------|--------------------|
| FILE NAME:           | DATE: OCTOBER 2022 |
| SCALE:               | DESIGNED BY: EJJ   |
| HORIZONTAL: AS SHOWN | DRAWN BY: RAW      |
| VERTICAL:            | CHECKED BY: EJJ    |
| DATE [No.]           | APPROVED BY: RGL   |
| REVISIONS            |                    |

400 W. EVERGREEN BLVD.  
STAY SAFE COMMUNITY SITE 3



JOB NUMBER

SHEET 1 OF 2

SITE PLAN

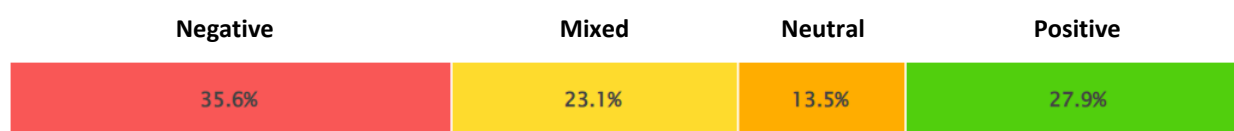


November 7, 2022

## Proposed Safe Stay Community #3 – Public Comment Analysis

### Participation Summary

- More than **185 community** members shared comments about the proposed Safe Stay Community via:
  - Email/phone
  - Be Heard Vancouver
  - Social media
    - Facebook, Instagram, Nextdoor and Reddit
- A total of **159 people** attended the four community information sessions held in-person and online via Zoom
- **104 community members** submitted comments via Be Heard Vancouver
  - A plurality of responses (**48.6 percent**) came from the 98660 zip code, where the proposed Safe Stay Community would be located
  - A plurality of responses (**35.6 percent**) were negative in sentiment or opposed to the proposed Safe Stay Community location
  - **27.9 percent** of responses were positive in sentiment or in support of the proposed Safe Stay Community location
  - **23.1 percent** of responses shared mixed sentiment
  - **13.5 percent** of responses were neutral; these responses typically included questions about the proposed site or the City’s homelessness response efforts



### Overall Sentiment

Community members shared a wide range of attitudes and viewpoints. As a result, overall sentiment is mixed. While safety was the most common theme that came up in public feedback, community members shared differing opinions about what will make them feel safer in the neighborhood surrounding the proposed Safe Stay Community.

Some people who live and work in the area said that a Safe Stay Community would make them feel safer. These folks pointed to the benefits of 24-hour onsite service provider, the 1000-foot camping ban and increased outreach in the downtown area. Others said that a Safe Stay Community would make them feel less safe. These respondents shared concerns about possible increases in crime, vandalism, public intoxication or drug use, and potential reductions in business, visitors or property values.

A sizeable number of people also said that they support Safe Stay Communities or having a Safe Stay Community near downtown, but that they feel the proposed location is not appropriate. Many of these respondents urged the City to consider alternate locations or provided suggested locations that they feel would be more appropriate. A smaller percentage of respondents shared opposition to the City’s homeless-response efforts more broadly, suggesting that there should be no additional Safe Stay Communities in Vancouver. A more thorough analysis of feedback is included below.

## Common Themes

Among those who expressed **negative sentiments**, participants mentioned:

- Opposition to the proposed location
- The opinion that a Safe Stay Community should not be located:
  - Downtown, near businesses, near multifamily housing, near senior housing, within walking distance of Esther Short Park or near the Farmers Market
- Concern that the proposed Safe Stay Community will
  - Lead to more unsanctioned camping downtown
  - Increase the number of unsheltered people in downtown
  - Encourage unhoused people from other communities to come to Vancouver
  - Discourage people from visiting downtown
  - Negatively impact businesses or property values
  - Increase crime
- Some community members shared their opposition to the City's overall homeless-response efforts, suggesting that providing services only enables people or encourages homelessness
- Some respondents also said that they feel homeless-assistance services should be provided

Among those who expressed **mixed and neutral feelings**, participants mentioned:

- Support for Safe Stay Communities or a Safe Stay Community in the downtown area, but questions or concerns about the proposed location
- Questions and concerns focused on:
  - Safety and security in all forms:
    - Safety for Safe Stay residents, neighbors, those who work in the area and those who visit downtown
  - The screening and application process for Safe Stay residents
  - Concerns about crime
  - Site selection criteria
    - How the proposed site was identified
    - Why other sites farther from downtown were not being considered
  - Cost and upkeep of a Safe Stay location
  - How the Safe Stay Community is operated by Outsiders Inn
  - What the intake process looks like for Safe Stay residents
  - Site design and aesthetics, including the look of fencing around the site and the Pallet shelters themselves
  - Why a camping ban could not be extended throughout the entire downtown area
- Many people who shared mixed sentiments also said that they support City and community efforts to:
  - Get people off the street and into permanent housing
  - Connect people to vital services
  - Treat people experiencing homelessness with dignity and respect
  - Reduce negative community impacts of unsheltered homelessness

Among those who expressed **positive sentiments**, participants mentioned:

- Support for the proposed location
- Belief that the location is well suited, given proximity to public transportation and existing community resources

- Belief that the proposed Safe Stay Community will help to address local need in downtown, which many community members described as experiencing negative impacts from unsheltered homelessness
- Belief that a location downtown would help to make Vancouver a more equitable and inclusive community
- Support for Vancouver's plan or overall approach to helping those experiencing homelessness
- A desire to provide support to the proposed community, including through volunteering or helping with site designs

# Safe Stay Community Comment Form

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## SURVEY RESPONSE REPORT

10 October 2022 - 29 October 2022

### PROJECT NAME:

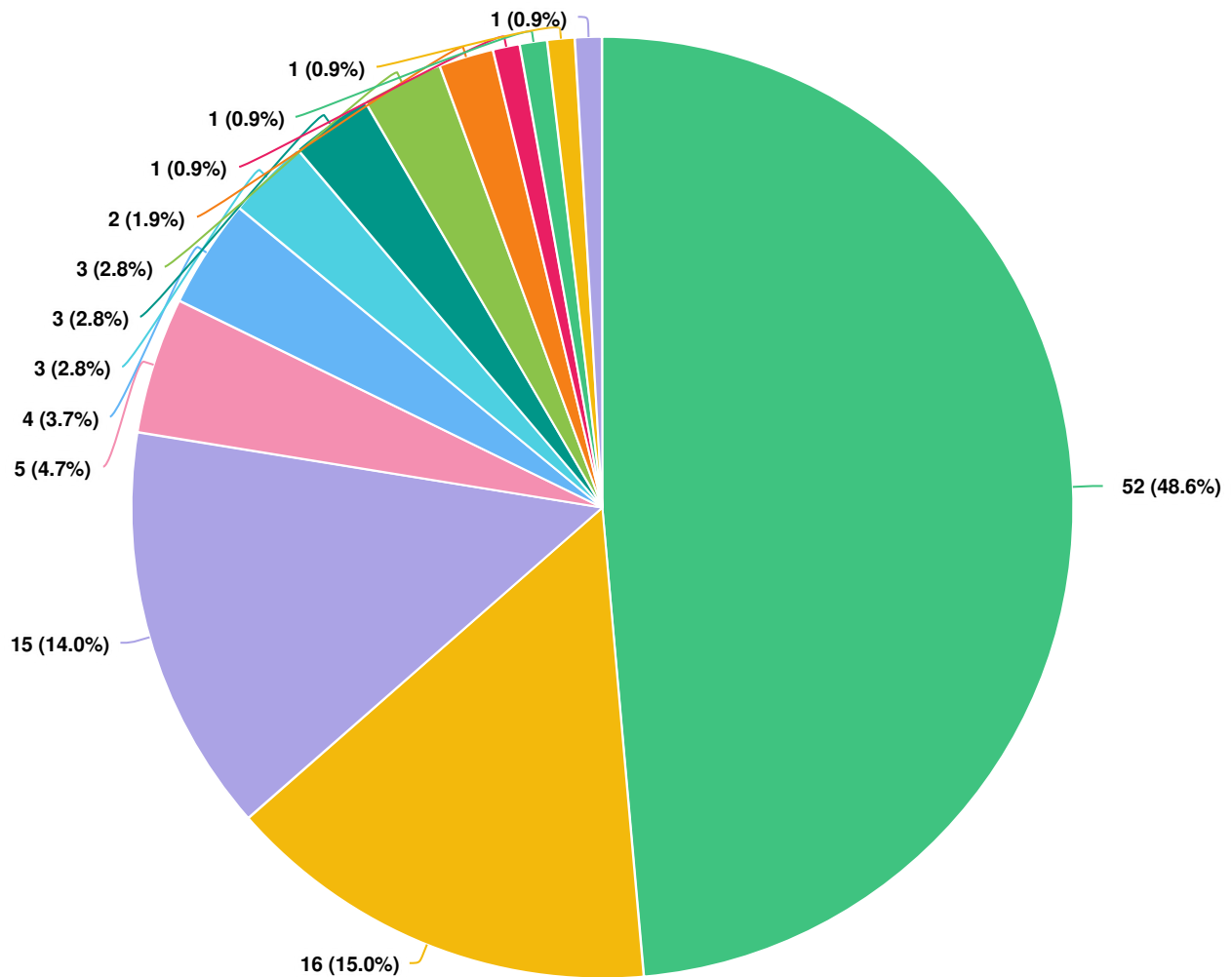
Safe Stay Community #3



# SURVEY QUESTIONS



**Q1 In what zip code do you live or work in Vancouver?**



**Question options**

- Vancouver, WA 98660
- Vancouver, WA 98661
- Vancouver, WA 98663
- Vancouver, WA 98685
- Vancouver, WA 98683
- Vancouver, WA 98662
- Vancouver, WA 98684
- Vancouver, WA 98664
- Vancouver, WA 98682
- Vancouver, WA 98665
- Vancouver, WA 98666
- Bremerton, WA 98310
- Camas, WA 98607

Mandatory Question (107 response(s))  
Question type: Region Question

## Q2 Leave your feedback

Anonymous

10/11/2022 11:11 PM

This is a not an appropriate location and idea to house homeless in downtown Vancouver. Offering this at this location will only attract additional homeless folks. We can not loose our beautiful city like Portland, Or and it's surroundings have.

Anonymous

10/12/2022 06:39 AM

Absolutely no on putting this in the middle of historical downtown. All homeless need removed from city limits into a transitional facility with mental heath, drug rehab, anger management, job training, etc with full resources 30 miles outside the city. We must remove all all homeless persons and stop all efforts to normalize homelessness or create a sub culture of theft and homelessness tolerance that destroys cities. We must STOP allowing homeless theft that is driving inflation and damaging businesses. All homelessness, it's associated crime, and city damage must be completely removed and completely different strategies of removing all homelessness and applying the millions of tax dollars and resources to helping in transitional facilities that are 30 miles outside the city so it is understood by all that tent cities, crimes, trash, unsafe environment will not be tolerated in Vancouver city limits. Stop spending tax dollars on horrific projects like this and start building transitional facilities 30 miles outside city limits to create a controlled environment that appropriate care, resources, and compassion can be delivered that does not destroy our cities and spend millions in projects that have failed over and over. Remove all homelessness and take radically different action to create dedicated facility and resources to compassionately assist this difficult population 30 miles outside the city. Society does not have to trash its cities trying to leave this difficult population in our city limits. Stop attempting to normalize and start removing and rehabilitation in much cheaper locations well outside the city.

Anonymous

10/12/2022 06:46 AM

I agree with nearby businesses and residents: this is not the right location for a shelter. I can foresee spillover into this historic neighborhood and Esther Short Park. Why not build a much-needed grocery store instead?

Anonymous

10/12/2022 06:53 AM

This is a great location for a Safe Stay Community, close to transportation, free hot meals, and other community resources.

Anonymous

10/12/2022 07:23 AM

to input this camp near a condo facility that is home to hundreds of seniors is negligent and endangers that audience. The city is opening

itself to lawsuits, increased crime and decreased property values (decreased tax collection). More thought needs to be given to the project location.

Anonymous

10/12/2022 07:55 AM

My neighbors and I, who live within 10 blocks of the proposed site ,agree the concept is very good. Since,1988 the City, businesses and residents have worked to find balance between all communities. This move is very disrespectful to the businesses who have tried and have invested in our growing downtown, the community's investment in Esther Short Park, the school district with it's investment in new and remodeled downtown schools, renewed and refurbished County services, senior housing by the VHA, affordable housing, finally a grocery store, etc.. Please do not disrupt this healthy community building. It is the right concept/ plan but the wrong location. There is plenty of land around ShareHouse that could be purchases with affordable federal /city dollars to meet everyone's goals. Just because the land is a donation/free does make it the best choice for community. Community building involves respect for everyone. So far businesses and neighbors see this as a one sided land grab by the city. The goal can be accomplished but not on this site.

Anonymous

10/12/2022 08:33 AM

I work across the street from this area. We already have to keep our doors locked due to the amount of issues with homeless in the area. I don't feel like this is the right place!

Anonymous

10/12/2022 08:42 AM

I think the construction of a new stay safe community is a brilliant idea. Making sure that the site is close enough for people to access required resources (bus stops, grocery stores, etc.) is also an important point of consideration. As a citizen of this community this project has my complete support.

Anonymous

10/12/2022 09:07 AM

I wholeheartedly support the location of the third Safe Community in Downtown Vancouver. The ability to connect people with services and transportation is critical, and the proposed location has many amenities already nearby. It is a no-brainer. Thank you for helping to make my Downtown community safer and more inclusive to those without homes.

Anonymous

10/12/2022 09:23 AM

This is a horrible idea!!!! Just when the downtown core is starting to improve in appearance, businesses are thriving, families are venturing out together, you want to install a drug center trash heap homeless filth mecca! In no time it's going to be just like the share house near Amtrak: everyday drug overdoses, crime, stench, filth,

filth, filth!

Anonymous

10/12/2022 10:05 AM

As a Portland resident who worked in downtown Portland for over 12 years (and now enjoy working downtown Vancouver blocks from this site), I can say with confidence that if Vancouver moves forward with this site it will hurt and reverse any gains the downtown Vancouver core has enjoyed the past several years. It's been repeated many times from officials that this site was chosen due to proximity with transportation and shopping. Anyone who knows downtown Vancouver knows that this is a grocery desert. Unless you're looking for fine dining or a night on the town, there are NO grocery options with the exception of an under construction Q4 2023 New Seasons. New Seasons is a high-end premium grocery store catering to wealthy residents. With several open site options closer to the Fish of Vancouver Food Bank, this leads residents to conclude this was a site chosen for optics & politics, rather than practicality and access. If the downturn and failures of Portland is something Vancouver--which used to creatively differentiate itself from Portland--is seeking, then by all means implementing a site like this will invite that failure and hurt businesses, residents, employers, staff, and families.

Anonymous

10/12/2022 10:59 AM

Hello, I wanted to write in to express my strong support for the proposed downtown location of the third Safe Stay village. I am a homeowner in the Hough neighborhood and walk past the empty lot in question very often to get to downtown. I think hosting another successful Safe Stay village is a wonderful use of space and an example of our downtown being beneficial to all our citizens not just the housed or wealthy. I wanted you to know that there is support for these programs and appreciation for the resources used to help our houseless neighbors. Thank you, Tyler 360.448.8059

Anonymous

10/12/2022 11:49 AM

Think this is a bad idea and do not support it. I do not want our city turning into Portland. This is not helping the homeless problem.

Anonymous

10/12/2022 12:06 PM

I feel like this is a poor choice of location. I agree there needs to be something in this area. But else where. This is the core of the downtown area, move it back away from the core. The Farmers Market is just blocks away. Put it out west of the courthouse somewhere. Perhaps the old fire station #1 location.

Anonymous

10/12/2022 12:11 PM

This is wonderful. Please move forward with this project and the good you are doing for our houseless brothers and sisters.

Anonymous

10/12/2022 12:21 PM

This is a great spot for the 3rd Safe Stay Community given its proximity to services and public transportation and I am glad Outsiders Inn will be managing it. I've been worried about faith-based managers crossing the line b/w church and government and proselytizing to the Safe Stay residents. Can we consider something other than chain link fencing to surround and protect it, however? Solid fencing that can be decorated. Add some murals and other public art. People living there deserve beauty, too, more than bare bones functionality. This is a pretty section of historic downtown and neighbors already in residence/businesss there have invested much money into keeping their structures inviting.

Anonymous

10/12/2022 12:31 PM

I do not support the stay safe community being in this specific location. I think it would be better suited somewhere else. I work in this area and leave for work when it's dark most of the year. The street lighting in this area is already HORRIBLE (please fix this!) and it will make it even more unsafe with calling for people experiencing houselessness to be specifically right in the area so many of us have to park and have to walk to and from our cars when it's dark. Please reconsider. Maybe closer to the Share House that is more west or something like that.

Anonymous

10/12/2022 12:38 PM

Mayor and City Council Members, I am writing in regards to the proposed Safe Stay Community in downtown Vancouver, at the intersection of W. 11th and Daniels Street. I am not a resident of the City of Vancouver; I am a registered voter in Kitsap County, and live in Bremerton, Washington. Though I am not one of your constituents, I have some personal interest in the project. I am a regular guest of the Briar Rose Inn, directly across from the proposed site. Over the years, I have become personal friends with Sallie Reavey, the Inn's owner. On staying there this past weekend, I heard a few details about this project, and have viewed video clips and news stories about it. Since I returned home, I've thought about my wonderful weekend in downtown Vancouver, where my family and I love to stay and play. This particular weekend, I participated in the "Girlfriends" Race on the waterfront. I also walked around the area to enjoy shopping and restaurants. While at the Inn, I spent a quiet afternoon in The Inn's front garden, peacefully chatting and reading a book. I was sad to think that none of these activities will be possible or enjoyable for us if this site changes as is proposed. My work in Bremerton as a mental health counselor includes coordination of a free meal site where we provide a weekly meal and many needed services for those without shelter. I feel privileged to work with the community and offer such needed services. In the 8 years since we have begun this program, however, we and the neighboring residents

have experienced an increase in problems such as serious vandalism of our church and restroom facilities, used hypodermic needles being disposed in our vegetation, drug use on our private property (evidenced by surveillance cameras), aggressive panhandling, human waste on our property, and threats of violence to our office staff. We have been in discussion the past few years with law enforcement as we try to find solutions. We don't intend to suspend these much-needed services, but we haven't been successful yet in dealing with these problems. I imagine that similar problems could be expected at the downtown Vancouver site. Our site in Bremerton is otherwise appropriate, as it is directly on a bus line, and within one block of a Community Health center (which provides medical, mental health, dental, and vision care), 2 food banks, a daily meal site, and a work-source agency. As I consider the property at West 11th and Daniels, I question whether this is the "highest and best use" of such a property. With the current businesses which include the shops, restaurants, the new Waterfront development, the Briar Rose Inn, and the walkable nature of the whole neighborhood, it seems that the property value would be extremely high and profitable in other ways. The financial arrangements of this current proposal are unclear. I would urge you to consider more suitable sites for this project that do not compromise business and private residences in this way. I hope to be able to safely enjoy future stays at the Briar Rose and its neighboring shops, restaurants, and parks, Kathy Warcup (360) 479-0426 kgwarcup@gmail.com

Anonymous

10/12/2022 12:51 PM

Why would you put such an eyesore in this neighborhood,, our building is located at 1014 Franklin St 98660,,,, i cant tell you how many times we have had to remove homeless people from our front porch, from our building, remove people in tents in our parking lot, and call VPD to pick up hypodermic needles from our parking lot along with the garbage that has been left. The city has spent tax payer dollars on the beautiful water front project along with Kirkland development and i am sure they dont want the homeless people confronting the patrons who come to the area to be bothered or accosted by a homeless person or persons..... I do understand that homeless people need a place to be, but not in the area you are suggesting.. There are no services in this area for them to use... Across the river services are closing because the restaurant patrons dont want their cars broken into and/or to be accosted by a homeless person or persons... This office can be contacted at 360-993-4165 speak to my self Gayla or the building owner Jesse Conway who asked me to comment on this article

Anonymous

10/12/2022 01:19 PM

Downtown is practically deserted outside of typical business hours.  
More people living there is great!

Anonymous

10/12/2022 03:11 PM

Creating these communities is hindering not only business, but deterring affluent people from the city all together lowering revenue. If this continues, my family and I will be relocating to another city without these communities. The location on fourth plain has made that area of town less desirable and my family and I no longer visit any of those businesses avoiding the area all together. These communities create a bubble around them that some of us feel are unsafe as we do not want to be harassed or asked for money when shopping and spending time with family.

Anonymous

10/12/2022 03:11 PM

I believe the community needs to be involved in solutions for the houseless population; partly to serve those less fortunately, but mostly to preserve the safety of our citizens and businesses. Downtown is not an acceptable location for a camp like this. I'm guessing this would never be considered by the waterfront development for obvious reasons.

Anonymous

10/12/2022 03:17 PM

This proposal is simply ridiculous! Who is so smart to come up with this idea?! I would love to know their names to ask them this question - where do THEY LIVE? Arent there any land less expensive and not in downtown area available for this project??? You are bringing this Stay Safe Community that is NOT SAFE AT ALL right to the downtown! You are bringing this "safe project" to the area where the most expensive housing/rental is being developed. You know it will only bring chaos, theft and crime to the downtown. Absolutely AGAINST this!

Anonymous

10/12/2022 03:26 PM

This is a terrible idea. Just look at what happened in downtown Portland over the past 5 years. Don't put a homeless shelter in the middle of downtown Vancouver. It will attract more homeless people, which will bring more crime, which will dissuade visitors and commerce to downtown businesses, which will in turn drive those business out of the CBD. The city will lose tax revenue and residents will lose jobs. Put it somewhere else, in a less impactful location. The needs and conveniences of the homeless are not more important than the needs and conveniences of taxpaying, voting citizens, shoppers, and workers. I used to visit downtown Portland regularly before they started listening to the homeless non-profit service providers and turned it into a disaster zone. Now I refuse to go there for any reason. They've lost my business. I represent the silent majority and there are many who share my outlook. Current Vancouver city councilmembers risk losing their jobs over this.

Anonymous

10/12/2022 03:32 PM

Your press release states that "As part of its ongoing public outreach process, the City sent letters to all residents and business owners within 1,200 feet of the proposed site, seeking their input during a public comment period as a next step in advancing the City's Safe Stay Community program." To date, I am unaware of any such letters having been delivered to any residents or business owners at the Heritage Place Condominiums ("HPC"), located at 300 and 400 West Eighth Street. Could you please clarify whether you have determined that HPC is not within the 1200 feet of the proposed site, or otherwise clarify why no one at HPC has received a letter? Thank you in advance for your attention to this matter. Samuel Broda, Board President Heritage Place Condominium Association

Anonymous

10/12/2022 04:37 PM

It seems like operational capacity will be met easily with a capacity of 40 residents. Where would those who are unable to obtain a place at this facility go? How was the prohibition of public camping of 1,000 feet determined? It seems that the prohibition on camping is aimed to increase the usability of the downtown for all, however, a lot of the downtown area extends beyond the 1,000 feet from the proposed Stay Safe 3 site. Furthermore, some of the most visible encampments are located near or within the I-5 and SR-14 rights-of-way, well outside of the 1,000-foot radius. Why is the 1,000-foot prohibition of camping contingent on the building of this particular Stay Safe Community? Why does public camping in public rights-of-way occur and what are the legal provisions which allow for this? It is terrifying to see the increase of foot traffic on highways with the fast moving vehicular traffic. How has the physical design and operational model been adjusted to incorporate what has worked well at the other two Stay Safe locations? It will be critical to employ the lessons learned from the first two facilities and integrate them into any future Stay Safe Community. How will the concerns expressed by business and property owners within the 1,000-foot radius be taken into consideration for the design and operational management of this Stay Safe Community?

Anonymous

10/12/2022 05:59 PM

I would love to see the Stay Safe Community come to life! The location that was chosen is perfect. I can absolutely see myself volunteering my time, money, and resources to assist with this since it will help our community in such a tremendous way.

Anonymous

10/12/2022 06:48 PM

Stay safe for who? The homeless AND local residents? I have lived here for 5 years and it's not good. Don't become a shit hole. You're well on your way though.



Anonymous

10/12/2022 07:30 PM

I own Vancouver Glass co right across the street I have not received any written notice of this project I spoke at the last meeting also the cleaners either how odd the board promised written notice !!!!! am Dale owner of Vancouver Glass = 910 Daniels str 98660 the cleaners is 914 Daniels str 98660 Seng is the owner. tell the council I am upset that the closest businesses are not getting notice!!!!

Anonymous

10/12/2022 07:37 PM

Stop allowing homeless to take over our cities by attempting to normalize and propagating the problems. Stop allowing homeless populations to steal and not be prosecuted as it destroys businesses and drives inflation. Do not spend a dime to deface our cities and keep crime, drugs, anger management issues, mental health issues unleashed making cities unsafe. All homeless needs to be removed from the city to federal government and state sponsored transitional facilities 30-50 miles outside the cities so the is never an expectation that crime and homelessness be normalized. Compassionate care and safe transitional facilities staffed to best deal with the wide array of issues involved with homeless population. Real plans for integration into society only for those capable of receiving the helping hands to get back on their feet. 60-70% of homelessness populations are incapable of functioning in normal society and require a safe alternative in transitional structured environments 30-50 miles outside city at much lower cost And tremendously more effective for all involved. Stop the madness! Stop the insanity and failure of so call safe zones!!!! Stop stop stop the insanity!!

Anonymous

10/12/2022 10:01 PM

Improving downtown Vancouver means improving it for everyone, even those that some try to ignore

Anonymous

10/12/2022 10:47 PM

Thank you for doing more to help our unhoused neighbors! I'm sure you get a lot of hate filled comments, so I wanted to take the time to send in a positive one! People deserve dignity and respect and a roof over their heads. I'm proud to be part of a community that prioritizes that!

Anonymous

10/13/2022 04:20 AM

This site would be much better near the share house where camping is out of control, public building don't feel safe to enter or park at, and there is a more clear and obvious need.

Anonymous

10/13/2022 06:57 AM

Okay, anyone that thinks putting a homeless camp in downtown Vancouver needs to go to Portland. I work in Portland and have seen what happens first hand. A lot of these people are unsavory. Open your eyes. If you want them to be somewhere and you trust them

have them hole up in your yard? Why not? Try it out for a bit. We need a mental institution. We need a hard line that keeps homeless camps out of our community. How much money has been thrown at homelessness? What has come of it? What's the end game? Cause if anything it will draw more here. So open your hearts and homes to the homeless if you want this instead of driving people out of downtown. If you want it expect the same result that is happening in Portland. Goodbye businesses and commerce. Welcome spray paint and plywood everywhere due to all of the broken windows. Please listen to the tax paying citizens.

Anonymous

10/13/2022 07:57 AM

I believe the first two communities have been successful and the addition of a 3rd is welcome. These communities should be in every neighborhood in Vancouver. I fully support Stay Safe 3.

Anonymous

10/13/2022 09:37 AM

I reside at 400 W. 8th Street, unit 312. My unit will overlook this proposed site from above. I saved many years to be able to purchase this condo on prime real estate. I'm not in favor of using prime downtown property for a homeless community. I'm fine with the homeless being in my neighborhood just not on a piece of prime downtown land. How about a few blocks west closer to say the Share house. Why are we willing to give them prime property when I had to work hard for years in order to purchase downtown on my prime property. It's not fair!!! I support these safe stay places but NOT on prime downtown property. Someone will get a big wrote off on this and those of us who reside on and near this site will be the losers! Cheryl Golliher 400 W. 8th Street #312

Anonymous

10/13/2022 09:58 AM

Vancouver has worked hard over the years to revitalize the downtown areas. Things are finally starting to develop in a positive manner and building a safe stay community at the proposed location will do nothing but negatively impact the area for the community as a whole while trying to accommodate the needs of the few. This is the right idea in the wrong place!

Anonymous

10/13/2022 10:05 AM

move the location further away from retail, restaurants, law offices, and other commercial businesses. Having this available to them will attract more to the area.

Anonymous

10/13/2022 11:34 AM

No safe stay communities! Such an eye sore on our beautiful downtown. I wouldn't want to live or work anywhere near a safe stay.

Anonymous

10/13/2022 11:49 AM

Just as we are redoing the waterfront and soon the Main St area, we are adding a homeless camp? Did anyone think this through?

Anonymous

10/13/2022 11:53 AM

The more you give them , the more they will call their friends to come .

Anonymous

10/13/2022 12:43 PM

I live one block from this proposed homeless facility. I have lived here for 7 years. Our neighborhood suffers from constant homeless crime and trash due to Ester Short park, Share House and surrounding camps, the men's shelter at the Lutheran Church, and continual downtown homeless camping. Our Starbucks is often a Share extension. Many older people are afraid to walk outdoors alone. We and our neighbors are cursed at, thrown at and chased by the mentally ill who simply hang out in this area. We experience drug dealing and open usage. Our building has continual car theft, other theft, vandalism and trash, despite our ever increasing security measures. The police are busy elsewhere, but they desperately need a downtown or city hall location and a 24 hour presence. The could-be-beautiful downtown remains neglected for the shiny waterfront. Please reconsider this siting as it may be the final nail in the downtown coffin.

Anonymous

10/13/2022 01:33 PM

I am for it! I believe from what I have seen and experienced they are helping for those who do want help!

Anonymous

10/13/2022 01:50 PM

I think that this location would be a fine place to host another Safe Stay Community.

Anonymous

10/13/2022 02:03 PM

I live in the Bagley Downs area and work in downtown Vancouver. I am fully in support of more of these Safe Stay locations. I understand fears people have about having these in their neighborhood, however we are having camping throughout the city. More of these locations until we have no one else camping.. This is a great approach.. I would also love to see additional locations for people living in their vehicles. I see them both near work and where I live. Notices are given to move or be towed... and they move just enough to avoid the vehicle being impounded... Thanks for the hard work!!

Anonymous

10/13/2022 02:20 PM

I have a friend who lives in low income housing on Esther and Mill Plain. Across the street on Esther there are constant camps with homeless folks there. I think this safe site could alleviate the issues and help the elders in the apartment building be safer and feel more

secure. Homelessness is not a sin or indication of a bad person but there are some who have trespassed on the land of the low income apts. To give them a safe place to stay would make life better for so many people in the area. Giving humans a place to sleep and be safe as well as raising the safety of the area around them. I say go for it!

Anonymous

10/13/2022 04:44 PM

We live and work not too far from the other two Safe Stays and have not experienced any negative effects from them being there. The West side needs to provide the same level and type of service for people experiencing homelessness in the downtown area. It is a proven program that needs to be expanded and meet people where they are.

Anonymous

10/13/2022 05:48 PM

This is wonderful! Vancouver with the big-hearted and experienced Ms. Spinelli, is making real strides in home-grown houselessness solutions. You make me proud of Vancouver. Do not listen to the NIMBYs. We need a city that is safe and accessible for EVERYONE, everywhere, regardless of their physical or economic limitations. Thank you!

Anonymous

10/13/2022 06:36 PM

That's great that camping won't be allowed within the vicinity of the safe rest village and it will certainly improve the looks of downtown. However, what then happens to the nearby residential areas where. Folks are forced to move away from the village and camp in neighboring residential areas. I'm on the fence whwn it comes to being compassionate or simply being frustrated with the situation.

Anonymous

10/13/2022 06:59 PM

I've lived one block from this site since 2020 and I work downtown also. People have already been camping here since the church was torn down and at this point I think I would welcome a structured campsite with rules and regular garbage pick up over never knowing what I will encounter around the next corner. I walk to do most of my errands and also for exercise and I would feel better about the current situation if a) I knew what to expect/where people would be and b) if I knew they were getting some help too. Maybe my landlord will be opposed to this because of "property values" but as someone who walks by there every single day I think it sounds like a reasonable improvement over what we have now.

Anonymous

10/13/2022 07:37 PM

To Whom it may concern: First, please forgive the length of this as I am unsure I will be able to make any public hearing on this. 1. Please advise what other sites were considered by the city for downtown. 2. How much is the city paying the private landowner for use of the

property? 3. Does the description of "temporary housing" mean this site will be temporary or that the terms of residency by the occupants will be temporary? 4. Who was involved in making the decision for this site? 5. How was it decided this was superior or preferable to others? 6. Why was input from local business and residents not sought earlier in the process? If it was, please advise how and when. Why did the city not advise us more than 3-7 days of its intent to use this as a site? I would like to speak on this issue but only have 3, at most 7 days, notice. I received a letter today on October 13 telling me of a hearing on October 15 and 19th. This is untimely and inadequate notice regarding a major decision that will negatively affect businesses and residents in their daily lives, as well as the property values in the area. If I want to lease or sell this building in the future, I will likely be unable to get reasonable rent or suffer a decrease in value if selling due to its proximity to the proposed site. I own business property nearby at 904 Esther which is probably less than a few hundred feet away and lease it to two law related businesses. There are 6 workers who work there daily. In the past there have been a few problems with homeless individuals sleeping on the porch or trespassing during the day. On one occasion, a person camping right near the proposed site followed one of them back to the office, yelling at her and scaring her. This site will not lessen those interactions but increase them. In addition, there is already the Share house in the downtown area which already draws many people needing help and housing into the downtown core area. This site would make at least two homeless shelters within about a 5-block area downtown. The safety of those working and their clients is needed. This site will not result in an increase in safety. This site is right in the center of several businesses who will be negatively impacted by this camp with increased transient traffic in the area and exposure of those businesses to possible trespasses, property damage and likely some unpleasant and possible physical interaction with or by site residents. These are service businesses such as law offices, coffee shops, a dry-cleaning business, the courthouse and other county offices, a hair salon, and others, that have clients coming into their offices all the time. This site will be two blocks from the Farmer's market, where thousands of people go annually, and I have witnessed many of them taking walks in the area and walking to the market over the years. The area employees and or clients may be forced to park near the site and will be concerned about being harassed or encountering a less than pleasant resident of the site. Whether justified or not, many in the public perceive sites such as these as nothing more than places where drugs are used, and crimes are planned and then committed in the surrounding areas. Why did the city not use one of the riverfront properties that it owns and remains unsold or unoccupied? I imagine it is because the city does not want its new waterfront jewel to be affected marred by the view of a homeless site. Why not use the parking lot next to city hall and offer

city hall parking at the 415 site? I am guessing there are other sites in more industrial like areas of downtown that could accommodate this camp and not negatively impact the service businesses and residential housing now located near the proposed 11th street site. This site will be visually unappealing and be out of place in this area. To be blunt, it looks cheap and is not built for looks, but utility, as is evidenced by the temporary nature of the housing and erecting an ugly high cyclone fence around it. Many people in this area take pride in restoring and maintaining their office or home as things of beauty to keep a serene and pleasant looking environment in the Esther short area. On the proposed site, there used to be offices and a church which was demolished. While the resulting empty lot is not beautiful, putting this site there will absolutely ruin the otherwise pleasant aesthetics of the area. If you want to encourage people to visit or work downtown, this is one way to make sure this does not happen. I have worked in downtown for over 40 years. I have seen the long deliberate and successful transformation of an ugly core area once littered with card rooms and bars and high crime rates, into a much more beautiful, relatively safe and vibrant area, from the re-do of Esther Short Park to the new waterfront development. Additionally, there has been a boom in downtown construction with many new offices and housing. It is now a place where people want to go, to visit, and to work. Putting this site here will undo these decades of revitalization and progress. People will stay away from visiting, working or living downtown if they know they know their office or residence will be a next to or a few blocks from this proposed homeless center. To my knowledge, we have never received any notice of a public hearing on what sites were being considered or that this site was even being considered until now. This is unfair and a tremendous failure of city government. I fear that seeking comments after a decision and site selection have already been made is nothing more than paying lip service to the idea of actually listening to the public before making a decision. While I applaud the idea that people in need of housing should be helped, it appears the process of site selection in this instance was not well thought out and, if this site is selected, unfairly decided. Please go back to the drawing board and find a more suitable location for this site. Tom Phelan

Anonymous

10/14/2022 07:43 AM

As a resident of Hough, one block from Mill Plain, I am very supportive of this location. It's mostly commercial in that block, and our area is in desperate need of safe housing for people who occupy the neverending stream of tents in our area. Thank you for considering a space that is in need of this. HART works tirelessly, and I'm hopeful that a westside location would benefit their work.

Anonymous

I don't think the downtown area is the wisest place to put a tiny home

10/14/2022 08:14 AM

community. If it were a nice looking building that could be turned into tiny apartments, that might work better, but this is going to directly counteract the city's efforts at bringing in better businesses. If this is how the city values those businesses after they are established, it sends a pretty bad message, don't you think? A little outside the bustling center of town would also be a much better choice.

Anonymous

10/14/2022 09:39 AM

I think we all wish there was a better, more permanent, solution to the issue, I feel like this is a positive move vs. allowing unabated camping in and around the area. As a resident, I support this. We can't all be NIMBYs and just hope the problem resolves of it's own accord.

Anonymous

10/14/2022 09:46 AM

There has been so much improvement to downtown Vancouver drawing locals and Oregonians to downtown. The siting of this community here will hinder, not help. I live near the E Vancouver transit station that has an organized camp and it seems to be very successful. It is not on a residential street. I support the Stay Safe communities, but please find another location.

Anonymous

10/14/2022 02:05 PM

In celebration of someone I know staying at the first Safe Stay accessing housing, I searched photos of the 51st Cir encampment before the Safe Stay community project to have a "before" pic to compare to "now" pictures, and I can only quietly catch my breath and say, WOW. The transformation in both the place and the people can only be described as amazing. And to think, we are now seeing documented healthy community connections and positive changes that continue to happen in a place that was stuck in unhealthy routines and processes and wasted dollars. Thank you for giving programs like this an opportunity to try something different.

Anonymous

10/14/2022 03:11 PM

Stop giving them places to go , they will keep coming and make the problem worst .

Anonymous

10/14/2022 03:12 PM

Folks without permanent housing need all the help our city can muster, and there's quite a population in need in this general area. Thanks for seeking solutions to help folks have a safe place to rest.

Anonymous

10/14/2022 04:48 PM

I am an attorney and rent office space in downtown Vancouver, approximately 3 blocks from the proposed Safe Stay Community. While I absolutely recognize the need to provide services and a place for the homeless community to stay - the central downtown area is not the place for it. It goes without saying that many folks who are

homeless experience additional problems such as mental illness and drug use and that these problems in turn can produce behaviors that impact the safety of others living and working in the area. Even without a location such as this the number of homeless persons is increasing in the downtown area such that it is less safe and to be frank, less of a pleasant place to work. We have had to remove campers from our parking lot and pick up syringes. I have been accosted and yelled at on the street several times. On at least 2 occasions homeless persons have walked into our building demanding food and refusing to leave. I used to work late at my office quite often but now I cannot do that as I am afraid walking to my car at night even though it is parked in the lot next to my building. In fact just last week at only 7pm I had to return to my building because a man who appeared to have mental health issues was standing next to the parking lot yelling and I did not feel safe to walk to my car. My office is near the courthouse and people need to access the courthouse safely and without risk of being accosted or threatened. Attending court is stressful enough as it is for litigants without having to contend with feeling unsafe to get through the doors, The location at issue is 3-4 blocks from the courthouse. While you may want to provide services to the homeless population, making this space available for them in the downtown area will result in closure of local business, will make people not want to come to the downtown area for work and recreation, they will not want to eat at the restaurants and enjoy the local park and it will drive out local business owners like myself. I think it is very doubtful that I would keep my office space downtown if this plan were to move ahead.

Anonymous

10/14/2022 05:07 PM

After reading all the materials and viewing the videos, I am in favor of this project. The homeless are already sleeping in the downtown area and impacting our businesses. We have to do something. As long as there is 24 hour management and this is temporary for the individual I propose we proceed asap.

friend

10/14/2022 05:21 PM

If you are not part of the solution then you are part of the problem!

Anonymous

10/14/2022 06:27 PM

I'm concerned that this will lead to even more crime, trash, and graffiti downtown. There are already nightly disturbances by homeless people experiencing mental health and addiction issues. I'm feeling very unsafe walking around the Esther Short Park neighborhood, even during the day. If you build this, please increase the number of police officers downtown and add cameras to monitor activity in and around the site. I feel sorry for any homeowners or business owners nearby.



Anonymous

10/14/2022 07:20 PM

Follow Portland lead. Outlaw all tent cities and absolutely stop and remove all these failed effort to force homeless into downtown. Establish a transitional facility for homeless 30-50 miles outside the city where it is much cheaper and compassionate resource can be established for mental health, drug rehabilitation. Anger management, criminal, etc, and construct a self sustaining controlled environment. Never normalize homelessness, never normalize theft, never normalize lawlessness!!

Anonymous

10/15/2022 10:50 AM

What mitigation will you provide to the neighboring businesses, homeowners?

Anonymous

10/15/2022 02:23 PM

Rule? What are the rules within safe stay communities? Are there any? Let's hope no drug addicts, sex offenders, domestic violence suspects, or anyone with a felony is allowed to be housed here. Can folks have alcohol, Marijuana, etc on site? Are there grounds for being banished? Criteria for being accepted into one of these communities. Who checks these things? I'd prefer spillover to not affect neighboring communities.

Anonymous

10/15/2022 03:44 PM

Though I believe that Stay Safe communities can make a difference for our homeless residents, I don't think a community downtown is appropriate. If the city wants to attract more businesses such as shopping and restaurants, that bring in people from out of town or other areas of Vancouver, the city needs to consider the impression that a homeless camp is located downtown gives. People are afraid of homelessness even if in reality a Stay Safe village is safe. I'm afraid it would deter businesses from moving into our growing downtown area.

Anonymous

10/15/2022 10:11 PM

I'm sorry but the more we add the more homeless are going to come. If we didn't learn our mistake with the day Center and how it has spread throughout our city by now I don't know what to say about our city officials, or anyone considering such a thing as this. It is not a good idea you guys are ruining the city with these things. It's an open invitation for more homeless once again. Please do not continue this.

Anonymous

10/15/2022 10:20 PM

Adding a safe rest village to downtown will increase crime, camping, and a decrease of safety for the housed tax paying residents. Downtown will turn into what Portland has become if not careful.

Anonymous

10/16/2022 05:28 PM

I like most things about the Safe Stay program. That being said, I don't know if this specific location would be great. The very first thing that came to mind was being so close to that crumbling condemned building by the Academy might encourage a resident to try and go inside. That building is so incredibly unstable at the moment. It would be awful if someone died because a building collapsed on him/her.

Anonymous

10/16/2022 06:21 PM

Highly against. The city has put a lot of work into revitalizing downtown. The last thing those of us that live and work downtown want is a homeless community 2 blocks from Esther Short Park.

Anonymous

10/17/2022 09:11 AM

Putting this facility in the city core is a mistake. It's a great way to kill a lot of businesses. It's right across the street from a charming bed and breakfast That's been around for many years. This facility will put it out of business for sure. Why can't it be put farther west near the warehouses on the west side, closer to share house? This area would be much less disruptive. It seems the city is now making it very easy to be homeless. I feel for the people who lost their jobs and lost their homes and I do believe they should be helped. But there are so many that are just utilizing the system. Everything is free, why not? If I need any cash I'll just go out and cut some catalytic converter's, break into some cars/homes in the nearby areas....

Anonymous

10/17/2022 11:20 AM

Think this is a bad idea. Why not creat a larger site away from town where there are no houses or businesses close by and creat me a zoning buffer around that.

Anonymous

10/17/2022 02:15 PM

My family lives at Parkview Apartments right across from Esther Short Park. My wife, two sons (11 & 7), and myself. As data shows - having a permanent location in Vancouver would attract unstable characters to abuse our small community. We are not happy with the current homeless situation as my sons and I have been threatened at Esther Short Park several times (911 has been called to help). As data has been shown having a place for homeless/mentally unstable persons to congregate has a negative effect within the community.

Anonymous

10/17/2022 06:56 PM

Why not build a building in which to house these people? Are you anticipating a sudden upswing in their ability to afford regular rents?

Anonymous

10/17/2022 09:09 PM

Simply the wrong location! The established neighborhood's entire "atmosphere" or "wellbeing" will be destroyed with the addition of a Safe Stay location. Let's call it the way it is.... the one out by the

YMCA is on a dead end street, nearly out of sight. The one on 4th Plain is in a light industrial setting and blends in well with the nearby looks. This one being proposed, however, will simply stick out like a sore thumb, and will wreck the neighborhood. It's simply in the wrong location, and needs to be re-sited elsewhere where it is less prominent. You know and I know that if this were being put in a Council member's neighborhood, it would NEVER happen. Why are the folk in this neighborhood any different? They don't want it! Move it elsewhere!

Anonymous

10/18/2022 09:39 AM

Hi - I own the building at 1014 Franklin St. I have worked there for over 13 years. The last few years we have seen an increase in disturbances in the area. We have had a large bag of needles dropped off in our parking lot, a brick thrown through our window, window of cars broken out, people camping in our parking lot, and several people on several occasions walking into our building and threatening us. The issues have drastically increased once the City started allowing people to camp downtown. The homeless shelter on the 11th will only increase these disturbances. In addition it will drive business away from downtown. The City and the community has made great strides and invested considerable effort into improving downtown. Why place a homeless camp in the middle of it when there are numerous other options? Would the City place a homeless camp in their new waterfront? Probably not so it would not make sense to place it on 11th.

Anonymous

10/18/2022 11:42 AM

Thank you for establishing this Safe Stay facility. We have a condo on Esther Short Park and much appreciate this effort to assist our community members in need. We support SSC#3.

Anonymous

10/18/2022 05:09 PM

I work in an large office very close to the proposed Safe Stay Community and am writing to request that the City of Vancouver please consider a different location further outside of the downtown core. I go to work every day; my employees eat at restaurants; shop at stores; and are strong supporters of downtown. This is not a good location to ensure the safety of everyone that works downtown. I recognize that we need to help people that are experiencing homeless, but we also need to think about everyone who is trying to bring back our downtown core with employees after COVID. It feels like the City of Vancouver never listens to its citizens and just makes decisions. I'm asking you to listen. Please do not allow the Safe Stay Community in the proposed site.

Anonymous

this should not be allowed in downtown it is too close to Esther short

10/18/2022 05:32 PM

park and main str. and Saturday market and businesses also new apartments are getting ready for construction the block right ACROSS THE STREET IN THE COMING YEAR . the only reason it is being considered is because the property owners is a trust and have not yet decided when they are going to build another low income apartment complex this location will have to be moved in the near future so why set up here. we already have too many weird individuals walking the streets downtown this will bring more!!!!even though no camping will be allowed within 1000 ft will not help either the police do not get rid of campers the only tell them they have to leave if someone calls in and I have done that many times they leave for one day then come back. I have asked many homeless people where they are from many say from other states and heard that Portland and Vancouver take care of them so well we are send the wrong message to all of them and just enabling the very thing they are doing. all cities need to work on building more mental institutions for a lot of them like we used to do!! as a Bussiness Owner downtown for many years this is not going to help downtown at all. this will increase the mess we all are having trouble with already!!!!!!!!!!!!!!

Anonymous

10/19/2022 10:27 AM

I like at Van Vista and use a walker to get around. I get asked anyway for SPARE change or cigarettes. Our neighborhood already has a homeless population nearby. I would feel more unsafe if a village was put in on Evergreen & 11th. - Ryan.

Anonymous

10/19/2022 11:59 AM

I have lived in Vancouver for over 27 years and I am adamantly against this proposed plan for a safe stay shelter in downtown Vancouver. I live near Esther Short Park with my wife and we have invested our hard earned money into rental properties downtown. Nobody has given us anything in our lives, we have worked to be where we are. We spend our money at shops, restaurants and events downtown daily. The amount of hard work and investment that many people have put into downtown over the last several decades is enormous. This safe stay plan is a step back away from what everyone has been trying to accomplish for downtown Vancouver. It moves away from becoming a safe, hospitable area that families and business can use freely. Homelessness does not deserve an open invitation to use our downtown when they contribute absolutely nothing to the growth of this community. I have watched over the past several years as more and more homeless make their way into downtown Vancouver. It's an unfortunate side affect of living so close to Portland but also that of the economy. I go on walks around downtown multiple times a week and almost daily I venture out to grab lunch, coffee or visit our favorite restaurants. Every single day I see more trash, more vandalism, open drug use in the park, human urine and feces on the sidewalks. I have lost count of the number of

times I have seen someone yelling at nothing, wandering around the neighborhood, often with no shoes on or a shirt on. I've been asked for money or cigarettes so many times. I usually walk a different direction when I see yet another drugged out homeless person yelling at people on the sidewalk. I personally was threatened with my life one night simply for sitting at a restaurant and watching a homeless man with his shirt off in 28 degree weather running around jumping on things, yelling and rolling around on the ground. Another man came up to me and made violent remarks about how he could 'take me out' and said 'I would kill you'. I was on private property around other people and with my wife. We haven't gone back to that business since. These men did not care about a safe stay site, all they want is finding their next fix - they will steal anything to get the money for it. They don't have jobs to go to in the morning and they don't care about the damage or garbage they leave behind in downtown. Nobody was there to even stop them. Enough is enough. I've called 311 several times and I barely ever see police patrolling the core of downtown. Often it's just a drive through and not actually slowing down to observe the area. I never see an officer on foot or on bikes where they would be able to actually hear yelling or see someone holding a heroin needle or a glass pipe. I've watched people defecating and urinating in public so many times that I don't even call anymore. Just this week alone I've had to walk around piles of human poop on the sidewalk on Washington Street and on Columbia Street. I'm able to defend myself - I'm a big guy but yet I still carry mace and legally conceal carry a pistol when I venture out. I do not feel safe in my own neighborhood. Allowing more homeless people will attract more crime, drugs, drug dealers, drug users, drug related vandalism, drug related theft and more. I encourage the city to find a different site that does not infringe on the people that have worked so hard to make downtown Vancouver a welcoming place. A welcoming place for those of us in society that choose to work hard and play by the rules. A welcoming place for families to visit and business to grow. A place where people feel safe to walk at night or sit on the grass in the park during the day without being yelled at by homeless people. A welcoming place without drugs being used in corners where people are shopping, walking and visiting with friends. Bringing in more homeless will attract more homeless - it will not be a positive for the community. It will encourage the homeless of Portland to come to Vancouver and give them an open invitation to use all of downtown as their playground. Destroying what we have worked so hard to build. This is a step backwards. Our tax dollars deserve better.

Anonymous

10/19/2022 01:38 PM

Please help address the homeless encampments along Andressen & Burnt Bridge Creek Trail.

Anonymous

10/20/2022 08:32 PM

As a resident of Vancouver for over 17 years, I'm very much in favor of these Safe Stay communities and hope that the public reaction is overwhelmingly positive. It seems that people I've spoken to are often heard complaining about how unsightly, dirty, and even unsafe it is to have so many homeless people in the downtown area, but are unwilling to take the time to learn about what actually can be done to help those in need other than shaking their heads and looking the other way and hoping "someone" will do "something" about it. These communities are clearly doing actual, tangible good for those facing homelessness or a need for other services including food, help with finding jobs, detox programs, and more. Please keep up the good work that you all are doing with providing much needed help and services to those in need in our community.

Anonymous

10/21/2022 11:12 AM

This is a risky idea. We already have a homeless drug problem in downtown Vancouver. I find used needles all over between 6th Street and Fourth Plain, and from Lincoln to Broadway Streets. If a Safe Stay happens down here, we will experience another Vancouver Navigation Center issue where people had a central place to hang out, and filtered into neighboring areas to shoot up drugs and trespass on private property, disturbing the taxpayers that are essentially paying for these services. It was an epic fail as citizens see it. Also, the reported "success" stories from the two existing Safe Stay properties do not warrant a third one. We need to see more impressive success from these efforts than is currently being reported.

Anonymous

10/24/2022 10:02 AM

I have been wondering if the Heritage Farm on 78th Street, formerly called the 'poor farm' has been considered to be repurposed back to a village to house, retrain, and provide services to the homeless. It seems the location already has some infrastructure, some food sourcing and farming skills can be utilized and taught. The land is large, 79 acres, on public transportation, near many stores and other services within walking distance including grocery and Goodwill. Isn't this a higher use than it's current utilization which is a mystery to me really. Please tell me if this site has been considered and if so why was it taken off the list of possibilities??? Thank you, Jenice Prutz

Anonymous

10/24/2022 10:50 AM

I completely disagree with using the 11th Street location for a safe stay. This is the heart of our city. There are other more appropriate locations. The business surrounding this proposed area will have to experience more conflicts and crime. How can we take pride in our city if the homeless issue is

Anonymous

10/25/2022 03:24 AM

I think this is an excellent idea and an excellent location. There is already a large houseless community here, this will reduce desperation and crime in the area by providing transitional housing. I am all for it!

Anonymous

10/25/2022 06:13 AM

Stop the madness. Stop attempting to create a perpetual crime and mental health subculture in the middle of the city on the most expensive property. Create safe spaces 30-50 miles outside the city on cheap property and where a controlled environment with proper resource can more compassionately be delivered. Creating these perpetual false destructive environments is not solving anything but is allowing perpetual crime, theft, destruction of our cities. Stop the madness and create a long term self sufficient compassionate transitional facility 30 miles out side the city. We can take our city back while still being the compassionate community we are!!

Anonymous

10/25/2022 04:44 PM

The report "6 Months of Safe Stay Success" states no goals, no things to measure success/failure against, and very little about actual outcomes. And some of the stats presented in the report are unclear and/or misleading. For example, does the 46 people served include the 11 negative exits from the program? With such a small sample size, percentages vary greatly depending on the answer to that question. Either way, though, 20 to 25 percent of those who tried to live there failed to make it, somewhere between 30 and 45 percent transitioned to housing, and more than half those who were still there were not working with a case manager to find housing. Are those good or bad outcomes? They don't seem particularly good to me. In addition, except for successful transitions to housing and negative exits, the data provides little in the way of info on actual outcomes. Making a referral is fine, but what then? Same with being evaluated for a drug problem.

Anonymous

10/25/2022 06:37 PM

I live and work within a few blocks of this proposed location. I walk and don't keep a car. I already have enough trouble with threatening homeless people in these few blocks. I don't need more trouble from threatening homeless and/or unsupervised schizophrenics and drug users when cops never seem to be visible downtown. I need to feel safe walking in my neighborhood. I don't see how this site is going to improve things.

Anonymous

10/26/2022 01:59 PM

Hi, I heard that you all are planning on placing what they call a safe stay project on Evergreen in Vancouver. I wanted to voice my concerns. I visit here to support businesses and even do a little bit of work in the area. With the safe stay project, I would be genuinely

concerned about my personal safety, as would my husband, and will no longer be able to come here if this project goes through.

Anonymous

10/26/2022 02:07 PM

I live in Orchards but work at the VA on 4th Plain Blvd and frequently go downtown to Esther Short Park, several restaurants and take walks in the area where the new safe stay community #3 is being proposed. My husband works one block from this proposed location as well. I am concerned about myself and my family's safety going downtown with the movement of ADDING so many homeless to the area. This population needs help but also is associated with high rates of addiction/drug use and criminal activity. Putting the stay safe into a concentrated area right next to the park, businesses and a vibrant residential area is the wrong decision for a vibrant, safe downtown. A location farther from the park but still close to public transit is a good alternative. I will no longer be coming to the downtown area if this project goes through.

Anonymous

10/26/2022 04:55 PM

I am in support of another Safe Stay Community and think one is greatly needed in this location. I have seen how valuable these communities are at helping our unhoused community get off the streets and transition into housing.

Anonymous

10/27/2022 11:56 AM

I work across the street from this proposed location and I think that hosting a Safe Stay community here makes total sense. I'm in full support. I do feel like you should know, if you don't already, that the Youth House at 1012 Esther hosts groups of youth volunteers on a weekly basis. Our front door and porch face towards the proposed Safe Stay lot. As late as 9 PM on meeting nights it's possible we may create un-neighborly levels of noise: things like staff calling out announcements, laughter, loud conversation, and car doors slamming. Currently it's only about one night a week and I don't think it's excessive, but I just want you to be aware in case it factors in to the placement of residents. Very occasionally, we also meet for special events early in the morning and on Saturdays. I'd also like to bring up the issue of safety when youth are coming and going from the Youth House. Personally, I will feel a greater sense of security at night knowing that a community of folks is living across the street, especially a community that's keeping an eye out 24/7. But of course, with youth in our care it's important for us to know what kind of processes are in place to ensure safety. Do you screen potential residents with youth safety in mind? Will there be any structures in place to ensure reasonable privacy for youth and residents alike? I know that many youth and their parents will probably have these questions too. Overall my concerns are relatively minor and I think this community is a great idea. I personally hope the Youth House



and Safe Stay community develop an ongoing neighborly relationship and open lines of communication. Thank you for the work you do!

Anonymous

10/27/2022 06:15 PM

Safe spaces and compassionate delivery must be done in the least expensive and effective way possible on cheap and controlled environment 30 miles out side the city. 60-70% of homeless are unable to integrate into normal society. Paying all housing food etc in the middle and most expensive parts of the city is the definition of insanity. Cheap property in a rural controlled environment where mental health, drug rehab etc is only reasonable path forward. Stop the madness.

Anonymous

10/27/2022 07:50 PM

I DO NOT think this is the right location for this! This will mean a step back when trying to invite tourists and more visitors to the downtown area. Huge mistake to set this in downtown

Anonymous

10/27/2022 07:51 PM

No ok with the location proposed for this!

Anonymous

10/27/2022 08:00 PM

I am surely not in favor of the proposed location. A lawsuit going on right now; why is the city not with helping a company with easy access to develop a building that they have even proposed for low income to the city and the city didn't even respond on that.

Anonymous

10/28/2022 02:37 PM

I am opposed to the location of the 3rd Safe Stay facility in downtown Vancouver. I have visited the other two sites. Both are very different than the proposed 3rd location. A one-size-fits-all approach for Safe Stay facilities is too simplistic. The other two sites are more reasonably situated, and each is unique in its attributes. Disadvantages of the Proposed 3rd Safe Stay Sites: 1. It is too close to downtown business districts, weekend Farmers Market and events at Esther Short park, which is only a block away. Businesses are still recovering from Covid-related business effects. The site of the proposed facility will take away business from an already fragile business economy. This takes away real income tax dollars from the city of Vancouver. 2. It is situated too near dense housing and proposed dense housing facilities on all sides of the proposed site. North adjacent site includes numerous apartments and condominiums. South site only 2 blocks away includes numerous multi-story apartment buildings and single-family homes. There is also numerous additional residential housing east and west of the proposed facility. Residents in nearby housing tend to either walk or ride bikes to nearby businesses for both housing needs (groceries, pharmacies, banks, post office, government offices). Many of the

transportation routes go right past the location of the proposed Safe Stay facility. Because unhoused have a higher tendency than the overall population to have drug addictions and mental illness, the SAFETY of the nearby residents would be negatively impacted. 4915 East 4th Plain facility - is situated along a busy street with primarily industrial businesses nearby and no adjacent housing nearby. Nearby residential safety does not seem to be an issue. 11400 Northeast 51st Circle facility - is situated on public property at the end of a street that was once piled with trash from a reasonably large homeless encampment there. (reference Google Maps). This location with oversight is certainly better than the SAFETY issue for both its homeless residents and nearby residential residents than the previous unmanaged homeless encampment. It also minimizes sewage and refuse in the nearby stream wildlife and riparian habitat. Alternatives: A more reasonable 3rd location would be further away from residential and business facilities, while providing reasonable access to services needed for an individual's daily needs. A properly situated facility would not FINANCIALLY negatively impact businesses, nor negatively impact existing area residents in their everyday lives from a public SAFETY perspective. As one voice for nearby residents, I ask that the City consider an alternate location for the 3rd Safe Stay facility in Vancouver. Thank you for this opportunity to comment. Susan G.

Anonymous

10/28/2022 02:38 PM

There are 3 lots on the east side of I-5 that would be perfect for a Safe Stay Community and they would be less visible than the proposed site on Evergreen Blvd. They appear to be owned by government agencies but not the city itself. Has the city reached out to other government organizations and inquired about renting underutilized lots to help with the homelessness crisis? 1. 405 E 5th St. (Vacant lot owned by the Department of Transportation) 2. Marshall Center Parking Lot (SW Corner by the horse-shoe pits) 3. VA Gravel Parking Lot (SW Corner by the Veterans Museum)

Anonymous

10/28/2022 02:41 PM

The tenants of the Safe Stay Community on 51st St. have memberships at the YMCA so they can take showers. If the Safe Stay Community opens downtown, where are those tenants going to shower?

Anonymous

10/28/2022 02:46 PM

How was the "No Camping Buffer" distance of 1,000ft selected? Can the distance be increased since you are planning to offer more capacity?

Anonymous

Glad to see a humane approach for what is becoming a harsh reality

10/28/2022 04:39 PM

for an increasing number of marginalized families. It takes a lot to try and keep up with the changes caused by advanced technologies.

Anonymous

10/28/2022 05:37 PM

Let me start by saying appreciate that the city is looking for solutions to resolving the homelessness crisis we are facing in Vancouver. I have a few questions/ concerns over the location and who this facility will be serving. Will this facility be serving the existing homeless living in the downtown area, or will this be bringing more people into an already troubled area? Will this facility be serving people suffering from addiction and mental illness, many of whom may be wary of organized living or rules in general preferring to live independently on the street since the police are not likely to intervene. If so, how will they make this option more attractive than their current situation where some choose to behave recklessly or violate the laws of our community. I see mention of portable toilets and hand washing stations. What about an occasional shower? That seems like a basic sanitation need to me especially for someone trying to hold down a job and get off the street. This location on 415 W. 11th St is in a desirable area with respectable businesses nearby who are already impacted by homeless being allowed to reside on the area streets. I see some logic in placing a well run clean facility somewhere near the courthouse, since this seems to be a magnet for charitable and social services already. Not sure about this specific site due to the potential impacts. In the documentation I have read about a no camping zone of 1000ft from the site. Seems like this should be a larger zone considering much of the illegal multi night encampments are along the Mill plain corridor which is outside of this radius. I will be attending the upcoming public information meeting next week. I look forward to learning more about this initiative. Thanks, Patrick Billingsley  
crunchydaddy@gmail.com

**Optional question** (104 response(s), 3 skipped)

**Question type:** Essay Question

## **Safe Stay 3 Community Outreach - Hyperlinked Information**

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Virtual Community Information Sessions:

[https://www.beheardvancouver.org/ssc3/widgets/54680/key\\_dates#21201](https://www.beheardvancouver.org/ssc3/widgets/54680/key_dates#21201)

Press Release – October 11, 2022

<https://www.cityofvancouver.us/cmo/page/city-seeks-input-regarding-proposed-location-third-safe-stay-community>

Press Release – October 14, 2022

<https://www.cityofvancouver.us/cmo/page/city-adds-third-community-information-session-regarding-proposed-location-next-safe-stay>

Press Release – October 18, 2022

<https://www.cityofvancouver.us/cmo/page/community-engagement-opportunities-continue-proposed-location-next-safe-stay-community>

## Join us to learn about the proposed Safe Stay Community near you.

**T**he City of Vancouver is continuing its community conversations on the City's proposed location for the next Safe Stay Community at 415 W 11th St. for people experiencing unsheltered homelessness.

**Attend online and share thoughts, feedback or ask questions** – Tuesday, Oct. 25 from 7-8:30 p.m.  
Community members wishing to attend can register at [www.beheardvancouver.org/ssc3](http://www.beheardvancouver.org/ssc3)

**Attend in person and hear the staff's recommendation**  
– Thursday, Nov. 3 from 6:30-8 p.m. City Hall (415 W 6th St.) Please RSVP to [Kerry.Peck@cityofvancouver.us](mailto:Kerry.Peck@cityofvancouver.us)



For more information, or to request accommodation or other formats, please contact:

Kerry Peck/City Manager's Office  
[Kerry.peck@cityofvancouver.us](mailto:Kerry.peck@cityofvancouver.us)  
Phone: 360-487-8616 | WA Relay: 711

[www.cityofvancouver.us/homelessness](http://www.cityofvancouver.us/homelessness)



City Manager's Office  
PO Box 1995  
Vancouver, WA 98668-1995

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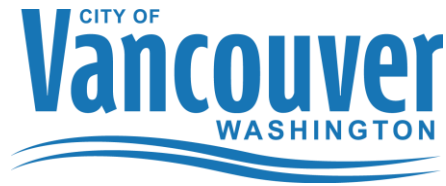
Attend Online Feedback  
Session

Tuesday, Oct 25 from  
7-8:30 P.M.

Attend In Person  
Recommendation Meeting

Thursday, Nov. 3 from  
6:30-8 P.M.





October 10, 2022

Dear Community Members,

In 2021, the Vancouver City Council approved a plan to create temporary supportive Safe Stay Communities for people experiencing unsheltered homelessness in our community.

You're receiving this letter to inform you that a Safe Stay Community is proposed for **415 W 11<sup>th</sup> St.** The City believes that this location would be a good fit for a Safe Stay Community, as it will help address the needs of nearby unhoused residents and is close to public transportation.

Safe Stay Communities are temporary housing communities offering residents **greater access to services, increased stability, and safe, healthy, and humane living conditions** to support transitioning out of homelessness. Each Safe Stay Community is fenced and secured, with 20 two-person structures that offer safe shelter for up to 40 residents. A nonprofit operator will provide onsite management and services 24 hours per day, seven days a week.



Once a proposed Safe Stay Community is open, public camping is not allowed within 1,000 feet. Safe Stay Communities help address the immediate impacts of homelessness on community health, safety, and cleanliness, including **removal of garbage, trash and clutter in public spaces** and **relocation of residents living in tents or vehicles in public rights of way**.

As part of any proposed Safe Stay Community's opening, the City will work with local nonprofits and the City's Homelessness Assistance and Resources Team (HART) to relocate unhoused residents to the site. For this proposed location, priority will be given to unhoused residents currently living downtown.

If approved, the proposed site at 415 W. 11<sup>th</sup> St. would be the third Safe Stay Community to open in Vancouver. The first, located at 11400 N.E. 51<sup>st</sup> Circle in east Vancouver, opened in December 2021 on city-owned property. The second, located at 4915 E. Fourth Plain Blvd., opened in April 2022 also on city-owned property. Since opening, these communities have successfully provided their residents with referrals for permanent housing, job placement support and access to critical health and treatment services necessary to exit homelessness.



PHOTO: First Safe Stay Community in east Vancouver.

Depending on the outcome of public input and pending review by City Council, the City would open this proposed Safe Stay Community in **December**.

## Share Your Comments, Questions, Concerns

The City is committed to informing and involving neighbors and surrounding businesses in the Safe Stay Community planning process. This letter is a continuation of that outreach effort and has been sent to all property owners, neighbors and businesses within 1,200 feet of the proposed site.

We invite you to share your comments and questions about this proposed Safe Stay Community in several ways:

### 1. ATTEND in-person and virtual community information sessions:

Learn more about this project and get your questions answered:

- **Attend in Person** – Saturday, Oct. 15 from 9:30 to 11 a.m., City Hall (415 W. 6<sup>th</sup> St.). Please RSVP to [kerry.peck@cityofvancouver.us](mailto:kerry.peck@cityofvancouver.us).
- **Attend Online** – Wednesday, Oct. 19 from 7 to 8:30 p.m. You can participate in the virtual session using a computer, smart device or phone. To register, please visit [www.cityofvancouver.us/cis](http://www.cityofvancouver.us/cis)

You do not need to attend both sessions. To register by phone or request language interpretation services, please call 360-487-8616.

### 2. SHARE your comments and questions at [www.beheardvancouver.org/ssc3](http://www.beheardvancouver.org/ssc3)

### 3. EMAIL your comments to [kerry.peck@cityofvancouver.us](mailto:kerry.peck@cityofvancouver.us)

### 4. CALL us at 360-487-8616 (WA Relay: 711)

**DEADLINE:** Please submit comments about the W. 11<sup>th</sup> St. Safe Stay Community by Friday, Oct. 28.

## For More Information

The City will provide additional details and resources for neighbors in the coming weeks. To learn more about the City's Homelessness Response Plan and sign up to receive email updates, please visit:

[www.beheardvancouver.org/homelessness-response](http://www.beheardvancouver.org/homelessness-response)

Sincerely,

Jamie Spinelli  
Homeless Response Coordinator  
City of Vancouver  
[Jamie.Spinelli@cityofvancouver.us](mailto:Jamie.Spinelli@cityofvancouver.us)  
360-487-8610

*To request this letter in another format or language, please email [kerry.peck@cityofvancouver.us](mailto:kerry.peck@cityofvancouver.us) or call 360-487-8616 (WA Relay: 711).*



| STREET                                       | STREET2                     | CITY        | STATE | ZIP   |
|----------------------------------------------|-----------------------------|-------------|-------|-------|
| 621 SW ALDER STE 800                         |                             | PORTLAND    | OR    | 97205 |
| C/O PLYMALE MICHAEL J                        | PO BOX 268                  | VANCOUVER   | WA    | 98666 |
| 1220 MAIN ST STE 500                         |                             | VANCOUVER   | WA    | 98660 |
| C/O DBG PROPERTIES                           | 2164 SW PARK PL             | PORTLAND    | OR    | 97025 |
| C/O DBG PROPERTIES LLC                       | 2164 SW PARK PL             | PORTLAND    | OR    | 97025 |
| 1818 30TH AVE                                |                             | SEATTLE     | WA    | 98122 |
| 800 MAIN ST                                  |                             | VANCOUVER   | WA    | 98660 |
| 915 W 11TH ST                                |                             | VANCOUVER   | WA    | 98660 |
| 9705 SE EVERGREEN HWY                        |                             | VANCOUVER   | WA    | 98664 |
| 700 WASHINGTON ST APT 1021                   |                             | VANCOUVER   | WA    | 98660 |
| 701 COLUMBIA ST 215                          |                             | VANCOUVER   | WA    | 98660 |
| 701 COLUMBIA ST #705                         |                             | VANCOUVER   | WA    | 98660 |
| TAX DEPARTMENT                               | 3737 WORSHAM AVE            | VANCOUVER   | WA    | 98660 |
| C/O ALLEN LIVING TRUST                       | 300 W 8TH APT #416          | LONG BEACH  | CA    | 90808 |
| 701 COLUMBIA ST UNIT 104                     |                             | VANCOUVER   | WA    | 98660 |
| 395 NW PACIFIC GROVE DR                      |                             | VANCOUVER   | WA    | 98660 |
| 701 COLUMBIA ST #407                         |                             | BEAVERTON   | OR    | 97006 |
| 400 E MILL PLAIN BLVD STE 500                |                             | VANCOUVER   | WA    | 98660 |
| 400 E MILL PLAIN BLVD STE 500                |                             | VANCOUVER   | WA    | 98663 |
| 400 E MILL PLAIN BLVD STE 500                |                             | VANCOUVER   | WA    | 98660 |
| 400 E MILL PLAIN BLVD #500                   |                             | VANCOUVER   | WA    | 98660 |
| 400 E MILL PLAIN BLVD STE 500                |                             | VANCOUVER   | WA    | 98660 |
| 400 E MILL PLAIN BLVD STE 500                |                             | VANCOUVER   | WA    | 98660 |
| 400 E MILL PLAIN BLVD STE 500                |                             | VANCOUVER   | WA    | 98660 |
| 300 W 8TH ST #408                            |                             | VANCOUVER   | WA    | 98660 |
| 610 ESTHER ST STE 202                        |                             | VANCOUVER   | WA    | 98660 |
| 300 W 8TH ST #324                            |                             | VANCOUVER   | WA    | 98660 |
| 701 COLUMBIA ST UNIT #403                    |                             | VANCOUVER   | WA    | 98660 |
| STEVEN R & GERI-ELLEN BAER INTER VIVOS TRUST | 700 WASHINGTON ST UNIT 1024 | VANCOUVER   | WA    | 98660 |
| 400 E MILL PLAIN BLVD STE 500                |                             | VANCOUVER   | WA    | 98660 |
| 700 WASHINGTON ST APT 826                    |                             | VANCOUVER   | WA    | 98660 |
| 14105 NE 76TH AVE                            |                             | VANCOUVER   | WA    | 98662 |
| 400 W 8TH ST 218                             |                             | VANCOUVER   | WA    | 98660 |
| 12010 NE 49TH CT                             |                             | VANCOUVER   | WA    | 98686 |
| PO BOX 95                                    |                             | VANCOUVER   | WA    | 98660 |
| 412 W 12TH ST                                |                             | OCEANSIDE   | OR    | 97134 |
| 400 W 8TH ST UNIT 330                        |                             | VANCOUVER   | WA    | 98660 |
| 112 W 11TH ST STE 225                        |                             | VANCOUVER   | WA    | 98660 |
| 119 NESS RD                                  |                             | VANCOUVER   | WA    | 98660 |
| 601 COLUMBIA ST APT 626                      |                             | CASTLE ROCK | WA    | 98611 |
| 701 COLUMBIA ST UNIT 106                     |                             | VANCOUVER   | WA    | 98660 |
| 1915 BEST LN                                 |                             | VANCOUVER   | WA    | 98660 |
| ETHEL R FARRELL SURVIVOR'S TRUST             | 1915 BEST LANE              | EUGENE      | OR    | 97401 |
| 701 COLUMBIA ST 302                          |                             | EUGENE      | OR    | 97401 |
| 701 COLUMBIA ST UNIT 113                     |                             | VANCOUVER   | WA    | 98660 |
| 701 COLUMBIA ST #113                         |                             | VANCOUVER   | WA    | 98660 |
| 19476 WESTLING DR                            |                             | VANCOUVER   | WA    | 98660 |
| 701 COLUMBIA ST UNIT 204                     |                             | BEAVERCREEK | OR    | 97045 |
| 400 W 8TH ST UNIT 224                        |                             | VANCOUVER   | WA    | 98660 |
| 1262 NW 46TH ST                              |                             | VANCOUVER   | WA    | 98660 |
| 700 WASHINGTON ST #821                       |                             | VANCOUVER   | WA    | 98663 |
| 5421 SE SCENIC LN 103                        |                             | VANCOUVER   | WA    | 98660 |
| 701 COLUMBIA ST                              | APT 402                     | VANCOUVER   | WA    | 98661 |
|                                              |                             | VANCOUVER   | WA    | 98660 |

|                                                   |                         |                   |    |       |
|---------------------------------------------------|-------------------------|-------------------|----|-------|
| 701 COLUMBIA ST 408                               |                         | VANCOUVER         | WA | 98660 |
| 400 W 8TH ST UNIT 318                             |                         | VANCOUVER         | WA | 98660 |
| 222 NE 37TH CIR                                   |                         | CAMAS             | WA | 98607 |
| 300 WEST 8TH STREET UNIT 405                      |                         | VANCOUVER         | WA | 98660 |
| 701 COLUMBIA ST UNIT 303                          |                         | VANCOUVER         | WA | 98660 |
| PO BOX 49269                                      |                         | CHARLOTTE         | NC | 28277 |
| PO BOX 2529                                       |                         | VANCOUVER         | WA | 98668 |
| CANNADY TRUST                                     | 300 W 8TH ST UNIT 426   | VANCOUVER         | WA | 98660 |
| 5612 NE 119TH ST                                  |                         | VANCOUVER         | WA | 98686 |
| 701 COLUMBIA ST UNIT 405                          |                         | VANCOUVER         | WA | 98660 |
| EDWARD J CAREN JR & ANN L CAREN REV TRUST         | 701 COLUMBIA ST 208     | VANCOUVER         | WA | 98660 |
| 300 W 8TH ST, UNIT E212                           |                         | VANCOUVER         | WA | 98660 |
| 710 NINTH AVE                                     |                         | SEATTLE           | WA | 98104 |
| 710 NINTH AVE                                     |                         | SEATTLE           | WA | 98104 |
| 701 COLUMBIA ST UNIT 314                          |                         | VANCOUVER         | WA | 98660 |
| 4145 SW WATSON STE 350                            | ATTN: OLD TOWN LAW      | BEAVERTON         | OR | 97005 |
| 406 W 12TH                                        |                         | VANCOUVER         | WA | 98660 |
| 611 W 11TH ST                                     |                         | VANCOUVER         | WA | 98660 |
| 701 COLUMBIA ST UNIT 703                          |                         | VANCOUVER         | WA | 98660 |
| 1803 SCHINDLER DR                                 |                         | MONMOUTH JUNCTION | NJ | 8852  |
| 701 COLUMBIA ST #203                              |                         | VANCOUVER         | WA | 98660 |
| CHEUNG TAM LIVING TRUST                           | 701 COLUMBIA ST #114    | VANCOUVER         | WA | 98660 |
| PO BOX 15190                                      |                         | SEATTLE           | WA | 98115 |
| PO BOX 1202                                       |                         | DEER PARK         | WA | 99006 |
| 13983 WESTCOTT CT                                 |                         | LAKE OSWEGO       | OR | 97035 |
| PO BOX 873246                                     |                         | VANCOUVER         | WA | 98687 |
| PO BOX 1995                                       |                         | VANCOUVER         | WA | 98668 |
| TEMPORARY OPERATIONS CENTER                       | TOWN CENTER ONE         | VANCOUVER         | WA | 98683 |
| PO BOX 5000                                       |                         | VANCOUVER         | WA | 98666 |
| 400 W 8TH ST 423                                  |                         | VANCOUVER         | WA | 98660 |
| 1118 MAIN ST                                      |                         | VANCOUVER         | WA | 98661 |
| 701 COLUMBIA STREET UNIT 716                      |                         | VANCOUVER         | WA | 98660 |
| 701 COLUMBIA ST #608                              |                         | VANCOUVER         | WA | 98660 |
| PO BOX 180                                        |                         | VANCOUVER         | WA | 98666 |
| 1712 PIONEER AVE STE 7000                         |                         | CHEYENNE          | WY | 82001 |
| 2339 LEWIS RIVER RD                               |                         | WOODLAND          | WA | 98674 |
| 700 WASHINGTON ST APT 1020                        |                         | VANCOUVER         | WA | 98660 |
| 700 WASHINGTON ST #1022                           |                         | VANCOUVER         | WA | 98660 |
| 849 ALMAR AVE. STE. C, #412                       |                         | SANTA CRUZ        | CA | 95060 |
| 8975 FERNCLIFF AVE VE                             |                         | BAINBRIDGE        | WA | 98110 |
| 300 W 8TH STREET UNIT 220                         |                         | VANCOUVER         | WA | 98660 |
| 3768 JENNINGS ST                                  |                         | SAN DIEGO         | CA | 92106 |
| A KIRCH DEMARTINI & SHARON J DEMARTINI 2005 TRUST | 20600 CANYON VIEW DR    | SARATOGA          | CA | 95070 |
| DESAIGUDAR LIVING TRUST                           | 2 SEASIDE LN APT 421    | BELLEAIR          | FL | 33756 |
| DICKEY FAMILY TRUST FUND B                        | 700 WASHINGTON ST #1120 | VANCOUVER         | WA | 98660 |
| 845 NORMANDY DR                                   |                         | IOWA CITY         | IA | 52246 |
| 300 W 8TH ST #230                                 |                         | VANCOUVER         | WA | 98660 |
| DONNELLY LIV TRUST                                | 4305 OREGON DR          | VANCOUVER         | WA | 98661 |
| 700 WASHINGTON ST #830                            |                         | VANCOUVER         | WA | 98660 |
| 700 WASHINGTON ST #830                            |                         | VANCOUVER         | WA | 98660 |
| 712 W EVERGREEN BLVD                              |                         | VANCOUVER         | WA | 98660 |
| C/O BRANDENBURG BARRY W                           | 712 W EVERGREEN BLVD    | VANCOUVER         | WA | 98660 |
| 1101 NE 144TH ST                                  |                         | VANCOUVER         | WA | 98660 |
| 701 COLUMBIA ST UNIT 415                          |                         | VANCOUVER         | WA | 98660 |

|                                                             |                            |             |    |       |
|-------------------------------------------------------------|----------------------------|-------------|----|-------|
| 7720 NE HWY 99 STE D                                        | PMB 241                    | VANCOUVER   | WA | 98665 |
| 1010 ESTHER ST                                              |                            | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 210                                    |                            | VANCOUVER   | WA | 98660 |
| 1115 ESTHER ST STE A                                        |                            | VANCOUVER   | WA | 98660 |
| PO BOX 3933                                                 |                            | PORTLAND    | OR | 97208 |
| 7615 NE 119TH PL                                            |                            | VANCOUVER   | WA | 98682 |
| 8730 NW TERRACEVIEW CT                                      |                            | PORTLAND    | OR | 97229 |
| 915 W 11TH ST                                               |                            | VANCOUVER   | WA | 98660 |
| 3227 NW SKYLINE BLVD                                        |                            | PORTLAND    | OR | 97229 |
| PO BOX 585                                                  |                            | VANCOUVER   | WA | 98666 |
| THE JOANNE FITZWILSON & A NICK JATOS REVOCABLE LIVING TRUST | 700 WASHINGTON ST UNIT 823 | VANCOUVER   | WA | 98660 |
| 700 WASHINGTON ST #823                                      |                            | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 715                                    |                            | VANCOUVER   | WA | 98660 |
| 1111 BROADWAY ST                                            |                            | VANCOUVER   | WA | 98666 |
| 4223 12TH AVE NE                                            |                            | SEATTLE     | WA | 98108 |
| 1409 FRANKLIN ST STE 210                                    |                            | VANCOUVER   | WA | 98660 |
| 1014 FRANKLIN ST                                            |                            | VANCOUVER   | WA | 98660 |
| 302 W 11TH ST                                               |                            | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST 103                                         |                            | VANCOUVER   | WA | 98660 |
| 2602 NE 44TH AVE                                            |                            | PORTLAND    | OR | 97213 |
| 300 W 8TH ST UNIT 306E                                      |                            | VANCOUVER   | WA | 98660 |
| PO BOX 1612                                                 |                            | LONG BEACH  | WA | 98631 |
| 700 WASHINGTON ST #928                                      |                            | VANCOUVER   | WA | 98660 |
| 18380 RIVER EDGE LANE                                       |                            | LAKE OSWEGO | OR | 97034 |
| 700 WASHINGTON ST UNIT 925                                  |                            | VANCOUVER   | WA | 98660 |
| 115 NW FIRST AVE STE 400                                    |                            | PORTLAND    | OR | 97209 |
| AS GODIL TRUST                                              | 400 W 8TH ST 214           | VANCOUVER   | WA | 98660 |
| GOGGIN LIVING TRUST                                         | 1301 NW 43RD ST            | VANCOUVER   | WA | 98660 |
| 400 W 8TH ST UNIT 312W                                      |                            | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 206                                    |                            | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 512                                    |                            | VANCOUVER   | WA | 98660 |
| 300 W 8TH ST UNIT 410                                       |                            | VANCOUVER   | WA | 98660 |
| 400 W 8TH ST #419W                                          |                            | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST APT 514                                     |                            | VANCOUVER   | WA | 98660 |
| 805 W 11TH STREET                                           |                            | VANCOUVER   | WA | 98660 |
| 910 DANIELS ST                                              |                            | VANCOUVER   | WA | 98660 |
| 910 DANIELS ST                                              |                            | VANCOUVER   | WA | 98660 |
| 644 BOYER AVE                                               |                            | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 111                                    |                            | WALLA WALLA | WA | 99362 |
| 4141 LIEDTKE WAY                                            |                            | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 607                                    |                            | WASHOUGAL   | WA | 98671 |
| 2512 EAST EVERGRENN BLVD 1100                               |                            | VANCOUVER   | WA | 98660 |
| 300 W 8TH ST UNIT 421                                       |                            | VANCOUVER   | WA | 98661 |
| WILLIAM F HIDDEN CREDIT SHELTER TRUST                       | PO BOX 61829               | VANCOUVER   | WA | 98660 |
| 2610 KAUFFMAN AVE                                           |                            | VANCOUVER   | WA | 98666 |
| 700 WASHINGTON ST UNIT 1124                                 |                            | VANCOUVER   | WA | 98660 |
| 2409 NE 181ST ST                                            |                            | VANCOUVER   | WA | 98684 |
| JUNE E CONWAY TRUST                                         | PO BOX 380                 | RUTHERFORD  | CA | 94573 |
| 701 COLUMBIA ST UNIT 505                                    |                            | VANCOUVER   | WA | 98660 |
| 2500 MAIN STREET                                            |                            | VANCOUVER   | WA | 98660 |
| 2500 MAIN ST                                                |                            | VANCOUVER   | WA | 98660 |
| 400 W 8TH ST 322                                            |                            | VANCOUVER   | WA | 98660 |
| 10609 NE 161ST CT                                           |                            | VANCOUVER   | WA | 98682 |
| 3838 NW BROOKVIEW WAY                                       |                            | PORTLAND    | OR | 97229 |

S S HUNG TRUST  
 2222 WAVERLY WAY EAST  
 10106 SW 67TH AVE  
 300 W 8TH ST #208  
 701 COLUMBIA ST #112  
 1010 WASHINGTON ST STE 260  
 114 E 6TH ST  
 114 E 6TH ST  
 114 E 6TH ST  
 114 E 6TH ST  
 THE IRVINE FAMILY TRUST  
 604 W EVERGREEN BLVD  
 275 W 3RD ST STE 600  
 2832 FIRWOOD WAY  
 701 COLUMBIA ST #503  
 700 WASHINGTON ST #921  
 PO BOX 449  
 700 WASHINGTON ST UNIT 923  
 400 W 8TH ST #326  
 701 COLUMBIA ST UNIT 611  
 PO BOX 2789  
 400 W 8TH ST UNIT 211W  
 701 COLUMBIA ST APT 109  
 10580 CROSS FOX LN #C1  
 2216 NW 84TH LOOP  
 611 SE KAISER BLDG 60 #110  
 LETICIA L KLEE LIVING TRUST  
 701 COLUMBIA ST UNIT 612  
 9516 NW 12TH CT  
 400 W 8TH ST UNIT 206  
 701 COLUMBIA ST #511  
 300 W 8TH ST 323  
 300 W 8TH ST UNIT 312E  
 300 W 8TH STREET #218E  
 16787 BEACH BLVD PMB 477  
 701 COLUMBIA ST UNIT 201  
 1308 WASHINGTON ST  
 400 W 8TH ST #412  
 400 W 8TH ST #W418  
 818 SW 3RD AVE PMB 1109  
 300 W 8TH ST #422  
 1055 7TH AVE N  
 PO BOX 61629  
 14545 RUTLEDGE SQ  
 400 W 8TH ST UNIT 309  
 12205 SW WINTERHAWK LN  
 610 ESTHER SHORT ST STE 100  
 0425 SW IOWA ST  
 12205 SW WINTERHAWK LN  
 201 NE PARK PLAZA DR #145  
 MICHAEL EDWARD LYNCH PERS REP  
 1978 SORRENTINO DR  
 400 W 8TH ST UNIT 222  
 3306 NE 49TH ST

701 COLUMBIA STREET UNIT 414

212 W 13TH ST

701 COLUMBIA ST #606

400 W 36TH ST

|                  |    |       |
|------------------|----|-------|
| VANCOUVER        | WA | 98660 |
| SEATTLE          | WA | 98112 |
| PORTLAND         | OR | 97223 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
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| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| EUGENE           | OR | 97401 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98666 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98668 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| COLUMBIA         | MD | 21044 |
| VANCOUVER        | WA | 98665 |
| VANCOUVER        | WA | 98661 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98665 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| HUNTINGTON BEACH | CA | 92647 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98660 |
| PORTLAND         | OR | 97204 |
| VANCOUVER        | WA | 98660 |
| NAPLES           | FL | 34102 |
| VANCOUVER        | WA | 98666 |
| SAN DIEGO        | CA | 92128 |
| VANCOUVER        | WA | 98660 |
| BEAVERTON        | OR | 97007 |
| VANCOUVER        | WA | 98660 |
| PORTLAND         | OR | 97239 |
| ALOHA            | OR | 97007 |
| VANCOUVER        | WA | 98684 |
| VANCOUVER        | WA | 98660 |
| ESCONDIDO        | CA | 92025 |
| VANCOUVER        | WA | 98660 |
| VANCOUVER        | WA | 98663 |

|                                      |                      |           |    |       |
|--------------------------------------|----------------------|-----------|----|-------|
| 621 SW ALDER STE 800                 |                      | PORTLAND  | OR | 97205 |
| 701 COLUMBIA ST UNIT 211             |                      | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 822           |                      | VANCOUVER | WA | 98660 |
| 400 W 8TH ST #422                    |                      | VANCOUVER | WA | 98660 |
| 114 E 6TH ST                         |                      | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 326                |                      | VANCOUVER | WA | 98660 |
| 3140 NE BROADWAY ST                  |                      | PORTLAND  | OR | 97232 |
| 400 W 8TH ST UNIT 420                |                      | VANCOUVER | WA | 95650 |
| 700 WASHINGTON ST #927               |                      | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST #927               |                      | VANCOUVER | WA | 98660 |
| MCELEVEY REV LIVING TRUST            | 114 FISH HATCHERY RD | MOSSYROCK | WA | 98564 |
| 701 COLUMBIA ST UNIT 406             |                      | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 920           |                      | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST #602                 |                      | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 401             |                      | VANCOUVER | WA | 98660 |
| 2114 MAIN ST STE 100                 |                      | VANCOUVER | WA | 98660 |
| 400 W 8TH ST #402                    |                      | VANCOUVER | WA | 98660 |
| 1210 DANIELS ST                      |                      | VANCOUVER | WA | 98660 |
| 400 W 8TH ST W407                    |                      | VANCOUVER | WA | 98660 |
| 610 ESTHER ST 100                    |                      | VANCOUVER | WA | 98660 |
| G M MILLER REVOCABLE TRUST           | 418 NE BRIDGETON RD  | PORTLAND  | OR | 97211 |
| 300 W 8TH ST #206                    |                      | VANCOUVER | WA | 98660 |
| DONALD W & NANCY FLW MILNE LIV TRUST | 1247 HEARST AVE      | BERKELEY  | CA | 94702 |
| 400 W 8TH ST UNIT 424                |                      | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 222E               |                      | VANCOUVER | WA | 98660 |
| 114 E 6TH ST                         |                      | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 410             |                      | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST APT 706              |                      | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST APT 704              |                      | VANCOUVER | WA | 98660 |
| 617 W 34TH ST                        |                      | VANCOUVER | WA | 98660 |
| 1712 PIONEER AVE STE 531             |                      | CHEYENNE  | WY | 82001 |
| BUSINESS PROPERTY TAX DEPT           | 6305 BUENA VISTA DR  | VANCOUVER | WA | 98661 |
| 300 W 8TH ST UNIT 225E               |                      | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 305                |                      | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1121          |                      | VANCOUVER | WA | 98660 |
| 6400 NE HIGHWAY 99 STE G #584        |                      | VANCOUVER | WA | 98665 |
| PO BOX 31267                         |                      | SPOKANE   | WA | 99223 |
| 100 W 11TH ST                        |                      | VANCOUVER | WA | 98660 |
| 100 W 11TH ST UNIT B                 |                      | VANCOUVER | WA | 98660 |
| 100 W 13TH ST                        |                      | VANCOUVER | WA | 98660 |
| 1000 FRANKLIN ST                     |                      | VANCOUVER | WA | 98660 |
| 1000 MAIN ST                         |                      | VANCOUVER | WA | 98660 |
| 1001 MAIN ST                         |                      | VANCOUVER | WA | 98660 |
| 1001 MAIN ST UNIT A                  |                      | VANCOUVER | WA | 98660 |
| 1001 MAIN ST UNIT B                  |                      | VANCOUVER | WA | 98660 |
| 1001 MAIN ST UNIT C                  |                      | VANCOUVER | WA | 98660 |
| 1001 MAIN ST UNIT D                  |                      | VANCOUVER | WA | 98660 |
| 1002 ESTHER ST                       |                      | VANCOUVER | WA | 98660 |
| 1002 MAIN ST                         |                      | VANCOUVER | WA | 98660 |
| 1003 MAIN ST                         |                      | VANCOUVER | WA | 98660 |
| 1004 MAIN ST                         |                      | VANCOUVER | WA | 98660 |
| 1004 WASHINGTON ST                   |                      | VANCOUVER | WA | 98660 |
| 1005 MAIN ST                         |                      | VANCOUVER | WA | 98660 |
| 1006 MAIN ST                         |                      | VANCOUVER | WA | 98660 |

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| 1007 MAIN ST                  | VANCOUVER | WA | 98660 |
| 1009 MAIN ST                  | VANCOUVER | WA | 98660 |
| 101 E 9TH ST                  | VANCOUVER | WA | 98660 |
| 1010 BROADWAY ST              | VANCOUVER | WA | 98660 |
| 1010 WASHINGTON ST            | VANCOUVER | WA | 98660 |
| 1010 WASHINGTON ST UNIT 200   | VANCOUVER | WA | 98660 |
| 1010 WASHINGTON ST UNIT 220   | VANCOUVER | WA | 98660 |
| 1010 WASHINGTON ST UNIT 240   | VANCOUVER | WA | 98660 |
| 1011 MAIN ST                  | VANCOUVER | WA | 98660 |
| 1012 ESTHER ST                | VANCOUVER | WA | 98660 |
| 1012 GRANT ST                 | VANCOUVER | WA | 98660 |
| 1012 WASHINGTON ST            | VANCOUVER | WA | 98660 |
| 1012 WASHINGTON ST UNIT 120   | VANCOUVER | WA | 98660 |
| 1012 WASHINGTON ST UNIT 140   | VANCOUVER | WA | 98660 |
| 1012 WASHINGTON ST UNIT 160   | VANCOUVER | WA | 98660 |
| 1012 WASHINGTON ST UNIT 200   | VANCOUVER | WA | 98660 |
| 1013 FRANKLIN ST              | VANCOUVER | WA | 98660 |
| 1013 MAIN ST                  | VANCOUVER | WA | 98660 |
| 1014 GRANT ST                 | VANCOUVER | WA | 98660 |
| 1014 MAIN ST                  | VANCOUVER | WA | 98660 |
| 1015 MAIN ST                  | VANCOUVER | WA | 98660 |
| 1017 MAIN ST                  | VANCOUVER | WA | 98660 |
| 1019 MAIN ST                  | VANCOUVER | WA | 98660 |
| 102 E 9TH ST                  | VANCOUVER | WA | 98660 |
| 102 E EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 103 E 9TH ST                  | VANCOUVER | WA | 98660 |
| 104 E 9TH ST                  | VANCOUVER | WA | 98660 |
| 104 W 9TH ST                  | VANCOUVER | WA | 98660 |
| 104 W 9TH ST UNIT 203         | VANCOUVER | WA | 98660 |
| 104 W 9TH ST UNIT 208         | VANCOUVER | WA | 98660 |
| 104 W 9TH ST UNIT 210         | VANCOUVER | WA | 98660 |
| 104 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 105 E 9TH ST                  | VANCOUVER | WA | 98660 |
| 105 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 105 W EVERGREEN BLVD UNIT 101 | VANCOUVER | WA | 98660 |
| 106 E 9TH ST                  | VANCOUVER | WA | 98660 |
| 106 E EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 106 W 9TH ST                  | VANCOUVER | WA | 98660 |
| 107 W 9TH ST                  | VANCOUVER | WA | 98660 |
| 108 E EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 108 W 13TH ST                 | VANCOUVER | WA | 98660 |
| 108 W 13TH ST UNIT A          | VANCOUVER | WA | 98660 |
| 108 W 13TH ST UNIT B          | VANCOUVER | WA | 98660 |
| 108 W 8TH ST                  | VANCOUVER | WA | 98660 |
| 108 W 9TH ST                  | VANCOUVER | WA | 98660 |
| 108 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 1080 COLUMBIA ST              | VANCOUVER | WA | 98660 |
| 109 W 9TH ST                  | VANCOUVER | WA | 98660 |
| 109 W MILL PLAIN BLVD         | VANCOUVER | WA | 98660 |
| 110 E EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 110 W 13TH ST                 | VANCOUVER | WA | 98660 |
| 110 W 7TH ST                  | VANCOUVER | WA | 98660 |
| 110 W 9TH ST                  | VANCOUVER | WA | 98660 |
| 1101 HARNEY ST                | VANCOUVER | WA | 98660 |

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|-----------------------|-----------|----|-------|
| 1103 HARNEY ST        | VANCOUVER | WA | 98660 |
| 1104 MAIN ST          | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 100 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 101 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 105 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 110 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 120 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 130 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 140 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 150 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 200 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 212 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 214 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 220 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 300 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 306 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 311 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 314 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 320 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 400 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 420 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 440 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 500 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 610 | VANCOUVER | WA | 98660 |
| 1104 MAIN ST UNIT 640 | VANCOUVER | WA | 98660 |
| 1105 HARNEY ST        | VANCOUVER | WA | 98660 |
| 1108 MAIN ST          | VANCOUVER | WA | 98660 |
| 1109 WASHINGTON ST    | VANCOUVER | WA | 98660 |
| 111 W 9TH ST          | VANCOUVER | WA | 98660 |
| 1110 ESTHER ST        | VANCOUVER | WA | 98660 |
| 1111 MAIN ST          | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 100 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 105 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 109 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 110 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 115 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 130 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 200 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 201 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 210 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 220 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 300 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 301 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 302 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 306 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 310 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 400 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 402 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 410 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 420 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 500 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 505 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 510 | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 520 | VANCOUVER | WA | 98660 |

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| 1111 MAIN ST UNIT 550       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 555       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 560       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 600       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 601       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 602       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 603       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 604       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 605       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 610       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 655       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 700       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT 710       | VANCOUVER | WA | 98660 |
| 1111 MAIN ST UNIT IRR       | VANCOUVER | WA | 98660 |
| 1112 COLUMBIA ST            | VANCOUVER | WA | 98660 |
| 1112 DANIELS ST             | VANCOUVER | WA | 98660 |
| 1112 DANIELS ST UNIT 200    | VANCOUVER | WA | 98660 |
| 1112 DANIELS ST UNIT 210    | VANCOUVER | WA | 98660 |
| 1112 DANIELS ST UNIT 220    | VANCOUVER | WA | 98660 |
| 1112 DANIELS ST UNIT 230    | VANCOUVER | WA | 98660 |
| 1115 ESTHER ST              | VANCOUVER | WA | 98660 |
| 112 E EVERGREEN BLVD        | VANCOUVER | WA | 98660 |
| 112 W 11TH ST UNIT 100      | VANCOUVER | WA | 98660 |
| 112 W 11TH ST UNIT 150      | VANCOUVER | WA | 98660 |
| 112 W 11TH ST UNIT 250      | VANCOUVER | WA | 98660 |
| 113 W 9TH ST                | VANCOUVER | WA | 98660 |
| 114 E EVERGREEN BLVD        | VANCOUVER | WA | 98660 |
| 114 W 8TH ST                | VANCOUVER | WA | 98660 |
| 115 W 9TH ST                | VANCOUVER | WA | 98660 |
| 116 E EVERGREEN BLVD        | VANCOUVER | WA | 98660 |
| 1200 FRANKLIN ST            | VANCOUVER | WA | 98660 |
| 1200 MAIN ST                | VANCOUVER | WA | 98660 |
| 1201 MAIN ST                | VANCOUVER | WA | 98660 |
| 1207 ESTHER ST              | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST UNIT 115 | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST UNIT 125 | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST UNIT 135 | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST UNIT 145 | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST UNIT 215 | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST UNIT 225 | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST UNIT 235 | VANCOUVER | WA | 98660 |
| 1207 WASHINGTON ST UNIT 245 | VANCOUVER | WA | 98660 |
| 1208 DANIELS ST             | VANCOUVER | WA | 98660 |
| 1209 INGALLS ST             | VANCOUVER | WA | 98660 |
| 1210 HARNEY ST              | VANCOUVER | WA | 98660 |
| 1211 DANIELS ST             | VANCOUVER | WA | 98660 |
| 1214 HARNEY ST              | VANCOUVER | WA | 98660 |
| 1220 MAIN ST                | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 200       | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 210       | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 220       | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 230       | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 240       | VANCOUVER | WA | 98660 |



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|---------------------------|-----------|----|-------|
| 1220 MAIN ST UNIT 250     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 260     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 270     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 290     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 300     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 310     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 320     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 350     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 355     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 360     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 380     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 390     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 416     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 435     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 440     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 445     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 451     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 455     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 475     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 500     | VANCOUVER | WA | 98660 |
| 1220 MAIN ST UNIT 510     | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST          | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 102 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 104 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 106 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 113 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 116 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 118 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 120 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 121 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 122 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 201 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 202 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 203 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 204 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 205 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 206 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 207 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 208 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 209 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 210 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 211 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 212 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 213 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 214 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 215 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 216 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 217 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 218 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 219 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 220 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 221 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 222 | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 301 | VANCOUVER | WA | 98660 |

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|-----------------------------|-----------|----|-------|
| 1300 COLUMBIA ST UNIT 514   | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 515   | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 516   | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 517   | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 518   | VANCOUVER | WA | 98660 |
| 1300 COLUMBIA ST UNIT 519   | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST              | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 100     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 101     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 102     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 104     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 106     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 108     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 202     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 206     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 207     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 208     | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 210A    | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 210B    | VANCOUVER | WA | 98660 |
| 1300 ESTHER ST UNIT 212     | VANCOUVER | WA | 98660 |
| 1300 FRANKLIN ST            | VANCOUVER | WA | 98660 |
| 1300 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 1304 MAIN ST                | VANCOUVER | WA | 98660 |
| 1305 COLUMBIA ST            | VANCOUVER | WA | 98660 |
| 1305 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 1306 MAIN ST                | VANCOUVER | WA | 98660 |
| 1307 COLUMBIA ST            | VANCOUVER | WA | 98660 |
| 1308 MAIN ST                | VANCOUVER | WA | 98660 |
| 1309 FRANKLIN ST UNIT A     | VANCOUVER | WA | 98660 |
| 1309 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 1310 MAIN ST                | VANCOUVER | WA | 98660 |
| 1312 MAIN ST                | VANCOUVER | WA | 98660 |
| 1314 MAIN ST                | VANCOUVER | WA | 98660 |
| 1315 COLUMBIA ST            | VANCOUVER | WA | 98660 |
| 1315 DANIELS ST             | VANCOUVER | WA | 98660 |
| 1331 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 1333 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 1400 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 1400 WASHINGTON ST UNIT 100 | VANCOUVER | WA | 98660 |
| 1400 WASHINGTON ST UNIT 150 | VANCOUVER | WA | 98660 |
| 1400 WASHINGTON ST UNIT 200 | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST              | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 101     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 102     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 103     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 104     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 105     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 106     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 107     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 108     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 109     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 110     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 111     | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 112     | VANCOUVER | WA | 98660 |

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|---------------------------|-----------|----|-------|
| 1405 ESTHER ST UNIT 409   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 410   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 411   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 412   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 413   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 414   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 415   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 416   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 417   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 418   | VANCOUVER | WA | 98660 |
| 1405 ESTHER ST UNIT 419   | VANCOUVER | WA | 98660 |
| 1408 FRANKLIN ST          | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST          | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 101 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 102 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 103 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 104 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 201 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 202 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 203 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 204 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 205 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 206 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 207 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 208 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 209 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 210 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 211 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 212 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 213 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 214 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 215 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 216 | VANCOUVER | WA | 98660 |
| 1409 FRANKLIN ST UNIT 217 | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST            | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 202   | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 203   | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 208   | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 216   | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 217   | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 218   | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 219   | VANCOUVER | WA | 98660 |

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| 1503 ESTHER ST UNIT 222       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 224       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 226       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 301       | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 306       | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 314       | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 320       | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 324       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 326       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 401       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 402       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 403       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 404       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 405       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 406       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 407       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 408       | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 412       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 413       | VANCOUVER | WA | 98660 |
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| 1503 ESTHER ST UNIT 415       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 416       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 417       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 418       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 419       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 420       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 422       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 424       | VANCOUVER | WA | 98660 |
| 1503 ESTHER ST UNIT 426       | VANCOUVER | WA | 98660 |
| 200 W 8TH ST                  | VANCOUVER | WA | 98660 |
| 204 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 204 W EVERGREEN BLVD UNIT 100 | VANCOUVER | WA | 98660 |
| 204 W EVERGREEN BLVD UNIT 200 | VANCOUVER | WA | 98660 |

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|-------------------------------|-----------|----|-------|
| 205 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 208 W 13TH ST                 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 500 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 505 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 510 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 515 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 520 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 525 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 530 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 535 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 540 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 545 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 550 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 555 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 560 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 600 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 605 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 610 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 615 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 620 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 625 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 630 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 635 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 640 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 645 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 650 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 655 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 660 | VANCOUVER | WA | 98660 |
| 209 W EVERGREEN BLVD UNIT 700 | VANCOUVER | WA | 98660 |
| 210 W 11TH ST                 | VANCOUVER | WA | 98660 |
| 210 W 6TH ST                  | VANCOUVER | WA | 98660 |
| 210 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 210 W EVERGREEN BLVD UNIT 100 | VANCOUVER | WA | 98660 |
| 210 W EVERGREEN BLVD UNIT 200 | VANCOUVER | WA | 98660 |
| 210 W EVERGREEN BLVD UNIT 300 | VANCOUVER | WA | 98660 |
| 210 W EVERGREEN BLVD UNIT 400 | VANCOUVER | WA | 98660 |
| 210 W EVERGREEN BLVD UNIT 600 | VANCOUVER | WA | 98660 |
| 210 W EVERGREEN BLVD UNIT 700 | VANCOUVER | WA | 98660 |
| 211 W MILL PLAIN BLVD         | VANCOUVER | WA | 98660 |
| 212 W 13TH ST                 | VANCOUVER | WA | 98660 |
| 212 W 13TH ST UNIT A          | VANCOUVER | WA | 98660 |
| 212 W 13TH ST UNIT B          | VANCOUVER | WA | 98660 |
| 212 W 13TH ST UNIT C          | VANCOUVER | WA | 98660 |
| 212 W 13TH ST UNIT D          | VANCOUVER | WA | 98660 |
| 212 W 13TH ST UNIT E          | VANCOUVER | WA | 98660 |
| 212 W 13TH ST UNIT H          | VANCOUVER | WA | 98660 |
| 212 W 13TH ST UNIT I          | VANCOUVER | WA | 98660 |
| 213 W 11TH ST                 | VANCOUVER | WA | 98660 |
| 213 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 215 W 12TH ST UNIT 200        | VANCOUVER | WA | 98660 |
| 215 W 12TH ST UNIT 201        | VANCOUVER | WA | 98660 |
| 215 W 12TH ST UNIT 202        | VANCOUVER | WA | 98660 |
| 217 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 218 W 12TH ST                 | VANCOUVER | WA | 98660 |

|                        |           |    |       |
|------------------------|-----------|----|-------|
| 220 W 8TH ST           | VANCOUVER | WA | 98660 |
| 280 W 8TH ST           | VANCOUVER | WA | 98660 |
| 300 W 15TH ST          | VANCOUVER | WA | 98660 |
| 300 W 15TH ST UNIT 200 | VANCOUVER | WA | 98660 |
| 300 W 15TH ST UNIT 201 | VANCOUVER | WA | 98660 |
| 300 W 15TH ST UNIT 301 | VANCOUVER | WA | 98660 |
| 300 W 15TH ST UNIT 310 | VANCOUVER | WA | 98660 |
| 300 W 15TH ST UNIT 315 | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 202  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 204  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 205  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 206  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 207  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 208  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 209  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 210  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 211  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 212  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 214  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 216  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 218  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 220  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 222  | VANCOUVER | WA | 98660 |
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| 300 W 8TH ST UNIT 228  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 230  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 234  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 302  | VANCOUVER | WA | 98660 |
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| 300 W 8TH ST UNIT 305  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 306  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 307  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 309  | VANCOUVER | WA | 98660 |
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| 300 W 8TH ST UNIT 314  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 316  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 318  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 320  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 322  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 323  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 324  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 325  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 327  | VANCOUVER | WA | 98660 |
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| 300 W 8TH ST UNIT 330  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 332  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 334  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 402  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 404  | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 405  | VANCOUVER | WA | 98660 |



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| 300 W 8TH ST UNIT 406        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 408        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 409        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 414        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 416        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 417        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 419        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 420        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 422        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 424        | VANCOUVER | WA | 98660 |
| 300 W 8TH ST UNIT 426        | VANCOUVER | WA | 98660 |
| 300 W MILL PLAIN BLVD        | VANCOUVER | WA | 98660 |
| 301 W 11TH ST                | VANCOUVER | WA | 98660 |
| 302 W 8TH ST                 | VANCOUVER | WA | 98660 |
| 304 W 8TH ST                 | VANCOUVER | WA | 98660 |
| 309 W 12TH ST                | VANCOUVER | WA | 98660 |
| 310 W 11TH ST                | VANCOUVER | WA | 98660 |
| 310 W 11TH ST UNIT 100       | VANCOUVER | WA | 98660 |
| 310 W 11TH ST UNIT 201       | VANCOUVER | WA | 98660 |
| 310 W 11TH ST UNIT 202       | VANCOUVER | WA | 98660 |
| 310 W 11TH ST UNIT 203       | VANCOUVER | WA | 98660 |
| 310 W 11TH ST UNIT 204       | VANCOUVER | WA | 98660 |
| 310 W 8TH ST                 | VANCOUVER | WA | 98660 |
| 310 W 9TH ST                 | VANCOUVER | WA | 98660 |
| 311 W 11TH ST                | VANCOUVER | WA | 98660 |
| 311 W EVERGREEN BLVD         | VANCOUVER | WA | 98660 |
| 312 W 8TH ST                 | VANCOUVER | WA | 98660 |
| 312 W 9TH ST                 | VANCOUVER | WA | 98660 |
| 314 W 15TH ST                | VANCOUVER | WA | 98660 |
| 314 W 15TH ST UNIT 100       | VANCOUVER | WA | 98660 |
| 314 W 15TH ST UNIT 200       | VANCOUVER | WA | 98660 |
| 314 W 15TH ST UNIT 300       | VANCOUVER | WA | 98660 |
| 314 W EVERGREEN BLVD         | VANCOUVER | WA | 98660 |
| 315 W MILL PLAIN BLVD        | VANCOUVER | WA | 98660 |
| 315 W MILL PLAIN BLVD UNIT A | VANCOUVER | WA | 98660 |
| 315 W MILL PLAIN BLVD UNIT B | VANCOUVER | WA | 98660 |
| 315 W MILL PLAIN BLVD UNIT C | VANCOUVER | WA | 98660 |
| 316 W 8TH ST                 | VANCOUVER | WA | 98660 |
| 400 W 11TH ST                | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 202        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 204        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 205        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 207        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 208        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 209        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 210        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 211        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 212        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 214        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 216        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 218        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 220        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 225        | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 226        | VANCOUVER | WA | 98660 |

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| 400 W 8TH ST UNIT 227 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 228 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 229 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 230 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 231 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 232 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 234 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 236 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 302 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 307 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 308 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 310 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 311 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 312 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 314 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 320 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 322 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 323 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 324 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 325 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 326 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 327 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 328 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 329 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 332 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 334 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 402 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 404 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 405 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 406 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 407 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 408 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 409 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 412 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 414 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 416 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 418 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 419 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 421 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 422 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 423 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 424 | VANCOUVER | WA | 98660 |
| 400 W 8TH ST UNIT 426 | VANCOUVER | WA | 98660 |
| 400 W EVERGREEN BLVD  | VANCOUVER | WA | 98660 |
| 402 W 8TH ST          | VANCOUVER | WA | 98660 |
| 404 W 9TH ST          | VANCOUVER | WA | 98660 |
| 405 W 13TH ST         | VANCOUVER | WA | 98660 |
| 406 W 12TH ST         | VANCOUVER | WA | 98660 |
| 406 W 8TH ST          | VANCOUVER | WA | 98660 |
| 408 W 9TH ST UNIT 100 | VANCOUVER | WA | 98660 |
| 408 W 9TH ST UNIT 200 | VANCOUVER | WA | 98660 |
| 408 W 9TH ST UNIT 201 | VANCOUVER | WA | 98660 |
| 410 W 12TH ST         | VANCOUVER | WA | 98660 |
| 410 W 13TH ST         | VANCOUVER | WA | 98660 |

410 W 8TH ST  
410 W MILL PLAIN BLVD  
410 W MILL PLAIN BLVD UNIT 120  
410 W MILL PLAIN BLVD UNIT 121  
410 W MILL PLAIN BLVD UNIT 203  
410 W MILL PLAIN BLVD UNIT 204  
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410 W MILL PLAIN BLVD UNIT 319  
410 W MILL PLAIN BLVD UNIT 320

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410 W MILL PLAIN BLVD UNIT 321  
410 W MILL PLAIN BLVD UNIT 322  
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410 W MILL PLAIN BLVD UNIT 501  
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410 W MILL PLAIN BLVD UNIT 506  
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410 W MILL PLAIN BLVD UNIT 508  
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410 W MILL PLAIN BLVD UNIT 510

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|--------------------------------|-----------|----|-------|
| 410 W MILL PLAIN BLVD UNIT 511 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 512 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 513 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 514 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 515 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 516 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 517 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 518 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 519 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 520 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 521 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 522 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 523 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 524 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 525 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 526 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 527 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 528 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 529 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 530 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 531 | VANCOUVER | WA | 98660 |
| 410 W MILL PLAIN BLVD UNIT 532 | VANCOUVER | WA | 98660 |
| 414 W 12TH ST                  | VANCOUVER | WA | 98660 |
| 414 W 12TH ST UNIT 1           | VANCOUVER | WA | 98660 |
| 414 W 12TH ST UNIT 2           | VANCOUVER | WA | 98660 |
| 414 W 12TH ST UNIT 4           | VANCOUVER | WA | 98660 |
| 414 W 12TH ST UNIT 5           | VANCOUVER | WA | 98660 |
| 415 W 11TH ST                  | VANCOUVER | WA | 98660 |
| 418 W 8TH ST                   | VANCOUVER | WA | 98660 |
| 420 W 8TH ST                   | VANCOUVER | WA | 98660 |
| 500 W 11TH ST                  | VANCOUVER | WA | 98660 |
| 500 W 12TH ST                  | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 100         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 101         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 102         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 103         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 104         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 105         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 106         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 107         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 108         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 109         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 110         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 111         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 112         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 113         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 114         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 115         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 116         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 117         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 118         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 119         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 120         | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 121         | VANCOUVER | WA | 98660 |

500 W 12TH ST UNIT 122  
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500 W 12TH ST UNIT 124  
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500 W 12TH ST UNIT 229

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|------------------------|-----------|----|-------|
| 500 W 12TH ST UNIT 230 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 231 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 232 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 233 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 234 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 235 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 236 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 237 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 238 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 239 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 240 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 241 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 242 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 243 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 244 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 245 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 246 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 247 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 248 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 249 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 250 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 251 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 252 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 253 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 254 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 255 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 256 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 257 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 258 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 259 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 260 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 261 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 262 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 263 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 264 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 265 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 266 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 267 | VANCOUVER | WA | 98660 |
| 500 W 12TH ST UNIT 268 | VANCOUVER | WA | 98660 |
| 500 W 8TH ST           | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 10   | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 110  | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 115  | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 115A | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 115B | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 15   | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 16   | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 18   | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 19   | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 205  | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 210  | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 215  | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 22   | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 235  | VANCOUVER | WA | 98660 |

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| 500 W 8TH ST UNIT 240         | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 250         | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 270         | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 275         | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 45          | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 55          | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 60          | VANCOUVER | WA | 98660 |
| 500 W 8TH ST UNIT 65          | VANCOUVER | WA | 98660 |
| 501 W 12TH ST                 | VANCOUVER | WA | 98660 |
| 504 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 505 W 8TH ST                  | VANCOUVER | WA | 98660 |
| 505 W 8TH ST UNIT 3           | VANCOUVER | WA | 98660 |
| 507 W 12TH ST                 | VANCOUVER | WA | 98660 |
| 508 E EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 101 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 102 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 103 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 104 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 105 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 106 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 107 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 108 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 109 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 110 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 111 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 112 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 113 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 114 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 115 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 116 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 201 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 202 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 203 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 204 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 205 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 206 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 207 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 208 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 209 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 210 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 211 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 212 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 213 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 214 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 215 | VANCOUVER | WA | 98660 |
| 511 W EVERGREEN BLVD UNIT 216 | VANCOUVER | WA | 98660 |
| 514 E EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 514 W 9TH ST                  | VANCOUVER | WA | 98660 |
| 525 W 8TH ST                  | VANCOUVER | WA | 98660 |
| 535 W 8TH ST                  | VANCOUVER | WA | 98660 |
| 545 W 8TH ST                  | VANCOUVER | WA | 98660 |
| 555 W 8TH ST                  | VANCOUVER | WA | 98660 |
| 575 W 8TH ST                  | VANCOUVER | WA | 98660 |



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| 585 W 8TH ST             | VANCOUVER | WA | 98660 |
| 595 W 8TH ST             | VANCOUVER | WA | 98660 |
| 600 WASHINGTON ST        | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST          | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 121 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 122 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 123 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 124 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 125 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 126 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 127 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 128 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 129 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 130 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 131 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 132 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 133 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 134 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 221 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 222 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 223 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 224 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 225 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 226 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 227 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 228 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 229 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 230 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 231 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 232 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 233 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 234 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 321 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 322 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 323 | VANCOUVER | WA | 98660 |
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| 601 COLUMBIA ST UNIT 332 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 333 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 334 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 421 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 422 | VANCOUVER | WA | 98660 |
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| 601 COLUMBIA ST UNIT 425 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 426 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 427 | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 428 | VANCOUVER | WA | 98660 |

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| 601 COLUMBIA ST UNIT 429      | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 430      | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 431      | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 432      | VANCOUVER | WA | 98660 |
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| 601 COLUMBIA ST UNIT 630      | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 631      | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 632      | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 633      | VANCOUVER | WA | 98660 |
| 601 COLUMBIA ST UNIT 634      | VANCOUVER | WA | 98660 |
| 601 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 601 W EVERGREEN BLVD UNIT 100 | VANCOUVER | WA | 98660 |
| 605 ESTHER ST                 | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST             | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 101    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 102    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 201    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 202    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 203    | VANCOUVER | WA | 98660 |
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| 608 WASHINGTON ST UNIT 213    | VANCOUVER | WA | 98660 |
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| 608 WASHINGTON ST UNIT 215    | VANCOUVER | WA | 98660 |

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608 WASHINGTON ST UNIT 503

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| 608 WASHINGTON ST UNIT 504    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 505    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 506    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 507    | VANCOUVER | WA | 98660 |
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| 608 WASHINGTON ST UNIT 602    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 603    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 604    | VANCOUVER | WA | 98660 |
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| 608 WASHINGTON ST UNIT 612    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 613    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 614    | VANCOUVER | WA | 98660 |
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| 608 WASHINGTON ST UNIT 619    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 620    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 621    | VANCOUVER | WA | 98660 |
| 608 WASHINGTON ST UNIT 622    | VANCOUVER | WA | 98660 |
| 609 W 11TH ST                 | VANCOUVER | WA | 98660 |
| 610 ESTHER ST                 | VANCOUVER | WA | 98660 |
| 610 ESTHER ST UNIT 100        | VANCOUVER | WA | 98660 |
| 610 ESTHER ST UNIT 101        | VANCOUVER | WA | 98660 |
| 610 ESTHER ST UNIT 102        | VANCOUVER | WA | 98660 |
| 610 ESTHER ST UNIT 200        | VANCOUVER | WA | 98660 |
| 610 ESTHER ST UNIT 201        | VANCOUVER | WA | 98660 |
| 610 ESTHER ST UNIT 202        | VANCOUVER | WA | 98660 |
| 610 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 610 WASHINGTON ST             | VANCOUVER | WA | 98660 |
| 612 W EVERGREEN BLVD          | VANCOUVER | WA | 98660 |
| 612 W EVERGREEN BLVD UNIT 100 | VANCOUVER | WA | 98660 |
| 612 W EVERGREEN BLVD UNIT 101 | VANCOUVER | WA | 98660 |

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| 612 W EVERGREEN BLVD UNIT 102 | VANCOUVER | WA | 98660 |
| 612 W EVERGREEN BLVD UNIT 103 | VANCOUVER | WA | 98660 |
| 612 WASHINGTON ST             | VANCOUVER | WA | 98660 |
| 613 W 11TH ST                 | VANCOUVER | WA | 98660 |
| 614 WASHINGTON ST             | VANCOUVER | WA | 98660 |
| 615 W 11TH ST                 | VANCOUVER | WA | 98660 |
| 615 W 11TH ST UNIT LOWER      | VANCOUVER | WA | 98660 |
| 615 W 11TH ST UNIT UPPER      | VANCOUVER | WA | 98660 |
| 616 WASHINGTON ST             | VANCOUVER | WA | 98660 |
| 618 WASHINGTON ST             | VANCOUVER | WA | 98660 |
| 620 WASHINGTON ST             | VANCOUVER | WA | 98660 |
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| 636 W 6TH ST UNIT 402         | VANCOUVER | WA | 98660 |
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636 W 6TH ST UNIT 404  
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| 636 W 6TH ST UNIT 529       | VANCOUVER | WA | 98660 |
| 636 W 6TH ST UNIT 601       | VANCOUVER | WA | 98660 |
| 636 W 6TH ST UNIT 602       | VANCOUVER | WA | 98660 |
| 636 W 6TH ST UNIT 603       | VANCOUVER | WA | 98660 |
| 636 W 6TH ST UNIT 604       | VANCOUVER | WA | 98660 |
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| 636 W 6TH ST UNIT 629       | VANCOUVER | WA | 98660 |
| 700 W 6TH ST                | VANCOUVER | WA | 98660 |
| 700 W EVERGREEN BLVD        | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST           | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 102  | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1022 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1024 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1025 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1026 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1027 | VANCOUVER | WA | 98660 |
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| 700 WASHINGTON ST UNIT 105  | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 106  | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1120 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1123 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 1125 | VANCOUVER | WA | 98660 |
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| 700 WASHINGTON ST UNIT 300  | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 305  | VANCOUVER | WA | 98660 |

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| 700 WASHINGTON ST UNIT 400 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 401 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 405 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 501 | VANCOUVER | WA | 98660 |
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| 700 WASHINGTON ST UNIT 508 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 601 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 603 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 605 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 608 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 700 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 701 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 705 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 708 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 820 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 821 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 823 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 824 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 825 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 827 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 828 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 830 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 921 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 927 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 928 | VANCOUVER | WA | 98660 |
| 700 WASHINGTON ST UNIT 930 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 101   | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 102   | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 103   | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 105   | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 107   | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 108   | VANCOUVER | WA | 98660 |
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| 701 COLUMBIA ST UNIT 116   | VANCOUVER | WA | 98660 |
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| 701 COLUMBIA ST UNIT 203   | VANCOUVER | WA | 98660 |
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| 701 COLUMBIA ST UNIT 208   | VANCOUVER | WA | 98660 |
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| 701 COLUMBIA ST UNIT 309   | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 310   | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 312   | VANCOUVER | WA | 98660 |



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| 701 COLUMBIA ST UNIT 315 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 316 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 402 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 403 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 405 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 407 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 408 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 409 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 412 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 413 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 414 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 416 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 501 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 502 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 503 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 510 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 511 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 515 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 601 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 602 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 603 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 605 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 606 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 608 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 609 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 610 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 613 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 614 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 615 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 616 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 701 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 702 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 705 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 707 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 708 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 709 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 710 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 711 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 713 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 714 | VANCOUVER | WA | 98660 |
| 701 COLUMBIA ST UNIT 716 | VANCOUVER | WA | 98660 |
| 701 W 11TH ST            | VANCOUVER | WA | 98660 |
| 704 W 11TH ST            | VANCOUVER | WA | 98660 |
| 704 W 8TH ST             | VANCOUVER | WA | 98660 |
| 707 W 13TH ST            | VANCOUVER | WA | 98660 |
| 708 W 13TH ST            | VANCOUVER | WA | 98660 |
| 710 ESTHER ST            | VANCOUVER | WA | 98660 |
| 710 ESTHER ST UNIT 1     | VANCOUVER | WA | 98660 |
| 710 W 13TH ST            | VANCOUVER | WA | 98660 |
| 710 W 8TH ST             | VANCOUVER | WA | 98660 |
| 710 W EVERGREEN BLVD     | VANCOUVER | WA | 98660 |
| 713 W 11TH ST            | VANCOUVER | WA | 98660 |
| 714 MAIN ST              | VANCOUVER | WA | 98660 |
| 720 ESTHER ST            | VANCOUVER | WA | 98660 |

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| 720 ESTHER ST UNIT 2       | VANCOUVER | WA | 98660 |
| 750 W 6TH ST               | VANCOUVER | WA | 98660 |
| 800 FRANKLIN ST            | VANCOUVER | WA | 98660 |
| 800 FRANKLIN ST UNIT A     | VANCOUVER | WA | 98660 |
| 800 FRANKLIN ST UNIT B     | VANCOUVER | WA | 98660 |
| 800 FRANKLIN ST UNIT C     | VANCOUVER | WA | 98660 |
| 800 FRANKLIN ST UNIT D     | VANCOUVER | WA | 98660 |
| 800 FRANKLIN ST UNIT E     | VANCOUVER | WA | 98660 |
| 800 HARNEY ST              | VANCOUVER | WA | 98660 |
| 800 W 12TH ST              | VANCOUVER | WA | 98660 |
| 800 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 801 COLUMBIA ST            | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT 201 | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT 202 | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT 203 | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT 204 | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT 205 | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT 206 | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT 207 | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT 208 | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT A   | VANCOUVER | WA | 98660 |
| 801 WASHINGTON ST UNIT B   | VANCOUVER | WA | 98660 |
| 802 MAIN ST                | VANCOUVER | WA | 98660 |
| 803 5 WASHINGTON ST        | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 1   | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 10  | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 11  | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 2   | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 3   | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 4   | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 5   | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 6   | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 7   | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 8   | VANCOUVER | WA | 98660 |
| 803 WASHINGTON ST UNIT 9   | VANCOUVER | WA | 98660 |
| 804 WASHINGTON ST          | VANCOUVER | WA | 98660 |
| 805 COLUMBIA ST            | VANCOUVER | WA | 98660 |
| 805 W 11TH ST              | VANCOUVER | WA | 98660 |
| 806 MAIN ST                | VANCOUVER | WA | 98660 |
| 806 W 12TH ST              | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST           | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 105  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 106  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 107  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 108  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 109  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 110  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 111  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 112  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 113  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 114  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 115  | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 116  | VANCOUVER | WA | 98660 |

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|                           |           |    |       |
|---------------------------|-----------|----|-------|
| 807 JEFFERSON ST UNIT 417 | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT 418 | VANCOUVER | WA | 98660 |
| 807 JEFFERSON ST UNIT IRR | VANCOUVER | WA | 98660 |
| 807 WASHINGTON ST         | VANCOUVER | WA | 98660 |
| 808 HARNEY ST             | VANCOUVER | WA | 98660 |
| 808 MAIN ST               | VANCOUVER | WA | 98660 |
| 808 WASHINGTON ST         | VANCOUVER | WA | 98660 |
| 809 HARNEY ST             | VANCOUVER | WA | 98660 |
| 809 MAIN ST               | VANCOUVER | WA | 98660 |
| 809 WASHINGTON ST         | VANCOUVER | WA | 98660 |
| 810 COLUMBIA ST           | VANCOUVER | WA | 98660 |
| 810 MAIN ST               | VANCOUVER | WA | 98660 |
| 811 COLUMBIA ST           | VANCOUVER | WA | 98660 |
| 811 HARNEY ST             | VANCOUVER | WA | 98660 |
| 811 MAIN ST               | VANCOUVER | WA | 98660 |
| 811 W 13TH ST             | VANCOUVER | WA | 98660 |
| 812 COLUMBIA ST           | VANCOUVER | WA | 98660 |
| 812 MAIN ST               | VANCOUVER | WA | 98660 |
| 812 W 11TH ST             | VANCOUVER | WA | 98660 |
| 812 WASHINGTON ST         | VANCOUVER | WA | 98660 |
| 813 MAIN ST               | VANCOUVER | WA | 98660 |
| 815 5 WASHINGTON ST       | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST           | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 201  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 202  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 203  | VANCOUVER | WA | 98660 |
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| 815 COLUMBIA ST UNIT 211  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 212  | VANCOUVER | WA | 98660 |
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| 815 COLUMBIA ST UNIT 217  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 218  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 219  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 220  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 221  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 222  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 301  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 302  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 303  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 304  | VANCOUVER | WA | 98660 |
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| 815 COLUMBIA ST UNIT 306  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 307  | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 308  | VANCOUVER | WA | 98660 |
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815 COLUMBIA ST UNIT 310  
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815 COLUMBIA ST UNIT 400  
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| 815 COLUMBIA ST UNIT 520 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 521 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 522 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 601 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 602 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 603 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 604 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 605 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 606 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 607 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 608 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 609 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 610 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 611 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 612 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 613 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 614 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 615 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 616 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 617 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 618 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 619 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 620 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 621 | VANCOUVER | WA | 98660 |
| 815 COLUMBIA ST UNIT 622 | VANCOUVER | WA | 98660 |
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| 815 WASHINGTON ST UNIT B | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT C | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT D | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT E | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT F | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT G | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT H | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT I | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT J | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT K | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT L | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT M | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT N | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT O | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT P | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT Q | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT R | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT S | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT T | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT U | VANCOUVER | WA | 98660 |
| 815 WASHINGTON ST UNIT V | VANCOUVER | WA | 98660 |
| 816 W 13TH ST            | VANCOUVER | WA | 98660 |
| 816 W 13TH ST UNIT A     | VANCOUVER | WA | 98660 |
| 816 W 13TH ST UNIT B     | VANCOUVER | WA | 98660 |
| 816 W 13TH ST UNIT C     | VANCOUVER | WA | 98660 |
| 816 WASHINGTON ST        | VANCOUVER | WA | 98660 |
| 817 MAIN ST              | VANCOUVER | WA | 98660 |

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| 817 WASHINGTON ST             |                  | VANCOUVER     | WA | 98660 |
| 819 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 900 W EVERGREEN BLVD          |                  | VANCOUVER     | WA | 98660 |
| 900 WASHINGTON ST             |                  | VANCOUVER     | WA | 98660 |
| 900 WASHINGTON ST UNIT 100    |                  | VANCOUVER     | WA | 98660 |
| 900 WASHINGTON ST UNIT 1010   |                  | VANCOUVER     | WA | 98660 |
| 900 WASHINGTON ST UNIT 150    |                  | VANCOUVER     | WA | 98660 |
| 901 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 901 W EVERGREEN BLVD          |                  | VANCOUVER     | WA | 98660 |
| 901 W EVERGREEN BLVD UNIT 100 |                  | VANCOUVER     | WA | 98660 |
| 901 W EVERGREEN BLVD UNIT 150 |                  | VANCOUVER     | WA | 98660 |
| 901 WASHINGTON ST             |                  | VANCOUVER     | WA | 98660 |
| 903 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 903 WASHINGTON ST             |                  | VANCOUVER     | WA | 98660 |
| 904 DANIELS ST                |                  | VANCOUVER     | WA | 98660 |
| 904 ESTHER ST                 |                  | VANCOUVER     | WA | 98660 |
| 904 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 905 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 906 HARNEY ST                 |                  | VANCOUVER     | WA | 98660 |
| 907 FRANKLIN ST               |                  | VANCOUVER     | WA | 98660 |
| 907 HARNEY ST                 |                  | VANCOUVER     | WA | 98660 |
| 907 HARNEY ST UNIT 100        |                  | VANCOUVER     | WA | 98660 |
| 907 HARNEY ST UNIT 200        |                  | VANCOUVER     | WA | 98660 |
| 907 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 908 ESTHER ST                 |                  | VANCOUVER     | WA | 98660 |
| 909 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 910 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 911 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 911 MAIN ST UNIT 110          |                  | VANCOUVER     | WA | 98660 |
| 911 MAIN ST UNIT 120          |                  | VANCOUVER     | WA | 98660 |
| 911 MAIN ST UNIT 130          |                  | VANCOUVER     | WA | 98660 |
| 911 MAIN ST UNIT 200          |                  | VANCOUVER     | WA | 98660 |
| 911 MAIN ST UNIT 240          |                  | VANCOUVER     | WA | 98660 |
| 911 MAIN ST UNIT 330          |                  | VANCOUVER     | WA | 98660 |
| 911 MAIN ST UNIT LL           |                  | VANCOUVER     | WA | 98660 |
| 912 DANIELS ST                |                  | VANCOUVER     | WA | 98660 |
| 912 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 914 DANIELS ST                |                  | VANCOUVER     | WA | 98660 |
| 914 ESTHER ST                 |                  | VANCOUVER     | WA | 98660 |
| 914 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 916 MAIN ST                   |                  | VANCOUVER     | WA | 98660 |
| 400 W 8TH ST #226             |                  | VANCOUVER     | WA | 98660 |
| 300 W 8TH ST UNIT 232         |                  | VANCOUVER     | WA | 98660 |
| 400 W 8TH ST UNIT 410         |                  | VANCOUVER     | WA | 98660 |
| 400 W 8TH ST W332             |                  | VANCOUVER     | WA | 98660 |
| PO BOX 1211                   |                  | VANCOUVER     | WA | 98666 |
| 400 W 8TH ST UNIT 236W        |                  | VANCOUVER     | WA | 98660 |
| 6900 SE RIVERSIDE DR APT 20   |                  | VANCOUVER     | WA | 98664 |
| 3512 SW 14TH CT               | 3512 SW 14TH CT  | BATTLE GROUND | WA | 98604 |
| PARKER REVOCABLE TRUST        |                  | BATTLE GROUND | WA | 98604 |
| 701 COLUMBIA ST UNIT 604      |                  | VANCOUVER     | WA | 98660 |
| 701 COLUMBIA ST UNIT 516      |                  | VANCOUVER     | WA | 98660 |
| PENDLETON FAMILY TRUST        | 1771 MARSALA WAY | CAMARILLO     | CA | 93012 |
| 701 COLUMBIA ST #614          |                  | VANCOUVER     | WA | 98660 |

3867 NW LORI ANN DR  
 2505 NE HAMBLET ST  
 701 COLUMBIA ST #613  
 PO BOX 635  
 700 WASHINGTON ST UNIT 926  
 7705 SE MAPLE AVE  
 300 W 8TH ST UNIT 407  
 C/O THURSTON COUNTY TITLE  
 9 E LOOKERMAN ST SUITE 215  
 22 AVE AT PORT IMPERIAL APT 302  
 612 W EVERGREEN BLVD #101  
 807 RESERVE ST  
 400 W 8TH ST #320  
 3021 NE 72ND DR SUITE 9 #277  
 400 W 8TH ST UNIT 306  
 300 W 8TH ST UNIT 412  
 1029 W 1ST AVE #312  
 1059 SE 75TH CT  
 701 COLUMBIA ST UNIT 313  
 701 COULMBIA ST UNIT 601  
 701 COLUMBIA ST 309  
 314 W 11TH ST  
 700 WASHINTON ST UNIT 930  
 1130 EVERGLADES DR  
 300 W 8TH ST #314  
 4502 NW 118TH CIRCLE  
 400 E MILL PLAIN BLVD #500  
 701 COLUMBIA ST UNIT 307  
 400 W 8TH ST UNIT 304  
 701 COLUMBIA ST UNIT 308  
 701 COLUMBIA ST UNIT 509  
 931 SE LARKSPUR PL  
 1712 PIONEER AVE SUITE 1356  
 PO BOX 821111  
 RUBIN REV LIVING TRUST  
 8409 NW LAKESHORE AVE  
 14602 NE 10TH ST  
 701 COLUMBIA ST UNIT 507  
 701 COLUMBIA ST UNIT 508  
 SCHEETZ FAMILY TRUST  
 125 HAWTHORN RD  
 PO BOX 4128  
 PO BOX 4128  
 1811 MAIN ST #201  
 2400 SW 4TH AVE  
 400 W 8TH ST UNIT 324W  
 1301 NW 150TH CIR  
 400 W 8TH ST UNIT 316  
 WILLIAM J & CAROLYN J SMITH LIVING TRUST  
 701 COLUMBIA ST UNIT 506  
 300 W 8TH ST UNIT 308  
 9742 NW DURRETT ST  
 701 COLUMBIA ST APT 115  
 29917 NE 64TH CIR

105 8TH AVE SE

700 WASHINGTON ST UNIT 1025

15300 NE 27TH AVE

400 W 8TH ST #426

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| PORTLAND      | OR | 97229 |
| PORTLAND      | OR | 97212 |
| VANCOUVER     | WA | 98660 |
| BRUSH PRAIRIE | WA | 98606 |
| VANCOUVER     | WA | 98660 |
| VANCOUVER     | WA | 98664 |
| VANCOUVER     | WA | 98660 |
| OLYMPIA       | WA | 98501 |
| DOVER         | DE | 19901 |
| WEST NEW YORK | NJ | 7093  |
| VANCOUVER     | WA | 98660 |
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| SPOKANE       | WA | 99201 |
| VANCOUVER     | WA | 98664 |
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| VANCOUVER     | WA | 98660 |
| PACIFICA      | CA | 94044 |
| VANCOUVER     | WA | 98660 |
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| VANCOUVER     | WA | 98660 |
| COLLEGE PLACE | WA | 99324 |
| CHEYENNE      | WY | 82001 |
| VANCOUVER     | WA | 98682 |
| VANCOUVER     | WA | 98660 |
| VANCOUVER     | WA | 98665 |
| VANCOUVER     | WA | 98684 |
| VANCOUVER     | WA | 98660 |
| VANCOUVER     | WA | 98660 |
| VANCOUVER     | WA | 98686 |
| BELLINGHAM    | WA | 98225 |
| BELLINGHAM    | WA | 98227 |
| BELLINGHAM    | WA | 98227 |
| VANCOUVER     | WA | 98660 |
| PORTLAND      | OR | 97201 |
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| PORTLAND      | OR | 97229 |
| VANCOUVER     | WA | 98660 |
| CAMAS         | WA | 98607 |



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| 1309 FRANKLIN ST                           |                                                          | VANCOUVER   | WA | 98660 |
| 300 W 8TH ST UNIT 328                      |                                                          | VANCOUVER   | WA | 98660 |
| C/O COMERICA BANK TRUSTEE OF SHEVACH TRUST | 2321 ROSECRANS AVE 5TH FLOOR                             | EL SEGUNDO  | CA | 90245 |
| 300 W 8TH ST UNIT 236                      |                                                          | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 411                   |                                                          | VANCOUVER   | WA | 98660 |
| 2565 NW 12TH CIR                           |                                                          | CAMAS       | WA | 98607 |
| SUNDELL LIVING TRUST                       | 300 W 8TH ST UNIT 420                                    | VANCOUVER   | WA | 98660 |
| 8340 JAMIESON CRT SW                       |                                                          | OLYMPIA     | WA | 98512 |
| JOE D TANNER REV TRUST                     | 700 WASHINGTON ST UNIT 1125                              | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 212                   |                                                          | VANCOUVER   | WA | 98660 |
| 275 W 3RD ST STE 300                       |                                                          | VANCOUVER   | WA | 98660 |
| 114 E 6TH ST                               |                                                          | VANCOUVER   | WA | 98660 |
| C/O CASCADIA DEVELOPMENT PARTNERS          | 610 ESTHER ST STE 202                                    | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST 713                        |                                                          | VANCOUVER   | WA | 98660 |
| 108 2ND AVE S APT 411                      |                                                          | KIRKLAND    | WA | 98033 |
| KYLE & TESS THORMODSGAARD FAMILY TRUST     | 14108 SE 38TH ST                                         | VANCOUVER   | WA | 98683 |
| SCOTT THURMAN & SARA THURMAN LIVING TRUST  | 700 WASHINGTON ST 1026                                   | VANCOUVER   | WA | 98660 |
| 16510 SE 36TH CIR                          |                                                          | VANCOUVER   | WA | 98683 |
| 700 WASHINGTON ST APT 1023                 |                                                          | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 504                   |                                                          | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST #616                       |                                                          | VANCOUVER   | WA | 98660 |
| 636 W 6TH ST APT 306                       |                                                          | VANCOUVER   | WA | 98660 |
| D.E.K. TRUST                               | 300 W 8TH ST 234                                         | VANCOUVER   | WA | 98660 |
| 17031 NE 158TH STREET                      |                                                          | WOODINVILLE | WA | 98072 |
| 701 COLUMBIA ST UNIT 712                   |                                                          | VANCOUVER   | WA | 98660 |
| 17379 BLUE HERON RD                        |                                                          | LAKE OSWEGO | OR | 97034 |
| 400 W 8TH ST UNIT 311W                     |                                                          | VANCOUVER   | WA | 98660 |
| 422 NW 13TH AVE PMB 808                    |                                                          | PORTLAND    | OR | 97209 |
| 605 MAIN STREET #4748                      |                                                          | VANCOUVER   | WA | 98660 |
| FISH AND WILDLIFE SERVICE                  | 911 NE 11TH AVE 3W                                       | PORTLAND    | OR | 97232 |
| GENERAL SERVICES ADMIN                     | 911 NE 11TH AVE STE 659                                  | PORTLAND    | OR | 97232 |
| 5008 EUREKA WAY                            |                                                          | VANCOUVER   | WA | 98661 |
| PO BOX 80094                               |                                                          | PORTLAND    | OR | 97280 |
| 700 WASHINGTON ST UNIT 924                 |                                                          | VANCOUVER   | WA | 98660 |
| 701 W 8TH ST                               |                                                          | VANCOUVER   | WA | 98660 |
| 1111 MAIN ST STE 700                       |                                                          | VANCOUVER   | WA | 98660 |
| C/O CCG PROPERTY MANAGEMENT                | VANCOUVERCENTER NORTH OFFICE TOWER                       | VANCOUVER   | WA | 98660 |
| 700 WASHINGTON ST #608                     |                                                          | VANCOUVER   | WA | 98660 |
| MICHAEL A VANOVER TRUST                    | 300 W 8TH ST 419                                         | VANCOUVER   | WA | 98660 |
| 300 W 8TH ST, UNIT 424                     |                                                          | VANCOUVER   | WA | 98660 |
| 400 W 8TH ST W334                          |                                                          | VANCOUVER   | WA | 98660 |
| VWS PROPERTIES LLC ATTN: GREG EVANSON      | PO BOX 2584                                              | CAREFREE    | AZ | 85377 |
| PO BOX 95                                  |                                                          | OCEANSIDE   | OR | 97134 |
| 3125 NE CESAR E CHAVEZ BLVD                |                                                          | PORTLAND    | OR | 97212 |
| 701 COLUMBIA ST UNIT 513                   |                                                          | VANCOUVER   | WA | 98660 |
| 701 COLUMBIA ST UNIT 306                   |                                                          | VANCOUVER   | WA | 98660 |
| 1205 INGALLS ST                            |                                                          | VANCOUVER   | WA | 98660 |
| PO BOX 61423                               |                                                          | VANCOUVER   | WA | 98666 |
| PO BOX 61423                               |                                                          | VANCOUVER   | WA | 98666 |
| 700 WASHINGTON ST UNIT 922                 |                                                          | VANCOUVER   | WA | 98660 |
| E M WEDEMEYER TRUST                        | 701 COLUMBIA ST                                          | VANCOUVER   | WA | 98660 |
| ELLEN M WEDEMEYERTRUST                     | ELLEN M WEDEMEYER TRUST & FIRST AMERICAN EXCHANGE COMANY | VANCOUVER   | WA | 98660 |
| 203 PARK PLAZA DR #105                     |                                                          | VANCOUVER   | WA | 98660 |
| 215 W 12TH ST 202                          |                                                          | VANCOUVER   | WA | 98660 |

915 W 11TH ST  
610 ESTHER ST STE 202  
701 COLUMBIA ST #301  
PO BOX 748  
13310 N HERITAGE GATEWAY AVE  
300 W 8TH ST APT 418  
701 COLUMBIA ST #615  
PO BOX 5799  
PO BOX 5799  
400 W 8TH ST #421  
902 ESTHER ST  
1602 SE 79TH CT  
701 COLUMBIA ST UNIT #714  
4260 GALEWOOD ST #B  
SUSAN KAY WOODS LIVING TRUST  
701 COLUMBIA ST UNIT 404  
PO BOX 1024  
PO BOX 15672  
701 COLUMBIA ST UNIT 311  
1400 COLUMBIA ST  
1407 NW WHITMAN ST

700 WASHINGTON ST #828

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| VANCOUVER   | WA | 98660 |
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| VANCOUVER   | WA | 98666 |
| MARANA      | AZ | 85658 |
| VANCOUVER   | WA | 98660 |
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| VANCOUVER   | WA | 98660 |
| VANCOUVER   | WA | 98660 |
| VANCOUVER   | WA | 98660 |
| VANCOUVER   | WA | 98664 |
| VANCOUVER   | WA | 98660 |
| LAKE OSWEGO | OR | 97035 |
| VANCOUVER   | WA | 98660 |
| VANCOUVER   | WA | 98660 |
| WOODLAND    | WA | 98674 |
| HONOLULU    | HI | 96830 |
| VANCOUVER   | WA | 98660 |
| VANCOUVER   | WA | 98660 |
| CAMAS       | WA | 98607 |

SSC3 Community Info Session Zoom Chat 10-19-22

7:12 PM Keith to Everyone

I live in a neighborhood "impacted" by a nearby city-sanctioned homeless camp

7:12 PM Brandi O'Shea to Everyone

I live near the 2nd Safe Stay Community. It's been a positive experience for me.

7:13 PM William Coolev (he/him), City of Vancouver to Everyone

Thank you, Keith and Brandi, for joining us this evening.

7:15 PM Elena Burns to Everyone

is the decision about this site is already made or is it still being discussed?

7:17 PM Nancy Pionk, Facilitator (she/her) to Everyone

Thanks Elena - we'll make sure this question is addressed when we get to the Q&A portion

7:18 PM Aaron Potter to Everyone

It sounds to me like it's already been decided and the tax paying communities opinions on it do not matter. There is also no data being presented to us on crime stats or rehoused people.

7:18 PM Elena Burns to Everyone

Who has made this decision and when?

7:22 PM Brody Sargent (He/Him) to Everyone

The Bamboo looks cool

7:22 PM Ren Autrev (she/her) Outsiders Inn to Everyone

some of those fencing options looked really nice!

7:22 PM William Cooley (he/him), City of Vancouver to Everyone

You can read the full report by visiting: <https://www.cityofvancouver.us/cmo/page/city-shares-six-month-report-first-safe-stay-community>

7:23 PM Eric Peterson to Everyone

Will usage of narcotics and other mood mind altering drugs be allowed in certain circumstances?

7:23 PM bheim to Everyone

What percentage of people that you offer the Safe Stay to that they decline to live in a Safe Stay Community. How do you prioritize to offer Safe Stav units to?

7:23 PM Eric Peterson to Everyone

Can residents of Stay Safe communities assist in building, maintaining, planning, and managing?

7:24 PM tatiana xenelis to Everyone

Are these Safe Space drug and alcohol free?

7:24 PM Eric Peterson to Everyone

Will City of Vancouver assist in cutting of red tape for small businesses struggling with hiring people?

7:24 PM bheim to Everyone

Do the Safe Stay communities have meal facilities? If not. what do the residents do for meals?

7:25 PM Elena Burns to Everyone

Who is going to take responsibility for any crimes committed in the area?

7:25 PM Eric Peterson to Everyone

Regarding policing, can an average VPD officer identify and mitigate perceived or actual mental breakdowns?

What can be done to address issues of unhoused persons walking into retail spaces stealing both merchandise from the companies as well as vehicles from the overly stressed workers?

7:27 PM          bheim to Everyone

How many other communities like this new one does Outsiders Inn manage and in what other cities or states?

7:27 PM          Eric Peterson to Everyone

Regarding Outsiders Inn, why is it ok to allow people who are involved with this specific program and group allowed to smoke strong marijuana outside of the headquarters?

7:28 PM          William Cooley (he/him), City of Vancouver to Everyone

Thank you for sharing your questions. We're monitoring the chat and will try to answer as many questions as possible during the Q&A portion.

7:29 PM          Keith to Everyone

I echo Elena's question: "is the decision about this site is already made or is it still being discussed?"

7:31 PM          Sally to Everyone

Mr. Kravitz said homelessness is stabilized first and then other things are dealt with. What is the time frame that someone is given for stabilization? Is there a contract between the organization and person?

7:31 PM          Elena Burns to Everyone

How much does the city pay for this project? say, the cost of one housing per year?

7:33 PM          Eric Peterson to Everyone

Are we allowed to ask at least one question which will be answered?

7:38 PM          Elena Burns to Everyone

Why do you need to bring this project right to downtown to discourage all investors, all businesses, and residents from living and working here..? Who do you think will be investing in downtown when you put this camp right in the center.?

7:39 PM Aaron Potter to Everyone

Police are already short staffed to handle calls as it is. What will be done to handle the increased patrolling needs around the downtown community? Why are we welcoming more homelessness and drugs into downtown Vancouver? They are already coming over from Portland. Vandalism, open drug use in the park, human feces and mentally unstable individuals are already downtown. This isn't going to help these individuals, It's going to be a source of drug use and more dangerous individuals. Downtown is for family, shopping, tourism and investment. This is the opposite of the direction of downtown Vancouver.

7:39 PM Elena Burns to Everyone

where do those "elected officials" live? Can they maybe locate this camp next to their properties?

Does the Outsiders Inn manage the camps in Portland too? Elena Burns to Everyone There is nothing more permanent than a temporary thing - trust me!

7:41 PM Brandi O'Shea to Everyone

I would much rather have people housed in safe communities rather than camping on the street. The homeless people are already there. This is one of the ways to help them,

7:43 PM Breanna Minneker to Everyone

Beat me to it Brandi! It seems there is some confusion between what unmanaged "camps" are and what Safe Stay communities aim to offer.

7:43 PM Macie Maiewski to Everyone

I might have missed this, if the program is successful, could it be renewed for another 3 years?

7:43 PM Sally to Everyone

did anyone consider the proximity to the pot shops for those that have substance abuse issues?

7:43 PM Ren Autrey (she/her) Outsiders Inn to Everyone

no. Outsiders Inn does not operate any of the Portland Safe Stay communities.

7:44 PM Brandi O'Shea to Everyone

You may be able to take tours of the existing communities.

7:46 PM Elena Burns to Everyone

I lived in Portland next to one of those communities and it was DISGUSTING. I moved out of Portland. instead in my new home in Vancouver and now will be facing THIS?! just great..

7:47 PM Brandi O'Shea to Everyone

I live close to the second one. It's not DISGUSTING at all. I recommend taking a tour. You may be pleasantly surprised

7:47 PM Elena Burns to Everyone

a mistypo in my previous message. Meant to say "I invested in my new home in Vancouver"

Noone will ever be able to control the drug and alcohol in this camp.

7:49 PM Ren Autrey (she/her) Outsiders Inn to Everyone

thank you Brandi. Yes, persons can connect with visits or tours. [connect@outsidersinn.org](mailto:connect@outsidersinn.org)

7:49 PM Michele W to Everyone

Ren, Adam, and Jamie: you do good work. Thank you.

7:49 PM Brody Sargent (He/Him) to Everyone

Adam. I appreciate your response. Its ridiculous to expect someone to recover without strong social bonds. A stable community is necessary and I am glad you provide it.

7:50 PM Ren Autrey (she/her) Outsiders Inn to Everyone

never say never! -- I have seen big changes within spaces and persons.

7:52 PM Elena Burns to Everyone

How the resident of this area can voice our voice against it? Can we openly vote? We live and work here - we have to have a chance to speak out!

Please address the cost of this project.

7:52 PM Jamie Spinelli (she/her) - COV to Everyone

Calls for service to the police department reduced 30% in the first six months of operations in the area around our first Safe Stay Community.

7:53 PM Brandi O'Shea to Everyone

This is one of the ways. You can also go to a city council meeting

7:54 PM William Cooley (he/him), City of Vancouver to Everyone

For more information on Vancouver's Homeless Assistance & Resources Team (HART), please visit: <https://www.cityofvancouver.us/cmo/page/homelessassistance-resources-team-hart>

7:54 PM Lon Pluckhahn DCM to Everyone

We don't have the full costs yet, as the setup (fencing type, etc.) will have some impact on that. But the operating contract for each site is between \$600-700,000 per year. This includes 24/7 onsite services and staffing, security, etc. The city provides sanitary facilities as well.

7:55 PM Elena Burns to Everyone

For \$700,000 a year, how many people is one site serving?

7:55 PM Patrick Quinlan/Hope Village to Everyone



Visitors are welcome at Site #2 - Hope Village. Please contact us at [hopevillage@liveloveoutreach.com](mailto:hopevillage@liveloveoutreach.com) or call our Office at 360-768-5583. We will be happy to discuss the achievements' and challenges of our Safe Stay site at 4915 NE Fourth Plain.

7:56 PM Aaron Potter to Everyone

Why are we making it more accepted to be homeless? Portland tried this and even voted to decriminalize drugs. They defunded the police and allow camping anywhere. Look at what's happening. Retail theft. Car theft, catalytic converter theft, drug use. Gun related violence is at an all time high. The FBI has a dedicated task force for Portland gun violence. Tourism is down. Businesses are leaving Portland that have been there for 30+ years. People are not wanting to visit downtown Portland and don't feel safe.

If we want to provide a safe place a different area would be better. This is a vibrant growing community that isn't in a position to handle this now. It's going to ultimately deter businesses to move in and people to want to be downtown.

7:56 PM Lon Pluckhahn DCM to Everyone

The cost per person continually goes down as more people are able to successfully transition to long-term housing.

7:57 PM Jamie Spinelli (she/her)- COV to Everyone

We haven't been open for a full year yet, but it appears as though we're on track to serve around 100 people per year per site.

7:58 PM Brody Sargent (He/Him) to Everyone

I think the cost moral and financial is far greater to not doing things like this.

7:58 PM Aaron Potter to Everyone

Why is the city allowed to spend that much money on something like this without voter approval? \$700,000 a year is an incredible amount of money that could go towards many things.

7:58 PM Elena Burns to Everyone

Aaron is 100% right. I lived in PDS downtown till the end of 2020. It became a TRASH city. If you do bring such camps to downtown Vancouver - trust me - in a couple of year you will have exactly the same situation here

meant, pdx

8:00 PM Ren Autrey (she/her) Outsiders Inn to Everyone

this is a pro-active change in funding thought patterns - instead of a law enforcement response this is a more collaborative approach that includes community reconnection processes so next steps in housing will have more successful attemots.

8:00 PM Elena Burns to Everyone

Besides \$700,000 a year, how much does it cost to put one camp on the ground to begin with?

8:01 PM Elena Burns to Everyone

I would like to know who specifically proposed this camp in this location. Names and their titles, please.

8:02 PM Steven Culp- SafePark to Everyone

I rather see homelessness in a clean safe place downtown then spread all over on the streets. these ppl are working toward getting out of homelessness and being part of society again and honestly I would be impressed that a city is taking care of ppl as a tourist

8:02 PM Lon Pluckhahn DCM to Everyone

Cost to set it up varies up a lot depending on site conditions and the work that needs to be done to get it ready. It can run up to \$200,000 for setup.

8:03 PM Brody Sargent (He/Him) to Everyone

Steven I agree completely. Its impossible not to spend money but we can spend it wisely.

8:03 PM

Elena Burns to Everyone

the cost that you are proving, how many people does it serve?

providing.

Give us a cost per one mini-house per year

8:03 PM          Jamie Spinelli (she/her) - COV to Everyone

Elena, that question was already answered above.

8:04 PM          Aaron Potter to Everyone

This has been a one sided meeting with everyone on the side of putting the homeless camp in place being able to talk. I 100% feel that we have not had a chance as community members to voice our opinion properly. I will not be surprised to see this pushed into place and we are left to live, work, shop and recreate in this area with the consequences. Police will not increase their activity here. There will be problems. Everyone has acted as if this is a bullet proof solution and there are zero negatives to allowing this to happen.

8:04 PM          Elena Burns to Everyone

Jamie, what question? Please repeat the answer

Ok, if someone is happy with some other camps next to them, one more camps there, not here

8:06 PM          Elena Burns to Everyone

open one more there, not here

Again, please provide names of the people making this decisions and the cost of the project per one mini -house.

8:07 PM          Jamie Spinelli (she/her) - COV to Everyone

We haven't been open for a full year yet, but it appears as though we're on track to serve around 100 people per year per site.

8:07 PM Elena Burns to Everyone

We need to have a chance to address our concerns using legal services

8:08 PM Lon Pluckhahn DCM to Everyone

Elena-the people who did the research and made this recommendation are on the call. The HART team does the research and makes the recommendations.

8:08 PM Elena Burns to Everyone

Jamie, please be very specific in the numbers you are proving. If you do not have one year data, please provide an average data per month

Lon, got it, thanks

8:09 PM William Cooley (he/him), City of Vancouver to Everyone

The six-month report for Vancouver's first Safe Stay Community is available at:  
<https://www.cityofvancouver.us/cmo/page/city-shares-six-month-report-first-safe-stay-community>

8:11 PM Aaron Potter to Everyone

They will run you around forever with getting an answer. It's police understaffing, laziness and excuses. Their systems are outdated and they aren't updating their websites because of lack of motivation or funding. They don't care about broken windows downtown or the petty crimes. It's obvious. We as citizens are left to deal with this.

8:12 PM Elena Burns to Everyone

Aaron, 200%

8:13 PM Anson to Everyone

If the data on crime reporting is broken, how do we know the crime data is accurate and or reduced in the area that is being reported as reduced?

8:13 PM Elena Burns to Everyone

Anson, 100%

completely dysfunctional

8:13 PM Tyler w/HART to Everyone

I answered that...the accurate data exists...its the interface that is broken, not the data

8:14 PM Aaron Potter to Everyone

Brody, it's their friends and aquaninces that will attract more crime. It's a fact. 90% of homeless use hard drugs. Not weed. Not alcohol. Meth, heroin and crack. It's mental issues and a lack of mental resources and mental hospitals to help them.

8:14 PM Steven Culp- SafePark to Everyone

100% Brody those that are part of the safestay will be known and if they commit a crime I'm sure that staff would hear about it as well as notify vod.

8:15 PM Elena Burns to Everyone

Let's now care about any data at this point. The main point is that it is the LOCAL RESIDENTS plus BUSINESS have to vote for or again it, no one else should be making such decisions.

8:15 PM Ren Autrey (she/her) Outsiders Inn to Everyone

That is NOT a fact about homelessness and SUDs.

8:16 PM Aaron Potter to Everyone

Lon, you sound like you are prepared to move into the house next door to this camp because it's so much safer than anywhere else in the city according to your testimony.

8:16 PM Brody Sargent (He/Him) to Everyone

Aaron, can I see research on that. I have met many houseless people who have simply been priced out of the housing market.

8:16 PM Elena Burns to Everyone

Aaron.. 100%

8:16 PM Brandi O'Shea to Everyone

The people who live in the communities get mental help. Most homeless people are not drug addicts. A lot of us are only 1 paycheck away from homelessness.

8:16 PM Brody Sargent (He/Him) to Everyone

Brandi, exactly.

8:16 PM Eric Peterson to Everyone

Thank you very much to each of you who are working to solve these issues. I think that intense work and thought is going into this.

8:16 PM Aaron Potter to Everyone

Brody, walk around downtown. I do everyday. I've called 311 many times. They don't care about drug use.

8:16 PM Elena Burns to Everyone

Not only ME, everyone who lives here!

8:16 PM Steven Culp- SafePark to Everyone

Aaron the participants at safe stay are trying to better them selves and getting away from the hard drugs and crime so

they don't want those ppl/friends around to derail there progress to getting clean and back into society

8:17 PM Patrick Quinlan/Hope Village to Everyone

Hope Village has had NO emergency calls for police support and only one need for an Officer's assistance.

8:17 PM Michele W to Everyone

Jamie, isn't it true that at least some of the funding for our Safe Stay Communities come from the money approved by voters for Housing support 5 years ago? The voters in Vancouver overwhelmingly supported this funding already.

8:18 PM Jamie Spinelli (she/her) - COV to Everyone

Michele, that is correct.

8:18 PM Elena Burns to Everyone

as the owner of my home, I will lose in my home value once this camp is set up here. WHO is going to recover my loss???

8:18 PM Aaron Potter to Everyone

Steven, I have a friend that was in a safe stay community. He managed to save enough money up so he could leave and then go on a giant drug bender. Enabling That's all this is.

8:19 PM Brandi O'Shea to Everyone

@Elana - I also own a home. The value of my home has gone up. I live near the 2nd community.

8:19 PM Brody Sargent (He/Him) to Everyone

Thank you Adam for your story and your work.

8:20 PM Elena Burns to Everyone

Noone is against homeless people. We, as residents, are against the location for this camp. Find the location that will not affect negatively other residents, businesses, and will not affect our homes values.

8:21 PM Lon Pluckhahn DCM to Everyone

Aaron, that is simply not true that this is enabling. While some individuals are not yet ready to move out of homelessness, they have a far better chance if they participate in a safe stay program than if they are on the street.

8:21 PM Brandi O'Shea to Everyone

Why is your location better/different than any other location in Vancouver?

8:21 PM Aaron Potter to Everyone

There are already food banks and resources downtown. This isn't a good location period. It's so close to Esther short park, churches, apartments, small business. It's a terrible location.

8:21 PM Sallie Reavey to Everyone

This is supposed to be an opportunity to voice our oppositions.....it is simply a sales job by the city. I am very angry.....I watched Jeopardy and Wheel of Fortune, one hour, before you took one question. I am sick of your SUGAR COATING and sales! I am VICTIMIZED. And you do not even care about the residents and business owners whose lives and livelihoods are impacted.

8:22 PM Elena Burns to Everyone

you did not answer most of our questions. You are just speaking about things you want to speak about to make it look good. This is hypocrisy!

8:22 PM Steven Culp- SafePark to Everyone

Aaron I'm sorry about your friend but that isn't the case from the majority of the ppl who are participating. I to have lost a friend to drugs. I have seen and toured the first safe stay and I truly believe it works for those who really are wanting to better them selves

8:23 PM Breanna Minneker to Everyone

Just want to say thank you to Outsiders Inn. HART and our neighborhood officers for the time and information tonight! I'm a homeowner just up the street from the proposed location and look forward to seeing the progress of this development and its eventual impact.

8:23 PM Brody Sargent (He/Him) to Everyone

Also for restaurant owners 40 people within walking distance of your restaurant isn't a bad deal.



8:24 PM William Cooley (he/him), City of Vancouver to Everyone

If you have a question that you'd like to ask or a comment that you'd like to share, please click on "Reactions" and "Raise Hand."

8:24 PM bheim to Everyone

I may have missed this subject: are the residents of the Safe Stay able to invite friends to visit them in their unit?

8:24 PM Elena Burns to Everyone

There are TONS of empty buildings around the city. Find one to house those people, instead of building these ugly camps wasting so much money

8:25 PM Jamie Spinelli (she/her) - COV to Everyone

Visitors are allowed in the community space, but not in the individual units

8:25 PM Steven Culp- SafePark to Everyone

bheim no visitors in the units there is a visitors area though that staff can see so there are no illegal activities

8:25 PM Aaron Potter to Everyone

I too feel like I just watched a sales presentation. I had no voice. This is already happening. We as tax paying people that live next to this have zero vote on this. I will be mobilizing a campaign against this. You clearly do not have anyone here that is a city official speaking against this. This is not how you do a meeting.

8:29 PM Brody Sargent (He/Him) to Everyone

Incredible thank you all so much for all you do!!

8:29 PM Patrick Quinlan/Hope Village to Everyone

Hope Village office phone 360-768-5583

8:29 PM          Sallie Reavey to Everyone

This meeting is making me SICK... MENTALLY AND PHYSICALLY. You don't care one single bit about the property owners or business owners. You only care about the pathetic homeless people. Do you good work somewhere else. There is plenty of property that has been abandoned. Put them there. I am fed up hearing about these degenerates who will ruin our life!

8:29 PM          Adam Kravitz Outsidersinn to Everyone  
outsidersinn 360 830-6647

8:30 PM          Ren Autrey (she/her) Outsiders Inn to Everyone  
connect@outsidersinn.org

8:30 PM          Elena Burns to Everyone  
Again and again. ONLY residents can decide on this matter. not some "elected officials"

8:31 PM          Ren Autry (she/her) Outsiders Inn to Everyone  
volunteer opportunities : [https:// www.mealtrain.com/groups/outsidersinn](https://www.mealtrain.com/groups/outsidersinn)

8:31 PM          Aaron Potter to Everyone

Would it be possible to see a list of city councils members who support this? I want to know who to vote against. They clearly don't have our taxes, well being and businesses in mind. I'm sorry but statistics do not lie. Most homelessness is from drug use. Not someone that can't afford rent. Your talking points about the housing market are mute.

8:31 PM          Ren Autrey (she/her) Outsiders Inn to Everyone  
and Elena... the Vancouver Business Journal is taking a poll about this also...  
<https://www.vbiusa.com/news/top-stories/safe-stay-poll/>

8:32 PM Macie Majewski to Everyone

Thank you all for the info and your time!

8:32 PM Brody Sargent (He/Him) to Everyone

Thank you all for your great work. This was great and I really hope the project goes well and you get more.

8:33 PM Ren Autry (she/her) Outsiders Inn to Everyone

thank you everyone for your support and sharing your concerns.

8:34 PM Elena Burns to Everyone

Some way is not good enough!

8:35 PM Anson to Everyone

I am not debating that these people do need help. It has been shown that homeless populations has had a negative influence on tourist/visitor/public spaces. Given the proximity to The Vancouver Convention Center, Esther Short Park, and the overall goal of revitalizing downtown Vancouver, is this the best location for this?

8:37 PM Aaron Potter to Everyone

Maybe have the costs and data planned ahead of time. Utterly terrible preparation.

8:38 PM Jamie Spinelli (she/her)- COV to Everyone

It's certainly true that unsanctioned camping has negative impacts on the things you mentioned. That's the purpose of establishing managed sites.

8:38 PM Aaron Potter to Everyone

Regardless of costs. Terrible location. Mute point.

8:40 PM Steven Culp- SafePark to Everyone

well said thank you Lon

8:40 PM Keith to Everyone

I am hearing this: "we have already selected this site and will do this in the way we have planned. If you are against our plan and not in favor of the location,, then you are against homeless people. This meeting is just a formality.

8:41 PM Aaron Potter to Everyone

Keith. Exactly. That's all I heard too. Too bad of you don't like it.

8:43 PM Anson to Everyone

We understand that a downtown location seems to be a done deal, but what distance from services is a reasonable distance? 1 block, 1 mile, somewhere in between?

8:43 PM Jamie Spinelli (she/her) - COV to Everyone

Can you explain your question? What distance from what services is reasonable?

8:44 PM Elena Burns to Everyone

Who would want to live in luxury rental places in dt facing this camp?

8:45 PM Jamie Spinelli (she/her) - COV to Everyone

The other option is living in a luxury rental facing tents and people in sleeping bags on the sidewalk or in doorways.

8:46 PM Elena Burns to Everyone

Jamie, not need to twist this matter. Find a proper housing for people, not dog houses.

8:46 PM Anson to Everyone

Lon had said that proximity to services is essential to solving the problem. What is a reasonable distance for the services that Lon said are essential (medical, court, AA, drug treatment) does the shelter need to be?

8:46 PM Tyler w/HART to Everyone

With regard to the concern about illegal drugs...I encourage everyone to talk to your State representative. They are having listening sessions around the decriminalization which happened in January of 2021. More info here: [https:// www.aclu-wa.org/pages/q-blake- decision](https://www.aclu-wa.org/pages/q-blake-decision)

8:46 PM Brandi O'Shea to Everyone

Exactly! I would much rather live near this than people sleeping on sidewalks. It's not illegal to be homeless.

8:47 PM Jamie Spinelli (she/her) - COV to Everyone

The requirement is a half mile from public transit, but there certainly are some other services nearby this location, like a food bank, the court house, recovery meetings, etc.

8:48 PM Elena Burns to Everyone

I am glad it helped seven 11.

sarcasm, of couse

8:49 PM Ren Autrey (she/her) Outsiders Inn to Everyone

[connect@outsidersinn.org](mailto:connect@outsidersinn.org) 360-830-6647

8:50 PM Elena Burns to Everyone

Just be honest, is the decision already made?

8:53 PM Administrator to Everyone

Have any studies been done to see how homeless camps have affected tourism areas? This camp is remarkably close to Esther Short Park (Farmer's Market) and the convention center?

8:54 PM Tyler w/HART to Everyone

By camps, are you referring to the current, unsanctioned tent camping.....or are you referring to a managed Safe Stay community? Those are night and day different.

8:55 PM Michael L to Everyone

No the up to setup costs is up to \$200K divided by 3

8:56 PM Rosie Potts to Everyone

Who is going to be financially responsible for this Safe Stay if damage is done by the occupants?

8:56 PM Michael L to Everyone

And 26-28 are served at anyone time. This cost is about \$24,000 per year. Far less than the cost of a motel.

8:57 PM Rosie Potts to Everyone

I have raised my hand 2 times and someone keeps shutting it off. I would like to know what the people in the surrounding blocks are supposed to do when the 1000 ft barrier to the Safe Stay are supposed to do with the people that start camping in the surrounding blocks. Will the police remove them if we call?

8:57 PM Tyler w/HART to Everyone

Rosie...yes. The 1,000 foot buffer is strictly enforced by VPD.

8:59 PM Rosie Potts to Everyone

What about the people living there, who is responsible for them?

8:59 PM Elena Burns to Everyone

\$24k a year is more than a lot of people make a year..

8:59 PM Aaron Potter to Everyone

I bet if you put the 1 million dollars per year per camp on a city ballot this would be voted against so fast. Absolute misuse of money. Of course Lon is completely for this. He gets a nice salary. It's his money. He gets a share. So does Jamie. Of course they are for it. You won't hear from the people that are too busy working right now to take time to voice their opinion against this.

8:59 PM          bheim to Everyone

It seems that everyone supports a positive action to get homeless out of tent cities to one of the multiple housing that the City has invested in - buying motels, building new low cost apartments, and building these Safe Stay. It appears the big

challenge is the location. Does the City have many public hearings prior to this point in time to get public input about the multiple locations being considered? I think it will be more acceptable when a final place is selected.

8:59 PM          Rosie Potts to Everyone

For any damages they do

Yes

that is what I mean

9:00 PM          Aaron Potter to Everyone

They won't be held responsible. They use our tax dollars to get their paychecks. The damages get paid by insurance and then our tax rates go up, again.

9:00 PM          Rosie Potts to Everyone

There was one that assaulted someone outside the Safe Stay.

9:01 PM          Aaron Potter to Everyone

The assault wasn't mentioned at all earlier. How convenient.

9:01 PM          Michael L to Everyone

The assault was not in the Safe Stay Community. It was outside

9:02 PM Elena Burns to Everyone

If our opinion really mattered they would not allow us to speak up!

9:03 PM Tyler w/HART to Everyone

From an equity standpoint.....there is a lower rate of crime reported at the Safe Stay than the average apartment building anywhere in the City. This is due to the 24/7 onsite support and staff.

9:04 PM Aaron Potter to Everyone

Great. I feel safer now! Right where I walk, shop and spend time with my family!

9:04 PM Ren Autrey (she/her) Outsiders Inn to Everyone

The area Homeless Action Plan was driven by residents input.

9:04 PM Administrator to Everyone

The Safe Stay Community on Fourth Plain includes a parking lot for the tenants. Will this happen in downtown Vancouver too?

9:05 PM Aaron Potter to Everyone

Lon is 100% against anyone that is against this. If this was a vote then he might care. But it's not so we have zero say.

9:05 PM Jamie Spinelli (she/her) - COV to Everyone

Yes, there will be parking available

9:06 PM Ren Autrey (she/her) Outsiders Inn to Everyone

<https://www.councilforthehomeless.org/homeless-action-plan/>

9:06 PM Keith to Everyone



Thank you Elena

9:07 PM Administrator to Everyone

So... free parking is available to the homeless residents but NOT the low income workers downtown?

9:07 PM Administrator to Everyone

Please confirm how the parking works?

9:09 PM Jamie Spinelli (she/her)- COV to Everyone

There will be parking on site for staff, outside service providers who provide services on site, and any residents who have vehicles..it's not typically many residents who have vehicles

9:09 PM Administrator to Everyone

OK... but the site on Fourth Plain shown otherwise.

Have any parking impact studies been done?

9:10 PM Brandi O'Shea to Everyone

Exactly! Thank you Lon! Our entire community needs to work together.

9:10 PM Jamie Spinelli (she/her) - COV to Everyone

What do you mean? The majority of parking at the 4th Plain site is used by staff and service providers...there are a few residents who have vehicles.

9:12 PM Keith to Everyone

Sorry, Lon, your apparent arrogance is distinctly unattractive

9:12 PM Ren Autrey (she/her) Outsiders Inn to Everyone

We can support helping to connect employees to public transportation pass options when wanted/needed to support parking and gas costs.

9:12 PM Elena Burns to Everyone

i just wonder if someone is making tons of money by selling/renting out this site. and this is why they want this site so much..???

9:12 PM Administrator to Everyone

When I drive by... (frequently) the lot on Fourth Plain is FULL. Parking downtown is scarce. What would prevent someone from saying they're living in a homeless unit just to secure a parking spot?

9:12 PM Jamie Spinelli (she/her) - COV to Everyone

Because we know who lives in the site sand what they drive.

9:13 PM Rosie Potts to Everyone

How can the Safe Stay demand that there is nobody camping within 100ft if it is a federal law you can not stop them unless you have a place that they can go?

9:13 PM

Administrator to Everyone

Thanks Jamie. Please provide the numbers for the parking spots/tenants if possible.

9:13 PM Lon Pluckhahn DCM to Everyone

The 1000 feet is allowed as a buffer. It's based on other standards that have been upheld in court.

9:14 PM Tyler w/HART to Everyone

Rosie...great question. While the government cannot prevent all camping at all places at all time, they can limit camping in certain areas for reasons like making the Safe Stay as successful as possible.

9:14 PM Jamie Spinelli (she/her)- COV to Everyone

What numbers for parking spots? I don't understand the request.

9:15 PM Administrator to Everyone

How many cars are parked by tenants each night on average at your other locations?

9:15 PM Tyler w/HART to Everyone

For this particular site, there will be no impact to local street parking because all needed parking will happen on site. Hope that makes sense.

9:15 PM Anson to Everyone

There was very little. I found out about this from the Columbian.

9:15 PM Rosie Potts to Everyone

What about making the residents and business owners successful?

9:16 PM Tyler w/HART to Everyone

5 or less cars per site which are tenant cars...then there are a few for staff.

9:16 PM Anson to Everyone

Brian is correct. The communication about this was short and swift.

9:17 PM Ren Autrey (she/her) Outsiders Inn to Everyone

Rosie that's the goal! empowering people to be successful.

9:17 PM Elena Burns to Everyone

I wonder if there have been any law suite against the city from the residents/ owners living close to other camps like this one?

9:17 PM Jamie Spinelli (she/her)- COV to Everyone

I think our first site currently has around 4 people with vehicles, and the second site has 2. The rest of those vehicles are staff and other service providers....people providing mental health services, case management, housing assessments, etc.

9:17 PM William Cooley (he/him), City of Vancouver to Everyone

To register for the Oct. 25 meeting please visit: <https://www.cityofvancouver.us/cmo/page/community-engagement-opportunities-continue-proposed-location-next-safe-stay-community>

9:18 PM Administrator to Everyone

Thanks Tyler, but based on what I see on Fourth Plain, "if" there are parking restrictions, do the tenants just move their car to the street? Do you know how many residents have cars?

9:19 PM Michael L to Everyone

Portland is not a model anyone in the CoV is following. They are the opposite as in a do not do as they do

9:19 PM Tyler W/HART to Everyone

Elena...no lawsuits. As mentioned, those living and working or having businesses around the first 2 locations are not unhappy with them.

SSC3 Community Info Session Zoom Chat 10-25-22

7:47 PM William Cooley (he/him), City of Vancouver to Everyone  
Please feel free to add your question to the chat or click "Reactions" and "Raise Hand" to ask a question verbally.

7:47 PM Nakia Bradley-Lawson - Gevurtz Menashe to Everyone  
Will City sanitation services clean up surrounding blocks?

7:49 PM Officer Chavers to Everyone  
Nakia...can you give more context to your sanitation question? City public works already conducts sanitation city wide when there are issues on public property under the City's responsibility.

7:49 PM Jamie Spinelli to Everyone  
We contract with Share for the Talkin' Trash program, so we utilize them to help ups with litter pick up, HART works on sanitation regarding unsheltered homelessness, and Outsiders Inn regularly conducts neighborhood cleanup events in the neighborhoods they are located.

7:49 PM Adam Kravitz to Everyone  
Adam Kravitz OutsidersInn/ Executive Director Adam@outsidersinn.org

7:49 PM Michael Lynch to Everyone  
I would also like to add that the people served at a Safe Stay Community are not stagnant and as they are housed someone else comes in.

7:50 PM Cheryl Golliher to Everyone  
Will drugs and alcohol be allowed to be used by the safe stay folk? It's what drives up all the theft in our neighborhood. I know..sadly many times over.

|         |                                                                                                                                            |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 7:50 PM | Michael Lynch to Everyone                                                                                                                  |
|         | So many more people than 40 are intended to be served at each location in a given 12 month period                                          |
| 7:50 PM | Adam Kravitz to Everyone                                                                                                                   |
|         | Thank You Haley.                                                                                                                           |
| 7:51 PM | Aaron Potter to Everyone                                                                                                                   |
|         | They don't drug test or use a test as a qualifier to join so absolutely there will still be drugs.                                         |
|         | Good. Thank you Jamie.                                                                                                                     |
| 7:52 PM | Rori Dicker (she/her) to Everyone                                                                                                          |
|         | Well said Jamie :) Thank you for all you do!                                                                                               |
| 7:52 PM | Steven Culp/Safepark Lead to Everyone                                                                                                      |
|         | this is for Matt what if someone at the safe stay isn't working towards getting out of homelessness do they just get a free place to live? |
| 7:53 PM | Rosie Potts to Everyone                                                                                                                    |
|         | Have you had anyone overdose on a drug in either of the Safe Stay Communities?                                                             |
| 7:53 PM | Michael Lynch to Everyone                                                                                                                  |
|         | All residents in a Safe Stay Community are on a pathway out of homelessness - their pathway. No one is simply enabled.                     |
| 7:53 PM | Tom Crawshaw to Everyone                                                                                                                   |
|         | Does safe stay welcome 12 step meetings in?                                                                                                |

7:54 PM                      Peggy Cannon to Everyone

What about the severely mentally ill homeless? Will they be housed here?

Will they be required to take medication prescribed for their condition?

7:54 PM                      Jamie Spinelli to Everyone

We've had one...Narcan was provided, we required that they attend detox/treatment to be able to stay, and they opted to leave instead.

7:54 PM                      Michael Lynch to Everyone

Pets are allowed

7:54 PM                      Cherish DesRochers to Everyone

How many individuals have transitioned from the Outpost into housing?

7:54 PM                      Cheryl Golliher to Everyone

I have many homeless people who I live with daily. They are often high on drugs.not coffee tobacco. Will they reside at this safe stay place? I'm just curious. Thanks

7:54 PM                      Jamie Spinelli to Everyone

Absolutely yes to recovery meetings!

7:54 PM                      Patrick Quinlan/Hope Village to Everyone

No overdose issues at Hope Village and we welcome recovery meetings.

7:55 PM                      Ginger Metcalf to Everyone

While I support the City's effort to provide services to our homeless community, I have concerns about the effect of this particular location on the value of my personal dollar investment

in downtown Vancouver - not to mention my 20 year career in helping to revitalize downtown Vancouver. There will obviously be an impact on my property's value. Is the City prepared to somehow compensate those affected?

7:55 PM                      Jamie Spinelli to Everyone

Matt can correct me if i'm wrong, but I believe around 25 total since opening..and we have a few more that should be moving into places in the next few weeks!

7:56 PM                      Michael Lynch to Everyone

Cheryl, anyone constantly using is given help and asked to leave if they don't alter their behavior.

7:56 PM                      Jamie Spinelli to Everyone

Cheryl, if those folks are interested in coming in and getting better and moving forward, yes, they would be welcomed in. People do not have to be clean and sober to come in, but it's something that's worked on once they're in.

7:56 PM                      Cherish DesRochers to Everyone

25 people have transition into housing in a year??? Incredible!!

7:57 PM                      Jamie Spinelli to Everyone

In 9 months!

7:57 PM                      Officer Chavers to Everyone

A plug from your local law enforcement regarding anyone concerned about substance abuse in our community.....in January of 2021 the State Legislature effectively decriminalized possession/ use of illicit drugs (web search

Washington State Blake decision). We encourage everyone experiencing the negative impacts of drugs to contact your state representatives. They are reviewing the decriminalization effects now and are seeking input, like the meeting, as they chart a new path forward.

7:57 PM                      Cherish DesRochers to Everyone



Amazing, Jamie! What a successful program!

7:57 PM Michael Lynch to Everyone

Ginger your comment has not born true at the other sites. This will reduce the number of homeless in your neighborhood. That has a positive impact on property values.

7:58 PM Mary Jadwisiak to Everyone

@Ginger Metcalf - It seems to me that the lack of a safe stay community would have a more significant impact on property values

7:58 PM james thayer to Everyone

We just left safe stay over a month ago, everyone one is family there. We all help each other to succeed. we have been in our tin home over a month now. prett awesome thank you, Adam and team. James and Sabrina Thayer

7:58 PM Mary Jadwisiak to Everyone

congratulations @JamesThayer!

7:58 PM Haylee J to Everyone

People continue to use while living in desperation. If we do not give them an opportunity to get away from suffering Why would people get clean while suffering through inhumane living conditions? When we give people hope, they make moves to get clean. They see a life for themselves. There is no better motivation to get clean than being in a position to no longer suffer.

8:00 PM Chervl Golliher to Everyone

I work with homeless Veterans everyday as well. My balcony will have a direct view of this safe stay proiect. | help the homeless daily but I feel over saturated.

I fear this will bring even more homeless down here.

8:00 PM Rosie Potts to Everyone

Jamie- Besides the assault that happened on 7/13, have there been any more assaults of any kind in either Safe Stay community?

8:00 PM Michael Lynch to Everyone

Haylee is spot on. People on the streets are immobilized because the streets aren't safe. A Safe Stay Community offers safety and stability that is what allows these folks to move on and address their situation.

8:00 PM Mary Jadwisiak to Everyone

@Haylee - I agree. Seeing other people succeed can be so hopeful for everyone involved. Just as seeing despair everywhere can kill hope.

8:00 PM Patrick Quinlan/Hope Village to Everyone

Feel free to visit Safe Stay #2 - Hope Village. Contact our staff at 360-768-5583 or email me at [patrick@livelovecenter.com](mailto:patrick@livelovecenter.com).

8:01 PM Michael Lynch to Everyone

Rosie the assault was not in the Safe Stay - it was outside. There has not been anything like that inside one.

8:01 PM Aaron Potter to Everyone

I see open drug use in the park nearby at any hour of the day. Not trying to be judgemental but they often look homeless. It's not just about possession - it's a lack of enforcement of the current laws. Police need to do foot or bike patrols downtown.

8:02 PM Cherish DesRochers to Everyone

What park is that? I work nearby the Outpost and have never seen anything of the sort at the park nearby.

8:02 PM Michael Lynch to Everyone

Aaron ups are correct. That does occur in our parks and streets; but is not indicative of the Safe Stay Community.

8:02 PM Officer Chavers to Everyone

Aaron...see my previous comment about the Blake decision. Police cannot take enforcement action for drug use/ possession...since Jan 2021.

8:03 PM Michael Lynch to Everyone  
Cherish Aaron is a resident in the downtown area

8:03 PM Mary Jadwisiak to Everyone  
People with mental illness can recover. having housing is essential to that.

8:03 PM Rori Dicker (she/her) to Everyone  
beautifully said Adam!!

8:03 PM Cherish DesRochers to Everyone  
Thank you Michael!

And he is killing it!!!

8:03 PM Rori Dicker (she/her) to Everyone  
Yes that is incredible!!!

8:04 PM Ren Autrey to Everyone  
yes he is. outta the ballpark!

8:05 PM Marv Jadwisiak to Everyone  
Will the county be supporting similar safe stay communities?

8:05 PM Michael Lynch to Everyone  
Mary! Great question - hopefully they will

8:06 PM Cherish DesRochers to Everyone

It's definitely needed!

8:06 PM Terry Rodriguez to Everyone

I would like to hear more from people with concerns not just advocates --and  
bravo to advocates!

8:06 PM Jen S to Everyone

I may have missed this, is there a place we can find information on the proposed  
long term housing project?

8:07 PM William Cooley (he/him), City of Vancouver to Everyone

Outsiders Inn Meal Train <https://www.outsidersinn.org/meal-train>

8:07 PM Jamie Spinelli to Everyone

What long term housing project are you referring to, Jen?

8:07 PM Aaron Potter to Everyone

Thank you for your answer officer. But that is untrue. Upon the 3rd drug use or  
possession contact the case can be referred to the DA for a misdemeanor charge. Your hands aren't tied.  
It's about being present in our community and continuing to make it a safe place for everyone.

8:07 PM Officer Chavers to Everyone

Great question Temple! HART often gets requests for how volunteers can  
contribute to efforts to reduce the impacts of homelessness in our community. I have put together a  
long list of organizations which take and work with volunteers. I am happy to share the list with anyone  
interested.

8:07 PM Michael Lynch to Everyone

The Meal Train is as fine of a meal system I have seen servicing shelters  
anywhere in the US

8:08 PM                      Officer Chavers to Everyone

Jen...[www.beheardvancouver.org/](http://www.beheardvancouver.org/) homelessness has a presentation of the City's overall plan to address homelessness in the City

8:08 PM                      Christine Dickinsen to Everyone

We have heard that the City is also looking at a place by Kiggins Bowl. Any update on this?

8:08 PM                      Aaron Potter to Everyone

They'll put it in your backyard and you'll be expected to be happy with it.

8:09 PM                      Terry Rodriguez to Everyone

Please more time for concerns!

8:09 PM                      Jen S to Everyone

I thought I heard you mention that in your presentation Jamie. Stay safe as a intermediary step, knowing we need a long term housing solution. That stay safe gives our community the chance to help while working toward a more long term solution. Maybe I misunderstood that

8:09 PM                      Jamie Spinelli to Everyone

Christine, we don't currently have an update on that site...still waiting on final WSDOT approval to even use the site. If we get that, we would go through this very same process for that location.

8:09 PM                      Ren Autrey to Everyone

<https://www.mealtrain.com/groups/outsiderness>

8:10 PM                      Christine Dickinsen to Everyone

Part of the concern has been about property value. Is there a way we could use landscaping to screen fences etc.?

8:11 PM Roberta Lopez to Everyone

Sleep is very important to the body. As a resident within 1 block from this proposed site, we experience high noise pollution in the heart of downtown Vancouver; planes, trains, cars and motorcycles racing, boats horns, sirens, etc. I have noticed that the dwellings do not have insulation nor does this site have a natural tree-lined surrounding. The visibility of a tall chained-link gated fence may confuse my three five and under grandchildren when they visit. But yes, another discussion about the homelessness downtown. We have struggled keeping the old Vancouver vibrant.

8:11 PM Jamie Spinelli to Everyone

Yes! We're looking at our options for fencing and beautifying the outside of the space...I think we have some photos of just ideas.. not exact options we're looking at...but we're very open to ideas!

8:12 PM Michael Lynch to Everyone

Roberta the Pallet Shelters are insulated. Not as well as a new home - but surprisingly good.

8:12 PM Demi Day to Everyone

I also live in the apartments next to the Outpost. There are no major sound issues from my experience. We are right next to SR500 & I hear that more than the residents in safe stay.

8:13 PM Jen S to Everyone

Thanks

8:13 PM Jamie Spinelli to Everyone

Roberta, I can also tell you that these sites are quiet. I'm at both frequently, and we've never experienced any noise complaints.

8:13 PM Tom Crawshaw to Everyone

I don't see a long term plan for for addressing homelessness beyond the temporary safe stays. Who is working on this?

8:14 PM Joe Pauletto to Everyone

I am pleased that the Lynch Family Foundation is providing the property for this Stay Safe Shelter. Ed Lynch was a mentor to me in my professional career as well as my community volunteer career. He would be excited to have the shelter on this property. I have provided meals, about twice a month, to the 51st location. I am impressed by the cleanliness and the management of the shelter. I believe in the "hand up" approach for my fellow neighbor. I see this happening at the Stay Safe Shelter. Thank you Outsiders Inn..

8:15 PM Ren Autrey to Everyone

thank you Joe for your support!

8:15 PM William Cooley (he/him), City of Vancouver to Everyone

Hi Tom. The City is working on a range of strategies to create long-term housing solutions, including through the Affordable Housing Fund. On this page, you can read about how funds are used and view a map showing how investments have been directed across the community:  
<https://www.cityofvancouver.us/eph/page/affordable-housing-fund>

8:15 PM Jim Mains to Everyone

Thank you Joe.

8:16 PM Ty Stober to Everyone

Thank you Joe!

8:17 PM Adam Kravitz to Everyone

we are always full.

8:18 PM Peggy Cannon to Everyone

I think the buffer idea for no camping is a great idea! We have new buildings that people are already camping at periodically.

8:18 PM Nakia Bradley-Lawson - Gevurtz Menashe to Everyone

Me too!

8:19 PM

Ren Autrey to Everyone

thank you Demi for supporting and sharing your perspectives.

8:20 PM

Jamie Spinelli to Everyone

In regards to occupancy rates at the Safe Stays, we are always full, and we have a waitlist...so, no concerns about beds not being filled at these sites.

8:20 PM

Renee Stevens to Everyone

Tatum-Thank you for taking the time to learn about safe stay.

8:21 PM

Michael Lynch to Everyone

The buffer is a difficult one to increase. It would be potentially challenged as just trying to ban unsheltered camping without providing adequate shelter. So the amount was selected to be both prevalent and defensible.

8:21 PM

Roberta Lopez to Everyone

Thank you to the Lynch family for their generous offer. May I suggest selling this parcel to some of the well-known developers in the downtown area. Taking the proceeds and purchasing an abandoned warehouse 5-6 blocks West of this property. Where the need is great. This property is literally too close-in and too close to the I-5 corridor.

8:21 PM

Michael Lynch to Everyone

Relevant not prevalent (sorry)

8:21 PM

Steven Culp/Safepark Lead to Everyone

wouldn't esther short park be protected by the border

8:21 PM

Jamie Spinelli to Everyone

The 1000' buffer is part of the City ordinance, so not something we could change just for this site. We also have to be careful to not buffer out too much of the city until we have enough beds to meet the Martin v. Boise standard.



8:22 PM Michael Lynch to Everyone  
Roberta the property is not being sold nor being offered for sale

8:22 PM Jamie Spinelli to Everyone  
Esther Short Park is protected by being a park...camping is not allowed within city parks, and that can be enforced by any officer.

8:22 PM Officer Chavers to Everyone  
The 1,000 foot buffer is only one tool and intended to prevent outside habitation on public property....for any camping on private property....that is covered under current Criminal Trespass laws which police routinely enforce.

8:22 PM Aaron Potter to Everyone  
What percentage of the safe stay population is coming from Portland because Vancouver is more welcoming and lenient towards homelessness?

8:23 PM Mary Jadwisiak to Everyone  
@Tatum great job keeping an open mind and learning for yourself.

8:24 PM Michael Lynch to Everyone  
Currently it's the opposite Aaron, we've seen a significant percentage of the homeless folks in Delta Park coming from Vancouver (sadly). Yes we get some from Portland but at this time it is nominal.

8:25 PM Roberta Lopez to Everyone  
Demi, I am not concerned about the noise from the Safe Community. My concern is for the residents of the Safe Stay Community.

8:25 PM Demi Day to Everyone

We have had support at the Y with clearing campers because of the 1000 buffer requirement.

8:25 PM Patrick Quinlan/Hope Village to Everyone

All current resident at Hope Village are Vancouver based citizens.

8:25 PM Jamie Spinelli to Everyone

Aaron, none at the Safe Stays...we specifically ensure that we are serving people who are connected to outreach workers on our streets in Vancouver.

8:25 PM Christine Dickinsen to Everyone

What is the definition of camping? Some of what I have heard seems more of a concern about increased loitering like was seen at day center.

8:26 PM Tom Crawshaw to Everyone

does each safe stay client have a case manager? What organization provides case management

8:26 PM Peggy Cannon to Everyone

When I mentioned camping, I'm talking about people setting up tents in the alcoves of new buildings downtown; not loitering.

8:27 PM Jamie Spinelli to Everyone

Tom, a variety of organizations...CSNW/ Sea Mar, CRMH, Share, etc...and then they all receive regular Peer Support from Outsiders Inn staff

8:28 PM Aaron Potter to Everyone

Thank you Jamie and Micheal and Patrick. I see such a large influx of homeless walking or riding bikes over the bridge from Jantzen Beach. It's definitely becoming a growing problem. I'm glad the city is actively stopping camping downtown and preventing them from ruining our city... like how Portland is absolutely disgusting. Vancouver is absolutely beautiful in comparison.

8:28 PM Michael Lynch to Everyone

Christine, none of the Safe Stay Community's have "walk-up" service. None are open for outsiders hanging out either. As a result they aren't a magnet for other homeless individuals.

8:29 PM Jamie Spinelli to Everyone

Thanks, Aaron! We really are doing as much as we possibly can.

8:29 PM Tatum Dwvire-Seitz to Everyone

I understand that the 1,000 ft "No Camping" buffer is defined by the city but I'd like to see it increased now that Portland's Mayor, Ted Wheeler, has made all non-authorized camping illegal. I'd hate to see the problems from PDX move north.

8:30 PM Michael Lynch to Everyone

Aaron that's also something I have observed. Unfortunately the "canners" get paid well to raid yours and my recycling bins here and redeem them in Portland. I wish there was a way to reduce that. We worked with C-Tran to not allow it on their routes pre-COVID. But it still exists with bikes, pickups and more.

8:30 PM Ren Autrey to Everyone

Outpost guidelines around VISITORS at this time- Visitors are restricted to only designated community shared spaces during agreed upon

visiting hours of 10am - 8pm. no overnight guests in parking lot o Staff always have the right to limit visitors in the space for any reason. o Safety, covid protocols, community o ALL visitors must ring the bell at the gate and wait for staff to meet them and get checked in on sign in log.

8:32 PM Michael Lynch to Everyone

Tatum - Portland will be trying to end camping in the next 5 years. Not immediately. Our challenge is to get ahead of it and have enough capacity in time

8:32 PM Officer Chavers to Everyone

For many years the annual HUD point-in-time count, managed by Council for the Homeless, has shown that 85% or more of the unsheltered homelessness in our community are from Clark County. About 15% are from any other place- Cowlitz, Skamania, Multnomah, Portland, etc. We

don't have 15% of the people occupying the Safe Park or Safe Stays from outside Clark County, but if we mirrored the normal demographics that is what would happen over time statistically speaking.

8:32 PM Jen S to Everyone

Thank you for addressing this Jamie

8:33 PM William Cooley (he/him), City of Vancouver to Everyone

If you would like to reach the Homeless Assistance and Resource Team (HART),  
you can:

Download the MyVancouver app

Visit [cityofvancouver.us/myvancouver](https://www.cityofvancouver.us/myvancouver)

Email: [hartteam@cityofvancouver.us](mailto:hartteam@cityofvancouver.us)

Or call 360-487-8626

[https://www.cityofvancouver.us/cmo/ page  
homeless-assistance-resources-team-hart](https://www.cityofvancouver.us/cmo/page/homeless-assistance-resources-team-hart)

8:34 PM Aaron Potter to Everyone

Just celebrating the end of the meeting and recording. A it's been more  
informative this round but I still have questions and concerns I will be asking in person. I still do not  
agree with the placement of this site with such a dense population of families, business and hard  
working civilians downtown.

8:34 PM Tom Crawshaw to Everyone

Thanks all for the great discussions with a group of intelligent, practical, caring  
people

8:35 PM Ren Autrey to Everyone

thank you Aaron for your concerns and willingness to engage.

8:35 PM William Cooley (he/him), City of Vancouver to Everyone

Thank you, Aaron and Tom, for taking the time to join us and ask questions.

8:35 PM Ren Autrey to Everyone

Thank you Tom!

8:35 PM Aaron Potter to Everyone

Absolutely. It's been presented well today. I love this city with my whole heart.

8:35 PM Terry Rodriguez to Everyone

Thank you--well said

8:36 PM Terry Rodriguez to Everyone

but I still have questions and concerns I will be asking in person. I still do not agree with the placement of this site with such a dense population of hard working people

8:36 PM LX to Everyone

One way to discourage "canners" going through your recycling is to bend the cans. Not crush, just squish with your hand. I was told that those can still be recycled with the rest of our recycle bin but they will not work in the machines in Portland.

8:36 PM Terry Rodriguez to Everyone

Thank you Aaron!

8:36 PM Jamie Spinelli to Everyone

I got kicked out temporarily...

8:37 PM Haylee J to Everyone

I really appreciate how respectful every one who spoke was and that concerns came up with potential solutions especially re fencing and landscaping which I think is important and a great idea. Im glad to see so much support for this project. A lot of humanity in the meeting tonight.

8:37 PM Tatum Dwyre-Seitz to Everyone  
Will there be a final city hall meeting to discuss the impacts or will they just be announcing their decision on November 3rd?

8:37 PM Ren Autrey to Everyone  
to talk and connect about concerns - we are available to meet or just chat directly too- whatever is wanted or needed now or in future. ren@outsidersinn.org or adam@outsidersinn.org

8:37 PM Renee Stevens to Everyone  
I appreciated that the conversation was respectful.

8:37 PM Mary BEDFORD-CARTER to Everyone  
Awesome work Outsiders Inn!

8:37 PM Ren Autrey to Everyone  
thank you Renee and Mary!

8:37 PM Jen S to Everyone  
Thank you to everyone working in our community to help each other.

8:39 PM Christine Dickinsen to Everyone  
also read that the Beheard Comment period ends this Friday, October 28th.

8:40 PM Terry Rodriguez to Everyone  
Great job Nanvy!

8:41 PM William Cooley (he/him), City of Vancouver to Everyone

Thank you, Christine. That's correct. If you or those you know would like to share feedback on the proposed site, you can do so through Friday by visiting <http://www.beheardvancouver.org/ssc3>

8:42 PM Michael Lynch to Everyone

LX is absolute correct - but it take a household all crushing cans so that their UPC codes are basically unreadable. So long as they are readable the 10¢ is given.

8:42 PM Aaron Potter to Everyone

Thank you Adam. Exactly what I asked. Well said.

Violent crime?

8:44 PM Aaron Potter to Everyone

Got it. Thank you. I already don't feel comfortable walking downtown. That's reassuring.

8:45 PM Michael Lynch to Everyone

The goal is to make those streets safe again

8:45 PM Officer Chavers to Everyone

A violent offender who was recently released would most likely be on Adult Probation with DOC (dept of corrections) and be living in a home under a State release program. They would not be exiting prison into a Safe Stay community...if that makes sense.

8:45 PM Steven Culp/Safepark Lead to Everyone

Vancouver is alot better than Portland

8:45 PM Peggy Cannon to Everyone

I have to walk downtown every day and I'm not comfortable either. Maybe the issue isn't your Safe Stay place but how the surrounding downtown is policed handled.

8:46 PM LX to Everyone

RE: squishing cans - a store may still give 10¢ but they won't go through the machines that roll the cans like in Delta Park.

8:47 PM Aaron Potter to Everyone

Absolutely understandable. So \$7,500 per year assuming 100 people served.  
Thank you Jamie

8:49 PM L X to Everyone

RE: squishing cans, Waste Connections said don't stomp them flat or WC can't recycle them.

8:49 PM Michael Lynch to Everyone

The program Jamie and staff have designed is really solid when we compare it to others across the country. And the results are saving it is working - which is why we have other cities trying to figure out how the CoV is doing this.

8:50 PM Renee Stevens to Everyone

perfectly said Jamie!

8:50 PM Mary Jadwisiak to Everyone

thanks everyone for all your input.

8:50 PM Officer Chavers to Everyone

Peggy....the police department has its own email for providing feedback about police services: VANPD@cityofvancouver.us can be used to express your input, ideas, concerns, etc regarding policing in the City. The Chief's Office welcomes and reviews the emails from concerned citizens. The more informed the police the better job they can do.

8:51 PM Aaron Potter to Everyone



Excellent. Yes the funding is already in place for other programs and it will take the burden away from other services as well. Like mental health, food banks, medical/fire, jail etc.

8:51 PM                      Peggy Cannon to Everyone  
Thank you, Officer Chavers.

8:52 PM                      Maciei Majewski to Everyone  
I appreciate the level of thought that went into these Safe Stay communities.  
Sounds like a great program!

8:52 PM                      Ren Autrey to Everyone  
Thank you Macie!

8:54 PM                      Steven Culp/Safepark Lead to Everyone  
that's awesome thank you Demi

8:54 PM                      Aaron Potter to Everyone  
Demi. Thank you for your story. I feel unsafe on a couple streets downtown occasionally too. I have been threatened twice in the last year. Didn't even bother to call police because they were so strung out on drugs. But it is getting better.

8:55 PM                      Officer Chavers to Everyone  
Great insight Aaron...about positive moves reducing burdens on other sectors who help. This is what we hope for.. reduced utilization of hospital, police, fire, etc. If we saw these utilizations increase, rather than decrease, then we would not it was not working.  
\*know it was not

8:56 PM                      Ren Autrey to Everyone  
thank you Michael for your belief in us.

8:57 PM                      Aaron Potter to Everyone

Absolutely Officer Chavers. If we have a reduced need then it is a net benefit for the entire cit. I just hope the data of this reflects that as we go forward.

8:57 PM L X to Everyone

Sounds like the Lynch property is a done deal, correct?

8:57 PM Glen Yung to Everyone

I can't say enough good about Outsiders Inn. they are changing lives and neighborhoods in a positive way!

8:57 PM Nakia Bradley-Lawson - Gevurtz Menashe to Everyone

Thank you, everyone!

8:58 PM Patrick Quinlan/Hope Village to Everyone

Thank you everyone.

8:58 PM Anne McEnerny-Ogle to Everyone

Thank you, Everyone. It was a nice conversation.

8:58 PM Ren Autrey to Everyone

thank you Glen! We appreciate the support!

8:58 PM Officer Chavers to Everyone

This has all been very helpful and informative! Excellent questions and comments. Thank you

8:58 PM L X to Everyone

This is encouraging. Just not sure this next location is the best choice.

8:58 PM Demi Day to Everyone

Thank you so much everyone! For how you care about people and too really listening to everyone's perspective.

8:58 PM

Ty Stober to Everyone

Thank you everyone for your participation this evening.

8:58 PM

Cherish DesRochers to Everyone

Thanks for hosting this tonight. I really enjoyed hearing everyone's concerns.

8:58 PM

Adam Kravitz to Everyone

Thank you everyone

8:58 PM

Aaron Potter to Everyone

Thanks everyone

8:59 PM

Steven Culp/Safepark Lead to Everyone

thank you

8:59 PM

Ren Autrey to Everyone

grateful for everyone's presence. THANK YOU.

8:59 PM

Bridget McLeman to Everyone

Good discussion. Well facilitated Nancy!

8:59 PM

Peggy Cannon to Everyone

thank you all.

9:00 PM

Aaron Potter to Everyone

See you at the next in-person meeting. I'm not sold on the location but I have confidence in the team surrounding the efforts.

9:00 PM

William Cooley (he/him), City of Vancouver to Everyone

Thank you all for your thoughtful comments and questions this evening. When the public comment period closes this Friday at 11:59 PM, staff will review all input provided over the past few weeks. If you would like to join us from 6:30 to 8 p.m. on Thursday, Nov. 3 at City Hall (415 W. 6th St.), please RSVP to [Kerry.Peck@cityofvancouver.us](mailto:Kerry.Peck@cityofvancouver.us)

| Platform     | Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Facebook     | <p>Your putting it next to the brand new children’s park in ester short park? Where moms and babies are trying to play and feel safe?</p> <p>Where there is already a guy drinking icehouse every morning urinating on the rock columns on 8th and ester.</p> <p>Where ALL of the cities outside park events are hosted?</p> <p>A couple blocks from the waterfront where the city has been investing millions and tourists come to see? Portland made that EXACT mistake with the housing village they have now torn down because they realized it was a terrible idea to put it near a tourist center.</p> <p>Your going to put this ADJACENT to all of the major tourist spots of Vancouver?</p> <p>Yes they deserve shelter but don’t make the same mistake portland did and concentrate homeless in the same area people from all over the country are visiting to see what the city is about.</p> <p>Two weeks ago there was a guy with a rusty axe being arrested between city hall and the waterfront trying to attack the other homeless in the field..it is insane to invite more of that.</p> <p>statistically the amount of rusty axe people that will live in that village is a non-zero number and by you intentionally casting out common sense on this you are endangering the children traveling across the city to play in the bright shiny new park being built two blocks away and everyone else trying to enjoy the very best part of the city.</p> <p>Of ALL the places in this very large city. RIGHT next to all of the biggest Vancouver tourist attractions is hands down theeeeeee WORST choice.</p> <p>Unless of course there is a law banning encampments within a mile of the safe stay to make sure people doing drugs and creating violence are not mixing with people trying to not do those things. That is the only way that could make sense.</p> <p>Otherwise your not just shooting this city in the foot you are delivering it a fatal blow. This is the HEART of Vancouver your going to throw this into. Your going to turn the heart of Vancouver into a slum.</p> <p>This is the only large Cascadian city that is not a complete dumpster fire yet. Please do not turn it into one.</p> <p>If anything maybe stop allowing the guy getting wasted on 8th and ester every day to continuously urinate in public in front of an entire coffee shop..</p> <p>Use common sense.</p> <p>please feel free to share this with anyone in the city</p> <p>Enough is enough. Do you go to plaid pantry and see what they are dealing with there on a daily basis? It is crazy!</p> <p>Absolutely put it in if you will ban camping outside of that area.</p> |
| Council Form | <p>I agree with nearby businesses and residents: this is not the right location for a shelter.</p> <p>I can foresee spillover into this historic neighborhood and Esther Short Park, which has become a focal point for a renewed downtown.</p> <p>Why not build a much-needed grocery store instead?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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|                             | Jean M. Avery<br>Vancouver resident                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Email                       | Hello~                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Geri Ellen Baer             | <p>I am concerned about the location of the new Safe Community in Vancouver on 11th Street.</p> <p>I really like the idea, but I have a question. Forty people will move in. They now have a safe, clean place to live. Good. But what do they do during the day? Do the forty of them walk down the two blocks to Esther Short Park every day to hang around? Our downtown park can't stay clean, and open for children and adults if so many people descend on it every day. Will porta-potties be installed in the park to cover the additional traffic? They are not very pretty and our park is beautiful. Will there be enough programming to keep them off the street and wandering throughout downtown during the daylight hours? How will you ensure that the downtown residents will be safe and unhassled, especially at night. Will we get a designated patrol car to keep an eye on downtown at night?</p> <p>Please consider the downtown residents as well as our homeless. We pay exorbitant rent and mortgages to live where we do. Downtown Vancouver is a special place. We need some assurance that this program won't cause more difficulties that it solves. Please, please don't let Esther Short Park fall back into being what it was before.</p> <p>Thank you,<br/>Geri-ellen Baer</p>   |
| Email                       | <p>- I have my office at 212 W13<sup>th</sup> st. Currently we have homeless wandering around the neighborhood and we have seen more criminal activity. Graphiti, theft, public urination and drug use. This used to be a pretty safe area. My concern is that the proposed camp will magnify the above criminal behavior. I live in Portland and have seen what it has done to our city, Vancouver still is ten times better but this camp will draw the wrong type into this neighborhood.</p> <p>My car got stolen from Burbuck motors in SE Portland. This theft was done by a homeless person that lived in the camp across the street from the shop in the micro housing project which is the same as you are proposing. The guy that stole my car while it was in front of the shop lived in the camp. Mike Burbuck the owner can attest this camp has drawn 100x more crime and drug use. Nobody wants to be around these areas and the crime that it brings. It is scary! It is not safe to have these camps near normal business activity, it will drive business away. Look at downtown Portland for what happens. Vacancy 40%, murders weekly, cars broken into or stolen. Not safe!</p> <p>Please take this into consideration before you guys allow this camp.</p> <p>Thank you<br/>Quinn Irvine</p> |
| Phone Call<br>Raberta Lopez | Would not be a good fit in downtown. We already have low income and a shelter in this area. Further west or east would be a better fit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Email                       | Hello Vancouver City Team,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| Sonia Cisneros                   | <p>No, I would not like the safe community pods to be located downtown off (11th street)! I am also disappointed with how our tax dollars are being utilized. I was homeless when I was seventeen. Stop enabling and giving away our tax dollars. It's time they get a job!! Work with developers to help build government assistance homes. They all need to start working! I would not like to walk over to the New Seasons Market and be harassed by some drug addict like they harass us at Esther Short park! We call the police department since they are under staffed sometimes they don't show up.</p> <p>Pass legislation that stops large firms that come in and buy our property to resell or put them up for rentals. This is creating a shortage for housing, driving costs through the roof! I love the Pacific Northwest but it's starting to become NOT affordable even for a working professional like myself! I pay \$2,500 per month in a two bedroom 900square feet unit!</p> <p>I am personally tired of seeing all the homeless taking a dump or peeing at Esther Short park! Not to mention the homeless shooting up drugs in front of kids! :( Building pods in residential neighborhood only brings more drugs and violence! Build pods in the middle of nowhere on large vacant land away from us!!</p> <p>Cheers,<br/>Sonia<br/>Sonia Cisneros</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>Email</p> <p>Gail Cannady</p> | <p>Greetings,</p> <p>&gt; My husband and I live at Heritage Place Condominiums, less than two blocks from the proposed site.</p> <p>&gt; We walk the neighborhoods in the early morning, and are very aware of the increasing number of people sleeping outside. On the curbs, in doorways, on the grass, even at the Fort in the Rose Garden. We should not be treating humans in this manner. It is appalling.</p> <p>&gt; Our first choice would be to have a bricks &amp; mortar shelter built on the block in question. Something like the Open Ministries Shelter nearby on 12th St. It is does good work, and is always clean and well kept. However, it would take months or years to build, and the crisis is now. We can't always have our first choice. As a temporary solution, the Stay Stay community seems to be the next best choice. Your assurances about no camping close to the new site are good, and we're sure efforts will be made to keep the exterior clean. Our home is on a floor high enough that we will be able to look inside the fences from above. We hope the inside is kept as clean as from the street. We hope that the crime rate decreases as it did in other neighborhoods.</p> <p>&gt; We are not concerned about the length of time it takes people to transition into more permanent housing. If they have been homeless for years, they are not going to turn their lives completely around in a few months. We are more concerned that the Stay Stay concept becomes a long-term solution. In the long run, people deserve "real" housing like an apartment, not living in a storage shed. Even if the apartment is completely subsidized. "Real" housing raises self esteem and goes a long ways towards absorption back into main stream life.</p> <p>&gt; Our bottom line is: we have a crisis in our community. If we're not part of the solution, we're part of the problem. We'd rather be part of the solution.</p> |

|             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|             | <p>&gt; Best wishes,<br/>&gt; Gail and Mike Cannady</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Email       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Dick Irvine | <p>I OWN A COMMERCIAL BUILDING AT 13TH AND COLUMBIA. I STRONGLY OPPOSE HAVING A CAMP SO CLOSE TO COMMERCIAL PROPERTIES. I HAVE PROBLEMS AT MY BUILDING WITH THE CURRENT POPULATION OF STREET PEOPLE WITHOUT ADDING A CAMP PROVIDING A GREATER POPULATION OF HOMELESS PEOPLE USING MY PROPERTY TO RELIEVE THEMSELFS.THROWING NEEDLES IN MY FLOWER BEDS. I HAD TO PULL TWO ATTRACTIVE BUSHES FROM MY PROPERTY THAT STREET PEOPLE USED TO HIDE WHILE USING MY PROPERTY AS A TOILET. THIS CAMP WILL INCREASE THE POPULATION AND WONT KEEP MORE STREET PEOPLE TO USE MY PROPERTY AS A TOILET. THEY ALSO ADD TO THE ALREADY RIME RATE IN THE AREA, IM AGAINST THE CAMP,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Email       | <p style="text-align: right;">19-Oct-22</p> <p>Good Day,</p> <p>My name is Cheryl Golliher and I reside at 400 W. 8<sup>th</sup> Street. This letter is in response to the safe stay project that I will be able to view from my third floor condominium at Heritage Place. This is my second response to voice my concerns...hoping this response to the project is more logical vs my knee jerk response last week.</p> <p>I purchased my condominium 5 years ago after saving for approx. 10 years for the property value was much greater being downtown than my home in more rural Clark County. I moved downtown due to the revitalization of the area, the safety and walkability, and the ability to get about without driving. It is the place I plan to age in. I am a 61 year old Registered Nurse for the Portland VA and not only is my condominium my home it is also my office where I work 9 hours per day, and yest my office window overlooks the vacant lot where the safe stay project is planned.</p> <p>I am now contemplating selling my property for several reasons. One major reason is the crime and filth and the feeling of no longer being safe to walk about my neighborhood. Several of my friends have said to me "you better get a concealed weapon permit" for your neighborhood will be going even further downhill if 50+ homeless folks move in next door. This is not the neighborhood I bought into just 5 years ago feeling 100% safe to walk about even after dark, well NO more do I have that safe feeling!! I have been verbally attacked by homeless, I have had my car broken into parked out in front of my unit on 9<sup>th</sup>street, I have had my new electric assist bike stolen out of our locked garage, and to top it all off I have been involved in mail fraud as well. And now you want to bring at least 50 more homeless people into my immediate neighborhood? I watch the homeless urinate in front of me, scream and yell obscenities, and park down below my balcony and camp out for weeks littering and spilling waste all over the street. Well I say we are already saturated with homeless people in my neighborhood so I say NO MORE!!! Take this shelter to another zip code!!</p> |



|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               | <p>WE currently have the Share House, a men’s shelter as well as dozens of homeless people living on our neighborhood streets and in the park. Most of the homeless folks who reside in my neighborhood will not get placed in this tiny home homeless camp (safe stay shelter)...no they are drug addicts and they will not qualify. Therefore, we will still have all the campers we currently have plus 50+ more. I say shame on the city and county for picking one of our busiest, up and coming neighborhoods for a homeless camp. What a perfect way to downgrade our most desirable neighborhoods. I ask you who will want to purchase my beautiful condo that looks down at a FEMA like tiny home village? NO ONE will that is the answer. And you say campers won’t be allowed to camp within 1000 ft of this tiny homeless village, well big deal 1000 ft is NOTHING, how about ½ mile!!! This statistic is almost laughable, but I am in no laughing mood right now!!!</p> <p>Take this FEMA tiny home like village and place it in another zip code on the bus line. We here in 98660 have our share of homeless neighbors already and you all are placing an even greater burden on those of us in this zip code. Again shame on the city and county.</p> <p>Cheryl Golliher,</p> |
| email                         | <p>As owner of 701 Columbia St #108 I'm 100% against the proposal.</p> <p>This is will make Esther Short Park a tent city within 3 months.<br/>my property value will tank 30-40%.</p> <p>I'm not paying property tax to have the government work against my personal interest. This is really UNFAIR. Extremely unfair to homeowners in the neighborhood.</p> <p>Extremely unfair proposal. Why not you move that project to the mayor's neighborhood park?</p> <p>Are you serious?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Council Form<br>Robert Rhodes | <p>I am a resident of Heritage Place Condominiums in downtown and I am writing to express my support for the Stay Safe shelter proposed for our neighborhood. I applaud the Council for its best practices approach to addressing homelessness by acknowledging the first step in helping a person transition from houselessness to stability is to get them safely housed. As a former Chair of the Council for the Homeless, I know that many people resist the thought of any services being located in their neighborhood. I am one member of the downtown community that will support this effort. Bob Rhodes</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Council Form                  | <p>Good morning, I wanted to make a comment on our growing homeless presence within the City. It's very concerning that tents are being set up on sidewalks and the amount of waste that accompanies these sites. Even this morning on my way to work there is a tent on the sidewalk completely blocking the walkway and into the road and a big pile of trash along with this tent. I am told City property is open for camping overnight. How can this be when all the City parks have no overnight camping? Is there action being taken to protect our beautiful city from this failure? Thank you, Breeanne Jordan</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Jordan                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Email<br>Chad Burton    | <p>I would like to RSVP to the 11/3 session regarding the Safe Stay site.</p> <p>I am very against having this site. My building was lit on fire by a homeless person in May 2020. It took me 16 months to get rebuilt.</p> <p>I have constant trespassing issues (see attached from 2 days ago) and the building next to me has been broken into several times in the last 2 years since the homeless issue has gotten worse. The last thing we need a “draw” to have more homeless in an area of business.</p> <p>The city should be protecting the business that provide tax revenue.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Email<br>Phil Schofield | <p>I represent the Schofield Group LLC which owns and leases five commercial properties on Main Street in Vancouver. Two of these are at 1000 Main and 1014 Main. These two properties are the home to four very successful businesses ( our tenants ) that are very close to your proposed Safe Stay homeless community site at 415 W 11th St. Our family business was started in 1865 and has been passed down through the family generations for almost 160 years. I have been the managing member for the Schofield Group LLC since 2009.</p> <p>We have worked tirelessly and at great expense to offer safe and inviting commercial spaces for all of our tenants, and we are all too familiar with the many problems resulting from the homeless populations that are decimating the longtime commercial business cores like that of downtown Portland. This is a nearby example you should have learned from. Our company understands the need the homeless population has for safe shelter but surely there is another more appropriate parcel of land where you could locate this homeless “Safe Stay Community” not three blocks from our city’s longtime central downtown commercial / business core.</p> <p>The Schofield Group LLC strongly objects to this poorly conceived plan which will result in serious negative impacts for the future of the downtown Vancouver commercial shopping district. Please think farther into the future.</p> <p>Phil Schofield / Managing Member<br/>Mary Schofield Remke &amp; Teresa Schofield Coon / members<br/>The Schofield Group LLC</p> |
| Email<br>Sallie Reavey  | <p>Hello,</p> <p>My husband and I own the Briar Rose Inn bed and breakfast across the street from the proposed site. We purchased our home in 1997 with the intention of renovating it and eventually creating a bed and breakfast.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|             | <p>It took us nine years to do the work ourselves as we did not have funds to hire people. We finally opened our Inn in 2006 and have enjoyed the business. As I planned for our retirement, this income is critical to our life. Can you image loosing your pension and social security when you are ready to retire? This is what we are looking at currently. All our hard work and dreams will be washed away.</p> <p>We have guests who visit Vancouver from around the country and sometimes from foreign countries. This is not the image I want for our clients. Many times they are here to explore the possibilities of retirement. We assist them in that exploration. It would be an embarrassment to have them here and to view a homeless camp in this lovely historic neighborhood.</p> <p>This is not the proper location in this downtown core. Everyone has worked hard to develop the downtown into what it has now become. Please do not spoil this area and turn us into Portland. I warn our guests about going into Portland so they are aware of the crime.</p> <p>We will all start moving away, little by little downtown will erode into a ghetto, or a Portland.</p> <p>The city would benefit more by creating residential housing that would better suit that lot and provide tax revenue. This will be discussed with Michael Lynch.</p> <p>I am not familiar with the workings of the City Counsel. It has been shocking to me to learn that no one believes what the city says they will do. There is NO credibility! I will be remembering the names of the council members who vote in favor of this site. When election time rolls around, I will campaign furiously for their opponent.</p> <p>Simply put, the city needs to find another location...this is the wrong place. I am stunned that elected official cannot do better than this.</p> <p>Sallie Reavey</p> |
| Email       | To Kerry Peck and the Vancouver City Council:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Teresa Coon | <p>As a downtown Vancouver business owner who will be adversely affected by your actions, I am writing to express my extreme disappointment and opposition to the Vancouver City Councils' and the Lynch estate's plans to convert the downtown city lot at 415 W. 11th Street into a "Safe Stay Community."</p> <p>Downtown Vancouver is finally coming into its own; you could say it is thriving. And now this. Along with the beautification project being proposed for Main Street, it feels like a double-whammy is being thrown at the businesses in downtown Vancouver. What do you think will happen when Main Street becomes a pedestrian-friendly area with nice, wide sidewalks and no parking? According to your own plans, the homeless not accepted into the Stay Safe Community will be pushed 1,000 feet from the site. They will find ample space to loiter/camp on the beautiful new Main Street sidewalks. With no parking, along with an increase in homeless interactions, customers will instead drive and park at The Waterfront or the malls. But I'm sure the Council was well aware of this before making their decision . . .</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

Why does the Vancouver City Council think that this will turn out differently than the experiments in Los Angeles, San Francisco, Seattle, San Diego and our neighbor Portland? They all have larger budgets than Vancouver and their efforts have fallen short – and worse.

And then there is the liability issue. No court will recognize indemnity for Council members or members of the Edward C. Lynch estate for actions you took while having full knowledge the harm your actions will cause.

I urge you to reconsider your decision. Although, through conversations with other downtown business owners, it seems be a done deal – with further discussions falling on deaf ears. Turn the vacant lot into a wonderful urban park for all people, instead of fenced-off area that is guaranteed to become a public nuisance. Dedicate and memorialize the park to Edward C. Lynch and his family as a tribute to his life, instead of making it a point of contention and division in downtown Vancouver, courtesy of the Lynch family.

Sincerely,  
Teresa Schofield Coon  
Schofield Group LLC

Janis Raffauf Hess

Dear Ms. Peck,

I'm writing for a last-minute weigh-in on the proposed Stay Safe Community at 415 W. 11th Street in downtown Vancouver.

I live about 3 blocks from the site in an apartment building on Esther Street — this is my neighborhood. There's a "soup kitchen" that provides meals for homeless people right down the block and an ever-changing number of people camped out along Mill Plain or living in improvised shelters by the Courthouse, and many roaming the streets and sleeping in the bushes or doorways at night. My heart goes out to these people.

I can understand the misgivings of those who are against a planned community for the homeless, but I feel that those folks are reacting out of fear and I strongly believe that a Stay Safe Community would solve so many more problems than it would cause. Why would someone prefer having the homeless roaming the streets of their neighborhood looking for a place to get out of the rain and cold over providing these same people with a structured, supervised drug- and alcohol-free, safe place to stay while they're given assistance to find a way out of their situation? Why would anyone prefer to "put up with the mess" as it is, rather than find a cleaner and safer solution? These people are human beings with basic needs for food and shelter. How they came to be in their predicament is not for us to individually judge; rather to work together as a community to find a solution to the problem. I believe these Stay Safe Communities are an excellent way to try to help.

I'm all for this community. I will feel SAFER, myself, knowing that these people have been given sanctuary and help in my neighborhood as opposed to having them on the streets at night. (And yes, I go out alone every single night to walk my dog.)

On one final note, I am hoping that should this Stay Safe Community be approved, some sort of consideration will be given to the owners of the Bed and Breakfast that's adjacent to the property. I don't really have an answer for their concerns about the impact on their business aside from a more positive attitude, (a privacy fence? Tax write off?) but I do hope that their concerns and fears will be heard and addressed.

Thanks for giving me the opportunity to put in my two cents worth.

Very truly yours,

Janis 

Janis Raffauf Hess

**DATE:** November 7, 2022

**TO:** Mayor and City Council

**CC:** Eric Holmes, City Manager

**FROM:** Emily Benoit, Senior Transportation Planner, Community Development; Rebecca Kennedy, Deputy Director, Community Development

**RE:** **Complete Streets – SE 34<sup>th</sup> Street Safety and Mobility Project**

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## **I. Background**

The SE 34<sup>th</sup> Street Safety and Mobility Project has evaluated potential changes to improve safety and mobility in this corridor, between SE 162nd and SE 192nd Avenues. The project is recommending repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility-devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals were identified for the SE 34<sup>th</sup> Street project and were used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

1. Improve comfort and mobility for all users, regardless of how they choose to travel
2. Prioritize safety for all users
3. Make improvements quickly and efficiently

## **II. Technical Findings**

To understand how repurposing a travel lane would change conditions for people driving on SE 34<sup>th</sup> Street, a traffic analysis was completed for existing (2022), mid-term (2027), and long-term (2040) scenarios. The traffic operations analysis uses traffic counts collected in January 2022 and results are for the AM and PM peaks hours.

Traffic analysis findings indicate that under the existing and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, increases in travel time and delay will be experienced by people driving with or without the repurposing of a travel lane.

Like all models, there are limitations to the extent that the traffic analysis can predict all future conditions, as the model, created with SW RTC traffic data, is only for the most traveled times of day in the AM and

PM peak hours and only includes vehicle travel. It does not account for small mobility devices, bicyclists, pedestrians, mode shift or travel time shifts that could result from design changes.

The average daily travel (ADT) on SE 34<sup>th</sup> Street is about 10,000 vehicles per day (2022), which is low for a corridor of this length and width. For perspective, the ADT of SE 164<sup>th</sup> Avenue is about 30,000 trips (2021), Fourth Plain Blvd, west of I-5, is about 15,000 trips (2021), and SE 192<sup>nd</sup> Avenue is about 22,000 trips (2018).

### **Intersections of Concern**

Through the engagement process, the public expressed the most concern with potential changes to the intersections on SE 34<sup>th</sup> Street at SE 164<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenue. The traffic analysis shows the existing (2022), medium term (2027) and long term (2040) scenario timeframes for the peak hours of 7:45-8:45am and 4:00-5:00pm, the times of day where there is the most traffic. Level of service (LOS) is determined by assigning a letter grade, from A (the best) to F (the worst), based on the level of delay experienced by drivers at the intersection in accordance with [VMC 11.70](#) (Transportation Concurrency). These two intersections will operate at LOS D or better, which is an acceptable level of traffic delay per City policy and meets our concurrency standards. The exception to this is the 2040 build alternative in the PM peak hour, which under the current modeling assumptions and our existing concurrency standards would have a failing level of service in 2040. Again, the model does not account for new transportation technology or behavior changes such as different trip choices or altering travel times, so it is only one input in analyzing future condition and is less reliable the farther in the future we look.

The traffic analysis also evaluated the LOS for specific turning movements of concern from SE 34<sup>th</sup> Street westbound to SE 164<sup>th</sup> Avenue southbound and SE 192<sup>nd</sup> Avenue northbound to SE 34<sup>th</sup> Street westbound. These turning movements received LOS D or better, except the 2040 build alternative in the PM peak hour.

In summary, these intersections and turning movements of concern will operate with better LOS during the non-peak hours with no intersections or turning movements at failing conditions (LOS F) in the existing or medium term.

In the long term, the City has the opportunity to monitor and evaluate these intersections and turning movements as new transportation technologies and behaviors emerge in how people move around as well as with the new development expected along the corridor. If needed, the City can initiate new capital projects to address these issues over the long term. In the short term, the proposed design advances safety for all users in alignment with the Complete Streets policy, without allowing traffic delays to exceed acceptable levels.

### **Impact of Findings for Design**

Technical findings also indicate that the proposed design can achieve the project goals by:

- Creating a new east-west mobility corridor
- Improving access to transit for people biking
- Not substantially adding to driver delays in the near-term and mid-term
- Slowing down vehicles to improve safety for all users
- Reducing the number of lanes people walking and biking must navigate at intersections
- Enhancing existing crossings to better connect key destinations
- Requiring no large capital investments in the near- to mid-term

- Including enhancements that could occur with pavement work
- Leveraging grant funding for additional safety improvements

With anticipated increases to vehicle travel in the future, long-term improvements outside the scope of this project may be needed to accommodate the intersections of SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues to maintain continued safety and minimize delay. (See Attachment A for the full analysis).

### **III. Community Engagement**

The Project had two touchpoints with the community. The first, completed in June 2022, included an online open house to share project information with the community and ask community members to share how they use SE 34<sup>th</sup> Street, what their barriers are and any concerns about the project. More than 500 community members completed the online survey. They identified safety, drive time impacts on the corridor and impacts to neighborhood character as key concerns about repurposing a lane. Community members also shared concerns about people driving too fast on the corridor today, how close the sidewalks are to the vehicle lanes, and the increase in traffic volume from planned growth in the area surrounding the corridor.

The second touchpoint with the community began in September 2022 and concluded in mid-October 2022. This included an online open house to share the proposed design and an online survey where community members could provide feedback on the proposed design. The second touchpoint also included two listening sessions, one with community members and one with key organizations and businesses along the corridor.

The community listening session was attended by approximately 20 community members who were invited to participate through their neighborhood associations. Primary concerns shared by community members during the listening session included concern for the impacts to travel time along the corridor resulting from repurposing a travel lane, the addition of modular bus platform at the bus stops and the ability of the proposed design to accommodate the increase in traffic resulting from planned growth along the corridor.

The second set of listening sessions were attended by administrative staff from Fisher's Landing Elementary School, located on SE 34<sup>th</sup> Street, and the developers of the Vancouver Innovation Center (VIC). School staff expressed support for the proposed design, including creating space for students who may choose to bike to school and increased separation between children walking to school and vehicle travel lanes. Members of the VIC project team also shared support for the project, including the ability to connect planned bicycle and pedestrian paths in their development to the roadway network and increasing the ability for people to walk, bike, use a mobility device or take transit to the site.

Approximately 230 community members completed the online survey as part of the second online open house. Of those respondents, 30 percent said they think the proposed design would be beneficial, five percent said they need to see it in action, and 65 percent said they have concerns. Community members who are concerned about the proposed design cited concerns about the increase in congestion resulting from planned development in the area, the lack of people that walk or bike on the corridor today, and capacity at the SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenue intersections. Community members who support the proposed design listed the ability to reduce vehicle speeds, opportunities to enhance safety at crossings, and the increased separation between people walking, biking, and using mobility devices and vehicles as items that would address existing challenges to traveling safely and comfortably on SE 34<sup>th</sup> Street.

Community members were also asked how their travel behavior would change with the proposed design in place. Nearly 20 percent of respondents said that they would walk, bike, or use transit more and five percent said they would drive less.



In response to community input, staff conducted another review of the proposed design for the intersections of SE 34<sup>th</sup> Street and 164<sup>th</sup> Ave. and 192<sup>nd</sup> Ave., to explore all potential design solutions that could provide space to retain the dual left turn lanes WB to SB at SE 34<sup>th</sup> and 164<sup>th</sup>, and NB to WB at 192<sup>nd</sup> and SE 34<sup>th</sup>. Unfortunately, this exercise confirmed that there is not way to maintain the dual lefts while also meeting best practice for the design of safe mobility lanes at these large, challenging intersections. However, staff have identified the potential for a future capital project to improve the intersections in the future if needed to facilitate broad mobility as the area continues to develop. This capital project falls outside the scope of the current Safety and Mobility and Pavement work, but it does provide an option for the City and private development to address future infrastructure needs if and when this is needed.

#### **IV. Transportation and Mobility Commission and City Council**

In 2022 the project team presented to the TMC four times (February, April, July, and October) to discuss the project goals, traffic analysis and findings, community engagement process and input, and proposed design elements. On October 4, the TMC voted 5-2 in favor of a design recommendation for the corridor including the repurposed lane and new safety elements (see [meeting notes](#)).

On August 15, 2022 the project team held a workshop with City Council to share about the project, traffic analysis, and community engagement. And on September 25, 2022 City Council passed a resolution to proceed with a proposed design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street to meet project goals.

#### **V. Proposed Design**

Based on the technical findings and the community input summarized above, the project team has developed a design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes. To enhance safety and access to transit, additional design features include:

- Installing a vertical barrier to provide physical separation between the mobility lanes and vehicle lanes.
- Installing high-visibility crosswalks to make pedestrians more visible and drivers more likely to stop for pedestrians.
- Constructing a HAWK Beacon at SE 162<sup>nd</sup> Avenue to allow people to cross safely.
- Installing modular bus platforms to maintain ADA access to buses and minimize potential conflicts between buses and people traveling in the mobility lanes.

#### **VI. Recommendation**

Based on the analysis findings, community engagement input, and City Council direction, and in accordance project goals to improve comfort and mobility for all users, prioritize safety for all users and make quick and efficient improvements, and endorsed by the Transportation and Mobility Commission, the Project Staff recommends City Council endorse the final design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street to provide mobility lanes with a buffer separation, as well as install vertical barriers, high visibility crosswalks, and modular bus platforms and construct a HAWK Beacon at the intersection of SE 162<sup>nd</sup> Avenue.

## Complete Streets – SE 34<sup>th</sup> Street Safety and Mobility Project

November 7, 2022

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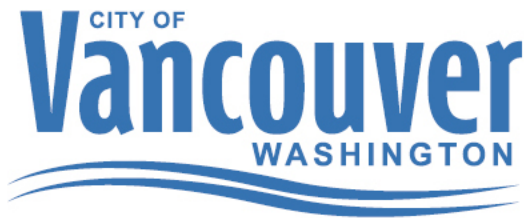
*Emily Benoit*, Senior Transportation Planner, Community Development, 360-487-7944,  
[Emily.Benoit@cityofvancouver.us](mailto:Emily.Benoit@cityofvancouver.us)

### **VII. Attachment(s):**

- SE 34<sup>th</sup> Street Design Concept Plans (October 2022)
- SE 34<sup>th</sup> Street Traffic Analysis Methodology and Findings Memo (October 2022)
- SE 34<sup>th</sup> Street Community Engagement Touchpoint 2 Summary (October 2022)
- SE 34<sup>th</sup> Street Community Engagement Touchpoint 1 Summary (October 2022)
- SE 34<sup>th</sup> Street Council Resolution (September 2022)
- SE 34<sup>th</sup> Street Council Memo (August 2022)

# SE 34<sup>th</sup> Street Safety & Mobility Project

Vancouver City Council  
October 24, 2022



**Rebecca Kennedy**, Deputy Director, CDD  
**Emily Benoit**, Senior Transportation Planner, CDD  
**Kara Hall**, Consultant Project Manager, Fehr & Peers



# Agenda

- Project Purpose and Target Outcome
- Previous TMC and Council review
- Community Engagement
- Technical Findings
- Proposed Design
- Summary of findings
- Recommendation
- Next Steps

# Purpose & Outcome

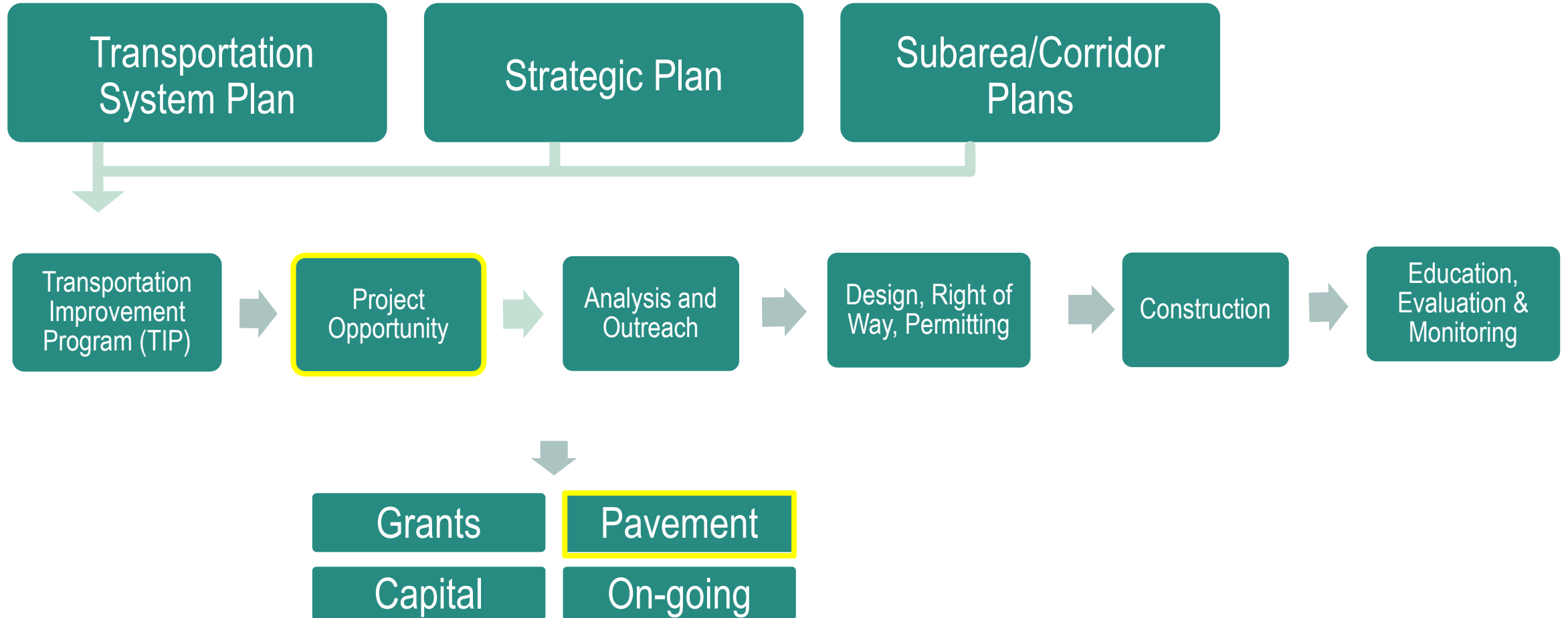
## Purpose

- Share how the proposed design advances the project goals.
- Share what the community has shared so far and ongoing engagement opportunities.
- Present the proposed design and recommended safety features.

## Target Outcome

- The City Council endorses the final design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street.

# Transportation Project Pipeline



# TMC & City Council

2022

- FEB —○ TMC review of project goals & priorities
- APR —○ TMC review of existing conditions including collision history, infrastructure gaps & traffic analysis
- JUL —○ TMC review of tradeoffs associated with repurposing a travel lane & design opportunities
- AUG —○ Council review of project goals & priorities, existing conditions, community engagement, technical findings & proposed design solutions
- SEP —○ Council endorsement via resolution of planning process, engagement & proposed design solutions, in alignment with Complete Streets Program Charter for the 2021-22 biennium
- OCT/  
NOV —○ TMC & Council endorsement of final design

# Community Engagement Process: Activities

## **Touchpoints**

- Touchpoint #1 – June 2022
- Touchpoint #2 – September to mid-October 2022

## **Activities and Events**

- Stakeholder & Community Listening Sessions
- Online Open House & Community Survey
- Promoted in-person at community events
- Communicated via postcards and yard signs along the corridor, social media



# Community Engagement Process



## TOUCHPOINT #1

|                 |                                                   |
|-----------------|---------------------------------------------------|
| <b>Timeline</b> | June 2022                                         |
| <b>Event</b>    | BeHeard Online Open House                         |
| <b>Goal</b>     | Share project overview & changes being considered |
| <b>Outcome</b>  | Understand community concerns                     |



## TOUCHPOINT #2

|                 |                                                             |
|-----------------|-------------------------------------------------------------|
| <b>Timeline</b> | September 2022                                              |
| <b>Event</b>    | BeHeard Online Open House<br>Stakeholder Listening Sessions |
| <b>Goal</b>     | Share analytical findings & design changes                  |
| <b>Outcome</b>  | Understand community concerns & determine additional needs  |

# What We Are Hearing



**What do you think about the proposed design to repurpose a travel lane to add mobility lanes?**

- 25% of people said they think it will be beneficial
- 5% of people said they need to see it in action
- 70% of people have concerns about impacts to the corridor

# What We Are Hearing



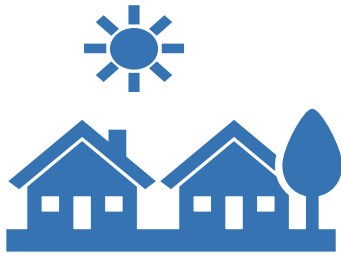
Do you have any concerns about the proposed design?

1



Travel Time

2



Neighborhood  
Design

3



Safety

4



Local  
Economy

5



Serving  
Disproportionately  
Impacted  
Communities

6



Environment

# What We Are Hearing

## **Project Concerns:**

- Increase in congestion due to planned developments
- Few people walk and bike on the corridor today
- Increase in queueing at 164<sup>th</sup> and 192<sup>nd</sup> Avenues

## **Project Support:**

- Support for reducing speed on SE 34<sup>th</sup> Street
- Opportunities to enhance safety at crossings
- Separation between people biking and vehicles

# What We Are Hearing

**?** Do you think your travel behavior will change because of this project?

- 16% of people said they will walk, bike, or use mobility devices more
- 5% of people said they will use transit more
- 13% of people said they would drive more
- 5% of people said they will walk, bike, use mobility devices, or transit less
- 4% of people said they will drive less
- 70% of people won't change how they travel

# Traffic Analysis

- Completed a traffic study to quantify changes for people driving
- Evaluated existing (2022), mid-term (2027), and long-term (2040) conditions
  - Morning and evening commute hours
- Traffic forecasts included planned development and expected land use growth in the City
  - Only accounts for vehicle travel
- Evaluated Average Daily Traffic (ADT) for all three scenarios

# Movements of Concern: SE 164<sup>th</sup> Avenue

- Westbound left-turn is key concern for community members
  - Delay will increase is minimal (2 seconds) under near and Mid-Term compared to No Build
  - 11 seconds under Long-Term
  - Queue will increase with repurposed lane compared to No Build
    - Existing: +125 feet
    - Mid-Term: + 200 feet
    - Long-Term: + 175 feet

# Movements of Concern: SE 164<sup>th</sup> Avenue

- Eastbound left and right turn and northbound left turn are primary concerns

## Eastbound Left-Turn Changes with Repurposed Lane

| Metric          | Existing | Mid-Term (2027) | Long-Term (2040) |
|-----------------|----------|-----------------|------------------|
| Delay (seconds) | +2       | +2              | +11              |
| Queue (feet)    | +125     | +200            | +175             |



# Movements of Concern: SE 192<sup>nd</sup> Avenue

- Northbound left turn, eastbound left and right turn are primary movements of concern
- Revised design to maintain vehicle capacity on key movements
- Long-term additional improvements will be needed with or without repurposed lane

## Turning Movement Changes with Repurposed Lane

| Movement           | Metric          | Existing | Mid-Term<br>(2027) | Long-Term<br>(2040) |
|--------------------|-----------------|----------|--------------------|---------------------|
| Eastbound<br>Left  | Delay (seconds) | +5       | +26                | +56                 |
|                    | Queue (feet)    | +75      | +50                | +75                 |
| Eastbound<br>Right | Delay (seconds) | +18      | +33                | +61                 |
|                    | Queue (feet)    | +200     | +225               | +325                |
| Northbound<br>Left | Delay (seconds) | +1       | +37                | +119                |
|                    | Queue (feet)    | +25      | +25                | +275                |

# Responding to Community Feedback

## Concerns about vehicle delay in the long term

- Models only tell us so much, but we do see delay and failing level of service under our current standards in the long-term
- If proposed design advances, staff will monitor roadway performance and evaluate mobility facility post implementation
- If, in the future, it falls below mobility standards, we can reassess and update design to address issues
- This could include restriping through future pavement maintenance work or capital investments at intersections to allow safety mobility lanes as well as adding back turn lanes

## Short and Medium Term

- Model and analysis show opportunity to increase comfort safety and mobility for all users without compromising traffic performance below acceptable levels
- Intersections are biggest barriers to different trip choices due to safety issues. We cannot stop at the intersections if we want to provide safe and comfortable facilities for all users.

# Traffic Analysis: Key Takeaways

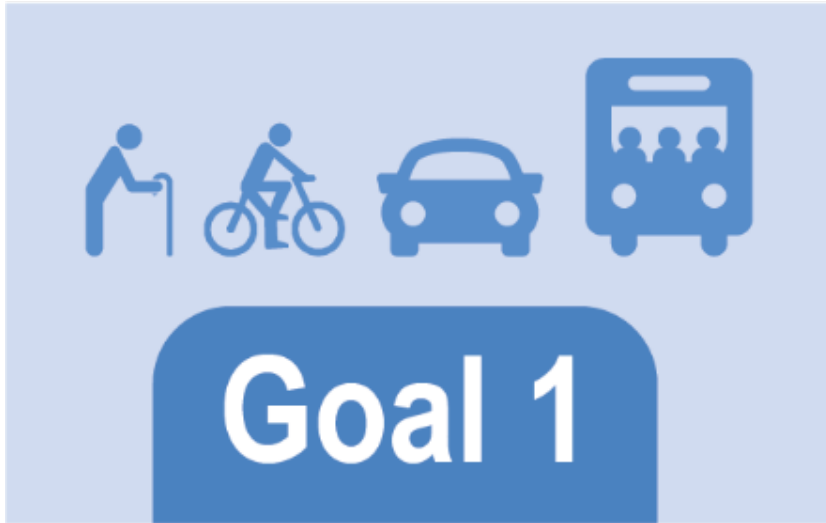
## Existing and Mid-term Scenarios

- Adequate capacity to repurpose a lane with minimal change for people driving.
  - Locations where demand is high today will continue to experience delay.
- 2022 ADT = 10,300
- 2027 ADT = 11,400

## Long-Term Scenario

- Delay will begin to increase for people driving without repurposing a lane.
- In 2040, repurposing a lane will increase delay at the SE 192<sup>nd</sup> Avenue and SE 164<sup>th</sup> Avenue intersections and travel time within the corridor compared to the No Build Scenario.
- 2040 ADT = 18,700

# Meeting Project Goals



**Improve comfort and mobility for all users**

- ✓ Creates a new east-west mobility corridor
- ✓ Improves access to transit for people biking
- ✓ Does not substantially add to driver delays in the near-term and mid-term
- ✓ Slows down vehicles, improving safety for all users

# Meeting Project Goals



**Prioritize safety for all users**

- ✓ Fewer travel lanes make intersections easier to navigate for people walking, rolling, biking and using small mobility devices
- ✓ Addresses contributing factors to collisions involving someone walking or biking
- ✓ Enhances existing crossings and connects key destinations
- Long term (10+ years), improvements may be needed at SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues to maintain safety at those intersections

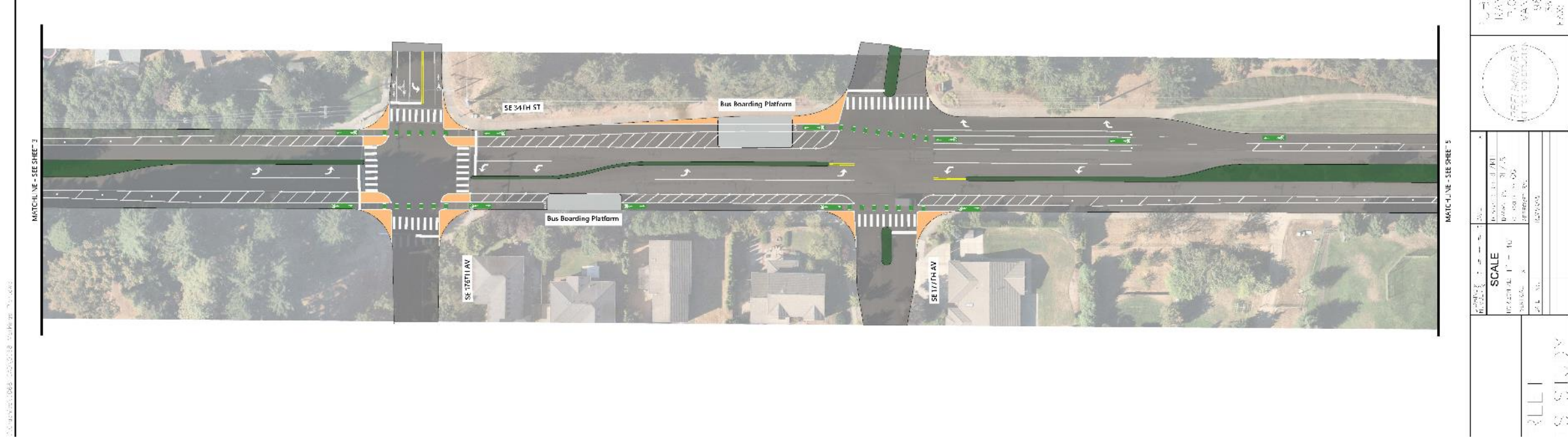
# Meeting Project Goals



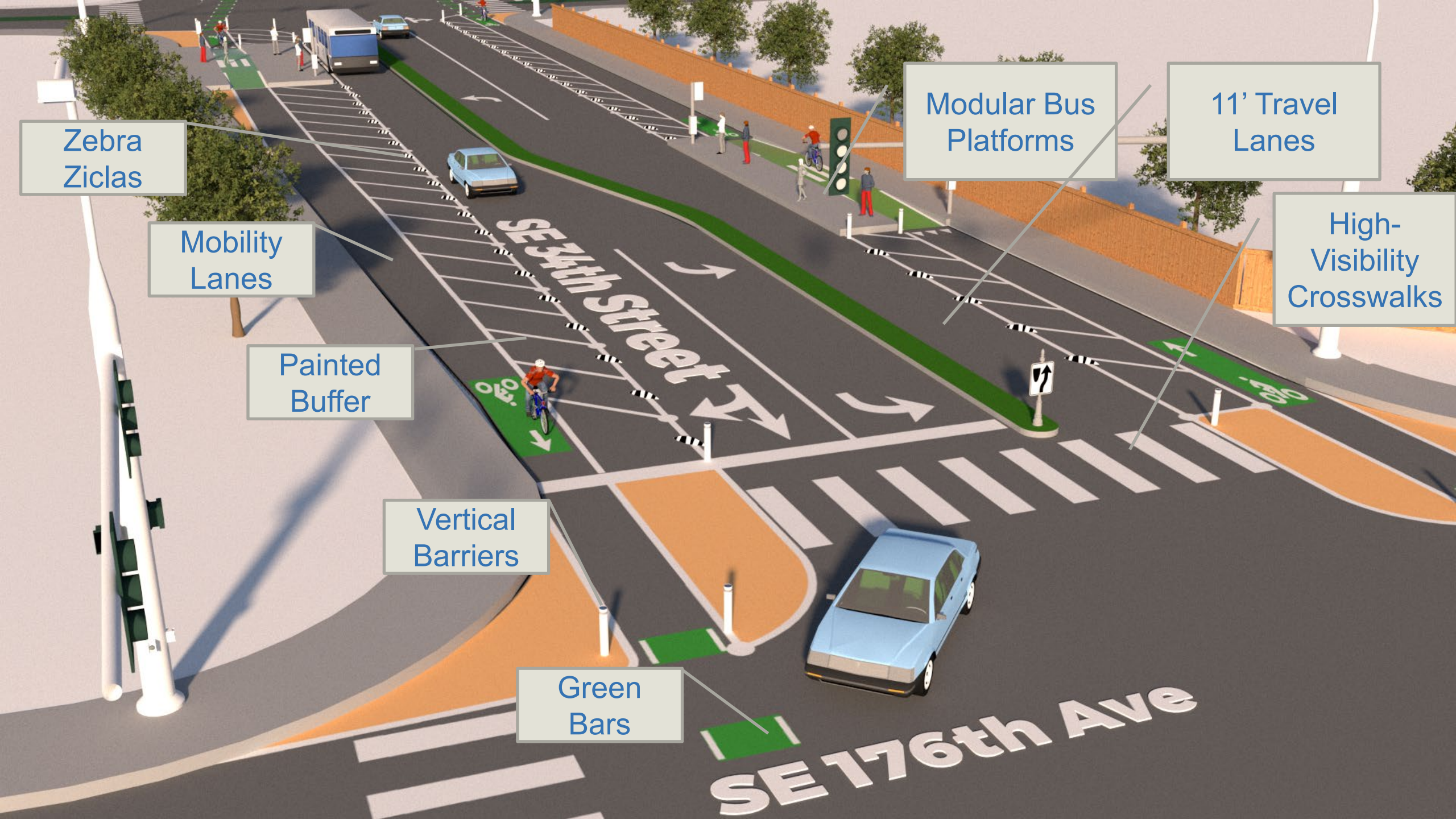
**Facilitate near-term  
implementation**

- ✓ Restriping could occur with the pavement work
- ✓ No large capital investments would be required in the near to mid-term
- ✓ Safety improvements would be eligible for grant funding

# Proposed Design







Zebra  
Ziclas

Mobility  
Lanes

Painted  
Buffer

Vertical  
Barriers

Green  
Bars

Modular Bus  
Platforms

11' Travel  
Lanes

High-  
Visibility  
Crosswalks



# Purpose & Outcome

## Purpose

- Share how the proposed design advances the project goals.
- Share what the community has shared so far and ongoing engagement opportunities.
- Present the proposed design and recommended safety features.

## Target Outcome

- The City Council endorses the final design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street.

# Recommendation

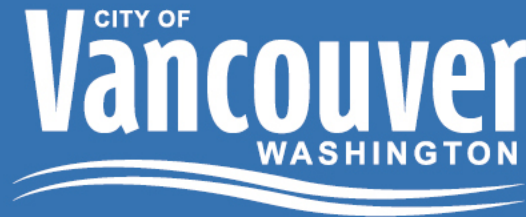
**Endorse the proposed design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street to provide mobility lanes with a buffer separation, as well as install vertical barriers, high visibility crosswalks, and modular bus platforms and construct a HAWK Beacon at the intersection of SE 162<sup>nd</sup> Avenue.**

# Next Steps

- **November 2022** – Safety & Mobility Project design endorsed by City Council
- **Expected 2024** – Planned Pavement Treatment inclusive of Project Design Elements
- **Ongoing** throughout project: communication and information sharing with community and project stakeholders

# Thank You

To learn more, visit [www.beheardvancouver.org/se-34th](http://www.beheardvancouver.org/se-34th)





## **Staff Report: 131-22**

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 9/26/2022

**SUBJECT** Complete Streets - SE 34th Street Safety and Mobility Project

### **Key Points**

- The City adopted a Complete Streets policy in 2017 with the vision and intent of providing safe, accessible streets for all users, ages and abilities regardless of their mode of travel.
- The 34th Street Safety and Mobility Project is part of the Complete Streets Program to improve safety and mobility for all users in the corridor from SE 164th to SE 192nd Avenues.
- Based on Council feedback and direction at the workshop, staff recommend proceeding with design and outreach related to repurposing a travel lane in each direction to improve safety and mobility in the corridor, while continuing to identify and provide information as needed to support upcoming community, Council and Transportation and Mobility Commission.

### **Strategic Plan Alignment**

**Goal 1:** Ensure our built environment is the safest, most environmentally responsible and well maintained in the Pacific Northwest

**Objective 1.1:** Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations

**Goal 6:** Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services- "20-minute neighborhoods"

**Goal 8:** Strengthen commercial, retail and community districts throughout the City

### **Present Situation**

In November 2021 the City kicked off the SE 34th Street Safety and Mobility Project to analyze options for increasing multimodal access, safety and connectivity for all roadway users on SE 34th Street between 162nd and 192nd avenues. Today, SE 34th Street is a four-lane roadway that prioritizes auto travel. Between SE 192nd and SE 164th Avenues, there are no facilities for people biking. West of SE 164th Avenue, there is an on-street mobility lane in the westbound direction that connects people biking to SE 162nd Avenue, but eastbound bicyclists must use the vehicle travel lane. Sidewalks on both sides of the corridor provide space for people walking; however, sidewalks are located next to vehicle lanes where nearly 55 percent of drivers are going between 36 and 45 miles per hour (mph). This section of SE 34th Street also represents a large gap in the City's major east-west multi-modal corridor. Implementing complete streets facilities in this section will close this gap and better connect Downtown Vancouver to the eastside of the City.

The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals have been identified for the SE 34th Street Project and are being used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

1. Improve comfort and mobility for all users, regardless of how they choose to travel
2. Prioritize safety for all users
3. Make improvements quickly and efficiently

### **Analysis Summary**

To understand how repurposing a travel lane would change conditions for people driving on SE 34th Street, a traffic analysis has been completed for near-term (2022), mid-term (2027), and long-term (2040) scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, improvements may be needed at SE 164th and SE 192nd Avenues to maintain continued safety at those intersections.

## Community Engagement Summary

There will be three main touchpoints to understand the community's use and concerns on SE 34th Street. In May 2022 and early September 2022, postcards and yard signs reached 10,000 households to learn about the project on Be Head Vancouver, take two surveys (on their use of the corridor and on safety design elements), and provide an opportunity for community members to share safety concerns. There will also be three focus groups in late September 2022 with neighborhood associations, schools, and developers to share about and hear their feedback on the project. The project team also attended community events like the Vancouver Farmers Market and Multicultural Resource Fair to share about the project and hear safety concerns on the corridor from the community.

Based on these findings, the project team proposes a design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes in each direction.

## Advantage(s)

Increasing safety and mobility for all users supports Council's priorities of safety, climate and equity.

The SE 34th Street Project is part of the Complete Streets Program, aligning with the Complete Streets Policy, that was adopted by Council in 2017.

## Disadvantage(s)

None

## Budget Impact

None. The planning, design, and implementation costs have been anticipated and are included in the Transportation Planning, Pavement Management and Capital Fund budgets.

## Prior Council Review

August 15, 2022 Workshop: Council learned about the project, analysis, engagement, and proposed design elements.

## Action Requested

Approve the resolution confirming the approach to proceed with design and outreach related to repurposing a travel lane on SE 34th St to increase safety and mobility for all users.

Emily Benoit, Senior Transportation Planner, 360-487-7944

## ATTACHMENTS:

- ❑ [Resolution: Council Resolution for 34th Street Project](#)
- ❑ [Memo: Complete Streets - SE 34th Street Safety and Mobility Project \(August 2022\)](#)
- ❑ [Presentation: Complete Streets - SE 34th Street Safety and Mobility Project \(August 2022\)](#)
- ❑ [Complete Streets Resolution Memo \(December 2021\)](#)
- ❑ [Complete Streets Resolution Staff Report \(December 2021\)](#)
- ❑ [Complete Streets Resolution M-4160 \(December 2021\)](#)

**DATE:** August 15, 2022

**TO:** Mayor and City Council

**CC:** Eric Holmes, City Manager

**FROM:** Emily Benoit, Community Development

**RE:** **Complete Streets - SE 34<sup>th</sup> Street Safety and Mobility Project**

---

The focus of the Complete Streets Workshop is the SE 34<sup>th</sup> Street Safety and Mobility Project. As part of Vancouver Moves, the City's ongoing Complete Streets Program, the SE 34<sup>th</sup> Street Safety and Mobility Project is evaluating potential changes to improve safety and mobility in this corridor, between SE 162<sup>nd</sup> and SE 192<sup>nd</sup> Avenues. The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility-devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals have been identified for the SE 34<sup>th</sup> Street project and are being used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

- 1. Improve comfort and mobility for all users, regardless of how they choose to travel**
- 2. Prioritize safety for all users**
- 3. Make improvements quickly and efficiently**

Today, SE 34<sup>th</sup> Street is a four-lane roadway that prioritizes auto travel. Between SE 192<sup>nd</sup> and SE 164<sup>th</sup> Avenues, there are no facilities for people biking. West of SE 164<sup>th</sup> Avenue, there is an on-street mobility lane in the westbound direction that connects people biking to SE 162<sup>nd</sup> Avenue, but eastbound bicyclists must use the vehicle travel lane. Sidewalks on both sides of the corridor provide space for people walking; however, sidewalks are located next to vehicle lanes where nearly 55 percent of drivers are going between 36 and 45 miles per hour (mph). To identify locations where a high number of collisions occur and where additional design features may lower collision rates, the project team analyzed six years of collision data in the corridor. Key findings from that analysis include:

- 77% of all collisions occurred at intersections
- 60% of all collisions occurred at the SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenue intersections
- Three of the four collisions involving a bicycle or pedestrian involved a car that was turning

The first of two touchpoints with the community began in May 2022 on Be Heard Vancouver. This touchpoint provides an overview of the project and an opportunity for community members to identify safety issues and share concerns in an online survey and with open ended comments. As of late-July, over 500 responses had been received. Responses to the community survey indicate that top priorities for community members traveling along or across SE 34<sup>th</sup> Street include getting places safely and quickly and preserving the environment.

One barrier to walking and biking on SE 34<sup>th</sup> Street today, shared by many community members, is the vehicle travel speeds. Community members shared that the lack of separation between existing sidewalks and the travel lanes paired with high vehicle speeds make it uncomfortable to walk on the corridor. Community members also shared concern about the number of vehicles that use SE 34<sup>th</sup> Street today and how planned growth along with repurposing a travel lane may impact travel time.

To understand how repurposing a travel lane would change conditions for people driving on SE 34<sup>th</sup> Street, a traffic analysis has been completed for existing (2022), mid-term (2027), and long-term (2040) scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, improvements may be needed at SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues to maintain continued safety at those intersections.

Based on these findings, the project team has developed a proposed design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes. To enhance safety and access to transit, additional design features include:

- Installing a vertical barrier to provide physical separation between the mobility lanes and vehicle lanes.
- Installing high-visibility crosswalks to make pedestrians more visible and drivers more likely to stop for pedestrians.
- Constructing a HAWK Beacon at SE 162<sup>nd</sup> Avenue to allow people to cross safely.
- Installing modular bus platforms to maintain ADA access to buses and minimize potential conflicts between buses and people traveling in the mobility lanes.

Next steps to meet the project timeline include:

- August 2022 – Refine Project Design
- September 2022 - Gather Community Feedback on Project Design
- October 2022– Conclude Safety and Mobility Study
- Summer 2023 – Planned Pavement Treatment Inclusive of Project Design Elements

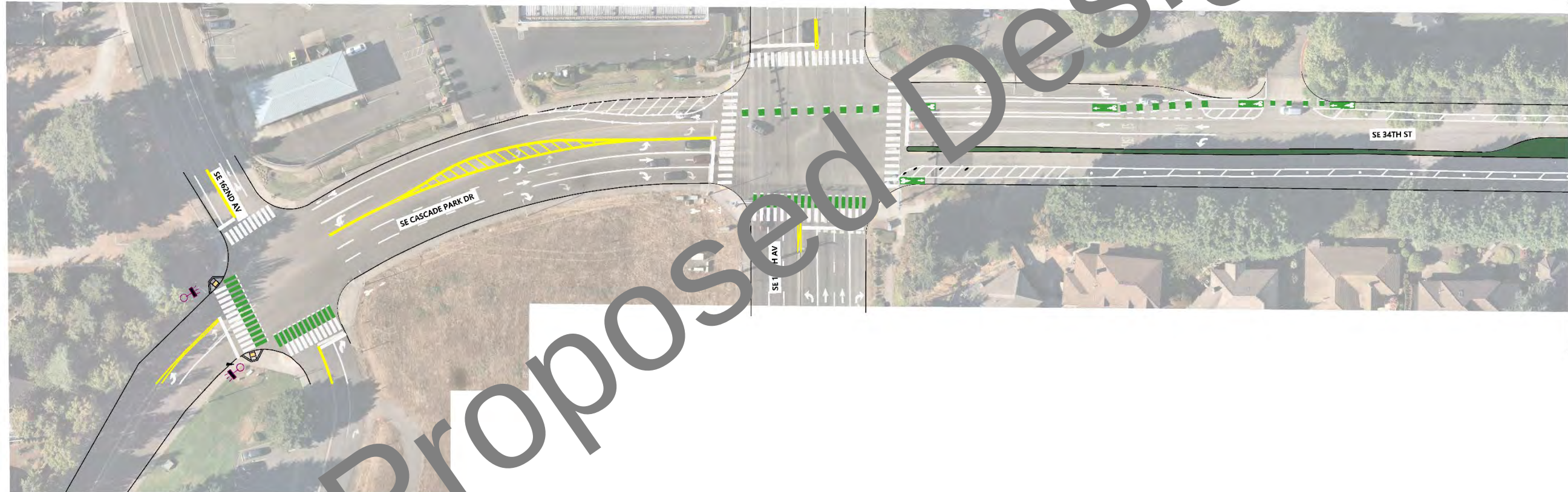
Staff Contact:

Emily Benoit, Senior Transportation Planner

Emily.Benoit@cityofvancouver.us | 360-487-7944



# SE 34th Street Proposed Design



MATCHLINE - SEE SHEET 2

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL  
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Sep 27, 2022  
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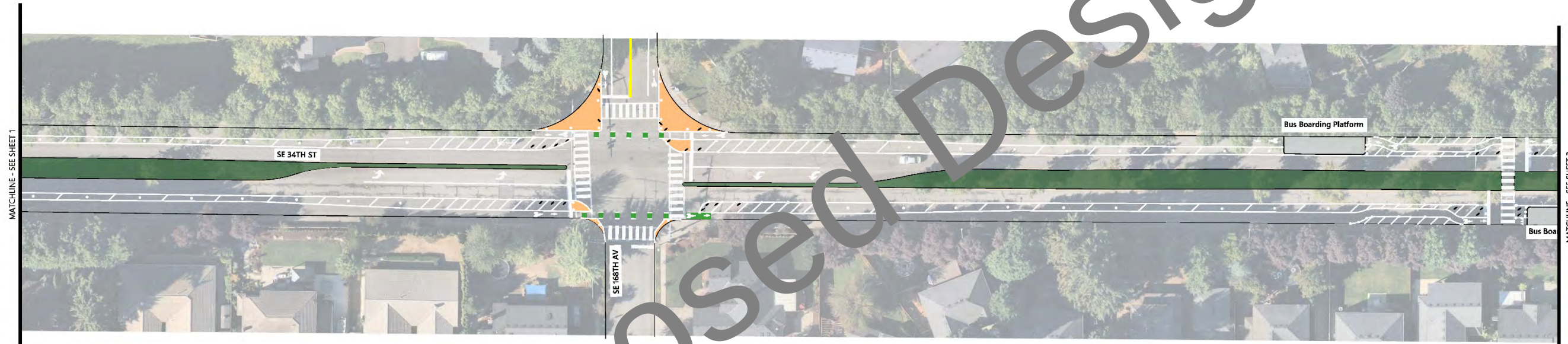
SE 34TH STREET  
COMPLETE STREETS STUDY

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SHEET 1 OF 7



# SE 34th Street Proposed Design



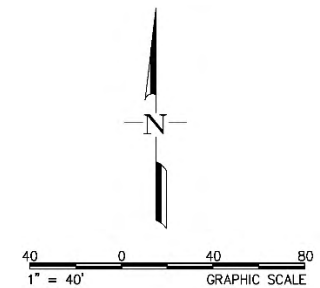
SE 34TH ST

SF 168TH AV

### Bus Boarding Platform

## Bus Boas

MATCHLINE - SEE SHEET 3


$$1'' = 40'$$

GRAPHIC SCALE

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SE 34TH STREET  
COMPLETE STREETS STUDY

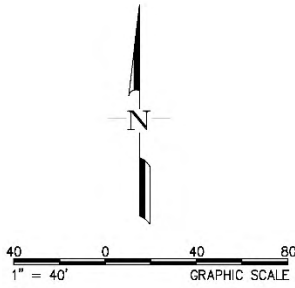
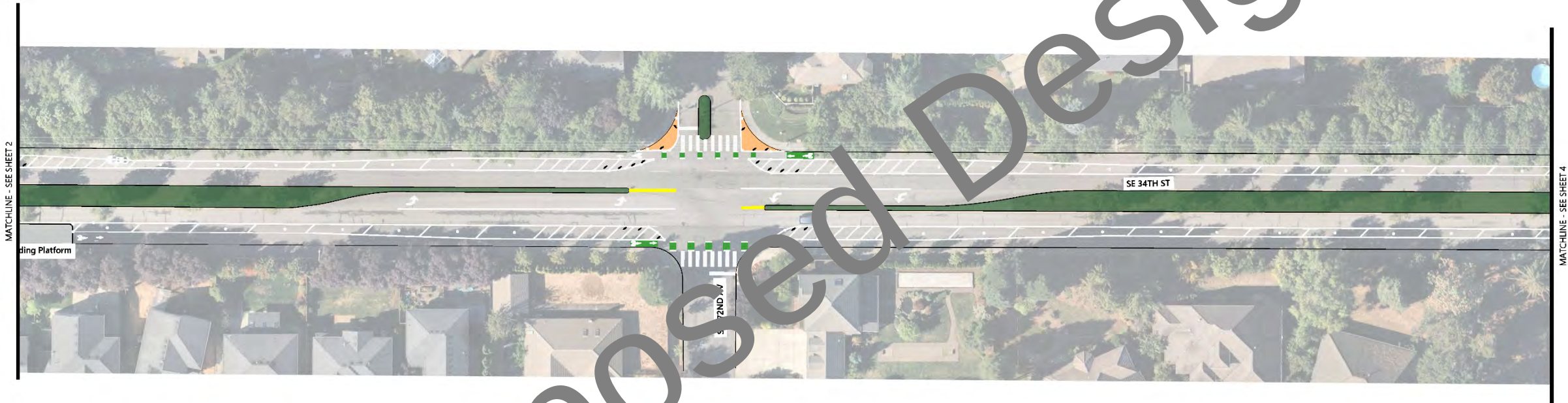
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SHEET 2 OF 7



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# SE 34th Street Proposed Design

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SHEET 3 OF 7

SE 34TH STREET  
COMPLETE STREETS STUDY

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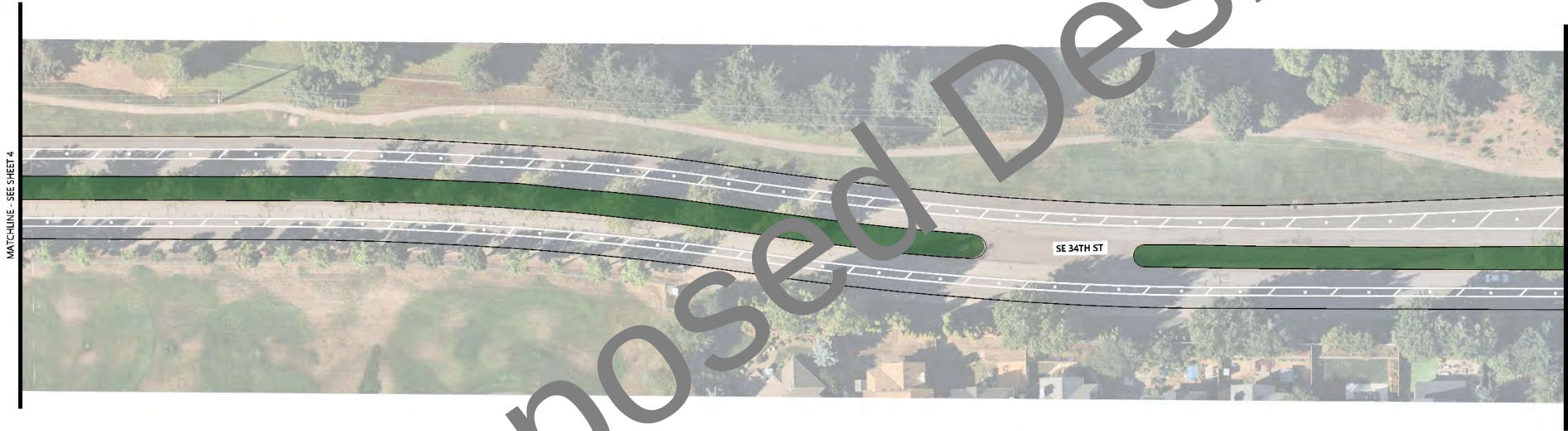




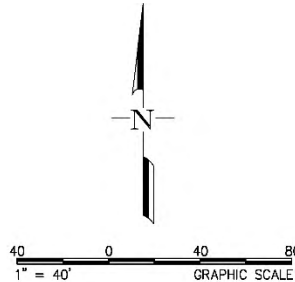


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Proposed Design



## SE 34th Street Proposed Design

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SE 34TH STREET  
COMPLETE STREETS STUDY

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COST CENTER NUMBER  
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SHEET 5 OF 7



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# SE 34th Street Proposed Design

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Proposed Design

PROJECT NUMBER  
XXXXXX

COST CENTER NUMBER  
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SHEET 6 OF 7

SE 34TH STREET  
COMPLETE STREETS STUDY

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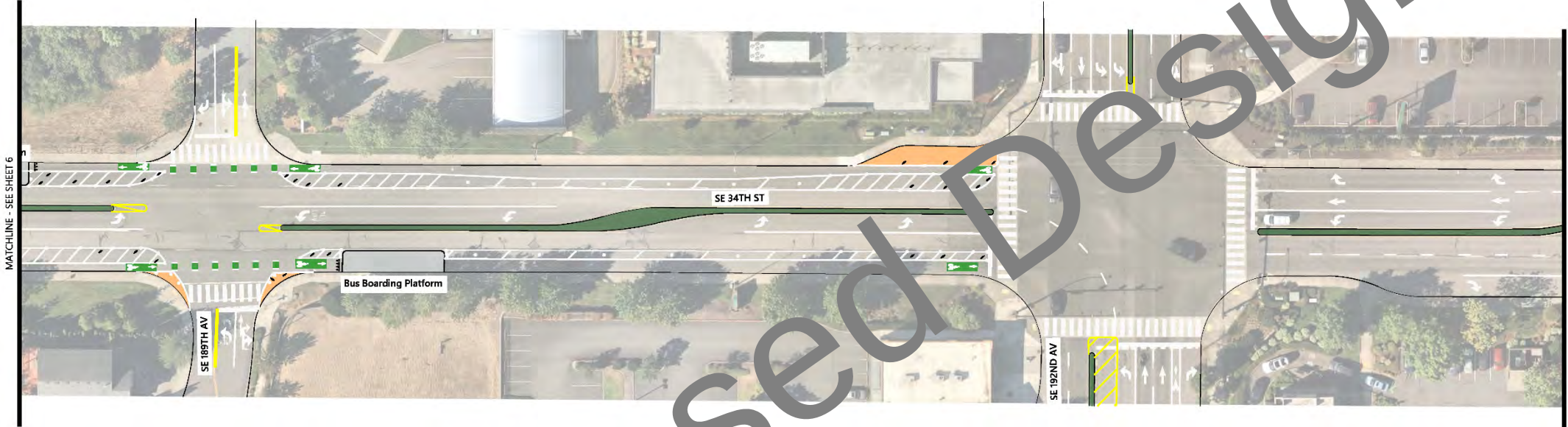
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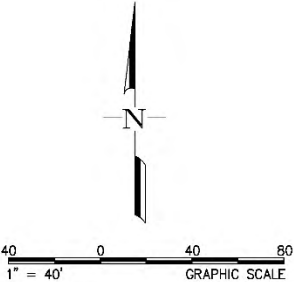
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SE 34th Street Proposed Design

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SE 34TH STREET

COMPLETE STREETS STUDY

PROJECT NUMBER

XXXXXX

COST CENTER NUMBER

CCXXXX

# Memorandum

Date: October 19, 2022  
To: Emily Benoit, City of Vancouver  
From: Camilo Alvarez Tuta, EIT & Kara Hall, PE  
Subject: **SE 34<sup>th</sup> Street Safety & Mobility Project Technical Approach & Findings**

PT21-0068

## Introduction

This memorandum provides an overview of the SE 34<sup>th</sup> Street Safety & Mobility Project, including project goals and the changes to the corridor this project is evaluating. The project overview is followed by a description of the technical approach and findings for existing and future conditions along the SE 34<sup>th</sup> Street corridor.

The analysis presented in this memorandum was completed to quantify the changes in vehicle operations within the study area if one travel lane in each direction were to be repurposed to add facilities for people biking and using other small mobility devices. The analysis presented in this memorandum will inform conversations with City staff and community members to determine if repurposing a travel lane is feasible on this corridor and to identify areas where additional design considerations may be needed based on vehicle operations or safety concerns.

## Project Overview

The SE 34<sup>th</sup> Street Safety & Mobility Project is an opportunity for the City to improve safety and mobility on SE 34<sup>th</sup> Street between SE 162<sup>nd</sup> Avenue and SE 192<sup>nd</sup> Avenue, as shown on **Figure 1**. As the City prepares for a microsurfacing project that will repave SE 34<sup>th</sup> Street, this project is evaluating changes to the corridor that could be incorporated in that project, including:

- Repurposing a travel lane to add bike lanes and/or shared facilities for people rolling, walking, and biking.
- Safety improvements at intersections and crossings to better accommodate people rolling, walking, and biking.
- Traffic calming design features to lower traffic speeds.





## Project Goals

This study was initiated to identify solutions that, when paired with the planned microsurfacing project, would improve safety and mobility along the SE 34<sup>th</sup> Street corridor. To align solutions with those outcomes, three study goals have been developed. Each goal is supported by several performance metrics, which will be used to measure alignment of potential solutions with the project goals. The three goals and related performance metrics are shown in **Table 1** below.

## Proposed Roadway Changes

Analysis completed for the “with Lane Reduction” scenarios, described in the following sections, assumes removal of one travel lane in the eastbound and westbound direction on SE 34<sup>th</sup> Street between the SE 162<sup>nd</sup> Avenue and SE 192<sup>nd</sup> Avenue. To accommodate the change in the number of travel lanes on SE 34<sup>th</sup> Street, a reduction in the number of turn lanes for the following movements would be required at the SE 164<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenue intersections:

- Eastbound left-turn at SE 164<sup>th</sup> Avenue, reduction from dual left-turn lanes to a single left-turn lane
- Westbound left-turn at SE 164<sup>th</sup> Avenue, reduction from dual left-turn lanes to a single left-turn lane
- Northbound left-turn at SE 192<sup>nd</sup> Avenue, reduction from dual left-turn lanes to a single left-turn lane

The existing lane configurations and lane configurations analyzed for the “with Lane Reduction” scenarios are shown on **Figure 2** and **Figure 3**, respectively.

The analysis presented below is based on the current proposed design as of October 2022. Lane configurations and traffic analysis for previous design alternative can be found in **Appendix A**. Updates to the proposed design from the analysis presented in March 2022 include:

- Beginning/ending the on-street mobility lane west of SE 192<sup>nd</sup> Avenue to maintain vehicle capacity on the southbound and westbound approaches at the SE 192<sup>nd</sup> Avenue intersection. By adjusting the extents of the on-street mobility lane, the dual southbound left-turn lanes on SE 192<sup>nd</sup> Avenue can be maintained, along with three lanes on the westbound approach on SE 34<sup>th</sup> Street at SE 192<sup>nd</sup> Avenue.
- Revising lane geometry on the westbound approach at SE 192<sup>nd</sup> Avenue to provide one left-turn lane, one through-lane, and a right-turn lane.

These changes were made to maintain capacity for vehicles on key movements using the SE 192<sup>nd</sup> Avenue and SE 34<sup>th</sup> Street intersection while maintaining safety for people using the proposed mobility lane.



Figure 1. Project Study Area





**Table 1. Project Goals & Performance Metrics**

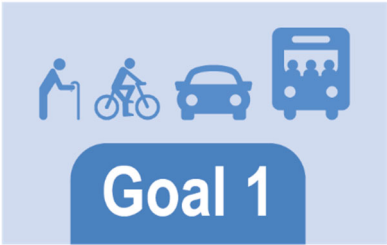
| Study Goal                                                                                                                                                      | Performance Metrics                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p><b>Goal 1</b></p> <p><i>Improve comfort and mobility for all users</i></p> | <ul style="list-style-type: none"><li>• Creates an east-west connection for people biking</li><li>• Improves access to existing transit service</li><li>• Adds aesthetic amenities</li><li>• Does not substantially add to vehicular delays</li></ul> |
|  <p><b>Goal 2</b></p> <p><i>Prioritize safety for all users</i></p>            | <ul style="list-style-type: none"><li>• Uses traffic calming to lower speeds</li><li>• Improves locations with a high number of crashes or conflict points</li><li>• Supports safe pedestrian crossings near key destinations</li></ul>               |
|  <p><b>Goal 3</b></p> <p><i>Facilitate near-term implementation</i></p>      | <ul style="list-style-type: none"><li>• Leverages low-cost solutions</li><li>• Can be implemented with the planned overlay</li><li>• Is eligible for outside funding</li></ul>                                                                        |



Figure 2. Existing Lane Configurations

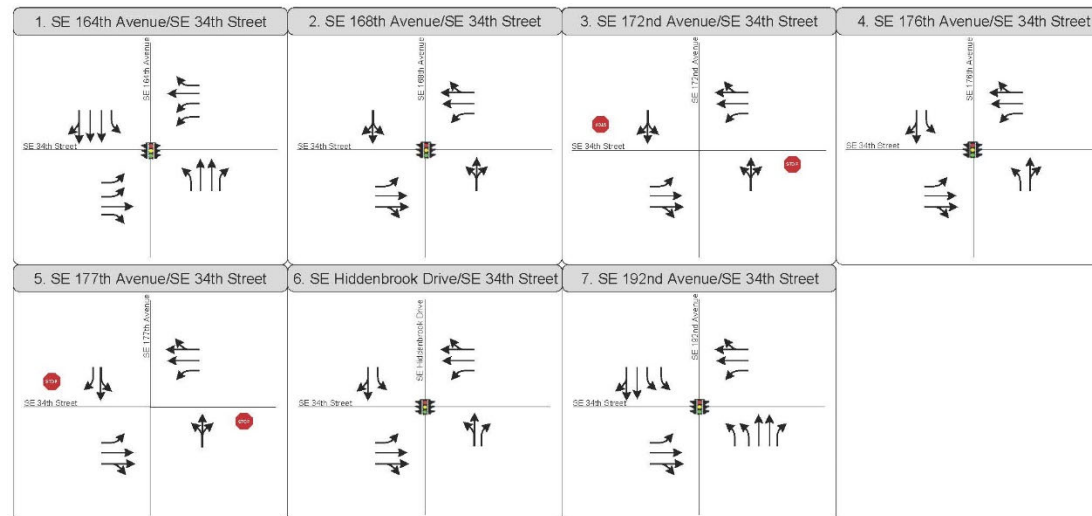




Figure 3. With Repurposed Lane Configurations





## Existing Plans & Data Sets

This evaluation began with an assessment of existing conditions, including a field visit to observe travel patterns along the corridor and a review of existing plans pertaining to the corridor. The review of existing plans included the following documents:

- Vancouver Innovation Center Comprehensive Plan
- City of Vancouver 2004 Transportation System Plan (TSP)

### *Vancouver Innovation Center Comprehensive Plan*

The Vancouver Innovation Center (VIC) is a 179-acre campus located north of SE 34<sup>th</sup> Street between SE 176<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenue. The VIC Master Plan was recently updated to incorporate a mix of light industrial/employment, school, residential, and mixed-use land uses. This update also included traffic analysis and recommended changes to several intersections along SE 34<sup>th</sup> Street. The assumptions in the VIC Master Plan have been reviewed and incorporated in this evaluation as described in the future conditions section below.

### *City of Vancouver 2004 Transportation System Plan (TSP)*

While the City is currently in the process of updating its TSP, the adopted TSP, completed in 2004, identified several improvements along SE 34<sup>th</sup> Street that have not been completed:

- Proposed bike lanes along SE 34<sup>th</sup> Street from 164<sup>th</sup> Avenue to 192<sup>nd</sup> Avenue (*to be evaluated by this study*)
- Proposed Phase 1 Intelligent Transportation System (ITS) Route along SE 34<sup>th</sup> Street

Coordination with City staff resulted in the determination that there have not been any ITS improvements on the corridor since the TSP was developed and there are no planned ITS projects at this time.

## Data Sets

The existing conditions evaluation for this project relied on data provided by the City and traffic count data collected in January 2022. Each data set used in this evaluation is described below.

### *Bicycle & Pedestrian Data*

Evaluation of conditions for people walking was completed using GIS data provided by the City and field observations. Data provided by the City included sidewalk locations, sidewalk width, and the location of Americans with Disabilities Act (ADA) compliant curb ramps. Data provided by the City also ranks sidewalk pavement condition on a scale of one (good) to six (poor). The data also included a similar scoring criterion for ramp condition.



An inventory of bicycle facilities on the corridor and surrounding roadway network was completed using Clark County's GIS data.

#### *Transit Data*

The location of transit stops and routes near the corridor were included in the GIS data provided by the City. Stop amenities along the corridor were identified using Google Street View and field observations. Published schedule data on C-Tran's website was used to determine transit headways and operating hours along the corridor.

#### *Crash Data*

Crash data was provided by the City and uses data available from the Washington State Department of Transportation (WSDOT) from 2014 to 2020. Data analyzed for this assessment includes:

- the types of users involved in the crash (vehicles, bicyclists, or pedestrians)
- injuries and their severity
- the circumstances surrounding the crash

#### *Freight*

The WSDOT 2019 Freight and Goods Transportation System (FGTS) which classifies freight corridors by modes in Washington State based on annual freight tonnage moved, including truck, rail, and waterway freight corridors was used to determine the freight classification for this corridor.

#### *Vehicle Data*

Field observations and aerial photos were used to identify the corridor cross-section, presence of medians, intersection lane configurations, and the posted speed limit along SE 34<sup>th</sup> Street. City GIS confirmed the right-of-way (ROW) width along the corridor for planning purposes.

Traffic volume data was collected at nine intersections during the AM and PM peak period on January 13, 2022. A 24-hour roadway count was also collected just east of SE 164<sup>th</sup> Avenue. **Table 2** provides a summary of count data collected along the SE 34<sup>th</sup> Street corridor.



**Table 2. Traffic Count Locations**

| Location                                                            | Data Collected                                                                              |
|---------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| SE 164 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street            | AM Peak Period (7:00-9:00AM) & PM Peak Period (4:00-6:00PM) Turning Movement Counts by Mode |
| SE 168 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street            |                                                                                             |
| Pedestrian Signal & SE 34 <sup>th</sup> Street                      |                                                                                             |
| SE 172 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street            |                                                                                             |
| SE 176 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street            |                                                                                             |
| SE 177 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street            |                                                                                             |
| Hiddenbrook Drive & SE 34 <sup>th</sup> Street                      |                                                                                             |
| SE 192 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street            |                                                                                             |
| SE 196 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street            |                                                                                             |
| Segment between 164 <sup>th</sup> Avenue & 168 <sup>th</sup> Avenue | 24-hour Tube Count                                                                          |

## Existing Conditions Approach and Findings

An analysis of current traffic conditions was completed to understand how the corridor operates today and to confirm that the analysis tools are calibrated to local conditions and accurately reflect conditions in the field.

The following section describes the analysis methodology for traffic operations and findings for existing conditions.

### Level of Service and Delay

Intersection operations analysis was completed using the methodology documented in the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM). Under this approach, intersection level of service (LOS), is determined by assigning a letter grade, from A (the best) to F (the worst), based on the level of delay experienced by drivers at the intersection. For signalized and all-way stop-controlled (AWSC) intersections, LOS is assigned using the average delay for all approaches. For two-way stop-controlled (TWSC) intersections, LOS is assigned based on the movement with the highest delay. The LOS and delay thresholds based on HCM methodology are presented in **Table 3**.





**Table 3. Level of Service Definitions**

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

Source: Highway Capacity Manual, 6th Edition

In addition to LOS and delay, vehicle queueing and travel time on SE 34<sup>th</sup> Street between SE 164<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenue were also evaluated. All traffic operations analysis was completed using the microsimulation software Simtraffic, a microsimulation module included in Synchro 11. SimTraffic captures the observed characteristics of driver behavior and models the interaction between vehicles in a study network. For this study, microsimulation was used to accurately reflect operations along the corridor including driver behavior, the impact of the mid-block pedestrian crossing on traffic flow, and to capture the effects of any spillback between intersections that may occur as traffic volume increases in the future.

Results for LOS, queueing, and travel time along the corridor are based on the average results from ten statistically valid microsimulation runs for both the AM peak hour (7:45-8:45AM) and the PM peak hour (4:00-5:00PM).

### Existing Conditions

For an overview of existing conditions for all users, see the existing conditions figures included as **Attachment A** to this memorandum.

#### Multimodal Users

Existing infrastructure for people walking and biking is shown on the attached Existing Infrastructure figure, included as **Attachment A**. As shown on the figure, sidewalks are provided throughout the study area on both sides of SE 34<sup>th</sup> Street. Along the corridor, sidewalks are generally six feet wide, with several sections where width varies from four feet to greater than six feet, predominantly on the south side of SE 34<sup>th</sup> Street.



Today, there are no bicycle facilities on SE 34<sup>th</sup> Street except for the segment between SE 164<sup>th</sup> Avenue and SE 162<sup>nd</sup> Avenue where an on-street bike lane is provided for people biking in the westbound direction. There are also on-street bike lanes provided on several roadways that connect to SE 34<sup>th</sup> Street, including:

- SE 162<sup>nd</sup> Avenue north of SE 34<sup>th</sup> Street
- SE 168<sup>th</sup> Avenue north of SE 34<sup>th</sup> Street
- SE 176<sup>th</sup> Avenue north of SE 34<sup>th</sup> Street
- SE 192<sup>nd</sup> Avenue north and south of SE 34<sup>th</sup> Street

### Transit

Transit service along SE 34<sup>th</sup> Street is provided by C-Tran and there are a total of four stops in each direction along the corridor. The location of transit stops along SE 34<sup>th</sup> Street are shown on the attached Existing Infrastructure figure.

Today, the corridor is served by Route 37 which operates with 15-minute headways during the weekday peak hours, 20-minute headways on Saturdays, and 30-minute headways on Sundays.

Transit ridership data from September 2022 is presented in **Table 4**. Based on the data presented below, an average of 1.6 people per day get on and off the bus at the stops with the study area and the average time it takes a bus to pick-up or drop-off riders is 19 seconds.

**Table 4. September 2022 Transit Data**

| Stop Location               | Number of People Getting On Per Day | Number of People Getting Off Per Day | Number of Ramp Deployments Per Day | Average Stop Time (Seconds) |
|-----------------------------|-------------------------------------|--------------------------------------|------------------------------------|-----------------------------|
| <b>Eastbound Stops</b>      |                                     |                                      |                                    |                             |
| SE 172 <sup>nd</sup> Avenue | 3                                   | 1                                    | 0.67                               | 0:00:17                     |
| SE 176 <sup>th</sup> Avenue | 1                                   | 0                                    | 0                                  | 0:00:18                     |
| SE 189 <sup>th</sup> Avenue | 3                                   | 3                                    | 0.3                                | 0:00:20                     |
| Hiddenbrook Drive           | 1                                   | 2                                    | 0                                  | 0:00:16                     |
| <b>Westbound Stops</b>      |                                     |                                      |                                    |                             |
| Hiddenbrook Drive           | 1                                   | 2                                    | 0                                  | 0:00:17                     |
| SE 189 <sup>th</sup> Avenue | 4                                   | 3                                    | 0.2                                | 0:00:23                     |
| SE 177 <sup>th</sup> Avenue | 0                                   | 0                                    | 0                                  | 0:00:25                     |



**Table 4. September 2022 Transit Data**

| Stop Location               | Number of People Getting On Per Day | Number of People Getting Off Per Day | Number of Ramp Deployments Per Day | Average Stop Time (Seconds) |
|-----------------------------|-------------------------------------|--------------------------------------|------------------------------------|-----------------------------|
| SE 172 <sup>nd</sup> Avenue | 0                                   | 2                                    | 0                                  | 0:00:15                     |

Source: C-Tran, September 2022

### *Safety*

To understand the type of safety improvements that may need to be incorporated in this project, an analysis of crash data provided by the City for the time period from 2014 to 2020 was analyzed. This data was analyzed to identify locations where a high number of crashes have occurred, understand the severity of crashes that have occurred, and to identify the contributing factors to crashes along the corridor.

The location of crashes that have occurred on SE 34<sup>th</sup> Street between SE 162<sup>nd</sup> Avenue and SE 196<sup>th</sup> Avenue are shown on the Safety figure, included as an attachment to this memorandum. The contributing factor for all crashes is also shown on the figure. The highest number of crashes occurred at the SE 164<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenue intersections, with a total of 26 crashes occurring at both intersections. During the time period analyzed, there were two crashes involving a pedestrian and two crashes involving a bicyclist. Three of the four crashes involving a person walking or biking involved a vehicle that was turning.

Another important safety consideration for this corridor is the interaction between freight vehicles and other more vulnerable users, particularly people walking and biking. In the state of Washington, truck corridors are classified into five tiers, T-1 which carries the most goods to T-5. The SE 34<sup>th</sup> Street corridor is designated by WSDOT as a T-3 freight route according to the published FGTS maps. While SE 34<sup>th</sup> Street is not a high-priority freight corridor, as the proposed design is developed, consideration should be given to the types of freight vehicles that use the corridor. Potential design features that can provide the greatest separation between those vehicles and people walking and biking should be explored.

### *Vehicles*

Traffic operations analysis for the existing conditions was completed using the traffic counts collected in January 2022, lane configurations based on field observations, and signal timing information provided by the City. Traffic count data is provided in **Appendix B**.

Under existing conditions, all study intersections operate at LOS C or better, indicating that there is sufficient capacity to serve the peak hour demand. Traffic operations results for the AM and PM



peak hour are presented in **Table 5**. For detailed LOS and queue results, see the technical reports provided in **Appendix C** and **Appendix D**. Delay and LOS by movement for the SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenue intersections can be found in **Appendix E**.

**Table 5. Existing Conditions LOS Summary**

| Location                                                 | Intersection Control                     | AM Peak Hour |                 | PM Peak Hour |                 |
|----------------------------------------------------------|------------------------------------------|--------------|-----------------|--------------|-----------------|
|                                                          |                                          | LOS          | Delay (seconds) | LOS          | Delay (seconds) |
| SE 164 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | C            | 22              | C            | 22              |
| SE 168 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | A            | 4               | A            | 5               |
| SE 172 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | Side-Street Stop-Controlled <sup>1</sup> | A            | 8 <sup>2</sup>  | B            | 10 <sup>2</sup> |
| SE 176 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | A            | 7               | A            | 9               |
| SE 177 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Side-Street Stop-Controlled <sup>1</sup> | A            | 8 <sup>2</sup>  | A            | 8 <sup>2</sup>  |
| Hiddenbrook Drive & SE 34 <sup>th</sup> Street           | Signalized                               | B            | 11              | A            | 9               |
| SE 192 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | B            | 19              | C            | 24              |

**Notes:**

<sup>1</sup> For side street stop-controlled intersections, the movement with the highest delay is reported.

<sup>2</sup> Movement with the highest delay is the northbound left turn.

Queuing was evaluated at the SE 164<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenue intersections, as those are the primary intersections where queueing was observed to occur today and where repurposing a travel lane is most likely to increase queueing. The maximum queues under existing conditions are shown in **Table 6**. Under existing conditions, only the westbound left-turn at SE 192<sup>nd</sup> Avenue was found to exceed available storage during the peak hours. For detailed queueing results, see **Appendix C**.



**Table 6. Existing Conditions Queueing Results**

| Intersection                                             | Approach | Movement | Storage (ft) | Maximum Vehicle Queue (ft) |            |
|----------------------------------------------------------|----------|----------|--------------|----------------------------|------------|
|                                                          |          |          |              | AM                         | PM         |
| SE 164 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | EB       | L        | 175          | 75                         | 125        |
|                                                          |          | T        | 350          | 125                        | 150        |
|                                                          |          | R        | 350          | 100                        | 125        |
|                                                          | NB       | L        | 400          | 175                        | 275        |
|                                                          |          | T        | 700          | 325                        | 400        |
|                                                          |          | R        | 700          | 75                         | 125        |
|                                                          | SB       | L        | 250          | 225                        | 225        |
|                                                          |          | T        | 1,150        | 250                        | 300        |
|                                                          |          | TR       | 1,150        | 150                        | 200        |
|                                                          | WB       | L        | 925          | 225                        | 200        |
|                                                          |          | T        | 925          | 125                        | 150        |
|                                                          |          | R        | 175          | 100                        | 125        |
| SE 192 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | EB       | L        | 175          | 125                        | 150        |
|                                                          |          | T        | 450          | 125                        | 125        |
|                                                          |          | TR       | 450          | 150                        | 200        |
|                                                          | NB       | L        | 375          | 125                        | 150        |
|                                                          |          | T        | 725          | 225                        | 250        |
|                                                          |          | R        | 375          | 125                        | 100        |
|                                                          | SB       | L        | 325          | 175                        | 200        |
|                                                          |          | T        | 525          | 175                        | 250        |
|                                                          |          | TR       | 525          | 150                        | 250        |
|                                                          | WB       | L        | 175          | 175                        | <b>225</b> |



| Intersection | Approach | Movement | Storage (ft) | Maximum Vehicle Queue (ft) |     |
|--------------|----------|----------|--------------|----------------------------|-----|
|              |          |          |              | AM                         | PM  |
|              |          | T        | 425          | 100                        | 225 |
|              |          | TR       | 425          | 125                        | 175 |

**Notes:**

L= Left, T=Through, R=Right, TR=Through/Right

NB=Northbound, SB=Southbound, EB=Eastbound, WB =Westbound

Locations where queue exceeds available storage are shown in **bold red** text.

Travel time for SE 34<sup>th</sup> Street between SE 192<sup>nd</sup> Avenue and SE 164<sup>th</sup> Avenue was also evaluated for vehicles traveling in the eastbound and westbound direction. As shown in **Table 7**, travel time is highest in the eastbound direction during both peak hours under existing conditions.

**Table 7. Existing Travel Time**

| Direction                                                                     | Peak Hour Travel Time (min:sec) |      |
|-------------------------------------------------------------------------------|---------------------------------|------|
|                                                                               | AM                              | PM   |
| Eastbound between SE 164 <sup>th</sup> Avenue and SE 192 <sup>nd</sup> Avenue | 4:29                            | 4:31 |
| Westbound between SE 192 <sup>nd</sup> Avenue and SE 164 <sup>th</sup> Avenue | 4:00                            | 4:21 |



## Existing with Lane Reduction Findings

To understand near-term changes to corridor operations resulting from repurposing a travel lane, an Existing with Lane Reduction scenario was evaluated. This evaluation used the existing traffic volume data and the “with Lane Reduction” lane configurations shown on **Figure 3**.

Intersection delay and LOS for the Existing with Lane Reduction scenario are presented in **Table 8** along with a comparison to existing results. Under existing conditions, repurposing a travel lane would result in minimal increase in delay along the corridor, with the largest increase in intersection delay (five seconds) occurring at the SE 177<sup>th</sup> Avenue intersection during the PM peak hour. LOS C or better would be maintained at all study intersections.

Vehicle queues at the SE 164<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenue were also evaluated to determine if queues could be accommodated within existing storage with the removal of dual left-turn lanes at those intersections. As shown in **Table 9**, most movements would experience an increase in vehicle queues of approximately one to two vehicle lengths. At SE 164<sup>th</sup> Avenue, the westbound left-turn would experience the largest increase in queue (125 feet during the AM peak hour and 100 feet during the PM peak hour). Changes at this intersection would also increase the queue for the southbound left-turn, which is at capacity under existing conditions. At SE 192<sup>nd</sup> Avenue, the eastbound through movement would experience the largest increase in queue, increasing 100 feet during the AM peak hour and 200 feet during the PM peak hour. The queue for the eastbound left-turn would also increase by 75 feet during the PM peak hour, causing that movement to exceed available storage.

Lastly, to understand how repurposing a travel lane would change vehicle travel at the corridor level, travel time under existing conditions was compared to travel time under the Existing with Lane Reduction scenario. It is important to note, that it was assumed that under the “with Lane Reduction” scenario, the posted speed would be lowered to improve the safety and comfort of people walking and biking. For the “with Lane Reduction” scenarios, the speed limit for SE 34<sup>th</sup> Street was changed from 40 miles per hour (mph) to 30 mph in Synchro/SimTraffic. As shown in **Table 10**, the proposed changes would increase corridor travel time by less than one minute for both eastbound and westbound vehicles during the peak hours.



**Table 8. Existing with Lane Reduction LOS Summary**

| Location                                                 | Intersection Control                     | Existing     |                 |              |                 | Existing with Lane Reduction |                 |              |                 | Delay Change from Existing (seconds) |    |
|----------------------------------------------------------|------------------------------------------|--------------|-----------------|--------------|-----------------|------------------------------|-----------------|--------------|-----------------|--------------------------------------|----|
|                                                          |                                          | AM Peak Hour |                 | PM Peak Hour |                 | AM Peak Hour                 |                 | PM Peak Hour |                 | AM                                   | PM |
|                                                          |                                          | LOS          | Delay (seconds) | LOS          | Delay (seconds) | LOS                          | Delay (seconds) | LOS          | Delay (seconds) |                                      |    |
| SE 164 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | C            | 22              | C            | 22              | C                            | 25              | C            | 25              | +3                                   | +3 |
| SE 168 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | A            | 4               | A            | 5               | A                            | 5               | A            | 7               | +1                                   | +2 |
| SE 172 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | Side-Street Stop-Controlled <sup>1</sup> | A            | 8 <sup>2</sup>  | B            | 10 <sup>2</sup> | A                            | 9 <sup>2</sup>  | B            | 13 <sup>2</sup> | +1                                   | +3 |
| SE 176 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | A            | 7               | A            | 9               | A                            | 8               | A            | 10              | +1                                   | +1 |
| SE 177 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Side-Street Stop-Controlled <sup>1</sup> | A            | 8 <sup>2</sup>  | A            | 8 <sup>2</sup>  | A                            | 8 <sup>2</sup>  | <b>B</b>     | 13 <sup>2</sup> | +0                                   | +5 |
| Hiddenbrook Drive & SE 34 <sup>th</sup> Street           | Signalized                               | B            | 11              | A            | 9               | B                            | 12              | <b>B</b>     | 10              | +1                                   | +1 |
| SE 192 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | B            | 19              | C            | 24              | B                            | 19              | C            | 27              | +0                                   | +3 |

Notes:

**Bold text** indicates LOS change from Existing.

<sup>1</sup> For side street stop-controlled intersections, the movement with the highest delay is reported.

<sup>2</sup> Movement with the highest delay is the northbound left turn.





**Table 9. Existing with Lane Reduction Queue Summary**

|                                  |          |          |              | Maximum Queue (ft) |     |                              |     |                             |      |
|----------------------------------|----------|----------|--------------|--------------------|-----|------------------------------|-----|-----------------------------|------|
| Intersection                     | Approach | Movement | Storage (ft) | Existing           |     | Existing with Lane Reduction |     | Change in Queue Length (ft) |      |
|                                  |          |          |              | Peak Hour          |     | Peak Hour                    |     |                             |      |
|                                  |          |          |              | AM                 | PM  | AM                           | PM  | AM                          | PM   |
| SE 164th Avenue & SE 34th Street | EB       | L        | 175          | 75                 | 125 | 75                           | 125 | +0                          | +25  |
|                                  |          | T        | 350          | 125                | 150 | 125                          | 175 | +0                          | +0   |
|                                  |          | R        | 350          | 100                | 125 | 100                          | 125 | +0                          | -50  |
|                                  | NB       | L        | 400          | 175                | 275 | 175                          | 225 | +0                          | -25  |
|                                  |          | T        | 700          | 325                | 400 | 325                          | 375 | +25                         | +25  |
|                                  |          | R        | 700          | 75                 | 125 | 100                          | 150 | +0                          | +75  |
|                                  | SB       | L        | 250          | 225                | 225 | 225                          | 300 | +0                          | +50  |
|                                  |          | T        | 1,150        | 250                | 300 | 250                          | 350 | +25                         | +50  |
|                                  |          | TR       | 1,150        | 150                | 200 | 175                          | 250 | +125                        | +100 |
|                                  | WB       | L        | 925          | 225                | 200 | 350                          | 300 | +0                          | +25  |
|                                  |          | T        | 925          | 125                | 150 | 125                          | 175 | +0                          | +50  |
|                                  |          | R        | 175          | 100                | 125 | 100                          | 175 | +0                          | +75  |



| Intersection                     | Approach | Movement | Storage (ft) | Maximum Queue (ft) |     |                              |     |                             |      |
|----------------------------------|----------|----------|--------------|--------------------|-----|------------------------------|-----|-----------------------------|------|
|                                  |          |          |              | Existing           |     | Existing with Lane Reduction |     | Change in Queue Length (ft) |      |
|                                  |          |          |              | Peak Hour          |     | Peak Hour                    |     |                             |      |
|                                  |          |          |              | AM                 | PM  | AM                           | PM  | AM                          | PM   |
| SE 192nd Avenue & SE 34th Street | EB       | L        | 175          | 125                | 150 | 125                          | 225 | +100                        | +200 |
|                                  |          | T        | 450          | 125                | 125 | 225                          | 325 | -                           | -    |
|                                  |          | TR       | 450          | 150                | 200 | -                            | -   | +25                         | +0   |
|                                  | NB       | L        | 375          | 125                | 150 | 150                          | 150 | +0                          | +50  |
|                                  |          | T        | 725          | 225                | 250 | 225                          | 300 | +0                          | -25  |
|                                  |          | R        | 375          | 125                | 100 | 125                          | 75  | +0                          | +25  |
|                                  | SB       | L        | 325          | 175                | 200 | 175                          | 225 | +25                         | +0   |
|                                  |          | T        | 525          | 175                | 250 | 200                          | 250 | +25                         | +0   |
|                                  |          | TR       | 525          | 150                | 250 | 175                          | 250 | +25                         | +0   |
|                                  | WB       | L        | 175          | 175                | 225 | 200                          | 225 | +75                         | +75  |
|                                  |          | T        | 425          | 100                | 225 | 175                          | 300 | -50                         | -100 |
|                                  |          | TR / R*  | 425          | 125                | 175 | 75                           | 75  | +0                          | +25  |

**Notes:**

L= Left, T=Through, R=Right, TR=Through/Right, R\*=Right with "Lane Reduction" Scenario  
NB=Northbound, SB=Southbound, EB=Eastbound, WB =Westbound  
Locations where queue exceeds available storage are shown in **bold red** text.



**Table 10. Existing with Lane Reduction Travel Time Summary**

| Direction                                                                        | Peak Hour Travel Time<br>(min:sec) |      |                                 |      | Travel Time Change<br>from Existing<br>(min:sec) |       |
|----------------------------------------------------------------------------------|------------------------------------|------|---------------------------------|------|--------------------------------------------------|-------|
|                                                                                  | Existing                           |      | Existing with Lane<br>Reduction |      |                                                  |       |
|                                                                                  | AM                                 | PM   | AM                              | PM   | AM                                               | PM    |
| Eastbound between SE 164 <sup>th</sup> Avenue<br>and SE 192 <sup>nd</sup> Avenue | 4:29                               | 4:31 | 5:10                            | 5:14 | +0:40                                            | +0:43 |
| Westbound between SE 192 <sup>nd</sup><br>Avenue and SE 164 <sup>th</sup> Avenue | 4:00                               | 4:21 | 4:43                            | 4:52 | +0:43                                            | +0:31 |

## Future Conditions

This section describes the scenarios representing future conditions that were evaluated, the methodology used to develop traffic volume forecasts, and the technical findings for each of the scenarios.

### Future Forecasts

To understand how SE 34<sup>th</sup> Street would operate with a road diet in place, two future scenarios were evaluated: 2027 and 2040. Assumptions and methodology used to develop traffic volume forecasts for each scenario is described below.

#### 2027

This near-term scenario was evaluated to understand how the corridor would operate if growth were to occur at two percent per year, a more aggressive growth rate than is forecast to occur based on the regional travel demand model, accounting for a return to normal traffic conditions post-COVID. To develop turning movement forecasts for 2027, an annual growth rate of two percent per year for five years was applied to traffic counts collected in January 2022. See the AM and PM Peak Hour Volume figures, included as an attachment to this memorandum for detailed turning movement forecasts in 2027.

#### 2040

This scenario reflects approximately 20 years of growth and was evaluated to understand how SE 34<sup>th</sup> Street would operate in the long-term. To develop traffic forecasts for this scenario, growth rates derived from the regional travel demand model, provided by the Southwest Washington Regional Transportation Council (SW RTC), were applied to forecasts developed for 2027 to reflect an additional 13 years of growth. Data provided by SW RTC indicates that volume will increase at



an annual rate of 0.9 percent per year during the AM peak hour and 1.1 percent per year during the PM peak hour.

The VIC is also expected to be fully built out by 2036. To account for the increase in traffic that is expected to occur when the site is fully built out, trips traveling to and from the VIC were added to the 2040 forecasts developed for this study. Trips were added using the trip generation, distribution, and assignment documented in the *Traffic Impact Analysis for the Vancouver Innovation Center Master Plan (November 2020)*. See the attached AM and PM Peak Hour Volume figures, detailed turning movement forecasts in 2040.

## 2027 Operations Findings

Findings for the 2027 “No Build” scenario, which assumes that there are no changes to the existing roadway network, and the “with Lane Reduction” scenario are presented in **Table 11** through **Table 13** below.

With no changes to the roadway network, intersections along SE 34<sup>th</sup> Street would operate at LOS C or better during the peak hours indicating sufficient capacity to serve peak demand and little to no congestion would be expected along the corridor. With the lane reduction in place, only the SE 164<sup>th</sup> Avenue intersection would operate at LOS D during the PM peak hour. This intersection would also experience the largest increase in delay, 14 seconds during the PM peak hour.

By 2027, the removal of left-turn lanes and changes to intersection lane configurations would cause vehicle queues for the following movements to exceed capacity:

- Northbound left-turn and through at SE 164<sup>th</sup> Avenue during the PM peak hour
- Eastbound left-turn at SE 192<sup>nd</sup> Avenue during the AM peak hour

At the corridor level, repurposing a travel lane would result in a travel time increase of less than one minute for both eastbound and westbound vehicles during the peak hours. During the AM peak hour, the largest increase in travel time would be 44 seconds for drivers traveling westbound between SE 192<sup>nd</sup> Avenue and SE 164<sup>th</sup> Avenue. During the PM peak hour, the largest increase in travel time (38 seconds) would occur for eastbound drivers.



**Table 11. 2027 LOS Summary**

| Location                                                 | Intersection Control                     | 2027 No Build |                 |              |                 | 2027 with Lane Reduction |                 |              |                 | Delay Change from No Build (seconds) |     |
|----------------------------------------------------------|------------------------------------------|---------------|-----------------|--------------|-----------------|--------------------------|-----------------|--------------|-----------------|--------------------------------------|-----|
|                                                          |                                          | AM Peak Hour  |                 | PM Peak Hour |                 | AM Peak Hour             |                 | PM Peak Hour |                 | AM                                   | PM  |
|                                                          |                                          | LOS           | Delay (seconds) | LOS          | Delay (seconds) | LOS                      | Delay (seconds) | LOS          | Delay (seconds) |                                      |     |
| SE 164 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | C             | 24              | C            | 27              | C                        | 26              | <b>D</b>     | 41              | +2                                   | +14 |
| SE 168 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | A             | 4               | A            | 6               | A                        | 6               | A            | 8               | +2                                   | +2  |
| SE 172 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | Side-Street Stop-Controlled <sup>1</sup> | B             | 11 <sup>2</sup> | C            | 19 <sup>2</sup> | B                        | 12 <sup>2</sup> | C            | 19 <sup>2</sup> | +1                                   | +0  |
| SE 176 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | A             | 9               | B            | 10              | <b>B</b>                 | 10              | B            | 13              | +1                                   | +3  |
| SE 177 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Side-Street Stop-Controlled <sup>1</sup> | A             | 10 <sup>2</sup> | B            | 12              | A                        | 9 <sup>2</sup>  | <b>C</b>     | 16 <sup>2</sup> | -1                                   | +4  |
| Hiddenbrook Drive & SE 34 <sup>th</sup> Street           | Signalized                               | B             | 12              | B            | 11              | B                        | 14              | B            | 13              | +2                                   | +2  |
| SE 192 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | C             | 21              | C            | 28              | C                        | 21              | C            | 29              | +0                                   | +1  |

Notes:

**Bold text** indicates LOS change from No Build.

<sup>1</sup> For side street stop-controlled intersections, the movement with the highest delay is reported.

<sup>2</sup> Movement with the highest delay is the northbound left turn.



**Table 12. 2027 Queue Summary**

|                                  |          |          |              | Maximum Queue (ft) |     |                          |     |                                           |      |
|----------------------------------|----------|----------|--------------|--------------------|-----|--------------------------|-----|-------------------------------------------|------|
| Intersection                     | Approach | Movement | Storage (ft) | 2027 No Build      |     | 2027 with Lane Reduction |     | Change in Queue Length from No Build (ft) |      |
|                                  |          |          |              | Peak Hour          |     | Peak Hour                |     |                                           |      |
|                                  |          |          |              | AM                 | PM  | AM                       | PM  | AM                                        | PM   |
| SE 164th Avenue & SE 34th Street | EB       | L        | 175          | 100                | 150 | 75                       | 175 | -25                                       | +25  |
|                                  |          | T        | 350          | 125                | 200 | 150                      | 200 | +25                                       | +0   |
|                                  |          | R        | 350          | 100                | 150 | 100                      | 125 | +0                                        | -25  |
|                                  | NB       | L        | 400          | 225                | 275 | 175                      | 475 | -50                                       | +200 |
|                                  |          | T        | 700          | 350                | 450 | 375                      | 775 | +25                                       | +325 |
|                                  |          | R        | 700          | 125                | 175 | 100                      | 325 | -25                                       | +150 |
|                                  | SB       | L        | 250          | 275                | 275 | 275                      | 300 | 0                                         | +25  |
|                                  |          | T        | 1,150        | 275                | 350 | 300                      | 400 | +25                                       | +50  |
|                                  |          | TR       | 1,150        | 175                | 250 | 200                      | 300 | +25                                       | +50  |
|                                  | WB       | L        | 925          | 250                | 200 | 400                      | 400 | +150                                      | +200 |
|                                  |          | T        | 925          | 150                | 325 | 200                      | 325 | +50                                       | +0   |
|                                  |          | R        | 175          | 125                | 200 | 100                      | 200 | -25                                       | +0   |
| SE 192nd Avenue & SE 34th Street | EB       | L        | 175          | 150                | 175 | 200                      | 225 | +50                                       | +50  |
|                                  |          | T        | 450          | 150                | 150 | 275                      | 375 | +125                                      | +225 |



|              |          |          |              | Maximum Queue (ft) |     |                          |     |                                           |      |
|--------------|----------|----------|--------------|--------------------|-----|--------------------------|-----|-------------------------------------------|------|
| Intersection | Approach | Movement | Storage (ft) | 2027 No Build      |     | 2027 with Lane Reduction |     | Change in Queue Length from No Build (ft) |      |
|              |          |          |              | Peak Hour          |     | Peak Hour                |     |                                           |      |
|              |          |          |              | AM                 | PM  | AM                       | PM  | AM                                        | PM   |
|              |          | TR       | 450          | 175                | 200 | -                        | -   | -                                         | -    |
|              | NB       | L        | 375          | 125                | 150 | 125                      | 175 | +0                                        | +25  |
|              |          | T        | 725          | 225                | 275 | 250                      | 350 | +25                                       | +75  |
|              |          | R        | 375          | 125                | 100 | 125                      | 75  | +0                                        | -25  |
|              | SB       | L        | 325          | 200                | 225 | 200                      | 225 | +0                                        | +0   |
|              |          | T        | 525          | 225                | 300 | 200                      | 275 | -25                                       | -25  |
|              |          | TR       | 525          | 200                | 250 | 200                      | 275 | +0                                        | +25  |
|              | WB       | L        | 175          | 175                | 225 | 200                      | 225 | +25                                       | +0   |
|              |          | T        | 425          | 125                | 300 | 200                      | 325 | +75                                       | +25  |
|              |          | TR       | 425          | 150                | 225 | 75                       | 100 | -75                                       | -125 |

**Notes:**

L= Left, T=Through, R=Right, TR=Through/Right

NB=Northbound, SB=Southbound, EB=Eastbound, WB =Westbound

Locations where queue exceeds available storage are shown in **bold red** text.



**Table 13. 2027 Travel Time Summary**

| Direction                                                                        | Peak Hour Travel Time<br>(min:sec) |      |                                 |      | Travel Time Change<br>from No Build<br>(min:sec) |       |
|----------------------------------------------------------------------------------|------------------------------------|------|---------------------------------|------|--------------------------------------------------|-------|
|                                                                                  | No Build                           |      | No Build with Lane<br>Reduction |      |                                                  |       |
|                                                                                  | AM                                 | PM   | AM                              | PM   | AM                                               | PM    |
| Eastbound between SE 164 <sup>th</sup> Avenue<br>and SE 192 <sup>nd</sup> Avenue | 4:29                               | 4:41 | 5:12                            | 5:19 | +0:44                                            | +0:38 |
| Westbound between SE 192 <sup>nd</sup><br>Avenue and SE 164 <sup>th</sup> Avenue | 3:56                               | 4:30 | 4:44                            | 5:05 | +0:48                                            | +0:35 |

## 2040 Operations Findings

By 2040, under the No Build scenario, congestion along SE 34<sup>th</sup> Street is expected to increase, particularly during the PM peak hour. Findings for 2040 conditions are presented in **Table 14** through **Table 16**.

With no changes to the roadway network, the SE 164<sup>th</sup> Street and the SE 172<sup>nd</sup> Avenue intersections would operate at LOS D and LOS E, respectively, during the PM peak hour. During the AM peak hour, LOS and delay at interchanges would not increase substantially with the project in place. During the PM peak hour, four intersections would experience a large increase in delay and change in LOS. Those intersections are:

- SE 164<sup>th</sup> Avenue (LOS C to LOS E)
- SE 172<sup>nd</sup> Avenue (LOS E to LOS F)
- SE 177<sup>th</sup> Avenue (LOS C to LOS F)
- SE 192<sup>nd</sup> Avenue (LOS C to LOS E)

Queueing results for the 2040 scenarios indicate that vehicle queues will exceed available capacity for several movements at the SE 164<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenue intersections. Repurposing a travel lane would extend queues, particularly during the PM peak hour. On SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues, long-term improvements outside the scope of this project may be needed to accommodate queueing at those intersections.

Consistent with findings for intersection operations and queueing, travel time along the corridor is expected to increase by 2040. Repurposing a travel lane would result in travel time increases of less than one minute during the AM peak hour. A more substantial increase would be expected





during the PM peak hour with travel time increasing by approximately two and a half minutes for eastbound vehicles and one minute for westbound vehicles with the lane reduction in place.



**Table 14. 2040 LOS Summary**

| Location                                                 | Intersection Control                     | 2040 No Build |                 |              |                 | 2040 with Lane Reduction |                 |              |                 | Delay Change from No Build (seconds) |     |
|----------------------------------------------------------|------------------------------------------|---------------|-----------------|--------------|-----------------|--------------------------|-----------------|--------------|-----------------|--------------------------------------|-----|
|                                                          |                                          | AM Peak Hour  |                 | PM Peak Hour |                 | AM Peak Hour             |                 | PM Peak Hour |                 | AM                                   | PM  |
|                                                          |                                          | LOS           | Delay (seconds) | LOS          | Delay (seconds) | LOS                      | Delay (seconds) | LOS          | Delay (seconds) |                                      |     |
| SE 164 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | C             | 28              | D            | 38              | C                        | 34              | <b>E</b>     | 79              | +6                                   | +41 |
| SE 168 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | A             | 5               | A            | 7               | A                        | 8               | <b>B</b>     | 15              | +3                                   | +8  |
| SE 172 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | Side-Street Stop-Controlled <sup>1</sup> | C             | 19 <sup>2</sup> | E            | 38 <sup>2</sup> | C                        | 25 <sup>2</sup> | <b>F</b>     | 52 <sup>2</sup> | +6                                   | +14 |
| SE 176 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | A             | 8               | B            | 12              | A                        | 10              | <b>C</b>     | 21              | +2                                   | +9  |
| SE 177 <sup>th</sup> Avenue & SE 34 <sup>th</sup> Street | Side-Street Stop-Controlled <sup>1</sup> | B             | 13 <sup>2</sup> | C            | 20 <sup>2</sup> | <b>C</b>                 | 16 <sup>2</sup> | <b>F</b>     | 98 <sup>2</sup> | +3                                   | +78 |
| Hiddenbrook Drive & SE 34 <sup>th</sup> Street           | Signalized                               | B             | 19              | B            | 18              | B                        | 19              | <b>C</b>     | 23              | +0                                   | +5  |
| SE 192 <sup>nd</sup> Avenue & SE 34 <sup>th</sup> Street | Signalized                               | C             | 24              | C            | 33              | C                        | 24              | <b>E</b>     | 61              | +0                                   | +28 |

Notes:

**Bold text** indicates LOS change from No Build.

<sup>1</sup> For side street stop-controlled intersections, the movement with the highest delay is reported.

<sup>2</sup> Movement with the highest delay is the northbound left turn.



**Table 15. 2040 Queue Summary**

| Intersection   Approach   Movement   Storage (ft) |                 |    |       | Maximum Queue (ft) |     |                          |     |                                           |      |
|---------------------------------------------------|-----------------|----|-------|--------------------|-----|--------------------------|-----|-------------------------------------------|------|
|                                                   |                 |    |       | 2040 No Build      |     | 2040 with Lane Reduction |     | Change in Queue Length from No Build (ft) |      |
|                                                   |                 |    |       | Peak Hour          |     | Peak Hour                |     |                                           |      |
| AM                                                | PM              | AM | PM    | AM                 | PM  | AM                       | PM  |                                           |      |
| SE 164th Avenue & SE 34th Street                  | EB              | L  | 175   | 100                | 175 | 100                      | 150 | +0                                        | -25  |
|                                                   |                 | T  | 350   | 150                | 175 | 150                      | 175 | +0                                        | +0   |
|                                                   |                 | R  | 350   | 125                | 175 | 125                      | 175 | +0                                        | +0   |
|                                                   | NB <sup>1</sup> | L  | 400   | 200                | 450 | 375                      | 475 | +175                                      | +25  |
|                                                   |                 | T  | 700   | 425                | 750 | 525                      | 950 | +100                                      | +200 |
|                                                   |                 | R  | 700   | 225                | 300 | 200                      | 500 | -25                                       | +200 |
|                                                   | SB              | L  | 250   | 300                | 300 | 300                      | 325 | +0                                        | +25  |
|                                                   |                 | T  | 1,150 | 325                | 450 | 400                      | 825 | +75                                       | +375 |
|                                                   |                 | TR | 1,150 | 225                | 350 | 250                      | 575 | +25                                       | +225 |
|                                                   | WB              | L  | 925   | 300                | 350 | 475                      | 475 | +175                                      | +125 |
|                                                   |                 | T  | 925   | 175                | 275 | 500                      | 825 | +325                                      | +550 |
|                                                   |                 | R  | 175   | 100                | 200 | 125                      | 200 | +25                                       | +0   |



| Intersection   Approach   Movement   Storage (ft) |    |    |     | Maximum Queue (ft) |     |                          |     |                                           |      |
|---------------------------------------------------|----|----|-----|--------------------|-----|--------------------------|-----|-------------------------------------------|------|
|                                                   |    |    |     | 2040 No Build      |     | 2040 with Lane Reduction |     | Change in Queue Length from No Build (ft) |      |
|                                                   |    |    |     | Peak Hour          |     | Peak Hour                |     |                                           |      |
|                                                   |    |    |     | AM                 | PM  | AM                       | PM  | AM                                        | PM   |
| SE 192nd Avenue & SE 34th Street                  | EB | L  | 175 | 150                | 200 | 225                      | 225 | +75                                       | +25  |
|                                                   |    | T  | 450 | 150                | 225 | 375                      | 550 | +225                                      | +325 |
|                                                   |    | TR | 450 | 200                | 275 | -                        | -   | -                                         | -    |
|                                                   | NB | L  | 375 | 175                | 200 | 225                      | 475 | +50                                       | +275 |
|                                                   |    | T  | 725 | 275                | 375 | 325                      | 700 | +50                                       | +325 |
|                                                   |    | R  | 375 | 175                | 125 | 150                      | 450 | -25                                       | +325 |
|                                                   | SB | L  | 325 | 225                | 275 | 175                      | 350 | -50                                       | +75  |
|                                                   |    | T  | 525 | 275                | 325 | 275                      | 450 | +0                                        | +125 |
|                                                   |    | TR | 525 | 250                | 325 | 250                      | 425 | +0                                        | +100 |
|                                                   | WB | L  | 175 | 225                | 225 | 225                      | 225 | +0                                        | +0   |
|                                                   |    | T  | 425 | 200                | 400 | 275                      | 425 | +75                                       | +25  |
|                                                   |    | TR | 425 | 175                | 325 | 100                      | 200 | -75                                       | -125 |

**Notes:**

L= Left, T=Through, R=Right, TR=Through/Right

NB=Northbound, SB=Southbound, EB=Eastbound, WB =Westbound

Locations where queue exceeds available storage are shown in **bold red** text.

<sup>1</sup>Queues may be overestimated due to limitations of Simtraffic under congested conditions for network entry links..



**Table 16. 2040 Travel Time Summary**

| Direction                                                                        | Peak Hour Travel Time<br>(min:sec) |      |                                 |      | Travel Time Change<br>from No Build<br>(min:sec) |       |
|----------------------------------------------------------------------------------|------------------------------------|------|---------------------------------|------|--------------------------------------------------|-------|
|                                                                                  | No Build                           |      | No Build with Lane<br>Reduction |      |                                                  |       |
|                                                                                  | AM                                 | PM   | AM                              | PM   | AM                                               | PM    |
| Eastbound between SE 164 <sup>th</sup> Avenue<br>and SE 192 <sup>nd</sup> Avenue | 4:28                               | 4:47 | 5:18                            | 7:20 | +0:50                                            | +2:33 |
| Westbound between SE 192 <sup>nd</sup><br>Avenue and SE 164 <sup>th</sup> Avenue | 4:08                               | 4:28 | 4:49                            | 5:14 | +0:41                                            | +0:47 |

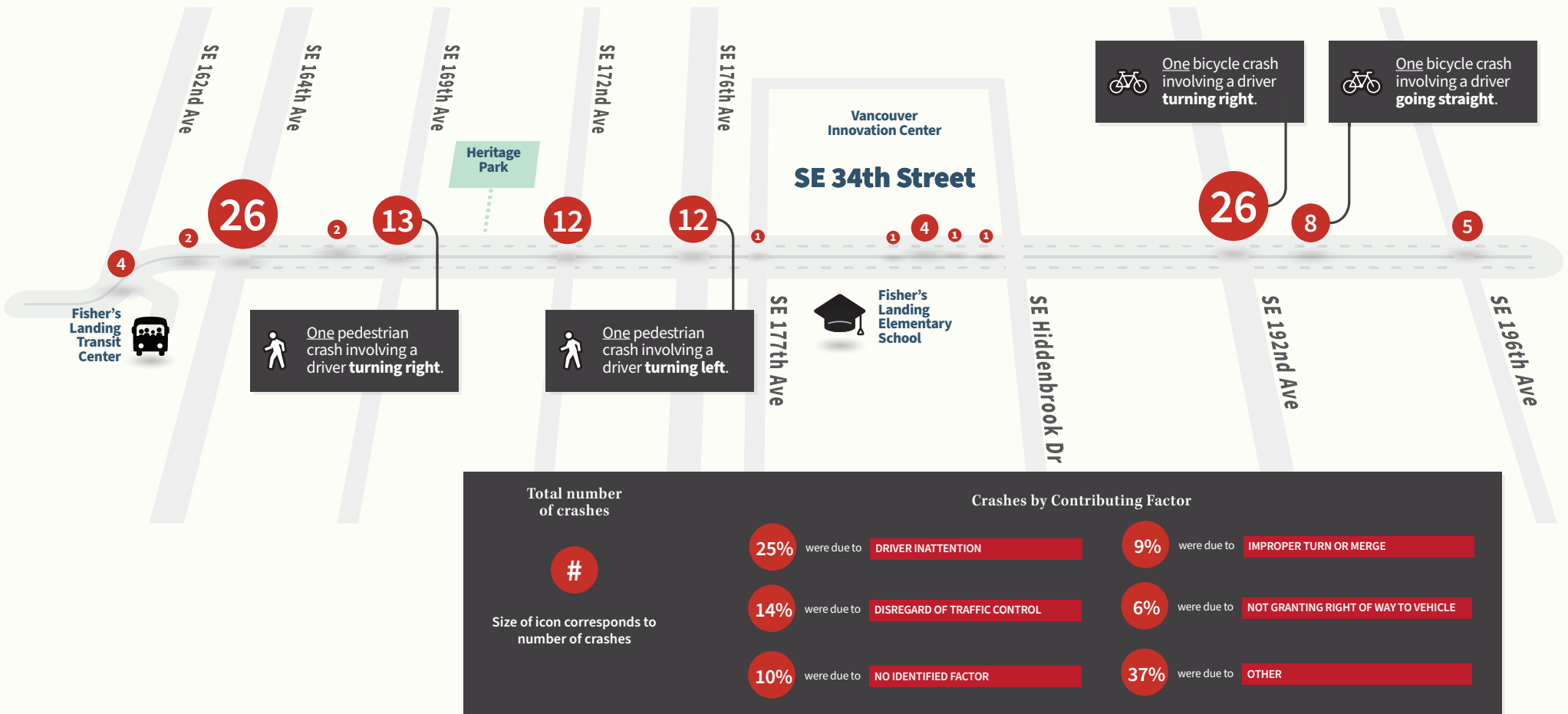
## Summary

Key takeaways from the analysis presented in the sections above include:

- One travel lane in the eastbound and westbound direction can be repurposed to provide dedicated space for people walking and biking with minimal impact to vehicle operations under existing and 2027 conditions.
- By 2040, congestion on SE 34<sup>th</sup> Street is expected to increase, particularly during the PM peak hour when intersection operations will begin to degrade under the No Build scenario.
- Repurposing a travel lane under 2040 conditions would increase intersection delay, queuing, and travel time on SE 34<sup>th</sup> Street during the PM peak hour at SE 164<sup>th</sup> Avenue, SE 192<sup>nd</sup> Avenue and stop-controlled intersections along the corridor.

# Attachment A

## SE 34<sup>th</sup> Street Safety



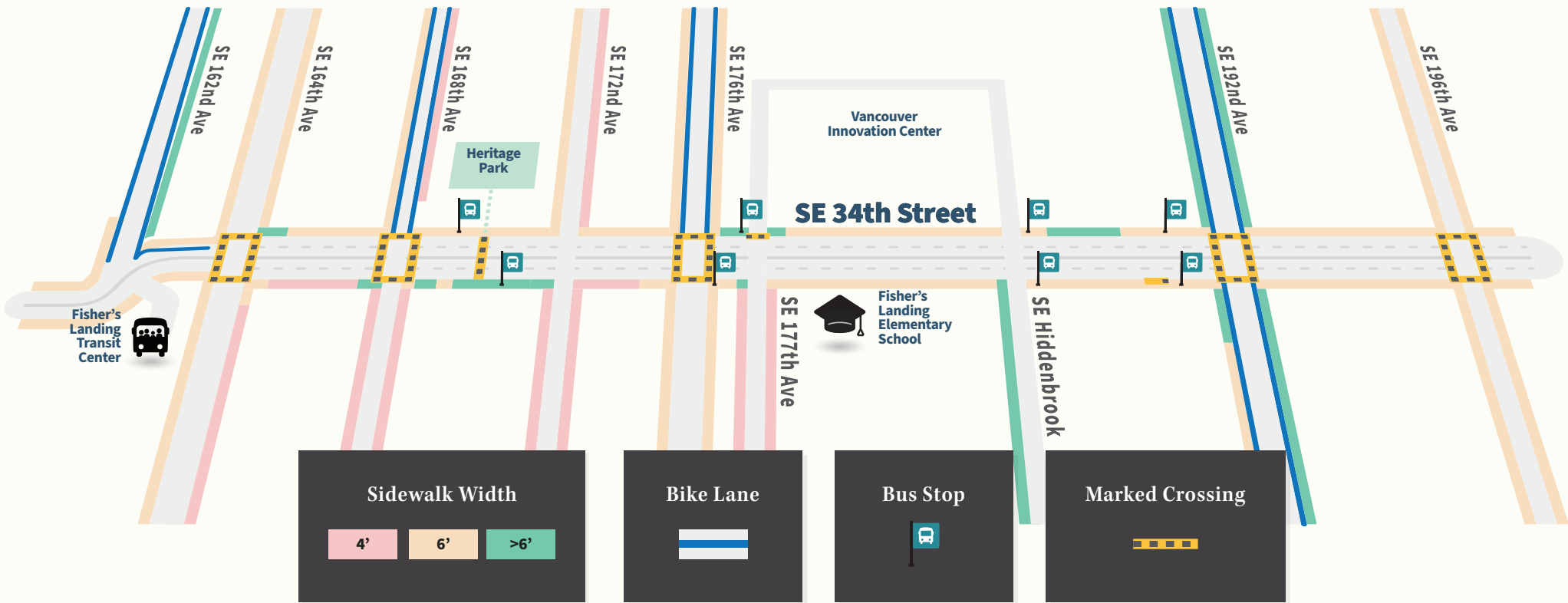
Fatal crashes: none  
Between 2014 and 2020, 86 crashes occurred on the corridor.

Source: WSDOT (2014-2020)

## Attachment A

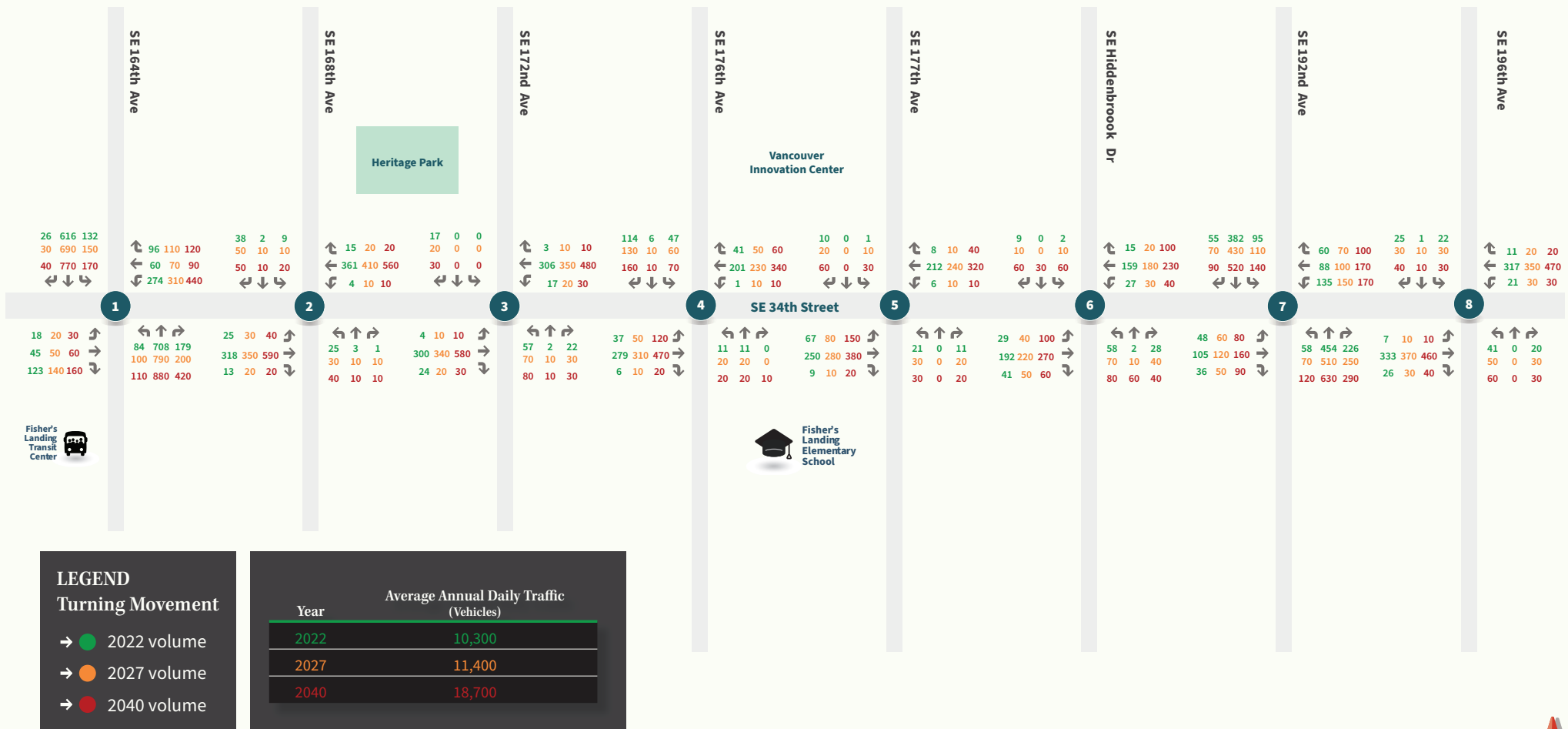
SE 34<sup>th</sup> Street

# Existing Infrastructure



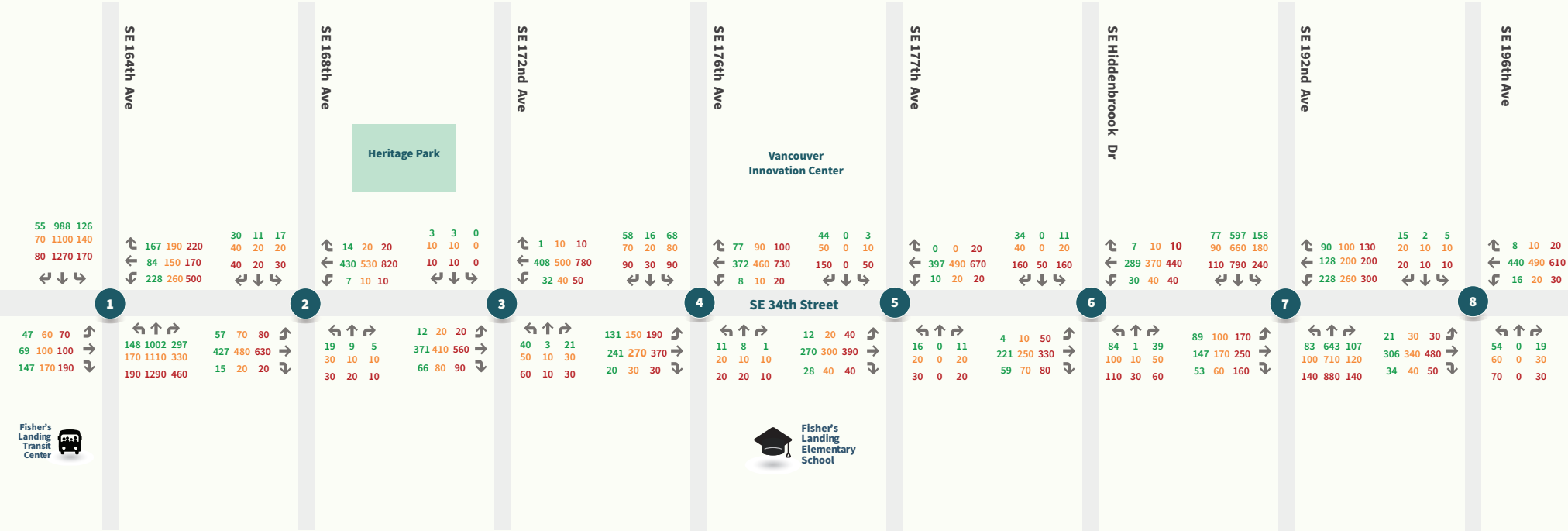
## SE 34th Street

## AM Peak Hour Turning Movement Volume





# SE 34th Street PM Peak Hour Turning Movement Volume



## LEGEND Turning Movement

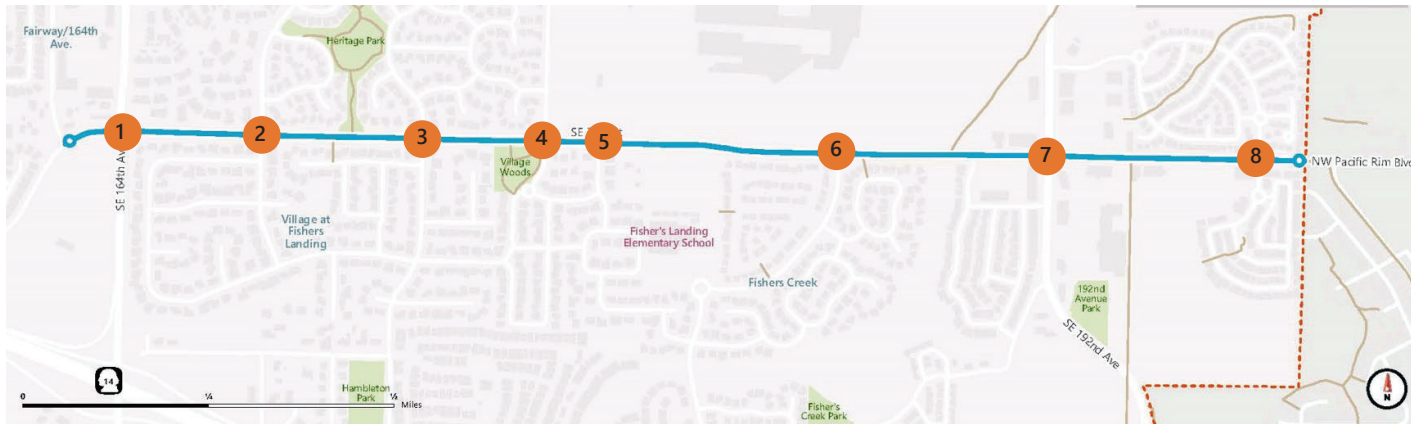
- ● 2022 volume
- ● 2027 volume
- ● 2040 volume

## Average Annual Daily Traffic (Vehicles)

| Year | Average Annual Daily Traffic<br>(Vehicles) |
|------|--------------------------------------------|
| 2022 | 10,300                                     |
| 2027 | 11,400                                     |
| 2040 | 18,700                                     |



## **Appendix A: March 2022 Findings**



| 1. SE 164th Avenue/SE 34th Street | 2. SE 168th Avenue/SE 34th Street      | 3. SE 172nd Avenue/SE 34th Street | 4. SE 176th Avenue/SE 34th Street |
|-----------------------------------|----------------------------------------|-----------------------------------|-----------------------------------|
|                                   |                                        |                                   |                                   |
| 5. SE 177th Avenue/SE 34th Street | 6. SE Hiddenbrook Drive/SE 34th Street | 7. SE 192nd Avenue/SE 34th Street | 8. SE 196th Avenue/SE 34th Street |
|                                   |                                        |                                   |                                   |

### Legend:

- Study Intersection
- Stop Control
- Signal Control
- Lane Configuration

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

**SE 34th Street**  
**Existing Conditions**  
**AM Peak Hour**

**Intersection 1**                      **164th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 84                     | 82                  | 97.7%   | 40.3                  | 6.9       | D   |
|           | Through    | 708                    | 720                 | 101.7%  | 17.9                  | 2.8       | B   |
|           | Right Turn | 179                    | 177                 | 98.7%   | 2.5                   | 0.4       | A   |
|           | Subtotal   | 971                    | 979                 | 100.8%  | 17.0                  | 2.3       | B   |
| SB        | Left Turn  | 132                    | 135                 | 102.1%  | 52.8                  | 5.0       | D   |
|           | Through    | 616                    | 619                 | 100.4%  | 17.1                  | 3.3       | B   |
|           | Right Turn | 26                     | 29                  | 110.8%  | 5.7                   | 4.9       | A   |
|           | Subtotal   | 774                    | 782                 | 101.0%  | 23.2                  | 2.5       | C   |
| EB        | Left Turn  | 18                     | 17                  | 95.6%   | 61.6                  | 14.0      | E   |
|           | Through    | 45                     | 48                  | 105.6%  | 50.6                  | 9.4       | D   |
|           | Right Turn | 123                    | 121                 | 98.0%   | 4.8                   | 1.4       | A   |
|           | Subtotal   | 186                    | 185                 | 99.6%   | 22.7                  | 3.9       | C   |
| WB        | Left Turn  | 274                    | 275                 | 100.4%  | 47.3                  | 5.1       | D   |
|           | Through    | 54                     | 54                  | 99.6%   | 34.1                  | 9.4       | C   |
|           | Right Turn | 96                     | 100                 | 104.6%  | 4.6                   | 1.2       | A   |
|           | Subtotal   | 424                    | 429                 | 101.3%  | 36.0                  | 4.8       | D   |
| Total     |            | 2,355                  | 2,376               | 100.9%  | 22.9                  | 1.6       | C   |

**Intersection 2**                      **168th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 25                     | 21                  | 85.6%   | 10.8                  | 4.6       | B   |
|           | Through    | 3                      | 3                   | 100.0%  | 9.2                   | 11.7      | A   |
|           | Right Turn | 1                      | 2                   | 160.0%  | 0.5                   | 1.2       | A   |
|           | Subtotal   | 29                     | 26                  | 89.7%   | 10.7                  | 4.4       | B   |
| SB        | Left Turn  | 9                      | 9                   | 101.1%  | 11.5                  | 8.4       | B   |
|           | Through    | 2                      | 2                   | 100.0%  | 1.7                   | 3.7       | A   |
|           | Right Turn | 38                     | 39                  | 101.6%  | 3.2                   | 1.1       | A   |
|           | Subtotal   | 49                     | 50                  | 101.4%  | 4.9                   | 2.1       | A   |
| EB        | Left Turn  | 25                     | 25                  | 99.6%   | 7.2                   | 4.9       | A   |
|           | Through    | 318                    | 324                 | 101.8%  | 4.3                   | 1.7       | A   |
|           | Right Turn | 13                     | 12                  | 93.8%   | 3.5                   | 4.9       | A   |
|           | Subtotal   | 356                    | 361                 | 101.4%  | 4.5                   | 1.9       | A   |
| WB        | Left Turn  | 4                      | 5                   | 115.0%  | 5.7                   | 7.1       | A   |
|           | Through    | 361                    | 372                 | 103.0%  | 3.5                   | 1.2       | A   |
|           | Right Turn | 15                     | 15                  | 99.3%   | 1.1                   | 0.9       | A   |
|           | Subtotal   | 380                    | 391                 | 103.0%  | 3.5                   | 1.2       | A   |
| Total     |            | 814                    | 828                 | 101.7%  | 4.3                   | 0.9       | A   |

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

**SE 34th Street**  
**Existing Conditions**  
**AM Peak Hour**

**Intersection 3**

**Pedestrian Crossing/34th Street**

**Signal**

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 328                    | 335                 | 102.1%  | 1.7                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 328                    | 335                 | 102.1%  | 1.7                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 380                    | 389                 | 102.2%  | 1.1                   | 0.9       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 380                    | 389                 | 102.2%  | 1.1                   | 0.9       | A   |
| Total     |            | 708                    | 723                 | 102.2%  | 1.4                   | 0.7       | A   |

**Intersection 4**

**172nd Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 57                     | 56                  | 98.2%   | 9.3                   | 2.6       | A   |
|           | Through    | 2                      | 1                   | 40.0%   | 0.5                   | 1.5       | A   |
|           | Right Turn | 22                     | 24                  | 108.6%  | 5.2                   | 3.6       | A   |
|           | Subtotal   | 81                     | 81                  | 99.6%   | 8.0                   | 2.6       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 17                     | 15                  | 90.0%   | 2.8                   | 0.5       | A   |
|           | Subtotal   | 17                     | 15                  | 90.0%   | 2.8                   | 0.5       | A   |
| EB        | Left Turn  | 4                      | 4                   | 110.0%  | 0.5                   | 0.6       | A   |
|           | Through    | 300                    | 303                 | 101.0%  | 0.6                   | 0.2       | A   |
|           | Right Turn | 24                     | 25                  | 102.5%  | 0.4                   | 0.5       | A   |
|           | Subtotal   | 328                    | 332                 | 101.3%  | 0.6                   | 0.2       | A   |
| WB        | Left Turn  | 17                     | 18                  | 106.5%  | 3.2                   | 1.3       | A   |
|           | Through    | 306                    | 318                 | 103.8%  | 0.9                   | 0.1       | A   |
|           | Right Turn | 3                      | 3                   | 110.0%  | 0.4                   | 0.5       | A   |
|           | Subtotal   | 326                    | 339                 | 104.0%  | 1.0                   | 0.2       | A   |
| Total     |            | 752                    | 767                 | 102.0%  | 1.6                   | 0.4       | A   |

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

**SE 34th Street**  
**Existing Conditions**  
**AM Peak Hour**

**Intersection 5**

**176th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 11                     | 10                  | 87.3%   | 40.2                  | 28.6      | D   |
|           | Through    | 11                     | 11                  | 100.0%  | 43.4                  | 18.5      | D   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 22                     | 21                  | 93.6%   | 43.8                  | 12.3      | D   |
| SB        | Left Turn  | 47                     | 43                  | 92.1%   | 46.6                  | 10.4      | D   |
|           | Through    | 6                      | 6                   | 101.7%  | 29.7                  | 27.2      | C   |
|           | Right Turn | 114                    | 117                 | 102.6%  | 5.9                   | 1.7       | A   |
|           | Subtotal   | 167                    | 166                 | 99.6%   | 18.3                  | 3.6       | B   |
| EB        | Left Turn  | 37                     | 34                  | 91.6%   | 4.6                   | 2.1       | A   |
|           | Through    | 279                    | 291                 | 104.3%  | 1.9                   | 0.5       | A   |
|           | Right Turn | 6                      | 6                   | 105.0%  | 0.7                   | 0.9       | A   |
|           | Subtotal   | 322                    | 331                 | 102.9%  | 2.2                   | 0.5       | A   |
| WB        | Left Turn  | 1                      | 1                   | 50.0%   | 1.2                   | 3.2       | A   |
|           | Through    | 201                    | 214                 | 106.4%  | 2.1                   | 0.7       | A   |
|           | Right Turn | 41                     | 38                  | 91.7%   | 0.8                   | 0.7       | A   |
|           | Subtotal   | 243                    | 252                 | 103.7%  | 2.0                   | 0.6       | A   |
| Total     |            | 754                    | 770                 | 102.1%  | 6.7                   | 1.4       | A   |

**Intersection 6**

**177th Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 21                     | 21                  | 100.0%  | 6.8                   | 1.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 11                     | 11                  | 99.1%   | 3.3                   | 0.7       | A   |
|           | Subtotal   | 32                     | 32                  | 99.7%   | 5.4                   | 1.4       | A   |
| SB        | Left Turn  | 1                      | 0                   | 30.0%   | 0.4                   | 1.2       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 10                     | 12                  | 117.0%  | 2.5                   | 1.3       | A   |
|           | Subtotal   | 11                     | 12                  | 109.1%  | 2.4                   | 1.3       | A   |
| EB        | Left Turn  | 67                     | 68                  | 101.5%  | 3.0                   | 0.6       | A   |
|           | Through    | 250                    | 261                 | 104.4%  | 0.8                   | 0.2       | A   |
|           | Right Turn | 9                      | 10                  | 111.1%  | 0.5                   | 0.8       | A   |
|           | Subtotal   | 326                    | 339                 | 104.0%  | 1.3                   | 0.2       | A   |
| WB        | Left Turn  | 6                      | 6                   | 96.7%   | 2.0                   | 1.8       | A   |
|           | Through    | 212                    | 219                 | 103.2%  | 1.4                   | 0.3       | A   |
|           | Right Turn | 8                      | 9                   | 107.5%  | 1.1                   | 1.1       | A   |
|           | Subtotal   | 226                    | 233                 | 103.1%  | 1.4                   | 0.2       | A   |
| Total     |            | 595                    | 616                 | 103.5%  | 1.6                   | 0.2       | A   |

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

**SE 34th Street**  
**Existing Conditions**  
**AM Peak Hour**

**Intersection 7**

**Hiddenbrook Drive/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 58                     | 58                  | 99.3%   | 42.8                  | 7.1       | D   |
|           | Through    | 2                      | 2                   | 120.0%  | 38.8                  | 34.2      | D   |
|           | Right Turn | 28                     | 26                  | 92.9%   | 4.4                   | 0.8       | A   |
|           | Subtotal   | 88                     | 86                  | 97.7%   | 31.6                  | 4.2       | C   |
| SB        | Left Turn  | 2                      | 2                   | 75.0%   | 14.8                  | 26.1      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 9                      | 10                  | 106.7%  | 3.4                   | 1.4       | A   |
|           | Subtotal   | 11                     | 11                  | 100.9%  | 6.8                   | 6.4       | A   |
| EB        | Left Turn  | 29                     | 26                  | 89.7%   | 42.8                  | 9.5       | D   |
|           | Through    | 192                    | 200                 | 104.3%  | 2.2                   | 0.9       | A   |
|           | Right Turn | 41                     | 41                  | 101.0%  | 1.0                   | 0.5       | A   |
|           | Subtotal   | 262                    | 268                 | 102.1%  | 6.4                   | 1.8       | A   |
| WB        | Left Turn  | 27                     | 26                  | 94.8%   | 40.7                  | 11.0      | D   |
|           | Through    | 159                    | 166                 | 104.7%  | 2.3                   | 1.2       | A   |
|           | Right Turn | 15                     | 14                  | 91.3%   | 0.5                   | 0.8       | A   |
|           | Subtotal   | 201                    | 206                 | 102.3%  | 7.0                   | 3.5       | A   |
| Total     |            | 562                    | 570                 | 101.5%  | 10.6                  | 2.0       | B   |

**Intersection 8**

**192nd Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 58                     | 56                  | 96.9%   | 44.8                  | 8.2       | D   |
|           | Through    | 454                    | 457                 | 100.7%  | 13.1                  | 2.1       | B   |
|           | Right Turn | 226                    | 230                 | 101.8%  | 3.1                   | 0.8       | A   |
|           | Subtotal   | 738                    | 743                 | 100.7%  | 12.6                  | 1.3       | B   |
| SB        | Left Turn  | 95                     | 92                  | 97.1%   | 44.8                  | 7.1       | D   |
|           | Through    | 382                    | 385                 | 100.9%  | 10.5                  | 2.4       | B   |
|           | Right Turn | 55                     | 55                  | 100.4%  | 5.0                   | 2.5       | A   |
|           | Subtotal   | 532                    | 533                 | 100.1%  | 16.2                  | 1.8       | B   |
| EB        | Left Turn  | 48                     | 50                  | 104.4%  | 33.7                  | 8.4       | C   |
|           | Through    | 105                    | 104                 | 99.4%   | 38.5                  | 6.2       | D   |
|           | Right Turn | 36                     | 35                  | 98.1%   | 16.2                  | 5.9       | B   |
|           | Subtotal   | 189                    | 190                 | 100.4%  | 33.4                  | 5.0       | C   |
| WB        | Left Turn  | 135                    | 140                 | 103.8%  | 36.4                  | 4.8       | D   |
|           | Through    | 88                     | 94                  | 106.3%  | 41.0                  | 10.5      | D   |
|           | Right Turn | 60                     | 59                  | 98.0%   | 10.3                  | 4.4       | B   |
|           | Subtotal   | 283                    | 292                 | 103.3%  | 32.2                  | 6.3       | C   |
| Total     |            | 1,742                  | 1,758               | 100.9%  | 19.0                  | 1.3       | B   |

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

**SE 34th Street**  
**Existing Conditions**  
**AM Peak Hour**

**Intersection 9**

**196th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 41                     | 40                  | 96.3%   | 9.1                   | 2.5       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 19                  | 94.5%   | 2.5                   | 0.9       | A   |
|           | Subtotal   | 61                     | 58                  | 95.7%   | 7.0                   | 1.7       | A   |
| SB        | Left Turn  | 22                     | 19                  | 87.7%   | 9.8                   | 3.7       | A   |
|           | Through    | 1                      | 1                   | 100.0%  | 2.9                   | 6.3       | A   |
|           | Right Turn | 25                     | 23                  | 90.0%   | 3.0                   | 1.4       | A   |
|           | Subtotal   | 48                     | 43                  | 89.2%   | 7.1                   | 2.6       | A   |
| EB        | Left Turn  | 7                      | 6                   | 87.1%   | 12.8                  | 8.4       | B   |
|           | Through    | 333                    | 333                 | 100.0%  | 4.8                   | 1.3       | A   |
|           | Right Turn | 26                     | 27                  | 103.8%  | 2.2                   | 1.7       | A   |
|           | Subtotal   | 366                    | 366                 | 100.0%  | 4.8                   | 1.2       | A   |
| WB        | Left Turn  | 21                     | 18                  | 87.1%   | 11.5                  | 3.6       | B   |
|           | Through    | 317                    | 327                 | 103.2%  | 3.7                   | 0.9       | A   |
|           | Right Turn | 11                     | 14                  | 127.3%  | 2.3                   | 1.2       | A   |
|           | Subtotal   | 349                    | 359                 | 103.0%  | 4.1                   | 0.7       | A   |
| Total     |            | 824                    | 827                 | 100.3%  | 4.8                   | 0.5       | A   |



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

**SE 34th Street**  
**Existing Conditions**  
**PM Peak Hour**

**Intersection 1**                      **164th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 148                    | 145                 | 97.6%   | 52.2                  | 11.9      | D   |
|           | Through    | 1,002                  | 993                 | 99.1%   | 19.0                  | 2.3       | B   |
|           | Right Turn | 297                    | 287                 | 96.6%   | 3.4                   | 0.7       | A   |
|           | Subtotal   | 1,447                  | 1,425               | 98.5%   | 19.0                  | 2.4       | B   |
| SB        | Left Turn  | 126                    | 120                 | 95.2%   | 54.2                  | 7.3       | D   |
|           | Through    | 988                    | 971                 | 98.3%   | 18.0                  | 1.9       | B   |
|           | Right Turn | 55                     | 59                  | 106.5%  | 5.5                   | 2.0       | A   |
|           | Subtotal   | 1,169                  | 1,149               | 98.3%   | 21.6                  | 2.7       | C   |
| EB        | Left Turn  | 47                     | 49                  | 105.1%  | 54.9                  | 13.1      | D   |
|           | Through    | 76                     | 80                  | 105.0%  | 50.0                  | 8.5       | D   |
|           | Right Turn | 147                    | 154                 | 104.8%  | 6.0                   | 1.5       | A   |
|           | Subtotal   | 270                    | 283                 | 104.9%  | 25.6                  | 3.2       | C   |
| WB        | Left Turn  | 228                    | 222                 | 97.4%   | 43.6                  | 4.9       | D   |
|           | Through    | 84                     | 89                  | 105.4%  | 43.3                  | 7.8       | D   |
|           | Right Turn | 167                    | 173                 | 103.7%  | 7.0                   | 1.1       | A   |
|           | Subtotal   | 479                    | 484                 | 101.0%  | 31.5                  | 3.2       | C   |
| Total     |            | 3,365                  | 3,341               | 99.3%   | 22.4                  | 1.3       | C   |

**Intersection 2**                      **168th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 19                     | 16                  | 84.7%   | 11.6                  | 8.1       | B   |
|           | Through    | 9                      | 12                  | 128.9%  | 21.4                  | 10.7      | C   |
|           | Right Turn | 5                      | 6                   | 120.0%  | 3.5                   | 2.1       | A   |
|           | Subtotal   | 33                     | 34                  | 102.1%  | 13.8                  | 5.2       | B   |
| SB        | Left Turn  | 17                     | 16                  | 95.3%   | 11.2                  | 4.8       | B   |
|           | Through    | 11                     | 13                  | 118.2%  | 14.8                  | 7.5       | B   |
|           | Right Turn | 30                     | 29                  | 96.0%   | 4.0                   | 1.4       | A   |
|           | Subtotal   | 58                     | 58                  | 100.0%  | 8.6                   | 2.0       | A   |
| EB        | Left Turn  | 57                     | 58                  | 102.3%  | 10.9                  | 3.8       | B   |
|           | Through    | 427                    | 418                 | 97.9%   | 4.9                   | 1.5       | A   |
|           | Right Turn | 15                     | 16                  | 106.7%  | 3.3                   | 2.9       | A   |
|           | Subtotal   | 499                    | 493                 | 98.7%   | 5.6                   | 1.6       | A   |
| WB        | Left Turn  | 7                      | 7                   | 104.3%  | 4.3                   | 3.5       | A   |
|           | Through    | 430                    | 438                 | 101.8%  | 4.2                   | 1.3       | A   |
|           | Right Turn | 14                     | 13                  | 95.0%   | 3.1                   | 3.8       | A   |
|           | Subtotal   | 451                    | 458                 | 101.6%  | 4.2                   | 1.3       | A   |
| Total     |            | 1,041                  | 1,043               | 100.2%  | 5.4                   | 1.3       | A   |

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

**SE 34th Street**  
**Existing Conditions**  
**PM Peak Hour**

**Intersection 3**

**Pedestrian Crossing/34th Street**

**Signal**

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 449                    | 440                 | 98.0%   | 1.4                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 449                    | 440                 | 98.0%   | 1.4                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 451                    | 454                 | 100.8%  | 0.4                   | 0.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 451                    | 454                 | 100.8%  | 0.4                   | 0.2       | A   |
| Total     |            | 900                    | 895                 | 99.4%   | 0.9                   | 0.3       | A   |

**Intersection 4**

**172nd Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 40                     | 40                  | 99.8%   | 12.3                  | 2.1       | B   |
|           | Through    | 3                      | 3                   | 110.0%  | 6.9                   | 11.2      | A   |
|           | Right Turn | 21                     | 22                  | 102.4%  | 6.3                   | 3.5       | A   |
|           | Subtotal   | 64                     | 65                  | 101.1%  | 10.2                  | 2.3       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 3                      | 3                   | 103.3%  | 9.1                   | 10.4      | A   |
|           | Right Turn | 3                      | 3                   | 86.7%   | 1.0                   | 1.7       | A   |
|           | Subtotal   | 6                      | 6                   | 95.0%   | 8.7                   | 9.5       | A   |
| EB        | Left Turn  | 12                     | 11                  | 90.8%   | 3.2                   | 2.6       | A   |
|           | Through    | 371                    | 361                 | 97.4%   | 0.7                   | 0.3       | A   |
|           | Right Turn | 66                     | 64                  | 97.6%   | 0.4                   | 0.3       | A   |
|           | Subtotal   | 449                    | 437                 | 97.3%   | 0.7                   | 0.3       | A   |
| WB        | Left Turn  | 32                     | 33                  | 104.1%  | 4.6                   | 1.0       | A   |
|           | Through    | 408                    | 419                 | 102.6%  | 1.7                   | 0.4       | A   |
|           | Right Turn | 1                      | 2                   | 160.0%  | 0.6                   | 1.2       | A   |
|           | Subtotal   | 441                    | 454                 | 102.8%  | 1.9                   | 0.4       | A   |
| Total     |            | 960                    | 961                 | 100.1%  | 1.9                   | 0.3       | A   |

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

**SE 34th Street**  
**Existing Conditions**  
**PM Peak Hour**

**Intersection 5**

**176th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 11                     | 11                  | 100.0%  | 33.7                  | 14.8      | C   |
|           | Through    | 8                      | 8                   | 95.0%   | 41.4                  | 18.4      | D   |
|           | Right Turn | 1                      | 2                   | 210.0%  | 1.1                   | 1.7       | A   |
|           | Subtotal   | 20                     | 21                  | 103.5%  | 37.5                  | 7.6       | D   |
| SB        | Left Turn  | 68                     | 62                  | 91.6%   | 44.2                  | 10.8      | D   |
|           | Through    | 16                     | 17                  | 107.5%  | 39.7                  | 17.9      | D   |
|           | Right Turn | 58                     | 61                  | 105.9%  | 9.3                   | 4.4       | A   |
|           | Subtotal   | 142                    | 141                 | 99.2%   | 27.9                  | 6.5       | C   |
| EB        | Left Turn  | 131                    | 128                 | 97.3%   | 7.2                   | 2.2       | A   |
|           | Through    | 241                    | 241                 | 100.0%  | 2.7                   | 0.9       | A   |
|           | Right Turn | 20                     | 21                  | 102.5%  | 0.9                   | 0.7       | A   |
|           | Subtotal   | 392                    | 389                 | 99.2%   | 4.0                   | 1.1       | A   |
| WB        | Left Turn  | 8                      | 8                   | 100.0%  | 10.5                  | 9.4       | B   |
|           | Through    | 372                    | 374                 | 100.4%  | 6.6                   | 2.5       | A   |
|           | Right Turn | 77                     | 78                  | 101.8%  | 3.7                   | 1.5       | A   |
|           | Subtotal   | 457                    | 460                 | 100.7%  | 6.1                   | 2.2       | A   |
| Total     |            | 1,011                  | 1,011               | 100.0%  | 8.9                   | 2.0       | A   |

**Intersection 6**

**177th Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 16                     | 16                  | 98.8%   | 8.6                   | 3.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 11                     | 11                  | 103.6%  | 3.3                   | 1.2       | A   |
|           | Subtotal   | 27                     | 27                  | 100.7%  | 6.1                   | 1.7       | A   |
| SB        | Left Turn  | 3                      | 2                   | 70.0%   | 1.7                   | 3.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 44                     | 45                  | 102.0%  | 4.4                   | 1.1       | A   |
|           | Subtotal   | 47                     | 47                  | 100.0%  | 4.4                   | 1.0       | A   |
| EB        | Left Turn  | 12                     | 12                  | 98.3%   | 3.5                   | 2.2       | A   |
|           | Through    | 270                    | 264                 | 97.6%   | 0.8                   | 0.2       | A   |
|           | Right Turn | 28                     | 25                  | 90.7%   | 0.4                   | 0.3       | A   |
|           | Subtotal   | 310                    | 301                 | 97.0%   | 0.9                   | 0.2       | A   |
| WB        | Left Turn  | 10                     | 10                  | 100.0%  | 2.6                   | 1.3       | A   |
|           | Through    | 397                    | 405                 | 102.1%  | 1.7                   | 0.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 407                    | 415                 | 102.1%  | 1.7                   | 0.2       | A   |
| Total     |            | 791                    | 790                 | 99.9%   | 1.7                   | 0.2       | A   |

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

**SE 34th Street**  
**Existing Conditions**  
**PM Peak Hour**

**Intersection 7**

**Hiddenbrook Drive/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 84                     | 83                  | 98.3%   | 39.5                  | 6.9       | D   |
|           | Through    | 1                      | 1                   | 100.0%  | 4.4                   | 9.9       | A   |
|           | Right Turn | 39                     | 40                  | 102.8%  | 4.6                   | 0.5       | A   |
|           | Subtotal   | 124                    | 124                 | 99.8%   | 27.4                  | 4.2       | C   |
| SB        | Left Turn  | 11                     | 10                  | 93.6%   | 35.2                  | 20.7      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 34                     | 35                  | 103.8%  | 4.2                   | 0.8       | A   |
|           | Subtotal   | 45                     | 46                  | 101.3%  | 11.8                  | 5.7       | B   |
| EB        | Left Turn  | 4                      | 4                   | 87.5%   | 27.3                  | 27.8      | C   |
|           | Through    | 221                    | 220                 | 99.6%   | 3.6                   | 0.9       | A   |
|           | Right Turn | 59                     | 54                  | 91.2%   | 2.0                   | 1.2       | A   |
|           | Subtotal   | 284                    | 277                 | 97.7%   | 3.9                   | 1.4       | A   |
| WB        | Left Turn  | 30                     | 30                  | 100.0%  | 45.2                  | 8.6       | D   |
|           | Through    | 289                    | 299                 | 103.6%  | 2.8                   | 0.8       | A   |
|           | Right Turn | 7                      | 8                   | 107.1%  | 1.3                   | 2.0       | A   |
|           | Subtotal   | 326                    | 337                 | 103.3%  | 6.6                   | 0.9       | A   |
| Total     |            | 779                    | 784                 | 100.6%  | 9.5                   | 1.5       | A   |

**Intersection 8**

**192nd Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 83                     | 81                  | 97.1%   | 44.8                  | 5.6       | D   |
|           | Through    | 643                    | 657                 | 102.1%  | 20.1                  | 2.2       | C   |
|           | Right Turn | 107                    | 104                 | 97.2%   | 3.9                   | 1.0       | A   |
|           | Subtotal   | 833                    | 841                 | 101.0%  | 20.5                  | 1.8       | C   |
| SB        | Left Turn  | 158                    | 156                 | 98.4%   | 52.0                  | 9.4       | D   |
|           | Through    | 597                    | 609                 | 101.9%  | 18.0                  | 1.8       | B   |
|           | Right Turn | 77                     | 75                  | 97.1%   | 10.6                  | 2.7       | B   |
|           | Subtotal   | 832                    | 839                 | 100.8%  | 24.0                  | 2.4       | C   |
| EB        | Left Turn  | 89                     | 86                  | 96.1%   | 28.7                  | 4.4       | C   |
|           | Through    | 147                    | 145                 | 98.6%   | 41.0                  | 4.3       | D   |
|           | Right Turn | 53                     | 58                  | 109.4%  | 27.2                  | 4.7       | C   |
|           | Subtotal   | 289                    | 289                 | 99.8%   | 34.4                  | 2.9       | C   |
| WB        | Left Turn  | 228                    | 233                 | 102.1%  | 36.5                  | 5.5       | D   |
|           | Through    | 128                    | 136                 | 106.1%  | 32.0                  | 4.3       | C   |
|           | Right Turn | 90                     | 91                  | 100.9%  | 12.9                  | 5.4       | B   |
|           | Subtotal   | 446                    | 460                 | 103.0%  | 30.8                  | 4.2       | C   |
| Total     |            | 2,400                  | 2,428               | 101.2%  | 25.3                  | 1.5       | C   |

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

SE 34th Street  
Existing Conditions  
PM Peak Hour

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 54                     | 51                  | 93.7%   | 10.5                  | 3.5       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 19                     | 23                  | 119.5%  | 3.2                   | 1.4       | A   |
|           | Subtotal   | 73                     | 73                  | 100.4%  | 8.6                   | 2.7       | A   |
| SB        | Left Turn  | 5                      | 4                   | 78.0%   | 8.5                   | 10.5      | A   |
|           | Through    | 2                      | 3                   | 165.0%  | 5.5                   | 9.6       | A   |
|           | Right Turn | 15                     | 16                  | 108.0%  | 4.1                   | 1.1       | A   |
|           | Subtotal   | 22                     | 23                  | 106.4%  | 6.8                   | 3.4       | A   |
| EB        | Left Turn  | 21                     | 26                  | 121.4%  | 10.5                  | 2.7       | B   |
|           | Through    | 306                    | 299                 | 97.8%   | 4.6                   | 1.9       | A   |
|           | Right Turn | 34                     | 30                  | 88.2%   | 3.1                   | 2.2       | A   |
|           | Subtotal   | 361                    | 355                 | 98.3%   | 5.0                   | 1.7       | A   |
| WB        | Left Turn  | 16                     | 15                  | 92.5%   | 12.0                  | 5.8       | B   |
|           | Through    | 440                    | 449                 | 102.1%  | 4.9                   | 1.6       | A   |
|           | Right Turn | 8                      | 9                   | 117.5%  | 3.7                   | 8.4       | A   |
|           | Subtotal   | 464                    | 473                 | 102.0%  | 5.1                   | 1.7       | A   |
| Total     |            | 920                    | 925                 | 100.5%  | 5.3                   | 1.6       | A   |

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

**SE 34th Street**  
**Existing Conditions Alternative 1**  
**AM Peak Hour**

**Intersection 1**                      **164th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 84                     | 87                  | 103.3%  | 51.5                  | 10.4      | D   |
|           | Through    | 708                    | 704                 | 99.4%   | 24.6                  | 4.0       | C   |
|           | Right Turn | 179                    | 182                 | 101.4%  | 3.4                   | 0.9       | A   |
|           | Subtotal   | 971                    | 972                 | 100.1%  | 23.2                  | 3.1       | C   |
| SB        | Left Turn  | 132                    | 128                 | 97.2%   | 54.9                  | 6.6       | D   |
|           | Through    | 616                    | 612                 | 99.3%   | 20.0                  | 2.7       | B   |
|           | Right Turn | 26                     | 27                  | 102.7%  | 7.1                   | 5.9       | A   |
|           | Subtotal   | 774                    | 767                 | 99.0%   | 26.0                  | 2.8       | C   |
| EB        | Left Turn  | 18                     | 17                  | 96.1%   | 46.3                  | 21.6      | D   |
|           | Through    | 45                     | 45                  | 99.6%   | 52.8                  | 12.1      | D   |
|           | Right Turn | 123                    | 123                 | 100.2%  | 5.4                   | 0.7       | A   |
|           | Subtotal   | 186                    | 185                 | 99.6%   | 22.8                  | 6.6       | C   |
| WB        | Left Turn  | 274                    | 275                 | 100.5%  | 44.0                  | 5.2       | D   |
|           | Through    | 54                     | 61                  | 112.2%  | 27.8                  | 6.6       | C   |
|           | Right Turn | 96                     | 99                  | 103.4%  | 5.0                   | 0.7       | A   |
|           | Subtotal   | 424                    | 435                 | 102.7%  | 33.2                  | 3.4       | C   |
| Total     |            | 2,355                  | 2,359               | 100.2%  | 26.0                  | 2.1       | C   |

**Intersection 2**                      **168th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 25                     | 26                  | 103.2%  | 15.4                  | 6.9       | B   |
|           | Through    | 3                      | 4                   | 120.0%  | 7.2                   | 10.9      | A   |
|           | Right Turn | 1                      | 2                   | 230.0%  | 2.1                   | 4.4       | A   |
|           | Subtotal   | 29                     | 32                  | 109.3%  | 14.4                  | 6.2       | B   |
| SB        | Left Turn  | 9                      | 9                   | 97.8%   | 15.5                  | 5.6       | B   |
|           | Through    | 2                      | 2                   | 80.0%   | 4.8                   | 8.7       | A   |
|           | Right Turn | 38                     | 38                  | 100.5%  | 5.4                   | 2.0       | A   |
|           | Subtotal   | 49                     | 49                  | 99.2%   | 7.4                   | 2.7       | A   |
| EB        | Left Turn  | 25                     | 22                  | 88.4%   | 8.6                   | 5.3       | A   |
|           | Through    | 318                    | 323                 | 101.4%  | 5.3                   | 1.4       | A   |
|           | Right Turn | 13                     | 13                  | 101.5%  | 3.4                   | 3.5       | A   |
|           | Subtotal   | 356                    | 358                 | 100.5%  | 5.3                   | 1.4       | A   |
| WB        | Left Turn  | 4                      | 2                   | 50.0%   | 6.0                   | 9.4       | A   |
|           | Through    | 361                    | 375                 | 103.8%  | 3.7                   | 1.1       | A   |
|           | Right Turn | 15                     | 15                  | 96.7%   | 3.1                   | 2.2       | A   |
|           | Subtotal   | 380                    | 391                 | 102.9%  | 3.8                   | 1.2       | A   |
| Total     |            | 814                    | 829                 | 101.9%  | 5.1                   | 1.1       | A   |

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

**SE 34th Street**  
**Existing Conditions Alternative 1**  
**AM Peak Hour**

**Intersection 3**                      **Pedestrian Crossing/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 328                    | 336                 | 102.3%  | 2.7                   | 1.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 328                    | 336                 | 102.3%  | 2.7                   | 1.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 380                    | 389                 | 102.4%  | 1.4                   | 0.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 380                    | 389                 | 102.4%  | 1.4                   | 0.8       | A   |
| Total     |            | 708                    | 725                 | 102.4%  | 2.0                   | 1.1       | A   |

**Intersection 4**                      **172nd Avenue/34th Street**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 57                     | 61                  | 107.5%  | 9.2                   | 2.3       | A   |
|           | Through    | 2                      | 2                   | 85.0%   | 4.4                   | 7.3       | A   |
|           | Right Turn | 22                     | 21                  | 94.1%   | 5.0                   | 2.1       | A   |
|           | Subtotal   | 81                     | 84                  | 103.3%  | 8.1                   | 1.9       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 17                     | 18                  | 105.9%  | 4.2                   | 3.0       | A   |
|           | Subtotal   | 17                     | 18                  | 105.9%  | 4.2                   | 3.0       | A   |
| EB        | Left Turn  | 4                      | 4                   | 95.0%   | 1.5                   | 1.8       | A   |
|           | Through    | 300                    | 303                 | 101.1%  | 1.1                   | 0.3       | A   |
|           | Right Turn | 24                     | 27                  | 114.2%  | 0.7                   | 0.3       | A   |
|           | Subtotal   | 328                    | 334                 | 102.0%  | 1.0                   | 0.3       | A   |
| WB        | Left Turn  | 17                     | 17                  | 100.6%  | 3.0                   | 1.2       | A   |
|           | Through    | 306                    | 310                 | 101.4%  | 1.3                   | 0.2       | A   |
|           | Right Turn | 3                      | 4                   | 143.3%  | 0.7                   | 1.0       | A   |
|           | Subtotal   | 326                    | 332                 | 101.7%  | 1.3                   | 0.2       | A   |
| Total     |            | 752                    | 768                 | 102.1%  | 2.0                   | 0.3       | A   |

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

**SE 34th Street**  
**Existing Conditions Alternative 1**  
**AM Peak Hour**

**Intersection 5**

**176th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 11                     | 11                  | 102.7%  | 45.5                  | 23.3      | D   |
|           | Through    | 11                     | 12                  | 108.2%  | 40.5                  | 17.8      | D   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 22                     | 23                  | 105.5%  | 50.5                  | 16.1      | D   |
| SB        | Left Turn  | 47                     | 46                  | 97.4%   | 46.7                  | 13.4      | D   |
|           | Through    | 6                      | 7                   | 115.0%  | 46.7                  | 19.9      | D   |
|           | Right Turn | 114                    | 113                 | 99.3%   | 8.3                   | 3.5       | A   |
|           | Subtotal   | 167                    | 166                 | 99.3%   | 20.8                  | 7.4       | C   |
| EB        | Left Turn  | 37                     | 35                  | 93.5%   | 4.6                   | 1.9       | A   |
|           | Through    | 279                    | 287                 | 102.8%  | 2.9                   | 0.9       | A   |
|           | Right Turn | 6                      | 6                   | 95.0%   | 2.2                   | 3.6       | A   |
|           | Subtotal   | 322                    | 327                 | 101.6%  | 3.1                   | 0.9       | A   |
| WB        | Left Turn  | 1                      | 1                   | 50.0%   | 1.8                   | 4.8       | A   |
|           | Through    | 201                    | 212                 | 105.3%  | 3.9                   | 1.2       | A   |
|           | Right Turn | 41                     | 39                  | 95.9%   | 2.2                   | 1.4       | A   |
|           | Subtotal   | 243                    | 251                 | 103.5%  | 3.6                   | 1.0       | A   |
| Total     |            | 754                    | 768                 | 101.8%  | 8.4                   | 1.8       | A   |

**Intersection 6**

**177th Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 21                     | 21                  | 98.6%   | 9.7                   | 5.5       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 11                     | 10                  | 88.2%   | 3.8                   | 1.2       | A   |
|           | Subtotal   | 32                     | 30                  | 95.0%   | 6.9                   | 2.1       | A   |
| SB        | Left Turn  | 1                      | 1                   | 70.0%   | 2.1                   | 5.4       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 10                     | 10                  | 101.0%  | 3.1                   | 1.2       | A   |
|           | Subtotal   | 11                     | 11                  | 98.2%   | 3.9                   | 2.3       | A   |
| EB        | Left Turn  | 67                     | 65                  | 97.2%   | 3.4                   | 0.7       | A   |
|           | Through    | 250                    | 260                 | 103.8%  | 0.9                   | 0.2       | A   |
|           | Right Turn | 9                      | 10                  | 113.3%  | 0.7                   | 0.7       | A   |
|           | Subtotal   | 326                    | 335                 | 102.7%  | 1.4                   | 0.3       | A   |
| WB        | Left Turn  | 6                      | 5                   | 85.0%   | 4.5                   | 2.2       | A   |
|           | Through    | 212                    | 219                 | 103.4%  | 2.1                   | 0.7       | A   |
|           | Right Turn | 8                      | 9                   | 106.3%  | 0.9                   | 0.9       | A   |
|           | Subtotal   | 226                    | 233                 | 103.0%  | 2.1                   | 0.7       | A   |
| Total     |            | 595                    | 609                 | 102.3%  | 2.0                   | 0.3       | A   |



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

**SE 34th Street**  
**Existing Conditions Alternative 1**  
**AM Peak Hour**

**Intersection 7**

**Hiddenbrook Drive/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 58                     | 55                  | 95.3%   | 43.5                  | 9.3       | D   |
|           | Through    | 2                      | 3                   | 125.0%  | 31.5                  | 29.1      | C   |
|           | Right Turn | 28                     | 27                  | 96.4%   | 4.5                   | 0.6       | A   |
|           | Subtotal   | 88                     | 85                  | 96.4%   | 30.1                  | 4.8       | C   |
| SB        | Left Turn  | 2                      | 2                   | 90.0%   | 10.1                  | 21.4      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 9                      | 8                   | 87.8%   | 3.5                   | 2.9       | A   |
|           | Subtotal   | 11                     | 10                  | 88.2%   | 8.1                   | 10.5      | A   |
| EB        | Left Turn  | 29                     | 25                  | 84.5%   | 44.6                  | 12.7      | D   |
|           | Through    | 192                    | 199                 | 103.4%  | 4.1                   | 1.2       | A   |
|           | Right Turn | 41                     | 39                  | 94.1%   | 4.0                   | 1.6       | A   |
|           | Subtotal   | 262                    | 262                 | 99.8%   | 8.4                   | 1.9       | A   |
| WB        | Left Turn  | 27                     | 29                  | 105.9%  | 45.0                  | 6.0       | D   |
|           | Through    | 159                    | 170                 | 106.6%  | 3.4                   | 1.2       | A   |
|           | Right Turn | 15                     | 16                  | 105.3%  | 0.8                   | 1.3       | A   |
|           | Subtotal   | 201                    | 214                 | 106.4%  | 9.2                   | 2.0       | A   |
| Total     |            | 562                    | 570                 | 101.4%  | 12.1                  | 1.9       | B   |

**Intersection 8**

**192nd Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 58                     | 58                  | 100.3%  | 44.7                  | 7.5       | D   |
|           | Through    | 454                    | 455                 | 100.2%  | 14.2                  | 2.3       | B   |
|           | Right Turn | 226                    | 224                 | 99.2%   | 4.3                   | 0.8       | A   |
|           | Subtotal   | 738                    | 737                 | 99.9%   | 13.7                  | 2.0       | B   |
| SB        | Left Turn  | 95                     | 98                  | 102.9%  | 51.4                  | 14.8      | D   |
|           | Through    | 382                    | 383                 | 100.2%  | 11.5                  | 2.6       | B   |
|           | Right Turn | 55                     | 59                  | 107.8%  | 4.8                   | 2.1       | A   |
|           | Subtotal   | 532                    | 540                 | 101.4%  | 19.0                  | 4.7       | B   |
| EB        | Left Turn  | 48                     | 50                  | 103.3%  | 27.0                  | 9.0       | C   |
|           | Through    | 105                    | 109                 | 103.5%  | 37.0                  | 5.9       | D   |
|           | Right Turn | 36                     | 37                  | 102.8%  | 24.3                  | 13.4      | C   |
|           | Subtotal   | 189                    | 195                 | 103.3%  | 32.5                  | 6.4       | C   |
| WB        | Left Turn  | 135                    | 134                 | 99.5%   | 34.0                  | 5.6       | C   |
|           | Through    | 88                     | 97                  | 110.6%  | 38.6                  | 8.0       | D   |
|           | Right Turn | 60                     | 64                  | 107.0%  | 22.8                  | 6.4       | C   |
|           | Subtotal   | 283                    | 296                 | 104.5%  | 32.9                  | 5.7       | C   |
| Total     |            | 1,742                  | 1,768               | 101.5%  | 20.5                  | 2.2       | C   |

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

**SE 34th Street**  
**Existing Conditions Alternative 1**  
**AM Peak Hour**

**Intersection 9**

**196th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 41                     | 42                  | 103.4%  | 9.5                   | 3.7       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 20                  | 100.5%  | 3.5                   | 1.6       | A   |
|           | Subtotal   | 61                     | 63                  | 102.5%  | 7.5                   | 2.4       | A   |
| SB        | Left Turn  | 22                     | 23                  | 105.5%  | 10.2                  | 3.6       | B   |
|           | Through    | 1                      | 1                   | 110.0%  | 7.1                   | 11.5      | A   |
|           | Right Turn | 25                     | 28                  | 110.4%  | 2.8                   | 1.0       | A   |
|           | Subtotal   | 48                     | 52                  | 108.1%  | 7.0                   | 2.7       | A   |
| EB        | Left Turn  | 7                      | 6                   | 87.1%   | 16.9                  | 11.2      | B   |
|           | Through    | 333                    | 331                 | 99.2%   | 6.1                   | 1.7       | A   |
|           | Right Turn | 26                     | 29                  | 109.6%  | 4.0                   | 1.9       | A   |
|           | Subtotal   | 366                    | 365                 | 99.8%   | 6.1                   | 1.7       | A   |
| WB        | Left Turn  | 21                     | 19                  | 88.1%   | 15.4                  | 5.8       | B   |
|           | Through    | 317                    | 325                 | 102.4%  | 4.3                   | 1.2       | A   |
|           | Right Turn | 11                     | 12                  | 110.9%  | 1.0                   | 1.1       | A   |
|           | Subtotal   | 349                    | 355                 | 101.8%  | 4.7                   | 1.2       | A   |
| Total     |            | 824                    | 835                 | 101.3%  | 5.7                   | 1.3       | A   |

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

**SE 34th Street**  
**Existing Alternative 1**  
**PM Peak Hour**

**Intersection 1**                      **164th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 148                    | 147                 | 99.5%   | 47.8                  | 13.4      | D   |
|           | Through    | 1,002                  | 998                 | 99.6%   | 25.6                  | 7.0       | C   |
|           | Right Turn | 297                    | 293                 | 98.8%   | 4.6                   | 1.2       | A   |
|           | Subtotal   | 1,447                  | 1,439               | 99.4%   | 24.0                  | 5.5       | C   |
| SB        | Left Turn  | 126                    | 125                 | 98.9%   | 59.4                  | 8.7       | E   |
|           | Through    | 988                    | 995                 | 100.7%  | 25.3                  | 2.6       | C   |
|           | Right Turn | 55                     | 59                  | 106.4%  | 12.5                  | 4.4       | B   |
|           | Subtotal   | 1,169                  | 1,178               | 100.8%  | 28.2                  | 2.5       | C   |
| EB        | Left Turn  | 47                     | 47                  | 99.6%   | 54.3                  | 9.0       | D   |
|           | Through    | 76                     | 77                  | 101.4%  | 50.2                  | 6.1       | D   |
|           | Right Turn | 147                    | 142                 | 96.3%   | 7.7                   | 1.5       | A   |
|           | Subtotal   | 270                    | 266                 | 98.3%   | 28.4                  | 4.2       | C   |
| WB        | Left Turn  | 228                    | 234                 | 102.8%  | 50.2                  | 5.8       | D   |
|           | Through    | 84                     | 84                  | 100.2%  | 37.7                  | 8.6       | D   |
|           | Right Turn | 167                    | 169                 | 101.1%  | 7.5                   | 1.1       | A   |
|           | Subtotal   | 479                    | 487                 | 101.8%  | 33.0                  | 3.6       | C   |
| Total     |            | 3,365                  | 3,370               | 100.2%  | 27.0                  | 2.8       | C   |

**Intersection 2**                      **168th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 19                     | 18                  | 93.7%   | 14.6                  | 6.0       | B   |
|           | Through    | 9                      | 10                  | 110.0%  | 18.0                  | 15.8      | B   |
|           | Right Turn | 5                      | 6                   | 122.0%  | 2.8                   | 3.6       | A   |
|           | Subtotal   | 33                     | 34                  | 102.4%  | 14.2                  | 6.6       | B   |
| SB        | Left Turn  | 17                     | 16                  | 93.5%   | 10.4                  | 5.4       | B   |
|           | Through    | 11                     | 11                  | 98.2%   | 11.2                  | 5.2       | B   |
|           | Right Turn | 30                     | 31                  | 104.3%  | 5.0                   | 2.7       | A   |
|           | Subtotal   | 58                     | 58                  | 100.0%  | 8.4                   | 2.7       | A   |
| EB        | Left Turn  | 57                     | 59                  | 103.9%  | 11.1                  | 4.5       | B   |
|           | Through    | 427                    | 424                 | 99.3%   | 5.6                   | 2.0       | A   |
|           | Right Turn | 15                     | 17                  | 113.3%  | 4.8                   | 2.2       | A   |
|           | Subtotal   | 499                    | 500                 | 100.3%  | 6.3                   | 1.9       | A   |
| WB        | Left Turn  | 7                      | 6                   | 81.4%   | 7.2                   | 9.2       | A   |
|           | Through    | 430                    | 441                 | 102.6%  | 5.3                   | 1.4       | A   |
|           | Right Turn | 14                     | 13                  | 95.7%   | 2.6                   | 2.9       | A   |
|           | Subtotal   | 451                    | 460                 | 102.0%  | 5.3                   | 1.4       | A   |
| Total     |            | 1,041                  | 1,052               | 101.1%  | 6.2                   | 1.5       | A   |

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

**SE 34th Street**  
**Existing Alternative 1**  
**PM Peak Hour**

**Intersection 3**

**Pedestrian Crossing/34th Street**

**Signal**

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 449                    | 449                 | 99.9%   | 1.6                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 449                    | 449                 | 99.9%   | 1.6                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 451                    | 456                 | 101.1%  | 1.1                   | 0.7       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 451                    | 456                 | 101.1%  | 1.1                   | 0.7       | A   |
| Total     |            | 900                    | 905                 | 100.5%  | 1.4                   | 0.6       | A   |

**Intersection 4**

**172nd Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 40                     | 43                  | 106.8%  | 13.6                  | 3.7       | B   |
|           | Through    | 3                      | 4                   | 130.0%  | 8.3                   | 7.0       | A   |
|           | Right Turn | 21                     | 21                  | 99.0%   | 5.9                   | 3.1       | A   |
|           | Subtotal   | 64                     | 67                  | 105.3%  | 10.8                  | 2.7       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 3                      | 2                   | 70.0%   | 2.3                   | 3.8       | A   |
|           | Right Turn | 3                      | 3                   | 90.0%   | 2.3                   | 2.1       | A   |
|           | Subtotal   | 6                      | 5                   | 80.0%   | 3.7                   | 2.9       | A   |
| EB        | Left Turn  | 12                     | 11                  | 95.0%   | 4.6                   | 2.0       | A   |
|           | Through    | 371                    | 365                 | 98.5%   | 1.7                   | 0.3       | A   |
|           | Right Turn | 66                     | 68                  | 103.6%  | 0.9                   | 0.2       | A   |
|           | Subtotal   | 449                    | 445                 | 99.1%   | 1.6                   | 0.3       | A   |
| WB        | Left Turn  | 32                     | 33                  | 102.5%  | 7.2                   | 3.1       | A   |
|           | Through    | 408                    | 419                 | 102.6%  | 1.7                   | 0.1       | A   |
|           | Right Turn | 1                      | 1                   | 60.0%   | 0.0                   | 0.0       | A   |
|           | Subtotal   | 441                    | 452                 | 102.5%  | 2.1                   | 0.3       | A   |
| Total     |            | 960                    | 970                 | 101.0%  | 2.4                   | 0.4       | A   |

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

**SE 34th Street**  
**Existing Alternative 1**  
**PM Peak Hour**

**Intersection 5**

**176th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 11                     | 10                  | 87.3%   | 25.1                  | 19.1      | C   |
|           | Through    | 8                      | 11                  | 141.3%  | 36.8                  | 16.2      | D   |
|           | Right Turn | 1                      | 2                   | 190.0%  | 2.5                   | 4.7       | A   |
|           | Subtotal   | 20                     | 23                  | 114.0%  | 31.9                  | 12.1      | C   |
| SB        | Left Turn  | 68                     | 65                  | 94.9%   | 42.4                  | 6.7       | D   |
|           | Through    | 16                     | 15                  | 94.4%   | 43.0                  | 24.3      | D   |
|           | Right Turn | 58                     | 60                  | 103.4%  | 12.0                  | 6.6       | B   |
|           | Subtotal   | 142                    | 140                 | 98.3%   | 29.3                  | 6.0       | C   |
| EB        | Left Turn  | 131                    | 127                 | 96.9%   | 9.6                   | 0.9       | A   |
|           | Through    | 241                    | 245                 | 101.8%  | 4.3                   | 1.0       | A   |
|           | Right Turn | 20                     | 19                  | 97.0%   | 3.1                   | 2.0       | A   |
|           | Subtotal   | 392                    | 392                 | 99.9%   | 5.9                   | 1.1       | A   |
| WB        | Left Turn  | 8                      | 7                   | 88.8%   | 6.1                   | 4.0       | A   |
|           | Through    | 372                    | 375                 | 100.8%  | 6.0                   | 2.0       | A   |
|           | Right Turn | 77                     | 78                  | 101.6%  | 4.3                   | 1.5       | A   |
|           | Subtotal   | 457                    | 460                 | 100.7%  | 5.8                   | 1.8       | A   |
| Total     |            | 1,011                  | 1,015               | 100.3%  | 9.7                   | 1.5       | A   |

**Intersection 6**

**177th Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 16                     | 15                  | 90.6%   | 9.0                   | 4.7       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 11                     | 11                  | 99.1%   | 3.6                   | 1.0       | A   |
|           | Subtotal   | 27                     | 25                  | 94.1%   | 6.3                   | 3.0       | A   |
| SB        | Left Turn  | 3                      | 3                   | 96.7%   | 4.8                   | 8.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 44                     | 44                  | 100.9%  | 5.5                   | 2.4       | A   |
|           | Subtotal   | 47                     | 47                  | 100.6%  | 5.8                   | 2.4       | A   |
| EB        | Left Turn  | 12                     | 12                  | 97.5%   | 3.3                   | 3.0       | A   |
|           | Through    | 270                    | 268                 | 99.3%   | 1.1                   | 0.2       | A   |
|           | Right Turn | 28                     | 28                  | 100.4%  | 0.7                   | 0.2       | A   |
|           | Subtotal   | 310                    | 308                 | 99.3%   | 1.1                   | 0.2       | A   |
| WB        | Left Turn  | 10                     | 11                  | 113.0%  | 4.2                   | 2.0       | A   |
|           | Through    | 397                    | 408                 | 102.7%  | 2.5                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 407                    | 419                 | 103.0%  | 2.6                   | 0.3       | A   |
| Total     |            | 791                    | 800                 | 101.1%  | 2.4                   | 0.3       | A   |

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

**SE 34th Street**  
**Existing Alternative 1**  
**PM Peak Hour**

**Intersection 7**

**Hiddenbrook Drive/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 84                     | 83                  | 98.3%   | 34.6                  | 4.5       | C   |
|           | Through    | 1                      | 1                   | 100.0%  | 12.6                  | 21.6      | B   |
|           | Right Turn | 39                     | 42                  | 107.4%  | 5.4                   | 1.0       | A   |
|           | Subtotal   | 124                    | 126                 | 101.2%  | 25.1                  | 3.9       | C   |
| SB        | Left Turn  | 11                     | 11                  | 95.5%   | 33.9                  | 18.5      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 34                     | 37                  | 109.1%  | 5.0                   | 1.0       | A   |
|           | Subtotal   | 45                     | 48                  | 105.8%  | 11.4                  | 3.8       | B   |
| EB        | Left Turn  | 4                      | 3                   | 75.0%   | 22.0                  | 26.9      | C   |
|           | Through    | 221                    | 225                 | 101.8%  | 6.9                   | 1.7       | A   |
|           | Right Turn | 59                     | 59                  | 99.3%   | 4.1                   | 2.7       | A   |
|           | Subtotal   | 284                    | 287                 | 100.9%  | 6.8                   | 1.9       | A   |
| WB        | Left Turn  | 30                     | 30                  | 99.3%   | 45.5                  | 12.0      | D   |
|           | Through    | 289                    | 301                 | 104.0%  | 4.0                   | 0.8       | A   |
|           | Right Turn | 7                      | 7                   | 97.1%   | 1.3                   | 2.0       | A   |
|           | Subtotal   | 326                    | 337                 | 103.5%  | 7.8                   | 1.6       | A   |
| Total     |            | 779                    | 797                 | 102.3%  | 10.4                  | 1.2       | B   |

**Intersection 8**

**192nd Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 83                     | 83                  | 99.6%   | 49.3                  | 5.0       | D   |
|           | Through    | 643                    | 632                 | 98.2%   | 25.0                  | 2.8       | C   |
|           | Right Turn | 107                    | 111                 | 103.7%  | 5.4                   | 1.1       | A   |
|           | Subtotal   | 833                    | 825                 | 99.1%   | 24.5                  | 2.7       | C   |
| SB        | Left Turn  | 158                    | 153                 | 96.8%   | 42.7                  | 5.4       | D   |
|           | Through    | 597                    | 597                 | 100.0%  | 19.8                  | 3.3       | B   |
|           | Right Turn | 77                     | 80                  | 103.5%  | 12.9                  | 4.5       | B   |
|           | Subtotal   | 832                    | 829                 | 99.7%   | 23.3                  | 2.8       | C   |
| EB        | Left Turn  | 89                     | 86                  | 96.6%   | 29.4                  | 5.4       | C   |
|           | Through    | 147                    | 155                 | 105.4%  | 45.0                  | 4.8       | D   |
|           | Right Turn | 53                     | 53                  | 100.0%  | 31.9                  | 6.7       | C   |
|           | Subtotal   | 289                    | 294                 | 101.7%  | 38.3                  | 4.8       | D   |
| WB        | Left Turn  | 228                    | 229                 | 100.6%  | 41.1                  | 6.1       | D   |
|           | Through    | 128                    | 129                 | 100.4%  | 34.4                  | 3.5       | C   |
|           | Right Turn | 90                     | 96                  | 106.8%  | 26.7                  | 4.4       | C   |
|           | Subtotal   | 446                    | 454                 | 101.8%  | 36.0                  | 3.8       | D   |
| Total     |            | 2,400                  | 2,402               | 100.1%  | 27.9                  | 1.9       | C   |

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

**SE 34th Street**  
**Existing Alternative 1**  
**PM Peak Hour**

**Intersection 9**

**196th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 54                     | 52                  | 96.7%   | 12.0                  | 1.6       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 19                     | 21                  | 112.1%  | 3.6                   | 1.9       | A   |
|           | Subtotal   | 73                     | 74                  | 100.7%  | 9.6                   | 1.9       | A   |
| SB        | Left Turn  | 5                      | 5                   | 100.0%  | 4.3                   | 5.0       | A   |
|           | Through    | 2                      | 1                   | 70.0%   | 5.2                   | 7.4       | A   |
|           | Right Turn | 15                     | 13                  | 88.7%   | 4.1                   | 2.9       | A   |
|           | Subtotal   | 22                     | 20                  | 89.5%   | 5.5                   | 3.0       | A   |
| EB        | Left Turn  | 21                     | 21                  | 97.6%   | 13.2                  | 3.5       | B   |
|           | Through    | 306                    | 306                 | 100.0%  | 5.3                   | 1.9       | A   |
|           | Right Turn | 34                     | 37                  | 109.4%  | 4.3                   | 1.9       | A   |
|           | Subtotal   | 361                    | 364                 | 100.7%  | 5.5                   | 1.9       | A   |
| WB        | Left Turn  | 16                     | 15                  | 93.1%   | 13.6                  | 5.3       | B   |
|           | Through    | 440                    | 451                 | 102.5%  | 5.5                   | 1.4       | A   |
|           | Right Turn | 8                      | 7                   | 91.3%   | 2.5                   | 3.2       | A   |
|           | Subtotal   | 464                    | 473                 | 102.0%  | 5.7                   | 1.4       | A   |
| Total     |            | 920                    | 930                 | 101.1%  | 5.9                   | 1.4       | A   |

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

SE 34th Street  
2027 No Build  
AM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 101                 | 101.0%  | 42.4                  | 7.6       | D   |
|           | Through    | 790                    | 791                 | 100.1%  | 18.3                  | 2.4       | B   |
|           | Right Turn | 200                    | 203                 | 101.6%  | 5.4                   | 0.7       | A   |
|           | Subtotal   | 1,090                  | 1,095               | 100.4%  | 18.3                  | 1.4       | B   |
| SB        | Left Turn  | 150                    | 146                 | 97.5%   | 48.1                  | 6.5       | D   |
|           | Through    | 690                    | 701                 | 101.6%  | 17.6                  | 2.3       | B   |
|           | Right Turn | 30                     | 33                  | 110.0%  | 5.8                   | 4.7       | A   |
|           | Subtotal   | 870                    | 880                 | 101.2%  | 22.4                  | 2.3       | C   |
| EB        | Left Turn  | 20                     | 19                  | 93.0%   | 59.1                  | 16.0      | E   |
|           | Through    | 50                     | 53                  | 106.6%  | 51.4                  | 9.7       | D   |
|           | Right Turn | 140                    | 145                 | 103.8%  | 5.5                   | 1.1       | A   |
|           | Subtotal   | 210                    | 217                 | 103.4%  | 22.6                  | 3.5       | C   |
| WB        | Left Turn  | 310                    | 311                 | 100.4%  | 44.9                  | 5.4       | D   |
|           | Through    | 70                     | 73                  | 104.9%  | 33.5                  | 5.0       | C   |
|           | Right Turn | 110                    | 115                 | 104.6%  | 5.7                   | 0.9       | A   |
|           | Subtotal   | 490                    | 500                 | 102.0%  | 34.3                  | 3.1       | C   |
| Total     |            | 2,660                  | 2,692               | 101.2%  | 23.1                  | 1.4       | C   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 28                  | 92.7%   | 17.3                  | 5.0       | B   |
|           | Through    | 10                     | 11                  | 114.0%  | 17.3                  | 11.1      | B   |
|           | Right Turn | 10                     | 10                  | 104.0%  | 3.8                   | 4.4       | A   |
|           | Subtotal   | 50                     | 50                  | 99.2%   | 15.3                  | 4.7       | B   |
| SB        | Left Turn  | 10                     | 8                   | 81.0%   | 11.1                  | 12.1      | B   |
|           | Through    | 10                     | 9                   | 91.0%   | 16.2                  | 12.2      | B   |
|           | Right Turn | 50                     | 51                  | 101.0%  | 4.0                   | 1.0       | A   |
|           | Subtotal   | 70                     | 68                  | 96.7%   | 7.0                   | 3.0       | A   |
| EB        | Left Turn  | 30                     | 30                  | 99.7%   | 9.2                   | 4.2       | A   |
|           | Through    | 350                    | 357                 | 102.1%  | 4.6                   | 1.4       | A   |
|           | Right Turn | 20                     | 19                  | 94.5%   | 2.7                   | 2.2       | A   |
|           | Subtotal   | 400                    | 406                 | 101.5%  | 4.9                   | 1.4       | A   |
| WB        | Left Turn  | 10                     | 9                   | 88.0%   | 6.4                   | 5.8       | A   |
|           | Through    | 410                    | 421                 | 102.8%  | 3.6                   | 1.0       | A   |
|           | Right Turn | 20                     | 19                  | 94.5%   | 1.7                   | 2.1       | A   |
|           | Subtotal   | 440                    | 449                 | 102.0%  | 3.6                   | 1.0       | A   |
| Total     |            | 960                    | 972                 | 101.3%  | 5.0                   | 1.1       | A   |



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

SE 34th Street  
2027 No Build  
AM Peak Hour

Intersection 3

Pedestrian Crossing/34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 370                    | 377                 | 101.9%  | 1.8                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 370                    | 377                 | 101.9%  | 1.8                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 440                    | 447                 | 101.5%  | 1.0                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 440                    | 447                 | 101.5%  | 1.0                   | 0.3       | A   |
| Total     |            | 810                    | 824                 | 101.7%  | 1.3                   | 0.3       | A   |

Intersection 4

172nd Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 69                  | 98.1%   | 8.8                   | 1.3       | A   |
|           | Through    | 10                     | 10                  | 104.0%  | 8.1                   | 5.0       | A   |
|           | Right Turn | 30                     | 32                  | 108.0%  | 5.8                   | 1.5       | A   |
|           | Subtotal   | 110                    | 112                 | 101.4%  | 8.1                   | 0.8       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 21                  | 107.0%  | 3.1                   | 0.8       | A   |
|           | Subtotal   | 20                     | 21                  | 107.0%  | 3.1                   | 0.8       | A   |
| EB        | Left Turn  | 10                     | 9                   | 92.0%   | 2.2                   | 2.1       | A   |
|           | Through    | 340                    | 346                 | 101.6%  | 0.6                   | 0.1       | A   |
|           | Right Turn | 20                     | 20                  | 100.5%  | 0.1                   | 0.1       | A   |
|           | Subtotal   | 370                    | 375                 | 101.3%  | 0.6                   | 0.1       | A   |
| WB        | Left Turn  | 20                     | 18                  | 92.0%   | 2.9                   | 1.0       | A   |
|           | Through    | 350                    | 360                 | 102.9%  | 1.1                   | 0.2       | A   |
|           | Right Turn | 10                     | 11                  | 110.0%  | 1.4                   | 1.2       | A   |
|           | Subtotal   | 380                    | 390                 | 102.5%  | 1.2                   | 0.2       | A   |
| Total     |            | 880                    | 897                 | 102.0%  | 2.0                   | 0.2       | A   |

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

SE 34th Street  
2027 No Build  
AM Peak Hour

Intersection 5                      176th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 18                  | 90.0%   | 40.9                  | 20.6      | D   |
|           | Through    | 20                     | 22                  | 109.5%  | 38.6                  | 6.0       | D   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 40                     | 40                  | 99.8%   | 41.4                  | 7.1       | D   |
| SB        | Left Turn  | 60                     | 60                  | 99.2%   | 50.5                  | 8.5       | D   |
|           | Through    | 10                     | 10                  | 103.0%  | 43.1                  | 22.0      | D   |
|           | Right Turn | 130                    | 128                 | 98.5%   | 8.6                   | 4.3       | A   |
|           | Subtotal   | 200                    | 198                 | 99.0%   | 23.1                  | 3.1       | C   |
| EB        | Left Turn  | 50                     | 51                  | 101.0%  | 5.0                   | 1.8       | A   |
|           | Through    | 310                    | 321                 | 103.6%  | 2.6                   | 1.2       | A   |
|           | Right Turn | 10                     | 9                   | 88.0%   | 3.9                   | 7.8       | A   |
|           | Subtotal   | 370                    | 380                 | 102.8%  | 3.0                   | 1.2       | A   |
| WB        | Left Turn  | 10                     | 9                   | 92.0%   | 5.7                   | 6.6       | A   |
|           | Through    | 230                    | 244                 | 106.0%  | 3.8                   | 1.0       | A   |
|           | Right Turn | 50                     | 48                  | 95.6%   | 1.4                   | 0.8       | A   |
|           | Subtotal   | 290                    | 301                 | 103.8%  | 3.5                   | 1.0       | A   |
| Total     |            | 900                    | 919                 | 102.1%  | 9.5                   | 1.1       | A   |

Intersection 6                      177th Avenue/34th Street                      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 33                  | 110.3%  | 8.6                   | 2.1       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 20                  | 97.5%   | 3.7                   | 1.4       | A   |
|           | Subtotal   | 50                     | 53                  | 105.2%  | 6.9                   | 1.4       | A   |
| SB        | Left Turn  | 10                     | 8                   | 76.0%   | 7.5                   | 3.3       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 22                  | 108.5%  | 3.2                   | 1.1       | A   |
|           | Subtotal   | 30                     | 29                  | 97.7%   | 4.7                   | 1.5       | A   |
| EB        | Left Turn  | 80                     | 77                  | 96.0%   | 2.5                   | 0.5       | A   |
|           | Through    | 280                    | 297                 | 106.0%  | 0.9                   | 0.2       | A   |
|           | Right Turn | 10                     | 12                  | 116.0%  | 0.3                   | 0.3       | A   |
|           | Subtotal   | 370                    | 385                 | 104.1%  | 1.2                   | 0.3       | A   |
| WB        | Left Turn  | 10                     | 9                   | 85.0%   | 1.5                   | 1.4       | A   |
|           | Through    | 240                    | 241                 | 100.3%  | 1.3                   | 0.2       | A   |
|           | Right Turn | 10                     | 10                  | 102.0%  | 0.3                   | 0.2       | A   |
|           | Subtotal   | 260                    | 259                 | 99.7%   | 1.2                   | 0.2       | A   |
| Total     |            | 710                    | 727                 | 102.3%  | 1.8                   | 0.2       | A   |

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

SE 34th Street  
2027 No Build  
AM Peak Hour

Intersection 7

Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 72                  | 102.3%  | 39.8                  | 5.1       | D   |
|           | Through    | 10                     | 11                  | 106.0%  | 39.2                  | 24.1      | D   |
|           | Right Turn | 40                     | 39                  | 96.5%   | 5.1                   | 1.0       | A   |
|           | Subtotal   | 120                    | 121                 | 100.7%  | 29.4                  | 5.2       | C   |
| SB        | Left Turn  | 10                     | 10                  | 99.0%   | 34.2                  | 15.2      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 10                     | 11                  | 114.0%  | 3.2                   | 1.2       | A   |
|           | Subtotal   | 20                     | 21                  | 106.5%  | 21.0                  | 9.1       | C   |
| EB        | Left Turn  | 40                     | 39                  | 98.5%   | 41.3                  | 8.2       | D   |
|           | Through    | 220                    | 231                 | 104.8%  | 3.7                   | 1.1       | A   |
|           | Right Turn | 50                     | 46                  | 92.4%   | 1.8                   | 1.1       | A   |
|           | Subtotal   | 310                    | 316                 | 102.0%  | 8.3                   | 2.4       | A   |
| WB        | Left Turn  | 30                     | 29                  | 98.0%   | 37.9                  | 12.2      | D   |
|           | Through    | 180                    | 177                 | 98.2%   | 3.1                   | 1.9       | A   |
|           | Right Turn | 20                     | 21                  | 103.0%  | 1.7                   | 1.9       | A   |
|           | Subtotal   | 230                    | 227                 | 98.6%   | 7.2                   | 3.5       | A   |
| Total     |            | 680                    | 685                 | 100.7%  | 12.3                  | 2.5       | B   |

Intersection 8

192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 69                  | 98.9%   | 44.5                  | 6.8       | D   |
|           | Through    | 510                    | 512                 | 100.5%  | 13.0                  | 1.9       | B   |
|           | Right Turn | 250                    | 251                 | 100.4%  | 6.8                   | 0.7       | A   |
|           | Subtotal   | 830                    | 833                 | 100.3%  | 13.7                  | 1.5       | B   |
| SB        | Left Turn  | 110                    | 112                 | 101.5%  | 50.6                  | 9.7       | D   |
|           | Through    | 430                    | 418                 | 97.3%   | 12.6                  | 1.8       | B   |
|           | Right Turn | 70                     | 67                  | 95.9%   | 5.8                   | 2.6       | A   |
|           | Subtotal   | 610                    | 597                 | 97.9%   | 18.8                  | 3.4       | B   |
| EB        | Left Turn  | 60                     | 59                  | 97.8%   | 32.2                  | 5.7       | C   |
|           | Through    | 120                    | 125                 | 104.1%  | 41.3                  | 4.2       | D   |
|           | Right Turn | 50                     | 52                  | 104.4%  | 18.8                  | 6.3       | B   |
|           | Subtotal   | 230                    | 236                 | 102.5%  | 34.3                  | 3.5       | C   |
| WB        | Left Turn  | 150                    | 147                 | 98.0%   | 37.1                  | 4.1       | D   |
|           | Through    | 100                    | 100                 | 100.1%  | 34.4                  | 5.1       | C   |
|           | Right Turn | 70                     | 69                  | 99.0%   | 9.9                   | 3.1       | A   |
|           | Subtotal   | 320                    | 316                 | 98.9%   | 29.9                  | 4.4       | C   |
| Total     |            | 1,990                  | 1,982               | 99.6%   | 20.3                  | 1.8       | C   |

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

SE 34th Street  
2027 No Build  
AM Peak Hour

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                     | 51                  | 101.6%  | 11.9                  | 3.3       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 29                  | 98.0%   | 3.4                   | 1.1       | A   |
|           | Subtotal   | 80                     | 80                  | 100.3%  | 9.0                   | 2.5       | A   |
| SB        | Left Turn  | 30                     | 31                  | 102.7%  | 11.2                  | 2.6       | B   |
|           | Through    | 10                     | 9                   | 91.0%   | 12.9                  | 8.8       | B   |
|           | Right Turn | 30                     | 27                  | 89.3%   | 3.6                   | 1.7       | A   |
|           | Subtotal   | 70                     | 67                  | 95.3%   | 8.8                   | 1.8       | A   |
| EB        | Left Turn  | 10                     | 9                   | 93.0%   | 13.1                  | 5.2       | B   |
|           | Through    | 370                    | 376                 | 101.7%  | 5.3                   | 1.2       | A   |
|           | Right Turn | 30                     | 32                  | 105.7%  | 4.1                   | 2.1       | A   |
|           | Subtotal   | 410                    | 417                 | 101.8%  | 5.5                   | 1.1       | A   |
| WB        | Left Turn  | 30                     | 29                  | 96.7%   | 15.1                  | 5.6       | B   |
|           | Through    | 350                    | 342                 | 97.8%   | 4.8                   | 1.4       | A   |
|           | Right Turn | 20                     | 18                  | 89.5%   | 1.9                   | 1.0       | A   |
|           | Subtotal   | 400                    | 389                 | 97.3%   | 5.3                   | 1.2       | A   |
| Total     |            | 960                    | 954                 | 99.3%   | 5.9                   | 0.8       | A   |

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

SE 34th Street  
2027 No Build  
PM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 170                    | 173                 | 101.5%  | 61.5                  | 18.7      | E   |
|           | Through    | 1,110                  | 1,113               | 100.3%  | 23.9                  | 2.9       | C   |
|           | Right Turn | 330                    | 340                 | 102.9%  | 7.9                   | 0.7       | A   |
|           | Subtotal   | 1,610                  | 1,626               | 101.0%  | 24.9                  | 4.0       | C   |
| SB        | Left Turn  | 140                    | 143                 | 102.1%  | 65.1                  | 11.9      | E   |
|           | Through    | 1,100                  | 1,118               | 101.6%  | 23.5                  | 3.0       | C   |
|           | Right Turn | 70                     | 71                  | 101.1%  | 11.6                  | 5.4       | B   |
|           | Subtotal   | 1,310                  | 1,332               | 101.6%  | 27.2                  | 3.6       | C   |
| EB        | Left Turn  | 60                     | 56                  | 93.5%   | 75.3                  | 12.2      | E   |
|           | Through    | 100                    | 98                  | 97.7%   | 50.9                  | 7.1       | D   |
|           | Right Turn | 170                    | 161                 | 94.6%   | 8.2                   | 1.9       | A   |
|           | Subtotal   | 330                    | 315                 | 95.4%   | 34.2                  | 4.6       | C   |
| WB        | Left Turn  | 260                    | 257                 | 98.7%   | 48.6                  | 5.9       | D   |
|           | Through    | 150                    | 161                 | 107.3%  | 40.7                  | 7.0       | D   |
|           | Right Turn | 190                    | 194                 | 102.1%  | 11.2                  | 2.6       | B   |
|           | Subtotal   | 600                    | 612                 | 101.9%  | 34.6                  | 2.1       | C   |
| Total     |            | 3,850                  | 3,883               | 100.9%  | 27.9                  | 2.5       | C   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 29                  | 98.0%   | 19.1                  | 7.7       | B   |
|           | Through    | 10                     | 11                  | 107.0%  | 16.5                  | 10.2      | B   |
|           | Right Turn | 10                     | 12                  | 121.0%  | 7.9                   | 11.2      | A   |
|           | Subtotal   | 50                     | 52                  | 104.4%  | 15.5                  | 4.9       | B   |
| SB        | Left Turn  | 20                     | 18                  | 90.0%   | 14.8                  | 8.4       | B   |
|           | Through    | 20                     | 20                  | 97.5%   | 13.7                  | 5.1       | B   |
|           | Right Turn | 40                     | 39                  | 97.8%   | 5.8                   | 1.9       | A   |
|           | Subtotal   | 80                     | 77                  | 95.8%   | 10.4                  | 4.2       | B   |
| EB        | Left Turn  | 70                     | 73                  | 104.6%  | 12.3                  | 3.1       | B   |
|           | Through    | 480                    | 494                 | 103.0%  | 4.9                   | 1.3       | A   |
|           | Right Turn | 20                     | 21                  | 106.0%  | 2.9                   | 1.4       | A   |
|           | Subtotal   | 570                    | 589                 | 103.3%  | 5.7                   | 1.3       | A   |
| WB        | Left Turn  | 10                     | 9                   | 88.0%   | 4.7                   | 3.6       | A   |
|           | Through    | 530                    | 547                 | 103.1%  | 4.7                   | 1.8       | A   |
|           | Right Turn | 20                     | 21                  | 106.5%  | 2.2                   | 1.8       | A   |
|           | Subtotal   | 560                    | 577                 | 103.0%  | 4.6                   | 1.8       | A   |
| Total     |            | 1,260                  | 1,294               | 102.7%  | 5.9                   | 1.3       | A   |

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

SE 34th Street  
2027 No Build  
PM Peak Hour

Intersection 3 Pedestrian Crossing/34th Street Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 510                    | 523                 | 102.5%  | 1.6                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 510                    | 523                 | 102.5%  | 1.6                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 560                    | 572                 | 102.2%  | 0.9                   | 0.7       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 560                    | 572                 | 102.2%  | 0.9                   | 0.7       | A   |
| Total     |            | 1,070                  | 1,095               | 102.3%  | 1.3                   | 0.6       | A   |

Intersection 4 172nd Avenue/34th Street Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                     | 49                  | 97.2%   | 15.4                  | 3.4       | C   |
|           | Through    | 10                     | 12                  | 122.0%  | 21.8                  | 16.8      | C   |
|           | Right Turn | 30                     | 32                  | 105.3%  | 9.0                   | 3.9       | A   |
|           | Subtotal   | 90                     | 92                  | 102.7%  | 13.9                  | 4.3       | B   |
| SB        | Left Turn  | 10                     | 11                  | 114.0%  | 10.0                  | 5.1       | A   |
|           | Through    | 10                     | 11                  | 113.0%  | 16.4                  | 9.2       | C   |
|           | Right Turn | 10                     | 11                  | 108.0%  | 5.5                   | 6.2       | A   |
|           | Subtotal   | 30                     | 34                  | 111.7%  | 11.9                  | 6.6       | B   |
| EB        | Left Turn  | 20                     | 18                  | 89.0%   | 3.2                   | 1.3       | A   |
|           | Through    | 410                    | 421                 | 102.6%  | 1.1                   | 0.3       | A   |
|           | Right Turn | 80                     | 79                  | 99.1%   | 0.9                   | 0.6       | A   |
|           | Subtotal   | 510                    | 518                 | 101.5%  | 1.1                   | 0.3       | A   |
| WB        | Left Turn  | 40                     | 39                  | 98.0%   | 5.0                   | 1.2       | A   |
|           | Through    | 500                    | 523                 | 104.5%  | 2.0                   | 0.4       | A   |
|           | Right Turn | 10                     | 9                   | 90.0%   | 2.2                   | 2.1       | A   |
|           | Subtotal   | 550                    | 571                 | 103.8%  | 2.2                   | 0.3       | A   |
| Total     |            | 1,180                  | 1,214               | 102.9%  | 3.0                   | 0.5       | A   |

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

SE 34th Street  
2027 No Build  
PM Peak Hour

Intersection 5

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 99.5%   | 39.4                  | 13.6      | D   |
|           | Through    | 10                     | 9                   | 90.0%   | 37.3                  | 22.8      | D   |
|           | Right Turn | 10                     | 11                  | 105.0%  | 3.8                   | 2.4       | A   |
|           | Subtotal   | 40                     | 39                  | 98.5%   | 31.6                  | 11.0      | C   |
| SB        | Left Turn  | 80                     | 79                  | 98.8%   | 46.6                  | 6.1       | D   |
|           | Through    | 20                     | 19                  | 95.0%   | 35.9                  | 11.6      | D   |
|           | Right Turn | 70                     | 76                  | 108.6%  | 9.1                   | 2.2       | A   |
|           | Subtotal   | 170                    | 174                 | 102.4%  | 29.2                  | 6.2       | C   |
| EB        | Left Turn  | 150                    | 152                 | 101.0%  | 9.0                   | 4.3       | A   |
|           | Through    | 270                    | 289                 | 107.1%  | 3.7                   | 1.3       | A   |
|           | Right Turn | 30                     | 31                  | 103.3%  | 1.5                   | 0.8       | A   |
|           | Subtotal   | 450                    | 472                 | 104.8%  | 5.2                   | 2.1       | A   |
| WB        | Left Turn  | 10                     | 10                  | 95.0%   | 8.8                   | 9.0       | A   |
|           | Through    | 460                    | 470                 | 102.2%  | 7.2                   | 1.4       | A   |
|           | Right Turn | 90                     | 89                  | 98.8%   | 6.2                   | 4.3       | A   |
|           | Subtotal   | 560                    | 569                 | 101.6%  | 7.0                   | 1.6       | A   |
| Total     |            | 1,220                  | 1,254               | 102.8%  | 10.3                  | 1.6       | B   |

Intersection 6

177th Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 99.0%   | 9.3                   | 2.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 23                  | 115.5%  | 3.6                   | 1.0       | A   |
|           | Subtotal   | 40                     | 43                  | 107.3%  | 6.4                   | 1.7       | A   |
| SB        | Left Turn  | 10                     | 9                   | 87.0%   | 7.6                   | 4.3       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 50                     | 50                  | 99.4%   | 4.7                   | 1.6       | A   |
|           | Subtotal   | 60                     | 58                  | 97.3%   | 5.3                   | 1.6       | A   |
| EB        | Left Turn  | 20                     | 21                  | 104.5%  | 4.3                   | 1.3       | A   |
|           | Through    | 300                    | 312                 | 103.9%  | 1.0                   | 0.3       | A   |
|           | Right Turn | 40                     | 41                  | 103.0%  | 0.6                   | 0.2       | A   |
|           | Subtotal   | 360                    | 374                 | 103.8%  | 1.2                   | 0.3       | A   |
| WB        | Left Turn  | 20                     | 20                  | 102.0%  | 3.1                   | 1.2       | A   |
|           | Through    | 490                    | 500                 | 102.0%  | 2.0                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 510                    | 520                 | 102.0%  | 2.0                   | 0.3       | A   |
| Total     |            | 970                    | 995                 | 102.6%  | 2.1                   | 0.2       | A   |

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

SE 34th Street  
2027 No Build  
PM Peak Hour

Intersection 7

Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 101                 | 101.4%  | 35.6                  | 4.5       | D   |
|           | Through    | 10                     | 9                   | 87.0%   | 45.4                  | 21.6      | D   |
|           | Right Turn | 50                     | 56                  | 111.4%  | 5.8                   | 1.5       | A   |
|           | Subtotal   | 160                    | 166                 | 103.6%  | 26.6                  | 4.0       | C   |
| SB        | Left Turn  | 20                     | 19                  | 94.0%   | 37.9                  | 10.6      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 40                     | 40                  | 100.0%  | 4.6                   | 1.0       | A   |
|           | Subtotal   | 60                     | 59                  | 98.0%   | 16.3                  | 3.4       | B   |
| EB        | Left Turn  | 10                     | 10                  | 100.0%  | 43.7                  | 16.0      | D   |
|           | Through    | 250                    | 257                 | 102.7%  | 6.0                   | 1.1       | A   |
|           | Right Turn | 70                     | 76                  | 107.9%  | 4.0                   | 1.5       | A   |
|           | Subtotal   | 330                    | 342                 | 103.7%  | 6.9                   | 1.0       | A   |
| WB        | Left Turn  | 40                     | 41                  | 102.8%  | 46.8                  | 8.7       | D   |
|           | Through    | 370                    | 382                 | 103.3%  | 4.1                   | 1.1       | A   |
|           | Right Turn | 10                     | 8                   | 78.0%   | 2.8                   | 4.0       | A   |
|           | Subtotal   | 420                    | 431                 | 102.7%  | 8.6                   | 1.7       | A   |
| Total     |            | 970                    | 998                 | 102.9%  | 11.5                  | 1.2       | B   |

Intersection 8

192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 102                 | 101.9%  | 46.2                  | 6.6       | D   |
|           | Through    | 710                    | 714                 | 100.6%  | 19.4                  | 2.6       | B   |
|           | Right Turn | 120                    | 118                 | 98.4%   | 6.3                   | 0.9       | A   |
|           | Subtotal   | 930                    | 934                 | 100.4%  | 20.8                  | 2.6       | C   |
| SB        | Left Turn  | 180                    | 181                 | 100.4%  | 57.4                  | 6.8       | E   |
|           | Through    | 660                    | 665                 | 100.7%  | 18.0                  | 3.3       | B   |
|           | Right Turn | 90                     | 93                  | 103.0%  | 10.9                  | 4.3       | B   |
|           | Subtotal   | 930                    | 938                 | 100.9%  | 25.6                  | 3.6       | C   |
| EB        | Left Turn  | 100                    | 104                 | 104.1%  | 30.7                  | 4.0       | C   |
|           | Through    | 170                    | 171                 | 100.8%  | 36.8                  | 3.7       | D   |
|           | Right Turn | 60                     | 67                  | 112.3%  | 26.7                  | 6.9       | C   |
|           | Subtotal   | 330                    | 343                 | 103.9%  | 33.0                  | 2.5       | C   |
| WB        | Left Turn  | 260                    | 251                 | 96.4%   | 37.3                  | 2.0       | D   |
|           | Through    | 200                    | 205                 | 102.3%  | 29.7                  | 4.2       | C   |
|           | Right Turn | 100                    | 103                 | 103.0%  | 18.1                  | 3.7       | B   |
|           | Subtotal   | 560                    | 558                 | 99.7%   | 30.8                  | 2.2       | C   |
| Total     |            | 2,750                  | 2,774               | 100.9%  | 26.0                  | 1.9       | C   |



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

SE 34th Street  
2027 No Build  
PM Peak Hour

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 60                  | 100.5%  | 12.8                  | 3.6       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 31                  | 104.3%  | 3.8                   | 1.1       | A   |
|           | Subtotal   | 90                     | 92                  | 101.8%  | 9.6                   | 2.8       | A   |
| SB        | Left Turn  | 10                     | 9                   | 87.0%   | 8.0                   | 4.8       | A   |
|           | Through    | 10                     | 12                  | 115.0%  | 7.2                   | 3.3       | A   |
|           | Right Turn | 20                     | 20                  | 101.0%  | 3.5                   | 1.2       | A   |
|           | Subtotal   | 40                     | 40                  | 101.0%  | 5.8                   | 2.1       | A   |
| EB        | Left Turn  | 30                     | 30                  | 99.7%   | 12.9                  | 3.3       | B   |
|           | Through    | 340                    | 340                 | 99.9%   | 5.0                   | 1.3       | A   |
|           | Right Turn | 40                     | 40                  | 99.8%   | 3.4                   | 1.2       | A   |
|           | Subtotal   | 410                    | 409                 | 99.8%   | 5.5                   | 1.0       | A   |
| WB        | Left Turn  | 20                     | 17                  | 87.0%   | 16.7                  | 5.1       | B   |
|           | Through    | 490                    | 488                 | 99.6%   | 5.8                   | 1.6       | A   |
|           | Right Turn | 10                     | 9                   | 89.0%   | 3.0                   | 2.3       | A   |
|           | Subtotal   | 520                    | 514                 | 98.9%   | 6.1                   | 1.6       | A   |
| Total     |            | 1,060                  | 1,056               | 99.6%   | 6.2                   | 1.1       | A   |

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

**SE 34th Street**  
**2027\_Alt\_1**  
**AM Peak Hour**

**Intersection 1**                      **164th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 98                  | 97.9%   | 41.1                  | 8.4       | D   |
|           | Through    | 790                    | 796                 | 100.7%  | 25.9                  | 4.4       | C   |
|           | Right Turn | 200                    | 207                 | 103.5%  | 3.5                   | 0.7       | A   |
|           | Subtotal   | 1,090                  | 1,101               | 101.0%  | 23.0                  | 3.6       | C   |
| SB        | Left Turn  | 150                    | 140                 | 93.0%   | 55.8                  | 4.8       | E   |
|           | Through    | 690                    | 695                 | 100.7%  | 24.4                  | 3.2       | C   |
|           | Right Turn | 30                     | 29                  | 95.7%   | 9.0                   | 2.6       | A   |
|           | Subtotal   | 870                    | 863                 | 99.2%   | 29.0                  | 2.6       | C   |
| EB        | Left Turn  | 20                     | 20                  | 97.5%   | 54.2                  | 15.3      | D   |
|           | Through    | 50                     | 50                  | 100.0%  | 51.2                  | 9.0       | D   |
|           | Right Turn | 140                    | 147                 | 105.1%  | 5.8                   | 1.7       | A   |
|           | Subtotal   | 210                    | 217                 | 103.1%  | 20.0                  | 2.8       | B   |
| WB        | Left Turn  | 310                    | 313                 | 101.0%  | 44.5                  | 4.3       | D   |
|           | Through    | 70                     | 71                  | 100.7%  | 27.9                  | 5.6       | C   |
|           | Right Turn | 110                    | 112                 | 101.5%  | 5.4                   | 1.3       | A   |
|           | Subtotal   | 490                    | 495                 | 101.0%  | 33.0                  | 3.2       | C   |
| Total     |            | 2,660                  | 2,675               | 100.6%  | 26.7                  | 1.7       | C   |

**Intersection 2**                      **168th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 29                  | 97.0%   | 17.8                  | 4.7       | B   |
|           | Through    | 10                     | 11                  | 109.0%  | 16.8                  | 8.1       | B   |
|           | Right Turn | 10                     | 10                  | 100.0%  | 7.4                   | 5.4       | A   |
|           | Subtotal   | 50                     | 50                  | 100.0%  | 15.6                  | 4.6       | B   |
| SB        | Left Turn  | 10                     | 9                   | 85.0%   | 14.6                  | 13.1      | B   |
|           | Through    | 10                     | 10                  | 99.0%   | 12.4                  | 10.7      | B   |
|           | Right Turn | 50                     | 49                  | 97.6%   | 5.6                   | 0.9       | A   |
|           | Subtotal   | 70                     | 67                  | 96.0%   | 7.8                   | 2.3       | A   |
| EB        | Left Turn  | 30                     | 31                  | 104.3%  | 9.8                   | 3.8       | A   |
|           | Through    | 350                    | 347                 | 99.1%   | 4.8                   | 0.4       | A   |
|           | Right Turn | 20                     | 21                  | 103.0%  | 3.4                   | 1.5       | A   |
|           | Subtotal   | 400                    | 399                 | 99.7%   | 5.2                   | 0.7       | A   |
| WB        | Left Turn  | 10                     | 8                   | 80.0%   | 8.8                   | 4.9       | A   |
|           | Through    | 410                    | 419                 | 102.1%  | 5.2                   | 1.6       | A   |
|           | Right Turn | 20                     | 20                  | 99.5%   | 4.8                   | 3.1       | A   |
|           | Subtotal   | 440                    | 446                 | 101.5%  | 5.2                   | 1.6       | A   |
| Total     |            | 960                    | 962                 | 100.2%  | 6.0                   | 1.0       | A   |

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

SE 34th Street  
2027\_Alt\_1  
AM Peak Hour

Intersection 3

Pedestrian Crossing/34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 370                    | 368                 | 99.3%   | 2.3                   | 0.9       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 370                    | 368                 | 99.3%   | 2.3                   | 0.9       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 440                    | 444                 | 100.9%  | 1.4                   | 1.0       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 440                    | 444                 | 100.9%  | 1.4                   | 1.0       | A   |
| Total     |            | 810                    | 812                 | 100.2%  | 1.8                   | 0.9       | A   |

Intersection 4

172nd Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 70                  | 99.6%   | 11.0                  | 3.3       | B   |
|           | Through    | 10                     | 11                  | 109.0%  | 9.9                   | 4.0       | A   |
|           | Right Turn | 30                     | 29                  | 96.7%   | 6.3                   | 2.0       | A   |
|           | Subtotal   | 110                    | 110                 | 99.6%   | 9.8                   | 2.7       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 20                  | 100.0%  | 4.9                   | 2.4       | A   |
|           | Subtotal   | 20                     | 20                  | 100.0%  | 4.9                   | 2.4       | A   |
| EB        | Left Turn  | 10                     | 10                  | 102.0%  | 3.1                   | 1.1       | A   |
|           | Through    | 340                    | 334                 | 98.3%   | 1.0                   | 0.2       | A   |
|           | Right Turn | 20                     | 21                  | 103.0%  | 0.5                   | 0.5       | A   |
|           | Subtotal   | 370                    | 365                 | 98.7%   | 1.0                   | 0.2       | A   |
| WB        | Left Turn  | 20                     | 23                  | 117.0%  | 4.2                   | 1.1       | A   |
|           | Through    | 350                    | 356                 | 101.8%  | 1.5                   | 0.3       | A   |
|           | Right Turn | 10                     | 11                  | 113.0%  | 0.4                   | 0.4       | A   |
|           | Subtotal   | 380                    | 391                 | 102.9%  | 1.6                   | 0.2       | A   |
| Total     |            | 880                    | 886                 | 100.6%  | 2.4                   | 0.4       | A   |

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

**SE 34th Street**  
**2027\_Alt\_1**  
**AM Peak Hour**

**Intersection 5**

**176th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 18                  | 89.0%   | 44.9                  | 15.5      | D   |
|           | Through    | 20                     | 21                  | 104.0%  | 40.1                  | 13.0      | D   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 40                     | 39                  | 96.5%   | 44.1                  | 9.5       | D   |
| SB        | Left Turn  | 60                     | 56                  | 94.0%   | 43.3                  | 5.6       | D   |
|           | Through    | 10                     | 11                  | 106.0%  | 44.2                  | 16.3      | D   |
|           | Right Turn | 130                    | 129                 | 99.2%   | 8.4                   | 3.2       | A   |
|           | Subtotal   | 200                    | 196                 | 98.0%   | 20.6                  | 3.4       | C   |
| EB        | Left Turn  | 50                     | 46                  | 92.8%   | 7.2                   | 2.2       | A   |
|           | Through    | 310                    | 309                 | 99.6%   | 3.7                   | 1.3       | A   |
|           | Right Turn | 10                     | 9                   | 94.0%   | 1.4                   | 2.0       | A   |
|           | Subtotal   | 370                    | 365                 | 98.6%   | 4.1                   | 1.3       | A   |
| WB        | Left Turn  | 10                     | 10                  | 102.0%  | 6.7                   | 3.7       | A   |
|           | Through    | 230                    | 249                 | 108.1%  | 4.7                   | 1.7       | A   |
|           | Right Turn | 50                     | 53                  | 106.4%  | 2.7                   | 2.3       | A   |
|           | Subtotal   | 290                    | 312                 | 107.6%  | 4.5                   | 1.6       | A   |
| Total     |            | 900                    | 911                 | 101.3%  | 9.7                   | 1.3       | A   |

**Intersection 6**

**177th Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 32                  | 108.0%  | 8.5                   | 2.6       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 22                  | 111.5%  | 4.5                   | 1.0       | A   |
|           | Subtotal   | 50                     | 55                  | 109.4%  | 6.7                   | 1.2       | A   |
| SB        | Left Turn  | 10                     | 9                   | 85.0%   | 8.5                   | 4.4       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 23                  | 115.5%  | 3.6                   | 1.3       | A   |
|           | Subtotal   | 30                     | 32                  | 105.3%  | 5.8                   | 1.8       | A   |
| EB        | Left Turn  | 80                     | 75                  | 94.0%   | 3.4                   | 0.6       | A   |
|           | Through    | 280                    | 282                 | 100.7%  | 1.1                   | 0.2       | A   |
|           | Right Turn | 10                     | 11                  | 111.0%  | 0.5                   | 0.5       | A   |
|           | Subtotal   | 370                    | 368                 | 99.5%   | 1.5                   | 0.2       | A   |
| WB        | Left Turn  | 10                     | 10                  | 103.0%  | 4.6                   | 2.0       | A   |
|           | Through    | 240                    | 252                 | 104.9%  | 2.2                   | 0.6       | A   |
|           | Right Turn | 10                     | 11                  | 109.0%  | 2.0                   | 1.7       | A   |
|           | Subtotal   | 260                    | 273                 | 105.0%  | 2.3                   | 0.5       | A   |
| Total     |            | 710                    | 727                 | 102.5%  | 2.4                   | 0.3       | A   |

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

**SE 34th Street**  
**2027\_Alt\_1**  
**AM Peak Hour**

**Intersection 7**

**Hiddenbrook Drive/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 72                  | 102.3%  | 38.1                  | 4.3       | D   |
|           | Through    | 10                     | 10                  | 98.0%   | 31.1                  | 17.7      | C   |
|           | Right Turn | 40                     | 41                  | 103.5%  | 4.8                   | 1.2       | A   |
|           | Subtotal   | 120                    | 123                 | 102.3%  | 27.3                  | 4.5       | C   |
| SB        | Left Turn  | 10                     | 10                  | 103.0%  | 37.9                  | 30.3      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 10                     | 13                  | 125.0%  | 3.8                   | 1.4       | A   |
|           | Subtotal   | 20                     | 23                  | 114.0%  | 17.9                  | 11.8      | B   |
| EB        | Left Turn  | 40                     | 36                  | 90.5%   | 48.0                  | 7.8       | D   |
|           | Through    | 220                    | 221                 | 100.5%  | 4.4                   | 1.4       | A   |
|           | Right Turn | 50                     | 48                  | 95.4%   | 3.1                   | 1.8       | A   |
|           | Subtotal   | 310                    | 305                 | 98.4%   | 9.7                   | 1.5       | A   |
| WB        | Left Turn  | 30                     | 29                  | 95.3%   | 46.9                  | 11.6      | D   |
|           | Through    | 180                    | 190                 | 105.4%  | 4.1                   | 1.9       | A   |
|           | Right Turn | 20                     | 20                  | 99.5%   | 1.5                   | 1.7       | A   |
|           | Subtotal   | 230                    | 238                 | 103.6%  | 9.6                   | 3.2       | A   |
| Total     |            | 680                    | 689                 | 101.3%  | 12.9                  | 1.9       | B   |

**Intersection 8**

**192nd Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 71                  | 101.1%  | 42.9                  | 5.7       | D   |
|           | Through    | 510                    | 513                 | 100.5%  | 16.4                  | 2.8       | B   |
|           | Right Turn | 250                    | 249                 | 99.7%   | 4.7                   | 0.9       | A   |
|           | Subtotal   | 830                    | 833                 | 100.3%  | 15.3                  | 1.8       | B   |
| SB        | Left Turn  | 110                    | 111                 | 100.5%  | 41.9                  | 7.1       | D   |
|           | Through    | 430                    | 427                 | 99.3%   | 13.6                  | 2.3       | B   |
|           | Right Turn | 70                     | 72                  | 102.4%  | 5.9                   | 3.0       | A   |
|           | Subtotal   | 610                    | 609                 | 99.9%   | 17.7                  | 2.0       | B   |
| EB        | Left Turn  | 60                     | 60                  | 100.2%  | 34.0                  | 7.1       | C   |
|           | Through    | 120                    | 129                 | 107.1%  | 38.2                  | 7.7       | D   |
|           | Right Turn | 50                     | 50                  | 100.4%  | 27.4                  | 6.3       | C   |
|           | Subtotal   | 230                    | 239                 | 103.8%  | 35.2                  | 5.4       | D   |
| WB        | Left Turn  | 150                    | 152                 | 101.0%  | 38.5                  | 9.8       | D   |
|           | Through    | 100                    | 106                 | 105.7%  | 39.0                  | 9.9       | D   |
|           | Right Turn | 70                     | 63                  | 89.9%   | 20.1                  | 4.3       | C   |
|           | Subtotal   | 320                    | 320                 | 100.0%  | 35.2                  | 6.8       | D   |
| Total     |            | 1,990                  | 2,001               | 100.5%  | 21.5                  | 1.8       | C   |

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

SE 34th Street  
2027\_Alt\_1  
AM Peak Hour

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                     | 50                  | 100.6%  | 11.8                  | 2.3       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 33                  | 109.0%  | 4.4                   | 2.5       | A   |
|           | Subtotal   | 80                     | 83                  | 103.8%  | 9.1                   | 2.1       | A   |
| SB        | Left Turn  | 30                     | 30                  | 98.3%   | 11.5                  | 3.5       | B   |
|           | Through    | 10                     | 11                  | 111.0%  | 10.2                  | 5.4       | B   |
|           | Right Turn | 30                     | 32                  | 105.3%  | 4.4                   | 1.8       | A   |
|           | Subtotal   | 70                     | 72                  | 103.1%  | 8.2                   | 2.1       | A   |
| EB        | Left Turn  | 10                     | 11                  | 106.0%  | 18.5                  | 6.7       | B   |
|           | Through    | 370                    | 376                 | 101.7%  | 8.1                   | 2.3       | A   |
|           | Right Turn | 30                     | 31                  | 101.7%  | 6.1                   | 2.4       | A   |
|           | Subtotal   | 410                    | 417                 | 101.8%  | 8.3                   | 2.2       | A   |
| WB        | Left Turn  | 30                     | 28                  | 94.0%   | 16.0                  | 2.9       | B   |
|           | Through    | 350                    | 341                 | 97.5%   | 6.6                   | 2.0       | A   |
|           | Right Turn | 20                     | 21                  | 104.5%  | 3.6                   | 2.7       | A   |
|           | Subtotal   | 400                    | 390                 | 97.6%   | 7.1                   | 1.8       | A   |
| Total     |            | 960                    | 963                 | 100.3%  | 7.9                   | 1.4       | A   |

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

**SE 34th Street**  
**2027\_Alt\_1**  
**PM Peak Hour**

**Intersection 1**                      **164th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 170                    | 169                 | 99.6%   | 68.9                  | 13.6      | E   |
|           | Through    | 1,110                  | 1,095               | 98.7%   | 62.9                  | 12.6      | E   |
|           | Right Turn | 330                    | 332                 | 100.5%  | 6.5                   | 1.2       | A   |
|           | Subtotal   | 1,610                  | 1,596               | 99.1%   | 51.5                  | 9.2       | D   |
| SB        | Left Turn  | 140                    | 140                 | 100.3%  | 43.1                  | 9.1       | D   |
|           | Through    | 1,100                  | 1,100               | 100.0%  | 26.2                  | 2.7       | C   |
|           | Right Turn | 70                     | 67                  | 96.0%   | 14.4                  | 6.1       | B   |
|           | Subtotal   | 1,310                  | 1,307               | 99.8%   | 27.6                  | 3.3       | C   |
| EB        | Left Turn  | 60                     | 57                  | 95.3%   | 54.7                  | 8.5       | D   |
|           | Through    | 100                    | 103                 | 103.2%  | 54.8                  | 6.9       | D   |
|           | Right Turn | 170                    | 176                 | 103.5%  | 7.0                   | 1.5       | A   |
|           | Subtotal   | 330                    | 336                 | 101.9%  | 29.6                  | 3.5       | C   |
| WB        | Left Turn  | 260                    | 266                 | 102.1%  | 44.6                  | 4.6       | D   |
|           | Through    | 150                    | 155                 | 103.5%  | 34.7                  | 6.7       | C   |
|           | Right Turn | 190                    | 198                 | 104.4%  | 7.8                   | 1.7       | A   |
|           | Subtotal   | 600                    | 619                 | 103.2%  | 30.8                  | 2.9       | C   |
| Total     |            | 3,850                  | 3,859               | 100.2%  | 38.0                  | 4.0       | D   |

**Intersection 2**                      **168th Avenue/34th Street**                      **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 27                  | 89.3%   | 18.8                  | 7.6       | B   |
|           | Through    | 10                     | 9                   | 93.0%   | 8.3                   | 6.3       | A   |
|           | Right Turn | 10                     | 11                  | 114.0%  | 5.8                   | 4.4       | A   |
|           | Subtotal   | 50                     | 48                  | 95.0%   | 12.0                  | 3.9       | B   |
| SB        | Left Turn  | 20                     | 21                  | 102.5%  | 15.8                  | 6.6       | B   |
|           | Through    | 20                     | 22                  | 109.5%  | 19.2                  | 5.6       | B   |
|           | Right Turn | 40                     | 41                  | 101.8%  | 7.7                   | 3.1       | A   |
|           | Subtotal   | 80                     | 83                  | 103.9%  | 12.8                  | 3.0       | B   |
| EB        | Left Turn  | 70                     | 71                  | 100.9%  | 15.7                  | 4.1       | B   |
|           | Through    | 480                    | 492                 | 102.5%  | 6.2                   | 1.4       | A   |
|           | Right Turn | 20                     | 21                  | 105.5%  | 4.3                   | 2.8       | A   |
|           | Subtotal   | 570                    | 584                 | 102.4%  | 7.2                   | 1.4       | A   |
| WB        | Left Turn  | 10                     | 10                  | 99.0%   | 13.7                  | 8.6       | B   |
|           | Through    | 530                    | 558                 | 105.3%  | 6.7                   | 1.7       | A   |
|           | Right Turn | 20                     | 22                  | 108.0%  | 5.0                   | 5.1       | A   |
|           | Subtotal   | 560                    | 590                 | 105.3%  | 6.7                   | 1.6       | A   |
| Total     |            | 1,260                  | 1,304               | 103.5%  | 7.6                   | 1.2       | A   |

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

SE 34th Street  
2027\_Alt\_1  
PM Peak Hour

Intersection 3

Pedestrian Crossing/34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 510                    | 523                 | 102.6%  | 1.8                   | 0.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 510                    | 523                 | 102.6%  | 1.8                   | 0.5       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 560                    | 585                 | 104.5%  | 1.3                   | 0.9       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 560                    | 585                 | 104.5%  | 1.3                   | 0.9       | A   |
| Total     |            | 1,070                  | 1,109               | 103.6%  | 1.6                   | 0.7       | A   |

Intersection 4

172nd Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                     | 49                  | 98.4%   | 16.4                  | 5.2       | C   |
|           | Through    | 10                     | 9                   | 88.0%   | 10.1                  | 6.7       | B   |
|           | Right Turn | 30                     | 32                  | 108.0%  | 8.5                   | 3.9       | A   |
|           | Subtotal   | 90                     | 90                  | 100.4%  | 13.0                  | 3.4       | B   |
| SB        | Left Turn  | 10                     | 9                   | 86.0%   | 16.6                  | 7.5       | C   |
|           | Through    | 10                     | 10                  | 98.0%   | 15.2                  | 10.4      | C   |
|           | Right Turn | 10                     | 10                  | 97.0%   | 7.1                   | 4.7       | A   |
|           | Subtotal   | 30                     | 28                  | 93.7%   | 14.8                  | 6.6       | B   |
| EB        | Left Turn  | 20                     | 17                  | 87.0%   | 4.3                   | 1.2       | A   |
|           | Through    | 410                    | 420                 | 102.4%  | 1.8                   | 0.4       | A   |
|           | Right Turn | 80                     | 82                  | 101.9%  | 1.1                   | 0.3       | A   |
|           | Subtotal   | 510                    | 519                 | 101.7%  | 1.7                   | 0.4       | A   |
| WB        | Left Turn  | 40                     | 40                  | 100.5%  | 5.2                   | 0.9       | A   |
|           | Through    | 500                    | 535                 | 107.1%  | 2.2                   | 0.3       | A   |
|           | Right Turn | 10                     | 11                  | 108.0%  | 1.7                   | 1.1       | A   |
|           | Subtotal   | 550                    | 586                 | 106.6%  | 2.4                   | 0.3       | A   |
| Total     |            | 1,180                  | 1,224               | 103.7%  | 3.2                   | 0.3       | A   |



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

**SE 34th Street**  
**2027\_Alt\_1**  
**PM Peak Hour**

**Intersection 5**

**176th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 96.0%   | 44.3                  | 13.8      | D   |
|           | Through    | 10                     | 10                  | 104.0%  | 36.8                  | 22.8      | D   |
|           | Right Turn | 10                     | 10                  | 102.0%  | 3.6                   | 2.0       | A   |
|           | Subtotal   | 40                     | 40                  | 99.5%   | 35.4                  | 10.3      | D   |
| SB        | Left Turn  | 80                     | 79                  | 99.1%   | 41.7                  | 6.3       | D   |
|           | Through    | 20                     | 21                  | 106.0%  | 44.8                  | 12.6      | D   |
|           | Right Turn | 70                     | 77                  | 109.4%  | 14.1                  | 5.1       | B   |
|           | Subtotal   | 170                    | 177                 | 104.2%  | 29.7                  | 4.3       | C   |
| EB        | Left Turn  | 150                    | 155                 | 103.3%  | 15.2                  | 5.5       | B   |
|           | Through    | 270                    | 281                 | 104.2%  | 4.4                   | 0.6       | A   |
|           | Right Turn | 30                     | 30                  | 101.3%  | 3.0                   | 1.7       | A   |
|           | Subtotal   | 450                    | 467                 | 103.7%  | 7.9                   | 2.0       | A   |
| WB        | Left Turn  | 10                     | 11                  | 105.0%  | 8.2                   | 3.0       | A   |
|           | Through    | 460                    | 484                 | 105.2%  | 8.6                   | 1.3       | A   |
|           | Right Turn | 90                     | 90                  | 99.8%   | 6.0                   | 1.6       | A   |
|           | Subtotal   | 560                    | 584                 | 104.3%  | 8.2                   | 1.3       | A   |
| Total     |            | 1,220                  | 1,268               | 103.9%  | 12.0                  | 1.1       | B   |

**Intersection 6**

**177th Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 21                  | 104.0%  | 13.3                  | 4.8       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 21                  | 107.0%  | 4.6                   | 1.7       | A   |
|           | Subtotal   | 40                     | 42                  | 105.5%  | 8.4                   | 2.3       | A   |
| SB        | Left Turn  | 10                     | 12                  | 115.0%  | 15.8                  | 9.4       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 50                     | 51                  | 101.8%  | 8.0                   | 2.9       | A   |
|           | Subtotal   | 60                     | 62                  | 104.0%  | 9.4                   | 3.0       | A   |
| EB        | Left Turn  | 20                     | 18                  | 89.5%   | 6.4                   | 4.0       | A   |
|           | Through    | 300                    | 307                 | 102.4%  | 1.2                   | 0.2       | A   |
|           | Right Turn | 40                     | 40                  | 100.0%  | 0.6                   | 0.2       | A   |
|           | Subtotal   | 360                    | 365                 | 101.4%  | 1.4                   | 0.1       | A   |
| WB        | Left Turn  | 20                     | 18                  | 87.5%   | 6.1                   | 1.5       | A   |
|           | Through    | 490                    | 514                 | 105.0%  | 3.4                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 510                    | 532                 | 104.3%  | 3.5                   | 0.6       | A   |
| Total     |            | 970                    | 1,002               | 103.2%  | 3.3                   | 0.6       | A   |

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

**SE 34th Street**  
**2027\_Alt\_1**  
**PM Peak Hour**

**Intersection 7**

**Hiddenbrook Drive/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 106                 | 105.5%  | 39.3                  | 4.6       | D   |
|           | Through    | 10                     | 10                  | 96.0%   | 38.3                  | 23.5      | D   |
|           | Right Turn | 50                     | 52                  | 104.6%  | 7.0                   | 1.2       | A   |
|           | Subtotal   | 160                    | 167                 | 104.6%  | 30.0                  | 4.7       | C   |
| SB        | Left Turn  | 20                     | 20                  | 101.5%  | 32.9                  | 11.7      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 40                     | 41                  | 102.0%  | 6.1                   | 1.5       | A   |
|           | Subtotal   | 60                     | 61                  | 101.8%  | 15.7                  | 5.2       | B   |
| EB        | Left Turn  | 10                     | 8                   | 77.0%   | 45.1                  | 24.7      | D   |
|           | Through    | 250                    | 260                 | 104.2%  | 7.9                   | 1.1       | A   |
|           | Right Turn | 70                     | 71                  | 101.1%  | 6.4                   | 1.8       | A   |
|           | Subtotal   | 330                    | 339                 | 102.7%  | 8.7                   | 0.9       | A   |
| WB        | Left Turn  | 40                     | 37                  | 92.3%   | 44.4                  | 11.0      | D   |
|           | Through    | 370                    | 386                 | 104.3%  | 5.2                   | 0.9       | A   |
|           | Right Turn | 10                     | 10                  | 103.0%  | 2.1                   | 2.4       | A   |
|           | Subtotal   | 420                    | 433                 | 103.1%  | 8.4                   | 1.6       | A   |
| Total     |            | 970                    | 1,001               | 103.2%  | 12.8                  | 1.2       | B   |

**Intersection 8**

**192nd Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 99                  | 99.2%   | 53.4                  | 8.9       | D   |
|           | Through    | 710                    | 707                 | 99.6%   | 29.2                  | 4.1       | C   |
|           | Right Turn | 120                    | 120                 | 100.1%  | 6.4                   | 1.3       | A   |
|           | Subtotal   | 930                    | 926                 | 99.6%   | 28.8                  | 3.4       | C   |
| SB        | Left Turn  | 180                    | 180                 | 100.0%  | 52.9                  | 13.7      | D   |
|           | Through    | 660                    | 661                 | 100.1%  | 23.2                  | 3.0       | C   |
|           | Right Turn | 90                     | 100                 | 110.9%  | 16.9                  | 4.5       | B   |
|           | Subtotal   | 930                    | 941                 | 101.1%  | 28.3                  | 3.8       | C   |
| EB        | Left Turn  | 100                    | 101                 | 100.5%  | 34.0                  | 6.6       | C   |
|           | Through    | 170                    | 179                 | 105.1%  | 45.5                  | 10.0      | D   |
|           | Right Turn | 60                     | 64                  | 106.2%  | 33.4                  | 9.3       | C   |
|           | Subtotal   | 330                    | 343                 | 103.9%  | 40.0                  | 6.5       | D   |
| WB        | Left Turn  | 260                    | 261                 | 100.5%  | 46.8                  | 13.9      | D   |
|           | Through    | 200                    | 200                 | 99.9%   | 38.0                  | 5.7       | D   |
|           | Right Turn | 100                    | 97                  | 97.4%   | 29.0                  | 4.5       | C   |
|           | Subtotal   | 560                    | 558                 | 99.7%   | 40.8                  | 8.7       | D   |
| Total     |            | 2,750                  | 2,768               | 100.7%  | 32.4                  | 3.2       | C   |

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

**SE 34th Street**  
**2027\_Alt\_1**  
**PM Peak Hour**

**Intersection 9**

**196th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 58                  | 97.0%   | 13.4                  | 2.5       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 30                  | 101.3%  | 4.2                   | 1.4       | A   |
|           | Subtotal   | 90                     | 89                  | 98.4%   | 10.3                  | 2.2       | B   |
| SB        | Left Turn  | 10                     | 9                   | 89.0%   | 12.0                  | 6.4       | B   |
|           | Through    | 10                     | 9                   | 89.0%   | 5.7                   | 6.1       | A   |
|           | Right Turn | 20                     | 19                  | 96.0%   | 4.7                   | 2.4       | A   |
|           | Subtotal   | 40                     | 37                  | 92.5%   | 7.1                   | 3.4       | A   |
| EB        | Left Turn  | 30                     | 31                  | 102.0%  | 19.0                  | 6.6       | B   |
|           | Through    | 340                    | 348                 | 102.5%  | 6.8                   | 1.0       | A   |
|           | Right Turn | 40                     | 39                  | 98.0%   | 4.7                   | 1.8       | A   |
|           | Subtotal   | 410                    | 418                 | 102.0%  | 7.5                   | 1.3       | A   |
| WB        | Left Turn  | 20                     | 18                  | 91.5%   | 16.9                  | 4.8       | B   |
|           | Through    | 490                    | 486                 | 99.1%   | 8.6                   | 2.0       | A   |
|           | Right Turn | 10                     | 11                  | 107.0%  | 6.3                   | 7.4       | A   |
|           | Subtotal   | 520                    | 515                 | 98.9%   | 8.8                   | 2.0       | A   |
| Total     |            | 1,060                  | 1,058               | 99.8%   | 8.3                   | 1.6       | A   |

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

SE 34th Street  
2040 No Build  
AM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 110                    | 108                 | 98.1%   | 43.5                  | 7.7       | D   |
|           | Through    | 880                    | 902                 | 102.5%  | 27.2                  | 5.4       | C   |
|           | Right Turn | 420                    | 422                 | 100.5%  | 10.3                  | 3.1       | B   |
|           | Subtotal   | 1,410                  | 1,432               | 101.6%  | 23.4                  | 3.1       | C   |
| SB        | Left Turn  | 170                    | 173                 | 101.9%  | 56.0                  | 5.9       | E   |
|           | Through    | 770                    | 771                 | 100.1%  | 23.5                  | 4.2       | C   |
|           | Right Turn | 40                     | 40                  | 99.3%   | 12.3                  | 3.9       | B   |
|           | Subtotal   | 980                    | 984                 | 100.4%  | 28.9                  | 3.9       | C   |
| EB        | Left Turn  | 30                     | 27                  | 89.3%   | 50.2                  | 17.5      | D   |
|           | Through    | 60                     | 62                  | 102.7%  | 51.1                  | 9.4       | D   |
|           | Right Turn | 160                    | 166                 | 103.8%  | 7.1                   | 1.3       | A   |
|           | Subtotal   | 250                    | 255                 | 101.8%  | 22.4                  | 3.7       | C   |
| WB        | Left Turn  | 440                    | 440                 | 100.0%  | 42.2                  | 3.8       | D   |
|           | Through    | 90                     | 91                  | 101.6%  | 36.2                  | 4.3       | D   |
|           | Right Turn | 120                    | 118                 | 98.4%   | 6.5                   | 1.0       | A   |
|           | Subtotal   | 650                    | 649                 | 99.9%   | 34.9                  | 2.3       | C   |
| Total     |            | 3,290                  | 3,320               | 100.9%  | 27.2                  | 2.0       | C   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 40                     | 40                  | 99.0%   | 13.8                  | 4.2       | B   |
|           | Through    | 10                     | 12                  | 122.0%  | 15.7                  | 10.1      | B   |
|           | Right Turn | 10                     | 11                  | 112.0%  | 6.8                   | 3.0       | A   |
|           | Subtotal   | 60                     | 63                  | 105.0%  | 12.9                  | 3.0       | B   |
| SB        | Left Turn  | 20                     | 21                  | 104.5%  | 19.0                  | 7.0       | B   |
|           | Through    | 10                     | 9                   | 85.0%   | 16.2                  | 10.2      | B   |
|           | Right Turn | 50                     | 46                  | 92.4%   | 5.6                   | 2.4       | A   |
|           | Subtotal   | 80                     | 76                  | 94.5%   | 10.2                  | 3.0       | B   |
| EB        | Left Turn  | 40                     | 38                  | 93.8%   | 9.7                   | 3.1       | A   |
|           | Through    | 590                    | 597                 | 101.1%  | 5.2                   | 1.3       | A   |
|           | Right Turn | 20                     | 22                  | 110.5%  | 3.1                   | 2.0       | A   |
|           | Subtotal   | 650                    | 656                 | 100.9%  | 5.4                   | 1.1       | A   |
| WB        | Left Turn  | 10                     | 10                  | 104.0%  | 8.6                   | 4.0       | A   |
|           | Through    | 560                    | 565                 | 100.9%  | 3.7                   | 0.9       | A   |
|           | Right Turn | 20                     | 20                  | 102.0%  | 2.5                   | 2.6       | A   |
|           | Subtotal   | 590                    | 596                 | 101.0%  | 3.8                   | 0.9       | A   |
| Total     |            | 1,380                  | 1,391               | 100.8%  | 5.3                   | 0.9       | A   |

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

SE 34th Street  
2040 No Build  
AM Peak Hour

Intersection 3

Pedestrian Crossing/34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 620                    | 630                 | 101.6%  | 1.9                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 620                    | 630                 | 101.6%  | 1.9                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 590                    | 598                 | 101.3%  | 0.9                   | 0.7       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 590                    | 598                 | 101.3%  | 0.9                   | 0.7       | A   |
| Total     |            | 1,210                  | 1,228               | 101.5%  | 1.4                   | 0.6       | A   |

Intersection 4

172nd Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 80                     | 80                  | 99.6%   | 21.8                  | 9.2       | C   |
|           | Through    | 10                     | 12                  | 115.0%  | 24.0                  | 11.9      | C   |
|           | Right Turn | 30                     | 29                  | 95.3%   | 13.0                  | 7.5       | B   |
|           | Subtotal   | 120                    | 120                 | 99.8%   | 20.1                  | 8.0       | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 31                  | 103.3%  | 3.7                   | 1.7       | A   |
|           | Subtotal   | 30                     | 31                  | 103.3%  | 3.7                   | 1.7       | A   |
| EB        | Left Turn  | 10                     | 10                  | 100.0%  | 3.0                   | 2.2       | A   |
|           | Through    | 580                    | 585                 | 100.9%  | 0.8                   | 0.1       | A   |
|           | Right Turn | 30                     | 33                  | 111.3%  | 0.2                   | 0.2       | A   |
|           | Subtotal   | 620                    | 629                 | 101.4%  | 0.8                   | 0.1       | A   |
| WB        | Left Turn  | 30                     | 32                  | 105.0%  | 4.7                   | 1.0       | A   |
|           | Through    | 480                    | 489                 | 101.9%  | 1.5                   | 0.2       | A   |
|           | Right Turn | 10                     | 10                  | 103.0%  | 1.0                   | 0.5       | A   |
|           | Subtotal   | 520                    | 531                 | 102.1%  | 1.6                   | 0.2       | A   |
| Total     |            | 1,290                  | 1,310               | 101.6%  | 3.0                   | 1.1       | A   |

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

SE 34th Street  
2040 No Build  
AM Peak Hour

Intersection 5

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 21                  | 103.0%  | 44.9                  | 20.7      | D   |
|           | Through    | 20                     | 21                  | 107.0%  | 41.6                  | 13.3      | D   |
|           | Right Turn | 10                     | 10                  | 101.0%  | 17.2                  | 14.7      | B   |
|           | Subtotal   | 50                     | 52                  | 104.2%  | 38.3                  | 10.7      | D   |
| SB        | Left Turn  | 70                     | 71                  | 100.7%  | 45.3                  | 7.1       | D   |
|           | Through    | 10                     | 10                  | 95.0%   | 20.1                  | 12.7      | C   |
|           | Right Turn | 160                    | 166                 | 103.4%  | 7.2                   | 2.1       | A   |
|           | Subtotal   | 240                    | 246                 | 102.3%  | 19.7                  | 3.4       | B   |
| EB        | Left Turn  | 120                    | 124                 | 103.3%  | 7.3                   | 1.5       | A   |
|           | Through    | 470                    | 472                 | 100.5%  | 3.1                   | 0.9       | A   |
|           | Right Turn | 20                     | 20                  | 101.0%  | 1.4                   | 1.2       | A   |
|           | Subtotal   | 610                    | 617                 | 101.1%  | 3.9                   | 0.7       | A   |
| WB        | Left Turn  | 10                     | 10                  | 95.0%   | 5.2                   | 5.0       | A   |
|           | Through    | 340                    | 344                 | 101.2%  | 5.3                   | 1.1       | A   |
|           | Right Turn | 60                     | 60                  | 100.2%  | 2.4                   | 0.9       | A   |
|           | Subtotal   | 410                    | 414                 | 100.9%  | 4.9                   | 1.1       | A   |
| Total     |            | 1,310                  | 1,328               | 101.4%  | 8.5                   | 0.9       | A   |

Intersection 6

177th Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 30                  | 100.0%  | 11.9                  | 3.3       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 20                  | 102.0%  | 3.9                   | 1.1       | A   |
|           | Subtotal   | 50                     | 50                  | 100.8%  | 8.6                   | 2.2       | A   |
| SB        | Left Turn  | 30                     | 26                  | 88.0%   | 11.8                  | 6.5       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 63                  | 105.5%  | 4.0                   | 0.8       | A   |
|           | Subtotal   | 90                     | 90                  | 99.7%   | 6.5                   | 1.7       | A   |
| EB        | Left Turn  | 150                    | 148                 | 98.4%   | 3.8                   | 0.7       | A   |
|           | Through    | 380                    | 389                 | 102.3%  | 1.1                   | 0.3       | A   |
|           | Right Turn | 20                     | 20                  | 99.5%   | 0.4                   | 0.4       | A   |
|           | Subtotal   | 550                    | 556                 | 101.2%  | 1.8                   | 0.3       | A   |
| WB        | Left Turn  | 10                     | 9                   | 89.0%   | 3.3                   | 2.7       | A   |
|           | Through    | 320                    | 323                 | 100.8%  | 2.3                   | 0.4       | A   |
|           | Right Turn | 40                     | 38                  | 94.3%   | 1.6                   | 0.6       | A   |
|           | Subtotal   | 370                    | 369                 | 99.8%   | 2.3                   | 0.4       | A   |
| Total     |            | 1,060                  | 1,066               | 100.5%  | 2.7                   | 0.2       | A   |

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

SE 34th Street  
2040 No Build  
AM Peak Hour

Intersection 7

Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 80                     | 77                  | 95.6%   | 35.5                  | 8.8       | D   |
|           | Through    | 60                     | 61                  | 101.8%  | 44.3                  | 9.5       | D   |
|           | Right Turn | 40                     | 43                  | 106.3%  | 5.4                   | 1.0       | A   |
|           | Subtotal   | 180                    | 180                 | 100.1%  | 31.6                  | 6.2       | C   |
| SB        | Left Turn  | 60                     | 61                  | 102.0%  | 43.5                  | 8.6       | D   |
|           | Through    | 30                     | 28                  | 94.3%   | 33.4                  | 13.1      | C   |
|           | Right Turn | 60                     | 62                  | 103.8%  | 8.9                   | 2.7       | A   |
|           | Subtotal   | 150                    | 152                 | 101.2%  | 26.2                  | 5.3       | C   |
| EB        | Left Turn  | 100                    | 105                 | 104.5%  | 41.4                  | 4.9       | D   |
|           | Through    | 270                    | 271                 | 100.2%  | 6.5                   | 1.4       | A   |
|           | Right Turn | 60                     | 57                  | 95.5%   | 3.4                   | 1.9       | A   |
|           | Subtotal   | 430                    | 432                 | 100.5%  | 15.2                  | 2.5       | B   |
| WB        | Left Turn  | 40                     | 37                  | 93.0%   | 42.8                  | 10.7      | D   |
|           | Through    | 230                    | 231                 | 100.3%  | 8.8                   | 2.4       | A   |
|           | Right Turn | 100                    | 98                  | 97.9%   | 4.4                   | 1.6       | A   |
|           | Subtotal   | 370                    | 366                 | 98.9%   | 11.3                  | 2.4       | B   |
| Total     |            | 1,130                  | 1,130               | 100.0%  | 18.1                  | 2.1       | B   |

Intersection 8

192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 120                    | 112                 | 92.9%   | 43.0                  | 7.9       | D   |
|           | Through    | 630                    | 641                 | 101.7%  | 14.9                  | 2.3       | B   |
|           | Right Turn | 290                    | 295                 | 101.8%  | 8.1                   | 0.8       | A   |
|           | Subtotal   | 1,040                  | 1,048               | 100.7%  | 16.0                  | 1.6       | B   |
| SB        | Left Turn  | 140                    | 137                 | 97.6%   | 85.8                  | 12.5      | F   |
|           | Through    | 520                    | 519                 | 99.7%   | 16.1                  | 2.5       | B   |
|           | Right Turn | 90                     | 93                  | 102.9%  | 9.6                   | 3.9       | A   |
|           | Subtotal   | 750                    | 748                 | 99.7%   | 28.4                  | 4.6       | C   |
| EB        | Left Turn  | 80                     | 78                  | 97.8%   | 31.8                  | 7.8       | C   |
|           | Through    | 160                    | 165                 | 103.3%  | 37.2                  | 5.0       | D   |
|           | Right Turn | 90                     | 93                  | 103.7%  | 20.1                  | 4.8       | C   |
|           | Subtotal   | 330                    | 337                 | 102.0%  | 31.1                  | 4.5       | C   |
| WB        | Left Turn  | 170                    | 177                 | 104.2%  | 32.6                  | 5.8       | C   |
|           | Through    | 170                    | 166                 | 97.6%   | 33.6                  | 4.4       | C   |
|           | Right Turn | 100                    | 99                  | 99.3%   | 18.1                  | 4.3       | B   |
|           | Subtotal   | 440                    | 442                 | 100.5%  | 29.5                  | 3.5       | C   |
| Total     |            | 2,560                  | 2,575               | 100.6%  | 23.9                  | 2.1       | C   |

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

SE 34th Street  
2040 No Build  
AM Peak Hour

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 58                  | 96.3%   | 13.3                  | 2.9       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 30                  | 99.7%   | 4.2                   | 1.4       | A   |
|           | Subtotal   | 90                     | 88                  | 97.4%   | 10.1                  | 2.7       | B   |
| SB        | Left Turn  | 30                     | 30                  | 100.7%  | 10.5                  | 3.5       | B   |
|           | Through    | 10                     | 12                  | 121.0%  | 9.9                   | 6.5       | A   |
|           | Right Turn | 40                     | 43                  | 107.8%  | 3.7                   | 0.9       | A   |
|           | Subtotal   | 80                     | 85                  | 106.8%  | 7.2                   | 1.6       | A   |
| EB        | Left Turn  | 10                     | 11                  | 110.0%  | 17.7                  | 11.6      | B   |
|           | Through    | 460                    | 457                 | 99.2%   | 6.3                   | 1.6       | A   |
|           | Right Turn | 40                     | 39                  | 97.8%   | 4.6                   | 1.5       | A   |
|           | Subtotal   | 510                    | 507                 | 99.3%   | 6.4                   | 1.5       | A   |
| WB        | Left Turn  | 30                     | 29                  | 97.3%   | 17.1                  | 5.1       | B   |
|           | Through    | 470                    | 470                 | 100.0%  | 5.8                   | 1.7       | A   |
|           | Right Turn | 20                     | 21                  | 104.5%  | 3.0                   | 2.1       | A   |
|           | Subtotal   | 520                    | 520                 | 100.0%  | 6.2                   | 1.7       | A   |
| Total     |            | 1,200                  | 1,200               | 100.0%  | 6.7                   | 1.3       | A   |



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

SE 34th Street  
2040 No Build  
PM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 190                    | 181                 | 95.4%   | 67.1                  | 14.6      | E   |
|           | Through    | 1,290                  | 1,285               | 99.6%   | 58.7                  | 12.6      | E   |
|           | Right Turn | 460                    | 467                 | 101.6%  | 11.1                  | 1.9       | B   |
|           | Subtotal   | 1,940                  | 1,934               | 99.7%   | 48.2                  | 10.1      | D   |
| SB        | Left Turn  | 170                    | 170                 | 100.2%  | 75.3                  | 19.4      | E   |
|           | Through    | 1,270                  | 1,263               | 99.5%   | 32.9                  | 3.3       | C   |
|           | Right Turn | 80                     | 75                  | 94.0%   | 22.3                  | 5.3       | C   |
|           | Subtotal   | 1,520                  | 1,509               | 99.3%   | 37.7                  | 4.7       | D   |
| EB        | Left Turn  | 70                     | 70                  | 100.3%  | 70.6                  | 22.4      | E   |
|           | Through    | 100                    | 104                 | 104.4%  | 52.6                  | 6.9       | D   |
|           | Right Turn | 190                    | 190                 | 99.9%   | 11.4                  | 3.4       | B   |
|           | Subtotal   | 360                    | 364                 | 101.2%  | 35.3                  | 4.7       | D   |
| WB        | Left Turn  | 500                    | 503                 | 100.6%  | 39.5                  | 2.1       | D   |
|           | Through    | 170                    | 165                 | 96.9%   | 35.4                  | 5.9       | D   |
|           | Right Turn | 220                    | 224                 | 101.7%  | 13.0                  | 3.0       | B   |
|           | Subtotal   | 890                    | 891                 | 100.2%  | 32.0                  | 2.1       | C   |
| Total     |            | 4,710                  | 4,698               | 99.8%   | 40.7                  | 4.2       | D   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 29                  | 97.7%   | 19.6                  | 4.8       | B   |
|           | Through    | 20                     | 19                  | 93.0%   | 19.1                  | 9.4       | B   |
|           | Right Turn | 10                     | 12                  | 115.0%  | 5.5                   | 2.5       | A   |
|           | Subtotal   | 60                     | 59                  | 99.0%   | 16.3                  | 3.7       | B   |
| SB        | Left Turn  | 30                     | 30                  | 101.0%  | 17.1                  | 4.7       | B   |
|           | Through    | 20                     | 19                  | 96.5%   | 15.4                  | 5.7       | B   |
|           | Right Turn | 40                     | 39                  | 97.3%   | 7.0                   | 1.4       | A   |
|           | Subtotal   | 90                     | 89                  | 98.3%   | 12.2                  | 1.9       | B   |
| EB        | Left Turn  | 80                     | 76                  | 94.4%   | 16.2                  | 4.9       | B   |
|           | Through    | 630                    | 652                 | 103.5%  | 5.6                   | 1.4       | A   |
|           | Right Turn | 20                     | 24                  | 119.5%  | 4.7                   | 2.1       | A   |
|           | Subtotal   | 730                    | 752                 | 103.0%  | 6.6                   | 1.6       | A   |
| WB        | Left Turn  | 10                     | 10                  | 100.0%  | 11.6                  | 7.6       | B   |
|           | Through    | 820                    | 826                 | 100.7%  | 5.5                   | 1.2       | A   |
|           | Right Turn | 20                     | 20                  | 98.0%   | 2.5                   | 2.7       | A   |
|           | Subtotal   | 850                    | 855                 | 100.6%  | 5.5                   | 1.1       | A   |
| Total     |            | 1,730                  | 1,755               | 101.4%  | 6.7                   | 1.2       | A   |

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

SE 34th Street  
2040 No Build  
PM Peak Hour

Intersection 3 Pedestrian Crossing/34th Street Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 670                    | 687                 | 102.5%  | 1.8                   | 0.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 670                    | 687                 | 102.5%  | 1.8                   | 0.5       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 850                    | 858                 | 101.0%  | 0.8                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 850                    | 858                 | 101.0%  | 0.8                   | 0.3       | A   |
| Total     |            | 1,520                  | 1,545               | 101.7%  | 1.2                   | 0.3       | A   |

Intersection 4 172nd Avenue/34th Street Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 56                  | 92.7%   | 27.2                  | 9.8       | D   |
|           | Through    | 10                     | 9                   | 92.0%   | 22.2                  | 15.5      | C   |
|           | Right Turn | 30                     | 27                  | 91.3%   | 14.6                  | 12.0      | B   |
|           | Subtotal   | 100                    | 92                  | 92.2%   | 23.5                  | 9.9       | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 10                     | 11                  | 110.0%  | 23.0                  | 11.4      | C   |
|           | Right Turn | 10                     | 11                  | 109.0%  | 6.6                   | 6.0       | A   |
|           | Subtotal   | 20                     | 22                  | 109.5%  | 15.9                  | 9.1       | C   |
| EB        | Left Turn  | 20                     | 22                  | 109.5%  | 6.9                   | 1.8       | A   |
|           | Through    | 560                    | 566                 | 101.1%  | 1.2                   | 0.3       | A   |
|           | Right Turn | 90                     | 96                  | 106.8%  | 0.8                   | 0.4       | A   |
|           | Subtotal   | 670                    | 684                 | 102.1%  | 1.3                   | 0.3       | A   |
| WB        | Left Turn  | 50                     | 49                  | 98.0%   | 7.2                   | 1.9       | A   |
|           | Through    | 780                    | 795                 | 101.9%  | 2.8                   | 0.5       | A   |
|           | Right Turn | 10                     | 10                  | 103.0%  | 2.2                   | 1.6       | A   |
|           | Subtotal   | 840                    | 854                 | 101.7%  | 3.1                   | 0.5       | A   |
| Total     |            | 1,630                  | 1,653               | 101.4%  | 3.6                   | 0.9       | A   |

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

SE 34th Street  
2040 No Build  
PM Peak Hour

Intersection 5

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 93.5%   | 36.4                  | 13.6      | D   |
|           | Through    | 20                     | 17                  | 85.0%   | 36.8                  | 11.5      | D   |
|           | Right Turn | 10                     | 13                  | 125.0%  | 8.9                   | 10.2      | A   |
|           | Subtotal   | 50                     | 48                  | 96.4%   | 31.0                  | 9.2       | C   |
| SB        | Left Turn  | 90                     | 87                  | 96.4%   | 45.5                  | 5.4       | D   |
|           | Through    | 30                     | 31                  | 104.0%  | 39.1                  | 10.9      | D   |
|           | Right Turn | 90                     | 88                  | 98.2%   | 13.8                  | 4.6       | B   |
|           | Subtotal   | 210                    | 206                 | 98.3%   | 31.9                  | 4.8       | C   |
| EB        | Left Turn  | 190                    | 194                 | 102.0%  | 12.5                  | 2.8       | B   |
|           | Through    | 370                    | 367                 | 99.3%   | 3.8                   | 0.7       | A   |
|           | Right Turn | 30                     | 32                  | 105.0%  | 2.4                   | 1.0       | A   |
|           | Subtotal   | 590                    | 593                 | 100.5%  | 6.5                   | 1.3       | A   |
| WB        | Left Turn  | 20                     | 20                  | 99.5%   | 5.8                   | 4.2       | A   |
|           | Through    | 730                    | 736                 | 100.8%  | 8.1                   | 1.6       | A   |
|           | Right Turn | 100                    | 100                 | 100.4%  | 6.8                   | 1.4       | A   |
|           | Subtotal   | 850                    | 856                 | 100.7%  | 7.9                   | 1.6       | A   |
| Total     |            | 1,700                  | 1,704               | 100.2%  | 11.1                  | 1.5       | B   |

Intersection 6

177th Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 29                  | 96.7%   | 14.4                  | 5.8       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 21                  | 106.0%  | 5.7                   | 2.7       | A   |
|           | Subtotal   | 50                     | 50                  | 100.4%  | 11.3                  | 4.6       | B   |
| SB        | Left Turn  | 50                     | 47                  | 93.8%   | 16.2                  | 3.2       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 150                    | 149                 | 99.3%   | 9.8                   | 2.9       | A   |
|           | Subtotal   | 200                    | 196                 | 97.9%   | 11.5                  | 2.2       | B   |
| EB        | Left Turn  | 40                     | 42                  | 103.8%  | 5.1                   | 1.8       | A   |
|           | Through    | 390                    | 386                 | 98.9%   | 1.1                   | 0.1       | A   |
|           | Right Turn | 40                     | 40                  | 98.8%   | 0.6                   | 0.3       | A   |
|           | Subtotal   | 470                    | 467                 | 99.3%   | 1.5                   | 0.3       | A   |
| WB        | Left Turn  | 20                     | 20                  | 99.0%   | 3.9                   | 2.8       | A   |
|           | Through    | 670                    | 684                 | 102.0%  | 3.0                   | 0.3       | A   |
|           | Right Turn | 20                     | 20                  | 99.5%   | 2.2                   | 1.3       | A   |
|           | Subtotal   | 710                    | 723                 | 101.9%  | 3.0                   | 0.3       | A   |
| Total     |            | 1,430                  | 1,436               | 100.4%  | 3.9                   | 0.6       | A   |

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

SE 34th Street  
2040 No Build  
PM Peak Hour

Intersection 7

Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 110                    | 108                 | 98.1%   | 33.5                  | 5.4       | C   |
|           | Through    | 30                     | 33                  | 109.0%  | 38.2                  | 9.7       | D   |
|           | Right Turn | 60                     | 64                  | 107.0%  | 6.3                   | 1.5       | A   |
|           | Subtotal   | 200                    | 205                 | 102.4%  | 26.5                  | 4.2       | C   |
| SB        | Left Turn  | 160                    | 161                 | 100.5%  | 34.8                  | 5.5       | C   |
|           | Through    | 50                     | 53                  | 106.0%  | 28.3                  | 5.0       | C   |
|           | Right Turn | 160                    | 167                 | 104.4%  | 13.5                  | 4.1       | B   |
|           | Subtotal   | 370                    | 381                 | 102.9%  | 24.5                  | 3.8       | C   |
| EB        | Left Turn  | 50                     | 50                  | 100.0%  | 40.7                  | 6.5       | D   |
|           | Through    | 330                    | 320                 | 97.0%   | 8.8                   | 1.4       | A   |
|           | Right Turn | 80                     | 83                  | 103.3%  | 5.4                   | 3.3       | A   |
|           | Subtotal   | 460                    | 453                 | 98.4%   | 12.2                  | 2.2       | B   |
| WB        | Left Turn  | 40                     | 40                  | 99.5%   | 43.8                  | 10.0      | D   |
|           | Through    | 440                    | 448                 | 101.8%  | 9.9                   | 3.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 480                    | 488                 | 101.6%  | 12.8                  | 3.1       | B   |
| Total     |            | 1,510                  | 1,526               | 101.1%  | 17.5                  | 1.4       | B   |

Intersection 8

192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 140                    | 134                 | 95.5%   | 54.1                  | 9.3       | D   |
|           | Through    | 880                    | 875                 | 99.4%   | 28.1                  | 2.3       | C   |
|           | Right Turn | 140                    | 143                 | 102.2%  | 7.6                   | 1.6       | A   |
|           | Subtotal   | 1,160                  | 1,152               | 99.3%   | 28.6                  | 2.8       | C   |
| SB        | Left Turn  | 240                    | 238                 | 99.3%   | 65.3                  | 9.3       | E   |
|           | Through    | 790                    | 781                 | 98.8%   | 26.2                  | 3.8       | C   |
|           | Right Turn | 110                    | 114                 | 103.3%  | 20.5                  | 7.0       | C   |
|           | Subtotal   | 1,140                  | 1,133               | 99.4%   | 33.9                  | 4.5       | C   |
| EB        | Left Turn  | 170                    | 171                 | 100.8%  | 26.8                  | 4.5       | C   |
|           | Through    | 250                    | 248                 | 99.3%   | 38.2                  | 3.5       | D   |
|           | Right Turn | 160                    | 159                 | 99.1%   | 31.6                  | 6.7       | C   |
|           | Subtotal   | 580                    | 578                 | 99.7%   | 33.1                  | 3.1       | C   |
| WB        | Left Turn  | 300                    | 299                 | 99.5%   | 42.7                  | 8.1       | D   |
|           | Through    | 200                    | 209                 | 104.6%  | 31.5                  | 3.2       | C   |
|           | Right Turn | 130                    | 132                 | 101.4%  | 21.0                  | 3.2       | C   |
|           | Subtotal   | 630                    | 640                 | 101.5%  | 34.3                  | 4.7       | C   |
| Total     |            | 3,510                  | 3,502               | 99.8%   | 32.1                  | 2.2       | C   |

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

SE 34th Street  
2040 No Build  
PM Peak Hour

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 72                  | 102.9%  | 12.7                  | 3.2       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 30                  | 99.3%   | 3.5                   | 1.6       | A   |
|           | Subtotal   | 100                    | 102                 | 101.8%  | 10.2                  | 2.7       | B   |
| SB        | Left Turn  | 10                     | 9                   | 92.0%   | 9.7                   | 6.7       | A   |
|           | Through    | 10                     | 11                  | 106.0%  | 11.3                  | 5.6       | B   |
|           | Right Turn | 20                     | 23                  | 115.5%  | 4.0                   | 1.5       | A   |
|           | Subtotal   | 40                     | 43                  | 107.3%  | 7.1                   | 2.0       | A   |
| EB        | Left Turn  | 30                     | 30                  | 99.3%   | 15.9                  | 4.8       | B   |
|           | Through    | 480                    | 472                 | 98.4%   | 6.4                   | 2.1       | A   |
|           | Right Turn | 50                     | 52                  | 104.8%  | 3.9                   | 1.0       | A   |
|           | Subtotal   | 560                    | 555                 | 99.0%   | 6.6                   | 1.9       | A   |
| WB        | Left Turn  | 30                     | 30                  | 100.7%  | 14.0                  | 3.1       | B   |
|           | Through    | 610                    | 606                 | 99.4%   | 6.2                   | 1.8       | A   |
|           | Right Turn | 20                     | 21                  | 102.5%  | 3.2                   | 3.3       | A   |
|           | Subtotal   | 660                    | 657                 | 99.5%   | 6.4                   | 1.7       | A   |
| Total     |            | 1,360                  | 1,356               | 99.7%   | 6.8                   | 1.7       | A   |

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

**SE 34th Street**  
**2040 Alt 1**  
**AM Peak Hour**

**Intersection 1**

**164th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 110                    | 105                 | 95.7%   | 52.1                  | 11.3      | D   |
|           | Through    | 880                    | 871                 | 98.9%   | 44.3                  | 7.1       | D   |
|           | Right Turn | 420                    | 418                 | 99.6%   | 6.6                   | 1.2       | A   |
|           | Subtotal   | 1,410                  | 1,394               | 98.9%   | 33.1                  | 5.2       | C   |
| SB        | Left Turn  | 170                    | 168                 | 98.8%   | 71.0                  | 14.5      | E   |
|           | Through    | 770                    | 793                 | 102.9%  | 32.0                  | 5.5       | C   |
|           | Right Turn | 40                     | 42                  | 104.8%  | 13.9                  | 5.7       | B   |
|           | Subtotal   | 980                    | 1,003               | 102.3%  | 38.1                  | 6.8       | D   |
| EB        | Left Turn  | 30                     | 28                  | 94.3%   | 45.2                  | 11.3      | D   |
|           | Through    | 60                     | 65                  | 108.0%  | 43.9                  | 6.9       | D   |
|           | Right Turn | 160                    | 162                 | 101.3%  | 6.8                   | 1.5       | A   |
|           | Subtotal   | 250                    | 255                 | 102.1%  | 22.0                  | 3.9       | C   |
| WB        | Left Turn  | 440                    | 432                 | 98.2%   | 42.5                  | 5.8       | D   |
|           | Through    | 90                     | 91                  | 101.4%  | 27.1                  | 8.3       | C   |
|           | Right Turn | 120                    | 119                 | 99.2%   | 6.5                   | 1.7       | A   |
|           | Subtotal   | 650                    | 642                 | 98.8%   | 33.5                  | 5.1       | C   |
| Total     |            | 3,290                  | 3,294               | 100.1%  | 33.8                  | 4.0       | C   |

**Intersection 2**

**168th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 40                     | 40                  | 100.5%  | 16.5                  | 4.0       | B   |
|           | Through    | 10                     | 12                  | 117.0%  | 19.4                  | 10.8      | B   |
|           | Right Turn | 10                     | 10                  | 98.0%   | 8.7                   | 7.6       | A   |
|           | Subtotal   | 60                     | 62                  | 102.8%  | 15.4                  | 4.2       | B   |
| SB        | Left Turn  | 20                     | 21                  | 103.0%  | 15.9                  | 6.6       | B   |
|           | Through    | 10                     | 11                  | 109.0%  | 17.3                  | 7.9       | B   |
|           | Right Turn | 50                     | 48                  | 95.4%   | 6.8                   | 1.7       | A   |
|           | Subtotal   | 80                     | 79                  | 99.0%   | 10.4                  | 1.7       | B   |
| EB        | Left Turn  | 40                     | 37                  | 91.5%   | 14.0                  | 4.8       | B   |
|           | Through    | 590                    | 598                 | 101.3%  | 7.6                   | 1.3       | A   |
|           | Right Turn | 20                     | 22                  | 110.5%  | 6.1                   | 2.6       | A   |
|           | Subtotal   | 650                    | 656                 | 101.0%  | 7.9                   | 1.3       | A   |
| WB        | Left Turn  | 10                     | 10                  | 100.0%  | 12.2                  | 4.9       | B   |
|           | Through    | 560                    | 559                 | 99.9%   | 6.4                   | 1.7       | A   |
|           | Right Turn | 20                     | 20                  | 100.0%  | 4.1                   | 2.4       | A   |
|           | Subtotal   | 590                    | 589                 | 99.9%   | 6.4                   | 1.7       | A   |
| Total     |            | 1,380                  | 1,386               | 100.5%  | 7.8                   | 1.2       | A   |

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

**SE 34th Street**  
**2040 Alt 1**  
**AM Peak Hour**

**Intersection 3**

**Pedestrian Crossing/34th Street**

**Signal**

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 620                    | 630                 | 101.5%  | 3.1                   | 1.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 620                    | 630                 | 101.5%  | 3.1                   | 1.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 590                    | 589                 | 99.7%   | 2.0                   | 1.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 590                    | 589                 | 99.7%   | 2.0                   | 1.3       | A   |
| Total     |            | 1,210                  | 1,218               | 100.7%  | 2.6                   | 1.3       | A   |

**Intersection 4**

**172nd Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 80                     | 78                  | 97.9%   | 30.2                  | 15.6      | D   |
|           | Through    | 10                     | 12                  | 122.0%  | 23.2                  | 22.5      | C   |
|           | Right Turn | 30                     | 30                  | 99.3%   | 22.6                  | 15.2      | C   |
|           | Subtotal   | 120                    | 120                 | 100.3%  | 28.0                  | 14.3      | D   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 32                  | 107.7%  | 7.6                   | 3.6       | A   |
|           | Subtotal   | 30                     | 32                  | 107.7%  | 7.6                   | 3.6       | A   |
| EB        | Left Turn  | 10                     | 10                  | 103.0%  | 3.4                   | 1.2       | A   |
|           | Through    | 580                    | 586                 | 101.0%  | 1.6                   | 0.1       | A   |
|           | Right Turn | 30                     | 32                  | 105.7%  | 1.0                   | 0.4       | A   |
|           | Subtotal   | 620                    | 628                 | 101.2%  | 1.6                   | 0.1       | A   |
| WB        | Left Turn  | 30                     | 29                  | 98.0%   | 8.3                   | 3.0       | A   |
|           | Through    | 480                    | 481                 | 100.3%  | 1.7                   | 0.2       | A   |
|           | Right Turn | 10                     | 11                  | 114.0%  | 1.1                   | 0.6       | A   |
|           | Subtotal   | 520                    | 522                 | 100.4%  | 2.0                   | 0.3       | A   |
| Total     |            | 1,290                  | 1,303               | 101.0%  | 4.3                   | 1.7       | A   |

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

**SE 34th Street**  
**2040 Alt 1**  
**AM Peak Hour**

**Intersection 5**

**176th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 96.5%   | 39.2                  | 11.0      | D   |
|           | Through    | 20                     | 20                  | 99.0%   | 38.3                  | 12.7      | D   |
|           | Right Turn | 10                     | 11                  | 110.0%  | 8.2                   | 2.9       | A   |
|           | Subtotal   | 50                     | 50                  | 100.2%  | 33.6                  | 5.6       | C   |
| SB        | Left Turn  | 70                     | 68                  | 96.7%   | 41.2                  | 4.9       | D   |
|           | Through    | 10                     | 9                   | 86.0%   | 36.6                  | 14.4      | D   |
|           | Right Turn | 160                    | 167                 | 104.2%  | 8.6                   | 2.1       | A   |
|           | Subtotal   | 240                    | 243                 | 101.3%  | 19.3                  | 3.6       | B   |
| EB        | Left Turn  | 120                    | 120                 | 100.1%  | 8.3                   | 2.0       | A   |
|           | Through    | 470                    | 478                 | 101.7%  | 5.1                   | 1.5       | A   |
|           | Right Turn | 20                     | 20                  | 102.0%  | 2.8                   | 2.2       | A   |
|           | Subtotal   | 610                    | 619                 | 101.4%  | 5.6                   | 1.4       | A   |
| WB        | Left Turn  | 10                     | 9                   | 92.0%   | 7.1                   | 3.5       | A   |
|           | Through    | 340                    | 339                 | 99.7%   | 6.2                   | 1.5       | A   |
|           | Right Turn | 60                     | 62                  | 103.5%  | 3.8                   | 2.0       | A   |
|           | Subtotal   | 410                    | 410                 | 100.1%  | 5.9                   | 1.6       | A   |
| Total     |            | 1,310                  | 1,322               | 100.9%  | 9.3                   | 1.7       | A   |

**Intersection 6**

**177th Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 27                  | 91.3%   | 16.4                  | 6.6       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 22                  | 112.0%  | 6.8                   | 4.7       | A   |
|           | Subtotal   | 50                     | 50                  | 99.6%   | 11.8                  | 4.3       | B   |
| SB        | Left Turn  | 30                     | 31                  | 104.0%  | 14.3                  | 4.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 64                  | 107.0%  | 5.2                   | 1.4       | A   |
|           | Subtotal   | 90                     | 95                  | 106.0%  | 8.1                   | 1.9       | A   |
| EB        | Left Turn  | 150                    | 147                 | 98.2%   | 5.5                   | 1.5       | A   |
|           | Through    | 380                    | 398                 | 104.7%  | 1.3                   | 0.3       | A   |
|           | Right Turn | 20                     | 17                  | 85.0%   | 0.9                   | 0.6       | A   |
|           | Subtotal   | 550                    | 562                 | 102.2%  | 2.4                   | 0.4       | A   |
| WB        | Left Turn  | 10                     | 10                  | 99.0%   | 6.1                   | 3.3       | A   |
|           | Through    | 320                    | 314                 | 98.0%   | 2.8                   | 0.5       | A   |
|           | Right Turn | 40                     | 38                  | 94.0%   | 2.7                   | 1.2       | A   |
|           | Subtotal   | 370                    | 361                 | 97.6%   | 2.9                   | 0.4       | A   |
| Total     |            | 1,060                  | 1,069               | 100.8%  | 3.5                   | 0.3       | A   |



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

**SE 34th Street**  
**2040 Alt 1**  
**AM Peak Hour**

**Intersection 7**

**Hiddenbrook Drive/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 80                     | 73                  | 91.0%   | 33.7                  | 7.5       | C   |
|           | Through    | 60                     | 64                  | 106.8%  | 41.1                  | 6.2       | D   |
|           | Right Turn | 40                     | 39                  | 97.0%   | 5.9                   | 1.4       | A   |
|           | Subtotal   | 180                    | 176                 | 97.6%   | 30.5                  | 4.7       | C   |
| SB        | Left Turn  | 60                     | 59                  | 97.5%   | 39.0                  | 5.5       | D   |
|           | Through    | 30                     | 31                  | 104.0%  | 33.4                  | 7.5       | C   |
|           | Right Turn | 60                     | 59                  | 98.5%   | 9.5                   | 3.6       | A   |
|           | Subtotal   | 150                    | 149                 | 99.2%   | 26.3                  | 5.2       | C   |
| EB        | Left Turn  | 100                    | 101                 | 101.4%  | 40.2                  | 3.2       | D   |
|           | Through    | 270                    | 278                 | 102.9%  | 9.1                   | 1.4       | A   |
|           | Right Turn | 60                     | 61                  | 102.0%  | 6.8                   | 1.9       | A   |
|           | Subtotal   | 430                    | 440                 | 102.4%  | 16.0                  | 1.9       | B   |
| WB        | Left Turn  | 40                     | 37                  | 91.8%   | 45.7                  | 7.5       | D   |
|           | Through    | 230                    | 230                 | 100.0%  | 11.6                  | 3.7       | B   |
|           | Right Turn | 100                    | 97                  | 97.2%   | 7.7                   | 2.7       | A   |
|           | Subtotal   | 370                    | 364                 | 98.3%   | 13.9                  | 2.9       | B   |
| Total     |            | 1,130                  | 1,129               | 99.9%   | 19.0                  | 1.5       | B   |

**Intersection 8**

**192nd Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 120                    | 107                 | 89.4%   | 47.0                  | 3.7       | D   |
|           | Through    | 630                    | 643                 | 102.0%  | 23.0                  | 3.1       | C   |
|           | Right Turn | 290                    | 294                 | 101.2%  | 7.2                   | 0.9       | A   |
|           | Subtotal   | 1,040                  | 1,044               | 100.4%  | 20.9                  | 1.8       | C   |
| SB        | Left Turn  | 140                    | 140                 | 99.7%   | 41.3                  | 4.5       | D   |
|           | Through    | 520                    | 517                 | 99.4%   | 19.6                  | 2.6       | B   |
|           | Right Turn | 90                     | 89                  | 98.3%   | 12.0                  | 3.4       | B   |
|           | Subtotal   | 750                    | 745                 | 99.3%   | 22.6                  | 2.2       | C   |
| EB        | Left Turn  | 80                     | 81                  | 101.6%  | 32.7                  | 6.7       | C   |
|           | Through    | 160                    | 169                 | 105.6%  | 40.5                  | 8.3       | D   |
|           | Right Turn | 90                     | 90                  | 99.7%   | 32.9                  | 10.7      | C   |
|           | Subtotal   | 330                    | 340                 | 103.0%  | 36.9                  | 7.5       | D   |
| WB        | Left Turn  | 170                    | 162                 | 95.5%   | 32.1                  | 7.9       | C   |
|           | Through    | 170                    | 181                 | 106.2%  | 31.3                  | 7.1       | C   |
|           | Right Turn | 100                    | 100                 | 100.0%  | 24.3                  | 5.4       | C   |
|           | Subtotal   | 440                    | 443                 | 100.7%  | 30.1                  | 5.2       | C   |
| Total     |            | 2,560                  | 2,572               | 100.4%  | 25.1                  | 1.8       | C   |

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

**SE 34th Street**  
**2040 Alt 1**  
**AM Peak Hour**

**Intersection 9**

**196th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 60                  | 100.3%  | 12.7                  | 3.9       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 30                  | 98.7%   | 5.0                   | 2.0       | A   |
|           | Subtotal   | 90                     | 90                  | 99.8%   | 9.9                   | 2.6       | A   |
| SB        | Left Turn  | 30                     | 28                  | 91.7%   | 13.2                  | 7.0       | B   |
|           | Through    | 10                     | 12                  | 120.0%  | 10.0                  | 6.6       | A   |
|           | Right Turn | 40                     | 40                  | 101.0%  | 5.4                   | 2.1       | A   |
|           | Subtotal   | 80                     | 80                  | 99.9%   | 8.4                   | 1.6       | A   |
| EB        | Left Turn  | 10                     | 10                  | 99.0%   | 17.5                  | 8.4       | B   |
|           | Through    | 460                    | 464                 | 100.8%  | 9.6                   | 2.2       | A   |
|           | Right Turn | 40                     | 45                  | 112.3%  | 7.2                   | 3.0       | A   |
|           | Subtotal   | 510                    | 519                 | 101.7%  | 9.5                   | 2.3       | A   |
| WB        | Left Turn  | 30                     | 28                  | 92.0%   | 18.7                  | 6.4       | B   |
|           | Through    | 470                    | 470                 | 100.0%  | 7.3                   | 2.4       | A   |
|           | Right Turn | 20                     | 20                  | 100.5%  | 5.2                   | 2.4       | A   |
|           | Subtotal   | 520                    | 518                 | 99.6%   | 7.8                   | 2.5       | A   |
| Total     |            | 1,200                  | 1,206               | 100.5%  | 8.7                   | 1.7       | A   |

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

**SE 34th Street**  
**2040 Alt 1**  
**PM Peak Hour**

**Intersection 1**

**164th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 190                    | 168                 | 88.6%   | 136.0                 | 36.1      | F   |
|           | Through    | 1,290                  | 1,117               | 86.6%   | 127.4                 | 4.1       | F   |
|           | Right Turn | 460                    | 403                 | 87.7%   | 19.2                  | 2.1       | B   |
|           | Subtotal   | 1,940                  | 1,689               | 87.0%   | 102.0                 | 6.3       | F   |
| SB        | Left Turn  | 170                    | 162                 | 95.1%   | 224.7                 | 82.7      | F   |
|           | Through    | 1,270                  | 1,271               | 100.1%  | 58.1                  | 10.0      | E   |
|           | Right Turn | 80                     | 78                  | 97.8%   | 34.4                  | 7.2       | C   |
|           | Subtotal   | 1,520                  | 1,511               | 99.4%   | 76.1                  | 18.1      | E   |
| EB        | Left Turn  | 70                     | 70                  | 100.0%  | 53.5                  | 11.6      | D   |
|           | Through    | 100                    | 101                 | 100.8%  | 49.9                  | 7.6       | D   |
|           | Right Turn | 190                    | 192                 | 100.8%  | 11.5                  | 3.0       | B   |
|           | Subtotal   | 360                    | 362                 | 100.6%  | 30.9                  | 5.3       | C   |
| WB        | Left Turn  | 500                    | 506                 | 101.1%  | 48.3                  | 14.3      | D   |
|           | Through    | 170                    | 175                 | 102.9%  | 32.4                  | 10.1      | C   |
|           | Right Turn | 220                    | 207                 | 94.1%   | 11.3                  | 6.0       | B   |
|           | Subtotal   | 890                    | 888                 | 99.7%   | 36.7                  | 11.8      | D   |
| Total     |            | 4,710                  | 4,450               | 94.5%   | 73.6                  | 6.1       | E   |

**Intersection 2**

**168th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 29                  | 96.0%   | 17.3                  | 6.3       | B   |
|           | Through    | 20                     | 20                  | 97.5%   | 16.4                  | 5.5       | B   |
|           | Right Turn | 10                     | 11                  | 111.0%  | 8.5                   | 5.2       | A   |
|           | Subtotal   | 60                     | 59                  | 99.0%   | 15.2                  | 3.8       | B   |
| SB        | Left Turn  | 30                     | 29                  | 96.3%   | 20.7                  | 6.3       | C   |
|           | Through    | 20                     | 17                  | 85.0%   | 20.5                  | 8.3       | C   |
|           | Right Turn | 40                     | 41                  | 102.3%  | 13.0                  | 4.2       | B   |
|           | Subtotal   | 90                     | 87                  | 96.4%   | 17.5                  | 3.6       | B   |
| EB        | Left Turn  | 80                     | 73                  | 91.1%   | 29.8                  | 12.2      | C   |
|           | Through    | 630                    | 585                 | 92.8%   | 8.1                   | 2.3       | A   |
|           | Right Turn | 20                     | 18                  | 89.0%   | 5.6                   | 5.3       | A   |
|           | Subtotal   | 730                    | 675                 | 92.5%   | 10.7                  | 3.0       | B   |
| WB        | Left Turn  | 10                     | 10                  | 101.0%  | 19.7                  | 9.4       | B   |
|           | Through    | 820                    | 824                 | 100.5%  | 13.1                  | 4.4       | B   |
|           | Right Turn | 20                     | 23                  | 114.0%  | 12.8                  | 6.9       | B   |
|           | Subtotal   | 850                    | 857                 | 100.9%  | 13.2                  | 4.4       | B   |
| Total     |            | 1,730                  | 1,679               | 97.0%   | 12.5                  | 3.1       | B   |

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

**SE 34th Street**  
**2040 Alt 1**  
**PM Peak Hour**

**Intersection 3**

**Pedestrian Crossing/34th Street**

**Signal**

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 670                    | 628                 | 93.7%   | 2.5                   | 1.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 670                    | 628                 | 93.7%   | 2.5                   | 1.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 850                    | 854                 | 100.5%  | 1.8                   | 0.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 850                    | 854                 | 100.5%  | 1.8                   | 0.8       | A   |
| Total     |            | 1,520                  | 1,482               | 97.5%   | 2.1                   | 0.8       | A   |

**Intersection 4**

**172nd Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 60                  | 100.2%  | 41.1                  | 13.1      | E   |
|           | Through    | 10                     | 9                   | 88.0%   | 43.2                  | 21.1      | E   |
|           | Right Turn | 30                     | 31                  | 102.0%  | 25.6                  | 17.7      | D   |
|           | Subtotal   | 100                    | 100                 | 99.5%   | 36.6                  | 13.7      | E   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 10                     | 8                   | 81.0%   | 33.1                  | 26.5      | D   |
|           | Right Turn | 10                     | 9                   | 87.0%   | 6.4                   | 5.3       | A   |
|           | Subtotal   | 20                     | 17                  | 84.0%   | 24.4                  | 24.2      | C   |
| EB        | Left Turn  | 20                     | 19                  | 93.0%   | 7.1                   | 4.1       | A   |
|           | Through    | 560                    | 520                 | 92.9%   | 2.1                   | 0.3       | A   |
|           | Right Turn | 90                     | 85                  | 94.0%   | 1.2                   | 0.3       | A   |
|           | Subtotal   | 670                    | 624                 | 93.1%   | 2.1                   | 0.3       | A   |
| WB        | Left Turn  | 50                     | 48                  | 96.4%   | 7.4                   | 1.4       | A   |
|           | Through    | 780                    | 800                 | 102.5%  | 2.9                   | 0.2       | A   |
|           | Right Turn | 10                     | 10                  | 100.0%  | 2.1                   | 1.3       | A   |
|           | Subtotal   | 840                    | 858                 | 102.1%  | 3.1                   | 0.2       | A   |
| Total     |            | 1,630                  | 1,598               | 98.0%   | 5.0                   | 1.1       | A   |

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

**SE 34th Street**  
**2040 Alt 1**  
**PM Peak Hour**

**Intersection 5**

**176th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 92.5%   | 44.0                  | 18.3      | D   |
|           | Through    | 20                     | 18                  | 88.0%   | 36.8                  | 16.5      | D   |
|           | Right Turn | 10                     | 10                  | 99.0%   | 17.2                  | 11.9      | B   |
|           | Subtotal   | 50                     | 46                  | 92.0%   | 36.1                  | 7.3       | D   |
| SB        | Left Turn  | 90                     | 86                  | 95.8%   | 49.5                  | 4.9       | D   |
|           | Through    | 30                     | 29                  | 95.0%   | 41.8                  | 10.5      | D   |
|           | Right Turn | 90                     | 92                  | 102.6%  | 25.4                  | 4.4       | C   |
|           | Subtotal   | 210                    | 207                 | 98.6%   | 38.0                  | 3.4       | D   |
| EB        | Left Turn  | 190                    | 173                 | 91.1%   | 30.0                  | 4.8       | C   |
|           | Through    | 370                    | 360                 | 97.2%   | 5.9                   | 1.9       | A   |
|           | Right Turn | 30                     | 28                  | 94.7%   | 3.3                   | 2.1       | A   |
|           | Subtotal   | 590                    | 561                 | 95.1%   | 13.1                  | 1.9       | B   |
| WB        | Left Turn  | 20                     | 19                  | 93.0%   | 13.1                  | 3.2       | B   |
|           | Through    | 730                    | 736                 | 100.9%  | 17.1                  | 3.1       | B   |
|           | Right Turn | 100                    | 96                  | 96.4%   | 15.1                  | 4.2       | B   |
|           | Subtotal   | 850                    | 851                 | 100.2%  | 16.8                  | 3.1       | B   |
| Total     |            | 1,700                  | 1,666               | 98.0%   | 19.0                  | 2.3       | B   |

**Intersection 6**

**177th Avenue/34th Street**

**Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 27                  | 89.0%   | 48.6                  | 30.8      | E   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 21                  | 105.5%  | 26.1                  | 28.1      | D   |
|           | Subtotal   | 50                     | 48                  | 95.6%   | 38.7                  | 29.0      | E   |
| SB        | Left Turn  | 50                     | 48                  | 95.8%   | 32.3                  | 23.1      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 150                    | 153                 | 101.9%  | 70.6                  | 33.0      | F   |
|           | Subtotal   | 200                    | 201                 | 100.4%  | 60.6                  | 28.3      | F   |
| EB        | Left Turn  | 40                     | 34                  | 85.8%   | 10.0                  | 3.5       | A   |
|           | Through    | 390                    | 376                 | 96.4%   | 1.4                   | 0.3       | A   |
|           | Right Turn | 40                     | 39                  | 97.0%   | 0.9                   | 0.3       | A   |
|           | Subtotal   | 470                    | 449                 | 95.6%   | 1.9                   | 0.4       | A   |
| WB        | Left Turn  | 20                     | 20                  | 98.0%   | 8.1                   | 1.9       | A   |
|           | Through    | 670                    | 681                 | 101.6%  | 8.1                   | 3.0       | A   |
|           | Right Turn | 20                     | 18                  | 90.0%   | 5.7                   | 3.0       | A   |
|           | Subtotal   | 710                    | 718                 | 101.2%  | 8.1                   | 2.9       | A   |
| Total     |            | 1,430                  | 1,416               | 99.0%   | 13.5                  | 4.7       | B   |

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

SE 34th Street  
2040 Alt 1  
PM Peak Hour

Intersection 7

Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 110                    | 110                 | 99.7%   | 39.9                  | 5.7       | D   |
|           | Through    | 30                     | 28                  | 93.3%   | 43.3                  | 11.3      | D   |
|           | Right Turn | 60                     | 62                  | 103.3%  | 7.2                   | 3.0       | A   |
|           | Subtotal   | 200                    | 200                 | 99.9%   | 31.5                  | 5.0       | C   |
| SB        | Left Turn  | 160                    | 162                 | 100.9%  | 40.0                  | 17.0      | D   |
|           | Through    | 50                     | 52                  | 103.6%  | 30.5                  | 4.0       | C   |
|           | Right Turn | 160                    | 157                 | 98.3%   | 14.7                  | 2.4       | B   |
|           | Subtotal   | 370                    | 371                 | 100.2%  | 27.7                  | 7.2       | C   |
| EB        | Left Turn  | 50                     | 46                  | 92.4%   | 44.9                  | 14.0      | D   |
|           | Through    | 330                    | 322                 | 97.6%   | 21.9                  | 26.4      | C   |
|           | Right Turn | 80                     | 77                  | 96.8%   | 17.9                  | 25.8      | B   |
|           | Subtotal   | 460                    | 446                 | 96.9%   | 23.8                  | 24.8      | C   |
| WB        | Left Turn  | 40                     | 40                  | 99.8%   | 39.9                  | 9.7       | D   |
|           | Through    | 440                    | 451                 | 102.5%  | 11.3                  | 2.0       | B   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 480                    | 491                 | 102.3%  | 13.9                  | 2.2       | B   |
| Total     |            | 1,510                  | 1,507               | 99.8%   | 22.4                  | 8.5       | C   |

Intersection 8

192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 140                    | 137                 | 97.8%   | 138.9                 | 75.0      | F   |
|           | Through    | 880                    | 861                 | 97.8%   | 78.4                  | 35.8      | E   |
|           | Right Turn | 140                    | 135                 | 96.7%   | 15.4                  | 11.3      | B   |
|           | Subtotal   | 1,160                  | 1,133               | 97.7%   | 79.3                  | 34.6      | E   |
| SB        | Left Turn  | 240                    | 239                 | 99.5%   | 118.5                 | 62.9      | F   |
|           | Through    | 790                    | 788                 | 99.8%   | 44.3                  | 13.1      | D   |
|           | Right Turn | 110                    | 117                 | 106.1%  | 36.6                  | 17.1      | D   |
|           | Subtotal   | 1,140                  | 1,144               | 100.3%  | 60.4                  | 24.2      | E   |
| EB        | Left Turn  | 170                    | 159                 | 93.4%   | 79.8                  | 18.6      | E   |
|           | Through    | 250                    | 252                 | 100.7%  | 91.4                  | 19.0      | F   |
|           | Right Turn | 160                    | 153                 | 95.8%   | 86.8                  | 20.6      | F   |
|           | Subtotal   | 580                    | 564                 | 97.2%   | 87.0                  | 18.9      | F   |
| WB        | Left Turn  | 300                    | 300                 | 99.9%   | 48.5                  | 23.0      | D   |
|           | Through    | 200                    | 200                 | 99.8%   | 33.8                  | 13.1      | C   |
|           | Right Turn | 130                    | 126                 | 96.5%   | 30.0                  | 13.5      | C   |
|           | Subtotal   | 630                    | 625                 | 99.2%   | 40.5                  | 17.6      | D   |
| Total     |            | 3,510                  | 3,465               | 98.7%   | 67.3                  | 16.6      | E   |

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

**SE 34th Street**  
**2040 Alt 1**  
**PM Peak Hour**

**Intersection 9**

**196th Avenue/34th Street**

**Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 69                  | 98.6%   | 12.4                  | 3.2       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 29                  | 96.7%   | 5.2                   | 2.4       | A   |
|           | Subtotal   | 100                    | 98                  | 98.0%   | 10.3                  | 3.0       | B   |
| SB        | Left Turn  | 10                     | 11                  | 112.0%  | 10.3                  | 8.5       | B   |
|           | Through    | 10                     | 11                  | 112.0%  | 9.6                   | 8.2       | A   |
|           | Right Turn | 20                     | 19                  | 95.0%   | 6.6                   | 2.8       | A   |
|           | Subtotal   | 40                     | 41                  | 103.5%  | 9.2                   | 3.8       | A   |
| EB        | Left Turn  | 30                     | 28                  | 92.0%   | 19.9                  | 5.6       | B   |
|           | Through    | 480                    | 473                 | 98.5%   | 8.3                   | 1.6       | A   |
|           | Right Turn | 50                     | 50                  | 100.0%  | 5.8                   | 2.1       | A   |
|           | Subtotal   | 560                    | 550                 | 98.3%   | 8.7                   | 1.5       | A   |
| WB        | Left Turn  | 30                     | 28                  | 94.7%   | 16.6                  | 3.4       | B   |
|           | Through    | 610                    | 605                 | 99.2%   | 9.4                   | 1.4       | A   |
|           | Right Turn | 20                     | 19                  | 95.0%   | 8.5                   | 2.7       | A   |
|           | Subtotal   | 660                    | 652                 | 98.8%   | 9.7                   | 1.4       | A   |
| Total     |            | 1,360                  | 1,342               | 98.7%   | 9.3                   | 1.1       | A   |

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 25                 | 5         | 75              | 10        | 75                 | 18        | 0%         | 0%       |
|           | Through       | 350          | 50                 | 8         | 100             | 14        | 125                | 29        | 0%         | 0%       |
|           | Right Turn    | 350          | 50                 | 6         | 75              | 11        | 100                | 15        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 75                 | 8         | 150             | 17        | 175                | 19        | 0%         | 0%       |
|           | Through       | 700          | 175                | 17        | 275             | 26        | 350                | 58        | 0%         | 0%       |
|           | Right Turn    | 700          | 50                 | 3         | 75              | 7         | 100                | 23        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 125                | 6         | 200             | 9         | 225                | 28        | 0%         | 0%       |
|           | Through       | 1,000        | 150                | 12        | 225             | 18        | 250                | 36        | 0%         | 0%       |
|           | Through/Right | 1,000        | 50                 | 8         | 100             | 24        | 175                | 46        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 125                | 6         | 200             | 14        | 225                | 20        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 5         | 100             | 12        | 125                | 21        | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 4         | 75              | 11        | 100                | 36        | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 6         | 75                 | 19        | 0%         | 0%       |
|           | Through       | 925          | 25                 | 3         | 75              | 9         | 100                | 26        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 5         | 75              | 9         | 125                | 25        | 0%         | 0%       |
| NB        | Shared        | 375          | 25                 | 4         | 50              | 4         | 75                 | 7         | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 2         | 75              | 2         | 75                 | 7         | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 2         | 25              | 8         | 50                 | 10        | 0%         | 0%       |
|           | Through       | 600          | 50                 | 5         | 75              | 9         | 125                | 25        | 0%         | 0%       |
|           | Through/Right | 600          | 25                 | 4         | 75              | 11        | 100                | 30        | 0%         | 0%       |



Intersection 3

Pedestrian Crossing/34th 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        | Through    | 600          | 25                 | 5         | 50              | 17        | 75                 | 36        | 0%         | 0%       |
| WB        | Through    | 475          | 25                 | 4         | 50              | 13        | 100                | 23        | 0%         | 0%       |
| 0         |            |              |                    |           |                 |           |                    |           |            |          |
| 0         |            |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

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     | 175          | 25                 | 1         | 25              | 5         | 50                 | 9         | 0%         | 0%       |
| NB        | Shared        | 450          | 50                 | 3         | 75              | 6         | 100                | 14        | 0%         | 0%       |
| SB        | Shared        | 75           | 25                 | 2         | 50              | 3         | 50                 | 0         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 2         | 25              | 4         | 50                 | 6         | 0%         | 0%       |
|           | Through       | 825          | 25                 | 0         | 25              | 5         | 25                 | 14        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 1         | 25              | 6         | 25                 | 18        | 0%         | 0%       |

Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 25                 | 4         | 50              | 7         | 50                 | 15        | 0%         | 0%       |
|           | Through       | 825          | 25                 | 3         | 50              | 8         | 75                 | 22        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 3         | 50              | 8         | 75                 | 13        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 50              | 7         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 3         | 50              | 6         | 50                 | 11        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 50                 | 5         | 100             | 8         | 100                | 19        | 0%         | 0%       |
|           | Through/Right | 275          | 50                 | 3         | 100             | 14        | 125                | 36        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 1         | 25              | 5         | 25                 | 12        | 0%         | 0%       |
|           | Through       | 325          | 25                 | 3         | 50              | 8         | 50                 | 19        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 3         | 75              | 7         | 75                 | 17        | 0%         | 0%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 25                 | 2         | 50              | 5         | 75                 | 14        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 1         | 25              | 7         | 25                 | 20        | 0%         | 0%       |
| NB        | Shared        | 300          | 25                 | 3         | 50              | 2         | 75                 | 7         | 0%         | 0%       |
| SB        | Left/Through  | 175          | 25                 | 1         | 25              | 5         | 25                 | 11        | 0%         | 0%       |
|           | Right Turn    | 175          | 25                 | 2         | 50              | 4         | 50                 | 10        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 1         | 25              | 6         | 25                 | 12        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 1         | 25              | 7         | 25                 | 21        | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 25                 | 5         | 75              | 7         | 100                | 16        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 1         | 50              | 6         | 75                 | 22        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 5         | 75              | 10        | 75                 | 18        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 50                 | 7         | 100             | 14        | 125                | 24        | 0%         | 0%       |
|           | Right Turn    | 125          | 25                 | 3         | 50              | 5         | 75                 | 14        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 2         | 25              | 7         | 50                 | 14        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 50              | 7         | 50                 | 7         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 4         | 75              | 9         | 75                 | 19        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 2         | 25              | 7         | 50                 | 17        | 0%         | 0%       |
|           | Through/Right | 875          | 25                 | 3         | 50              | 10        | 75                 | 14        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 50                 | 4         | 100             | 5         | 125                | 10        | 0%         | 0%       |
|           | Through       | 450          | 50                 | 4         | 100             | 7         | 125                | 19        | 0%         | 0%       |
|           | Through/Right | 450          | 75                 | 4         | 125             | 11        | 150                | 32        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 50                 | 8         | 100             | 11        | 100                | 26        | 0%         | 0%       |
|           | Through       | 725          | 125                | 7         | 200             | 10        | 225                | 33        | 0%         | 0%       |
|           | Right Turn    | 375          | 50                 | 6         | 100             | 14        | 125                | 26        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 75                 | 9         | 150             | 26        | 175                | 58        | 0%         | 0%       |
|           | Through       | 525          | 100                | 9         | 175             | 17        | 200                | 39        | 0%         | 0%       |
|           | Through/Right | 525          | 75                 | 6         | 125             | 20        | 150                | 24        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 100                | 8         | 175             | 16        | 200                | 26        | 2%         | 0%       |
|           | Through       | 425          | 50                 | 7         | 100             | 29        | 125                | 65        | 0%         | 0%       |
|           | Through/Right | 425          | 50                 | 6         | 100             | 12        | 125                | 25        | 0%         | 0%       |

Intersection 9

196th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 6         | 50                 | 7         | 0%         | 0%       |
|           | Through       | 950          | 25                 | 4         | 75              | 10        | 100                | 25        | 0%         | 0%       |
|           | Through/Right | 950          | 50                 | 4         | 100             | 10        | 125                | 26        | 0%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 3         | 75              | 3         | 75                 | 11        | 1%         | 0%       |
|           | Through/Right | 175          | 25                 | 5         | 50              | 9         | 50                 | 21        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 3         | 50              | 9         | 75                 | 29        | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 4         | 50              | 6         | 50                 | 15        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 4         | 50              | 6         | 75                 | 15        | 0%         | 0%       |
|           | Through       | 500          | 50                 | 8         | 100             | 22        | 125                | 37        | 0%         | 0%       |
|           | Through/Right | 500          | 50                 | 6         | 75              | 8         | 100                | 18        | 0%         | 0%       |

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 50                 | 15        | 100             | 30        | 125                | 37        | 0%         | 0%       |
|           | Through       | 350          | 75                 | 7         | 125             | 12        | 150                | 31        | 0%         | 0%       |
|           | Right Turn    | 350          | 50                 | 4         | 100             | 8         | 125                | 17        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 125                | 10        | 225             | 27        | 250                | 78        | 0%         | 0%       |
|           | Through       | 700          | 225                | 20        | 350             | 32        | 375                | 48        | 0%         | 0%       |
|           | Right Turn    | 700          | 50                 | 4         | 100             | 9         | 125                | 21        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 100                | 13        | 175             | 24        | 250                | 45        | 0%         | 0%       |
|           | Through       | 1,000        | 175                | 12        | 275             | 19        | 325                | 42        | 1%         | 0%       |
|           | Through/Right | 1,000        | 75                 | 16        | 175             | 22        | 200                | 24        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 125                | 8         | 175             | 15        | 200                | 21        | 0%         | 0%       |
|           | Through       | 925          | 75                 | 6         | 150             | 17        | 200                | 63        | 0%         | 0%       |
|           | Right Turn    | 175          | 75                 | 6         | 125             | 16        | 150                | 40        | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 50                 | 4         | 75              | 10        | 100                | 17        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 6         | 75              | 12        | 125                | 32        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 3         | 100             | 8         | 125                | 24        | 0%         | 0%       |
| NB        | Shared        | 375          | 25                 | 4         | 75              | 8         | 75                 | 17        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 3         | 75              | 6         | 100                | 11        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 2         | 25              | 7         | 50                 | 15        | 0%         | 0%       |
|           | Through       | 600          | 50                 | 8         | 100             | 15        | 125                | 27        | 0%         | 0%       |
|           | Through/Right | 600          | 50                 | 8         | 125             | 18        | 175                | 57        | 0%         | 0%       |

Intersection 3

Pedestrian Crossing/34th 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        | Through    | 600          | 25                 | 3         | 50              | 22        | 75                 | 54        | 0%         | 0%       |
| WB        | Through    | 475          | 25                 | 5         | 25              | 23        | 50                 | 42        | 0%         | 0%       |
| SB        | Left Turn  | 150          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| O         |            |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

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     | 175          | 25                 | 1         | 25              | 6         | 50                 | 10        | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 6         | 25                 | 18        | 0%         | 0%       |
| NB        | Shared        | 450          | 50                 | 3         | 75              | 9         | 100                | 16        | 0%         | 0%       |
| SB        | Shared        | 75           | 25                 | 3         | 25              | 7         | 50                 | 8         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 4         | 50              | 8         | 50                 | 15        | 0%         | 0%       |
|           | Through       | 150          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           | Through/Right | 150          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |

Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 50                 | 8         | 100             | 14        | 100                | 23        | 0%         | 0%       |
|           | Through       | 825          | 25                 | 4         | 50              | 9         | 75                 | 20        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 5         | 75              | 12        | 75                 | 22        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 50              | 8         | 75                 | 18        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 4         | 50              | 8         | 75                 | 20        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 4         | 100             | 10        | 125                | 20        | 0%         | 0%       |
|           | Through/Right | 275          | 50                 | 5         | 100             | 15        | 125                | 23        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 2         | 25              | 10        | 50                 | 28        | 0%         | 0%       |
|           | Through       | 325          | 50                 | 8         | 100             | 21        | 125                | 37        | 1%         | 0%       |
|           | Through/Right | 325          | 75                 | 11        | 125             | 26        | 175                | 44        | 0%         | 0%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 25                 | 2         | 25              | 6         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 3         | 25                 | 9         | 0%         | 0%       |
| NB        | Shared        | 300          | 25                 | 3         | 50              | 2         | 50                 | 10        | 0%         | 0%       |
| SB        | Left/Through  | 175          | 25                 | 1         | 25              | 3         | 50                 | 1         | 0%         | 0%       |
|           | Right Turn    | 175          | 25                 | 3         | 50              | 6         | 75                 | 12        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 25              | 7         | 25                 | 2         | 0%         | 0%       |
|           | Through       | 175          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 25                 | 2         | 25              | 8         | 50                 | 14        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 5         | 75              | 9         | 75                 | 12        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 5         | 75              | 8         | 100                | 17        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 75                 | 7         | 125             | 13        | 150                | 23        | 1%         | 0%       |
|           | Right Turn    | 125          | 25                 | 5         | 50              | 14        | 75                 | 38        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 3         | 50              | 6         | 50                 | 12        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 75              | 4         | 75                 | 14        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 6         | 75              | 11        | 100                | 14        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 2         | 50              | 9         | 75                 | 22        | 0%         | 0%       |
|           | Through/Right | 875          | 25                 | 4         | 75              | 9         | 75                 | 18        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 75                 | 8         | 125             | 11        | 150                | 21        | 0%         | 0%       |
|           | Through       | 450          | 75                 | 8         | 125             | 17        | 150                | 32        | 0%         | 0%       |
|           | Through/Right | 450          | 100                | 9         | 175             | 18        | 200                | 37        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 75                 | 6         | 125             | 15        | 150                | 53        | 0%         | 0%       |
|           | Through       | 725          | 175                | 8         | 250             | 21        | 275                | 36        | 0%         | 0%       |
|           | Right Turn    | 375          | 50                 | 2         | 75              | 6         | 75                 | 14        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 125                | 10        | 175             | 25        | 225                | 30        | 0%         | 0%       |
|           | Through       | 525          | 150                | 10        | 225             | 10        | 275                | 23        | 0%         | 0%       |
|           | Through/Right | 525          | 125                | 9         | 200             | 17        | 250                | 29        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 150                | 7         | 225             | 15        | 225                | 1         | 7%         | 0%       |
|           | Through       | 425          | 75                 | 9         | 175             | 34        | 300                | 61        | 0%         | 0%       |
|           | Through/Right | 425          | 75                 | 9         | 125             | 23        | 175                | 63        | 0%         | 0%       |



Intersection 9

196th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 75              | 5         | 75                 | 7         | 0%         | 0%       |
|           | Through       | 950          | 25                 | 4         | 75              | 9         | 100                | 18        | 0%         | 0%       |
|           | Through/Right | 950          | 50                 | 6         | 100             | 7         | 125                | 14        | 0%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 2         | 75              | 8         | 75                 | 13        | 2%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 50              | 6         | 50                 | 21        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 3         | 25              | 7         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 2         | 50              | 3         | 50                 | 7         | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 3         | 50              | 5         | 50                 | 12        | 0%         | 0%       |
|           | Through       | 500          | 75                 | 7         | 125             | 12        | 150                | 27        | 0%         | 0%       |
|           | Through/Right | 500          | 50                 | 3         | 75              | 8         | 100                | 24        | 0%         | 0%       |

Intersection 1 164th Avenue/34th 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        | Left Turn     | 175          | 25                 | 6         | 75              | 15        | 100                | 47        | 0%         | 0%       |
|           | Through       | 350          | 50                 | 8         | 100             | 18        | 150                | 44        | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 4         | 75              | 15        | 125                | 42        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 100                | 8         | 150             | 21        | 200                | 64        | 0%         | 0%       |
|           | Through       | 700          | 200                | 10        | 300             | 38        | 375                | 63        | 0%         | 0%       |
|           | Right Turn    | 700          | 25                 | 5         | 75              | 13        | 100                | 21        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 125                | 10        | 200             | 15        | 250                | 26        | 0%         | 0%       |
|           | Through       | 1,025        | 150                | 11        | 225             | 18        | 250                | 26        | 0%         | 0%       |
|           | Through/Right | 1,025        | 50                 | 7         | 125             | 20        | 175                | 28        | 0%         | 0%       |
| WB        | Left Turn     | 425          | 225                | 8         | 350             | 22        | 400                | 43        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 6         | 100             | 10        | 125                | 29        | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 3         | 75              | 5         | 100                | 14        | 0%         | 0%       |

Intersection 2 168th Avenue/34th 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        | Left Turn     | 175          | 25                 | 4         | 50              | 16        | 75                 | 53        | 0%         | 0%       |
|           | Through/Right | 925          | 75                 | 7         | 150             | 25        | 200                | 49        | 0%         | 0%       |
| NB        | Shared        | 375          | 25                 | 4         | 75              | 7         | 75                 | 21        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 4         | 75              | 3         | 75                 | 13        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 1         | 25              | 8         | 25                 | 17        | 0%         | 0%       |
|           | Through/Right | 600          | 75                 | 6         | 150             | 17        | 175                | 45        | 1%         | 0%       |

Intersection 3

Pedestrian Crossing/34th 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        | Through    | 600          | 25                 | 8         | 100             | 35        | 175                | 77        | 0%         | 0%       |
| WB        | Through    | 475          | 25                 | 7         | 75              | 29        | 125                | 61        | 0%         | 0%       |
| SB        | Left Turn  | 150          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| O         |            |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

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     | 175          | 25                 | 1         | 25              | 6         | 25                 | 17        | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 0         | 25              | 5         | 25                 | 15        | 0%         | 0%       |
| NB        | Shared        | 450          | 50                 | 4         | 75              | 10        | 100                | 19        | 0%         | 0%       |
| SB        | Shared        | 100          | 25                 | 4         | 50              | 4         | 50                 | 12        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 2         | 25              | 6         | 50                 | 0         | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 0         | 25              | 0         | 25                 | 10        | 0%         | 0%       |

Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 6         | 75                 | 11        | 0%         | 0%       |
|           | Through/Right | 825          | 50                 | 7         | 125             | 16        | 150                | 37        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 50              | 8         | 50                 | 15        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 3         | 50              | 5         | 50                 | 11        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 50                 | 4         | 100             | 9         | 100                | 15        | 0%         | 0%       |
|           | Through/Right | 300          | 50                 | 4         | 100             | 12        | 125                | 32        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 0         | 25              | 5         | 25                 | 15        | 0%         | 0%       |
|           | Through/Right | 325          | 50                 | 6         | 125             | 9         | 150                | 24        | 2%         | 0%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 25                 | 4         | 50              | 9         | 75                 | 18        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 3         | 25                 | 7         | 0%         | 0%       |
| NB        | Shared        | 325          | 25                 | 3         | 50              | 3         | 75                 | 8         | 0%         | 0%       |
| SB        | Left/Through  | 200          | 25                 | 1         | 25              | 6         | 25                 | 15        | 0%         | 0%       |
|           | Right Turn    | 200          | 25                 | 2         | 25              | 5         | 50                 | 11        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 1         | 25              | 6         | 50                 | 9         | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 1         | 25              | 6         | 25                 | 17        | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 25                 | 3         | 75              | 11        | 100                | 27        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 7         | 100             | 18        | 150                | 33        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 50                 | 5         | 100             | 10        | 125                | 31        | 0%         | 0%       |
|           | Right Turn    | 125          | 25                 | 2         | 50              | 4         | 75                 | 14        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 2         | 25              | 7         | 50                 | 10        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 2         | 50              | 4         | 50                 | 7         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 5         | 75              | 12        | 100                | 23        | 0%         | 0%       |
|           | Through/Right | 875          | 25                 | 3         | 75              | 9         | 125                | 30        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 50                 | 8         | 125             | 24        | 175                | 51        | 0%         | 0%       |
|           | Through/Right | 475          | 125                | 9         | 200             | 28        | 250                | 45        | 3%         | 0%       |
| NB        | Left Turn     | 375          | 75                 | 5         | 125             | 8         | 150                | 18        | 0%         | 0%       |
|           | Through       | 750          | 125                | 12        | 200             | 20        | 200                | 32        | 0%         | 0%       |
|           | Right Turn    | 375          | 50                 | 5         | 100             | 10        | 125                | 23        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 100                | 12        | 150             | 24        | 200                | 34        | 0%         | 0%       |
|           | Through       | 525          | 100                | 9         | 175             | 15        | 200                | 27        | 0%         | 0%       |
|           | Through/Right | 525          | 75                 | 10        | 125             | 19        | 175                | 33        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 100                | 11        | 175             | 17        | 200                | 30        | 1%         | 0%       |
|           | Through/Right | 425          | 100                | 10        | 175             | 23        | 225                | 43        | 2%         | 0%       |

Intersection 9

196th Avenue/34th 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        | Left Turn     | 175          | 25                 | 2         | 50              | 5         | 50                 | 9         | 0%         | 0%       |
|           | Through/Right | 950          | 75                 | 6         | 150             | 14        | 200                | 43        | 0%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 3         | 75              | 6         | 75                 | 15        | 1%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 50              | 9         | 75                 | 27        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 2         | 50              | 4         | 50                 | 12        | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 2         | 50              | 7         | 75                 | 26        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 5         | 50              | 7         | 50                 | 14        | 0%         | 0%       |
|           | Through       | 500          | 75                 | 7         | 125             | 12        | 150                | 26        | 0%         | 0%       |
|           | Right Turn    | 175          | 25                 | 1         | 25              | 5         | 50                 | 2         | 0%         | 0%       |

Intersection 1 164th Avenue/34th 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        | Left Turn     | 175          | 50                 | 9         | 100             | 17        | 125                | 27        | 0%         | 0%       |
|           | Through       | 350          | 75                 | 9         | 150             | 16        | 175                | 43        | 1%         | 0%       |
|           | Right Turn    | 175          | 75                 | 6         | 100             | 15        | 150                | 36        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 125                | 14        | 225             | 42        | 300                | 101       | 0%         | 0%       |
|           | Through       | 700          | 250                | 15        | 375             | 46        | 450                | 70        | 1%         | 0%       |
|           | Right Turn    | 700          | 50                 | 6         | 100             | 11        | 125                | 24        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 125                | 10        | 225             | 20        | 300                | 23        | 0%         | 0%       |
|           | Through       | 1,025        | 225                | 10        | 300             | 18        | 350                | 39        | 3%         | 0%       |
|           | Through/Right | 1,025        | 125                | 10        | 225             | 11        | 250                | 26        | 0%         | 0%       |
| WB        | Left Turn     | 425          | 200                | 8         | 300             | 11        | 350                | 17        | 0%         | 0%       |
|           | Through       | 925          | 75                 | 9         | 125             | 22        | 175                | 65        | 0%         | 0%       |
|           | Right Turn    | 175          | 75                 | 7         | 100             | 19        | 150                | 42        | 0%         | 0%       |

Intersection 2 168th Avenue/34th 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        | Left Turn     | 175          | 50                 | 4         | 75              | 11        | 100                | 30        | 0%         | 0%       |
|           | Through/Right | 925          | 75                 | 6         | 150             | 14        | 200                | 58        | 1%         | 0%       |
| NB        | Shared        | 375          | 50                 | 4         | 75              | 7         | 100                | 18        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 3         | 75              | 11        | 100                | 23        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 2         | 25              | 5         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 600          | 100                | 11        | 200             | 27        | 250                | 35        | 3%         | 0%       |

Intersection 3

Pedestrian Crossing/34th 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        | Through    | 600          | 25                 | 5         | 50              | 28        | 100                | 72        | 0%         | 0%       |
| WB        | Through    | 475          | 25                 | 7         | 50              | 34        | 100                | 66        | 0%         | 0%       |
| SB        | Left Turn  | 150          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| O         |            |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

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     | 175          | 25                 | 2         | 25              | 6         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 9         | 25                 | 24        | 0%         | 0%       |
| NB        | Shared        | 450          | 50                 | 3         | 75              | 7         | 100                | 28        | 0%         | 0%       |
| SB        | Shared        | 100          | 25                 | 1         | 25              | 3         | 50                 | 0         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 5         | 50              | 11        | 75                 | 19        | 0%         | 0%       |
|           | Through/Right | 150          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |



Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 50                 | 5         | 100             | 17        | 125                | 40        | 0%         | 0%       |
|           | Through/Right | 825          | 50                 | 6         | 100             | 23        | 150                | 40        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 1         | 50              | 4         | 50                 | 10        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 3         | 50              | 5         | 50                 | 12        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 6         | 100             | 13        | 150                | 27        | 0%         | 0%       |
|           | Through/Right | 300          | 50                 | 6         | 100             | 16        | 125                | 32        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 2         | 25              | 10        | 50                 | 28        | 0%         | 0%       |
|           | Through/Right | 325          | 100                | 16        | 200             | 32        | 250                | 45        | 5%         | 0%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 25                 | 1         | 25              | 4         | 50                 | 6         | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 2         | 25                 | 5         | 0%         | 0%       |
| NB        | Shared        | 325          | 25                 | 3         | 50              | 3         | 50                 | 11        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 200          | 25                 | 2         | 25              | 7         | 25                 | 9         | 0%         | 0%       |
|           | Right Turn    | 200          | 25                 | 2         | 50              | 9         | 75                 | 18        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 25              | 7         | 50                 | 9         | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 25                 | 1         | 25              | 4         | 50                 | 10        | 0%         | 0%       |
|           | Through/Right | 1,650        | 75                 | 9         | 150             | 24        | 200                | 46        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 75                 | 3         | 150             | 11        | 175                | 30        | 2%         | 0%       |
|           | Right Turn    | 125          | 25                 | 3         | 75              | 11        | 75                 | 39        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 5         | 50              | 10        | 75                 | 16        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 75              | 4         | 75                 | 12        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 5         | 75              | 9         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 875          | 50                 | 6         | 100             | 18        | 150                | 32        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 75                 | 11        | 175             | 26        | 225                | 23        | 0%         | 0%       |
|           | Through/Right | 475          | 175                | 11        | 275             | 18        | 300                | 35        | 10%        | 0%       |
| NB        | Left Turn     | 375          | 75                 | 9         | 125             | 13        | 175                | 27        | 0%         | 0%       |
|           | Through       | 750          | 175                | 10        | 275             | 19        | 300                | 34        | 0%         | 0%       |
|           | Right Turn    | 375          | 50                 | 4         | 75              | 7         | 75                 | 15        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 125                | 5         | 200             | 19        | 250                | 66        | 0%         | 0%       |
|           | Through       | 525          | 150                | 11        | 250             | 15        | 300                | 38        | 0%         | 0%       |
|           | Through/Right | 525          | 125                | 10        | 200             | 19        | 275                | 50        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 150                | 10        | 250             | 11        | 225                | 1         | 9%         | 0%       |
|           | Through/Right | 425          | 150                | 17        | 275             | 29        | 350                | 55        | 5%         | 0%       |

Intersection 9

196th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 4         | 75                 | 10        | 0%         | 0%       |
|           | Through/Right | 950          | 75                 | 8         | 125             | 14        | 175                | 29        | 0%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 3         | 75              | 3         | 75                 | 9         | 1%         | 0%       |
|           | Through/Right | 175          | 25                 | 2         | 50              | 3         | 50                 | 11        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 2         | 25              | 5         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 2         | 25              | 4         | 50                 | 10        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 50              | 4         | 50                 | 11        | 0%         | 0%       |
|           | Through       | 500          | 75                 | 9         | 175             | 29        | 225                | 58        | 1%         | 0%       |
|           | Right Turn    | 175          | 25                 | 2         | 25              | 7         | 50                 | 10        | 0%         | 0%       |

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 25                 | 7         | 75              | 14        | 75                 | 26        | 0%         | 0%       |
|           | Through       | 350          | 75                 | 7         | 125             | 19        | 150                | 39        | 0%         | 0%       |
|           | Right Turn    | 350          | 50                 | 3         | 100             | 6         | 125                | 12        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 100                | 11        | 175             | 25        | 200                | 43        | 0%         | 0%       |
|           | Through       | 875          | 200                | 15        | 300             | 15        | 325                | 28        | 0%         | 0%       |
|           | Right Turn    | 875          | 75                 | 4         | 100             | 8         | 100                | 11        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 125                | 8         | 225             | 13        | 250                | 35        | 0%         | 0%       |
|           | Through       | 1,175        | 150                | 9         | 225             | 13        | 275                | 42        | 0%         | 0%       |
|           | Through/Right | 1,175        | 50                 | 11        | 125             | 24        | 175                | 26        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 150                | 7         | 200             | 15        | 225                | 38        | 0%         | 0%       |
|           | Through       | 925          | 75                 | 8         | 125             | 15        | 150                | 29        | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 4         | 75              | 9         | 100                | 22        | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 6         | 75                 | 15        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 4         | 75              | 10        | 100                | 23        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 4         | 75              | 11        | 125                | 28        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 3         | 75              | 10        | 100                | 22        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 3         | 75              | 6         | 75                 | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 3         | 25              | 6         | 50                 | 8         | 0%         | 0%       |
|           | Through       | 600          | 50                 | 8         | 100             | 15        | 125                | 28        | 0%         | 0%       |
|           | Through/Right | 600          | 25                 | 4         | 75              | 10        | 100                | 20        | 0%         | 0%       |

Intersection 3

Pedestrian Crossing/34th Street

Signal

| Direction | Lane Group | Storage<br>(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    | 600             | 25                 | 4         | 50              | 17        | 100                | 31        | 0%         | 0%       |
| WB        | Through    | 475             | 25                 | 4         | 50              | 14        | 100                | 22        | 0%         | 0%       |
| SB        | Left Turn  | 150             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| O         |            |                 |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 1         | 25              | 7         | 50                 | 13        | 0%         | 0%       |
|           | Through       | 475             | 25                 | 1         | 25              | 9         | 25                 | 27        | 0%         | 0%       |
|           | Through/Right | 475             | 25                 | 1         | 25              | 14        | 25                 | 38        | 0%         | 0%       |
| NB        | Shared        | 450             | 50                 | 4         | 75              | 9         | 100                | 22        | 0%         | 0%       |
| SB        | Shared        | 75              | 25                 | 3         | 50              | 3         | 50                 | 9         | 0%         | 0%       |
| WB        | Left Turn     | 150             | 25                 | 2         | 25              | 5         | 50                 | 2         | 0%         | 0%       |
|           | Through       | 150             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           | Through/Right | 150             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |

Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 8         | 75                 | 22        | 0%         | 0%       |
|           | Through       | 825          | 25                 | 4         | 75              | 9         | 100                | 16        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 4         | 75              | 15        | 100                | 28        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 3         | 75              | 5         | 75                 | 18        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 6         | 75              | 11        | 100                | 19        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 5         | 100             | 12        | 125                | 25        | 0%         | 0%       |
|           | Through/Right | 275          | 75                 | 6         | 125             | 12        | 175                | 28        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 2         | 25              | 5         | 50                 | 8         | 0%         | 0%       |
|           | Through       | 325          | 25                 | 4         | 50              | 9         | 75                 | 19        | 0%         | 0%       |
|           | Through/Right | 325          | 50                 | 5         | 75              | 10        | 100                | 26        | 0%         | 0%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 25                 | 4         | 50              | 11        | 75                 | 24        | 0%         | 0%       |
|           | Through       | 175          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| NB        | Shared        | 300          | 50                 | 3         | 75              | 5         | 75                 | 8         | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 175          | 25                 | 2         | 25              | 3         | 50                 | 9         | 0%         | 0%       |
|           | Right Turn    | 175          | 25                 | 2         | 50              | 4         | 50                 | 14        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 1         | 25              | 4         | 25                 | 8         | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 0         | 25              | 3         | 25                 | 9         | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 50                 | 6         | 75              | 12        | 100                | 20        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 4         | 75              | 12        | 100                | 27        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 3         | 75              | 7         | 100                | 22        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 75                 | 7         | 125             | 13        | 125                | 20        | 1%         | 0%       |
|           | Right Turn    | 125          | 25                 | 3         | 50              | 6         | 75                 | 20        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 5         | 50              | 9         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 50              | 6         | 50                 | 0         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 5         | 75              | 9         | 75                 | 14        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 3         | 50              | 9         | 50                 | 19        | 0%         | 0%       |
|           | Through/Right | 875          | 25                 | 4         | 50              | 10        | 75                 | 23        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 50                 | 8         | 100             | 16        | 125                | 18        | 0%         | 0%       |
|           | Through       | 450          | 50                 | 4         | 100             | 8         | 125                | 20        | 0%         | 0%       |
|           | Through/Right | 450          | 75                 | 4         | 125             | 14        | 150                | 29        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 50                 | 5         | 100             | 10        | 125                | 21        | 0%         | 0%       |
|           | Through       | 875          | 125                | 9         | 200             | 16        | 225                | 19        | 0%         | 0%       |
|           | Right Turn    | 375          | 75                 | 5         | 125             | 12        | 150                | 30        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 100                | 10        | 150             | 24        | 175                | 31        | 0%         | 0%       |
|           | Through       | 625          | 100                | 9         | 175             | 13        | 200                | 26        | 0%         | 0%       |
|           | Through/Right | 625          | 75                 | 9         | 150             | 14        | 175                | 21        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 100                | 7         | 175             | 20        | 200                | 28        | 1%         | 0%       |
|           | Through       | 425          | 50                 | 5         | 100             | 22        | 125                | 70        | 0%         | 0%       |
|           | Through/Right | 425          | 50                 | 6         | 100             | 12        | 125                | 22        | 0%         | 0%       |

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 3         | 50              | 6         | 50                 | 12        | 0%         | 0%       |
|           | Through       | 950             | 50                 | 7         | 100             | 11        | 125                | 26        | 0%         | 0%       |
|           | Through/Right | 950             | 75                 | 4         | 125             | 12        | 125                | 27        | 0%         | 0%       |
| NB        | Left Turn     | 75              | 50                 | 4         | 75              | 8         | 75                 | 17        | 1%         | 0%       |
|           | Through/Right | 175             | 25                 | 4         | 50              | 9         | 75                 | 22        | 0%         | 0%       |
| SB        | Left Turn     | 125             | 25                 | 2         | 75              | 4         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 275             | 25                 | 4         | 50              | 6         | 75                 | 18        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 25                 | 4         | 75              | 6         | 75                 | 13        | 0%         | 0%       |
|           | Through       | 500             | 50                 | 7         | 100             | 13        | 125                | 41        | 0%         | 0%       |
|           | Through/Right | 500             | 50                 | 6         | 100             | 12        | 125                | 23        | 0%         | 0%       |



Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 50                 | 28        | 100             | 59        | 150                | 76        | 0%         | 0%       |
|           | Through       | 350          | 100                | 11        | 150             | 17        | 200                | 34        | 1%         | 0%       |
|           | Right Turn    | 350          | 75                 | 5         | 100             | 14        | 125                | 25        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 150                | 13        | 250             | 24        | 300                | 68        | 0%         | 0%       |
|           | Through       | 875          | 275                | 13        | 400             | 37        | 450                | 67        | 1%         | 0%       |
|           | Right Turn    | 875          | 75                 | 6         | 125             | 19        | 150                | 35        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 150                | 10        | 250             | 18        | 300                | 25        | 1%         | 0%       |
|           | Through       | 1,175        | 225                | 10        | 325             | 18        | 350                | 33        | 4%         | 0%       |
|           | Through/Right | 1,175        | 150                | 12        | 250             | 14        | 275                | 33        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 125                | 9         | 175             | 18        | 200                | 34        | 0%         | 0%       |
|           | Through       | 925          | 125                | 14        | 225             | 37        | 275                | 103       | 2%         | 0%       |
|           | Right Turn    | 175          | 75                 | 8         | 150             | 18        | 200                | 3         | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 50                 | 3         | 75              | 6         | 100                | 9         | 0%         | 0%       |
|           | Through       | 925          | 50                 | 5         | 100             | 12        | 125                | 26        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 5         | 100             | 13        | 125                | 32        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 4         | 75              | 8         | 100                | 13        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 3         | 75              | 9         | 100                | 25        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 1         | 25              | 4         | 50                 | 1         | 0%         | 0%       |
|           | Through       | 600          | 50                 | 8         | 100             | 16        | 150                | 28        | 0%         | 0%       |
|           | Through/Right | 600          | 75                 | 6         | 125             | 17        | 175                | 38        | 0%         | 0%       |

Intersection 3

Pedestrian Crossing/34th Street

Signal

| Direction | Lane Group | Storage<br>(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    | 600             | 25                 | 5         | 50              | 27        | 100                | 65        | 0%         | 0%       |
|           |            |                 |                    |           |                 |           |                    |           |            |          |
| WB        | Through    | 475             | 25                 | 5         | 50              | 27        | 100                | 54        | 0%         | 0%       |
|           |            |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Left Turn  | 150             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           |            |                 |                    |           |                 |           |                    |           |            |          |
| O         |            |                 |                    |           |                 |           |                    |           |            |          |
|           |            |                 |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 2         | 25              | 4         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 475             | 25                 | 1         | 25              | 6         | 25                 | 15        | 0%         | 0%       |
| NB        | Shared        | 450             | 50                 | 3         | 100             | 7         | 125                | 21        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 75              | 25                 | 2         | 75              | 3         | 75                 | 11        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150             | 25                 | 3         | 50              | 5         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 825             | 25                 | 0         | 25              | 3         | 25                 | 8         | 0%         | 0%       |

Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 50                 | 6         | 100             | 10        | 125                | 25        | 0%         | 0%       |
|           | Through       | 825          | 25                 | 4         | 75              | 10        | 100                | 20        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 4         | 75              | 7         | 100                | 18        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 75              | 8         | 75                 | 16        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 5         | 50              | 8         | 75                 | 21        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 5         | 125             | 10        | 150                | 18        | 0%         | 0%       |
|           | Through/Right | 275          | 50                 | 5         | 100             | 14        | 125                | 33        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 2         | 25              | 7         | 50                 | 7         | 0%         | 0%       |
|           | Through       | 325          | 50                 | 8         | 125             | 17        | 150                | 33        | 2%         | 0%       |
|           | Through/Right | 325          | 75                 | 7         | 175             | 14        | 200                | 23        | 0%         | 0%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 25                 | 2         | 50              | 4         | 50                 | 10        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 1         | 25              | 6         | 25                 | 16        | 0%         | 0%       |
| NB        | Shared        | 300          | 50                 | 3         | 75              | 5         | 75                 | 13        | 0%         | 0%       |
| SB        | Left/Through  | 175          | 25                 | 2         | 50              | 4         | 50                 | 0         | 0%         | 0%       |
|           | Right Turn    | 175          | 25                 | 4         | 50              | 8         | 75                 | 16        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 25              | 5         | 50                 | 15        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 0         | 25              | 3         | 25                 | 7         | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 6         | 50                 | 9         | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 5         | 75              | 11        | 100                | 21        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 6         | 100             | 12        | 125                | 22        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 100                | 9         | 175             | 28        | 200                | 44        | 3%         | 0%       |
|           | Right Turn    | 125          | 50                 | 5         | 75              | 20        | 125                | 60        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 2         | 50              | 4         | 75                 | 11        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 75              | 5         | 75                 | 13        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 5         | 75              | 12        | 100                | 21        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 7         | 75              | 17        | 100                | 27        | 0%         | 0%       |
|           | Through/Right | 875          | 50                 | 6         | 75              | 16        | 125                | 27        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 75                 | 7         | 125             | 12        | 150                | 19        | 0%         | 0%       |
|           | Through       | 450          | 75                 | 5         | 125             | 10        | 150                | 25        | 0%         | 0%       |
|           | Through/Right | 450          | 100                | 6         | 175             | 16        | 175                | 26        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 75                 | 5         | 125             | 11        | 150                | 36        | 0%         | 0%       |
|           | Through       | 875          | 175                | 8         | 275             | 19        | 300                | 48        | 0%         | 0%       |
|           | Right Turn    | 375          | 50                 | 3         | 75              | 6         | 75                 | 7         | 0%         | 0%       |
| SB        | Left Turn     | 325          | 125                | 13        | 200             | 24        | 250                | 23        | 0%         | 0%       |
|           | Through       | 625          | 150                | 11        | 250             | 19        | 275                | 41        | 0%         | 0%       |
|           | Through/Right | 625          | 150                | 12        | 225             | 16        | 250                | 40        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 150                | 9         | 225             | 9         | 225                | 1         | 10%        | 0%       |
|           | Through       | 425          | 100                | 16        | 200             | 43        | 325                | 44        | 0%         | 0%       |
|           | Through/Right | 425          | 100                | 9         | 175             | 21        | 250                | 70        | 0%         | 0%       |

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 4         | 75              | 6         | 75                 | 18        | 0%         | 0%       |
|           | Through       | 950             | 50                 | 6         | 75              | 13        | 100                | 18        | 0%         | 0%       |
|           | Through/Right | 950             | 50                 | 7         | 100             | 12        | 125                | 22        | 0%         | 0%       |
| NB        | Left Turn     | 75              | 50                 | 4         | 75              | 7         | 75                 | 10        | 2%         | 0%       |
|           | Through/Right | 175             | 25                 | 4         | 50              | 7         | 75                 | 23        | 0%         | 0%       |
| SB        | Left Turn     | 125             | 25                 | 3         | 50              | 6         | 50                 | 15        | 0%         | 0%       |
|           | Through/Right | 275             | 25                 | 2         | 50              | 3         | 75                 | 13        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 25                 | 2         | 50              | 3         | 50                 | 9         | 0%         | 0%       |
|           | Through       | 500             | 75                 | 8         | 125             | 14        | 150                | 24        | 0%         | 0%       |
|           | Through/Right | 500             | 50                 | 5         | 100             | 10        | 125                | 23        | 0%         | 0%       |

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 25                 | 4         | 75              | 7         | 75                 | 12        | 0%         | 0%       |
|           | Through       | 350          | 75                 | 6         | 125             | 11        | 150                | 19        | 0%         | 0%       |
|           | Right Turn    | 350          | 50                 | 6         | 100             | 13        | 125                | 28        | 0%         | 0%       |
| WB        | Left Turn     | 425          | 225                | 19        | 375             | 40        | 400                | 61        | 1%         | 0%       |
|           | Through       | 925          | 75                 | 12        | 150             | 64        | 225                | 175       | 0%         | 0%       |
|           | Right Turn    | 200          | 50                 | 3         | 75              | 14        | 125                | 48        | 0%         | 0%       |
| NB        | Left Turn     | 1,400        | 100                | 13        | 150             | 25        | 175                | 34        | 0%         | 0%       |
|           | Through       | 700          | 225                | 15        | 325             | 23        | 400                | 51        | 0%         | 0%       |
|           | Right Turn    | 700          | 50                 | 3         | 75              | 10        | 100                | 21        | 0%         | 0%       |
| SB        | Left Turn     | 250          | 125                | 10        | 200             | 22        | 250                | 38        | 0%         | 0%       |
|           | Through       | 1,025        | 175                | 16        | 250             | 19        | 300                | 37        | 1%         | 0%       |
|           | Through/Right | 1,025        | 75                 | 13        | 150             | 31        | 200                | 36        | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 6         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 925          | 75                 | 9         | 150             | 20        | 200                | 43        | 0%         | 0%       |
| WB        | Through/Right | 600          | 25                 | 12        | 50              | 26        | 50                 | 30        | 0%         | 0%       |
| NB        | Shared        | 375          | 75                 | 15        | 150             | 35        | 200                | 72        | 1%         | 0%       |
| SB        | Shared        | 350          | 50                 | 4         | 75              | 7         | 75                 | 14        | 0%         | 0%       |

Intersection 3

Pedestrian Crossing/34th 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        | Through    | 600          | 25                 | 6         | 75              | 24        | 150                | 36        | 0%         | 0%       |
| WB        | Through    | 475          | 25                 | 10        | 75              | 34        | 150                | 55        | 0%         | 0%       |
| 0         |            |              |                    |           |                 |           |                    |           |            |          |
| 0         |            |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

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  | 175          | 25                 | 3         | 25              | 10        | 50                 | 15        | 0%         | 0%       |
| WB        | Left Turn  | 150          | 25                 | 4         | 25              | 11        | 50                 | 11        | 0%         | 0%       |
| NB        | Shared     | 450          | 50                 | 22        | 50              | 28        | 75                 | 29        | 0%         | 0%       |
| SB        | Shared     | 100          | 50                 | 16        | 75              | 17        | 75                 | 19        | 0%         | 0%       |

Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 25                 | 4         | 75              | 7         | 75                 | 11        | 0%         | 0%       |
|           | Through/Right | 825          | 50                 | 6         | 125             | 20        | 175                | 58        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 3         | 25              | 8         | 50                 | 10        | 0%         | 0%       |
|           | Through/Right | 325          | 75                 | 8         | 125             | 16        | 175                | 29        | 3%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 75              | 10        | 75                 | 24        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 4         | 75              | 10        | 100                | 14        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 50                 | 5         | 100             | 12        | 150                | 31        | 0%         | 0%       |
|           | Through/Right | 300          | 75                 | 7         | 125             | 23        | 150                | 53        | 0%         | 0%       |

Intersection 6

177th Avenue/34th Street

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    | 175          | 25                 | 4         | 50              | 8         | 75                 | 19        | 0%         | 0%       |
|           |              |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn    | 175          | 25                 | 8         | 25              | 12        | 50                 | 10        | 0%         | 0%       |
|           |              |              |                    |           |                 |           |                    |           |            |          |
| NB        | Shared       | 325          | 25                 | 13        | 50              | 19        | 75                 | 19        | 0%         | 0%       |
|           |              |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through | 200          | 25                 | 10        | 50              | 13        | 50                 | 18        | 0%         | 0%       |
|           | Right Turn   | 200          | 25                 | 6         | 50              | 12        | 50                 | 19        | 0%         | 0%       |



Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 50                 | 4         | 75              | 7         | 100                | 14        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 5         | 100             | 12        | 150                | 32        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 2         | 75              | 6         | 100                | 21        | 0%         | 0%       |
|           | Through/Right | 875          | 50                 | 7         | 100             | 18        | 150                | 28        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 75                 | 11        | 125             | 21        | 150                | 22        | 1%         | 0%       |
|           | Right Turn    | 125          | 25                 | 3         | 50              | 6         | 75                 | 14        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 5         | 50              | 8         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 50              | 5         | 50                 | 10        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 50                 | 8         | 125             | 26        | 200                | 54        | 0%         | 0%       |
|           | Through/Right | 475          | 150                | 13        | 250             | 34        | 275                | 49        | 6%         | 0%       |
| WB        | Left Turn     | 175          | 100                | 11        | 200             | 22        | 225                | 16        | 2%         | 0%       |
|           | Through/Right | 425          | 100                | 10        | 200             | 21        | 250                | 39        | 2%         | 0%       |
| NB        | Left Turn     | 375          | 75                 | 8         | 125             | 14        | 150                | 18        | 0%         | 0%       |
|           | Through       | 750          | 150                | 8         | 225             | 16        | 250                | 37        | 0%         | 0%       |
|           | Right Turn    | 375          | 75                 | 6         | 100             | 13        | 125                | 24        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 100                | 14        | 175             | 23        | 200                | 36        | 0%         | 0%       |
|           | Through       | 525          | 125                | 7         | 200             | 18        | 225                | 35        | 0%         | 0%       |
|           | Through/Right | 525          | 75                 | 8         | 150             | 17        | 200                | 33        | 0%         | 0%       |

Intersection 9

196th Avenue/34th 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        | Left Turn     | 175          | 25                 | 2         | 50              | 13        | 75                 | 51        | 0%         | 0%       |
|           | Through/Right | 950          | 100                | 8         | 175             | 18        | 225                | 54        | 1%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 3         | 75              | 6         | 75                 | 15        | 0%         | 0%       |
|           | Through/Right | 500          | 75                 | 7         | 150             | 17        | 200                | 53        | 0%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 4         | 75              | 4         | 75                 | 11        | 2%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 50              | 7         | 75                 | 18        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 3         | 50              | 3         | 75                 | 5         | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 4         | 75              | 6         | 75                 | 15        | 0%         | 0%       |

Intersection 1 164th Avenue/34th 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        | Left Turn     | 175          | 75                 | 8         | 125             | 15        | 150                | 30        | 0%         | 0%       |
|           | Through       | 350          | 100                | 8         | 175             | 17        | 200                | 26        | 1%         | 0%       |
|           | Right Turn    | 350          | 75                 | 2         | 100             | 10        | 125                | 25        | 0%         | 0%       |
| WB        | Left Turn     | 425          | 225                | 12        | 325             | 22        | 350                | 33        | 0%         | 0%       |
|           | Through       | 925          | 125                | 8         | 200             | 23        | 250                | 66        | 2%         | 0%       |
|           | Right Turn    | 200          | 75                 | 9         | 150             | 21        | 200                | 4         | 0%         | 0%       |
| NB        | Left Turn     | 1,400        | 200                | 28        | 425             | 53        | 450                | 0         | 0%         | 0%       |
|           | Through       | 700          | 425                | 34        | 600             | 70        | 675                | 75        | 13%        | 1%       |
|           | Right Turn    | 700          | 75                 | 15        | 175             | 84        | 300                | 266       | 0%         | 0%       |
| SB        | Left Turn     | 250          | 125                | 12        | 250             | 24        | 300                | 8         | 0%         | 0%       |
|           | Through       | 1,025        | 250                | 13        | 350             | 21        | 400                | 36        | 7%         | 0%       |
|           | Through/Right | 1,025        | 150                | 11        | 275             | 14        | 300                | 34        | 0%         | 0%       |

Intersection 2 168th Avenue/34th 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        | Left Turn     | 175          | 50                 | 9         | 100             | 27        | 175                | 53        | 0%         | 0%       |
|           | Through/Right | 925          | 100                | 9         | 175             | 26        | 250                | 48        | 1%         | 0%       |
| WB        | Left Turn     | 125          | 25                 | 2         | 50              | 12        | 75                 | 41        | 0%         | 0%       |
|           | Through/Right | 600          | 125                | 13        | 225             | 32        | 300                | 62        | 4%         | 0%       |
| NB        | Shared        | 375          | 50                 | 6         | 75              | 10        | 100                | 19        | 0%         | 0%       |
| SB        | Shared        | 350          | 50                 | 3         | 100             | 7         | 125                | 20        | 0%         | 0%       |

Intersection 3

Pedestrian Crossing/34th 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        | Through    | 600          | 25                 | 5         | 50              | 27        | 100                | 46        | 0%         | 0%       |
| WB        | Through    | 475          | 25                 | 5         | 75              | 35        | 150                | 98        | 0%         | 0%       |
| 0         |            |              |                    |           |                 |           |                    |           |            |          |
| 0         |            |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

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  | 175          | 25                 | 3         | 50              | 8         | 50                 | 12        | 0%         | 0%       |
| WB        | Left Turn  | 150          | 25                 | 9         | 50              | 21        | 75                 | 27        | 0%         | 0%       |
| NB        | Shared     | 450          | 50                 | 14        | 75              | 16        | 75                 | 20        | 0%         | 0%       |
| SB        | Shared     | 100          | 50                 | 14        | 75              | 18        | 100                | 28        | 0%         | 0%       |

Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 75                 | 7         | 125             | 16        | 150                | 34        | 0%         | 0%       |
|           | Through/Right | 825          | 50                 | 8         | 125             | 16        | 175                | 36        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 4         | 50              | 16        | 100                | 44        | 0%         | 0%       |
|           | Through/Right | 325          | 125                | 15        | 250             | 33        | 300                | 28        | 9%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 75              | 6         | 75                 | 11        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 4         | 50              | 9         | 75                 | 14        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 5         | 125             | 11        | 150                | 13        | 0%         | 0%       |
|           | Through/Right | 300          | 75                 | 7         | 100             | 14        | 150                | 24        | 0%         | 0%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 25                 | 4         | 50              | 9         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 11        | 50              | 17        | 75                 | 40        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 4         | 25              | 12        | 50                 | 21        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 11        | 50              | 17        | 75                 | 40        | 0%         | 0%       |
| NB        | Shared        | 325          | 25                 | 10        | 50              | 11        | 75                 | 36        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 10        | 50              | 11        | 75                 | 36        | 0%         | 0%       |
| SB        | Left/Through  | 200          | 25                 | 9         | 50              | 14        | 75                 | 24        | 0%         | 0%       |
|           | Right Turn    | 200          | 25                 | 12        | 50              | 25        | 50                 | 33        | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 25                 | 20        | 50              | 43        | 75                 | 64        | 0%         | 0%       |
|           | Through/Right | 1,650        | 75                 | 12        | 150             | 34        | 200                | 68        | 1%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 5         | 75              | 13        | 100                | 31        | 0%         | 0%       |
|           | Through/Right | 875          | 75                 | 12        | 150             | 18        | 200                | 28        | 2%         | 0%       |
| NB        | Left/Through  | 250          | 100                | 25        | 150             | 42        | 200                | 54        | 5%         | 0%       |
|           | Right Turn    | 125          | 50                 | 7         | 75              | 18        | 150                | 50        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 3         | 75              | 5         | 75                 | 12        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 10        | 75              | 19        | 75                 | 23        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 100                | 13        | 200             | 30        | 225                | 1         | 0%         | 0%       |
|           | Through/Right | 475          | 175                | 16        | 325             | 36        | 375                | 61        | 13%        | 0%       |
| WB        | Left Turn     | 175          | 175                | 10        | 275             | 7         | 225                | 0         | 16%        | 0%       |
|           | Through/Right | 425          | 225                | 40        | 375             | 76        | 425                | 45        | 13%        | 2%       |
| NB        | Left Turn     | 375          | 100                | 14        | 175             | 36        | 225                | 72        | 0%         | 0%       |
|           | Through       | 750          | 225                | 15        | 300             | 27        | 350                | 42        | 0%         | 0%       |
|           | Right Turn    | 375          | 50                 | 3         | 75              | 8         | 100                | 20        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 150                | 13        | 225             | 33        | 275                | 41        | 0%         | 0%       |
|           | Through       | 525          | 175                | 12        | 275             | 22        | 325                | 38        | 0%         | 0%       |
|           | Through/Right | 525          | 150                | 10        | 250             | 21        | 275                | 40        | 0%         | 0%       |

Intersection 9

196th Avenue/34th 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        | Left Turn     | 175          | 50                 | 4         | 75              | 14        | 100                | 58        | 0%         | 0%       |
|           | Through/Right | 950          | 100                | 10        | 175             | 20        | 200                | 43        | 1%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 5         | 50              | 15        | 75                 | 51        | 0%         | 0%       |
|           | Through/Right | 500          | 125                | 6         | 200             | 24        | 275                | 71        | 2%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 4         | 75              | 6         | 100                | 12        | 2%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 50              | 5         | 50                 | 24        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 4         | 50              | 9         | 50                 | 10        | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 3         | 50              | 5         | 50                 | 16        | 0%         | 0%       |

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 50                 | 4         | 75              | 11        | 100                | 24        | 0%         | 0%       |
|           | Through       | 350          | 75                 | 6         | 125             | 11        | 150                | 27        | 0%         | 0%       |
|           | Right Turn    | 350          | 75                 | 3         | 100             | 10        | 125                | 32        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 100                | 16        | 175             | 51        | 225                | 121       | 0%         | 0%       |
|           | Through       | 875          | 250                | 23        | 375             | 42        | 450                | 81        | 1%         | 0%       |
|           | Right Turn    | 875          | 100                | 10        | 175             | 21        | 225                | 29        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 150                | 11        | 250             | 21        | 275                | 37        | 1%         | 0%       |
|           | Through       | 1,175        | 175                | 15        | 250             | 18        | 325                | 49        | 1%         | 0%       |
|           | Through/Right | 1,175        | 75                 | 14        | 175             | 26        | 200                | 30        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 175                | 11        | 250             | 15        | 275                | 29        | 0%         | 0%       |
|           | Through       | 925          | 75                 | 7         | 150             | 17        | 200                | 49        | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 5         | 100             | 17        | 150                | 59        | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 75              | 7         | 75                 | 14        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 7         | 125             | 14        | 150                | 27        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 8         | 100             | 20        | 150                | 40        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 5         | 75              | 14        | 100                | 39        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 6         | 75              | 12        | 100                | 28        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 3         | 50              | 8         | 50                 | 1         | 0%         | 0%       |
|           | Through       | 600          | 50                 | 7         | 125             | 16        | 125                | 37        | 0%         | 0%       |
|           | Through/Right | 600          | 50                 | 5         | 100             | 11        | 125                | 28        | 0%         | 0%       |



Intersection 3

Pedestrian Crossing/34th Street

Signal

| Direction | Lane Group | Storage<br>(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    | 600             | 25                 | 3         | 50              | 14        | 125                | 29        | 0%         | 0%       |
| WB        | Through    | 475             | 25                 | 4         | 75              | 14        | 125                | 33        | 0%         | 0%       |
| SB        | Left Turn  | 150             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| O         |            |                 |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 3         | 25              | 10        | 50                 | 17        | 0%         | 0%       |
|           | Through       | 475             | 25                 | 0         | 25              | 3         | 25                 | 12        | 0%         | 0%       |
|           | Through/Right | 150             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| NB        | Shared        | 450             | 75                 | 7         | 100             | 23        | 150                | 30        | 0%         | 0%       |
| SB        | Shared        | 75              | 25                 | 4         | 50              | 3         | 50                 | 12        | 0%         | 0%       |
| WB        | Left Turn     | 150             | 25                 | 4         | 50              | 7         | 50                 | 17        | 0%         | 0%       |
|           | Through/Right | 825             | 25                 | 0         | 25              | 3         | 25                 | 7         | 0%         | 0%       |

Intersection 5

176th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 6         | 100             | 11        | 125                | 26        | 0%         | 0%       |
|           | Through       | 825             | 50                 | 8         | 100             | 17        | 125                | 31        | 0%         | 0%       |
|           | Through/Right | 825             | 50                 | 7         | 75              | 19        | 100                | 37        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 25                 | 4         | 75              | 7         | 75                 | 14        | 0%         | 0%       |
|           | Through/Right | 400             | 25                 | 5         | 75              | 10        | 100                | 26        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 75                 | 6         | 125             | 11        | 150                | 31        | 0%         | 0%       |
|           | Through/Right | 275             | 75                 | 5         | 125             | 19        | 175                | 53        | 0%         | 0%       |
| WB        | Left Turn     | 100             | 25                 | 1         | 25              | 2         | 50                 | 1         | 0%         | 0%       |
|           | Through       | 325             | 50                 | 5         | 75              | 10        | 100                | 19        | 1%         | 0%       |
|           | Through/Right | 325             | 50                 | 4         | 100             | 9         | 125                | 24        | 0%         | 0%       |

Intersection 6

177th Avenue/34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 2         | 75              | 5         | 100                | 19        | 0%         | 0%       |
|           | Through       | 325             | 25                 | 1         | 25              | 6         | 25                 | 17        | 0%         | 0%       |
|           | Through/Right | 150             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| NB        | Shared        | 300             | 50                 | 3         | 75              | 5         | 75                 | 7         | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 175             | 25                 | 3         | 50              | 7         | 75                 | 18        | 0%         | 0%       |
|           | Right Turn    | 175             | 50                 | 2         | 75              | 5         | 75                 | 15        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 25                 | 2         | 25              | 6         | 25                 | 8         | 0%         | 0%       |
|           | Through/Right | 1,650           | 25                 | 1         | 25              | 6         | 25                 | 18        | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 100                | 14        | 150             | 26        | 175                | 23        | 1%         | 0%       |
|           | Through       | 1,650        | 25                 | 3         | 75              | 13        | 100                | 34        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 8         | 100             | 17        | 150                | 31        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 100                | 9         | 175             | 14        | 200                | 23        | 7%         | 0%       |
|           | Right Turn    | 125          | 50                 | 5         | 75              | 23        | 150                | 60        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 50                 | 6         | 100             | 11        | 150                | 14        | 0%         | 0%       |
|           | Through/Right | 175          | 75                 | 4         | 100             | 13        | 150                | 28        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 5         | 75              | 9         | 100                | 18        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 4         | 75              | 11        | 100                | 22        | 0%         | 0%       |
|           | Through/Right | 875          | 50                 | 5         | 100             | 10        | 150                | 22        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 75                 | 5         | 125             | 11        | 125                | 17        | 0%         | 0%       |
|           | Through       | 450          | 75                 | 8         | 125             | 10        | 175                | 19        | 0%         | 0%       |
|           | Through/Right | 450          | 100                | 6         | 175             | 11        | 175                | 23        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 100                | 8         | 150             | 23        | 175                | 40        | 0%         | 0%       |
|           | Through       | 875          | 150                | 15        | 250             | 24        | 275                | 27        | 0%         | 0%       |
|           | Right Turn    | 375          | 75                 | 4         | 125             | 13        | 150                | 27        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 125                | 15        | 200             | 26        | 225                | 16        | 0%         | 0%       |
|           | Through       | 625          | 125                | 10        | 225             | 18        | 250                | 38        | 0%         | 0%       |
|           | Through/Right | 625          | 100                | 12        | 200             | 22        | 225                | 49        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 100                | 8         | 175             | 17        | 200                | 23        | 2%         | 0%       |
|           | Through       | 425          | 75                 | 5         | 125             | 18        | 175                | 57        | 0%         | 0%       |
|           | Through/Right | 425          | 100                | 9         | 150             | 14        | 175                | 19        | 0%         | 0%       |

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 4         | 50              | 7         | 50                 | 11        | 0%         | 0%       |
|           | Through       | 950             | 50                 | 4         | 100             | 10        | 150                | 17        | 0%         | 0%       |
|           | Through/Right | 950             | 75                 | 6         | 125             | 14        | 150                | 24        | 0%         | 0%       |
| NB        | Left Turn     | 75              | 50                 | 2         | 75              | 6         | 75                 | 10        | 2%         | 0%       |
|           | Through/Right | 175             | 25                 | 3         | 50              | 9         | 75                 | 32        | 0%         | 0%       |
| SB        | Left Turn     | 125             | 25                 | 4         | 50              | 6         | 75                 | 15        | 0%         | 0%       |
|           | Through/Right | 275             | 50                 | 3         | 75              | 8         | 75                 | 24        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 25                 | 4         | 75              | 8         | 75                 | 24        | 0%         | 0%       |
|           | Through       | 500             | 75                 | 9         | 125             | 19        | 150                | 30        | 0%         | 0%       |
|           | Through/Right | 500             | 50                 | 8         | 100             | 23        | 150                | 53        | 0%         | 0%       |

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 50                 | 38        | 100             | 72        | 150                | 88        | 0%         | 0%       |
|           | Through       | 350          | 100                | 6         | 175             | 15        | 200                | 37        | 1%         | 0%       |
|           | Right Turn    | 350          | 75                 | 9         | 125             | 23        | 175                | 44        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 225                | 50        | 425             | 101       | 450                | 68        | 0%         | 0%       |
|           | Through       | 875          | 475                | 69        | 700             | 134       | 775                | 137       | 18%        | 1%       |
|           | Right Turn    | 875          | 125                | 40        | 250             | 167       | 375                | 280       | 0%         | 1%       |
| SB        | Left Turn     | 1,250        | 200                | 15        | 325             | 23        | 300                | 1         | 3%         | 0%       |
|           | Through       | 1,175        | 300                | 18        | 400             | 31        | 475                | 81        | 12%        | 0%       |
|           | Through/Right | 1,175        | 200                | 14        | 325             | 23        | 350                | 33        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 200                | 11        | 275             | 19        | 300                | 34        | 0%         | 0%       |
|           | Through       | 925          | 125                | 18        | 225             | 46        | 325                | 117       | 3%         | 0%       |
|           | Right Turn    | 175          | 100                | 11        | 175             | 23        | 200                | 1         | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 50                 | 4         | 100             | 10        | 100                | 20        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 7         | 100             | 15        | 150                | 23        | 0%         | 0%       |
|           | Through/Right | 925          | 75                 | 6         | 125             | 9         | 150                | 27        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 5         | 100             | 14        | 125                | 37        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 4         | 100             | 10        | 100                | 13        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 2         | 50              | 5         | 50                 | 16        | 0%         | 0%       |
|           | Through       | 600          | 75                 | 8         | 175             | 33        | 225                | 63        | 1%         | 0%       |
|           | Through/Right | 600          | 75                 | 14        | 150             | 32        | 200                | 45        | 0%         | 0%       |

Intersection 3

Pedestrian Crossing/34th Street

Signal

| Direction | Lane Group | Storage<br>(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    | 600             | 25                 | 4         | 50              | 18        | 100                | 44        | 0%         | 0%       |
| WB        | Through    | 475             | 25                 | 4         | 50              | 22        | 100                | 46        | 0%         | 0%       |
| SB        | Left Turn  | 150             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| 0         |            |                 |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 3         | 50              | 5         | 50                 | 11        | 0%         | 0%       |
|           | Through       | 475             | 25                 | 0         | 25              | 3         | 25                 | 8         | 0%         | 0%       |
|           | Through/Right | 475             | 25                 | 1         | 25              | 7         | 25                 | 18        | 0%         | 0%       |
| NB        | Shared        | 450             | 75                 | 8         | 100             | 17        | 125                | 26        | 0%         | 0%       |
| SB        | Shared        | 75              | 25                 | 3         | 50              | 5         | 50                 | 12        | 0%         | 0%       |
| WB        | Left Turn     | 150             | 25                 | 2         | 50              | 5         | 75                 | 12        | 0%         | 0%       |
|           | Through/Right | 825             | 25                 | 0         | 25              | 3         | 25                 | 8         | 0%         | 0%       |

Intersection 5

176th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 75                 | 6         | 125             | 13        | 150                | 21        | 0%         | 0%       |
|           | Through       | 825             | 50                 | 6         | 75              | 11        | 125                | 34        | 0%         | 0%       |
|           | Through/Right | 825             | 50                 | 5         | 75              | 10        | 125                | 23        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 25                 | 2         | 50              | 5         | 75                 | 10        | 0%         | 0%       |
|           | Through/Right | 400             | 25                 | 3         | 75              | 6         | 75                 | 12        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 75                 | 7         | 125             | 14        | 150                | 30        | 0%         | 0%       |
|           | Through/Right | 275             | 75                 | 7         | 125             | 18        | 175                | 33        | 0%         | 0%       |
| WB        | Left Turn     | 100             | 25                 | 3         | 50              | 10        | 75                 | 35        | 0%         | 0%       |
|           | Through       | 325             | 100                | 14        | 175             | 27        | 225                | 45        | 6%         | 0%       |
|           | Through/Right | 325             | 125                | 13        | 225             | 28        | 250                | 39        | 0%         | 0%       |

Intersection 6

177th Avenue/34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 2         | 50              | 5         | 75                 | 11        | 0%         | 0%       |
|           | Through/Right | 325             | 25                 | 0         | 25              | 2         | 25                 | 7         | 0%         | 0%       |
| NB        | Shared        | 300             | 50                 | 4         | 75              | 6         | 75                 | 9         | 0%         | 0%       |
|           | Left/Through  | 175             | 50                 | 3         | 75              | 7         | 100                | 20        | 0%         | 0%       |
| SB        | Right Turn    | 175             | 75                 | 6         | 100             | 12        | 125                | 26        | 0%         | 0%       |
|           | Left Turn     | 175             | 25                 | 2         | 50              | 8         | 50                 | 16        | 0%         | 0%       |
| WB        | Through/Right | 1,650           | 25                 | 1         | 25              | 4         | 25                 | 12        | 0%         | 0%       |
|           | Left Turn     | 175             | 25                 | 2         | 50              | 8         | 50                 | 16        | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 5         | 100             | 9         | 100                | 10        | 0%         | 0%       |
|           | Through       | 1,650           | 50                 | 3         | 100             | 5         | 125                | 17        | 0%         | 0%       |
|           | Through/Right | 1,650           | 75                 | 6         | 125             | 14        | 150                | 29        | 0%         | 0%       |
| NB        | Left/Through  | 250             | 100                | 11        | 175             | 21        | 225                | 34        | 6%         | 0%       |
|           | Right Turn    | 125             | 50                 | 6         | 75              | 24        | 150                | 56        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 125                | 7         | 175             | 11        | 200                | 11        | 0%         | 2%       |
|           | Through/Right | 175             | 100                | 8         | 175             | 12        | 200                | 15        | 0%         | 3%       |
| WB        | Left Turn     | 150             | 50                 | 5         | 75              | 10        | 100                | 19        | 0%         | 0%       |
|           | Through       | 875             | 50                 | 8         | 125             | 14        | 150                | 31        | 0%         | 0%       |
|           | Through/Right | 875             | 75                 | 7         | 125             | 14        | 150                | 18        | 0%         | 0%       |

Intersection 8

192nd Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 100                | 6         | 175             | 12        | 200                | 26        | 1%         | 0%       |
|           | Through       | 450             | 125                | 8         | 200             | 16        | 225                | 33        | 1%         | 0%       |
|           | Through/Right | 450             | 175                | 12        | 250             | 22        | 300                | 44        | 0%         | 0%       |
| NB        | Left Turn     | 375             | 100                | 8         | 175             | 18        | 200                | 57        | 0%         | 0%       |
|           | Through       | 875             | 250                | 16        | 350             | 34        | 375                | 49        | 0%         | 0%       |
|           | Right Turn    | 375             | 50                 | 5         | 100             | 9         | 125                | 22        | 0%         | 0%       |
| SB        | Left Turn     | 325             | 175                | 18        | 250             | 21        | 300                | 65        | 0%         | 0%       |
|           | Through       | 625             | 225                | 11        | 325             | 18        | 375                | 60        | 1%         | 0%       |
|           | Through/Right | 625             | 200                | 10        | 300             | 33        | 350                | 65        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 175                | 15        | 250             | 14        | 225                | 0         | 21%        | 0%       |
|           | Through       | 425             | 125                | 40        | 300             | 82        | 375                | 46        | 0%         | 1%       |
|           | Through/Right | 425             | 125                | 24        | 225             | 60        | 300                | 91        | 0%         | 0%       |



Intersection 9

196th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 4         | 75              | 5         | 75                 | 11        | 0%         | 0%       |
|           | Through       | 950             | 50                 | 8         | 100             | 12        | 125                | 17        | 0%         | 0%       |
|           | Through/Right | 950             | 75                 | 7         | 125             | 14        | 150                | 18        | 0%         | 0%       |
| NB        | Left Turn     | 75              | 50                 | 5         | 75              | 6         | 100                | 10        | 4%         | 0%       |
|           | Through/Right | 175             | 25                 | 5         | 50              | 7         | 75                 | 20        | 0%         | 0%       |
| SB        | Left Turn     | 125             | 25                 | 3         | 50              | 7         | 50                 | 6         | 0%         | 0%       |
|           | Through/Right | 275             | 25                 | 2         | 50              | 5         | 50                 | 15        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 25                 | 3         | 75              | 3         | 75                 | 9         | 0%         | 0%       |
|           | Through       | 500             | 100                | 8         | 150             | 19        | 200                | 35        | 1%         | 0%       |
|           | Through/Right | 500             | 50                 | 7         | 100             | 13        | 150                | 18        | 0%         | 0%       |

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 50                 | 5         | 75              | 12        | 100                | 29        | 0%         | 0%       |
|           | Through       | 350          | 75                 | 6         | 125             | 11        | 150                | 23        | 0%         | 0%       |
|           | Right Turn    | 350          | 75                 | 6         | 100             | 16        | 150                | 30        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 100                | 11        | 200             | 51        | 350                | 130       | 0%         | 0%       |
|           | Through       | 700          | 300                | 23        | 450             | 51        | 500                | 63        | 3%         | 0%       |
|           | Right Turn    | 700          | 75                 | 8         | 150             | 21        | 175                | 37        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 175                | 18        | 275             | 36        | 275                | 33        | 4%         | 0%       |
|           | Through       | 1,025        | 225                | 18        | 350             | 54        | 400                | 107       | 3%         | 0%       |
|           | Through/Right | 1,025        | 125                | 9         | 225             | 23        | 250                | 42        | 0%         | 0%       |
| WB        | Left Turn     | 425          | 300                | 21        | 450             | 37        | 475                | 28        | 3%         | 0%       |
|           | Through       | 925          | 100                | 20        | 250             | 105       | 475                | 221       | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 2         | 75              | 10        | 100                | 37        | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 25                 | 6         | 75              | 24        | 150                | 77        | 0%         | 0%       |
|           | Through/Right | 925          | 125                | 6         | 225             | 18        | 275                | 31        | 2%         | 0%       |
| NB        | Shared        | 375          | 50                 | 5         | 75              | 11        | 125                | 33        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 5         | 75              | 8         | 100                | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 4         | 50              | 14        | 75                 | 42        | 0%         | 0%       |
|           | Through/Right | 600          | 125                | 11        | 200             | 27        | 275                | 57        | 3%         | 0%       |

Intersection 3

Pedestrian Crossing/34th 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        | Through    | 600          | 50                 | 10        | 150             | 36        | 250                | 65        | 0%         | 0%       |
| WB        | Through    | 475          | 25                 | 8         | 125             | 22        | 225                | 45        | 0%         | 0%       |
| SB        | Left Turn  | 150          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| O         |            |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

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     | 175          | 25                 | 2         | 25              | 8         | 50                 | 18        | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 11        | 50                 | 32        | 0%         | 0%       |
| NB        | Shared        | 450          | 75                 | 8         | 125             | 28        | 150                | 52        | 0%         | 0%       |
| SB        | Shared        | 100          | 25                 | 2         | 75              | 5         | 75                 | 11        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 3         | 50              | 7         | 75                 | 23        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 1         | 25              | 11        | 25                 | 32        | 0%         | 0%       |

Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 50                 | 4         | 100             | 20        | 150                | 48        | 0%         | 0%       |
|           | Through/Right | 825          | 100                | 11        | 200             | 26        | 250                | 61        | 1%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 6         | 50              | 10        | 75                 | 11        | 0%         | 0%       |
|           | Through/Right | 400          | 50                 | 4         | 75              | 9         | 100                | 20        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 8         | 125             | 15        | 125                | 21        | 0%         | 0%       |
|           | Through/Right | 300          | 75                 | 5         | 125             | 10        | 150                | 20        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 3         | 50              | 15        | 75                 | 45        | 0%         | 0%       |
|           | Through/Right | 325          | 100                | 8         | 175             | 14        | 200                | 28        | 5%         | 0%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 50                 | 5         | 75              | 13        | 100                | 25        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 1         | 25              | 8         | 25                 | 24        | 0%         | 0%       |
| NB        | Shared        | 325          | 50                 | 3         | 75              | 5         | 75                 | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 200          | 25                 | 3         | 50              | 7         | 75                 | 21        | 0%         | 0%       |
|           | Right Turn    | 200          | 50                 | 3         | 50              | 6         | 75                 | 14        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 25              | 6         | 50                 | 7         | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 1         | 25              | 10        | 25                 | 29        | 0%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 100                | 7         | 150             | 14        | 175                | 23        | 0%         | 0%       |
|           | Through/Right | 1,650        | 100                | 9         | 175             | 13        | 225                | 37        | 1%         | 0%       |
| NB        | Left/Through  | 250          | 100                | 5         | 175             | 13        | 225                | 34        | 6%         | 0%       |
|           | Right Turn    | 125          | 25                 | 6         | 75              | 20        | 150                | 64        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 50                 | 5         | 100             | 10        | 125                | 19        | 0%         | 0%       |
|           | Through/Right | 175          | 50                 | 4         | 100             | 11        | 125                | 25        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 8         | 100             | 24        | 125                | 53        | 0%         | 0%       |
|           | Through/Right | 875          | 100                | 13        | 200             | 29        | 275                | 58        | 3%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 100                | 10        | 200             | 26        | 225                | 1         | 0%         | 0%       |
|           | Through/Right | 475          | 175                | 21        | 300             | 40        | 375                | 58        | 13%        | 0%       |
| NB        | Left Turn     | 375          | 100                | 9         | 175             | 16        | 200                | 24        | 0%         | 0%       |
|           | Through       | 750          | 200                | 9         | 275             | 19        | 300                | 28        | 0%         | 0%       |
|           | Right Turn    | 375          | 75                 | 4         | 125             | 9         | 175                | 34        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 125                | 11        | 200             | 23        | 225                | 49        | 0%         | 0%       |
|           | Through       | 525          | 150                | 14        | 250             | 22        | 275                | 39        | 0%         | 0%       |
|           | Through/Right | 525          | 125                | 15        | 225             | 28        | 275                | 43        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 125                | 12        | 200             | 26        | 225                | 20        | 2%         | 0%       |
|           | Through/Right | 425          | 175                | 22        | 275             | 44        | 350                | 82        | 9%         | 0%       |

Intersection 9

196th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 5         | 50              | 17        | 75                 | 52        | 0%         | 0%       |
|           | Through/Right | 950             | 125                | 16        | 200             | 31        | 250                | 45        | 2%         | 0%       |
| NB        | Left Turn     | 75              | 50                 | 3         | 75              | 6         | 100                | 10        | 2%         | 0%       |
|           | Through/Right | 175             | 25                 | 4         | 75              | 9         | 100                | 27        | 0%         | 0%       |
| SB        | Left Turn     | 125             | 25                 | 5         | 50              | 5         | 75                 | 8         | 0%         | 0%       |
|           | Through/Right | 275             | 50                 | 5         | 75              | 4         | 75                 | 13        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 25                 | 4         | 50              | 6         | 75                 | 15        | 0%         | 0%       |
|           | Through/Right | 500             | 100                | 9         | 200             | 26        | 250                | 68        | 1%         | 0%       |

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 75                 | 12        | 125             | 19        | 150                | 30        | 0%         | 0%       |
|           | Through       | 350          | 100                | 9         | 150             | 22        | 200                | 49        | 1%         | 0%       |
|           | Right Turn    | 350          | 75                 | 11        | 125             | 19        | 150                | 32        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 350                | 97        | 550             | 145       | 425                | 98        | 1%         | 0%       |
|           | Through       | 700          | 675                | 147       | 750             | 138       | 725                | 110       | 56%        | 47%      |
|           | Right Turn    | 700          | 575                | 184       | 900             | 279       | 700                | 186       | 0%         | 39%      |
| SB        | Left Turn     | 1,250        | 250                | 37        | 350             | 38        | 300                | 14        | 38%        | 0%       |
|           | Through       | 1,025        | 475                | 145       | 725             | 244       | 725                | 228       | 19%        | 0%       |
|           | Through/Right | 1,025        | 275                | 70        | 450             | 131       | 525                | 167       | 0%         | 0%       |
| WB        | Left Turn     | 425          | 375                | 46        | 500             | 51        | 475                | 28        | 11%        | 0%       |
|           | Through       | 925          | 250                | 112       | 600             | 258       | 725                | 247       | 3%         | 0%       |
|           | Right Turn    | 175          | 75                 | 10        | 150             | 24        | 200                | 31        | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 50                 | 11        | 125             | 25        | 200                | 48        | 0%         | 0%       |
|           | Through/Right | 925          | 125                | 17        | 250             | 41        | 325                | 79        | 3%         | 0%       |
| NB        | Shared        | 375          | 50                 | 3         | 75              | 4         | 100                | 9         | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 6         | 100             | 17        | 125                | 29        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 4         | 50              | 21        | 75                 | 54        | 0%         | 0%       |
|           | Through/Right | 600          | 200                | 41        | 350             | 78        | 425                | 92        | 12%        | 0%       |

Intersection 3

Pedestrian Crossing/34th 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        | Through    | 600          | 25                 | 10        | 75              | 52        | 150                | 102       | 0%         | 0%       |
| WB        | Through    | 475          | 25                 | 18        | 100             | 77        | 200                | 124       | 0%         | 0%       |
| SB        | Left Turn  | 150          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| O         |            |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

172nd Avenue/34th Street

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     | 175          | 25                 | 4         | 50              | 7         | 50                 | 13        | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 6         | 25                 | 12        | 0%         | 0%       |
| NB        | Shared        | 450          | 75                 | 9         | 125             | 18        | 150                | 37        | 0%         | 0%       |
| SB        | Shared        | 100          | 25                 | 3         | 50              | 3         | 75                 | 13        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 3         | 75              | 8         | 75                 | 25        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 0         | 25              | 3         | 25                 | 10        | 0%         | 0%       |



Intersection 5

176th Avenue/34th 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        | Left Turn     | 175          | 100                | 14        | 150             | 24        | 175                | 33        | 2%         | 0%       |
|           | Through/Right | 825          | 75                 | 12        | 175             | 24        | 225                | 52        | 1%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 5         | 50              | 9         | 75                 | 21        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 5         | 75              | 8         | 75                 | 20        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 5         | 125             | 12        | 150                | 29        | 0%         | 0%       |
|           | Through/Right | 300          | 75                 | 8         | 150             | 20        | 175                | 29        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 8         | 50              | 28        | 100                | 39        | 0%         | 0%       |
|           | Through/Right | 325          | 225                | 48        | 350             | 69        | 325                | 30        | 21%        | 4%       |

Intersection 6

177th Avenue/34th Street

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     | 175          | 25                 | 5         | 50              | 8         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 2         | 25                 | 5         | 0%         | 0%       |
| NB        | Shared        | 325          | 50                 | 3         | 75              | 8         | 100                | 15        | 0%         | 0%       |
| SB        | Left/Through  | 200          | 50                 | 16        | 125             | 47        | 175                | 68        | 0%         | 2%       |
|           | Right Turn    | 200          | 100                | 27        | 200             | 55        | 200                | 47        | 0%         | 11%      |
| WB        | Left Turn     | 175          | 25                 | 4         | 50              | 26        | 100                | 85        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 24        | 150             | 74        | 250                | 106       | 2%         | 0%       |

Intersection 7

Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 75                 | 14        | 150             | 36        | 200                | 43        | 0%         | 0%       |
|           | Through/Right | 1,650        | 150                | 63        | 300             | 159       | 350                | 201       | 8%         | 0%       |
| NB        | Left/Through  | 250          | 100                | 9         | 200             | 25        | 250                | 42        | 8%         | 1%       |
|           | Right Turn    | 125          | 50                 | 5         | 100             | 21        | 175                | 39        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 125                | 21        | 200             | 36        | 200                | 35        | 0%         | 4%       |
|           | Through/Right | 175          | 100                | 16        | 175             | 27        | 200                | 26        | 0%         | 2%       |
| WB        | Left Turn     | 150          | 50                 | 8         | 100             | 22        | 175                | 41        | 0%         | 0%       |
|           | Through/Right | 875          | 125                | 19        | 250             | 18        | 325                | 36        | 6%         | 0%       |

Intersection 8

192nd Avenue/34th 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        | Left Turn     | 175          | 175                | 36        | 275             | 32        | 225                | 0         | 5%         | 0%       |
|           | Through/Right | 475          | 400                | 74        | 525             | 62        | 475                | 6         | 58%        | 25%      |
| NB        | Left Turn     | 375          | 225                | 72        | 425             | 117       | 450                | 91        | 6%         | 0%       |
|           | Through       | 750          | 375                | 115       | 600             | 206       | 625                | 168       | 16%        | 3%       |
|           | Right Turn    | 375          | 100                | 75        | 250             | 196       | 325                | 175       | 0%         | 0%       |
| SB        | Left Turn     | 325          | 250                | 84        | 375             | 87        | 375                | 63        | 22%        | 0%       |
|           | Through       | 525          | 325                | 111       | 475             | 138       | 500                | 111       | 4%         | 15%      |
|           | Through/Right | 525          | 300                | 111       | 450             | 137       | 450                | 120       | 0%         | 2%       |
| WB        | Left Turn     | 175          | 175                | 34        | 250             | 41        | 225                | 20        | 20%        | 0%       |
|           | Through/Right | 425          | 225                | 60        | 400             | 106       | 400                | 75        | 11%        | 4%       |

Intersection 9

196th Avenue/34th Street

Signal

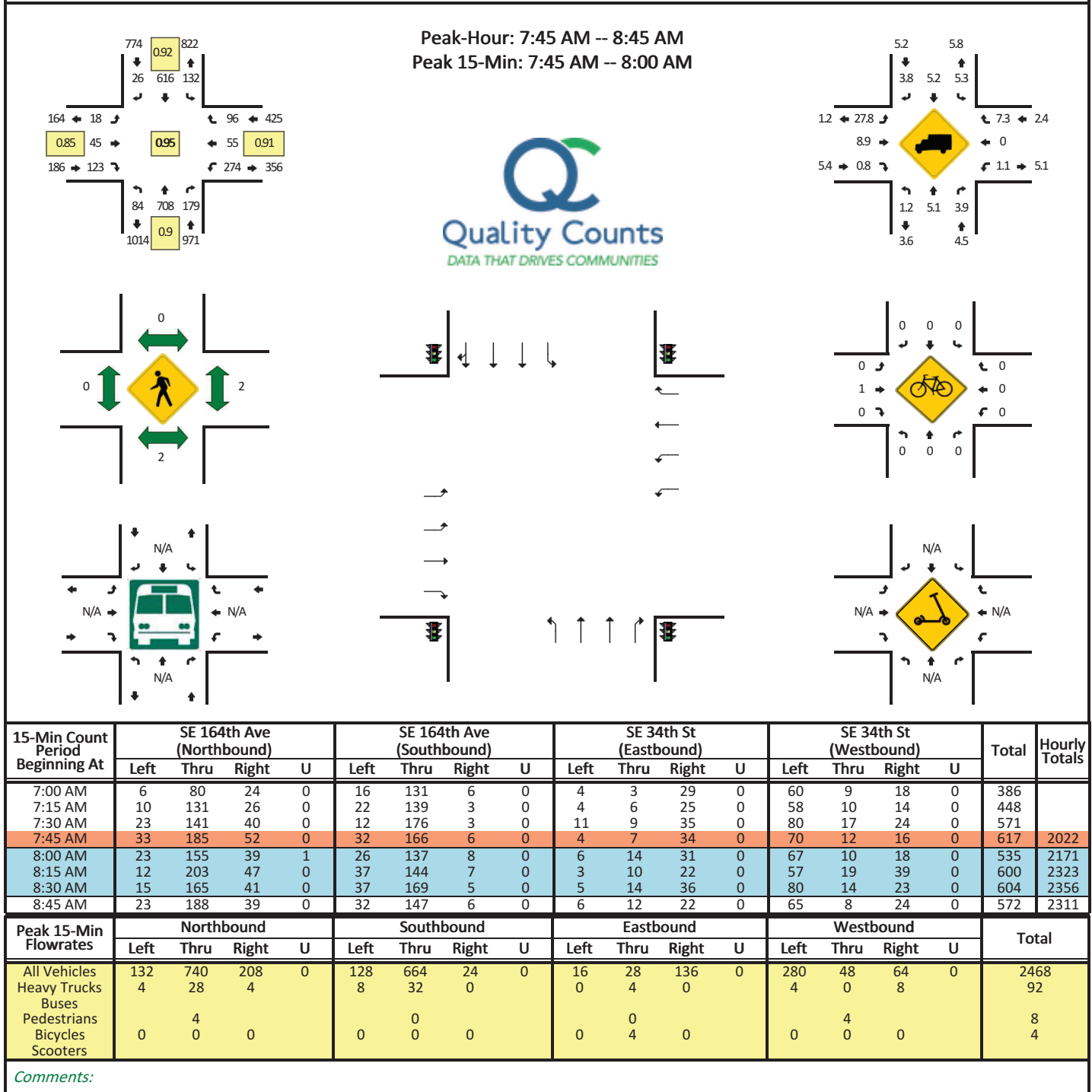
| Direction | Lane Group    | Storage (ft) | Average Queue (ft) |           | 95th Queue (ft) |           | Maximum Queue (ft) |           | Block Time |          |
|-----------|---------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|------------|----------|
|           |               |              | Average            | Std. Dev. | Average         | Std. Dev. | Average            | Std. Dev. | Pocket     | Upstream |
| EB        | Left Turn     | 175          | 25                 | 7         | 75              | 16        | 100                | 46        | 0%         | 0%       |
|           | Through/Right | 950          | 125                | 10        | 200             | 23        | 250                | 32        | 2%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 4         | 75              | 6         | 75                 | 11        | 3%         | 0%       |
|           | Through/Right | 175          | 25                 | 2         | 50              | 2         | 75                 | 8         | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 7         | 50              | 10        | 50                 | 14        | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 4         | 50              | 5         | 75                 | 11        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 50                 | 7         | 75              | 27        | 125                | 73        | 0%         | 0%       |
|           | Through/Right | 500          | 125                | 16        | 250             | 33        | 300                | 67        | 3%         | 0%       |



## **Appendix B: Traffic Count Data**

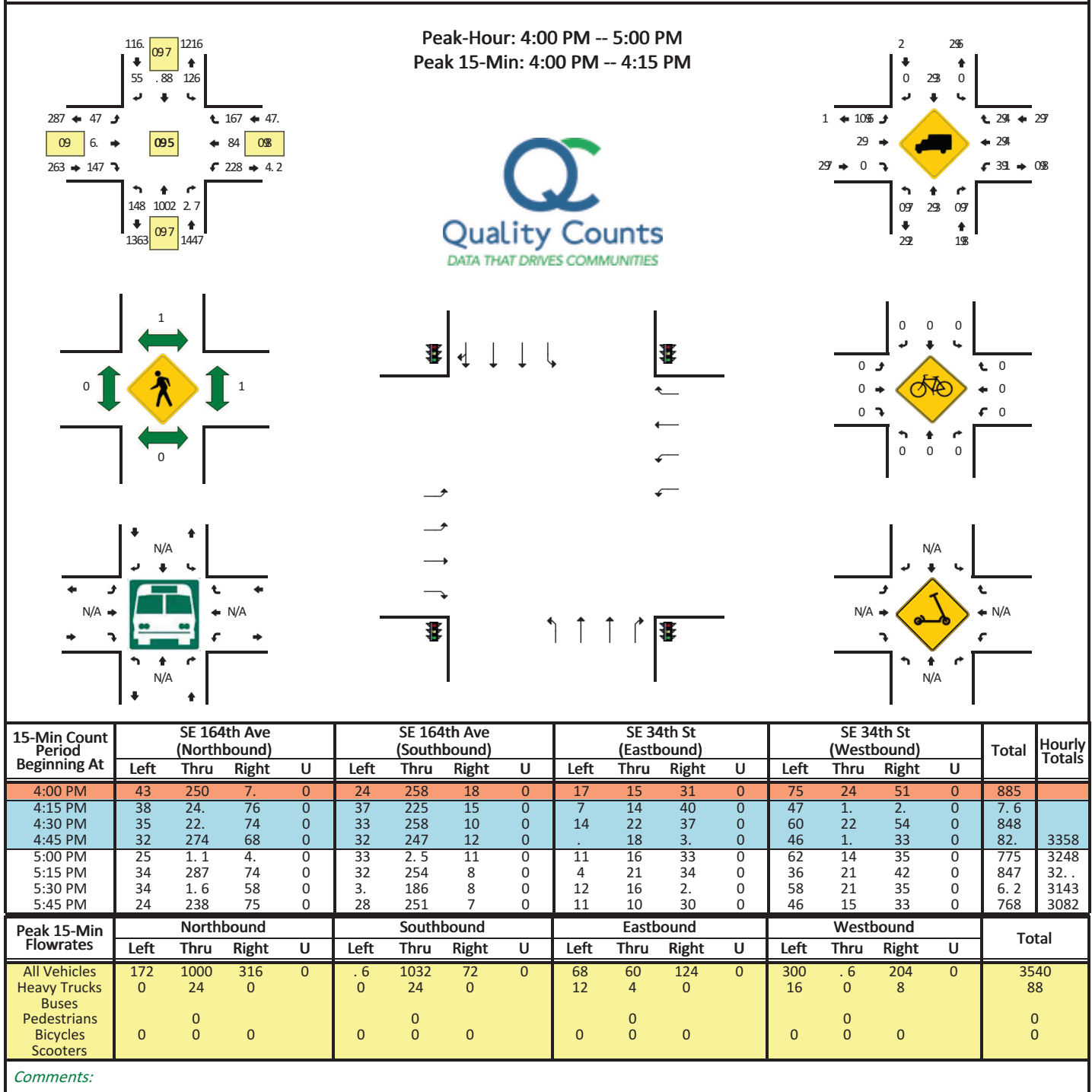
**LOCATION:** SE 164th Ave -- SE 34th St  
**CITY/STATE:** Vancouver, WA

**QC JOB #:** 15672601  
**DATE:** Thu, Jan 13 2022



**LOCATION:** SE 164th Ave -- SE 34th St  
**CITY/STATE:** Vancouver, WA

**QC JOB #:** 15672602  
**DATE:** Thu, Jan 13 2022



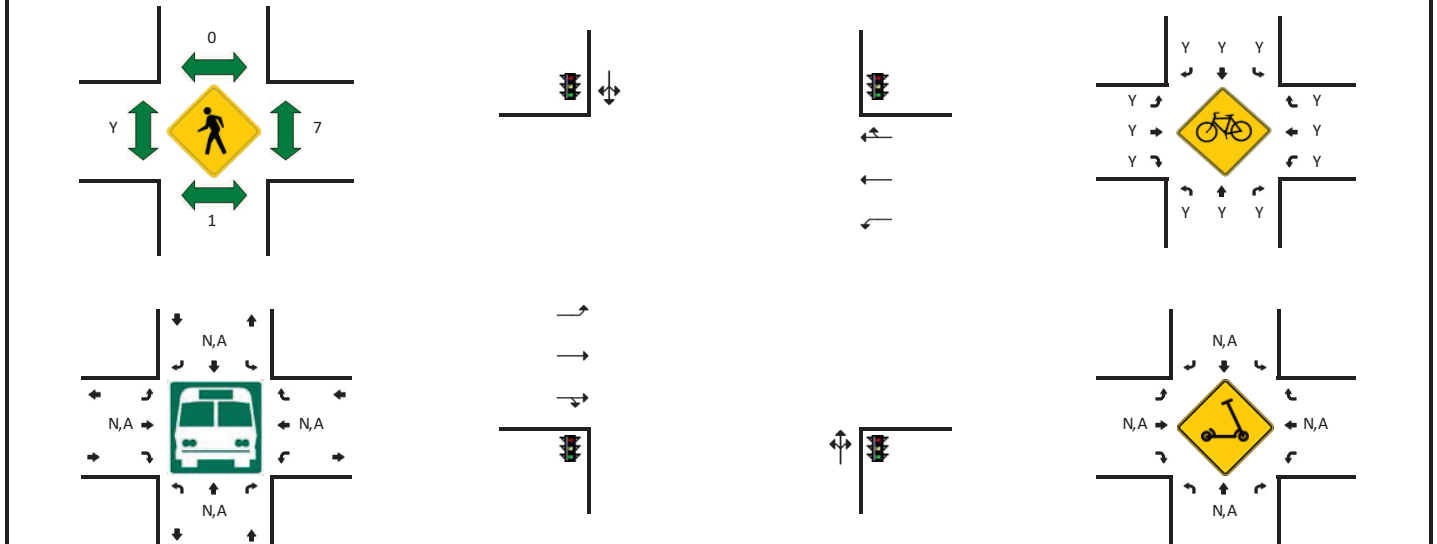
LOCATION: SE 164th Ave -- SE 30th St

J C B# 5: 176206YQ

CITY/STATE: Vancouver WA

ATE: Thursday 13 0Y00

Peak-Hour: QYY PM -- 7:YY PM  
Peak 17-Min: Q3Y PM -- QQ7 PM



| 17-Min Count Period<br>Beginning At | SE 164th Ave (Northbound) |      |       |   | SE 164th Ave (Southbound) |      |       |   | SE 30th St (Eastbound) |      |       |   | SE 30th St (Westbound) |      |       |   | Total | Hourly Totals |
|-------------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|------------------------|------|-------|---|------------------------|------|-------|---|-------|---------------|
|                                     | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                   | Thru | Right | U | Left                   | Thru | Right | U |       |               |
| QYY PM                              | 7                         | Y    | 0     | Y | Q                         | 0    | 6     | Y | 1Q                     | 1Y4  | 0     | Y | 0                      | 112  | 7     | Y | 062   |               |
| Q:17 PM                             | 7                         | 0    | Y     | Y | 3                         | 3    | 0     | Y | 10                     | 1Y8  | 6     | 1 | Y                      | 87   | 7     | Y | 003   |               |
| Q:3Y PM                             | 3                         | Q    | 0     | Y | Q                         | 1    | 1Y    | Y | 17                     | 1Y6  | Q     | Y | 3                      | 114  | 0     | Y | 020   |               |
| Q:Q7 PM                             | 6                         | 3    | 1     | Y | 6                         | 7    | 10    | Y | 1Q                     | 1YQ  | 3     | 1 | 0                      | 46   | 0     | Y | 0Q7   | 1Y02          |
| 7:YY PM                             | 13                        | 1    | Y     | Y | 1                         | 0    | 2     | Y | 11                     | 46   | 2     | 1 | 1                      | 80   | 3     | Y | 007   | 847           |
| 7:17 PM                             | Q                         | 0    | 1     | Y | 4                         | Y    | 1Y    | Y | 13                     | 1Y7  | 2     | Y | 1                      | 28   | 7     | Y | 037   | 822           |
| 7:3Y PM                             | 6                         | Y    | 1     | Y | 3                         | 0    | 2     | Y | 13                     | 82   | 3     | 1 | 3                      | 88   | 7     | Y | 0QY   | 8Q7           |
| 7:Q7 PM                             | 2                         | 0    | Y     | Y | 6                         | 0    | 2     | Y | 11                     | 84   | Q     | Y | 1                      | 22   | 6     | Y | 001   | 801           |
| Peak 17-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                        | 10                        | 16   | 4     | Y | 16                        | Q    | QY    | Y | 6Y                     | QYQ  | 16    | Y | 10                     | Q20  | 4     | Y | 1Y44  |               |
| Heavy Trucks                        | Y                         | Y    | Y     |   | Y                         | Y    | Y     |   | Y                      | 4    | Y     |   | Y                      | Q    | Y     |   | 10    |               |
| #uses                               |                           |      |       |   |                           |      |       |   |                        |      |       |   |                        |      |       |   |       |               |
| Pedestrians                         |                           | Y    |       |   |                           | Y    |       |   |                        | Y    |       |   |                        | Q    |       |   | Q     |               |
| #bicycles                           | Y                         | Y    | Y     |   | Y                         | Y    | Y     |   | Y                      | Y    | Y     |   | Y                      | Y    | Y     |   | Y     |               |
| Scooters                            |                           |      |       |   |                           |      |       |   |                        |      |       |   |                        |      |       |   |       |               |

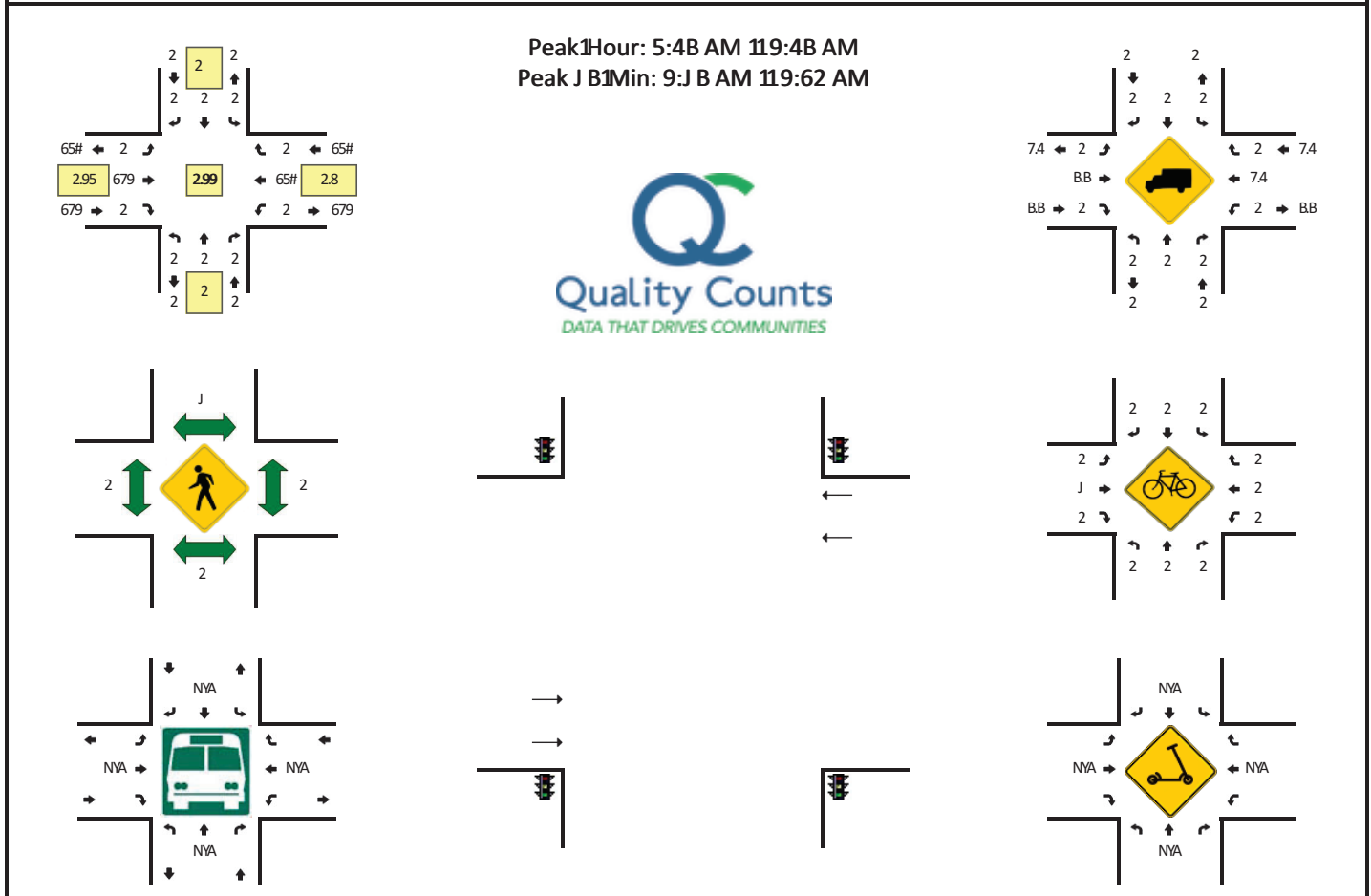
Comments:

Report generated on 1,01,0Y00 4:70 AM

SOURCE: Quality Counts WLC (http://www.qualitycounts.net) 1-422-74Y-0010

**LOCATION:** Pedestrian Signal 11SE 64th St  
**CITY/STATE:** Vancou/er, WA

**v C -03 Q J B#57#2B**  
**DATE:** Thu, -an J 6 7277



| J B1Min Count<br>Period<br>Beginning At | Pedestrian Signal<br>(Northbound) |      |       |   | Pedestrian Signal<br>(Southbound) |      |       |   | SE 64th St<br>(Eastbound) |      |       |   | SE 64th St<br>(Westbound) |      |       |   | Total | Hourly<br>Totals |
|-----------------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|---------------------------|------|-------|---|---------------------------|------|-------|---|-------|------------------|
|                                         | Left                              | Thru | Right | U | Left                              | Thru | Right | U | Left                      | Thru | Right | U | Left                      | Thru | Right | U |       |                  |
| 5:22 AM                                 | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 65   | 2     | 2 | 2                         | 56   | 2     | 2 | J J 2 |                  |
| 5:J B AM                                | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | B4   | 2     | 2 | 2                         | #8   | 2     | 2 | J 76  |                  |
| 5:62 AM                                 | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | #6   | 2     | 2 | 2                         | 89   | 2     | 2 | J #J  |                  |
| 5:4B AM                                 | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 9B   | 2     | 2 | 2                         | 95   | 2     | 2 | J 57  | B##              |
| 9:22 AM                                 | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 5J   | 2     | 2 | 2                         | 9J   | 2     | 2 | J B7  | #29              |
| 9:J B AM                                | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 84   | 2     | 2 | 2                         | J 2B | 2     | 2 | J 88  | #94              |
| 9:62 AM                                 | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 59   | 2     | 2 | 2                         | J 26 | 2     | 2 | J 9J  | 524              |
| 9:4B AM                                 | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 92   | 2     | 2 | 2                         | 55   | 2     | 2 | J B5  | #98              |
| Peak J B1Min<br>Flowrates               | Northbound                        |      |       |   | Southbound                        |      |       |   | Eastbound                 |      |       |   | Westbound                 |      |       |   | Total |                  |
|                                         | Left                              | Thru | Right | U | Left                              | Thru | Right | U | Left                      | Thru | Right | U | Left                      | Thru | Right | U |       |                  |
| All Vehicles                            | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 65#  | 2     | 2 | 2                         | 472  | 2     | 2 | 58#   |                  |
| Heavy Trucks                            | 2                                 | 2    | 2     |   | 2                                 | 2    | 2     |   | 2                         | 72   | 2     |   | 2                         | 2    | 2     |   | 72    |                  |
| Buses                                   |                                   |      |       |   |                                   |      |       |   |                           |      |       |   |                           |      |       |   |       |                  |
| Pedestrians                             |                                   | 2    |       |   |                                   | 2    |       |   |                           | 2    |       |   |                           | 2    |       |   | 2     |                  |
| Bicycles                                | 2                                 | 2    | 2     |   | 2                                 | 2    | 2     |   | 2                         | 2    | 2     |   | 2                         | 2    | 2     |   | 2     |                  |
| Scooters                                |                                   |      |       |   |                                   |      |       |   |                           |      |       |   |                           |      |       |   |       |                  |

**Comments:**

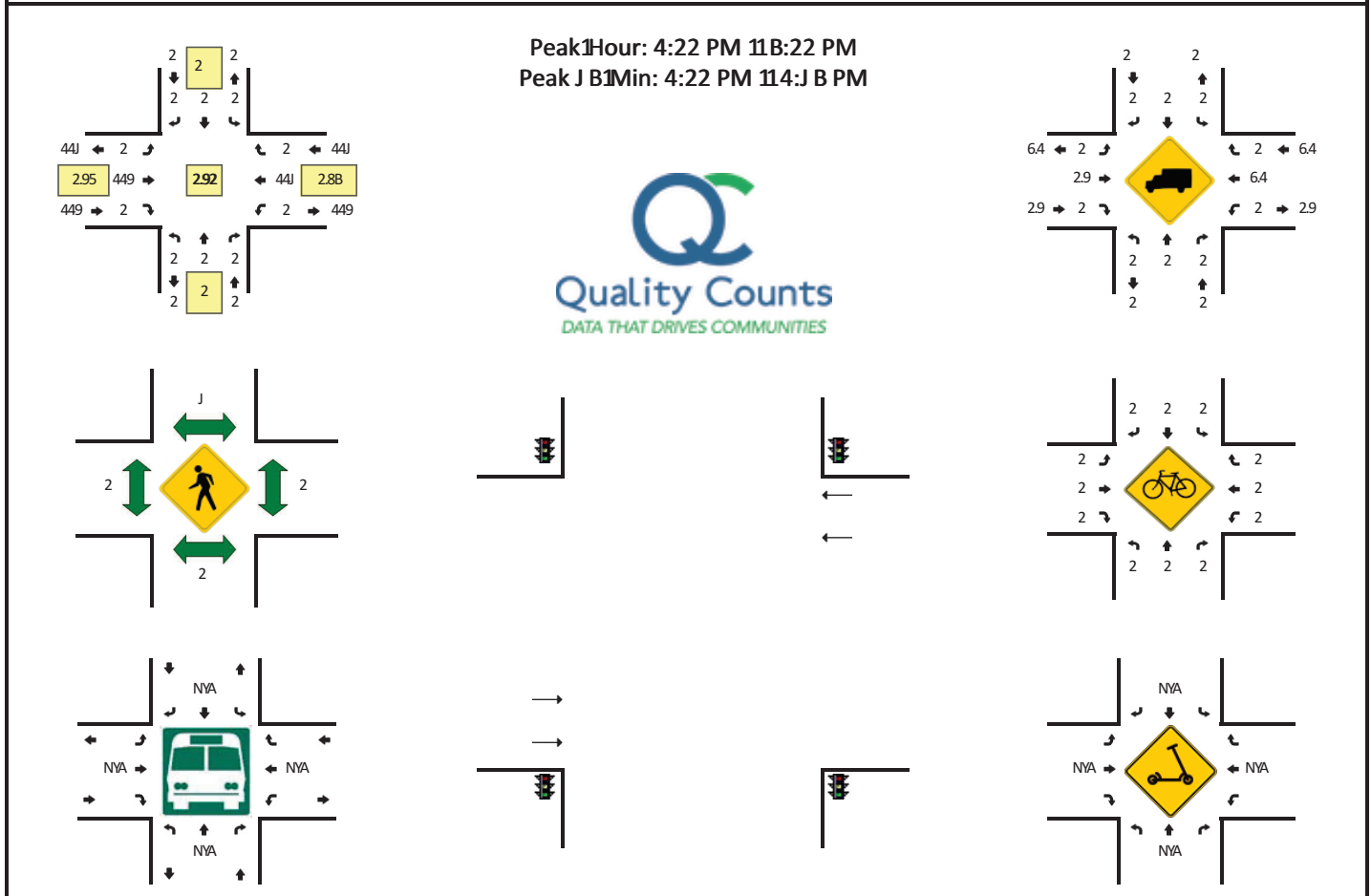
Report generated on J Y7J Y7277 9:B7 AM

SOURCE: v uality Counts, LLC (<http://www.qualitycounts.net>) J 19551B92177J 7



**LOCATION:** Pedestrian Signal 11SE 64th St  
**CITY/STATE:** Vancou/er, WA

**v C -03 Q J B#57#2#**  
**DATE:** Thu, -an J 6 7277

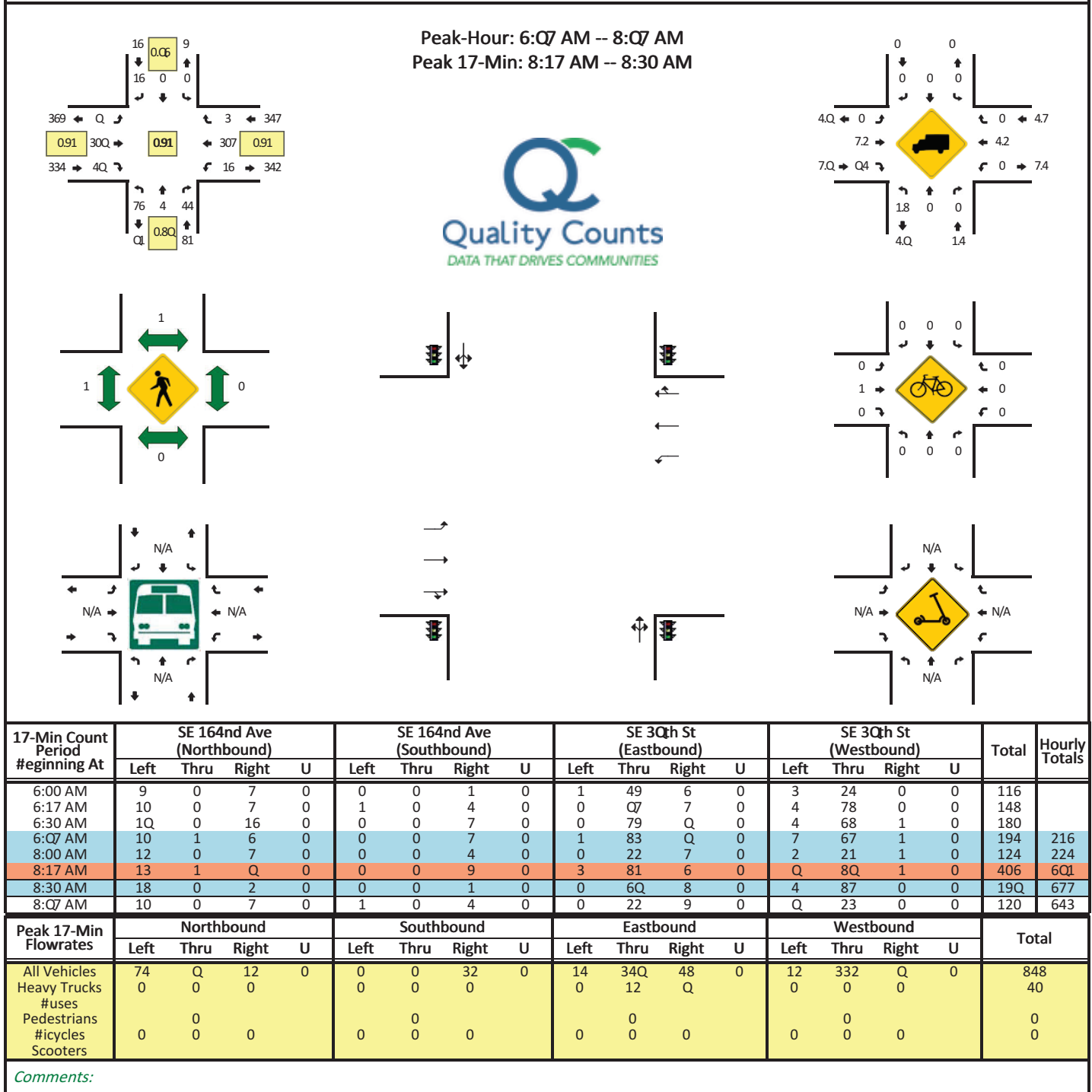


| J B 1Min Count<br>Period<br>Beginning At | Pedestrian Signal<br>(Northbound) |      |       |   | Pedestrian Signal<br>(Southbound) |      |       |   | SE 64th St<br>(Eastbound) |       |       |   | SE 64th St<br>(Westbound) |      |       |   | Total | Hourly<br>Totals |
|------------------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|---------------------------|-------|-------|---|---------------------------|------|-------|---|-------|------------------|
|                                          | Left                              | Thru | Right | U | Left                              | Thru | Right | U | Left                      | Thru  | Right | U | Left                      | Thru | Right | U |       |                  |
| 4:22 PM                                  | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | J J # | 2     | 2 | 2                         | J 62 | 2     | 2 | 74#   |                  |
| 4:J B PM                                 | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | J J J | 2     | 2 | 2                         | 94   | 2     | 2 | 72B   |                  |
| 4:62 PM                                  | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | J J 7 | 2     | 2 | 2                         | J 7B | 2     | 2 | 765   |                  |
| 4:4B PM                                  | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | J J 2 | 2     | 2 | 2                         | 97   | 2     | 2 | 727   | 892              |
| B:22 PM                                  | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 59    | 2     | 2 | 2                         | 98   | 2     | 2 | J 55  | 87J              |
| B:J B PM                                 | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | J J # | 2     | 2 | 2                         | 8B   | 2     | 2 | 72J   | 8J 5             |
| B:62 PM                                  | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | J 27  | 2     | 2 | 2                         | J 2B | 2     | 2 | 725   | 585              |
| B:4B PM                                  | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | J 24  | 2     | 2 | 2                         | 8B   | 2     | 2 | J 89  | 554              |
| Peak J B 1Min<br>Flowrates               | Northbound                        |      |       |   | Southbound                        |      |       |   | Eastbound                 |       |       |   | Westbound                 |      |       |   | Total |                  |
|                                          | Left                              | Thru | Right | U | Left                              | Thru | Right | U | Left                      | Thru  | Right | U | Left                      | Thru | Right | U |       |                  |
| All Vehicles                             | 2                                 | 2    | 2     | 2 | 2                                 | 2    | 2     | 2 | 2                         | 4#4   | 2     | 2 | 2                         | B72  | 2     | 2 | 984   |                  |
| Heavy Trucks                             | 2                                 | 2    | 2     |   | 2                                 | 2    | 2     |   | 2                         | 4     | 2     |   | 2                         | 67   | 2     |   | 6#    |                  |
| Buses                                    |                                   |      |       |   |                                   |      |       |   |                           |       |       |   |                           |      |       |   |       |                  |
| Pedestrians                              |                                   | 2    |       |   |                                   | 2    |       |   |                           | 2     |       |   |                           | 2    |       |   | 2     |                  |
| Bicycles                                 | 2                                 | 2    | 2     |   | 2                                 | 2    | 2     |   | 2                         | 2     | 2     |   | 2                         | 2    | 2     |   | 2     |                  |
| Scooters                                 |                                   |      |       |   |                                   |      |       |   |                           |       |       |   |                           |      |       |   |       |                  |

**Comments:**

**LOCATION:** SE 164nd Ave -- SE 3Qth St  
**CITY/STATE:** Vancouver, WA

**J C B# 5:** 17264206  
**DATE:** Thu, Ban 13 4044

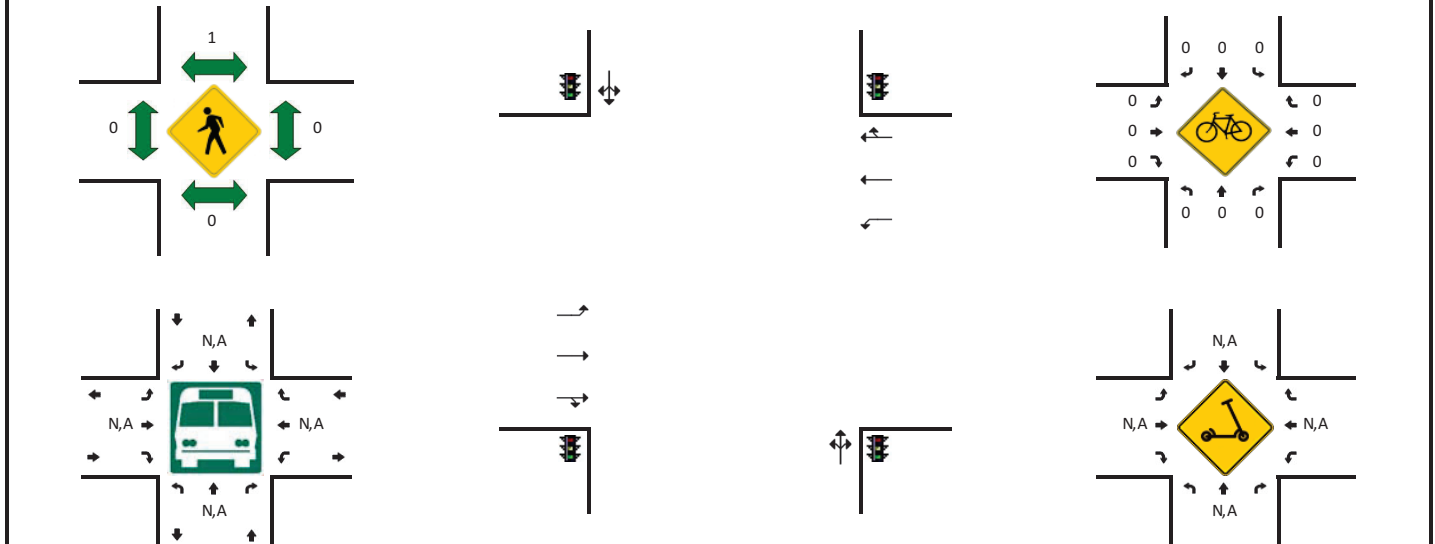


LOCATION: SE 164nd Ave -- SE 3Qth St

CITY/STATE: Vancouver WA

J C B# 5: 1726420Y

ATE: ThuVan 13 4044

Peak-Hour: Q00 PM -- 7:00 PM  
Peak 17-Min: Q00 PM -- Q17 PM

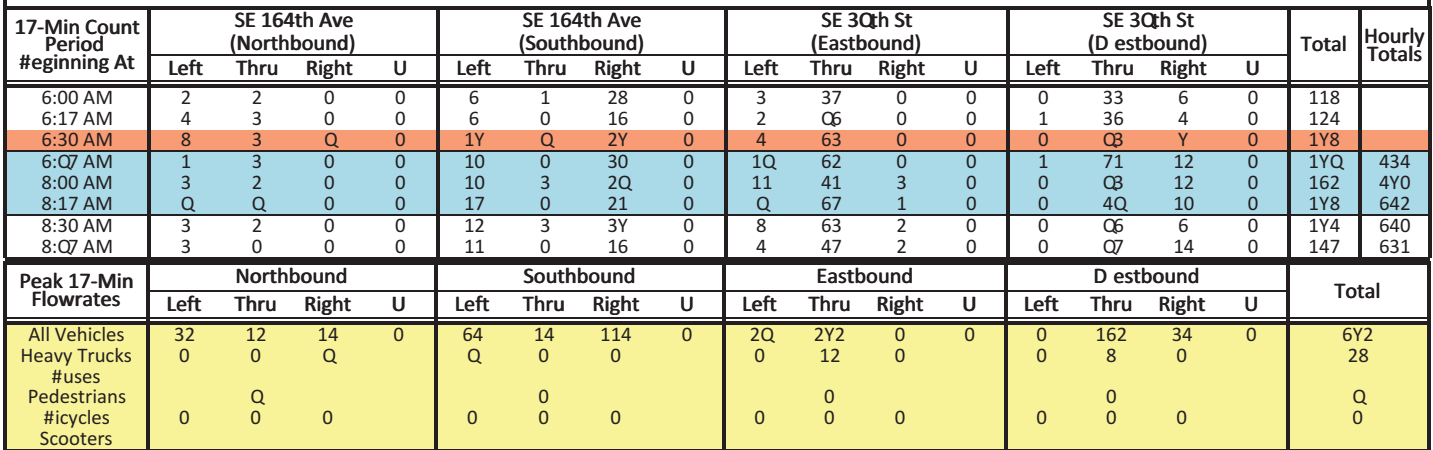
| 17-Min Count Period<br>Beginning At | SE 164nd Ave (Northbound) |      |       |   | SE 164nd Ave (Southbound) |      |       |   | SE 3Qth St (Eastbound) |      |       |   | SE 3Qth St (Westbound) |      |       |   | Total | Hourly Totals |
|-------------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|------------------------|------|-------|---|------------------------|------|-------|---|-------|---------------|
|                                     | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                   | Thru | Right | U | Left                   | Thru | Right | U |       |               |
| Q00 PM                              | 10                        | 0    | 2     | 0 | 0                         | 1    | 1     | 0 | 4                      | 88   | 17    | 0 | 6                      | 118  | 0     | 0 | 420   |               |
| Q17 PM                              | 6                         | 0    | 7     | 0 | 0                         | 0    | 0     | 0 | 7                      | 80   | 16    | 0 | Y                      | Y2   | 0     | 0 | 41Y   |               |
| Q30 PM                              | 10                        | 1    | Q     | 0 | 0                         | 4    | 1     | 0 | 1                      | YY   | 18    | 1 | 10                     | 113  | 0     | 0 | 470   |               |
| Q07 PM                              | 13                        | 4    | 2     | 0 | 0                         | 0    | 1     | 0 | 3                      | 84   | 17    | 0 | 6                      | 6Y   | 1     | 0 | 41Y   | 8Q2           |
| 7:00 PM                             | 10                        | 0    | 4     | 0 | 0                         | 1    | 1     | 0 | 1                      | 26   | 13    | 0 | 7                      | Y6   | 0     | 0 | 1Y6   | Y63           |
| 7:17 PM                             | 14                        | 0    | 1     | 0 | 0                         | 1    | 0     | 0 | Q                      | 81   | 17    | 0 | Q                      | 63   | 4     | 0 | 403   | Y7Y           |
| 7:30 PM                             | 8                         | 1    | 1     | 0 | 1                         | 0    | 4     | 0 | 0                      | 81   | 1Y    | 0 | 1                      | 82   | 0     | 0 | 440   | Y4Y           |
| 7:Q7 PM                             | 2                         | 0    | 4     | 0 | 0                         | 0    | 0     | 0 | 1                      | Y4   | 16    | 0 | 4                      | 6Y   | 3     | 0 | 181   | Y01           |
| Peak 17-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                        | Q0                        | 0    | 4Q    | 0 | 0                         | Q    | Q     | 0 | Y                      | 382  | 20    | 0 | 4Y                     | Q62  | 0     | 0 | 10Q0  |               |
| Heavy Trucks                        | 0                         | 0    | 0     |   | 0                         | 0    | 0     |   | 0                      | Q    | 0     |   | 0                      | 34   | 0     |   | 32    |               |
| #uses                               |                           |      |       |   |                           |      |       |   |                        |      |       |   |                        |      |       |   |       |               |
| Pedestrians                         |                           | 0    |       |   |                           | 0    |       |   |                        | 0    |       |   |                        | 0    |       |   | 0     |               |
| #bicycles                           | 0                         | 0    | 0     |   | 0                         | 0    | 0     |   | 0                      | 0    | 0     |   | 0                      | 0    | 0     |   | 0     |               |
| Scooters                            |                           |      |       |   |                           |      |       |   |                        |      |       |   |                        |      |       |   |       |               |

Comments:

Report generated on 1, 41, 4044 Y:74 AM

SOURCE: Quality CountsWLC (http://www.qualitycounts.net) 1-Y66-7Y0-4414

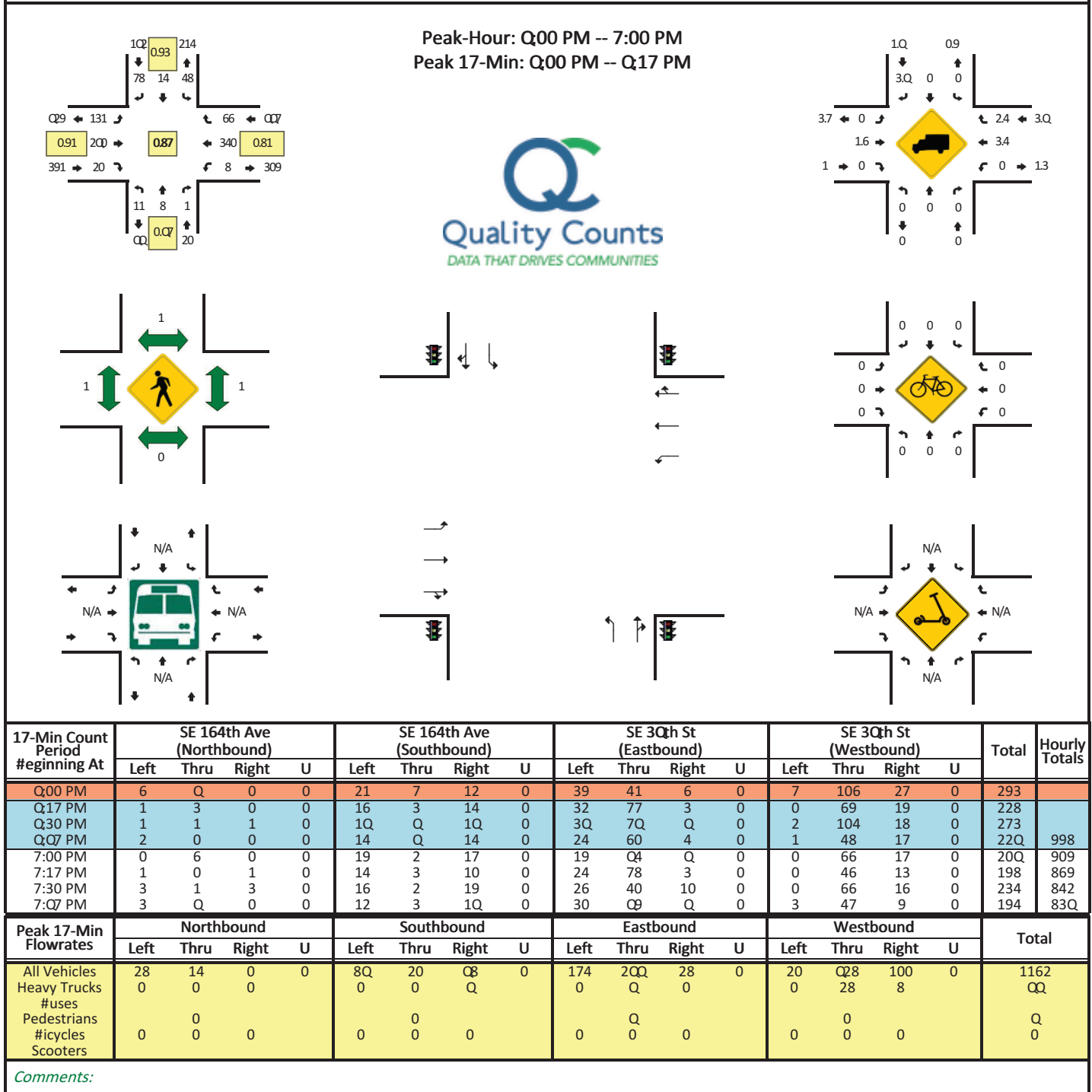
J C BO# 5: 1746240Y  
ATE: Thu Jan 13 2022



SOURCE: Quality CountsWLC (<http://www.qualitycounts.net>) 1-866-780-2212

**LOCATION:** SE 164th Ave -- SE 30th St  
**CITY/STATE:** Vancouver, WA

**J C B# 5:** 17462410  
**DATE:** Thu, Jan 13 2022

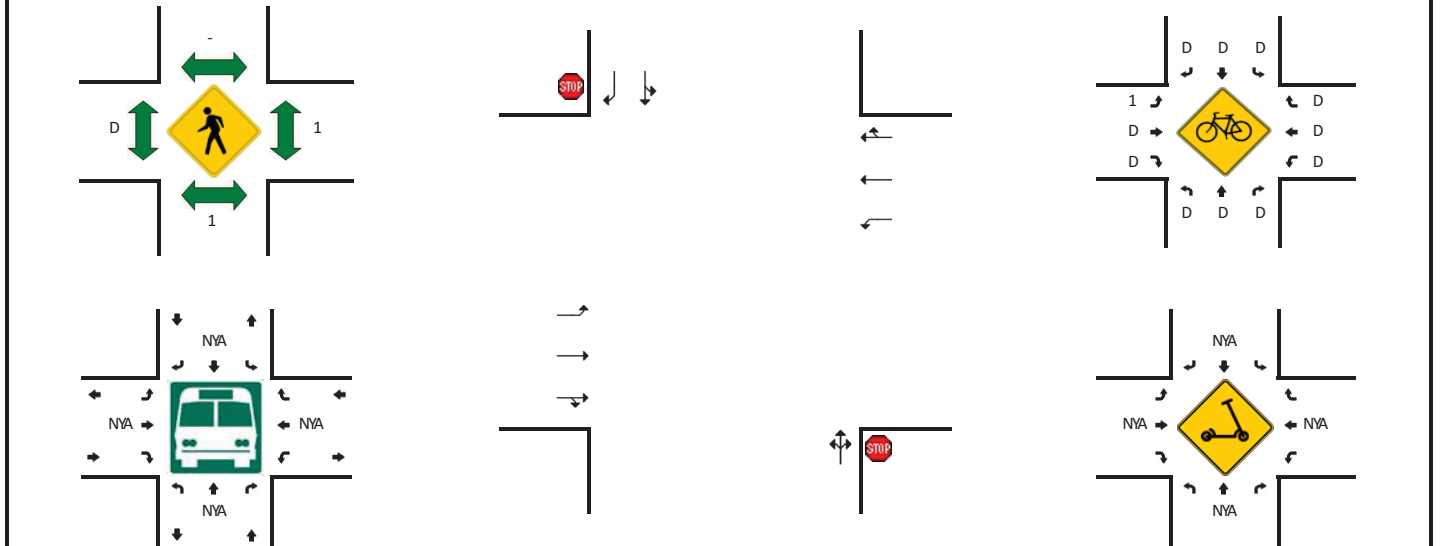


LOCATION: SE 166th A4e w SE - 3th St

CITY/STATE: Vancouver, WA

QC JOB #: 15762711

DATE: Thu/Jan 1- 2022

Peak Hour: 6:- DAM w 9:- DAM  
Peak 15Min: 9:15 AM w 9:- DAM

| 15Min Count Period Beginning At | SE 166th A4e (Northbound) |      |       |   | SE 166th A4e (Southbound) |      |       |   | SE - 3th St (Eastbound) |      |       |   | SE - 3th St (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|-------------------------|------|-------|---|-------------------------|------|-------|---|-------|---------------|
|                                 | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |               |
| 6:00 AM                         | 5                         | D    | D     | D | 1                         | D    | 1     | D | 12                      | -1   | D     | D | 1                       | -2   | 1     | D | 93    |               |
| 6:15 AM                         | -                         | D    | 2     | D | D                         | D    | 1     | D | 8                       | 3D   | 3     | D | D                       | 3D   | D     | D | 88    |               |
| 6:- DAM                         | 5                         | D    | -     | D | 1                         | D    | D     | D | 22                      | 6D   | -     | D | D                       | 36   | 2     | D | 15-   |               |
| 6:35 AM                         | 3                         | D    | 3     | D | 1                         | D    | -     | D | 2D                      | 58   | 1     | D | 1                       | 56   | 5     | D | 155   | 381           |
| 9:00 AM                         | 5                         | D    | -     | D | D                         | D    | D     | D | 15                      | 52   | -     | D | 2                       | 38   | 1     | D | 1-D   | 5-6           |
| 9:15 AM                         | 9                         | D    | -     | D | D                         | D    | 1     | D | 18                      | 78   | 2     | 1 | 2                       | 73   | D     | D | 178   | 7D6           |
| 9:- DAM                         | 3                         | D    | 1     | D | D                         | D    | 7     | D | 12                      | 61   | -     | D | 1                       | 3-   | 2     | D | 13-   | 586           |
| 9:35 AM                         | -                         | D    | 1     | D | D                         | D    | 3     | D | 1-                      | 56   | 7     | D | 2                       | 55   | 1     | D | 132   | 593           |
| Peak 15Min Flowrates            | Northbound                |      |       |   | Southbound                |      |       |   | Eastbound               |      |       |   | Westbound               |      |       |   | Total |               |
|                                 | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |               |
| All Vehicles                    | -2                        | D    | 12    | D | D                         | D    | 3     | D | 67                      | 267  | 9     | 3 | 9                       | 257  | D     | D | 767   |               |
| Heavy Trucks                    | D                         | D    | D     |   | D                         | D    | D     |   | 3                       | 12   | D     |   | D                       | D    | D     |   | 17    |               |
| Buses                           |                           |      |       |   |                           |      |       |   |                         |      |       |   |                         |      |       |   |       |               |
| Pedestrians                     |                           | D    |       |   |                           | 3    |       |   |                         | D    |       |   |                         | D    |       |   | 3     |               |
| Bicycles                        | D                         | D    | D     |   | D                         | D    | D     |   | D                       | D    | D     |   | D                       | D    | D     |   | D     |               |
| Scooters                        |                           |      |       |   |                           |      |       |   |                         |      |       |   |                         |      |       |   |       |               |

Comments:

Report generated on 1/21/2022 9:52 AM

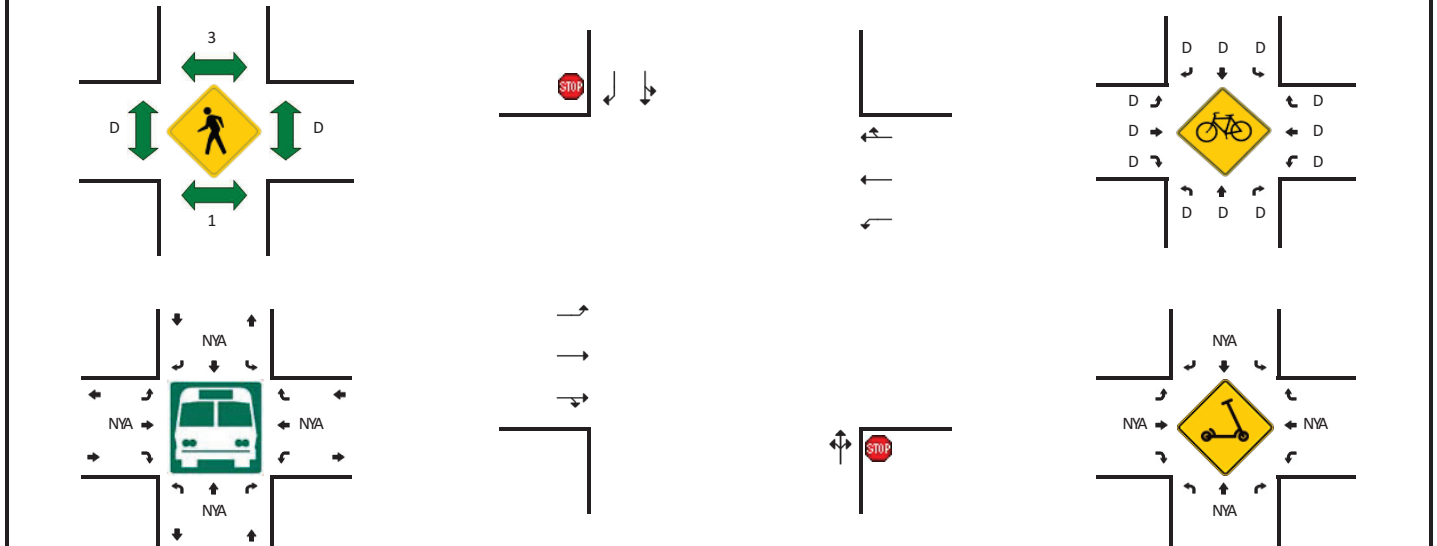
SOURCE: Quality Counts/LLC (<http://www.qualitycounts.net>) 196659D2212

LOCATION: SE 166th A4e w SE - 3th St

CITY/STATE: Vancouver, WA

QC JOB #: 15762712

DATE: Thu/Jan 1- 2022

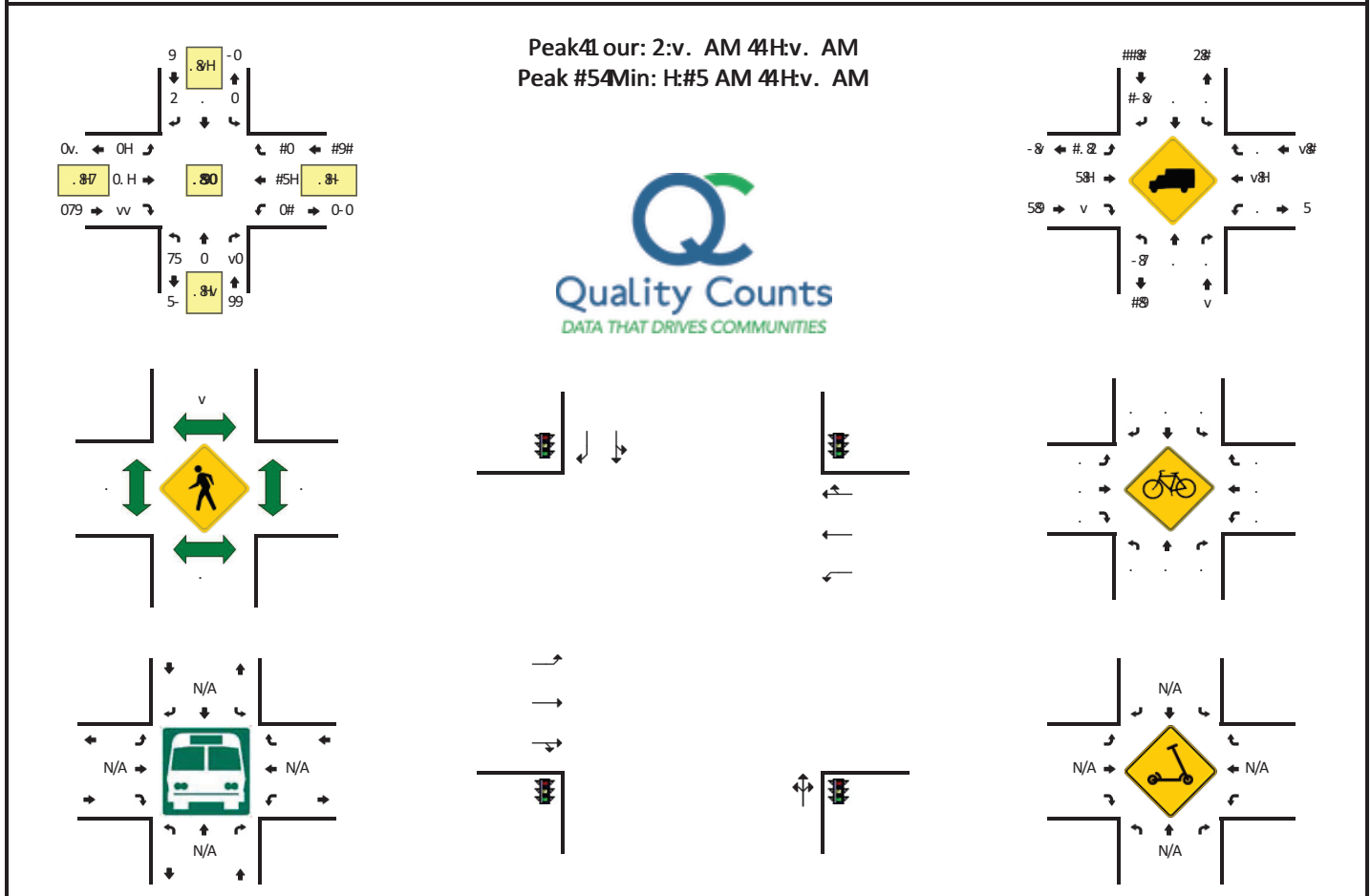
Peak Hour: 3:00 PM w 5:00 PM  
Peak 15 Min: 3:00 PM w 3:15 PM

| 15 Min Count Period Beginning At | SE 166th A4e (Northbound) |      |       |   | SE 166th A4e (Southbound) |      |       |   | SE - 3th St (Eastbound) |      |       |   | SE - 3th St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|-------------------------|------|-------|---|-------------------------|------|-------|---|-------|---------------|
|                                  | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |               |
| 3:00 PM                          | -                         | D    | 3     | D | 1                         | D    | 17    | D | 1                       | 6    | 3     | D | -                       | 117  | D     | D | 221   |               |
| 3:15 PM                          | 3                         | D    | 2     | 1 | 1                         | D    | 11    | D | 3                       | 72   | 9     | D | -                       | 85   | D     | D | 182   |               |
| 3:30 PM                          | 7                         | D    | -     | D | 1                         | D    | 12    | D | D                       | 73   | 3     | D | 1                       | 112  | D     | D | 205   |               |
| 3:45 PM                          | 2                         | D    | 2     | D | D                         | D    | 5     | D | 6                       | 78   | 11    | D | -                       | 61   | D     | D | 179   | 665           |
| 5:00 PM                          | 2                         | D    | 1     | D | D                         | D    | 1     | D | 1                       | 58   | 6     | D | 1                       | 66   | D     | D | 170   | 613           |
| 5:15 PM                          | D                         | D    | 1     | D | 1                         | D    | 7     | D | 5                       | 73   | 6     | D | -                       | 67   | 1     | D | 173   | 797           |
| 5:30 PM                          | 11                        | D    | 2     | D | 2                         | D    | 11    | D | 1                       | 79   | 6     | D | 5                       | 65   | D     | D | 185   | 767           |
| 5:45 PM                          | 1                         | D    | D     | D | D                         | D    | 8     | D | -                       | 51   | 8     | D | D                       | 75   | D     | D | 134   | 732           |
| 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                        | D    | 17    | D | 3                         | D    | 73    | D | 3                       | 292  | 17    | D | 12                      | 373  | D     | D | 883   |               |
| Heavy Trucks                     | D                         | D    | D     |   | D                         | D    | 8     |   | D                       | 3    | D     |   | D                       | 28   | D     |   | 30    |               |
| Buses                            |                           |      |       |   |                           |      |       |   |                         |      |       |   |                         |      |       |   |       |               |
| Pedestrians                      |                           | D    |       |   |                           | D    |       |   |                         | D    |       |   |                         | D    |       |   | D     |               |
| Bicycles                         | D                         | D    | D     |   | D                         | D    | D     |   | D                       | D    | D     |   | D                       | D    | D     |   | D     |               |
| Scoters                          |                           |      |       |   |                           |      |       |   |                         |      |       |   |                         |      |       |   |       |               |

Comments:

**LOCATION:** SE 1iddenbrook 6r 4SE v- th St  
**CITY/STATE:** Vancou, erV A

**3 C O J B:** #57207#v  
**6ATE:** ThuV an #v 0. 00



| #54Min Count<br>Period<br>Beginning At | SE 1iddenbrook 6r<br>(Northbound) |      |       |   | SE 1iddenbrook 6r<br>(Southbound) |      |       |   | SE v- th St<br>(Eastbound) |      |       |   | SE v- th St<br>(D estbound) |      |       |   | Total | Hourly<br>Totals |
|----------------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|------------------|
|                                        | Left                              | Thru | Right | U | Left                              | Thru | Right | U | Left                       | Thru | Right | U | Left                        | Thru | Right | U |       |                  |
| 2:.. AM                                | 5                                 | .    | -     | . | v                                 | .    | #     | . | v                          | 05   | 0     | # | 0                           | 0H   | #     | . | 25    |                  |
| 2:#5 AM                                | #0                                | .    | 2     | # | .                                 | .    | #     | . | .                          | v#   | 5     | . | 0                           | 02   | 0     | . | HH    |                  |
| 2:v. AM                                | #9                                | #    | 9     | . | .                                 | .    | #     | . | 5                          | 79   | -     | . | 0                           | vv   | 0     | . | #- 5  |                  |
| 2:- 5 AM                               | #9                                | .    | ##    | . | .                                 | .    | #     | . | H                          | 5v   | -     | . | 2                           | - #  | 0     | . | #- 7  | - 5-             |
| H.. AM                                 | #0                                | .    | H     | . | .                                 | .    | #     | . | -                          | -    | #     | . | 2                           | v2   | v     | . | #00   | 5. #             |
| H:#5 AM                                | #5                                | #    | -     | . | 0                                 | .    | -     | . | ##                         | - 7  | #5    | . | 5                           | - 2  | 5     | . | #55   | 57H              |
| Htv. AM                                | #0                                | #    | 5     | . | .                                 | .    | v     | . | 7                          | 5.   | #0    | . | H                           | v#   | 5     | . | #vv   | 557              |
| H:- 5 AM                               | #7                                | .    | 5     | . | #                                 | .    | v     | . | 0                          | v5   | 00    | . | 9                           | -.   | 0     | . | #v5   | 5- 5             |
| Peak #54Min<br>Flowrates               | Northbound                        |      |       |   | Southbound                        |      |       |   | Eastbound                  |      |       |   | D estbound                  |      |       |   | Total |                  |
|                                        | Left                              | Thru | Right | U | Left                              | Thru | Right | U | Left                       | Thru | Right | U | Left                        | Thru | Right | U |       |                  |
| All Vehicles                           | 7.                                | -    | #7    | . | H                                 | .    | #7    | . | -                          | #H   | 7.    | . | 0.                          | #HH  | 0.    | . | 70.   | #0               |
| 1 ea, y Trucks                         | .                                 | .    | .     | . | .                                 | .    | .     | . | H                          | -    | .     | . | .                           | .    | .     | . | .     | .                |
| J uses                                 | .                                 | .    | .     | . | .                                 | .    | .     | . | .                          | .    | .     | . | .                           | .    | .     | . | .     | .                |
| Pedestrians                            | .                                 | .    | .     | . | .                                 | .    | .     | . | .                          | .    | .     | . | .                           | .    | .     | . | .     | .                |
| J icycles                              | .                                 | .    | .     | . | .                                 | .    | .     | . | .                          | .    | .     | . | .                           | .    | .     | . | .     | .                |
| Scooters                               | .                                 | .    | .     | . | .                                 | .    | .     | . | .                          | .    | .     | . | .                           | .    | .     | . | .     | .                |

**Comments:**

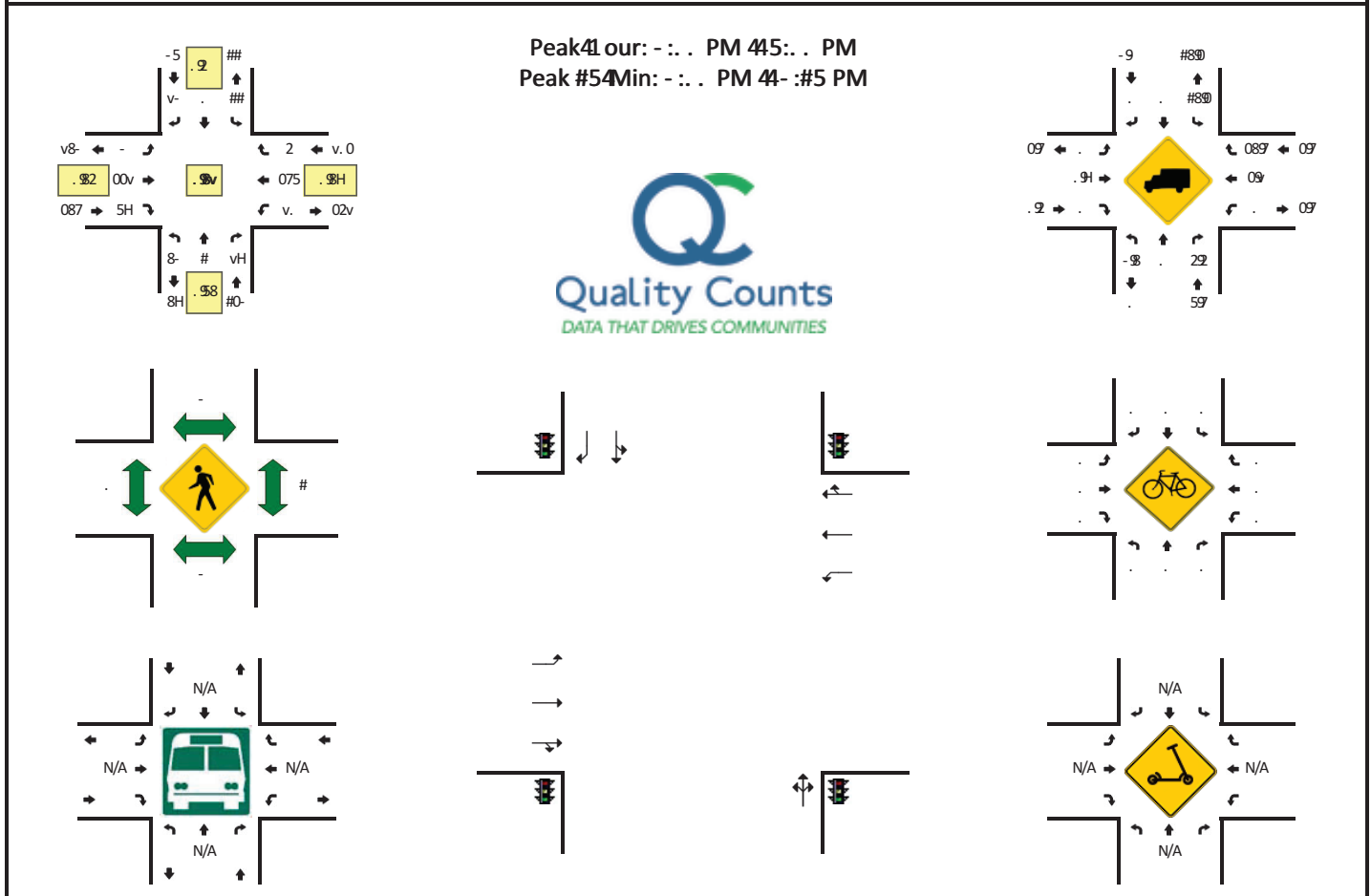
Report generated on #/0#/0. 00 H:50 AM

SOURCE: 3 uality CountsWLC (<http://www8qualitycounts8net>) #4#22#H. 400#0



**LOCATION:** SE 1iddenbrook 6r 4SE v- th St  
**CITY/STATE:** Vancou, erV D A

**3 C O J B: #57207#-**  
**6ATE: ThuV an v 0. 00**



| #54Min Count<br>Period<br>Beginning At | SE 1iddenbrook 6r<br>(Northbound) |      |       |   | SE 1iddenbrook 6r<br>(Southbound) |      |       |   | SE v- th St<br>(Eastbound) |      |       |   | SE v- th St<br>(D estbound) |      |       |   | Total | Hourly<br>Totals |
|----------------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|------------------|
|                                        | Left                              | Thru | Right | U | Left                              | Thru | Right | U | Left                       | Thru | Right | U | Left                        | Thru | Right | U |       |                  |
| - :. . PM                              | vv                                | #    | #H    | . | v                                 | .    | H     | . | 0                          | 7v   | #2    | . | 2                           | 20   | 0     | . | 008   |                  |
| - :#5 PM                               | #5                                | .    | 2     | . | 0                                 | .    | 8     | . | .                          | - 8  | #0    | # | 8                           | 7-   | v     | . | #78   |                  |
| - :v. PM                               | #H                                | .    | 2     | . | 5                                 | .    | ##    | . | #                          | 5-   | #H    | . | 2                           | 22   | #     | . | 0. #  |                  |
| - : 5 PM                               | #2                                | .    | 7     | . | #                                 | .    | 7     | . | .                          | 58   | ##    | . | 8                           | 50   | #     | . | #7.   | 252              |
| 5:.. PM                                | #.                                | .    | 2     | . | 0                                 | #    | #.    | . | .                          | 5v   | H     | . | ##                          | 5H   | .     | # | #7v   | 7H0              |
| 5:#5 PM                                | ##                                | .    | 2     | . | 0                                 | .    | -     | . | .                          | - H  | #-    | # | 7                           | 70   | #     | . | #52   | 78#              |
| 5:v. PM                                | 8                                 | .    | 7     | . | v                                 | .    | #.    | . | .                          | 58   | #-    | 0 | 5                           | 5H   | .     | . | #75   | 7-5              |
| 5:- 5 PM                               | 8                                 | .    | -     | . | v                                 | .    | v     | . | .                          | v2   | ##    | . | H                           | 5-   | .     | . | #0H   | 7#-              |
| Peak #54Min<br>Flowrates               | Northbound                        |      |       |   | Southbound                        |      |       |   | Eastbound                  |      |       |   | D estbound                  |      |       |   | Total |                  |
|                                        | Left                              | Thru | Right | U | Left                              | Thru | Right | U | Left                       | Thru | Right | U | Left                        | Thru | Right | U |       |                  |
| All Vehicles                           | #v0                               | -    | 27    | . | #0                                | .    | v7    | . | 8                          | 050  | 78    | . | 08                          | 088  | 8     | . | H#0   |                  |
| 1ea, y Trucks                          | #0                                | .    | #0    | . | .                                 | .    | .     | . | .                          | -    | .     | . | .                           | -    | .     | . | v0    |                  |
| J uses                                 | .                                 | .    | .     | . | .                                 | .    | .     | . | .                          | .    | .     | . | .                           | .    | .     | . | .     |                  |
| Pedestrians                            | .                                 | .    | .     | . | .                                 | .    | .     | . | .                          | .    | .     | . | .                           | .    | .     | . | 8     |                  |
| J icycles                              | .                                 | .    | .     | . | .                                 | .    | .     | . | .                          | .    | .     | . | .                           | .    | .     | . | .     |                  |
| Scooters                               | .                                 | .    | .     | . | .                                 | .    | .     | . | .                          | .    | .     | . | .                           | .    | .     | . | .     |                  |

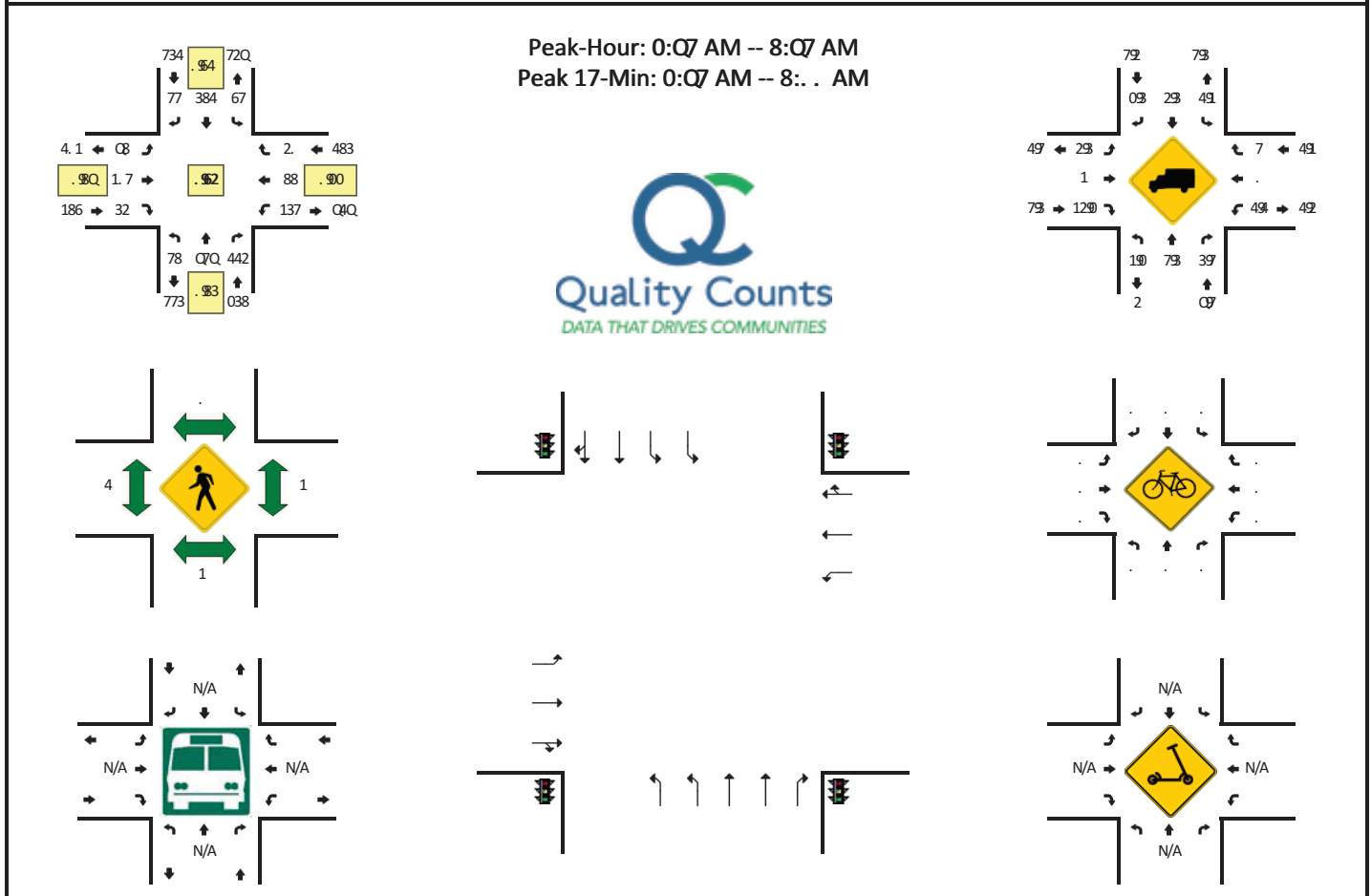
**Comments:**

Report generated on #/0#/0. 00 8:50 AM

SOURCE: 3 uality CountsWLC (<http://www9qualitycounts9net>) #422458. 400#0

**LOCATION:** SE 164nd Ave -- SE 3Qth St  
**CITY/STATE:** Vancouver, WA

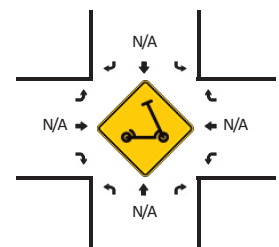
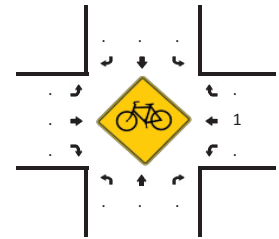
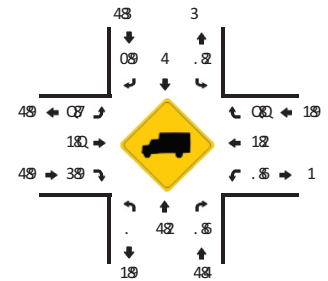
**J C B# 5:** 17204217  
**DATE:** Thu, Ban 13 4. 44



| 17-Min Count Period<br>Beginning At | SE 164nd Ave (Northbound) |      |       |   | SE 164nd Ave (Southbound) |      |       |   | SE 3Qth St (Eastbound) |      |       |   | SE 3Qth St (Westbound) |      |       |   | Total | Hourly Totals |
|-------------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|------------------------|------|-------|---|------------------------|------|-------|---|-------|---------------|
|                                     | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                   | Thru | Right | U | Left                   | Thru | Right | U |       |               |
| 0:.. AM                             | 7                         | 02   | Q7    | 1 | 13                        | 82   | 8     | . | 14                     | 13   | 7     | . | 31                     | 10   | 14    | . | 343   |               |
| 0:17 AM                             | 1.                        | 80   | 23    | . | 14                        | 8.   | 1.    | . | 8                      | 13   | 7     | . | 37                     | 1Q   | 8     | . | 3Q7   |               |
| 0:3. AM                             | 1Q                        | 66   | 3Q    | . | 13                        | 60   | 6     | . | 31                     | 40   | 11    | . | 48                     | 1.   | 8     | . | 381   |               |
| 0:Q7 AM                             | 17                        | 130  | 26    | . | 12                        | 64   | 4.    | . | 11                     | 42   | 1.    | . | 46                     | 44   | 8     | . | Q77   | 17. Q         |
| 8:.. AM                             | 11                        | 64   | 38    | . | 40                        | 1. Q | 1Q    | . | 14                     | 41   | 6     | . | 3.                     | 16   | 18    | . | 367   | 1702          |
| 8:17 AM                             | 4.                        | 110  | 78    | . | 48                        | 67   | 1.    | . | 17                     | 4Q   | 7     | . | 46                     | 43   | 13    | . | Q80   | 1228          |
| 8:3. AM                             | 14                        | 1.8  | 21    | . | 44                        | 61   | 11    | 4 | 1.                     | 3Q   | 14    | . | Q7                     | 4Q   | 41    | . | Q77   | 10Q4          |
| 8:Q7 AM                             | 4Q                        | 111  | 47    | . | 40                        | 06   | 13    | . | 11                     | 41   | 7     | . | 36                     | 16   | 47    | . | 366   | 1282          |
| Peak 17-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                        | 2.                        | 7Q8  | 402   | . | 2Q                        | 328  | 8.    | . | Q7                     | 1. Q | Q     | . | 112                    | 88   | 34    | . | 184.  |               |
| Heavy Trucks                        | Q                         | 4Q   | .     | . | .                         | 14   | Q     | . | .                      | .    | 12    | . | Q                      | .    | .     | . | 2Q    |               |
| #uses                               |                           |      |       |   |                           |      |       |   |                        |      |       |   |                        |      |       |   |       |               |
| Pedestrians                         |                           | Q    |       |   |                           | .    |       |   |                        | Q    |       |   |                        | .    | .     | . | 8     |               |
| #icycles                            | .                         | .    | .     | . | .                         | .    | .     | . | .                      | .    | .     | . | .                      | .    | .     | . | .     |               |
| Scooters                            | .                         | .    | .     | . | .                         | .    | .     | . | .                      | .    | .     | . | .                      | .    | .     | . | .     |               |

**Comments:**

J C BO# 5: 17204212  
DATE: Thu, Ban 13 4. 44



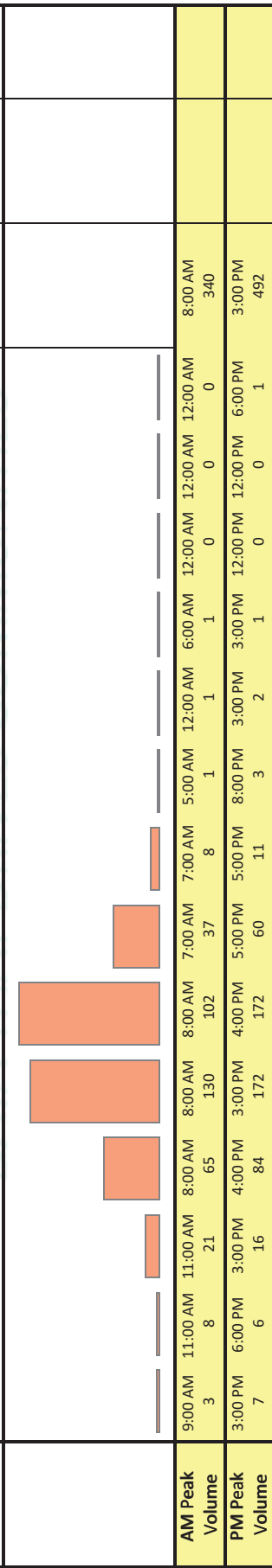
Comments:

Type of report: Tube Count - Speed Data

**LOCATION:** SE 34th Street East of 164th Ave  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Vancouver, WA

**QC JOB #:** 15672617  
**DIRECTION:** EB  
**DATE:** Jan 13 2022

| Start Time           | 1<br>15    | 16<br>20   | 21<br>25    | 26<br>30     | 31<br>35      | 36<br>40      | 41<br>45     | 46<br>50   | 51<br>55   | 56<br>60  | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number<br>in Pace |
|----------------------|------------|------------|-------------|--------------|---------------|---------------|--------------|------------|------------|-----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 12:00 AM             | 0          | 0          | 0           | 6            | 12            | 8             | 5            | 0          | 0          | 1         | 0        | 0        | 0        | 0         | 32    | 31-40      | 20                |
| 01:00 AM             | 0          | 0          | 0           | 2            | 1             | 4             | 3            | 2          | 0          | 0         | 0        | 0        | 0        | 0         | 12    | 36-45      | 7                 |
| 02:00 AM             | 0          | 0          | 0           | 1            | 7             | 4             | 1            | 1          | 0          | 1         | 0        | 0        | 0        | 0         | 15    | 31-40      | 11                |
| 03:00 AM             | 0          | 0          | 0           | 0            | 8             | 3             | 1            | 0          | 0          | 0         | 0        | 0        | 0        | 0         | 12    | 31-40      | 11                |
| 04:00 AM             | 0          | 1          | 1           | 4            | 5             | 5             | 4            | 2          | 0          | 0         | 0        | 0        | 0        | 0         | 22    | 31-40      | 10                |
| 05:00 AM             | 2          | 0          | 2           | 5            | 17            | 33            | 20           | 5          | 1          | 0         | 0        | 0        | 0        | 0         | 85    | 36-45      | 53                |
| 06:00 AM             | 0          | 0          | 1           | 9            | 45            | 58            | 25           | 6          | 1          | 0         | 1        | 0        | 0        | 0         | 146   | 31-40      | 103               |
| 07:00 AM             | 2          | 0          | 5           | 24           | 78            | 89            | 37           | 8          | 1          | 0         | 0        | 0        | 0        | 0         | 244   | 31-40      | 167               |
| 08:00 AM             | 0          | 0          | 13          | 65           | 130           | 102           | 26           | 3          | 1          | 0         | 0        | 0        | 0        | 0         | 340   | 31-40      | 232               |
| 09:00 AM             | 3          | 0          | 13          | 41           | 83            | 90            | 20           | 2          | 0          | 0         | 0        | 0        | 0        | 0         | 252   | 31-40      | 173               |
| 10:00 AM             | 0          | 0          | 17          | 37           | 91            | 69            | 16           | 1          | 0          | 0         | 0        | 0        | 0        | 0         | 231   | 31-40      | 160               |
| 11:00 AM             | 2          | 8          | 21          | 62           | 78            | 74            | 21           | 0          | 0          | 0         | 0        | 0        | 0        | 0         | 266   | 31-40      | 152               |
| 12:00 PM             | 2          | 4          | 11          | 45           | 122           | 101           | 31           | 5          | 0          | 0         | 0        | 0        | 0        | 0         | 321   | 31-40      | 223               |
| 01:00 PM             | 4          | 2          | 13          | 43           | 107           | 128           | 18           | 7          | 0          | 0         | 0        | 0        | 0        | 0         | 322   | 31-40      | 235               |
| 02:00 PM             | 3          | 1          | 9           | 50           | 119           | 136           | 31           | 6          | 1          | 1         | 0        | 0        | 0        | 0         | 357   | 31-40      | 255               |
| 03:00 PM             | 7          | 2          | 16          | 71           | 172           | 165           | 51           | 5          | 0          | 2         | 1        | 0        | 0        | 0         | 492   | 31-40      | 337               |
| 04:00 PM             | 0          | 3          | 15          | 84           | 148           | 172           | 59           | 7          | 0          | 0         | 0        | 0        | 0        | 0         | 488   | 31-40      | 320               |
| 05:00 PM             | 3          | 3          | 10          | 66           | 145           | 145           | 60           | 11         | 2          | 0         | 0        | 0        | 0        | 0         | 445   | 31-40      | 290               |
| 06:00 PM             | 2          | 6          | 7           | 42           | 83            | 146           | 47           | 6          | 1          | 0         | 0        | 0        | 0        | 1         | 341   | 31-40      | 229               |
| 07:00 PM             | 0          | 0          | 4           | 13           | 78            | 89            | 36           | 5          | 1          | 0         | 0        | 0        | 0        | 0         | 226   | 31-40      | 167               |
| 08:00 PM             | 1          | 0          | 1           | 12           | 56            | 57            | 30           | 7          | 3          | 0         | 0        | 0        | 0        | 0         | 167   | 31-40      | 113               |
| 09:00 PM             | 1          | 0          | 1           | 10           | 40            | 61            | 17           | 3          | 1          | 1         | 0        | 0        | 0        | 0         | 135   | 31-40      | 101               |
| 10:00 PM             | 1          | 0          | 1           | 11           | 18            | 27            | 9            | 2          | 0          | 0         | 0        | 0        | 0        | 0         | 69    | 31-40      | 45                |
| 11:00 PM             | 0          | 0          | 1           | 12           | 8             | 22            | 7            | 4          | 1          | 0         | 0        | 0        | 0        | 0         | 55    | 31-40      | 30                |
| Day Total<br>Percent | 33<br>0.7% | 30<br>0.6% | 162<br>3.2% | 715<br>14.1% | 1651<br>32.5% | 1788<br>35.2% | 575<br>11.3% | 98<br>1.9% | 14<br>0.3% | 6<br>0.1% | 2<br>0%  | 0<br>0%  | 0<br>0%  | 1<br>0%   | 5075  | 31-40      | 3439              |



Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

| QC JOB #: 15672617                                                                       |                                                                                    |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| LOCATION: SE 34th Street East of 164th Ave                                               |                                                                                    |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| SPECIFIC LOCATION:                                                                       |                                                                                    |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| CITY/STATE: Vancouver, WA                                                                |                                                                                    |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| DIRECTION: EB                                                                            |                                                                                    |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| DATE: Jan 13 2022                                                                        |                                                                                    |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| Speed Range                                                                              | 1<br>15                                                                            | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in<br>Pace |
| Grand Total                                                                              | 33                                                                                 | 30       | 162      | 715      | 1651     | 1788     | 575      | 98       | 14       | 6        | 2        | 0        | 0        | 1         | 5075  | 31-40      | 3439              |
| Percent                                                                                  | 0.7%                                                                               | 0.6%     | 3.2%     | 14.1%    | 32.5%    | 35.2%    | 11.3%    | 1.9%     | 0.3%     | 0.1%     | 0%       | 0%       | 0%       | 0%        |       |            |                   |
| Cumulative<br>Percent                                                                    | 0.7%                                                                               | 1.2%     | 4.4%     | 18.5%    | 51.1%    | 86.3%    | 97.6%    | 99.5%    | 99.8%    | 99.9%    | 100%     | 100%     | 100%     | 100%      |       |            |                   |
| ADT<br>5075                                                                              |  |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| 85th Percentile: 40 MPH<br>Mean Speed(Average): 34 MPH<br>Median: 35 MPH<br>Mode: 38 MPH |                                                                                    |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| Comments:                                                                                |                                                                                    |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |

Report generated on 1/18/2022 4:02 PM

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

**LOCATION:** SE 34th Street East of 164th Ave  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Vancouver, WA

**QC JOB #:** 15672617  
**DIRECTION:** EB  
**DATE:** Jan 13 2022

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------|-------------|----------------|-------------|-------|-------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 12:00 AM   | 0           | 28             | 3           | 0     | 1           | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 32    |
| 01:00 AM   | 0           | 8              | 4           | 0     | 0           | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 12    |
| 02:00 AM   | 0           | 14             | 1           | 0     | 0           | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 15    |
| 03:00 AM   | 0           | 10             | 2           | 0     | 0           | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 12    |
| 04:00 AM   | 0           | 20             | 1           | 0     | 0           | 0             | 0             | 0              | 0             | 1              | 0             | 0            | 0             | 0              | 22    |
| 05:00 AM   | 0           | 64             | 16          | 1     | 0           | 1             | 0             | 0              | 1             | 0              | 0             | 0            | 0             | 2              | 85    |
| 06:00 AM   | 0           | 111            | 23          | 4     | 6           | 0             | 0             | 1              | 1             | 0              | 0             | 0            | 0             | 0              | 146   |
| 07:00 AM   | 0           | 193            | 32          | 3     | 13          | 0             | 1             | 0              | 0             | 0              | 0             | 0            | 0             | 2              | 244   |
| 08:00 AM   | 0           | 259            | 54          | 4     | 17          | 3             | 0             | 1              | 0             | 1              | 0             | 0            | 0             | 1              | 340   |
| 09:00 AM   | 0           | 195            | 32          | 3     | 17          | 1             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 3              | 252   |
| 10:00 AM   | 1           | 190            | 31          | 2     | 4           | 0             | 0             | 2              | 1             | 0              | 0             | 0            | 0             | 0              | 231   |
| 11:00 AM   | 2           | 205            | 39          | 4     | 11          | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 3              | 266   |
| 12:00 PM   | 1           | 255            | 44          | 3     | 14          | 0             | 0             | 1              | 1             | 0              | 0             | 0            | 0             | 2              | 321   |
| 01:00 PM   | 0           | 258            | 41          | 2     | 14          | 1             | 0             | 0              | 2             | 0              | 0             | 0            | 0             | 4              | 322   |
| 02:00 PM   | 1           | 286            | 42          | 3     | 14          | 0             | 2             | 6              | 0             | 0              | 0             | 0            | 0             | 3              | 357   |
| 03:00 PM   | 2           | 383            | 72          | 7     | 15          | 1             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 6              | 492   |
| 04:00 PM   | 2           | 404            | 63          | 2     | 14          | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 1              | 488   |
| 05:00 PM   | 1           | 375            | 53          | 3     | 8           | 1             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 4              | 445   |
| 06:00 PM   | 1           | 290            | 32          | 1     | 12          | 1             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 2              | 341   |
| 07:00 PM   | 0           | 198            | 21          | 2     | 4           | 0             | 1             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 226   |
| 08:00 PM   | 0           | 147            | 15          | 0     | 3           | 0             | 1             | 0              | 0             | 0              | 0             | 0            | 0             | 1              | 167   |
| 09:00 PM   | 0           | 118            | 13          | 0     | 3           | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 1              | 135   |
| 10:00 PM   | 0           | 61             | 6           | 0     | 1           | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 1              | 69    |
| 11:00 PM   | 0           | 51             | 2           | 0     | 2           | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 55    |
| Day Total  | 11          | 4123           | 642         | 44    | 173         | 9             | 5             | 24             | 6             | 2              | 0             | 0            | 0             | 36             | 5075  |
| Percent    | 0.2%        | 81.2%          | 12.7%       | 0.9%  | 3.4%        | 0.2%          | 0.1%          | 0.5%           | 0.1%          | 0%             | 0%            | 0%           | 0%            | 0.7%           |       |

ADT  
5075

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------|-------------|----------------|-------------|-------|-------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 11:00 AM   | 2           | 259            | 54          | 4     | 17          | 3             | 1             | 2              | 1             | 1              | 0             | 0            | 0             | 3              | 340   |
| 3:00 PM    | 2           | 404            | 72          | 7     | 15          | 1             | 2             | 6              | 2             | 0              | 0             | 0            | 0             | 6              | 492   |

Comments:

Report generated on 1/18/2022 4:02 PM

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

LOCATION: SE 34th Street East of 164th Ave

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

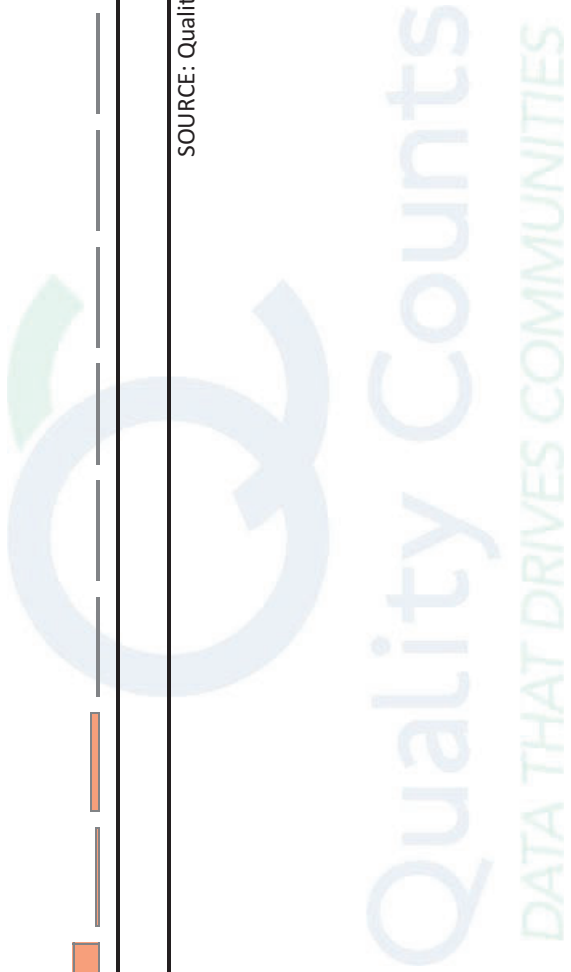
QC JOB #: 15672617

DIRECTION: EB

DATE: Jan 13 2022

|             | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|-------------|-------------|----------------|-------------|-------|-------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| Grand Total | 11          | 4123           | 642         | 44    | 173         | 9             | 5             | 24             | 6             | 2              | 0             | 0            | 0             | 36             | 5075  |
| Percent     | 0.2%        | 81.2%          | 12.7%       | 0.9%  | 3.4%        | 0.2%          | 0.1%          | 0.5%           | 0.1%          | 0%             | 0%            | 0%           | 0%            | 0.7%           |       |
| ADT<br>5075 |             |                |             |       |             |               |               |                |               |                |               |              |               |                |       |

Comments:



| QC JOB #: 15672617<br>DIRECTION: EB<br>DATE: Jan 13 2022 - Jan 13 2022  |     |     |     |                  |     |                                   |     |     |                                |                        |
|-------------------------------------------------------------------------|-----|-----|-----|------------------|-----|-----------------------------------|-----|-----|--------------------------------|------------------------|
| LOCATION: SE 34th Street East of 164th Ave<br>CITY/STATE: Vancouver, WA |     |     |     |                  |     |                                   |     |     |                                |                        |
| SPECIFIC LOCATION:                                                      |     |     |     |                  |     |                                   |     |     |                                |                        |
| Start Time                                                              | Mon | Tue | Wed | Thu<br>13 Jan 22 | Fri | Average Weekday<br>Hourly Traffic | Sat | Sun | Average Week<br>Hourly Traffic | Average Week Profile   |
| 12:00 AM                                                                |     |     |     | 32               |     | 32                                |     |     | 32                             | <div><div></div></div> |
| 01:00 AM                                                                |     |     |     | 12               |     | 12                                |     |     | 12                             | <div><div></div></div> |
| 02:00 AM                                                                |     |     |     | 15               |     | 15                                |     |     | 15                             | <div><div></div></div> |
| 03:00 AM                                                                |     |     |     | 12               |     | 12                                |     |     | 12                             | <div><div></div></div> |
| 04:00 AM                                                                |     |     |     | 22               |     | 22                                |     |     | 22                             | <div><div></div></div> |
| 05:00 AM                                                                |     |     |     | 85               |     | 85                                |     |     | 85                             | <div><div></div></div> |
| 06:00 AM                                                                |     |     |     | 146              |     | 146                               |     |     | 146                            | <div><div></div></div> |
| 07:00 AM                                                                |     |     |     | 244              |     | 244                               |     |     | 244                            | <div><div></div></div> |
| 08:00 AM                                                                |     |     |     | 340              |     | 340                               |     |     | 340                            | <div><div></div></div> |
| 09:00 AM                                                                |     |     |     | 252              |     | 252                               |     |     | 252                            | <div><div></div></div> |
| 10:00 AM                                                                |     |     |     | 231              |     | 231                               |     |     | 231                            | <div><div></div></div> |
| 11:00 AM                                                                |     |     |     | 266              |     | 266                               |     |     | 266                            | <div><div></div></div> |
| 12:00 PM                                                                |     |     |     | 321              |     | 321                               |     |     | 321                            | <div><div></div></div> |
| 01:00 PM                                                                |     |     |     | 322              |     | 322                               |     |     | 322                            | <div><div></div></div> |
| 02:00 PM                                                                |     |     |     | 357              |     | 357                               |     |     | 357                            | <div><div></div></div> |
| 03:00 PM                                                                |     |     |     | 492              |     | 492                               |     |     | 492                            | <div><div></div></div> |
| 04:00 PM                                                                |     |     |     | 488              |     | 488                               |     |     | 488                            | <div><div></div></div> |
| 05:00 PM                                                                |     |     |     | 445              |     | 445                               |     |     | 445                            | <div><div></div></div> |
| 06:00 PM                                                                |     |     |     | 341              |     | 341                               |     |     | 341                            | <div><div></div></div> |
| 07:00 PM                                                                |     |     |     | 226              |     | 226                               |     |     | 226                            | <div><div></div></div> |
| 08:00 PM                                                                |     |     |     | 167              |     | 167                               |     |     | 167                            | <div><div></div></div> |
| 09:00 PM                                                                |     |     |     | 135              |     | 135                               |     |     | 135                            | <div><div></div></div> |
| 10:00 PM                                                                |     |     |     | 69               |     | 69                                |     |     | 69                             | <div><div></div></div> |
| 11:00 PM                                                                |     |     |     | 55               |     | 55                                |     |     | 55                             | <div><div></div></div> |
| Day Total                                                               |     |     |     | 5075             |     | 5075                              |     |     | 5075                           |                        |
| % Weekday<br>Average                                                    |     |     |     | 100%             |     |                                   |     |     |                                |                        |
| % Week<br>Average                                                       |     |     |     | 100%             |     | 100%                              |     |     |                                |                        |
| AM Peak<br>Volume                                                       |     |     |     | 8:00 AM<br>340   |     | 8:00 AM<br>340                    |     |     | 8:00 AM<br>340                 |                        |
| PM Peak<br>Volume                                                       |     |     |     | 3:00 PM<br>492   |     | 3:00 PM<br>492                    |     |     | 3:00 PM<br>492                 |                        |
| Comments:                                                               |     |     |     |                  |     |                                   |     |     |                                |                        |



Type of report: Tube Count - Speed Data

**LOCATION:** SE 34th Street East of 164th Ave

**SPECIFIC LOCATION:**

CITVcSTATE: , anV0uvey/ A

QC JOB #: 15672617

**DIRECTION:** EBY/ B

DATE: Jan 13 2022

| Start Time           | 1<br>15      | 16<br>20      | 21<br>25       | 26<br>30        | 31<br>35       | 36<br>40       | 41<br>45       | 46<br>50       | 51<br>55     | 56<br>60     | 61<br>65     | 66<br>70      | 71<br>75      | 76<br>999     | Total          | PaW Speed | Number<br>in PaW |
|----------------------|--------------|---------------|----------------|-----------------|----------------|----------------|----------------|----------------|--------------|--------------|--------------|---------------|---------------|---------------|----------------|-----------|------------------|
| 12:00 AM             | 0            | 0             | 1              | 8               | 16             | 13             | 8              | 0              | 1            | 1            | 0            | 0             | 0             | 0             | 48             | 31-40     | 29               |
| 01:00 AM             | 0            | 0             | 0              | 5               | 3              | 10             | 6              | 2              | 1            | 0            | 0            | 0             | 0             | 0             | 27             | 36-45     | 16               |
| 02:00 AM             | 0            | 0             | 2              | 2               | 9              | 8              | 5              | 3              | 0            | 1            | 0            | 0             | 0             | 0             | 30             | 31-40     | 17               |
| 03:00 AM             | 0            | 0             | 2              | 3               | 10             | 7              | 4              | 4              | 1            | 0            | 0            | 0             | 0             | 0             | 31             | 31-40     | 17               |
| 04:00 AM             | 0            | 1             | 3              | 9               | 11             | 29             | 13             | 9              | 1            | 0            | 0            | 0             | 0             | 0             | 76             | 36-45     | 42               |
| 05:00 AM             | 2            | 0             | 5              | 18              | 45             | 61             | 70             | 18             | 8            | 1            | 0            | 0             | 0             | 0             | 228            | 36-45     | 131              |
| 06:00 AM             | 2            | 0             | 9              | 38              | 77             | 124            | 90             | 19             | 9            | 3            | 1            | 0             | 0             | 0             | 372            | 36-45     | 214              |
| 07:00 AM             | 4            | 0             | 11             | 79              | 161            | 229            | 114            | 23             | 4            | 0            | 0            | 1             | 0             | 0             | 626            | 31-40     | 390              |
| 08:00 AM             | 4            | 1             | 23             | 105             | 222            | 249            | 114            | 19             | 3            | 0            | 1            | 0             | 0             | 0             | 741            | 31-40     | 471              |
| 09:00 AM             | 5            | 1             | 18             | 79              | 186            | 242            | 64             | 17             | 1            | 1            | 0            | 0             | 0             | 0             | 614            | 31-40     | 428              |
| 10:00 AM             | 2            | 1             | 27             | 76              | 181            | 175            | 59             | 17             | 1            | 0            | 0            | 0             | 0             | 0             | 539            | 31-40     | 356              |
| 11:00 AM             | 4            | 8             | 27             | 109             | 154            | 174            | 91             | 17             | 5            | 0            | 0            | 0             | 0             | 0             | 589            | 31-40     | 328              |
| 12:00 PM             | 3            | 4             | 15             | 83              | 193            | 194            | 94             | 31             | 2            | 1            | 0            | 0             | 0             | 0             | 620            | 31-40     | 387              |
| 01:00 PM             | 4            | 2             | 22             | 99              | 201            | 228            | 62             | 19             | 2            | 2            | 0            | 0             | 0             | 0             | 641            | 31-40     | 429              |
| 02:00 PM             | 3            | 2             | 13             | 87              | 200            | 281            | 98             | 23             | 4            | 1            | 0            | 0             | 0             | 0             | 712            | 31-40     | 481              |
| 03:00 PM             | 8            | 2             | 25             | 124             | 285            | 329            | 110            | 21             | 3            | 2            | 1            | 0             | 0             | 0             | 910            | 31-40     | 614              |
| 04:00 PM             | 1            | 3             | 24             | 148             | 294            | 325            | 128            | 24             | 3            | 1            | 0            | 0             | 0             | 0             | 951            | 31-40     | 619              |
| 05:00 PM             | 6            | 4             | 19             | 116             | 251            | 280            | 140            | 28             | 6            | 0            | 0            | 0             | 0             | 0             | 850            | 31-40     | 531              |
| 06:00 PM             | 3            | 7             | 7              | 75              | 148            | 229            | 105            | 24             | 2            | 0            | 0            | 0             | 0             | 1             | 601            | 31-40     | 377              |
| 07:00 PM             | 0            | 1             | 7              | 28              | 103            | 139            | 80             | 14             | 4            | 0            | 0            | 0             | 0             | 0             | 376            | 31-40     | 242              |
| 08:00 PM             | 1            | 0             | 2              | 17              | 73             | 91             | 59             | 22             | 3            | 1            | 0            | 0             | 0             | 0             | 269            | 31-40     | 164              |
| 09:00 PM             | 1            | 0             | 4              | 21              | 59             | 87             | 43             | 9              | 5            | 1            | 0            | 0             | 0             | 0             | 230            | 31-40     | 146              |
| 10:00 PM             | 1            | 0             | 3              | 18              | 28             | 42             | 26             | 7              | 3            | 0            | 0            | 0             | 0             | 0             | 128            | 31-40     | 70               |
| 11:00 PM             | 0            | 0             | 1              | 16              | 12             | 36             | 20             | 5              | 1            | 0            | 0            | 0             | 0             | 0             | 91             | 36-45     | 56               |
| Day Total<br>PerWent | 54<br>0.5%   | 37<br>0.4%    | 270<br>2.6%    | 1363<br>13.2%   | 2922<br>28.4%  | 3582<br>34.8%  | 1603<br>15.6%  | 375<br>3.6%    | 73<br>0.7%   | 16<br>0.2%   | 3<br>0%      | 1<br>0%       | 0<br>0%       | 1<br>0%       | 10300          | 31-40     | 6504             |
|                      |              |               |                |                 |                |                |                |                |              |              |              |               |               |               |                |           |                  |
| AM Peak<br>, olume   | 9:00 AM<br>5 | 11:00 AM<br>8 | 10:00 AM<br>27 | 11:00 AM<br>109 | 8:00 AM<br>222 | 8:00 AM<br>249 | 7:00 AM<br>114 | 7:00 AM<br>23  | 6:00 AM<br>9 | 6:00 AM<br>3 | 6:00 AM<br>1 | 7:00 AM<br>1  | 12:00 AM<br>0 | 12:00 AM<br>0 | 8:00 AM<br>741 |           |                  |
| PM Peak<br>, olume   | 3:00 PM<br>8 | 6:00 PM<br>7  | 3:00 PM<br>25  | 4:00 PM<br>148  | 4:00 PM<br>294 | 3:00 PM<br>329 | 5:00 PM<br>140 | 12:00 PM<br>31 | 5:00 PM<br>6 | 1:00 PM<br>2 | 3:00 PM<br>1 | 12:00 PM<br>0 | 12:00 PM<br>0 | 6:00 PM<br>1  | 4:00 PM<br>951 |           |                  |

*Comments:*

Report generated on 1c18c2022 4:02 PM

SOURCE: Quality CountsYLLC (<http://cawww.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

|                                                                                         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
|-----------------------------------------------------------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| LOCATION: SE 34th Street East of 164th Ave                                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
| SPECIFIC LOCATION:                                                                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
| CITY/STATE: , anWuverY/ A                                                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
| QC JOB #:15672617                                                                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
| DIRECTION: EBY/ B                                                                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
| DATE: Jan 13 2022                                                                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
| Speed Range                                                                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 |
| Grand Total                                                                             | 54      | 37       | 270      | 1363     | 2922     | 3582     | 1603     | 375      | 73       | 16       | 3        | 1        | 0        | 1         |
| PerVnt                                                                                  | 0.5%    | 0.4%     | 2.6%     | 13.2%    | 28.4%    | 34.8%    | 15.6%    | 3.6%     | 0.7%     | 0.2%     | 0%       | 0%       | 0%       | 0%        |
| Cumulative PerVnt                                                                       | 0.5%    | 0.9%     | 3.5%     | 16.7%    | 45.1%    | 79.9%    | 95.4%    | 99.1%    | 99.8%    | 100%     | 100%     | 100%     | 100%     | 100%      |
| ADT 10300                                                                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
| 85th PerVntile: 42 MPH<br>Mean Speed(Average): 35 MPH<br>Median: 36 MPH<br>Mode: 38 MPH |         |          |          |          |          |          |          |          |          |          |          |          |          |           |
| Comments:                                                                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |

Report generated on 1c18c2022 4:02 PM

SOURCE: Quality CountsYLLC (<http://ccwww.qualityVounts.net>)



LOCATION: SE 34th Street East of 164th Ave  
SPECIFIC LOCATION:  
CITY, STATE: Vancouver/ A

QC JOB #: 15672617  
DIRECTION: EB/ B  
DATE: Jan 13 2022

| Start Time     | Motorcycles   | Cars & Trailer | 2 Axle Long    | Buses         | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total          |
|----------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|----------------|
| 12:00 AM       | 0             | 43             | 4              | 0             | 1             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 48             |
| 01:00 AM       | 0             | 21             | 5              | 0             | 1             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 27             |
| 02:00 AM       | 0             | 27             | 3              | 0             | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 30             |
| 03:00 AM       | 0             | 28             | 3              | 0             | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 31             |
| 04:00 AM       | 1             | 61             | 7              | 0             | 6             | 0             | 0             | 0              | 0             | 1              | 0             | 0            | 0             | 0              | 76             |
| 05:00 AM       | 0             | 165            | 40             | 2             | 17            | 1             | 0             | 0              | 1             | 0              | 0             | 0            | 0             | 2              | 228            |
| 06:00 AM       | 0             | 287            | 51             | 7             | 18            | 0             | 0             | 3              | 1             | 2              | 0             | 1            | 0             | 2              | 372            |
| 07:00 AM       | 1             | 494            | 93             | 6             | 25            | 0             | 1             | 1              | 0             | 1              | 0             | 0            | 0             | 4              | 626            |
| 08:00 AM       | 0             | 573            | 115            | 7             | 33            | 4             | 0             | 2              | 1             | 1              | 0             | 0            | 0             | 5              | 741            |
| 09:00 AM       | 0             | 457            | 88             | 7             | 47            | 1             | 1             | 6              | 2             | 0              | 0             | 0            | 0             | 5              | 614            |
| 10:00 AM       | 4             | 393            | 101            | 4             | 26            | 2             | 0             | 6              | 1             | 0              | 0             | 0            | 0             | 2              | 539            |
| 11:00 AM       | 2             | 443            | 92             | 8             | 31            | 1             | 1             | 6              | 0             | 0              | 0             | 0            | 0             | 5              | 589            |
| 12:00 PM       | 2             | 473            | 95             | 5             | 32            | 1             | 1             | 6              | 1             | 1              | 0             | 0            | 0             | 3              | 620            |
| 01:00 PM       | 0             | 499            | 89             | 5             | 33            | 2             | 0             | 5              | 4             | 0              | 0             | 0            | 0             | 4              | 641            |
| 02:00 PM       | 4             | 539            | 102            | 7             | 44            | 0             | 2             | 11             | 0             | 0              | 0             | 0            | 0             | 3              | 712            |
| 03:00 PM       | 4             | 699            | 139            | 12            | 35            | 2             | 0             | 11             | 0             | 0              | 0             | 1            | 0             | 7              | 910            |
| 04:00 PM       | 5             | 754            | 137            | 8             | 31            | 0             | 0             | 12             | 1             | 1              | 0             | 0            | 0             | 2              | 951            |
| 05:00 PM       | 2             | 694            | 114            | 5             | 25            | 1             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 7              | 850            |
| 06:00 PM       | 1             | 504            | 67             | 3             | 19            | 1             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 3              | 601            |
| 07:00 PM       | 0             | 323            | 37             | 4             | 11            | 0             | 1             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 376            |
| 08:00 PM       | 0             | 226            | 31             | 0             | 9             | 0             | 1             | 1              | 0             | 0              | 0             | 0            | 0             | 1              | 269            |
| 09:00 PM       | 0             | 201            | 23             | 0             | 5             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 1              | 230            |
| 10:00 PM       | 0             | 115            | 10             | 1             | 1             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 1              | 128            |
| 11:00 PM       | 0             | 84             | 4              | 0             | 3             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 91             |
| Day Total      | 26            | 8103           | 1450           | 91            | 453           | 16            | 8             | 75             | 12            | 7              | 0             | 2            | 0             | 57             | 10300          |
| Percent        | 0.3%          | 78.7%          | 14.1%          | 0.9%          | 4.4%          | 0.2%          | 0.1%          | 0.7%           | 0.1%          | 0.1%           | 0%            | 0%           | 0%            | 0.6%           |                |
| ADT<br>10300   |               |                |                |               |               |               |               |                |               |                |               |              |               |                |                |
| AM Peak Volume | 10:00 AM<br>4 | 8:00 AM<br>573 | 8:00 AM<br>115 | 11:00 AM<br>8 | 9:00 AM<br>47 | 8:00 AM<br>4  | 7:00 AM<br>1  | 9:00 AM<br>6   | 9:00 AM<br>2  | 6:00 AM<br>2   | 12:00 AM<br>0 | 6:00 AM<br>1 | 12:00 AM<br>0 | 8:00 AM<br>5   | 8:00 AM<br>741 |
| PM Peak Volume | 4:00 PM<br>5  | 4:00 PM<br>754 | 3:00 PM<br>139 | 3:00 PM<br>12 | 2:00 PM<br>44 | 1:00 PM<br>2  | 2:00 PM<br>2  | 4:00 PM<br>12  | 1:00 PM<br>4  | 12:00 PM<br>1  | 12:00 PM<br>0 | 3:00 PM<br>1 | 12:00 PM<br>0 | 3:00 PM<br>7   | 4:00 PM<br>951 |
| Comments:      |               |                |                |               |               |               |               |                |               |                |               |              |               |                |                |

LOCATION: SE 34th Street East of 164th Ave

SPECIFIC LOCATION:

CIT, STATE: Vancouver/ A

QC JOB #: 15672617

DIRECTION: EBY/ B

DATE: Jan 13 2022

|              | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|--------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| Grand Total  | 26          | 8103           | 1450        | 91    | 453           | 16            | 8             | 75             | 12            | 7              | 0             | 2            | 0             | 57             | 10300 |
| Percent      | 0.3%        | 78.7%          | 14.1%       | 0.9%  | 4.4%          | 0.2%          | 0.1%          | 0.7%           | 0.1%          | 0.1%           | 0%            | 0%           | 0%            | 0.6%           |       |
| ADT<br>10300 |             |                |             |       |               |               |               |                |               |                |               |              |               |                |       |
| Comments:    |             |                |             |       |               |               |               |                |               |                |               |              |               |                |       |

LOCATION: SE 34th Street East of 164th Ave

QC JOB #: 15672617

SPECIFIC LOCATION:

DIRECTION: EBY/ B

CITc, STATE: VanouverY/ A

DATE: Jan 13 2022 - Jan 13 2022

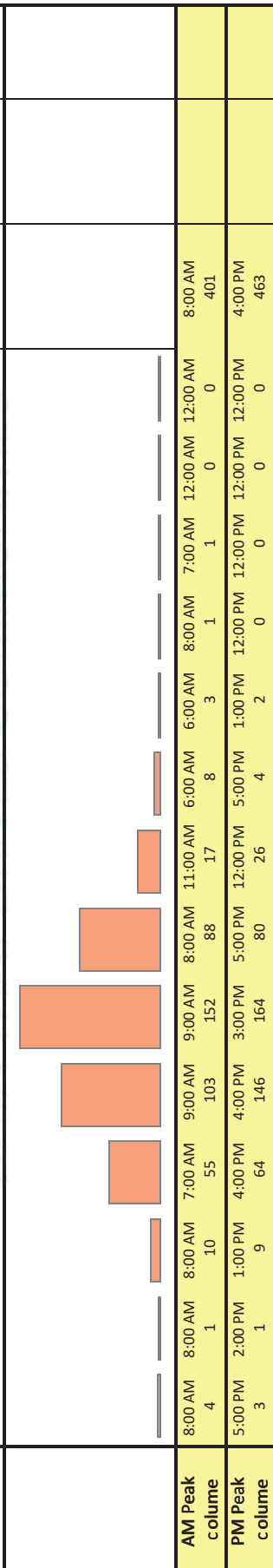
| Start Time            | Mon | Tue | / ed | Thu<br>13 Jan 22 | Fri | Average / eekday<br>Hourly TrafficW | Sat | Sun | Average / eek<br>Hourly TrafficW | Average / eek Profile                                                               |
|-----------------------|-----|-----|------|------------------|-----|-------------------------------------|-----|-----|----------------------------------|-------------------------------------------------------------------------------------|
| 12:00 AM              |     |     |      | 48               |     | 48                                  |     |     | 48                               |    |
| 01:00 AM              |     |     |      | 27               |     | 27                                  |     |     | 27                               |    |
| 02:00 AM              |     |     |      | 30               |     | 30                                  |     |     | 30                               |    |
| 03:00 AM              |     |     |      | 31               |     | 31                                  |     |     | 31                               |    |
| 04:00 AM              |     |     |      | 76               |     | 76                                  |     |     | 76                               |    |
| 05:00 AM              |     |     |      | 228              |     | 228                                 |     |     | 228                              |    |
| 06:00 AM              |     |     |      | 372              |     | 372                                 |     |     | 372                              |    |
| 07:00 AM              |     |     |      | 626              |     | 626                                 |     |     | 626                              |    |
| 08:00 AM              |     |     |      | 741              |     | 741                                 |     |     | 741                              |    |
| 09:00 AM              |     |     |      | 614              |     | 614                                 |     |     | 614                              |    |
| 10:00 AM              |     |     |      | 539              |     | 539                                 |     |     | 539                              |    |
| 11:00 AM              |     |     |      | 589              |     | 589                                 |     |     | 589                              |    |
| 12:00 PM              |     |     |      | 620              |     | 620                                 |     |     | 620                              |   |
| 01:00 PM              |     |     |      | 641              |     | 641                                 |     |     | 641                              |  |
| 02:00 PM              |     |     |      | 712              |     | 712                                 |     |     | 712                              |  |
| 03:00 PM              |     |     |      | 910              |     | 910                                 |     |     | 910                              |  |
| 04:00 PM              |     |     |      | 951              |     | 951                                 |     |     | 951                              |  |
| 05:00 PM              |     |     |      | 850              |     | 850                                 |     |     | 850                              |  |
| 06:00 PM              |     |     |      | 601              |     | 601                                 |     |     | 601                              |  |
| 07:00 PM              |     |     |      | 376              |     | 376                                 |     |     | 376                              |  |
| 08:00 PM              |     |     |      | 269              |     | 269                                 |     |     | 269                              |  |
| 09:00 PM              |     |     |      | 230              |     | 230                                 |     |     | 230                              |  |
| 10:00 PM              |     |     |      | 128              |     | 128                                 |     |     | 128                              |  |
| 11:00 PM              |     |     |      | 91               |     | 91                                  |     |     | 91                               |  |
| Day Total             |     |     |      | 10300            |     | 10300                               |     |     | 10300                            |                                                                                     |
| % / eekday<br>Average |     |     |      | 100%             |     |                                     |     |     |                                  |                                                                                     |
| % / eek<br>Average    |     |     |      | 100%             |     | 100%                                |     |     |                                  |                                                                                     |
| AM Peak<br>Volume     |     |     |      | 8:00 AM<br>741   |     | 8:00 AM<br>741                      |     |     | 8:00 AM<br>741                   |                                                                                     |
| PM Peak<br>Volume     |     |     |      | 4:00 PM<br>951   |     | 4:00 PM<br>951                      |     |     | 4:00 PM<br>951                   |                                                                                     |
| Comments:             |     |     |      |                  |     |                                     |     |     |                                  |                                                                                     |

Type of report: Tube Count - Speed Data

**LOCATION:** SE 34th Street East of 164th Ave  
**SPECIFIC LOCATION:**  
**CIT/STATE:** can, ouveW A

**QC JOB #:** 15672617  
**DIRECTION:** Y B  
**DATE:** Jan 13 2022

| Start Time            | 1<br>15    | 16<br>20  | 21<br>25    | 26<br>30     | 31<br>35      | 36<br>40      | 41<br>45      | 46<br>50    | 51<br>55   | 56<br>60   | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pa, e Speed | Number<br>in Pa, e |
|-----------------------|------------|-----------|-------------|--------------|---------------|---------------|---------------|-------------|------------|------------|----------|----------|----------|-----------|-------|-------------|--------------------|
| 12:00 AM              | 0          | 0         | 1           | 2            | 4             | 5             | 3             | 0           | 1          | 0          | 0        | 0        | 0        | 0         | 16    | 31-40       | 9                  |
| 01:00 AM              | 0          | 0         | 0           | 3            | 2             | 6             | 3             | 0           | 1          | 0          | 0        | 0        | 0        | 0         | 15    | 36-45       | 9                  |
| 02:00 AM              | 0          | 0         | 2           | 1            | 2             | 4             | 4             | 2           | 0          | 0          | 0        | 0        | 0        | 0         | 15    | 36-45       | 8                  |
| 03:00 AM              | 0          | 0         | 2           | 3            | 2             | 4             | 3             | 4           | 1          | 0          | 0        | 0        | 0        | 0         | 19    | 40-49       | 7                  |
| 04:00 AM              | 0          | 0         | 2           | 5            | 6             | 24            | 9             | 7           | 1          | 0          | 0        | 0        | 0        | 0         | 54    | 36-45       | 33                 |
| 05:00 AM              | 0          | 0         | 3           | 13           | 28            | 28            | 50            | 13          | 7          | 1          | 0        | 0        | 0        | 0         | 143   | 36-45       | 78                 |
| 06:00 AM              | 2          | 0         | 8           | 29           | 32            | 66            | 65            | 13          | 8          | 3          | 0        | 0        | 0        | 0         | 226   | 36-45       | 131                |
| 07:00 AM              | 2          | 0         | 6           | 55           | 83            | 140           | 77            | 15          | 3          | 0          | 0        | 1        | 0        | 0         | 382   | 31-40       | 223                |
| 08:00 AM              | 4          | 1         | 10          | 40           | 92            | 147           | 88            | 16          | 2          | 0          | 1        | 0        | 0        | 0         | 401   | 31-40       | 239                |
| 09:00 AM              | 2          | 1         | 5           | 38           | 103           | 152           | 44            | 15          | 1          | 1          | 0        | 0        | 0        | 0         | 362   | 31-40       | 255                |
| 10:00 AM              | 2          | 1         | 10          | 39           | 90            | 106           | 43            | 16          | 1          | 0          | 0        | 0        | 0        | 0         | 308   | 31-40       | 196                |
| 11:00 AM              | 2          | 0         | 6           | 47           | 76            | 100           | 70            | 17          | 5          | 0          | 0        | 0        | 0        | 0         | 323   | 31-40       | 176                |
| 12:00 PM              | 1          | 0         | 4           | 38           | 71            | 93            | 63            | 26          | 2          | 1          | 0        | 0        | 0        | 0         | 299   | 31-40       | 164                |
| 01:00 PM              | 0          | 0         | 9           | 56           | 94            | 100           | 44            | 12          | 2          | 2          | 0        | 0        | 0        | 0         | 319   | 31-40       | 194                |
| 02:00 PM              | 0          | 1         | 4           | 37           | 81            | 145           | 67            | 17          | 3          | 0          | 0        | 0        | 0        | 0         | 355   | 31-40       | 226                |
| 03:00 PM              | 1          | 0         | 9           | 53           | 113           | 164           | 59            | 16          | 3          | 0          | 0        | 0        | 0        | 0         | 418   | 31-40       | 277                |
| 04:00 PM              | 1          | 0         | 9           | 64           | 146           | 153           | 69            | 17          | 3          | 1          | 0        | 0        | 0        | 0         | 463   | 31-40       | 299                |
| 05:00 PM              | 3          | 1         | 9           | 50           | 106           | 135           | 80            | 17          | 4          | 0          | 0        | 0        | 0        | 0         | 405   | 31-40       | 241                |
| 06:00 PM              | 1          | 1         | 0           | 33           | 65            | 83            | 58            | 18          | 1          | 0          | 0        | 0        | 0        | 0         | 260   | 31-40       | 148                |
| 07:00 PM              | 0          | 1         | 3           | 15           | 25            | 50            | 44            | 9           | 3          | 0          | 0        | 0        | 0        | 0         | 150   | 36-45       | 94                 |
| 08:00 PM              | 0          | 0         | 1           | 5            | 17            | 34            | 29            | 15          | 0          | 1          | 0        | 0        | 0        | 0         | 102   | 36-45       | 63                 |
| 09:00 PM              | 0          | 0         | 3           | 11           | 19            | 26            | 26            | 6           | 4          | 0          | 0        | 0        | 0        | 0         | 95    | 36-45       | 52                 |
| 10:00 PM              | 0          | 0         | 2           | 7            | 10            | 15            | 17            | 5           | 3          | 0          | 0        | 0        | 0        | 0         | 59    | 36-45       | 32                 |
| 11:00 PM              | 0          | 0         | 0           | 4            | 4             | 14            | 13            | 1           | 0          | 0          | 0        | 0        | 0        | 0         | 36    | 36-45       | 27                 |
| Day Total<br>Per, ent | 21<br>0.4% | 7<br>0.1% | 108<br>2.1% | 648<br>12.4% | 1271<br>24.3% | 1794<br>34.3% | 1028<br>19.7% | 277<br>5.3% | 59<br>1.1% | 10<br>0.2% | 1<br>0%  | 1<br>0%  | 0<br>0%  | 0         | 5225  | 31-40       | 3065               |



**AM Peak**  
colume

**PM Peak**  
colume

**Comments:**

Type of report: Tube Count - Speed Data

SUMMAR/ - Tube Count - Speed Data

| QC JOB #: 15672617                         |            |           |             |              |               |               |               |             |            |            |          |          |          |           |                                                                                           |             |                    |
|--------------------------------------------|------------|-----------|-------------|--------------|---------------|---------------|---------------|-------------|------------|------------|----------|----------|----------|-----------|-------------------------------------------------------------------------------------------|-------------|--------------------|
| LOCATION: SE 34th Street East of 164th Ave |            |           |             |              |               |               |               |             |            |            |          |          |          |           |                                                                                           |             |                    |
| SPECIFIC LOCATION:                         |            |           |             |              |               |               |               |             |            |            |          |          |          |           |                                                                                           |             |                    |
| CITY/STATE: can, ouverW A                  |            |           |             |              |               |               |               |             |            |            |          |          |          |           |                                                                                           |             |                    |
| DIRECTION: Y B                             |            |           |             |              |               |               |               |             |            |            |          |          |          |           |                                                                                           |             |                    |
| DATE: Jan 13 2022                          |            |           |             |              |               |               |               |             |            |            |          |          |          |           |                                                                                           |             |                    |
| Speed Range                                | 1<br>15    | 16<br>20  | 21<br>25    | 26<br>30     | 31<br>35      | 36<br>40      | 41<br>45      | 46<br>50    | 51<br>55   | 56<br>60   | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total                                                                                     | Pa, e Speed | Number in<br>Pa, e |
| Grand Total                                | 21<br>0.4% | 7<br>0.1% | 108<br>2.1% | 648<br>12.4% | 1271<br>24.3% | 1794<br>34.3% | 1028<br>19.7% | 277<br>5.3% | 59<br>1.1% | 10<br>0.2% | 1<br>0%  | 1<br>0%  | 0<br>0%  | 0<br>0%   | 5225                                                                                      | 31-40       | 3065               |
| Cumulative<br>Per, ent                     | 0.4%       | 0.5%      | 2.6%        | 15%          | 39.3%         | 73.7%         | 93.3%         | 98.6%       | 99.8%      | 100%       | 100%     | 100%     | 100%     | 100%      |                                                                                           |             |                    |
| ADT<br>5225                                |            |           |             |              |               |               |               |             |            |            |          |          |          |           | 85th Per, entile: 43 MPH<br>Mean Speed(Average): 36 MPH<br>Median: 37 MPH<br>Mode: 38 MPH |             |                    |
| Comments:                                  |            |           |             |              |               |               |               |             |            |            |          |          |          |           |                                                                                           |             |                    |

Report generated on 1V18V2022 4:02 PM

SOURCE: Quality CountsWLC (<http://www.quality.cunts.net>)



**LOCATION:** SE 34th Street East of 164th Ave  
**SPECIFIC LOCATION:**  
**CITY/ STATE:** Vancouver/W A

**QC JOB #:** 15672617  
**DIRECTION:** Y B  
**DATE:** Jan 13 2022

| Start Time     | Motorcycles   | Cars & Trailer | 2 Axle Long    | Buses        | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total          |
|----------------|---------------|----------------|----------------|--------------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|----------------|
| 12:00 AM       | 0             | 15             | 1              | 0            | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 16             |
| 01:00 AM       | 0             | 13             | 1              | 0            | 1             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 15             |
| 02:00 AM       | 0             | 13             | 2              | 0            | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 15             |
| 03:00 AM       | 0             | 18             | 1              | 0            | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 19             |
| 04:00 AM       | 1             | 41             | 6              | 0            | 6             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 54             |
| 05:00 AM       | 0             | 101            | 24             | 1            | 17            | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 143            |
| 06:00 AM       | 0             | 176            | 28             | 3            | 12            | 0             | 0             | 2              | 0             | 2              | 0             | 1            | 0             | 2              | 226            |
| 07:00 AM       | 1             | 301            | 61             | 3            | 12            | 0             | 0             | 1              | 0             | 1              | 0             | 0            | 0             | 2              | 382            |
| 08:00 AM       | 0             | 314            | 61             | 3            | 16            | 1             | 0             | 1              | 1             | 0              | 0             | 0            | 0             | 4              | 401            |
| 09:00 AM       | 0             | 262            | 56             | 4            | 30            | 0             | 1             | 5              | 2             | 0              | 0             | 0            | 0             | 2              | 362            |
| 10:00 AM       | 3             | 203            | 70             | 2            | 22            | 2             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 2              | 308            |
| 11:00 AM       | 0             | 238            | 53             | 4            | 20            | 1             | 1             | 4              | 0             | 0              | 0             | 0            | 0             | 2              | 323            |
| 12:00 PM       | 1             | 218            | 51             | 2            | 18            | 1             | 1             | 5              | 0             | 1              | 0             | 0            | 0             | 1              | 299            |
| 01:00 PM       | 0             | 241            | 48             | 3            | 19            | 1             | 0             | 5              | 2             | 0              | 0             | 0            | 0             | 0              | 319            |
| 02:00 PM       | 3             | 253            | 60             | 4            | 30            | 0             | 0             | 5              | 0             | 0              | 0             | 0            | 0             | 0              | 355            |
| 03:00 PM       | 2             | 316            | 67             | 5            | 20            | 1             | 0             | 5              | 0             | 0              | 0             | 1            | 0             | 1              | 418            |
| 04:00 PM       | 3             | 350            | 74             | 6            | 17            | 0             | 0             | 10             | 1             | 1              | 0             | 0            | 0             | 1              | 463            |
| 05:00 PM       | 1             | 319            | 61             | 2            | 17            | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 3              | 405            |
| 06:00 PM       | 0             | 214            | 35             | 2            | 7             | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 1              | 260            |
| 07:00 PM       | 0             | 125            | 16             | 2            | 7             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 150            |
| 08:00 PM       | 0             | 79             | 16             | 0            | 6             | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 0              | 102            |
| 09:00 PM       | 0             | 83             | 10             | 0            | 2             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 95             |
| 10:00 PM       | 0             | 54             | 4              | 1            | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 59             |
| 11:00 PM       | 0             | 33             | 2              | 0            | 1             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0              | 36             |
| Day Total      | 15            | 3980           | 808            | 47           | 280           | 7             | 3             | 51             | 6             | 5              | 0             | 2            | 0             | 21             | 5225           |
| Percent        | 0.3%          | 76.2%          | 15.5%          | 0.9%         | 5.4%          | 0.1%          | 0.1%          | 1%             | 0.1%          | 0.1%           | 0%            | 0%           | 0%            | 0.4%           |                |
| ADT 5225       |               |                |                |              |               |               |               |                |               |                |               |              |               |                |                |
| AM Peak Volume | 10:00 AM<br>3 | 8:00 AM<br>314 | 10:00 AM<br>70 | 9:00 AM<br>4 | 9:00 AM<br>30 | 10:00 AM<br>2 | 9:00 AM<br>1  | 9:00 AM<br>5   | 9:00 AM<br>2  | 6:00 AM<br>2   | 12:00 AM<br>0 | 6:00 AM<br>1 | 12:00 AM<br>0 | 8:00 AM<br>4   | 8:00 AM<br>401 |
| PM Peak Volume | 2:00 PM<br>3  | 4:00 PM<br>350 | 4:00 PM<br>74  | 4:00 PM<br>6 | 2:00 PM<br>30 | 12:00 PM<br>1 | 12:00 PM<br>1 | 4:00 PM<br>10  | 1:00 PM<br>2  | 12:00 PM<br>1  | 12:00 PM<br>0 | 3:00 PM<br>1 | 12:00 PM<br>0 | 5:00 PM<br>3   | 4:00 PM<br>463 |
| Comments:      |               |                |                |              |               |               |               |                |               |                |               |              |               |                |                |

Report generated on 1, 18, 2022 4:02 PM

SOURCE: Quality Counts/WLC (http://www.qualitycounts.net)



LOCATION: SE 34th Street East of 164th Ave

SPECIFIC LOCATION:

CITY, STATE: VancouverW A

QC JOB #: 15672617

DIRECTION: Y B

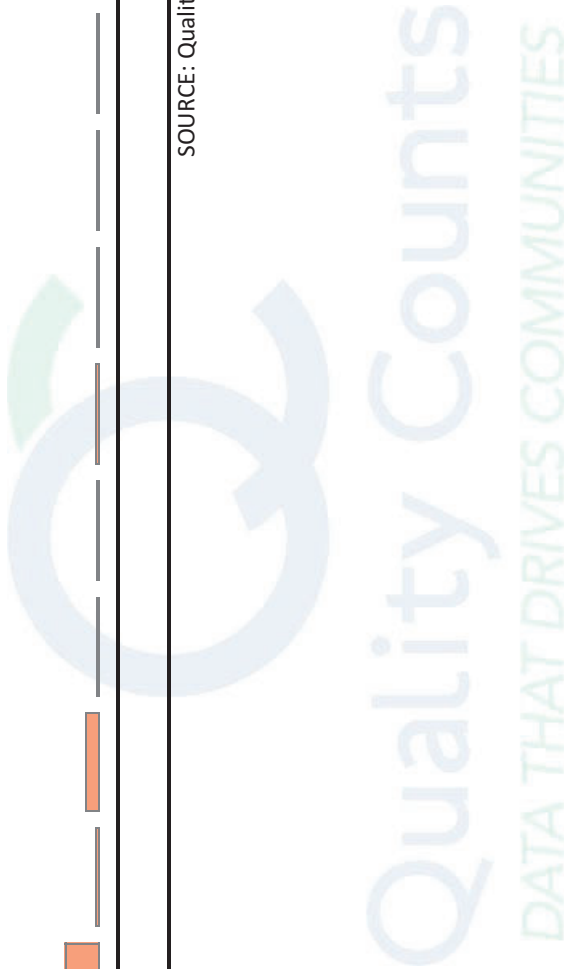
DATE: Jan 13 2022

|             | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|-------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| Grand Total | 15          | 3980           | 808         | 47    | 280           | 7             | 3             | 51             | 6             | 5              | 0             | 2            | 0             | 21             | 5225  |
| Percent     | 0.3%        | 76.2%          | 15.5%       | 0.9%  | 5.4%          | 0.1%          | 0.1%          | 1%             | 0.1%          | 0.1%           | 0%            | 0%           | 0%            | 0.4%           |       |
| ADT<br>5225 |             |                |             |       |               |               |               |                |               |                |               |              |               |                |       |

Comments:

Report generated on 1, 18, 2022 4:02 PM

SOURCE: Quality CountsWLC (<http://www.qualitycounts.net>)



QC JOB #: 15672617

DIRECTION: Y B

DATE: Jan 13 2022 - Jan 13 2022

LOCATION: SE 34th Street East of 164th Ave

SPECIFIC LOCATION:

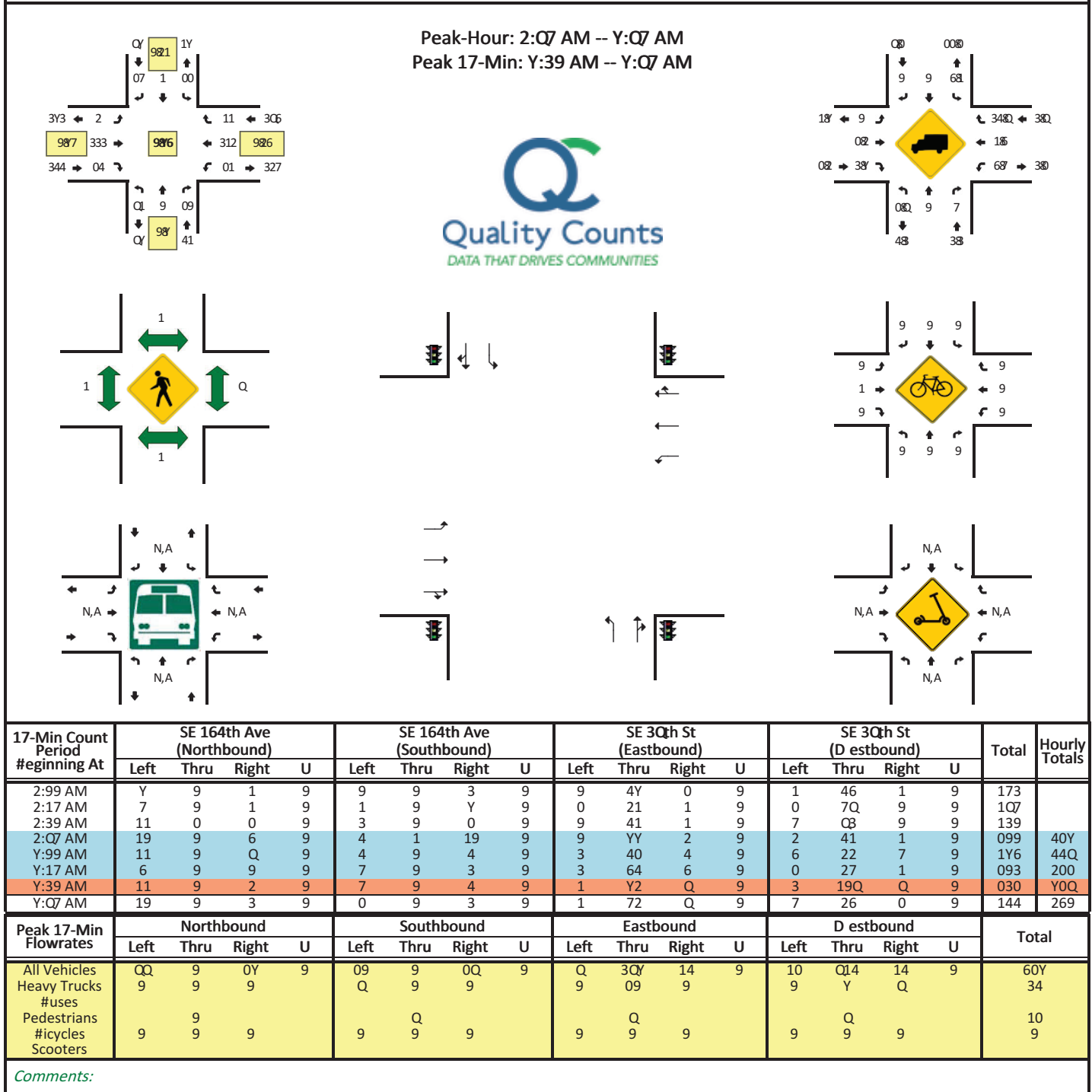
CIT/STATE: Van, ouve

W A

| Start Time            | Mon | Tue | Y ed | Thu<br>13 Jan 22 | Fri | Average Y eekday<br>Hourly Traffi, | Sat | Sun | Average Y eek<br>Hourly Traffi, | Average Y eek Profile |
|-----------------------|-----|-----|------|------------------|-----|------------------------------------|-----|-----|---------------------------------|-----------------------|
| 12:00 AM              |     |     |      | 16               |     | 16                                 |     |     | 16                              |                       |
| 01:00 AM              |     |     |      | 15               |     | 15                                 |     |     | 15                              |                       |
| 02:00 AM              |     |     |      | 15               |     | 15                                 |     |     | 15                              |                       |
| 03:00 AM              |     |     |      | 18               |     | 18                                 |     |     | 18                              |                       |
| 04:00 AM              |     |     |      | 54               |     | 54                                 |     |     | 54                              |                       |
| 05:00 AM              |     |     |      | 143              |     | 143                                |     |     | 143                             |                       |
| 06:00 AM              |     |     |      | 226              |     | 226                                |     |     | 226                             |                       |
| 07:00 AM              |     |     |      | 392              |     | 392                                |     |     | 392                             |                       |
| 09:00 AM              |     |     |      | 401              |     | 401                                |     |     | 401                             |                       |
| 08:00 AM              |     |     |      | 362              |     | 362                                |     |     | 362                             |                       |
| 10:00 AM              |     |     |      | 309              |     | 309                                |     |     | 309                             |                       |
| 11:00 AM              |     |     |      | 323              |     | 323                                |     |     | 323                             |                       |
| 12:00 PM              |     |     |      | 288              |     | 288                                |     |     | 288                             |                       |
| 01:00 PM              |     |     |      | 318              |     | 318                                |     |     | 318                             |                       |
| 02:00 PM              |     |     |      | 355              |     | 355                                |     |     | 355                             |                       |
| 03:00 PM              |     |     |      | 419              |     | 419                                |     |     | 419                             |                       |
| 04:00 PM              |     |     |      | 463              |     | 463                                |     |     | 463                             |                       |
| 05:00 PM              |     |     |      | 405              |     | 405                                |     |     | 405                             |                       |
| 06:00 PM              |     |     |      | 260              |     | 260                                |     |     | 260                             |                       |
| 07:00 PM              |     |     |      | 150              |     | 150                                |     |     | 150                             |                       |
| 09:00 PM              |     |     |      | 102              |     | 102                                |     |     | 102                             |                       |
| 08:00 PM              |     |     |      | 85               |     | 85                                 |     |     | 85                              |                       |
| 10:00 PM              |     |     |      | 58               |     | 58                                 |     |     | 58                              |                       |
| 11:00 PM              |     |     |      | 36               |     | 36                                 |     |     | 36                              |                       |
| Day Total             |     |     |      | 5225             |     | 5225                               |     |     | 5225                            |                       |
| % Y eekday<br>Average |     |     |      | 100%             |     |                                    |     |     |                                 |                       |
| % Y eek<br>Average    |     |     |      | 100%             |     | 100%                               |     |     |                                 |                       |
| AM Peak<br>Volume     |     |     |      | 9:00 AM<br>401   |     | 9:00 AM<br>401                     |     |     | 9:00 AM<br>401                  |                       |
| PM Peak<br>Volume     |     |     |      | 4:00 PM<br>463   |     | 4:00 PM<br>463                     |     |     | 4:00 PM<br>463                  |                       |
| Comments:             |     |     |      |                  |     |                                    |     |     |                                 |                       |

LOCATION: SE 164th Ave -- SE 30th St  
CITY/STATE: Vancouver WA

JCB# 5: 1742041Y  
ATE: Thu Jan 13 0900

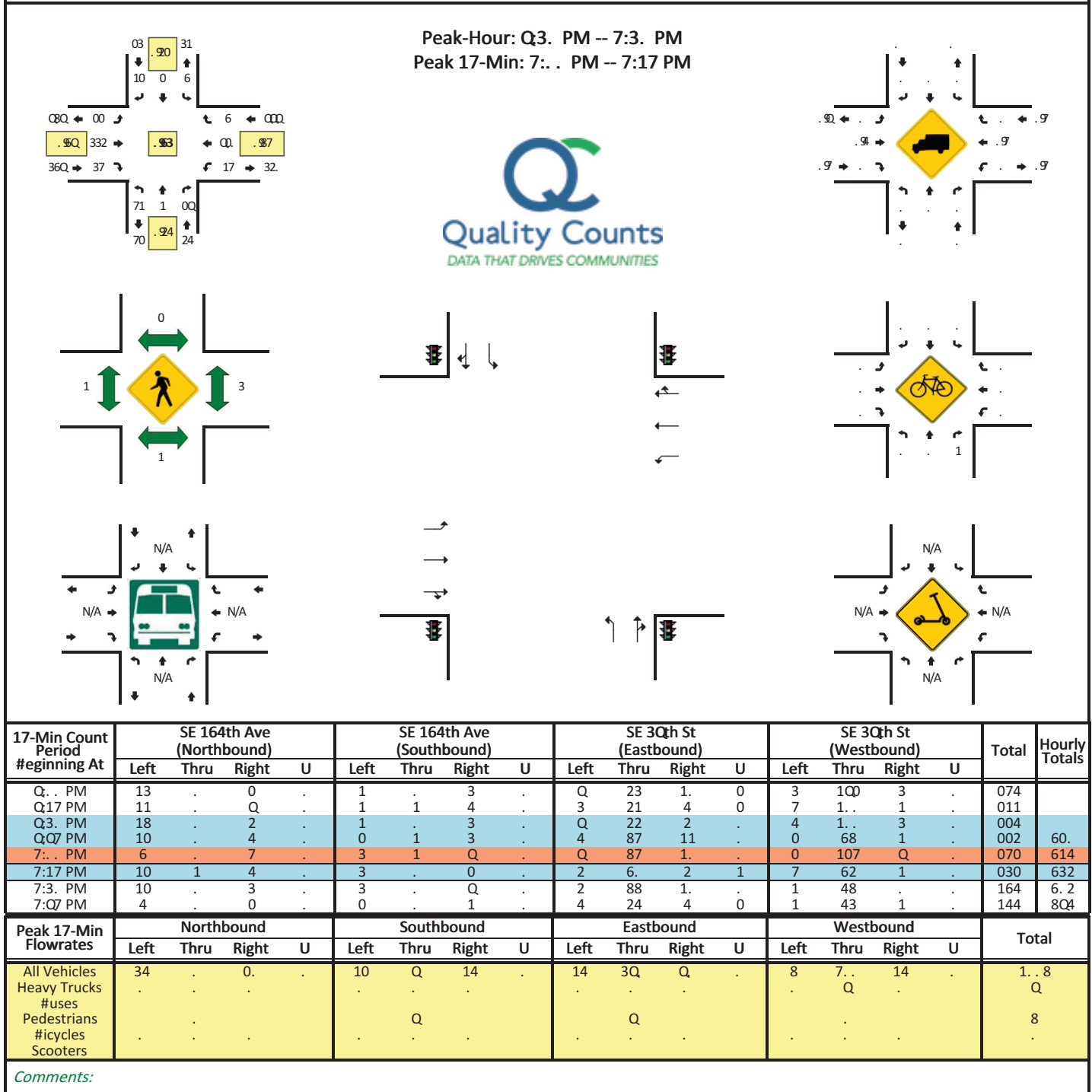


Report generated on 1,01,0900 Y:70 AM

SOURCE: Quality CountsWLC (http://www.qualitycounts.net) 1-Y22-7Y9-0010

**LOCATION:** SE 164th Ave -- SE 30th St  
**CITY/STATE:** Vancouver, WA

**J C B# 5:** 17420416  
**DATE:** Thu, Jan 13 00.00





## **Appendix C: Level of Service Results**

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

SE 34th Street  
Existing  
AM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 84                     | 81                  | 96.4%   | 41.8                  | 8.1       | D   |
|           | Through    | 708                    | 709                 | 100.1%  | 16.6                  | 2.4       | B   |
|           | Right Turn | 179                    | 184                 | 102.6%  | 2.2                   | 0.5       | A   |
|           | Subtotal   | 971                    | 973                 | 100.2%  | 16.2                  | 2.3       | B   |
| SB        | Left Turn  | 132                    | 126                 | 95.7%   | 51.8                  | 9.0       | D   |
|           | Through    | 616                    | 621                 | 100.8%  | 15.9                  | 3.1       | B   |
|           | Right Turn | 26                     | 30                  | 115.4%  | 4.8                   | 2.6       | A   |
|           | Subtotal   | 774                    | 777                 | 100.4%  | 21.9                  | 4.6       | C   |
| EB        | Left Turn  | 18                     | 18                  | 102.2%  | 59.8                  | 24.1      | E   |
|           | Through    | 45                     | 46                  | 101.3%  | 49.6                  | 14.1      | D   |
|           | Right Turn | 123                    | 125                 | 101.6%  | 6.1                   | 1.2       | A   |
|           | Subtotal   | 186                    | 189                 | 101.6%  | 23.6                  | 4.9       | C   |
| WB        | Left Turn  | 274                    | 261                 | 95.1%   | 46.5                  | 6.0       | D   |
|           | Through    | 54                     | 55                  | 101.3%  | 37.7                  | 10.4      | D   |
|           | Right Turn | 96                     | 93                  | 96.7%   | 4.7                   | 1.1       | A   |
|           | Subtotal   | 424                    | 408                 | 96.3%   | 36.3                  | 4.1       | D   |
| Total     |            | 2,355                  | 2,348               | 99.7%   | 22.3                  | 2.1       | C   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 25                     | 23                  | 93.2%   | 12.5                  | 5.8       | B   |
|           | Through    | 3                      | 3                   | 90.0%   | 7.6                   | 12.1      | A   |
|           | Right Turn | 1                      | 2                   | 160.0%  | 2.2                   | 2.7       | A   |
|           | Subtotal   | 29                     | 28                  | 95.2%   | 12.2                  | 6.1       | B   |
| SB        | Left Turn  | 9                      | 8                   | 90.0%   | 9.6                   | 8.1       | A   |
|           | Through    | 2                      | 3                   | 135.0%  | 6.5                   | 11.0      | A   |
|           | Right Turn | 38                     | 34                  | 90.0%   | 3.6                   | 0.5       | A   |
|           | Subtotal   | 49                     | 45                  | 91.8%   | 5.3                   | 1.8       | A   |
| EB        | Left Turn  | 25                     | 23                  | 92.4%   | 7.7                   | 4.7       | A   |
|           | Through    | 318                    | 323                 | 101.4%  | 4.6                   | 1.8       | A   |
|           | Right Turn | 13                     | 13                  | 99.2%   | 2.3                   | 1.8       | A   |
|           | Subtotal   | 356                    | 359                 | 100.7%  | 4.8                   | 1.8       | A   |
| WB        | Left Turn  | 4                      | 3                   | 82.5%   | 3.6                   | 5.2       | A   |
|           | Through    | 361                    | 352                 | 97.5%   | 2.6                   | 0.9       | A   |
|           | Right Turn | 15                     | 16                  | 104.0%  | 1.2                   | 1.4       | A   |
|           | Subtotal   | 380                    | 371                 | 97.6%   | 2.6                   | 0.9       | A   |
| Total     |            | 814                    | 802                 | 98.5%   | 4.0                   | 1.3       | A   |

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

SE 34th Street  
Existing  
AM Peak Hour

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 57                     | 53                  | 92.5%   | 7.7                   | 1.7       | A   |
|           | Through    | 2                      | 2                   | 110.0%  | 1.4                   | 2.8       | A   |
|           | Right Turn | 22                     | 23                  | 104.5%  | 4.0                   | 1.5       | A   |
|           | Subtotal   | 81                     | 78                  | 96.2%   | 6.7                   | 1.6       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 17                     | 17                  | 97.1%   | 4.2                   | 3.7       | A   |
|           | Subtotal   | 17                     | 17                  | 97.1%   | 4.2                   | 3.7       | A   |
| EB        | Left Turn  | 4                      | 3                   | 72.5%   | 0.7                   | 0.8       | A   |
|           | Through    | 300                    | 304                 | 101.2%  | 0.6                   | 0.3       | A   |
|           | Right Turn | 24                     | 25                  | 102.1%  | 0.2                   | 0.1       | A   |
|           | Subtotal   | 328                    | 331                 | 100.9%  | 0.6                   | 0.3       | A   |
| WB        | Left Turn  | 17                     | 16                  | 92.9%   | 2.8                   | 2.1       | A   |
|           | Through    | 306                    | 303                 | 99.0%   | 1.0                   | 0.3       | A   |
|           | Right Turn | 3                      | 3                   | 113.3%  | 0.7                   | 1.0       | A   |
|           | Subtotal   | 326                    | 322                 | 98.8%   | 1.1                   | 0.3       | A   |
| Total     |            | 752                    | 748                 | 99.4%   | 1.6                   | 0.4       | A   |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 11                     | 10                  | 92.7%   | 48.0                  | 20.8      | D   |
|           | Through    | 11                     | 11                  | 102.7%  | 35.3                  | 19.2      | D   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 22                     | 22                  | 97.7%   | 40.7                  | 11.9      | D   |
| SB        | Left Turn  | 47                     | 48                  | 102.3%  | 45.6                  | 8.2       | D   |
|           | Through    | 6                      | 5                   | 81.7%   | 33.3                  | 21.9      | C   |
|           | Right Turn | 114                    | 113                 | 99.5%   | 5.5                   | 1.6       | A   |
|           | Subtotal   | 167                    | 166                 | 99.6%   | 19.4                  | 5.0       | B   |
| EB        | Left Turn  | 37                     | 32                  | 87.6%   | 3.5                   | 1.6       | A   |
|           | Through    | 279                    | 290                 | 103.8%  | 2.0                   | 0.8       | A   |
|           | Right Turn | 6                      | 7                   | 111.7%  | 0.5                   | 0.5       | A   |
|           | Subtotal   | 322                    | 329                 | 102.1%  | 2.2                   | 0.9       | A   |
| WB        | Left Turn  | 1                      | 1                   | 70.0%   | 0.5                   | 1.1       | A   |
|           | Through    | 201                    | 202                 | 100.6%  | 2.8                   | 1.1       | A   |
|           | Right Turn | 41                     | 40                  | 98.3%   | 1.2                   | 0.7       | A   |
|           | Subtotal   | 243                    | 243                 | 100.1%  | 2.5                   | 0.9       | A   |
| Total     |            | 754                    | 760                 | 100.8%  | 7.4                   | 1.4       | A   |

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

SE 34th Street  
Existing  
AM Peak Hour

Intersection 5

177th Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 21                     | 22                  | 102.4%  | 6.8                   | 2.5       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 11                     | 11                  | 100.0%  | 3.0                   | 0.5       | A   |
|           | Subtotal   | 32                     | 33                  | 101.6%  | 5.7                   | 1.8       | A   |
| SB        | Left Turn  | 1                      | 0                   | 40.0%   | 0.0                   | 0.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 10                     | 9                   | 89.0%   | 3.4                   | 1.8       | A   |
|           | Subtotal   | 11                     | 9                   | 84.5%   | 3.4                   | 1.8       | A   |
| EB        | Left Turn  | 67                     | 65                  | 96.9%   | 2.3                   | 0.8       | A   |
|           | Through    | 250                    | 265                 | 105.8%  | 0.8                   | 0.2       | A   |
|           | Right Turn | 9                      | 9                   | 103.3%  | 0.4                   | 0.6       | A   |
|           | Subtotal   | 326                    | 339                 | 103.9%  | 1.1                   | 0.4       | A   |
| WB        | Left Turn  | 6                      | 5                   | 81.7%   | 1.4                   | 1.4       | A   |
|           | Through    | 212                    | 210                 | 99.2%   | 1.2                   | 0.2       | A   |
|           | Right Turn | 8                      | 9                   | 115.0%  | 1.2                   | 1.0       | A   |
|           | Subtotal   | 226                    | 224                 | 99.3%   | 1.3                   | 0.2       | A   |
| Total     |            | 595                    | 605                 | 101.7%  | 1.4                   | 0.2       | A   |

Intersection 6

SE Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 58                     | 56                  | 96.4%   | 41.0                  | 8.4       | D   |
|           | Through    | 2                      | 2                   | 110.0%  | 13.5                  | 23.8      | B   |
|           | Right Turn | 28                     | 29                  | 101.8%  | 4.7                   | 0.8       | A   |
|           | Subtotal   | 88                     | 87                  | 98.4%   | 30.1                  | 6.2       | C   |
| SB        | Left Turn  | 2                      | 2                   | 85.0%   | 16.5                  | 27.6      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 9                      | 12                  | 127.8%  | 3.6                   | 1.4       | A   |
|           | Subtotal   | 11                     | 13                  | 120.0%  | 8.1                   | 8.8       | A   |
| EB        | Left Turn  | 29                     | 30                  | 103.1%  | 39.6                  | 10.6      | D   |
|           | Through    | 192                    | 200                 | 104.4%  | 2.5                   | 0.9       | A   |
|           | Right Turn | 41                     | 40                  | 98.3%   | 1.0                   | 0.4       | A   |
|           | Subtotal   | 262                    | 271                 | 103.3%  | 7.1                   | 1.5       | A   |
| WB        | Left Turn  | 27                     | 25                  | 91.5%   | 41.2                  | 13.6      | D   |
|           | Through    | 159                    | 157                 | 98.4%   | 2.2                   | 0.6       | A   |
|           | Right Turn | 15                     | 16                  | 104.7%  | 1.0                   | 1.4       | A   |
|           | Subtotal   | 201                    | 197                 | 98.0%   | 8.1                   | 3.0       | A   |
| Total     |            | 562                    | 567                 | 100.9%  | 10.8                  | 1.9       | B   |



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

SE 34th Street  
Existing  
AM Peak Hour

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 58                     | 52                  | 88.8%   | 49.3                  | 9.6       | D   |
|           | Through    | 454                    | 445                 | 98.0%   | 12.3                  | 2.5       | B   |
|           | Right Turn | 226                    | 236                 | 104.2%  | 3.4                   | 0.7       | A   |
|           | Subtotal   | 738                    | 732                 | 99.2%   | 11.7                  | 1.8       | B   |
| SB        | Left Turn  | 95                     | 91                  | 96.2%   | 44.7                  | 9.7       | D   |
|           | Through    | 382                    | 384                 | 100.4%  | 9.5                   | 1.8       | A   |
|           | Right Turn | 55                     | 56                  | 102.4%  | 4.6                   | 2.6       | A   |
|           | Subtotal   | 532                    | 531                 | 99.9%   | 15.4                  | 3.4       | B   |
| EB        | Left Turn  | 48                     | 49                  | 101.5%  | 34.7                  | 8.4       | C   |
|           | Through    | 105                    | 111                 | 105.7%  | 39.3                  | 5.2       | D   |
|           | Right Turn | 36                     | 39                  | 108.3%  | 17.4                  | 7.6       | B   |
|           | Subtotal   | 189                    | 199                 | 105.1%  | 34.4                  | 5.0       | C   |
| WB        | Left Turn  | 135                    | 135                 | 99.8%   | 37.3                  | 4.9       | D   |
|           | Through    | 88                     | 88                  | 100.2%  | 37.5                  | 6.3       | D   |
|           | Right Turn | 60                     | 61                  | 102.3%  | 10.9                  | 6.8       | B   |
|           | Subtotal   | 283                    | 284                 | 100.5%  | 32.5                  | 3.8       | C   |
| Total     |            | 1,742                  | 1,747               | 100.3%  | 18.8                  | 1.5       | B   |

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

34th Street  
Existing\_PM  
PM Peak Hour

Intersection 1 SE 164th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 148                    | 148                 | 99.9%   | 51.9                  | 7.7       | D   |
|           | Through    | 1,002                  | 995                 | 99.3%   | 19.1                  | 2.5       | B   |
|           | Right Turn | 297                    | 291                 | 98.0%   | 3.5                   | 0.7       | A   |
|           | Subtotal   | 1,447                  | 1,434               | 99.1%   | 19.0                  | 2.1       | B   |
| SB        | Left Turn  | 126                    | 125                 | 99.5%   | 47.6                  | 8.6       | D   |
|           | Through    | 988                    | 977                 | 98.8%   | 17.8                  | 2.0       | B   |
|           | Right Turn | 55                     | 52                  | 94.5%   | 8.3                   | 2.4       | A   |
|           | Subtotal   | 1,169                  | 1,154               | 98.7%   | 20.7                  | 2.5       | C   |
| EB        | Left Turn  | 47                     | 47                  | 100.0%  | 55.7                  | 11.1      | E   |
|           | Through    | 76                     | 77                  | 100.8%  | 52.9                  | 9.6       | D   |
|           | Right Turn | 147                    | 150                 | 101.8%  | 6.4                   | 1.0       | A   |
|           | Subtotal   | 270                    | 273                 | 101.2%  | 29.1                  | 4.5       | C   |
| WB        | Left Turn  | 228                    | 223                 | 97.9%   | 45.8                  | 2.8       | D   |
|           | Through    | 84                     | 85                  | 101.3%  | 44.2                  | 8.8       | D   |
|           | Right Turn | 167                    | 163                 | 97.8%   | 6.8                   | 0.9       | A   |
|           | Subtotal   | 479                    | 472                 | 98.5%   | 32.5                  | 3.0       | C   |
| Total     |            | 3,365                  | 3,333               | 99.1%   | 22.3                  | 1.7       | C   |

Intersection 2 SE 168th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 19                     | 19                  | 99.5%   | 12.9                  | 4.7       | B   |
|           | Through    | 9                      | 9                   | 102.2%  | 15.8                  | 11.4      | B   |
|           | Right Turn | 5                      | 5                   | 104.0%  | 3.9                   | 2.7       | A   |
|           | Subtotal   | 33                     | 33                  | 100.9%  | 12.3                  | 3.3       | B   |
| SB        | Left Turn  | 17                     | 15                  | 90.6%   | 13.4                  | 4.2       | B   |
|           | Through    | 11                     | 11                  | 103.6%  | 10.7                  | 7.3       | B   |
|           | Right Turn | 30                     | 29                  | 97.0%   | 4.1                   | 2.0       | A   |
|           | Subtotal   | 58                     | 56                  | 96.4%   | 8.5                   | 1.0       | A   |
| EB        | Left Turn  | 57                     | 62                  | 107.9%  | 7.5                   | 1.5       | A   |
|           | Through    | 427                    | 424                 | 99.2%   | 4.4                   | 1.3       | A   |
|           | Right Turn | 15                     | 14                  | 96.0%   | 3.1                   | 3.8       | A   |
|           | Subtotal   | 499                    | 499                 | 100.1%  | 4.8                   | 1.2       | A   |
| WB        | Left Turn  | 7                      | 8                   | 108.6%  | 4.7                   | 5.1       | A   |
|           | Through    | 430                    | 427                 | 99.2%   | 3.7                   | 1.3       | A   |
|           | Right Turn | 14                     | 14                  | 96.4%   | 1.9                   | 2.6       | A   |
|           | Subtotal   | 451                    | 448                 | 99.2%   | 3.7                   | 1.3       | A   |
| Total     |            | 1,041                  | 1,036               | 99.5%   | 4.8                   | 1.1       | A   |

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

34th Street  
Existing\_PM  
PM Peak Hour

Intersection 43

Pedestrian Crossing/SE 34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 449                    | 444                 | 98.8%   | 1.1                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 449                    | 444                 | 98.8%   | 1.1                   | 0.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 451                    | 447                 | 99.0%   | 0.6                   | 0.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 451                    | 447                 | 99.0%   | 0.6                   | 0.5       | A   |
| Total     |            | 900                    | 890                 | 98.9%   | 0.9                   | 0.3       | A   |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 40                     | 37                  | 93.3%   | 10.4                  | 2.7       | B   |
|           | Through    | 3                      | 3                   | 103.3%  | 7.5                   | 9.1       | A   |
|           | Right Turn | 21                     | 20                  | 96.2%   | 4.2                   | 1.9       | A   |
|           | Subtotal   | 64                     | 61                  | 94.7%   | 9.0                   | 2.5       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 3                      | 2                   | 76.7%   | 5.6                   | 6.9       | A   |
|           | Right Turn | 3                      | 4                   | 140.0%  | 1.9                   | 1.9       | A   |
|           | Subtotal   | 6                      | 7                   | 108.3%  | 5.5                   | 5.2       | A   |
| EB        | Left Turn  | 12                     | 10                  | 85.8%   | 1.5                   | 1.2       | A   |
|           | Through    | 371                    | 359                 | 96.8%   | 0.8                   | 0.3       | A   |
|           | Right Turn | 66                     | 70                  | 106.7%  | 0.5                   | 0.2       | A   |
|           | Subtotal   | 449                    | 440                 | 98.0%   | 0.8                   | 0.3       | A   |
| WB        | Left Turn  | 32                     | 30                  | 92.8%   | 3.2                   | 0.9       | A   |
|           | Through    | 408                    | 414                 | 101.4%  | 1.7                   | 0.3       | A   |
|           | Right Turn | 1                      | 1                   | 120.0%  | 0.7                   | 1.4       | A   |
|           | Subtotal   | 441                    | 445                 | 100.8%  | 1.8                   | 0.3       | A   |
| Total     |            | 960                    | 952                 | 99.1%   | 1.8                   | 0.2       | A   |

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

34th Street  
Existing\_PM  
PM Peak Hour

Intersection 4 SE 176th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 11                     | 9                   | 77.3%   | 42.9                  | 20.4      | D   |
|           | Through    | 8                      | 10                  | 128.8%  | 42.2                  | 28.6      | D   |
|           | Right Turn | 1                      | 2                   | 190.0%  | 2.2                   | 2.3       | A   |
|           | Subtotal   | 20                     | 21                  | 103.5%  | 40.8                  | 20.0      | D   |
| SB        | Left Turn  | 68                     | 68                  | 100.4%  | 37.8                  | 7.3       | D   |
|           | Through    | 16                     | 16                  | 97.5%   | 39.5                  | 22.1      | D   |
|           | Right Turn | 58                     | 60                  | 103.8%  | 9.5                   | 3.8       | A   |
|           | Subtotal   | 142                    | 144                 | 101.5%  | 25.7                  | 3.9       | C   |
| EB        | Left Turn  | 131                    | 127                 | 97.0%   | 7.8                   | 2.4       | A   |
|           | Through    | 241                    | 237                 | 98.4%   | 2.7                   | 0.9       | A   |
|           | Right Turn | 20                     | 20                  | 100.0%  | 1.8                   | 1.5       | A   |
|           | Subtotal   | 392                    | 384                 | 98.0%   | 4.4                   | 0.9       | A   |
| WB        | Left Turn  | 8                      | 8                   | 98.8%   | 5.9                   | 5.3       | A   |
|           | Through    | 372                    | 367                 | 98.7%   | 7.0                   | 2.3       | A   |
|           | Right Turn | 77                     | 76                  | 98.8%   | 4.9                   | 3.0       | A   |
|           | Subtotal   | 457                    | 451                 | 98.8%   | 6.7                   | 2.3       | A   |
| Total     |            | 1,011                  | 1,000               | 99.0%   | 9.0                   | 1.6       | A   |

Intersection 5 SE 177th Avenue/SE 34th Street Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 16                     | 13                  | 80.6%   | 8.2                   | 3.4       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 11                     | 10                  | 89.1%   | 2.8                   | 1.1       | A   |
|           | Subtotal   | 27                     | 23                  | 84.1%   | 6.4                   | 2.7       | A   |
| SB        | Left Turn  | 3                      | 2                   | 76.7%   | 2.6                   | 2.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 44                     | 43                  | 98.6%   | 4.2                   | 1.3       | A   |
|           | Subtotal   | 47                     | 46                  | 97.2%   | 4.2                   | 1.2       | A   |
| EB        | Left Turn  | 12                     | 11                  | 90.8%   | 2.7                   | 2.8       | A   |
|           | Through    | 270                    | 267                 | 99.0%   | 0.8                   | 0.3       | A   |
|           | Right Turn | 28                     | 26                  | 92.5%   | 0.5                   | 0.3       | A   |
|           | Subtotal   | 310                    | 304                 | 98.1%   | 0.9                   | 0.3       | A   |
| WB        | Left Turn  | 10                     | 10                  | 100.0%  | 2.5                   | 2.0       | A   |
|           | Through    | 397                    | 401                 | 101.1%  | 1.5                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 407                    | 411                 | 101.0%  | 1.6                   | 0.3       | A   |
| Total     |            | 791                    | 784                 | 99.1%   | 1.6                   | 0.2       | A   |

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

34th Street  
Existing\_PM  
PM Peak Hour

Intersection 6 SE Hiddenbrook Drive/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 84                     | 78                  | 92.3%   | 36.3                  | 10.0      | D   |
|           | Through    | 1                      | 1                   | 130.0%  | 6.2                   | 17.5      | A   |
|           | Right Turn | 39                     | 38                  | 97.4%   | 4.4                   | 0.7       | A   |
|           | Subtotal   | 124                    | 117                 | 94.2%   | 25.5                  | 5.6       | C   |
| SB        | Left Turn  | 11                     | 9                   | 82.7%   | 38.3                  | 15.6      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 34                     | 36                  | 104.4%  | 4.2                   | 0.7       | A   |
|           | Subtotal   | 45                     | 45                  | 99.1%   | 14.3                  | 7.5       | B   |
| EB        | Left Turn  | 4                      | 4                   | 102.5%  | 9.8                   | 17.5      | A   |
|           | Through    | 221                    | 220                 | 99.7%   | 4.1                   | 1.4       | A   |
|           | Right Turn | 59                     | 56                  | 94.1%   | 2.3                   | 1.1       | A   |
|           | Subtotal   | 284                    | 280                 | 98.6%   | 4.0                   | 1.5       | A   |
| WB        | Left Turn  | 30                     | 28                  | 93.0%   | 42.7                  | 10.4      | D   |
|           | Through    | 289                    | 298                 | 103.2%  | 2.7                   | 0.7       | A   |
|           | Right Turn | 7                      | 6                   | 88.6%   | 2.2                   | 4.0       | A   |
|           | Subtotal   | 326                    | 332                 | 101.9%  | 6.3                   | 2.3       | A   |
| Total     |            | 779                    | 774                 | 99.3%   | 8.8                   | 1.7       | A   |

Intersection 33 Driveway/SE 34th Street Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 18                     | 17                  | 92.2%   | 5.4                   | 1.3       | A   |
|           | Subtotal   | 18                     | 17                  | 92.2%   | 5.4                   | 1.3       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 38                     | 37                  | 96.8%   | 5.6                   | 0.7       | A   |
|           | Subtotal   | 38                     | 37                  | 96.8%   | 5.6                   | 0.7       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 271                    | 272                 | 100.3%  | 0.8                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 271                    | 272                 | 100.3%  | 0.8                   | 0.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 288                    | 287                 | 99.5%   | 1.3                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 288                    | 287                 | 99.5%   | 1.3                   | 0.1       | A   |
| Total     |            | 615                    | 612                 | 99.5%   | 1.5                   | 0.2       | A   |

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

34th Street  
Existing\_PM  
PM Peak Hour

Intersection 7

SE 192nd Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 83                     | 82                  | 98.7%   | 46.5                  | 6.5       | D   |
|           | Through    | 643                    | 645                 | 100.3%  | 17.6                  | 2.4       | B   |
|           | Right Turn | 107                    | 107                 | 99.8%   | 3.7                   | 1.0       | A   |
|           | Subtotal   | 833                    | 834                 | 100.1%  | 18.7                  | 1.7       | B   |
| SB        | Left Turn  | 158                    | 156                 | 98.5%   | 52.0                  | 8.3       | D   |
|           | Through    | 597                    | 585                 | 98.1%   | 16.4                  | 2.4       | B   |
|           | Right Turn | 77                     | 79                  | 102.1%  | 9.8                   | 2.6       | A   |
|           | Subtotal   | 832                    | 820                 | 98.5%   | 22.4                  | 3.4       | C   |
| EB        | Left Turn  | 89                     | 84                  | 94.3%   | 28.3                  | 4.0       | C   |
|           | Through    | 147                    | 149                 | 101.6%  | 37.5                  | 3.7       | D   |
|           | Right Turn | 53                     | 53                  | 100.6%  | 19.1                  | 6.2       | B   |
|           | Subtotal   | 289                    | 287                 | 99.1%   | 31.3                  | 3.1       | C   |
| WB        | Left Turn  | 228                    | 239                 | 104.7%  | 35.1                  | 3.2       | D   |
|           | Through    | 128                    | 129                 | 100.5%  | 34.0                  | 3.1       | C   |
|           | Right Turn | 90                     | 82                  | 90.6%   | 16.0                  | 4.1       | B   |
|           | Subtotal   | 446                    | 449                 | 100.7%  | 31.2                  | 1.5       | C   |
| Total     |            | 2,400                  | 2,389               | 99.5%   | 23.7                  | 1.9       | C   |

Intersection 30

Shopping Center Driveway/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 361                    | 359                 | 99.3%   | 1.2                   | 0.1       | A   |
|           | Right Turn | 51                     | 52                  | 101.8%  | 1.2                   | 0.3       | A   |
|           | Subtotal   | 412                    | 411                 | 99.6%   | 1.2                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 446                    | 456                 | 102.2%  | 1.3                   | 0.2       | A   |
|           | Right Turn | 63                     | 60                  | 95.9%   | 0.8                   | 0.4       | A   |
|           | Subtotal   | 509                    | 516                 | 101.4%  | 1.2                   | 0.2       | A   |
| Total     |            | 921                    | 927                 | 100.6%  | 1.2                   | 0.1       | A   |

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

SE 34th Street  
Existing Build Alternative  
AM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 84                     | 84                  | 100.5%  | 44.4                  | 6.8       | D   |
|           | Through    | 708                    | 716                 | 101.2%  | 23.5                  | 4.0       | C   |
|           | Right Turn | 179                    | 173                 | 96.6%   | 3.3                   | 0.9       | A   |
|           | Subtotal   | 971                    | 974                 | 100.3%  | 21.9                  | 3.4       | C   |
| SB        | Left Turn  | 132                    | 131                 | 99.0%   | 54.1                  | 6.5       | D   |
|           | Through    | 616                    | 626                 | 101.6%  | 19.6                  | 3.2       | B   |
|           | Right Turn | 26                     | 30                  | 114.2%  | 6.8                   | 5.6       | A   |
|           | Subtotal   | 774                    | 786                 | 101.6%  | 25.2                  | 2.9       | C   |
| EB        | Left Turn  | 18                     | 18                  | 97.8%   | 49.8                  | 22.1      | D   |
|           | Through    | 45                     | 45                  | 99.3%   | 48.3                  | 6.1       | D   |
|           | Right Turn | 123                    | 122                 | 99.5%   | 5.6                   | 1.0       | A   |
|           | Subtotal   | 186                    | 185                 | 99.3%   | 22.0                  | 3.9       | C   |
| WB        | Left Turn  | 274                    | 265                 | 96.8%   | 45.3                  | 6.6       | D   |
|           | Through    | 54                     | 57                  | 105.9%  | 26.4                  | 7.6       | C   |
|           | Right Turn | 96                     | 94                  | 97.8%   | 4.2                   | 0.7       | A   |
|           | Subtotal   | 424                    | 416                 | 98.2%   | 34.1                  | 4.8       | C   |
| Total     |            | 2,355                  | 2,361               | 100.3%  | 25.3                  | 2.8       | C   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 25                     | 22                  | 87.6%   | 16.5                  | 6.4       | B   |
|           | Through    | 3                      | 3                   | 110.0%  | 11.0                  | 11.8      | B   |
|           | Right Turn | 1                      | 1                   | 130.0%  | 1.7                   | 2.5       | A   |
|           | Subtotal   | 29                     | 27                  | 91.4%   | 15.1                  | 5.4       | B   |
| SB        | Left Turn  | 9                      | 8                   | 85.6%   | 14.0                  | 9.4       | B   |
|           | Through    | 2                      | 2                   | 80.0%   | 4.7                   | 11.0      | A   |
|           | Right Turn | 38                     | 38                  | 99.7%   | 4.9                   | 1.7       | A   |
|           | Subtotal   | 49                     | 47                  | 96.3%   | 6.9                   | 2.6       | A   |
| EB        | Left Turn  | 25                     | 20                  | 80.4%   | 8.5                   | 3.7       | A   |
|           | Through    | 318                    | 319                 | 100.2%  | 5.0                   | 1.1       | A   |
|           | Right Turn | 13                     | 13                  | 100.0%  | 3.0                   | 2.1       | A   |
|           | Subtotal   | 356                    | 352                 | 98.8%   | 5.1                   | 1.1       | A   |
| WB        | Left Turn  | 4                      | 4                   | 100.0%  | 1.7                   | 2.6       | A   |
|           | Through    | 361                    | 358                 | 99.1%   | 4.0                   | 1.2       | A   |
|           | Right Turn | 15                     | 17                  | 112.0%  | 1.5                   | 2.0       | A   |
|           | Subtotal   | 380                    | 379                 | 99.6%   | 3.9                   | 1.2       | A   |
| Total     |            | 814                    | 804                 | 98.8%   | 5.1                   | 0.9       | A   |

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

SE 34th Street  
Existing Build Alternative  
AM Peak Hour

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 57                     | 56                  | 98.1%   | 8.7                   | 1.6       | A   |
|           | Through    | 2                      | 2                   | 110.0%  | 1.7                   | 3.6       | A   |
|           | Right Turn | 22                     | 20                  | 92.7%   | 4.7                   | 1.5       | A   |
|           | Subtotal   | 81                     | 79                  | 96.9%   | 7.6                   | 1.2       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 17                     | 15                  | 90.6%   | 3.7                   | 1.6       | A   |
|           | Subtotal   | 17                     | 15                  | 90.6%   | 3.7                   | 1.6       | A   |
| EB        | Left Turn  | 4                      | 3                   | 77.5%   | 2.6                   | 2.6       | A   |
|           | Through    | 300                    | 300                 | 99.9%   | 0.9                   | 0.2       | A   |
|           | Right Turn | 24                     | 24                  | 101.3%  | 0.7                   | 0.5       | A   |
|           | Subtotal   | 328                    | 327                 | 99.8%   | 0.9                   | 0.2       | A   |
| WB        | Left Turn  | 17                     | 16                  | 92.9%   | 3.9                   | 1.5       | A   |
|           | Through    | 306                    | 312                 | 101.9%  | 1.3                   | 0.3       | A   |
|           | Right Turn | 3                      | 4                   | 120.0%  | 0.8                   | 0.9       | A   |
|           | Subtotal   | 326                    | 331                 | 101.6%  | 1.4                   | 0.3       | A   |
| Total     |            | 752                    | 752                 | 100.0%  | 1.9                   | 0.3       | A   |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 11                     | 12                  | 104.5%  | 43.3                  | 24.7      | D   |
|           | Through    | 11                     | 12                  | 104.5%  | 37.4                  | 17.1      | D   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 22                     | 23                  | 104.5%  | 40.5                  | 12.2      | D   |
| SB        | Left Turn  | 47                     | 47                  | 98.9%   | 49.9                  | 8.6       | D   |
|           | Through    | 6                      | 6                   | 93.3%   | 38.7                  | 27.5      | D   |
|           | Right Turn | 114                    | 116                 | 101.4%  | 7.6                   | 2.3       | A   |
|           | Subtotal   | 167                    | 168                 | 100.4%  | 19.4                  | 3.2       | B   |
| EB        | Left Turn  | 37                     | 37                  | 100.5%  | 4.8                   | 1.3       | A   |
|           | Through    | 279                    | 282                 | 100.9%  | 2.7                   | 1.2       | A   |
|           | Right Turn | 6                      | 7                   | 113.3%  | 1.4                   | 1.0       | A   |
|           | Subtotal   | 322                    | 326                 | 101.1%  | 2.9                   | 1.1       | A   |
| WB        | Left Turn  | 1                      | 0                   | 30.0%   | 1.2                   | 3.7       | A   |
|           | Through    | 201                    | 208                 | 103.4%  | 4.4                   | 1.5       | A   |
|           | Right Turn | 41                     | 41                  | 99.5%   | 2.9                   | 2.9       | A   |
|           | Subtotal   | 243                    | 249                 | 102.5%  | 4.1                   | 1.5       | A   |
| Total     |            | 754                    | 765                 | 101.5%  | 8.3                   | 1.5       | A   |



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

SE 34th Street  
Existing Build Alternative  
AM Peak Hour

Intersection 5

177th Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 21                     | 21                  | 101.0%  | 7.6                   | 1.7       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 11                     | 14                  | 122.7%  | 3.3                   | 1.3       | A   |
|           | Subtotal   | 32                     | 35                  | 108.4%  | 6.1                   | 0.6       | A   |
| SB        | Left Turn  | 1                      | 0                   | 40.0%   | 0.3                   | 1.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 10                     | 10                  | 103.0%  | 3.0                   | 0.8       | A   |
|           | Subtotal   | 11                     | 11                  | 97.3%   | 2.9                   | 0.8       | A   |
| EB        | Left Turn  | 67                     | 66                  | 98.5%   | 3.2                   | 0.8       | A   |
|           | Through    | 250                    | 255                 | 102.1%  | 0.8                   | 0.2       | A   |
|           | Right Turn | 9                      | 9                   | 103.3%  | 0.7                   | 0.7       | A   |
|           | Subtotal   | 326                    | 331                 | 101.4%  | 1.3                   | 0.3       | A   |
| WB        | Left Turn  | 6                      | 7                   | 108.3%  | 3.2                   | 3.3       | A   |
|           | Through    | 212                    | 214                 | 100.9%  | 2.1                   | 0.6       | A   |
|           | Right Turn | 8                      | 9                   | 116.3%  | 0.9                   | 0.8       | A   |
|           | Subtotal   | 226                    | 230                 | 101.6%  | 2.1                   | 0.6       | A   |
| Total     |            | 595                    | 606                 | 101.8%  | 1.9                   | 0.2       | A   |

Intersection 6

SE Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 58                     | 59                  | 101.2%  | 40.4                  | 7.9       | D   |
|           | Through    | 2                      | 3                   | 125.0%  | 19.7                  | 33.8      | B   |
|           | Right Turn | 28                     | 30                  | 108.2%  | 4.7                   | 0.6       | A   |
|           | Subtotal   | 88                     | 92                  | 104.0%  | 28.8                  | 7.0       | C   |
| SB        | Left Turn  | 2                      | 2                   | 100.0%  | 13.7                  | 18.7      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 9                      | 10                  | 110.0%  | 2.9                   | 1.6       | A   |
|           | Subtotal   | 11                     | 12                  | 108.2%  | 10.1                  | 15.9      | B   |
| EB        | Left Turn  | 29                     | 29                  | 100.7%  | 42.6                  | 9.6       | D   |
|           | Through    | 192                    | 195                 | 101.7%  | 2.7                   | 0.9       | A   |
|           | Right Turn | 41                     | 41                  | 100.0%  | 2.4                   | 1.3       | A   |
|           | Subtotal   | 262                    | 265                 | 101.3%  | 8.1                   | 2.7       | A   |
| WB        | Left Turn  | 27                     | 23                  | 84.1%   | 44.0                  | 10.7      | D   |
|           | Through    | 159                    | 161                 | 101.4%  | 3.4                   | 1.0       | A   |
|           | Right Turn | 15                     | 14                  | 94.7%   | 1.0                   | 1.0       | A   |
|           | Subtotal   | 201                    | 198                 | 98.6%   | 8.6                   | 2.0       | A   |
| Total     |            | 562                    | 567                 | 100.9%  | 11.6                  | 2.0       | B   |

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

SE 34th Street  
Existing Build Alternative  
AM Peak Hour

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 58                     | 59                  | 101.0%  | 45.3                  | 10.0      | D   |
|           | Through    | 454                    | 459                 | 101.1%  | 14.5                  | 3.1       | B   |
|           | Right Turn | 226                    | 224                 | 99.3%   | 3.5                   | 0.9       | A   |
|           | Subtotal   | 738                    | 742                 | 100.6%  | 13.5                  | 1.9       | B   |
| SB        | Left Turn  | 95                     | 92                  | 96.9%   | 46.4                  | 8.0       | D   |
|           | Through    | 382                    | 384                 | 100.6%  | 11.4                  | 1.8       | B   |
|           | Right Turn | 55                     | 56                  | 101.5%  | 5.2                   | 2.6       | A   |
|           | Subtotal   | 532                    | 532                 | 100.0%  | 17.4                  | 2.6       | B   |
| EB        | Left Turn  | 48                     | 47                  | 97.1%   | 30.5                  | 5.7       | C   |
|           | Through    | 105                    | 114                 | 108.7%  | 38.8                  | 4.4       | D   |
|           | Right Turn | 36                     | 34                  | 94.2%   | 25.5                  | 9.8       | C   |
|           | Subtotal   | 189                    | 195                 | 103.0%  | 33.9                  | 4.5       | C   |
| WB        | Left Turn  | 135                    | 137                 | 101.8%  | 38.1                  | 5.0       | D   |
|           | Through    | 88                     | 83                  | 94.7%   | 32.3                  | 7.3       | C   |
|           | Right Turn | 60                     | 61                  | 100.8%  | 4.1                   | 1.3       | A   |
|           | Subtotal   | 283                    | 281                 | 99.4%   | 28.8                  | 3.4       | C   |
| Total     |            | 1,742                  | 1,750               | 100.5%  | 19.4                  | 1.7       | B   |

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

SE 34th Street  
Existing Build Alternative  
PM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 148                    | 146                 | 98.7%   | 42.3                  | 5.0       | D   |
|           | Through    | 1,002                  | 985                 | 98.3%   | 22.1                  | 4.5       | C   |
|           | Right Turn | 297                    | 300                 | 100.9%  | 4.5                   | 1.0       | A   |
|           | Subtotal   | 1,447                  | 1,431               | 98.9%   | 20.6                  | 3.9       | C   |
| SB        | Left Turn  | 126                    | 122                 | 97.1%   | 55.2                  | 6.5       | E   |
|           | Through    | 988                    | 987                 | 99.9%   | 24.4                  | 2.8       | C   |
|           | Right Turn | 55                     | 55                  | 99.8%   | 10.6                  | 5.1       | B   |
|           | Subtotal   | 1,169                  | 1,164               | 99.6%   | 27.0                  | 3.0       | C   |
| EB        | Left Turn  | 47                     | 46                  | 98.7%   | 53.1                  | 10.0      | D   |
|           | Through    | 76                     | 78                  | 102.9%  | 49.3                  | 4.0       | D   |
|           | Right Turn | 147                    | 149                 | 101.4%  | 6.8                   | 1.7       | A   |
|           | Subtotal   | 270                    | 274                 | 101.4%  | 26.8                  | 2.9       | C   |
| WB        | Left Turn  | 228                    | 214                 | 93.6%   | 49.0                  | 5.5       | D   |
|           | Through    | 84                     | 81                  | 96.3%   | 40.1                  | 5.7       | D   |
|           | Right Turn | 167                    | 166                 | 99.5%   | 7.5                   | 2.0       | A   |
|           | Subtotal   | 479                    | 461                 | 96.2%   | 32.1                  | 3.4       | C   |
| Total     |            | 3,365                  | 3,329               | 98.9%   | 24.9                  | 2.5       | C   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 19                     | 18                  | 92.6%   | 20.8                  | 12.3      | C   |
|           | Through    | 9                      | 10                  | 107.8%  | 19.3                  | 10.4      | B   |
|           | Right Turn | 5                      | 6                   | 124.0%  | 3.0                   | 3.1       | A   |
|           | Subtotal   | 33                     | 34                  | 101.5%  | 16.3                  | 7.1       | B   |
| SB        | Left Turn  | 17                     | 18                  | 102.9%  | 12.5                  | 5.5       | B   |
|           | Through    | 11                     | 13                  | 118.2%  | 15.0                  | 5.7       | B   |
|           | Right Turn | 30                     | 29                  | 97.3%   | 5.3                   | 1.6       | A   |
|           | Subtotal   | 58                     | 60                  | 102.9%  | 10.5                  | 1.8       | B   |
| EB        | Left Turn  | 57                     | 53                  | 93.7%   | 12.4                  | 5.1       | B   |
|           | Through    | 427                    | 435                 | 101.9%  | 5.7                   | 1.5       | A   |
|           | Right Turn | 15                     | 17                  | 110.7%  | 3.9                   | 3.1       | A   |
|           | Subtotal   | 499                    | 505                 | 101.3%  | 6.3                   | 1.5       | A   |
| WB        | Left Turn  | 7                      | 6                   | 90.0%   | 7.9                   | 11.0      | A   |
|           | Through    | 430                    | 417                 | 97.1%   | 5.8                   | 1.9       | A   |
|           | Right Turn | 14                     | 13                  | 95.0%   | 5.8                   | 4.3       | A   |
|           | Subtotal   | 451                    | 437                 | 96.9%   | 5.9                   | 1.8       | A   |
| Total     |            | 1,041                  | 1,036               | 99.5%   | 6.7                   | 1.4       | A   |

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

SE 34th Street  
Existing Build Alternative  
PM Peak Hour

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 40                     | 36                  | 88.8%   | 12.7                  | 3.4       | B   |
|           | Through    | 3                      | 3                   | 96.7%   | 4.7                   | 5.5       | A   |
|           | Right Turn | 21                     | 21                  | 100.0%  | 5.8                   | 2.6       | A   |
|           | Subtotal   | 64                     | 59                  | 92.8%   | 10.2                  | 2.9       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 3                      | 3                   | 103.3%  | 3.8                   | 6.2       | A   |
|           | Right Turn | 3                      | 3                   | 90.0%   | 2.5                   | 2.7       | A   |
|           | Subtotal   | 6                      | 6                   | 96.7%   | 5.2                   | 5.5       | A   |
| EB        | Left Turn  | 12                     | 12                  | 100.0%  | 2.9                   | 1.6       | A   |
|           | Through    | 371                    | 375                 | 101.0%  | 1.8                   | 0.5       | A   |
|           | Right Turn | 66                     | 70                  | 105.6%  | 0.9                   | 0.4       | A   |
|           | Subtotal   | 449                    | 456                 | 101.6%  | 1.7                   | 0.4       | A   |
| WB        | Left Turn  | 32                     | 33                  | 104.4%  | 5.5                   | 1.7       | A   |
|           | Through    | 408                    | 407                 | 99.9%   | 1.7                   | 0.4       | A   |
|           | Right Turn | 1                      | 1                   | 140.0%  | 0.0                   | 0.1       | A   |
|           | Subtotal   | 441                    | 442                 | 100.3%  | 2.0                   | 0.3       | A   |
| Total     |            | 960                    | 964                 | 100.4%  | 2.4                   | 0.4       | A   |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 11                     | 10                  | 89.1%   | 35.3                  | 26.2      | D   |
|           | Through    | 8                      | 7                   | 88.8%   | 32.7                  | 24.7      | C   |
|           | Right Turn | 1                      | 1                   | 110.0%  | 2.4                   | 4.1       | A   |
|           | Subtotal   | 20                     | 18                  | 90.0%   | 32.3                  | 11.9      | C   |
| SB        | Left Turn  | 68                     | 66                  | 97.4%   | 46.0                  | 9.7       | D   |
|           | Through    | 16                     | 15                  | 96.3%   | 36.9                  | 15.8      | D   |
|           | Right Turn | 58                     | 57                  | 97.9%   | 10.9                  | 4.0       | B   |
|           | Subtotal   | 142                    | 138                 | 97.5%   | 29.8                  | 4.3       | C   |
| EB        | Left Turn  | 131                    | 126                 | 95.9%   | 9.4                   | 2.0       | A   |
|           | Through    | 241                    | 252                 | 104.6%  | 3.5                   | 1.1       | A   |
|           | Right Turn | 20                     | 22                  | 109.0%  | 2.5                   | 3.1       | A   |
|           | Subtotal   | 392                    | 400                 | 101.9%  | 5.4                   | 1.1       | A   |
| WB        | Left Turn  | 8                      | 8                   | 93.8%   | 7.4                   | 6.7       | A   |
|           | Through    | 372                    | 370                 | 99.6%   | 6.6                   | 2.7       | A   |
|           | Right Turn | 77                     | 79                  | 103.1%  | 4.8                   | 2.0       | A   |
|           | Subtotal   | 457                    | 457                 | 100.1%  | 6.3                   | 2.3       | A   |
| Total     |            | 1,011                  | 1,013               | 100.2%  | 9.8                   | 1.5       | A   |

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

SE 34th Street  
Existing Build Alternative  
PM Peak Hour

Intersection 5

177th Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 16                     | 17                  | 106.9%  | 13.2                  | 5.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 11                     | 12                  | 111.8%  | 8.0                   | 12.1      | A   |
|           | Subtotal   | 27                     | 29                  | 108.9%  | 10.3                  | 7.1       | B   |
| SB        | Left Turn  | 3                      | 3                   | 113.3%  | 7.8                   | 8.5       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 44                     | 43                  | 97.7%   | 4.5                   | 1.0       | A   |
|           | Subtotal   | 47                     | 46                  | 98.7%   | 4.9                   | 1.2       | A   |
| EB        | Left Turn  | 12                     | 12                  | 97.5%   | 4.3                   | 3.6       | A   |
|           | Through    | 270                    | 274                 | 101.3%  | 1.0                   | 0.2       | A   |
|           | Right Turn | 28                     | 29                  | 101.8%  | 0.6                   | 0.3       | A   |
|           | Subtotal   | 310                    | 314                 | 101.2%  | 1.1                   | 0.2       | A   |
| WB        | Left Turn  | 10                     | 9                   | 90.0%   | 4.5                   | 1.6       | A   |
|           | Through    | 397                    | 402                 | 101.2%  | 2.8                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 407                    | 411                 | 100.9%  | 2.9                   | 0.5       | A   |
| Total     |            | 791                    | 800                 | 101.2%  | 2.6                   | 0.4       | A   |

Intersection 6

SE Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 84                     | 86                  | 101.9%  | 36.4                  | 5.1       | D   |
|           | Through    | 1                      | 1                   | 140.0%  | 8.2                   | 18.1      | A   |
|           | Right Turn | 39                     | 45                  | 114.1%  | 5.3                   | 0.6       | A   |
|           | Subtotal   | 124                    | 132                 | 106.0%  | 24.5                  | 3.3       | C   |
| SB        | Left Turn  | 11                     | 11                  | 98.2%   | 27.2                  | 18.7      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 34                     | 36                  | 105.3%  | 5.4                   | 1.1       | A   |
|           | Subtotal   | 45                     | 47                  | 103.6%  | 10.9                  | 4.7       | B   |
| EB        | Left Turn  | 4                      | 4                   | 97.5%   | 20.7                  | 23.6      | C   |
|           | Through    | 221                    | 230                 | 103.9%  | 6.7                   | 1.6       | A   |
|           | Right Turn | 59                     | 57                  | 96.1%   | 4.4                   | 2.0       | A   |
|           | Subtotal   | 284                    | 290                 | 102.2%  | 6.6                   | 1.6       | A   |
| WB        | Left Turn  | 30                     | 31                  | 101.7%  | 43.8                  | 12.8      | D   |
|           | Through    | 289                    | 287                 | 99.4%   | 4.5                   | 1.6       | A   |
|           | Right Turn | 7                      | 9                   | 124.3%  | 3.2                   | 3.7       | A   |
|           | Subtotal   | 326                    | 327                 | 100.2%  | 7.6                   | 1.5       | A   |
| Total     |            | 779                    | 795                 | 102.1%  | 10.3                  | 1.4       | B   |

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

SE 34th Street  
Existing Build Alternative  
PM Peak Hour

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 83                     | 79                  | 94.8%   | 47.7                  | 5.5       | D   |
|           | Through    | 643                    | 634                 | 98.6%   | 25.1                  | 2.3       | C   |
|           | Right Turn | 107                    | 105                 | 98.1%   | 4.1                   | 1.0       | A   |
|           | Subtotal   | 833                    | 818                 | 98.2%   | 24.4                  | 2.1       | C   |
| SB        | Left Turn  | 158                    | 155                 | 98.4%   | 40.6                  | 3.4       | D   |
|           | Through    | 597                    | 580                 | 97.2%   | 19.1                  | 3.2       | B   |
|           | Right Turn | 77                     | 74                  | 96.1%   | 12.1                  | 4.0       | B   |
|           | Subtotal   | 832                    | 809                 | 97.3%   | 22.4                  | 2.6       | C   |
| EB        | Left Turn  | 89                     | 92                  | 102.8%  | 32.9                  | 5.0       | C   |
|           | Through    | 147                    | 155                 | 105.4%  | 46.5                  | 9.3       | D   |
|           | Right Turn | 53                     | 53                  | 99.6%   | 37.2                  | 13.4      | D   |
|           | Subtotal   | 289                    | 299                 | 103.6%  | 40.7                  | 8.3       | D   |
| WB        | Left Turn  | 228                    | 232                 | 101.6%  | 44.1                  | 17.7      | D   |
|           | Through    | 128                    | 131                 | 102.0%  | 32.8                  | 6.5       | C   |
|           | Right Turn | 90                     | 94                  | 104.8%  | 5.9                   | 1.9       | A   |
|           | Subtotal   | 446                    | 457                 | 102.4%  | 33.0                  | 9.5       | C   |
| Total     |            | 2,400                  | 2,383               | 99.3%   | 27.4                  | 2.4       | C   |

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

34th Street  
2027\_AM  
AM Peak Hour

Intersection 1 SE 164th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 97                  | 97.3%   | 43.3                  | 6.6       | D   |
|           | Through    | 790                    | 801                 | 101.3%  | 19.4                  | 2.5       | B   |
|           | Right Turn | 200                    | 200                 | 99.8%   | 5.8                   | 0.9       | A   |
|           | Subtotal   | 1,090                  | 1,098               | 100.7%  | 18.9                  | 2.5       | B   |
| SB        | Left Turn  | 150                    | 145                 | 96.7%   | 51.9                  | 3.3       | D   |
|           | Through    | 690                    | 696                 | 100.9%  | 18.2                  | 2.8       | B   |
|           | Right Turn | 30                     | 27                  | 90.7%   | 8.6                   | 5.2       | A   |
|           | Subtotal   | 870                    | 868                 | 99.8%   | 23.4                  | 2.4       | C   |
| EB        | Left Turn  | 20                     | 20                  | 99.5%   | 57.1                  | 15.6      | E   |
|           | Through    | 50                     | 47                  | 93.6%   | 44.2                  | 9.2       | D   |
|           | Right Turn | 140                    | 141                 | 100.6%  | 6.6                   | 1.3       | A   |
|           | Subtotal   | 210                    | 208                 | 98.8%   | 21.0                  | 4.4       | C   |
| WB        | Left Turn  | 310                    | 308                 | 99.4%   | 46.6                  | 5.2       | D   |
|           | Through    | 70                     | 77                  | 110.3%  | 35.1                  | 4.8       | D   |
|           | Right Turn | 110                    | 112                 | 102.1%  | 6.8                   | 1.4       | A   |
|           | Subtotal   | 490                    | 498                 | 101.6%  | 36.8                  | 3.6       | D   |
| Total     |            | 2,660                  | 2,671               | 100.4%  | 24.1                  | 1.7       | C   |

Intersection 2 SE 168th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 31                  | 103.3%  | 11.9                  | 3.6       | B   |
|           | Through    | 10                     | 11                  | 109.0%  | 15.8                  | 11.4      | B   |
|           | Right Turn | 10                     | 11                  | 107.0%  | 4.3                   | 3.4       | A   |
|           | Subtotal   | 50                     | 53                  | 105.2%  | 10.9                  | 4.5       | B   |
| SB        | Left Turn  | 10                     | 10                  | 98.0%   | 8.7                   | 7.9       | A   |
|           | Through    | 10                     | 10                  | 96.0%   | 12.5                  | 5.4       | B   |
|           | Right Turn | 50                     | 50                  | 100.0%  | 3.6                   | 0.9       | A   |
|           | Subtotal   | 70                     | 69                  | 99.1%   | 6.0                   | 1.5       | A   |
| EB        | Left Turn  | 30                     | 25                  | 84.0%   | 8.1                   | 2.1       | A   |
|           | Through    | 350                    | 352                 | 100.5%  | 4.2                   | 1.2       | A   |
|           | Right Turn | 20                     | 19                  | 95.5%   | 2.5                   | 1.7       | A   |
|           | Subtotal   | 400                    | 396                 | 99.0%   | 4.4                   | 1.0       | A   |
| WB        | Left Turn  | 10                     | 10                  | 101.0%  | 5.0                   | 5.1       | A   |
|           | Through    | 410                    | 421                 | 102.7%  | 3.4                   | 1.6       | A   |
|           | Right Turn | 20                     | 22                  | 108.0%  | 1.9                   | 2.3       | A   |
|           | Subtotal   | 440                    | 453                 | 102.9%  | 3.3                   | 1.6       | A   |
| Total     |            | 960                    | 971                 | 101.1%  | 4.4                   | 1.0       | A   |

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

34th Street  
2027\_AM  
AM Peak Hour

Intersection 43

Pedestrian Crossing/SE 34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 370                    | 376                 | 101.7%  | 1.6                   | 1.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 370                    | 376                 | 101.7%  | 1.6                   | 1.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 440                    | 453                 | 103.0%  | 1.2                   | 0.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 440                    | 453                 | 103.0%  | 1.2                   | 0.8       | A   |
| Total     |            | 810                    | 829                 | 102.4%  | 1.4                   | 1.0       | A   |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 75                  | 107.6%  | 9.9                   | 2.7       | A   |
|           | Through    | 10                     | 10                  | 102.0%  | 10.8                  | 4.2       | B   |
|           | Right Turn | 30                     | 27                  | 90.7%   | 6.1                   | 3.2       | A   |
|           | Subtotal   | 110                    | 113                 | 102.5%  | 9.3                   | 2.6       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 20                  | 99.0%   | 4.0                   | 1.3       | A   |
|           | Subtotal   | 20                     | 20                  | 99.0%   | 4.0                   | 1.3       | A   |
| EB        | Left Turn  | 10                     | 9                   | 89.0%   | 2.6                   | 2.2       | A   |
|           | Through    | 340                    | 343                 | 100.9%  | 0.6                   | 0.3       | A   |
|           | Right Turn | 20                     | 23                  | 113.0%  | 0.2                   | 0.4       | A   |
|           | Subtotal   | 370                    | 375                 | 101.3%  | 0.6                   | 0.3       | A   |
| WB        | Left Turn  | 20                     | 19                  | 93.0%   | 2.4                   | 0.7       | A   |
|           | Through    | 350                    | 362                 | 103.3%  | 1.2                   | 0.3       | A   |
|           | Right Turn | 10                     | 9                   | 93.0%   | 0.6                   | 0.6       | A   |
|           | Subtotal   | 380                    | 389                 | 102.5%  | 1.2                   | 0.3       | A   |
| Total     |            | 880                    | 897                 | 101.9%  | 2.0                   | 0.3       | A   |



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

34th Street  
2027\_AM  
AM Peak Hour

Intersection 4

SE 176th Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 92.5%   | 35.5                  | 12.3      | D   |
|           | Through    | 20                     | 20                  | 99.0%   | 38.7                  | 16.3      | D   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 40                     | 38                  | 95.8%   | 38.4                  | 10.6      | D   |
| SB        | Left Turn  | 60                     | 59                  | 98.8%   | 42.3                  | 6.4       | D   |
|           | Through    | 10                     | 10                  | 98.0%   | 40.1                  | 20.2      | D   |
|           | Right Turn | 130                    | 134                 | 102.8%  | 10.1                  | 5.6       | B   |
|           | Subtotal   | 200                    | 203                 | 101.4%  | 21.1                  | 5.1       | C   |
| EB        | Left Turn  | 50                     | 46                  | 92.0%   | 4.9                   | 1.7       | A   |
|           | Through    | 310                    | 318                 | 102.5%  | 2.3                   | 0.9       | A   |
|           | Right Turn | 10                     | 10                  | 104.0%  | 0.8                   | 1.1       | A   |
|           | Subtotal   | 370                    | 374                 | 101.1%  | 2.6                   | 0.8       | A   |
| WB        | Left Turn  | 10                     | 10                  | 104.0%  | 3.9                   | 4.4       | A   |
|           | Through    | 230                    | 241                 | 104.6%  | 3.6                   | 1.2       | A   |
|           | Right Turn | 50                     | 50                  | 100.6%  | 1.8                   | 1.5       | A   |
|           | Subtotal   | 290                    | 301                 | 103.9%  | 3.3                   | 1.1       | A   |
| Total     |            | 900                    | 917                 | 101.8%  | 8.6                   | 1.9       | A   |

Intersection 5

SE 177th Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 31                  | 102.7%  | 8.0                   | 1.8       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 25                  | 123.0%  | 3.6                   | 0.6       | A   |
|           | Subtotal   | 50                     | 55                  | 110.8%  | 5.8                   | 1.3       | A   |
| SB        | Left Turn  | 10                     | 10                  | 102.0%  | 9.8                   | 4.2       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 21                  | 103.5%  | 3.2                   | 0.6       | A   |
|           | Subtotal   | 30                     | 31                  | 103.0%  | 5.4                   | 1.6       | A   |
| EB        | Left Turn  | 80                     | 83                  | 103.4%  | 2.9                   | 0.6       | A   |
|           | Through    | 280                    | 288                 | 102.8%  | 1.0                   | 0.3       | A   |
|           | Right Turn | 10                     | 11                  | 112.0%  | 0.8                   | 0.5       | A   |
|           | Subtotal   | 370                    | 382                 | 103.2%  | 1.4                   | 0.3       | A   |
| WB        | Left Turn  | 10                     | 9                   | 93.0%   | 1.9                   | 1.4       | A   |
|           | Through    | 240                    | 245                 | 102.1%  | 1.4                   | 0.3       | A   |
|           | Right Turn | 10                     | 11                  | 105.0%  | 0.7                   | 0.8       | A   |
|           | Subtotal   | 260                    | 265                 | 101.8%  | 1.4                   | 0.3       | A   |
| Total     |            | 710                    | 733                 | 103.2%  | 1.9                   | 0.2       | A   |

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

34th Street  
2027\_AM  
AM Peak Hour

Intersection 6

SE Hiddenbrook Drive/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 69                  | 98.3%   | 37.4                  | 3.0       | D   |
|           | Through    | 10                     | 11                  | 113.0%  | 44.4                  | 12.8      | D   |
|           | Right Turn | 40                     | 45                  | 112.0%  | 4.7                   | 0.8       | A   |
|           | Subtotal   | 120                    | 125                 | 104.1%  | 28.0                  | 4.7       | C   |
| SB        | Left Turn  | 10                     | 8                   | 84.0%   | 42.9                  | 28.4      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 10                     | 12                  | 116.0%  | 3.6                   | 1.0       | A   |
|           | Subtotal   | 20                     | 20                  | 100.0%  | 19.1                  | 10.5      | B   |
| EB        | Left Turn  | 40                     | 38                  | 94.0%   | 47.0                  | 5.6       | D   |
|           | Through    | 220                    | 225                 | 102.4%  | 3.0                   | 0.7       | A   |
|           | Right Turn | 50                     | 51                  | 102.8%  | 1.7                   | 0.9       | A   |
|           | Subtotal   | 310                    | 314                 | 101.4%  | 7.8                   | 2.1       | A   |
| WB        | Left Turn  | 30                     | 27                  | 90.0%   | 39.0                  | 11.6      | D   |
|           | Through    | 180                    | 186                 | 103.1%  | 2.6                   | 0.8       | A   |
|           | Right Turn | 20                     | 21                  | 105.0%  | 0.9                   | 0.8       | A   |
|           | Subtotal   | 230                    | 234                 | 101.5%  | 7.2                   | 2.0       | A   |
| Total     |            | 680                    | 693                 | 101.9%  | 12.1                  | 1.2       | B   |

Intersection 33

Driveway/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 230                    | 237                 | 103.2%  | 1.2                   | 0.3       | A   |
|           | Right Turn | 40                     | 43                  | 106.5%  | 0.9                   | 0.4       | A   |
|           | Subtotal   | 270                    | 280                 | 103.7%  | 1.2                   | 0.2       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 230                    | 236                 | 102.6%  | 1.6                   | 0.3       | A   |
|           | Right Turn | 10                     | 10                  | 100.0%  | 1.2                   | 1.1       | A   |
|           | Subtotal   | 240                    | 246                 | 102.5%  | 1.6                   | 0.3       | A   |
| Total     |            | 510                    | 526                 | 103.1%  | 1.4                   | 0.2       | A   |

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

34th Street  
2027\_AM  
AM Peak Hour

Intersection 7

SE 192nd Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 74                  | 105.0%  | 42.2                  | 7.8       | D   |
|           | Through    | 510                    | 506                 | 99.2%   | 13.5                  | 2.4       | B   |
|           | Right Turn | 250                    | 253                 | 101.0%  | 7.4                   | 1.0       | A   |
|           | Subtotal   | 830                    | 832                 | 100.2%  | 14.1                  | 1.5       | B   |
| SB        | Left Turn  | 110                    | 106                 | 96.7%   | 52.1                  | 15.0      | D   |
|           | Through    | 430                    | 448                 | 104.1%  | 13.8                  | 1.8       | B   |
|           | Right Turn | 70                     | 67                  | 95.4%   | 6.7                   | 2.6       | A   |
|           | Subtotal   | 610                    | 621                 | 101.8%  | 20.0                  | 4.3       | B   |
| EB        | Left Turn  | 60                     | 61                  | 101.0%  | 33.0                  | 11.6      | C   |
|           | Through    | 120                    | 127                 | 105.6%  | 36.3                  | 4.6       | D   |
|           | Right Turn | 50                     | 49                  | 97.0%   | 26.8                  | 10.2      | C   |
|           | Subtotal   | 230                    | 236                 | 102.5%  | 34.0                  | 4.0       | C   |
| WB        | Left Turn  | 150                    | 155                 | 103.1%  | 33.2                  | 3.4       | C   |
|           | Through    | 100                    | 105                 | 105.3%  | 29.9                  | 5.7       | C   |
|           | Right Turn | 70                     | 67                  | 95.3%   | 10.6                  | 4.8       | B   |
|           | Subtotal   | 320                    | 327                 | 102.1%  | 27.4                  | 3.5       | C   |
| Total     |            | 1,990                  | 2,015               | 101.3%  | 20.5                  | 1.5       | C   |

Intersection 30

Shopping Center Driveway/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  | 10                     | 10                  | 100.0%  | 5.9                   | 4.5       | A   |
|           | Through    | 410                    | 423                 | 103.2%  | 1.1                   | 0.1       | A   |
|           | Right Turn | 60                     | 58                  | 96.5%   | 1.3                   | 0.4       | A   |
|           | Subtotal   | 480                    | 491                 | 102.3%  | 1.3                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 320                    | 330                 | 103.1%  | 1.6                   | 0.2       | A   |
|           | Right Turn | 110                    | 113                 | 102.3%  | 1.5                   | 0.2       | A   |
|           | Subtotal   | 430                    | 442                 | 102.9%  | 1.6                   | 0.1       | A   |
| Total     |            | 910                    | 933                 | 102.6%  | 1.4                   | 0.1       | A   |

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

34th Street  
2027\_PM  
PM Peak Hour

Intersection 1 SE 164th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 170                    | 164                 | 96.6%   | 55.8                  | 10.3      | E   |
|           | Through    | 1,110                  | 1,107               | 99.7%   | 25.3                  | 3.4       | C   |
|           | Right Turn | 330                    | 343                 | 103.9%  | 8.1                   | 0.8       | A   |
|           | Subtotal   | 1,610                  | 1,614               | 100.3%  | 24.6                  | 2.7       | C   |
| SB        | Left Turn  | 140                    | 146                 | 104.0%  | 54.2                  | 5.9       | D   |
|           | Through    | 1,100                  | 1,100               | 100.0%  | 22.8                  | 1.8       | C   |
|           | Right Turn | 70                     | 71                  | 101.0%  | 12.0                  | 4.6       | B   |
|           | Subtotal   | 1,310                  | 1,316               | 100.4%  | 25.7                  | 1.9       | C   |
| EB        | Left Turn  | 60                     | 57                  | 94.3%   | 67.2                  | 26.4      | E   |
|           | Through    | 100                    | 103                 | 103.4%  | 50.8                  | 9.4       | D   |
|           | Right Turn | 170                    | 170                 | 100.1%  | 7.9                   | 2.1       | A   |
|           | Subtotal   | 330                    | 330                 | 100.0%  | 32.5                  | 8.0       | C   |
| WB        | Left Turn  | 260                    | 257                 | 98.8%   | 40.6                  | 4.4       | D   |
|           | Through    | 150                    | 159                 | 106.1%  | 39.8                  | 7.3       | D   |
|           | Right Turn | 190                    | 194                 | 102.1%  | 10.8                  | 2.8       | B   |
|           | Subtotal   | 600                    | 610                 | 101.7%  | 31.1                  | 4.2       | C   |
| Total     |            | 3,850                  | 3,870               | 100.5%  | 26.6                  | 2.3       | C   |

Intersection 2 SE 168th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 29                  | 96.0%   | 14.8                  | 7.1       | B   |
|           | Through    | 10                     | 10                  | 99.0%   | 15.4                  | 11.2      | B   |
|           | Right Turn | 10                     | 9                   | 93.0%   | 7.0                   | 6.6       | A   |
|           | Subtotal   | 50                     | 48                  | 96.0%   | 14.1                  | 5.5       | B   |
| SB        | Left Turn  | 20                     | 21                  | 104.5%  | 14.1                  | 5.4       | B   |
|           | Through    | 20                     | 19                  | 95.0%   | 15.8                  | 6.6       | B   |
|           | Right Turn | 40                     | 41                  | 102.8%  | 5.7                   | 1.7       | A   |
|           | Subtotal   | 80                     | 81                  | 101.3%  | 11.3                  | 2.4       | B   |
| EB        | Left Turn  | 70                     | 71                  | 101.6%  | 11.0                  | 3.2       | B   |
|           | Through    | 480                    | 509                 | 106.1%  | 5.1                   | 0.7       | A   |
|           | Right Turn | 20                     | 21                  | 105.5%  | 3.0                   | 1.5       | A   |
|           | Subtotal   | 570                    | 602                 | 105.5%  | 5.8                   | 0.8       | A   |
| WB        | Left Turn  | 10                     | 10                  | 98.0%   | 6.9                   | 6.4       | A   |
|           | Through    | 530                    | 542                 | 102.2%  | 4.5                   | 1.5       | A   |
|           | Right Turn | 20                     | 21                  | 103.0%  | 2.2                   | 1.3       | A   |
|           | Subtotal   | 560                    | 572                 | 102.1%  | 4.5                   | 1.4       | A   |
| Total     |            | 1,260                  | 1,303               | 103.4%  | 5.9                   | 1.2       | A   |

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

34th Street  
2027\_PM  
PM Peak Hour

Intersection 43

Pedestrian Crossing/SE 34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 510                    | 540                 | 106.0%  | 1.3                   | 0.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 510                    | 540                 | 106.0%  | 1.3                   | 0.2       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 560                    | 570                 | 101.7%  | 0.8                   | 0.7       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 560                    | 570                 | 101.7%  | 0.8                   | 0.7       | A   |
| Total     |            | 1,070                  | 1,110               | 103.7%  | 1.0                   | 0.5       | A   |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                     | 52                  | 104.2%  | 11.6                  | 2.0       | B   |
|           | Through    | 10                     | 10                  | 95.0%   | 16.0                  | 13.7      | C   |
|           | Right Turn | 30                     | 30                  | 100.3%  | 5.0                   | 1.7       | A   |
|           | Subtotal   | 90                     | 92                  | 101.9%  | 9.8                   | 1.6       | A   |
| SB        | Left Turn  | 10                     | 10                  | 100.0%  | 9.5                   | 5.9       | A   |
|           | Through    | 10                     | 9                   | 90.0%   | 13.9                  | 6.3       | B   |
|           | Right Turn | 10                     | 10                  | 104.0%  | 4.5                   | 3.4       | A   |
|           | Subtotal   | 30                     | 29                  | 98.0%   | 9.9                   | 3.6       | A   |
| EB        | Left Turn  | 20                     | 20                  | 99.0%   | 2.7                   | 1.6       | A   |
|           | Through    | 410                    | 427                 | 104.1%  | 1.0                   | 0.2       | A   |
|           | Right Turn | 80                     | 85                  | 106.3%  | 0.6                   | 0.3       | A   |
|           | Subtotal   | 510                    | 532                 | 104.2%  | 1.0                   | 0.2       | A   |
| WB        | Left Turn  | 40                     | 43                  | 107.3%  | 5.4                   | 2.1       | A   |
|           | Through    | 500                    | 519                 | 103.8%  | 1.9                   | 0.3       | A   |
|           | Right Turn | 10                     | 10                  | 99.0%   | 1.5                   | 1.0       | A   |
|           | Subtotal   | 550                    | 572                 | 104.0%  | 2.2                   | 0.4       | A   |
| Total     |            | 1,180                  | 1,225               | 103.8%  | 2.5                   | 0.4       | A   |

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

34th Street  
2027\_PM  
PM Peak Hour

Intersection 4 SE 176th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 18                  | 87.5%   | 44.6                  | 15.6      | D   |
|           | Through    | 10                     | 8                   | 76.0%   | 44.7                  | 17.8      | D   |
|           | Right Turn | 10                     | 11                  | 108.0%  | 6.8                   | 6.0       | A   |
|           | Subtotal   | 40                     | 36                  | 89.8%   | 34.3                  | 10.8      | C   |
| SB        | Left Turn  | 80                     | 81                  | 101.0%  | 43.3                  | 6.6       | D   |
|           | Through    | 20                     | 20                  | 102.0%  | 32.2                  | 16.3      | C   |
|           | Right Turn | 70                     | 68                  | 97.7%   | 13.3                  | 6.4       | B   |
|           | Subtotal   | 170                    | 170                 | 99.8%   | 30.5                  | 5.4       | C   |
| EB        | Left Turn  | 150                    | 156                 | 103.8%  | 9.6                   | 1.9       | A   |
|           | Through    | 270                    | 289                 | 107.0%  | 3.2                   | 0.5       | A   |
|           | Right Turn | 30                     | 29                  | 96.3%   | 2.8                   | 2.9       | A   |
|           | Subtotal   | 450                    | 474                 | 105.2%  | 5.2                   | 1.0       | A   |
| WB        | Left Turn  | 10                     | 9                   | 90.0%   | 8.2                   | 5.9       | A   |
|           | Through    | 460                    | 479                 | 104.1%  | 6.9                   | 1.5       | A   |
|           | Right Turn | 90                     | 86                  | 96.0%   | 5.1                   | 1.3       | A   |
|           | Subtotal   | 560                    | 574                 | 102.5%  | 6.6                   | 1.4       | A   |
| Total     |            | 1,220                  | 1,253               | 102.7%  | 10.2                  | 1.4       | B   |

Intersection 5 SE 177th Avenue/SE 34th Street Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 92.5%   | 11.8                  | 5.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 19                  | 94.5%   | 3.8                   | 1.1       | A   |
|           | Subtotal   | 40                     | 37                  | 93.5%   | 8.2                   | 4.3       | A   |
| SB        | Left Turn  | 10                     | 10                  | 100.0%  | 10.0                  | 6.2       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 50                     | 50                  | 100.0%  | 5.7                   | 2.3       | A   |
|           | Subtotal   | 60                     | 60                  | 100.0%  | 6.5                   | 2.8       | A   |
| EB        | Left Turn  | 20                     | 21                  | 107.0%  | 4.7                   | 2.9       | A   |
|           | Through    | 300                    | 316                 | 105.2%  | 1.0                   | 0.2       | A   |
|           | Right Turn | 40                     | 39                  | 97.3%   | 0.6                   | 0.1       | A   |
|           | Subtotal   | 360                    | 376                 | 104.4%  | 1.2                   | 0.3       | A   |
| WB        | Left Turn  | 20                     | 19                  | 93.0%   | 4.7                   | 2.4       | A   |
|           | Through    | 490                    | 510                 | 104.1%  | 2.2                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 510                    | 529                 | 103.6%  | 2.3                   | 0.4       | A   |
| Total     |            | 970                    | 1,002               | 103.3%  | 2.4                   | 0.5       | A   |

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

34th Street  
2027\_PM  
PM Peak Hour

Intersection 6

SE Hiddenbrook Drive/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 99                  | 98.8%   | 35.0                  | 4.8       | D   |
|           | Through    | 10                     | 9                   | 94.0%   | 35.5                  | 26.8      | D   |
|           | Right Turn | 50                     | 54                  | 107.2%  | 5.4                   | 0.6       | A   |
|           | Subtotal   | 160                    | 162                 | 101.1%  | 25.3                  | 4.1       | C   |
| SB        | Left Turn  | 20                     | 21                  | 102.5%  | 34.2                  | 10.3      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 40                     | 41                  | 103.0%  | 4.8                   | 1.4       | A   |
|           | Subtotal   | 60                     | 62                  | 102.8%  | 14.3                  | 3.7       | B   |
| EB        | Left Turn  | 10                     | 10                  | 98.0%   | 41.6                  | 21.8      | D   |
|           | Through    | 250                    | 262                 | 104.9%  | 5.9                   | 1.0       | A   |
|           | Right Turn | 70                     | 71                  | 101.6%  | 3.1                   | 1.7       | A   |
|           | Subtotal   | 330                    | 343                 | 104.0%  | 6.8                   | 1.6       | A   |
| WB        | Left Turn  | 40                     | 43                  | 106.8%  | 47.1                  | 13.8      | D   |
|           | Through    | 370                    | 394                 | 106.5%  | 5.2                   | 1.0       | A   |
|           | Right Turn | 10                     | 11                  | 112.0%  | 1.5                   | 1.0       | A   |
|           | Subtotal   | 420                    | 448                 | 106.6%  | 8.8                   | 1.6       | A   |
| Total     |            | 970                    | 1,015               | 104.6%  | 11.3                  | 1.0       | B   |

Intersection 33

Driveway/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 34                     | 37                  | 108.8%  | 7.5                   | 1.1       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 19                  | 93.5%   | 6.6                   | 1.7       | A   |
|           | Subtotal   | 54                     | 56                  | 103.1%  | 7.2                   | 0.7       | A   |
| SB        | Left Turn  | 10                     | 9                   | 90.0%   | 6.6                   | 3.4       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 36                     | 36                  | 100.8%  | 6.3                   | 0.8       | A   |
|           | Subtotal   | 46                     | 45                  | 98.5%   | 6.5                   | 1.1       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 300                    | 317                 | 105.6%  | 1.0                   | 0.1       | A   |
|           | Right Turn | 20                     | 22                  | 109.0%  | 1.0                   | 0.7       | A   |
|           | Subtotal   | 320                    | 339                 | 105.8%  | 1.0                   | 0.2       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 350                    | 364                 | 103.9%  | 1.3                   | 0.1       | A   |
|           | Right Turn | 40                     | 40                  | 99.5%   | 1.5                   | 0.5       | A   |
|           | Subtotal   | 390                    | 404                 | 103.5%  | 1.4                   | 0.1       | A   |
| Total     |            | 810                    | 843                 | 104.1%  | 1.8                   | 0.1       | A   |

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

34th Street  
2027\_PM  
PM Peak Hour

Intersection 7

SE 192nd Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 103                 | 102.6%  | 45.1                  | 3.8       | D   |
|           | Through    | 710                    | 715                 | 100.7%  | 20.0                  | 2.4       | C   |
|           | Right Turn | 120                    | 128                 | 106.3%  | 6.5                   | 0.8       | A   |
|           | Subtotal   | 930                    | 945                 | 101.6%  | 20.8                  | 2.3       | C   |
| SB        | Left Turn  | 180                    | 178                 | 99.1%   | 61.2                  | 9.4       | E   |
|           | Through    | 660                    | 668                 | 101.2%  | 19.8                  | 2.8       | B   |
|           | Right Turn | 90                     | 96                  | 106.3%  | 14.5                  | 2.9       | B   |
|           | Subtotal   | 930                    | 942                 | 101.3%  | 27.4                  | 3.0       | C   |
| EB        | Left Turn  | 100                    | 97                  | 97.0%   | 34.6                  | 6.2       | C   |
|           | Through    | 170                    | 184                 | 108.5%  | 40.9                  | 5.1       | D   |
|           | Right Turn | 60                     | 60                  | 100.3%  | 24.9                  | 7.2       | C   |
|           | Subtotal   | 330                    | 342                 | 103.5%  | 36.6                  | 4.7       | D   |
| WB        | Left Turn  | 260                    | 259                 | 99.7%   | 45.1                  | 11.7      | D   |
|           | Through    | 200                    | 208                 | 103.9%  | 34.2                  | 5.2       | C   |
|           | Right Turn | 100                    | 102                 | 101.8%  | 19.4                  | 3.7       | B   |
|           | Subtotal   | 560                    | 569                 | 101.6%  | 36.7                  | 7.0       | D   |
| Total     |            | 2,750                  | 2,798               | 101.7%  | 28.2                  | 2.4       | C   |

Intersection 30

Shopping Center Driveway/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 12                     | 13                  | 106.7%  | 10.1                  | 2.8       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 12                     | 13                  | 106.7%  | 10.1                  | 2.8       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 41                     | 42                  | 101.7%  | 6.7                   | 0.7       | A   |
|           | Subtotal   | 41                     | 42                  | 101.7%  | 6.7                   | 0.7       | A   |
| EB        | Left Turn  | 9                      | 11                  | 117.8%  | 5.5                   | 3.0       | A   |
|           | Through    | 410                    | 429                 | 104.7%  | 1.5                   | 0.1       | A   |
|           | Right Turn | 51                     | 52                  | 101.0%  | 1.4                   | 0.3       | A   |
|           | Subtotal   | 470                    | 491                 | 104.5%  | 1.6                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 507                    | 516                 | 101.8%  | 1.5                   | 0.2       | A   |
|           | Right Turn | 63                     | 61                  | 96.7%   | 1.1                   | 0.3       | A   |
|           | Subtotal   | 570                    | 577                 | 101.3%  | 1.5                   | 0.2       | A   |
| Total     |            | 1,093                  | 1,123               | 102.7%  | 1.8                   | 0.1       | A   |



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

34th Street  
2027\_PM  
PM Peak Hour

Intersection 8

SE 196th Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 61                  | 101.3%  | 12.3                  | 2.8       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 33                  | 109.0%  | 4.0                   | 1.0       | A   |
|           | Subtotal   | 90                     | 94                  | 103.9%  | 9.5                   | 2.3       | A   |
| SB        | Left Turn  | 10                     | 11                  | 110.0%  | 15.5                  | 5.0       | B   |
|           | Through    | 10                     | 12                  | 123.0%  | 11.1                  | 8.0       | B   |
|           | Right Turn | 20                     | 21                  | 106.5%  | 3.8                   | 1.4       | A   |
|           | Subtotal   | 40                     | 45                  | 111.5%  | 7.7                   | 2.0       | A   |
| EB        | Left Turn  | 30                     | 32                  | 106.3%  | 15.2                  | 4.4       | B   |
|           | Through    | 340                    | 357                 | 105.1%  | 5.3                   | 1.4       | A   |
|           | Right Turn | 40                     | 43                  | 108.3%  | 4.7                   | 3.0       | A   |
|           | Subtotal   | 410                    | 433                 | 105.5%  | 6.0                   | 1.8       | A   |
| WB        | Left Turn  | 20                     | 20                  | 101.5%  | 14.8                  | 6.2       | B   |
|           | Through    | 490                    | 487                 | 99.4%   | 6.0                   | 1.6       | A   |
|           | Right Turn | 10                     | 13                  | 126.0%  | 2.7                   | 2.6       | A   |
|           | Subtotal   | 520                    | 520                 | 100.0%  | 6.3                   | 1.6       | A   |
| Total     |            | 1,060                  | 1,091               | 102.9%  | 6.5                   | 1.4       | A   |

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

SE 34th Street  
2027 Build Alternative  
AM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 102                 | 101.6%  | 47.5                  | 5.6       | D   |
|           | Through    | 790                    | 782                 | 99.0%   | 24.4                  | 4.2       | C   |
|           | Right Turn | 200                    | 202                 | 101.1%  | 4.5                   | 1.4       | A   |
|           | Subtotal   | 1,090                  | 1,086               | 99.6%   | 23.0                  | 3.0       | C   |
| SB        | Left Turn  | 150                    | 148                 | 98.7%   | 52.0                  | 6.9       | D   |
|           | Through    | 690                    | 679                 | 98.3%   | 21.1                  | 3.7       | C   |
|           | Right Turn | 30                     | 33                  | 109.0%  | 7.5                   | 4.9       | A   |
|           | Subtotal   | 870                    | 859                 | 98.8%   | 26.3                  | 3.1       | C   |
| EB        | Left Turn  | 20                     | 21                  | 104.0%  | 53.1                  | 15.2      | D   |
|           | Through    | 50                     | 51                  | 101.8%  | 59.2                  | 13.5      | E   |
|           | Right Turn | 140                    | 144                 | 102.5%  | 5.1                   | 1.0       | A   |
|           | Subtotal   | 210                    | 215                 | 102.5%  | 21.6                  | 3.5       | C   |
| WB        | Left Turn  | 310                    | 309                 | 99.7%   | 44.6                  | 2.9       | D   |
|           | Through    | 70                     | 76                  | 108.6%  | 38.3                  | 7.8       | D   |
|           | Right Turn | 110                    | 114                 | 103.5%  | 5.3                   | 0.7       | A   |
|           | Subtotal   | 490                    | 499                 | 101.9%  | 35.0                  | 2.5       | C   |
| Total     |            | 2,660                  | 2,659               | 100.0%  | 26.0                  | 2.1       | C   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 28                  | 94.0%   | 17.0                  | 6.5       | B   |
|           | Through    | 10                     | 10                  | 101.0%  | 17.7                  | 12.0      | B   |
|           | Right Turn | 10                     | 11                  | 113.0%  | 5.3                   | 5.8       | A   |
|           | Subtotal   | 50                     | 50                  | 99.2%   | 14.7                  | 3.9       | B   |
| SB        | Left Turn  | 10                     | 10                  | 103.0%  | 14.3                  | 9.5       | B   |
|           | Through    | 10                     | 7                   | 74.0%   | 12.3                  | 9.4       | B   |
|           | Right Turn | 50                     | 49                  | 98.0%   | 5.7                   | 2.2       | A   |
|           | Subtotal   | 70                     | 67                  | 95.3%   | 7.8                   | 3.8       | A   |
| EB        | Left Turn  | 30                     | 28                  | 94.3%   | 11.3                  | 3.9       | B   |
|           | Through    | 350                    | 357                 | 102.1%  | 5.8                   | 2.1       | A   |
|           | Right Turn | 20                     | 20                  | 98.5%   | 3.2                   | 2.5       | A   |
|           | Subtotal   | 400                    | 405                 | 101.3%  | 6.1                   | 2.2       | A   |
| WB        | Left Turn  | 10                     | 9                   | 89.0%   | 6.5                   | 6.5       | A   |
|           | Through    | 410                    | 423                 | 103.0%  | 5.0                   | 1.3       | A   |
|           | Right Turn | 20                     | 20                  | 100.5%  | 3.0                   | 2.6       | A   |
|           | Subtotal   | 440                    | 452                 | 102.6%  | 5.0                   | 1.3       | A   |
| Total     |            | 960                    | 973                 | 101.4%  | 6.2                   | 1.3       | A   |

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

SE 34th Street  
2027 Build Alternative  
AM Peak Hour

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 70                  | 100.6%  | 10.4                  | 2.9       | B   |
|           | Through    | 10                     | 9                   | 87.0%   | 11.7                  | 8.9       | B   |
|           | Right Turn | 30                     | 30                  | 99.0%   | 7.7                   | 4.1       | A   |
|           | Subtotal   | 110                    | 109                 | 98.9%   | 10.0                  | 3.3       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 23                  | 114.5%  | 4.1                   | 2.4       | A   |
|           | Subtotal   | 20                     | 23                  | 114.5%  | 4.1                   | 2.4       | A   |
| EB        | Left Turn  | 10                     | 8                   | 79.0%   | 4.3                   | 5.2       | A   |
|           | Through    | 340                    | 348                 | 102.4%  | 1.1                   | 0.3       | A   |
|           | Right Turn | 20                     | 22                  | 109.5%  | 0.6                   | 0.5       | A   |
|           | Subtotal   | 370                    | 378                 | 102.2%  | 1.1                   | 0.3       | A   |
| WB        | Left Turn  | 20                     | 18                  | 89.0%   | 5.8                   | 6.3       | A   |
|           | Through    | 350                    | 360                 | 102.8%  | 1.5                   | 0.2       | A   |
|           | Right Turn | 10                     | 11                  | 113.0%  | 0.9                   | 0.6       | A   |
|           | Subtotal   | 380                    | 389                 | 102.3%  | 1.6                   | 0.3       | A   |
| Total     |            | 880                    | 899                 | 102.1%  | 2.5                   | 0.7       | A   |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 99.0%   | 51.1                  | 9.3       | D   |
|           | Through    | 20                     | 22                  | 108.0%  | 46.4                  | 6.2       | D   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 40                     | 41                  | 103.5%  | 48.1                  | 6.1       | D   |
| SB        | Left Turn  | 60                     | 62                  | 102.5%  | 46.9                  | 7.0       | D   |
|           | Through    | 10                     | 11                  | 111.0%  | 32.6                  | 25.2      | C   |
|           | Right Turn | 130                    | 128                 | 98.6%   | 8.7                   | 4.4       | A   |
|           | Subtotal   | 200                    | 201                 | 100.4%  | 22.2                  | 4.5       | C   |
| EB        | Left Turn  | 50                     | 49                  | 97.2%   | 5.2                   | 1.3       | A   |
|           | Through    | 310                    | 326                 | 105.2%  | 3.6                   | 1.0       | A   |
|           | Right Turn | 10                     | 10                  | 98.0%   | 2.0                   | 2.3       | A   |
|           | Subtotal   | 370                    | 384                 | 103.9%  | 3.7                   | 0.9       | A   |
| WB        | Left Turn  | 10                     | 9                   | 93.0%   | 8.3                   | 9.9       | A   |
|           | Through    | 230                    | 243                 | 105.7%  | 4.7                   | 1.9       | A   |
|           | Right Turn | 50                     | 47                  | 94.0%   | 2.3                   | 1.5       | A   |
|           | Subtotal   | 290                    | 299                 | 103.2%  | 4.4                   | 1.7       | A   |
| Total     |            | 900                    | 926                 | 102.9%  | 10.1                  | 1.6       | B   |

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

SE 34th Street  
2027 Build Alternative  
AM Peak Hour

Intersection 5

177th Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 29                  | 97.7%   | 8.9                   | 2.4       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 19                  | 94.5%   | 5.2                   | 2.2       | A   |
|           | Subtotal   | 50                     | 48                  | 96.4%   | 7.1                   | 1.8       | A   |
| SB        | Left Turn  | 10                     | 9                   | 94.0%   | 9.4                   | 3.7       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 19                  | 94.0%   | 3.5                   | 0.7       | A   |
|           | Subtotal   | 30                     | 28                  | 94.0%   | 6.2                   | 1.5       | A   |
| EB        | Left Turn  | 80                     | 79                  | 98.6%   | 3.6                   | 0.8       | A   |
|           | Through    | 280                    | 302                 | 107.9%  | 0.9                   | 0.1       | A   |
|           | Right Turn | 10                     | 10                  | 98.0%   | 0.6                   | 0.4       | A   |
|           | Subtotal   | 370                    | 391                 | 105.6%  | 1.5                   | 0.3       | A   |
| WB        | Left Turn  | 10                     | 10                  | 102.0%  | 4.2                   | 2.4       | A   |
|           | Through    | 240                    | 247                 | 102.8%  | 2.1                   | 0.4       | A   |
|           | Right Turn | 10                     | 11                  | 113.0%  | 1.7                   | 0.8       | A   |
|           | Subtotal   | 260                    | 268                 | 103.1%  | 2.1                   | 0.4       | A   |
| Total     |            | 710                    | 735                 | 103.6%  | 2.3                   | 0.3       | A   |

Intersection 6

SE Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 72                  | 102.7%  | 37.9                  | 2.7       | D   |
|           | Through    | 10                     | 13                  | 132.0%  | 46.4                  | 15.1      | D   |
|           | Right Turn | 40                     | 41                  | 102.8%  | 5.0                   | 0.5       | A   |
|           | Subtotal   | 120                    | 126                 | 105.2%  | 27.6                  | 3.9       | C   |
| SB        | Left Turn  | 10                     | 12                  | 115.0%  | 40.1                  | 23.4      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 10                     | 12                  | 124.0%  | 4.0                   | 2.2       | A   |
|           | Subtotal   | 20                     | 24                  | 119.5%  | 24.2                  | 14.1      | C   |
| EB        | Left Turn  | 40                     | 40                  | 100.3%  | 42.3                  | 8.2       | D   |
|           | Through    | 220                    | 227                 | 103.3%  | 4.9                   | 1.7       | A   |
|           | Right Turn | 50                     | 51                  | 101.0%  | 3.4                   | 1.6       | A   |
|           | Subtotal   | 310                    | 318                 | 102.5%  | 9.8                   | 2.2       | A   |
| WB        | Left Turn  | 30                     | 32                  | 107.0%  | 46.1                  | 10.2      | D   |
|           | Through    | 180                    | 183                 | 101.8%  | 4.1                   | 1.4       | A   |
|           | Right Turn | 20                     | 21                  | 104.5%  | 2.4                   | 1.4       | A   |
|           | Subtotal   | 230                    | 236                 | 102.7%  | 9.2                   | 1.2       | A   |
| Total     |            | 680                    | 704                 | 103.5%  | 13.6                  | 1.2       | B   |

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

SE 34th Street  
2027 Build Alternative  
AM Peak Hour

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                     | 67                  | 96.0%   | 44.6                  | 5.4       | D   |
|           | Through    | 510                    | 512                 | 100.4%  | 15.4                  | 1.8       | B   |
|           | Right Turn | 250                    | 251                 | 100.4%  | 3.9                   | 1.1       | A   |
|           | Subtotal   | 830                    | 830                 | 100.0%  | 14.2                  | 1.1       | B   |
| SB        | Left Turn  | 110                    | 112                 | 101.6%  | 40.5                  | 4.5       | D   |
|           | Through    | 430                    | 428                 | 99.6%   | 12.4                  | 2.1       | B   |
|           | Right Turn | 70                     | 73                  | 104.9%  | 5.8                   | 2.7       | A   |
|           | Subtotal   | 610                    | 614                 | 100.6%  | 16.8                  | 2.4       | B   |
| EB        | Left Turn  | 60                     | 60                  | 100.3%  | 33.6                  | 8.0       | C   |
|           | Through    | 120                    | 132                 | 110.0%  | 46.1                  | 4.2       | D   |
|           | Right Turn | 50                     | 51                  | 102.4%  | 31.8                  | 13.0      | C   |
|           | Subtotal   | 230                    | 243                 | 105.8%  | 40.3                  | 4.8       | D   |
| WB        | Left Turn  | 150                    | 152                 | 101.6%  | 39.9                  | 6.4       | D   |
|           | Through    | 100                    | 108                 | 108.1%  | 34.3                  | 5.2       | C   |
|           | Right Turn | 70                     | 74                  | 105.1%  | 4.1                   | 1.0       | A   |
|           | Subtotal   | 320                    | 334                 | 104.4%  | 30.2                  | 3.6       | C   |
| Total     |            | 1,990                  | 2,021               | 101.6%  | 20.8                  | 1.1       | C   |

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

SE 34th Street  
2027 Build Alternative  
PM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 170                    | 171                 | 100.8%  | 72.9                  | 19.8      | E   |
|           | Through    | 1,110                  | 1,104               | 99.4%   | 68.0                  | 21.7      | E   |
|           | Right Turn | 330                    | 324                 | 98.2%   | 6.6                   | 1.4       | A   |
|           | Subtotal   | 1,610                  | 1,599               | 99.3%   | 57.0                  | 18.0      | E   |
| SB        | Left Turn  | 140                    | 140                 | 100.0%  | 41.4                  | 6.0       | D   |
|           | Through    | 1,100                  | 1,099               | 99.9%   | 25.1                  | 2.2       | C   |
|           | Right Turn | 70                     | 71                  | 101.3%  | 12.9                  | 3.8       | B   |
|           | Subtotal   | 1,310                  | 1,310               | 100.0%  | 26.3                  | 2.2       | C   |
| EB        | Left Turn  | 60                     | 61                  | 101.7%  | 61.9                  | 11.9      | E   |
|           | Through    | 100                    | 98                  | 97.5%   | 52.1                  | 5.5       | D   |
|           | Right Turn | 170                    | 175                 | 102.6%  | 7.2                   | 2.6       | A   |
|           | Subtotal   | 330                    | 333                 | 100.9%  | 29.9                  | 3.1       | C   |
| WB        | Left Turn  | 260                    | 263                 | 101.3%  | 45.7                  | 4.1       | D   |
|           | Through    | 150                    | 154                 | 102.6%  | 38.9                  | 5.8       | D   |
|           | Right Turn | 190                    | 181                 | 95.3%   | 7.8                   | 1.6       | A   |
|           | Subtotal   | 600                    | 598                 | 99.7%   | 31.9                  | 3.5       | C   |
| Total     |            | 3,850                  | 3,841               | 99.8%   | 40.7                  | 7.4       | D   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 30                  | 98.7%   | 18.0                  | 5.7       | B   |
|           | Through    | 10                     | 11                  | 110.0%  | 14.6                  | 8.5       | B   |
|           | Right Turn | 10                     | 11                  | 105.0%  | 5.7                   | 4.3       | A   |
|           | Subtotal   | 50                     | 51                  | 102.2%  | 15.8                  | 4.8       | B   |
| SB        | Left Turn  | 20                     | 20                  | 102.0%  | 16.7                  | 7.4       | B   |
|           | Through    | 20                     | 18                  | 89.5%   | 17.1                  | 8.4       | B   |
|           | Right Turn | 40                     | 37                  | 92.8%   | 7.3                   | 2.6       | A   |
|           | Subtotal   | 80                     | 75                  | 94.3%   | 12.6                  | 3.3       | B   |
| EB        | Left Turn  | 70                     | 67                  | 96.1%   | 15.8                  | 7.5       | B   |
|           | Through    | 480                    | 479                 | 99.8%   | 6.1                   | 1.6       | A   |
|           | Right Turn | 20                     | 22                  | 109.5%  | 5.3                   | 4.1       | A   |
|           | Subtotal   | 570                    | 568                 | 99.6%   | 7.2                   | 2.0       | A   |
| WB        | Left Turn  | 10                     | 11                  | 105.0%  | 11.3                  | 6.5       | B   |
|           | Through    | 530                    | 536                 | 101.1%  | 7.1                   | 2.2       | A   |
|           | Right Turn | 20                     | 21                  | 104.5%  | 6.0                   | 3.7       | A   |
|           | Subtotal   | 560                    | 567                 | 101.3%  | 7.1                   | 2.2       | A   |
| Total     |            | 1,260                  | 1,262               | 100.1%  | 7.8                   | 1.9       | A   |

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

SE 34th Street  
2027 Build Alternative  
PM Peak Hour

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                     | 49                  | 98.2%   | 19.0                  | 10.2      | C   |
|           | Through    | 10                     | 11                  | 109.0%  | 15.1                  | 7.9       | C   |
|           | Right Turn | 30                     | 29                  | 96.3%   | 9.1                   | 4.0       | A   |
|           | Subtotal   | 90                     | 89                  | 98.8%   | 15.3                  | 7.0       | C   |
| SB        | Left Turn  | 10                     | 10                  | 97.0%   | 11.2                  | 8.0       | B   |
|           | Through    | 10                     | 9                   | 92.0%   | 11.7                  | 9.3       | B   |
|           | Right Turn | 10                     | 10                  | 98.0%   | 10.1                  | 8.7       | B   |
|           | Subtotal   | 30                     | 29                  | 95.7%   | 11.5                  | 6.4       | B   |
| EB        | Left Turn  | 20                     | 19                  | 93.5%   | 5.2                   | 2.1       | A   |
|           | Through    | 410                    | 403                 | 98.4%   | 1.6                   | 0.3       | A   |
|           | Right Turn | 80                     | 81                  | 101.4%  | 0.8                   | 0.4       | A   |
|           | Subtotal   | 510                    | 503                 | 98.6%   | 1.6                   | 0.3       | A   |
| WB        | Left Turn  | 40                     | 39                  | 96.5%   | 5.9                   | 2.1       | A   |
|           | Through    | 500                    | 517                 | 103.4%  | 2.3                   | 0.2       | A   |
|           | Right Turn | 10                     | 11                  | 109.0%  | 1.3                   | 1.5       | A   |
|           | Subtotal   | 550                    | 566                 | 103.0%  | 2.4                   | 0.3       | A   |
| Total     |            | 1,180                  | 1,187               | 100.6%  | 3.4                   | 1.0       | A   |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 96.5%   | 35.7                  | 11.2      | D   |
|           | Through    | 10                     | 11                  | 111.0%  | 29.9                  | 16.4      | C   |
|           | Right Turn | 10                     | 11                  | 110.0%  | 6.4                   | 4.1       | A   |
|           | Subtotal   | 40                     | 41                  | 103.5%  | 27.7                  | 9.1       | C   |
| SB        | Left Turn  | 80                     | 80                  | 100.3%  | 41.9                  | 4.4       | D   |
|           | Through    | 20                     | 21                  | 103.0%  | 39.9                  | 10.5      | D   |
|           | Right Turn | 70                     | 71                  | 100.7%  | 14.1                  | 3.5       | B   |
|           | Subtotal   | 170                    | 171                 | 100.8%  | 29.6                  | 4.3       | C   |
| EB        | Left Turn  | 150                    | 147                 | 98.1%   | 14.4                  | 4.8       | B   |
|           | Through    | 270                    | 275                 | 101.7%  | 4.2                   | 1.3       | A   |
|           | Right Turn | 30                     | 30                  | 99.3%   | 2.8                   | 2.1       | A   |
|           | Subtotal   | 450                    | 451                 | 100.3%  | 7.3                   | 2.5       | A   |
| WB        | Left Turn  | 10                     | 10                  | 97.0%   | 10.9                  | 7.6       | B   |
|           | Through    | 460                    | 469                 | 101.9%  | 11.4                  | 2.8       | B   |
|           | Right Turn | 90                     | 97                  | 107.3%  | 9.2                   | 3.9       | A   |
|           | Subtotal   | 560                    | 575                 | 102.7%  | 11.0                  | 2.9       | B   |
| Total     |            | 1,220                  | 1,239               | 101.6%  | 12.9                  | 2.5       | B   |

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

SE 34th Street  
2027 Build Alternative  
PM Peak Hour

Intersection 5                      177th Avenue/34th Street                      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 18                  | 89.5%   | 16.1                  | 11.0      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 22                  | 108.0%  | 4.6                   | 1.5       | A   |
|           | Subtotal   | 40                     | 40                  | 98.8%   | 9.7                   | 5.7       | A   |
| SB        | Left Turn  | 10                     | 11                  | 107.0%  | 10.2                  | 9.1       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 50                     | 54                  | 107.6%  | 7.9                   | 3.0       | A   |
|           | Subtotal   | 60                     | 65                  | 107.5%  | 8.6                   | 4.2       | A   |
| EB        | Left Turn  | 20                     | 19                  | 94.0%   | 6.9                   | 3.4       | A   |
|           | Through    | 300                    | 302                 | 100.7%  | 1.2                   | 0.2       | A   |
|           | Right Turn | 40                     | 41                  | 101.8%  | 0.6                   | 0.2       | A   |
|           | Subtotal   | 360                    | 362                 | 100.4%  | 1.5                   | 0.3       | A   |
| WB        | Left Turn  | 20                     | 20                  | 98.5%   | 4.4                   | 1.6       | A   |
|           | Through    | 490                    | 510                 | 104.1%  | 4.2                   | 0.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 510                    | 530                 | 103.9%  | 4.2                   | 0.8       | A   |
| Total     |            | 970                    | 995                 | 102.6%  | 3.7                   | 0.7       | A   |

Intersection 6                      SE Hiddenbrook Drive/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 109                 | 109.0%  | 33.9                  | 3.3       | C   |
|           | Through    | 10                     | 10                  | 104.0%  | 42.1                  | 9.4       | D   |
|           | Right Turn | 50                     | 54                  | 107.8%  | 6.7                   | 1.3       | A   |
|           | Subtotal   | 160                    | 173                 | 108.3%  | 25.6                  | 3.0       | C   |
| SB        | Left Turn  | 20                     | 17                  | 86.0%   | 41.7                  | 12.1      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 40                     | 41                  | 102.5%  | 5.4                   | 0.8       | A   |
|           | Subtotal   | 60                     | 58                  | 97.0%   | 16.8                  | 5.6       | B   |
| EB        | Left Turn  | 10                     | 10                  | 104.0%  | 35.9                  | 14.0      | D   |
|           | Through    | 250                    | 254                 | 101.8%  | 8.7                   | 2.1       | A   |
|           | Right Turn | 70                     | 69                  | 98.6%   | 5.6                   | 2.1       | A   |
|           | Subtotal   | 330                    | 334                 | 101.2%  | 9.1                   | 1.7       | A   |
| WB        | Left Turn  | 40                     | 44                  | 110.5%  | 43.3                  | 7.1       | D   |
|           | Through    | 370                    | 386                 | 104.2%  | 6.9                   | 1.6       | A   |
|           | Right Turn | 10                     | 11                  | 106.0%  | 3.7                   | 3.1       | A   |
|           | Subtotal   | 420                    | 440                 | 104.9%  | 10.6                  | 1.8       | B   |
| Total     |            | 970                    | 1,006               | 103.7%  | 13.3                  | 1.2       | B   |



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

SE 34th Street  
2027 Build Alternative  
PM Peak Hour

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 100                    | 99                  | 99.2%   | 51.3                  | 7.0       | D   |
|           | Through    | 710                    | 716                 | 100.8%  | 28.0                  | 4.7       | C   |
|           | Right Turn | 120                    | 117                 | 97.3%   | 4.6                   | 1.1       | A   |
|           | Subtotal   | 930                    | 932                 | 100.2%  | 27.5                  | 3.9       | C   |
| SB        | Left Turn  | 180                    | 187                 | 103.8%  | 39.5                  | 4.2       | D   |
|           | Through    | 660                    | 675                 | 102.3%  | 22.0                  | 2.6       | C   |
|           | Right Turn | 90                     | 89                  | 99.1%   | 16.1                  | 2.7       | B   |
|           | Subtotal   | 930                    | 951                 | 102.3%  | 24.8                  | 1.7       | C   |
| EB        | Left Turn  | 100                    | 95                  | 95.3%   | 36.9                  | 13.1      | D   |
|           | Through    | 170                    | 175                 | 103.0%  | 47.6                  | 16.3      | D   |
|           | Right Turn | 60                     | 61                  | 101.0%  | 36.2                  | 17.2      | D   |
|           | Subtotal   | 330                    | 331                 | 100.3%  | 42.7                  | 15.1      | D   |
| WB        | Left Turn  | 260                    | 255                 | 98.2%   | 38.3                  | 5.6       | D   |
|           | Through    | 200                    | 213                 | 106.3%  | 33.3                  | 3.1       | C   |
|           | Right Turn | 100                    | 100                 | 100.0%  | 7.1                   | 1.7       | A   |
|           | Subtotal   | 560                    | 568                 | 101.4%  | 30.4                  | 3.7       | C   |
| Total     |            | 2,750                  | 2,782               | 101.1%  | 29.0                  | 3.1       | C   |

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

34th Street  
2040 No Build  
AM Peak Hour

Intersection 1 SE 164th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 110                    | 113                 | 102.5%  | 45.0                  | 8.3       | D   |
|           | Through    | 880                    | 878                 | 99.8%   | 29.3                  | 5.4       | C   |
|           | Right Turn | 420                    | 424                 | 101.0%  | 10.5                  | 1.7       | B   |
|           | Subtotal   | 1,410                  | 1,415               | 100.4%  | 25.2                  | 3.5       | C   |
| SB        | Left Turn  | 170                    | 172                 | 101.2%  | 54.6                  | 7.0       | D   |
|           | Through    | 770                    | 760                 | 98.7%   | 23.3                  | 3.1       | C   |
|           | Right Turn | 40                     | 41                  | 103.5%  | 10.8                  | 4.0       | B   |
|           | Subtotal   | 980                    | 974                 | 99.4%   | 28.4                  | 3.6       | C   |
| EB        | Left Turn  | 30                     | 26                  | 85.7%   | 58.3                  | 11.7      | E   |
|           | Through    | 60                     | 62                  | 103.7%  | 49.5                  | 4.3       | D   |
|           | Right Turn | 160                    | 164                 | 102.6%  | 7.3                   | 1.0       | A   |
|           | Subtotal   | 250                    | 252                 | 100.8%  | 23.6                  | 1.7       | C   |
| WB        | Left Turn  | 440                    | 428                 | 97.2%   | 43.3                  | 4.9       | D   |
|           | Through    | 90                     | 94                  | 104.0%  | 35.0                  | 5.8       | D   |
|           | Right Turn | 120                    | 120                 | 99.8%   | 6.8                   | 1.9       | A   |
|           | Subtotal   | 650                    | 641                 | 98.6%   | 35.4                  | 3.7       | D   |
| Total     |            | 3,290                  | 3,282               | 99.8%   | 28.1                  | 2.7       | C   |

Intersection 2 SE 168th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 40                     | 37                  | 92.5%   | 17.0                  | 5.4       | B   |
|           | Through    | 10                     | 10                  | 95.0%   | 18.6                  | 11.8      | B   |
|           | Right Turn | 10                     | 11                  | 105.0%  | 6.6                   | 4.8       | A   |
|           | Subtotal   | 60                     | 57                  | 95.0%   | 15.0                  | 3.5       | B   |
| SB        | Left Turn  | 20                     | 21                  | 106.0%  | 16.7                  | 7.8       | B   |
|           | Through    | 10                     | 11                  | 105.0%  | 19.1                  | 6.0       | B   |
|           | Right Turn | 50                     | 48                  | 96.2%   | 5.3                   | 2.1       | A   |
|           | Subtotal   | 80                     | 80                  | 99.8%   | 10.3                  | 2.2       | B   |
| EB        | Left Turn  | 40                     | 39                  | 97.0%   | 10.0                  | 2.9       | B   |
|           | Through    | 590                    | 595                 | 100.8%  | 4.9                   | 0.8       | A   |
|           | Right Turn | 20                     | 24                  | 120.5%  | 2.6                   | 1.3       | A   |
|           | Subtotal   | 650                    | 658                 | 101.2%  | 5.1                   | 0.7       | A   |
| WB        | Left Turn  | 10                     | 9                   | 88.0%   | 7.4                   | 8.2       | A   |
|           | Through    | 560                    | 557                 | 99.5%   | 3.8                   | 0.8       | A   |
|           | Right Turn | 20                     | 18                  | 90.5%   | 1.9                   | 2.3       | A   |
|           | Subtotal   | 590                    | 584                 | 99.0%   | 3.9                   | 0.8       | A   |
| Total     |            | 1,380                  | 1,378               | 99.9%   | 5.3                   | 0.6       | A   |

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

34th Street  
2040 No Build  
AM Peak Hour

Intersection 43

Pedestrian Crossing/SE 34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 620                    | 628                 | 101.3%  | 2.2                   | 0.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 620                    | 628                 | 101.3%  | 2.2                   | 0.8       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 590                    | 587                 | 99.5%   | 1.1                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 590                    | 587                 | 99.5%   | 1.1                   | 0.6       | A   |
| Total     |            | 1,210                  | 1,216               | 100.5%  | 1.7                   | 0.6       | A   |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 80                     | 81                  | 101.8%  | 19.4                  | 9.6       | C   |
|           | Through    | 10                     | 11                  | 106.0%  | 15.5                  | 5.1       | C   |
|           | Right Turn | 30                     | 30                  | 100.3%  | 10.4                  | 5.7       | B   |
|           | Subtotal   | 120                    | 122                 | 101.8%  | 17.0                  | 7.4       | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 31                  | 102.3%  | 4.1                   | 0.9       | A   |
|           | Subtotal   | 30                     | 31                  | 102.3%  | 4.1                   | 0.9       | A   |
| EB        | Left Turn  | 10                     | 11                  | 105.0%  | 2.2                   | 1.2       | A   |
|           | Through    | 580                    | 592                 | 102.0%  | 0.8                   | 0.2       | A   |
|           | Right Turn | 30                     | 27                  | 88.3%   | 0.6                   | 0.8       | A   |
|           | Subtotal   | 620                    | 629                 | 101.4%  | 0.8                   | 0.2       | A   |
| WB        | Left Turn  | 30                     | 30                  | 101.0%  | 4.6                   | 1.3       | A   |
|           | Through    | 480                    | 479                 | 99.8%   | 1.6                   | 0.4       | A   |
|           | Right Turn | 10                     | 10                  | 101.0%  | 1.3                   | 1.3       | A   |
|           | Subtotal   | 520                    | 520                 | 99.9%   | 1.8                   | 0.4       | A   |
| Total     |            | 1,290                  | 1,301               | 100.9%  | 2.8                   | 0.6       | A   |

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

34th Street  
2040 No Build  
AM Peak Hour

Intersection 4

SE 176th Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 94.5%   | 43.8                  | 11.9      | D   |
|           | Through    | 20                     | 22                  | 112.0%  | 43.2                  | 11.6      | D   |
|           | Right Turn | 10                     | 12                  | 122.0%  | 14.9                  | 18.6      | B   |
|           | Subtotal   | 50                     | 54                  | 107.0%  | 36.8                  | 10.0      | D   |
| SB        | Left Turn  | 70                     | 67                  | 96.0%   | 41.7                  | 7.1       | D   |
|           | Through    | 10                     | 10                  | 98.0%   | 43.7                  | 14.4      | D   |
|           | Right Turn | 160                    | 157                 | 98.2%   | 8.5                   | 1.9       | A   |
|           | Subtotal   | 240                    | 234                 | 97.5%   | 20.2                  | 1.8       | C   |
| EB        | Left Turn  | 120                    | 119                 | 98.9%   | 6.3                   | 0.9       | A   |
|           | Through    | 470                    | 483                 | 102.7%  | 3.3                   | 0.9       | A   |
|           | Right Turn | 20                     | 22                  | 111.0%  | 1.3                   | 1.0       | A   |
|           | Subtotal   | 610                    | 623                 | 102.2%  | 3.7                   | 0.7       | A   |
| WB        | Left Turn  | 10                     | 10                  | 95.0%   | 5.9                   | 4.6       | A   |
|           | Through    | 340                    | 343                 | 100.8%  | 4.7                   | 1.2       | A   |
|           | Right Turn | 60                     | 58                  | 96.3%   | 2.9                   | 1.1       | A   |
|           | Subtotal   | 410                    | 410                 | 100.0%  | 4.5                   | 1.0       | A   |
| Total     |            | 1,310                  | 1,321               | 100.8%  | 8.2                   | 0.8       | A   |

Intersection 5

SE 177th Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 27                  | 88.7%   | 11.7                  | 4.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 23                  | 115.5%  | 5.1                   | 2.4       | A   |
|           | Subtotal   | 50                     | 50                  | 99.4%   | 8.5                   | 2.7       | A   |
| SB        | Left Turn  | 30                     | 32                  | 105.0%  | 11.9                  | 5.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 68                  | 112.5%  | 3.5                   | 0.6       | A   |
|           | Subtotal   | 90                     | 99                  | 110.0%  | 6.0                   | 1.4       | A   |
| EB        | Left Turn  | 150                    | 147                 | 97.9%   | 4.3                   | 1.1       | A   |
|           | Through    | 380                    | 394                 | 103.7%  | 1.0                   | 0.2       | A   |
|           | Right Turn | 20                     | 21                  | 103.5%  | 0.9                   | 0.5       | A   |
|           | Subtotal   | 550                    | 562                 | 102.1%  | 1.9                   | 0.4       | A   |
| WB        | Left Turn  | 10                     | 11                  | 107.0%  | 2.7                   | 1.9       | A   |
|           | Through    | 320                    | 318                 | 99.3%   | 2.4                   | 0.4       | A   |
|           | Right Turn | 40                     | 42                  | 103.8%  | 1.7                   | 0.6       | A   |
|           | Subtotal   | 370                    | 370                 | 99.9%   | 2.3                   | 0.4       | A   |
| Total     |            | 1,060                  | 1,080               | 101.9%  | 2.7                   | 0.4       | A   |

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

34th Street  
2040 No Build  
AM Peak Hour

Intersection 6

SE Hiddenbrook Drive/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 80                     | 75                  | 94.0%   | 38.2                  | 6.3       | D   |
|           | Through    | 60                     | 58                  | 97.0%   | 45.5                  | 7.9       | D   |
|           | Right Turn | 40                     | 41                  | 102.0%  | 4.9                   | 0.8       | A   |
|           | Subtotal   | 180                    | 174                 | 96.8%   | 32.2                  | 4.8       | C   |
| SB        | Left Turn  | 60                     | 61                  | 101.7%  | 42.7                  | 5.2       | D   |
|           | Through    | 30                     | 30                  | 101.0%  | 33.4                  | 4.5       | C   |
|           | Right Turn | 60                     | 62                  | 103.3%  | 11.1                  | 4.0       | B   |
|           | Subtotal   | 150                    | 153                 | 102.2%  | 27.5                  | 3.3       | C   |
| EB        | Left Turn  | 100                    | 110                 | 110.3%  | 40.6                  | 2.7       | D   |
|           | Through    | 270                    | 276                 | 102.1%  | 5.9                   | 1.6       | A   |
|           | Right Turn | 60                     | 60                  | 100.2%  | 4.3                   | 1.6       | A   |
|           | Subtotal   | 430                    | 446                 | 103.8%  | 15.0                  | 1.6       | B   |
| WB        | Left Turn  | 40                     | 38                  | 96.0%   | 46.7                  | 11.5      | D   |
|           | Through    | 230                    | 234                 | 101.7%  | 9.3                   | 2.5       | A   |
|           | Right Turn | 100                    | 98                  | 97.7%   | 5.4                   | 1.7       | A   |
|           | Subtotal   | 370                    | 370                 | 100.0%  | 12.5                  | 2.2       | B   |
| Total     |            | 1,130                  | 1,144               | 101.2%  | 18.7                  | 1.9       | B   |

Intersection 33

Driveway/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 330                    | 342                 | 103.5%  | 1.6                   | 0.4       | A   |
|           | Right Turn | 40                     | 41                  | 101.5%  | 1.5                   | 0.7       | A   |
|           | Subtotal   | 370                    | 382                 | 103.3%  | 1.5                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 370                    | 373                 | 100.8%  | 1.9                   | 0.2       | A   |
|           | Right Turn | 10                     | 10                  | 101.0%  | 1.9                   | 1.1       | A   |
|           | Subtotal   | 380                    | 383                 | 100.8%  | 1.9                   | 0.2       | A   |
| Total     |            | 750                    | 765                 | 102.0%  | 1.7                   | 0.2       | A   |

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

34th Street  
2040 No Build  
AM Peak Hour

Intersection 7

SE 192nd Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 120                    | 116                 | 96.7%   | 43.0                  | 4.0       | D   |
|           | Through    | 630                    | 636                 | 100.9%  | 16.5                  | 1.9       | B   |
|           | Right Turn | 290                    | 291                 | 100.2%  | 8.0                   | 1.1       | A   |
|           | Subtotal   | 1,040                  | 1,042               | 100.2%  | 17.0                  | 1.2       | B   |
| SB        | Left Turn  | 140                    | 142                 | 101.4%  | 78.1                  | 15.7      | E   |
|           | Through    | 520                    | 523                 | 100.5%  | 17.8                  | 3.2       | B   |
|           | Right Turn | 90                     | 91                  | 101.3%  | 9.3                   | 2.2       | A   |
|           | Subtotal   | 750                    | 756                 | 100.8%  | 28.6                  | 4.1       | C   |
| EB        | Left Turn  | 80                     | 76                  | 94.4%   | 27.2                  | 7.0       | C   |
|           | Through    | 160                    | 170                 | 106.1%  | 34.9                  | 4.6       | C   |
|           | Right Turn | 90                     | 96                  | 106.9%  | 23.9                  | 6.5       | C   |
|           | Subtotal   | 330                    | 341                 | 103.5%  | 30.3                  | 4.4       | C   |
| WB        | Left Turn  | 170                    | 179                 | 105.2%  | 31.1                  | 4.4       | C   |
|           | Through    | 170                    | 168                 | 98.8%   | 31.7                  | 5.6       | C   |
|           | Right Turn | 100                    | 103                 | 103.2%  | 15.8                  | 4.2       | B   |
|           | Subtotal   | 440                    | 450                 | 102.3%  | 27.8                  | 4.1       | C   |
| Total     |            | 2,560                  | 2,589               | 101.1%  | 24.1                  | 1.4       | C   |

Intersection 30

Shopping Center Driveway/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  | 20                     | 21                  | 106.0%  | 4.9                   | 1.5       | A   |
|           | Through    | 510                    | 529                 | 103.8%  | 1.2                   | 0.1       | A   |
|           | Right Turn | 60                     | 62                  | 102.8%  | 1.1                   | 0.3       | A   |
|           | Subtotal   | 590                    | 612                 | 103.8%  | 1.3                   | 0.2       | A   |
| WB        | Left Turn  | 30                     | 30                  | 100.3%  | 6.1                   | 1.6       | A   |
|           | Through    | 440                    | 455                 | 103.5%  | 2.1                   | 0.6       | A   |
|           | Right Turn | 100                    | 103                 | 103.3%  | 1.8                   | 0.6       | A   |
|           | Subtotal   | 570                    | 589                 | 103.3%  | 2.3                   | 0.6       | A   |
| Total     |            | 1,160                  | 1,201               | 103.5%  | 1.8                   | 0.3       | A   |

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

34th Street  
2040 No Build  
PM Peak Hour

Intersection 1 SE 164th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 190                    | 181                 | 95.2%   | 66.4                  | 16.2      | E   |
|           | Through    | 1,290                  | 1,276               | 98.9%   | 48.2                  | 16.4      | D   |
|           | Right Turn | 460                    | 459                 | 99.8%   | 12.1                  | 2.0       | B   |
|           | Subtotal   | 1,940                  | 1,916               | 98.8%   | 41.7                  | 11.1      | D   |
| SB        | Left Turn  | 170                    | 175                 | 103.2%  | 76.8                  | 15.7      | E   |
|           | Through    | 1,270                  | 1,268               | 99.9%   | 31.7                  | 3.9       | C   |
|           | Right Turn | 80                     | 80                  | 99.5%   | 21.0                  | 5.4       | C   |
|           | Subtotal   | 1,520                  | 1,523               | 100.2%  | 35.9                  | 3.3       | D   |
| EB        | Left Turn  | 70                     | 67                  | 96.1%   | 69.0                  | 13.9      | E   |
|           | Through    | 100                    | 102                 | 101.9%  | 53.4                  | 5.1       | D   |
|           | Right Turn | 190                    | 194                 | 102.3%  | 12.1                  | 3.8       | B   |
|           | Subtotal   | 360                    | 364                 | 101.0%  | 35.6                  | 4.1       | D   |
| WB        | Left Turn  | 500                    | 489                 | 97.8%   | 46.1                  | 6.3       | D   |
|           | Through    | 170                    | 174                 | 102.6%  | 37.8                  | 4.7       | D   |
|           | Right Turn | 220                    | 221                 | 100.6%  | 13.1                  | 2.5       | B   |
|           | Subtotal   | 890                    | 885                 | 99.4%   | 36.1                  | 4.6       | D   |
| Total     |            | 4,710                  | 4,688               | 99.5%   | 38.3                  | 4.9       | D   |

Intersection 2 SE 168th Avenue/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 31                  | 104.7%  | 14.1                  | 5.6       | B   |
|           | Through    | 20                     | 21                  | 105.0%  | 20.4                  | 9.5       | C   |
|           | Right Turn | 10                     | 11                  | 114.0%  | 7.2                   | 3.7       | A   |
|           | Subtotal   | 60                     | 64                  | 106.3%  | 15.4                  | 4.8       | B   |
| SB        | Left Turn  | 30                     | 29                  | 97.3%   | 19.3                  | 3.5       | B   |
|           | Through    | 20                     | 19                  | 97.0%   | 16.7                  | 10.2      | B   |
|           | Right Turn | 40                     | 39                  | 98.0%   | 6.3                   | 1.5       | A   |
|           | Subtotal   | 90                     | 88                  | 97.6%   | 12.9                  | 3.0       | B   |
| EB        | Left Turn  | 80                     | 80                  | 100.3%  | 18.6                  | 7.0       | B   |
|           | Through    | 630                    | 642                 | 102.0%  | 6.0                   | 1.1       | A   |
|           | Right Turn | 20                     | 23                  | 117.0%  | 3.7                   | 2.4       | A   |
|           | Subtotal   | 730                    | 746                 | 102.2%  | 7.4                   | 1.6       | A   |
| WB        | Left Turn  | 10                     | 10                  | 95.0%   | 5.1                   | 4.2       | A   |
|           | Through    | 820                    | 814                 | 99.3%   | 5.9                   | 1.9       | A   |
|           | Right Turn | 20                     | 22                  | 112.0%  | 3.1                   | 4.8       | A   |
|           | Subtotal   | 850                    | 846                 | 99.5%   | 5.8                   | 2.0       | A   |
| Total     |            | 1,730                  | 1,743               | 100.8%  | 7.2                   | 1.4       | A   |

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

34th Street  
2040 No Build  
PM Peak Hour

Intersection 43

Pedestrian Crossing/SE 34th Street

Signal

| Direction | Movement   | Demand<br>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  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 670                    | 674                 | 100.6%  | 1.7                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 670                    | 674                 | 100.6%  | 1.7                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 850                    | 853                 | 100.4%  | 1.1                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 850                    | 853                 | 100.4%  | 1.1                   | 0.6       | A   |
| Total     |            | 1,520                  | 1,527               | 100.5%  | 1.4                   | 0.4       | A   |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 56                  | 93.5%   | 28.3                  | 23.6      | D   |
|           | Through    | 10                     | 11                  | 106.0%  | 37.9                  | 35.3      | E   |
|           | Right Turn | 30                     | 31                  | 101.7%  | 13.6                  | 13.7      | B   |
|           | Subtotal   | 100                    | 97                  | 97.2%   | 24.9                  | 20.6      | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 10                     | 10                  | 95.0%   | 21.7                  | 14.6      | C   |
|           | Right Turn | 10                     | 11                  | 113.0%  | 7.3                   | 5.4       | A   |
|           | Subtotal   | 20                     | 21                  | 104.0%  | 14.7                  | 9.8       | B   |
| EB        | Left Turn  | 20                     | 20                  | 101.0%  | 5.3                   | 3.2       | A   |
|           | Through    | 560                    | 566                 | 101.0%  | 1.0                   | 0.2       | A   |
|           | Right Turn | 90                     | 86                  | 96.0%   | 0.6                   | 0.3       | A   |
|           | Subtotal   | 670                    | 672                 | 100.3%  | 1.1                   | 0.2       | A   |
| WB        | Left Turn  | 50                     | 49                  | 98.6%   | 5.7                   | 1.2       | A   |
|           | Through    | 780                    | 789                 | 101.2%  | 2.9                   | 0.4       | A   |
|           | Right Turn | 10                     | 10                  | 96.0%   | 2.7                   | 1.6       | A   |
|           | Subtotal   | 840                    | 848                 | 101.0%  | 3.1                   | 0.4       | A   |
| Total     |            | 1,630                  | 1,638               | 100.5%  | 3.6                   | 1.2       | A   |



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

34th Street  
2040 No Build  
PM Peak Hour

Intersection 4

SE 176th Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 21                  | 104.5%  | 41.5                  | 14.2      | D   |
|           | Through    | 20                     | 21                  | 104.5%  | 34.4                  | 19.7      | C   |
|           | Right Turn | 10                     | 10                  | 103.0%  | 7.7                   | 5.9       | A   |
|           | Subtotal   | 50                     | 52                  | 104.2%  | 31.9                  | 10.3      | C   |
| SB        | Left Turn  | 90                     | 86                  | 95.2%   | 45.4                  | 5.7       | D   |
|           | Through    | 30                     | 30                  | 100.7%  | 32.9                  | 5.4       | C   |
|           | Right Turn | 90                     | 92                  | 102.6%  | 13.1                  | 3.2       | B   |
|           | Subtotal   | 210                    | 208                 | 99.1%   | 29.2                  | 3.5       | C   |
| EB        | Left Turn  | 190                    | 194                 | 101.9%  | 16.0                  | 4.4       | B   |
|           | Through    | 370                    | 372                 | 100.5%  | 4.5                   | 1.1       | A   |
|           | Right Turn | 30                     | 30                  | 99.0%   | 2.5                   | 2.1       | A   |
|           | Subtotal   | 590                    | 595                 | 100.9%  | 8.3                   | 2.2       | A   |
| WB        | Left Turn  | 20                     | 18                  | 91.0%   | 7.4                   | 2.6       | A   |
|           | Through    | 730                    | 723                 | 99.0%   | 8.9                   | 1.7       | A   |
|           | Right Turn | 100                    | 98                  | 97.8%   | 5.4                   | 1.5       | A   |
|           | Subtotal   | 850                    | 839                 | 98.7%   | 8.5                   | 1.6       | A   |
| Total     |            | 1,700                  | 1,694               | 99.7%   | 11.7                  | 1.5       | B   |

Intersection 5

SE 177th Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 30                  | 98.7%   | 19.5                  | 6.2       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 21                  | 103.5%  | 5.1                   | 3.9       | A   |
|           | Subtotal   | 50                     | 50                  | 100.6%  | 13.5                  | 3.9       | B   |
| SB        | Left Turn  | 50                     | 51                  | 102.2%  | 18.3                  | 9.3       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 150                    | 146                 | 97.6%   | 8.1                   | 2.9       | A   |
|           | Subtotal   | 200                    | 198                 | 98.8%   | 10.8                  | 3.7       | B   |
| EB        | Left Turn  | 40                     | 39                  | 97.0%   | 5.5                   | 1.6       | A   |
|           | Through    | 390                    | 388                 | 99.6%   | 1.3                   | 0.3       | A   |
|           | Right Turn | 40                     | 41                  | 102.0%  | 0.7                   | 0.2       | A   |
|           | Subtotal   | 470                    | 468                 | 99.6%   | 1.6                   | 0.3       | A   |
| WB        | Left Turn  | 20                     | 19                  | 93.5%   | 5.2                   | 2.0       | A   |
|           | Through    | 670                    | 663                 | 99.0%   | 3.1                   | 0.3       | A   |
|           | Right Turn | 20                     | 20                  | 98.0%   | 2.4                   | 1.4       | A   |
|           | Subtotal   | 710                    | 702                 | 98.8%   | 3.1                   | 0.4       | A   |
| Total     |            | 1,430                  | 1,417               | 99.1%   | 4.0                   | 0.7       | A   |

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

34th Street  
2040 No Build  
PM Peak Hour

Intersection 6 SE Hiddenbrook Drive/SE 34th Street Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 110                    | 109                 | 99.2%   | 35.3                  | 4.9       | D   |
|           | Through    | 30                     | 31                  | 103.7%  | 35.9                  | 8.6       | D   |
|           | Right Turn | 60                     | 64                  | 105.8%  | 5.8                   | 1.3       | A   |
|           | Subtotal   | 200                    | 204                 | 101.9%  | 26.5                  | 4.0       | C   |
| SB        | Left Turn  | 160                    | 166                 | 103.7%  | 35.5                  | 4.6       | D   |
|           | Through    | 50                     | 50                  | 99.4%   | 33.2                  | 6.4       | C   |
|           | Right Turn | 160                    | 159                 | 99.3%   | 16.2                  | 3.1       | B   |
|           | Subtotal   | 370                    | 374                 | 101.2%  | 26.4                  | 3.1       | C   |
| EB        | Left Turn  | 50                     | 47                  | 94.0%   | 47.9                  | 7.2       | D   |
|           | Through    | 330                    | 326                 | 98.8%   | 9.0                   | 2.1       | A   |
|           | Right Turn | 80                     | 84                  | 105.1%  | 4.8                   | 1.9       | A   |
|           | Subtotal   | 460                    | 457                 | 99.4%   | 12.3                  | 2.3       | B   |
| WB        | Left Turn  | 40                     | 42                  | 104.5%  | 46.7                  | 6.4       | D   |
|           | Through    | 440                    | 434                 | 98.7%   | 8.3                   | 1.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 480                    | 476                 | 99.2%   | 12.2                  | 2.2       | B   |
| Total     |            | 1,510                  | 1,511               | 100.1%  | 17.7                  | 1.4       | B   |

Intersection 33 Driveway/SE 34th Street Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 20                  | 98.5%   | 5.6                   | 1.3       | A   |
| SB        | Subtotal   | 20                     | 20                  | 98.5%   | 5.6                   | 1.3       | A   |
|           | Left Turn  | 10                     | 8                   | 82.0%   | 8.0                   | 5.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 40                     | 38                  | 95.0%   | 6.6                   | 1.6       | A   |
| EB        | Subtotal   | 50                     | 46                  | 92.4%   | 7.3                   | 2.1       | A   |
|           | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 550                    | 556                 | 101.2%  | 1.2                   | 0.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
| WB        | Subtotal   | 550                    | 556                 | 101.2%  | 1.2                   | 0.2       | A   |
|           | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 440                    | 437                 | 99.3%   | 1.3                   | 0.2       | A   |
|           | Right Turn | 10                     | 12                  | 117.0%  | 1.3                   | 0.8       | A   |
| WB        | Subtotal   | 450                    | 449                 | 99.7%   | 1.2                   | 0.2       | A   |
|           | Total      | 1,070                  | 1,071               | 100.1%  | 1.6                   | 0.3       | A   |

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

34th Street  
2040 No Build  
PM Peak Hour

Intersection 7

SE 192nd Avenue/SE 34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 140                    | 135                 | 96.4%   | 57.8                  | 11.1      | E   |
|           | Through    | 880                    | 887                 | 100.8%  | 28.2                  | 2.6       | C   |
|           | Right Turn | 140                    | 140                 | 100.1%  | 8.3                   | 1.7       | A   |
|           | Subtotal   | 1,160                  | 1,162               | 100.1%  | 29.6                  | 3.0       | C   |
| SB        | Left Turn  | 240                    | 239                 | 99.5%   | 64.9                  | 10.7      | E   |
|           | Through    | 790                    | 788                 | 99.8%   | 25.7                  | 2.6       | C   |
|           | Right Turn | 110                    | 112                 | 101.5%  | 22.7                  | 5.8       | C   |
|           | Subtotal   | 1,140                  | 1,139               | 99.9%   | 33.9                  | 4.6       | C   |
| EB        | Left Turn  | 170                    | 161                 | 94.8%   | 28.7                  | 3.9       | C   |
|           | Through    | 250                    | 263                 | 105.3%  | 35.5                  | 4.2       | D   |
|           | Right Turn | 160                    | 164                 | 102.5%  | 29.8                  | 5.9       | C   |
|           | Subtotal   | 580                    | 588                 | 101.4%  | 31.9                  | 2.7       | C   |
| WB        | Left Turn  | 300                    | 305                 | 101.8%  | 45.7                  | 13.3      | D   |
|           | Through    | 200                    | 203                 | 101.4%  | 30.5                  | 3.2       | C   |
|           | Right Turn | 130                    | 129                 | 98.8%   | 19.3                  | 4.1       | B   |
|           | Subtotal   | 630                    | 637                 | 101.1%  | 35.8                  | 7.1       | D   |
| Total     |            | 3,510                  | 3,526               | 100.4%  | 32.5                  | 2.0       | C   |

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

SE 34th Street  
2040 Build Alternative  
AM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 110                    | 114                 | 103.5%  | 51.7                  | 6.4       | D   |
|           | Through    | 880                    | 888                 | 100.9%  | 44.0                  | 8.6       | D   |
|           | Right Turn | 420                    | 415                 | 98.7%   | 6.2                   | 1.0       | A   |
|           | Subtotal   | 1,410                  | 1,417               | 100.5%  | 33.9                  | 6.2       | C   |
| SB        | Left Turn  | 170                    | 170                 | 100.2%  | 62.0                  | 8.6       | E   |
|           | Through    | 770                    | 751                 | 97.5%   | 29.2                  | 2.5       | C   |
|           | Right Turn | 40                     | 39                  | 97.0%   | 13.1                  | 3.7       | B   |
|           | Subtotal   | 980                    | 960                 | 98.0%   | 34.5                  | 3.1       | C   |
| EB        | Left Turn  | 30                     | 29                  | 95.0%   | 59.1                  | 14.0      | E   |
|           | Through    | 60                     | 60                  | 100.5%  | 58.3                  | 11.3      | E   |
|           | Right Turn | 160                    | 159                 | 99.4%   | 7.2                   | 1.4       | A   |
|           | Subtotal   | 250                    | 248                 | 99.1%   | 23.6                  | 4.4       | C   |
| WB        | Left Turn  | 440                    | 436                 | 99.0%   | 46.3                  | 6.2       | D   |
|           | Through    | 90                     | 93                  | 103.2%  | 28.7                  | 7.6       | C   |
|           | Right Turn | 120                    | 120                 | 100.0%  | 6.8                   | 1.7       | A   |
|           | Subtotal   | 650                    | 649                 | 99.8%   | 36.0                  | 4.1       | D   |
| Total     |            | 3,290                  | 3,273               | 99.5%   | 33.8                  | 2.5       | C   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 40                     | 40                  | 100.0%  | 18.1                  | 4.3       | B   |
|           | Through    | 10                     | 10                  | 97.0%   | 17.9                  | 11.9      | B   |
|           | Right Turn | 10                     | 10                  | 101.0%  | 8.5                   | 5.7       | A   |
|           | Subtotal   | 60                     | 60                  | 99.7%   | 16.7                  | 2.5       | B   |
| SB        | Left Turn  | 20                     | 18                  | 92.0%   | 18.4                  | 7.1       | B   |
|           | Through    | 10                     | 12                  | 117.0%  | 16.2                  | 8.3       | B   |
|           | Right Turn | 50                     | 52                  | 104.4%  | 8.9                   | 2.1       | A   |
|           | Subtotal   | 80                     | 82                  | 102.9%  | 12.4                  | 2.7       | B   |
| EB        | Left Turn  | 40                     | 39                  | 97.3%   | 17.1                  | 5.8       | B   |
|           | Through    | 590                    | 593                 | 100.4%  | 7.6                   | 1.5       | A   |
|           | Right Turn | 20                     | 23                  | 113.5%  | 5.7                   | 3.0       | A   |
|           | Subtotal   | 650                    | 654                 | 100.6%  | 8.1                   | 1.6       | A   |
| WB        | Left Turn  | 10                     | 9                   | 93.0%   | 10.9                  | 7.8       | B   |
|           | Through    | 560                    | 558                 | 99.7%   | 6.4                   | 1.0       | A   |
|           | Right Turn | 20                     | 18                  | 90.5%   | 6.4                   | 2.2       | A   |
|           | Subtotal   | 590                    | 586                 | 99.3%   | 6.5                   | 1.0       | A   |
| Total     |            | 1,380                  | 1,382               | 100.1%  | 8.1                   | 0.9       | A   |

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

SE 34th Street  
2040 Build Alternative  
AM Peak Hour

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 80                     | 78                  | 97.6%   | 24.9                  | 5.4       | C   |
|           | Through    | 10                     | 11                  | 113.0%  | 17.3                  | 14.0      | C   |
|           | Right Turn | 30                     | 29                  | 97.7%   | 17.0                  | 9.3       | C   |
|           | Subtotal   | 120                    | 119                 | 98.9%   | 22.8                  | 5.1       | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 30                     | 28                  | 93.3%   | 6.4                   | 2.5       | A   |
|           | Subtotal   | 30                     | 28                  | 93.3%   | 6.4                   | 2.5       | A   |
| EB        | Left Turn  | 10                     | 9                   | 92.0%   | 4.0                   | 2.3       | A   |
|           | Through    | 580                    | 579                 | 99.9%   | 1.7                   | 0.5       | A   |
|           | Right Turn | 30                     | 31                  | 103.7%  | 1.0                   | 0.5       | A   |
|           | Subtotal   | 620                    | 620                 | 99.9%   | 1.7                   | 0.5       | A   |
| WB        | Left Turn  | 30                     | 30                  | 98.3%   | 7.2                   | 2.9       | A   |
|           | Through    | 480                    | 481                 | 100.1%  | 1.7                   | 0.3       | A   |
|           | Right Turn | 10                     | 10                  | 98.0%   | 1.2                   | 1.1       | A   |
|           | Subtotal   | 520                    | 520                 | 100.0%  | 2.0                   | 0.3       | A   |
| Total     |            | 1,290                  | 1,286               | 99.7%   | 3.7                   | 0.5       | A   |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 97.5%   | 44.7                  | 16.7      | D   |
|           | Through    | 20                     | 20                  | 100.0%  | 27.5                  | 13.6      | C   |
|           | Right Turn | 10                     | 10                  | 99.0%   | 5.9                   | 4.7       | A   |
|           | Subtotal   | 50                     | 49                  | 98.8%   | 31.5                  | 8.3       | C   |
| SB        | Left Turn  | 70                     | 64                  | 91.7%   | 43.3                  | 6.5       | D   |
|           | Through    | 10                     | 11                  | 108.0%  | 42.7                  | 24.9      | D   |
|           | Right Turn | 160                    | 159                 | 99.1%   | 10.9                  | 4.5       | B   |
|           | Subtotal   | 240                    | 234                 | 97.3%   | 21.4                  | 5.0       | C   |
| EB        | Left Turn  | 120                    | 118                 | 98.6%   | 8.3                   | 1.3       | A   |
|           | Through    | 470                    | 479                 | 101.9%  | 5.8                   | 1.1       | A   |
|           | Right Turn | 20                     | 19                  | 94.5%   | 3.0                   | 2.2       | A   |
|           | Subtotal   | 610                    | 616                 | 101.0%  | 6.2                   | 1.0       | A   |
| WB        | Left Turn  | 10                     | 9                   | 93.0%   | 7.6                   | 7.2       | A   |
|           | Through    | 340                    | 344                 | 101.0%  | 6.7                   | 2.2       | A   |
|           | Right Turn | 60                     | 63                  | 105.2%  | 3.7                   | 1.7       | A   |
|           | Subtotal   | 410                    | 416                 | 101.4%  | 6.3                   | 1.9       | A   |
| Total     |            | 1,310                  | 1,315               | 100.4%  | 10.0                  | 1.3       | A   |

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

SE 34th Street  
2040 Build Alternative  
AM Peak Hour

Intersection 5

177th Avenue/34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 27                  | 91.3%   | 16.2                  | 5.2       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 21                  | 103.0%  | 6.8                   | 2.5       | A   |
|           | Subtotal   | 50                     | 48                  | 96.0%   | 11.4                  | 3.8       | B   |
| SB        | Left Turn  | 30                     | 31                  | 103.7%  | 14.7                  | 6.4       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 65                  | 107.7%  | 5.4                   | 1.5       | A   |
|           | Subtotal   | 90                     | 96                  | 106.3%  | 8.3                   | 2.4       | A   |
| EB        | Left Turn  | 150                    | 149                 | 99.4%   | 4.6                   | 0.8       | A   |
|           | Through    | 380                    | 394                 | 103.6%  | 1.2                   | 0.2       | A   |
|           | Right Turn | 20                     | 19                  | 97.0%   | 1.0                   | 0.7       | A   |
|           | Subtotal   | 550                    | 562                 | 102.2%  | 2.2                   | 0.3       | A   |
| WB        | Left Turn  | 10                     | 7                   | 73.0%   | 4.2                   | 2.9       | A   |
|           | Through    | 320                    | 315                 | 98.4%   | 2.7                   | 0.4       | A   |
|           | Right Turn | 40                     | 39                  | 97.3%   | 2.3                   | 0.8       | A   |
|           | Subtotal   | 370                    | 361                 | 97.6%   | 2.7                   | 0.3       | A   |
| Total     |            | 1,060                  | 1,067               | 100.6%  | 3.4                   | 0.6       | A   |

Intersection 6

SE Hiddenbrook Drive/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 80                     | 75                  | 93.3%   | 39.8                  | 7.1       | D   |
|           | Through    | 60                     | 64                  | 106.7%  | 45.8                  | 7.8       | D   |
|           | Right Turn | 40                     | 41                  | 101.5%  | 7.2                   | 2.1       | A   |
|           | Subtotal   | 180                    | 179                 | 99.6%   | 35.8                  | 5.4       | D   |
| SB        | Left Turn  | 60                     | 60                  | 99.5%   | 34.2                  | 3.8       | C   |
|           | Through    | 30                     | 30                  | 100.3%  | 33.6                  | 8.4       | C   |
|           | Right Turn | 60                     | 58                  | 96.2%   | 9.1                   | 2.7       | A   |
|           | Subtotal   | 150                    | 148                 | 98.3%   | 23.5                  | 2.1       | C   |
| EB        | Left Turn  | 100                    | 99                  | 98.7%   | 39.2                  | 5.0       | D   |
|           | Through    | 270                    | 274                 | 101.4%  | 8.0                   | 0.9       | A   |
|           | Right Turn | 60                     | 61                  | 101.8%  | 5.1                   | 2.1       | A   |
|           | Subtotal   | 430                    | 434                 | 100.8%  | 15.1                  | 2.1       | B   |
| WB        | Left Turn  | 40                     | 43                  | 106.3%  | 42.5                  | 6.7       | D   |
|           | Through    | 230                    | 227                 | 98.5%   | 11.9                  | 2.1       | B   |
|           | Right Turn | 100                    | 97                  | 97.4%   | 8.0                   | 1.4       | A   |
|           | Subtotal   | 370                    | 366                 | 99.0%   | 14.1                  | 2.2       | B   |
| Total     |            | 1,130                  | 1,127               | 99.7%   | 19.2                  | 1.2       | B   |

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

SE 34th Street  
2040 Build Alternative  
AM Peak Hour

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 120                    | 112                 | 93.0%   | 46.7                  | 5.2       | D   |
|           | Through    | 630                    | 624                 | 99.0%   | 22.9                  | 3.7       | C   |
|           | Right Turn | 290                    | 289                 | 99.7%   | 5.4                   | 1.2       | A   |
|           | Subtotal   | 1,040                  | 1,024               | 98.5%   | 20.6                  | 2.7       | C   |
| SB        | Left Turn  | 140                    | 140                 | 100.3%  | 40.7                  | 5.3       | D   |
|           | Through    | 520                    | 528                 | 101.5%  | 20.3                  | 2.6       | C   |
|           | Right Turn | 90                     | 92                  | 101.9%  | 11.7                  | 4.1       | B   |
|           | Subtotal   | 750                    | 760                 | 101.3%  | 23.0                  | 2.3       | C   |
| EB        | Left Turn  | 80                     | 75                  | 93.4%   | 31.4                  | 8.7       | C   |
|           | Through    | 160                    | 173                 | 107.8%  | 40.3                  | 7.8       | D   |
|           | Right Turn | 90                     | 91                  | 100.8%  | 33.9                  | 10.3      | C   |
|           | Subtotal   | 330                    | 338                 | 102.4%  | 36.9                  | 6.9       | D   |
| WB        | Left Turn  | 170                    | 166                 | 97.8%   | 35.6                  | 7.9       | D   |
|           | Through    | 170                    | 176                 | 103.2%  | 28.3                  | 4.8       | C   |
|           | Right Turn | 100                    | 102                 | 101.8%  | 5.2                   | 1.3       | A   |
|           | Subtotal   | 440                    | 444                 | 100.8%  | 25.8                  | 3.9       | C   |
| Total     |            | 2,560                  | 2,566               | 100.2%  | 24.4                  | 1.7       | C   |

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

SE 34th Street  
2040 Build Alternative  
PM Peak Hour

Intersection 1                      164th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 190                    | 165                 | 86.9%   | 138.7                 | 19.5      | F   |
|           | Through    | 1,290                  | 1,126               | 87.3%   | 141.0                 | 3.7       | F   |
|           | Right Turn | 460                    | 415                 | 90.2%   | 19.4                  | 1.7       | B   |
|           | Subtotal   | 1,940                  | 1,706               | 87.9%   | 112.7                 | 4.4       | F   |
| SB        | Left Turn  | 170                    | 158                 | 92.9%   | 256.5                 | 104.5     | F   |
|           | Through    | 1,270                  | 1,253               | 98.6%   | 57.9                  | 16.6      | E   |
|           | Right Turn | 80                     | 75                  | 93.4%   | 39.8                  | 15.0      | D   |
|           | Subtotal   | 1,520                  | 1,485               | 97.7%   | 77.0                  | 22.8      | E   |
| EB        | Left Turn  | 70                     | 69                  | 99.1%   | 55.9                  | 9.0       | E   |
|           | Through    | 100                    | 95                  | 95.4%   | 49.5                  | 5.0       | D   |
|           | Right Turn | 190                    | 200                 | 105.1%  | 11.9                  | 3.0       | B   |
|           | Subtotal   | 360                    | 364                 | 101.2%  | 31.3                  | 3.2       | C   |
| WB        | Left Turn  | 500                    | 506                 | 101.2%  | 56.6                  | 12.3      | E   |
|           | Through    | 170                    | 173                 | 101.6%  | 32.0                  | 4.5       | C   |
|           | Right Turn | 220                    | 215                 | 97.5%   | 11.1                  | 4.4       | B   |
|           | Subtotal   | 890                    | 893                 | 100.3%  | 40.8                  | 8.9       | D   |
| Total     |            | 4,710                  | 4,448               | 94.4%   | 79.9                  | 7.1       | E   |

Intersection 2                      168th Avenue/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 28                  | 94.7%   | 18.8                  | 6.9       | B   |
|           | Through    | 20                     | 19                  | 95.5%   | 10.9                  | 7.0       | B   |
|           | Right Turn | 10                     | 12                  | 119.0%  | 9.5                   | 4.2       | A   |
|           | Subtotal   | 60                     | 59                  | 99.0%   | 13.8                  | 4.7       | B   |
| SB        | Left Turn  | 30                     | 27                  | 91.3%   | 12.9                  | 4.8       | B   |
|           | Through    | 20                     | 21                  | 104.5%  | 17.3                  | 8.7       | B   |
|           | Right Turn | 40                     | 44                  | 109.3%  | 9.9                   | 2.7       | A   |
|           | Subtotal   | 90                     | 92                  | 102.2%  | 12.1                  | 2.1       | B   |
| EB        | Left Turn  | 80                     | 76                  | 95.4%   | 40.8                  | 32.9      | D   |
|           | Through    | 630                    | 583                 | 92.6%   | 9.1                   | 3.2       | A   |
|           | Right Turn | 20                     | 20                  | 102.0%  | 7.0                   | 3.4       | A   |
|           | Subtotal   | 730                    | 680                 | 93.2%   | 12.7                  | 6.9       | B   |
| WB        | Left Turn  | 10                     | 10                  | 98.0%   | 17.8                  | 11.7      | B   |
|           | Through    | 820                    | 834                 | 101.7%  | 16.3                  | 12.2      | B   |
|           | Right Turn | 20                     | 19                  | 97.0%   | 13.8                  | 15.3      | B   |
|           | Subtotal   | 850                    | 863                 | 101.5%  | 16.3                  | 12.2      | B   |
| Total     |            | 1,730                  | 1,695               | 97.9%   | 14.6                  | 9.2       | B   |



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

SE 34th Street  
2040 Build Alternative  
PM Peak Hour

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 60                     | 58                  | 97.3%   | 43.2                  | 30.8      | E   |
|           | Through    | 10                     | 12                  | 117.0%  | 51.8                  | 42.2      | F   |
|           | Right Turn | 30                     | 34                  | 111.7%  | 30.0                  | 23.4      | D   |
|           | Subtotal   | 100                    | 104                 | 103.6%  | 40.1                  | 30.0      | E   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 10                     | 9                   | 92.0%   | 30.8                  | 22.0      | D   |
|           | Right Turn | 10                     | 9                   | 87.0%   | 11.1                  | 6.6       | B   |
|           | Subtotal   | 20                     | 18                  | 89.5%   | 21.0                  | 12.2      | C   |
| EB        | Left Turn  | 20                     | 17                  | 82.5%   | 6.6                   | 4.3       | A   |
|           | Through    | 560                    | 522                 | 93.1%   | 1.9                   | 0.3       | A   |
|           | Right Turn | 90                     | 79                  | 87.9%   | 1.2                   | 0.4       | A   |
|           | Subtotal   | 670                    | 617                 | 92.1%   | 1.9                   | 0.3       | A   |
| WB        | Left Turn  | 50                     | 50                  | 99.0%   | 9.1                   | 2.9       | A   |
|           | Through    | 780                    | 804                 | 103.1%  | 2.7                   | 0.3       | A   |
|           | Right Turn | 10                     | 11                  | 108.0%  | 1.9                   | 0.8       | A   |
|           | Subtotal   | 840                    | 864                 | 102.9%  | 3.1                   | 0.3       | A   |
| Total     |            | 1,630                  | 1,603               | 98.3%   | 5.4                   | 2.4       | A   |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 101.0%  | 47.4                  | 9.2       | D   |
|           | Through    | 20                     | 22                  | 110.0%  | 42.5                  | 26.5      | D   |
|           | Right Turn | 10                     | 10                  | 100.0%  | 17.3                  | 19.3      | B   |
|           | Subtotal   | 50                     | 52                  | 104.4%  | 38.8                  | 7.1       | D   |
| SB        | Left Turn  | 90                     | 86                  | 96.0%   | 44.5                  | 7.2       | D   |
|           | Through    | 30                     | 29                  | 95.7%   | 37.9                  | 15.3      | D   |
|           | Right Turn | 90                     | 87                  | 97.0%   | 23.9                  | 5.4       | C   |
|           | Subtotal   | 210                    | 202                 | 96.4%   | 34.8                  | 4.8       | C   |
| EB        | Left Turn  | 190                    | 181                 | 95.3%   | 31.9                  | 5.1       | C   |
|           | Through    | 370                    | 356                 | 96.1%   | 6.7                   | 1.1       | A   |
|           | Right Turn | 30                     | 28                  | 93.7%   | 4.8                   | 3.3       | A   |
|           | Subtotal   | 590                    | 565                 | 95.7%   | 15.0                  | 1.5       | B   |
| WB        | Left Turn  | 20                     | 18                  | 88.0%   | 12.5                  | 6.8       | B   |
|           | Through    | 730                    | 747                 | 102.3%  | 20.1                  | 3.1       | C   |
|           | Right Turn | 100                    | 100                 | 100.0%  | 16.8                  | 4.4       | B   |
|           | Subtotal   | 850                    | 864                 | 101.7%  | 19.6                  | 3.1       | B   |
| Total     |            | 1,700                  | 1,683               | 99.0%   | 20.6                  | 2.1       | C   |

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

SE 34th Street  
2040 Build Alternative  
PM Peak Hour

Intersection 5                      177th Avenue/34th Street                      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 30                     | 30                  | 99.3%   | 72.4                  | 60.0      | F   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 20                     | 22                  | 111.0%  | 50.8                  | 74.3      | F   |
|           | Subtotal   | 50                     | 52                  | 104.0%  | 61.2                  | 66.7      | F   |
| SB        | Left Turn  | 50                     | 48                  | 96.2%   | 26.7                  | 16.6      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 150                    | 155                 | 103.3%  | 97.8                  | 83.2      | F   |
|           | Subtotal   | 200                    | 203                 | 101.6%  | 82.6                  | 65.5      | F   |
| EB        | Left Turn  | 40                     | 36                  | 88.8%   | 8.7                   | 4.5       | A   |
|           | Through    | 390                    | 372                 | 95.4%   | 1.3                   | 0.2       | A   |
|           | Right Turn | 40                     | 38                  | 95.5%   | 0.9                   | 0.3       | A   |
|           | Subtotal   | 470                    | 446                 | 94.9%   | 1.8                   | 0.3       | A   |
| WB        | Left Turn  | 20                     | 19                  | 95.0%   | 9.3                   | 2.7       | A   |
|           | Through    | 670                    | 684                 | 102.1%  | 10.5                  | 3.1       | B   |
|           | Right Turn | 20                     | 19                  | 93.5%   | 5.1                   | 3.2       | A   |
|           | Subtotal   | 710                    | 722                 | 101.6%  | 10.3                  | 3.0       | B   |
| Total     |            | 1,430                  | 1,423               | 99.5%   | 16.6                  | 7.1       | C   |

Intersection 6                      SE Hiddenbrook Drive/34th Street                      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 110                    | 104                 | 94.1%   | 40.3                  | 5.7       | D   |
|           | Through    | 30                     | 28                  | 92.3%   | 35.7                  | 9.6       | D   |
|           | Right Turn | 60                     | 58                  | 96.3%   | 9.3                   | 9.4       | A   |
|           | Subtotal   | 200                    | 189                 | 94.5%   | 30.7                  | 3.0       | C   |
| SB        | Left Turn  | 160                    | 158                 | 98.5%   | 42.0                  | 27.7      | D   |
|           | Through    | 50                     | 52                  | 104.2%  | 28.9                  | 8.2       | C   |
|           | Right Turn | 160                    | 164                 | 102.4%  | 14.0                  | 3.5       | B   |
|           | Subtotal   | 370                    | 374                 | 100.9%  | 27.4                  | 11.0      | C   |
| EB        | Left Turn  | 50                     | 44                  | 88.2%   | 55.2                  | 38.2      | E   |
|           | Through    | 330                    | 324                 | 98.1%   | 21.9                  | 33.0      | C   |
|           | Right Turn | 80                     | 75                  | 94.3%   | 19.6                  | 36.4      | B   |
|           | Subtotal   | 460                    | 443                 | 96.3%   | 24.8                  | 33.5      | C   |
| WB        | Left Turn  | 40                     | 40                  | 98.8%   | 49.0                  | 8.0       | D   |
|           | Through    | 440                    | 459                 | 104.4%  | 11.3                  | 2.0       | B   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 480                    | 499                 | 103.9%  | 14.3                  | 2.0       | B   |
| Total     |            | 1,510                  | 1,504               | 99.6%   | 22.6                  | 13.2      | C   |

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

SE 34th Street  
2040 Build Alternative  
PM Peak Hour

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 140                    | 141                 | 101.0%  | 176.8                 | 73.1      | F   |
|           | Through    | 880                    | 882                 | 100.2%  | 82.7                  | 25.7      | F   |
|           | Right Turn | 140                    | 145                 | 103.6%  | 12.4                  | 5.6       | B   |
|           | Subtotal   | 1,160                  | 1,169               | 100.7%  | 85.9                  | 25.1      | F   |
| SB        | Left Turn  | 240                    | 245                 | 102.2%  | 44.3                  | 3.5       | D   |
|           | Through    | 790                    | 798                 | 101.0%  | 32.6                  | 3.0       | C   |
|           | Right Turn | 110                    | 108                 | 97.8%   | 29.1                  | 6.1       | C   |
|           | Subtotal   | 1,140                  | 1,151               | 101.0%  | 34.7                  | 2.5       | C   |
| EB        | Left Turn  | 170                    | 162                 | 95.5%   | 84.9                  | 19.8      | F   |
|           | Through    | 250                    | 235                 | 93.8%   | 100.2                 | 23.7      | F   |
|           | Right Turn | 160                    | 149                 | 93.1%   | 91.2                  | 24.8      | F   |
|           | Subtotal   | 580                    | 546                 | 94.1%   | 93.6                  | 22.9      | F   |
| WB        | Left Turn  | 300                    | 303                 | 101.0%  | 46.7                  | 10.7      | D   |
|           | Through    | 200                    | 207                 | 103.5%  | 26.8                  | 7.1       | C   |
|           | Right Turn | 130                    | 125                 | 95.8%   | 7.8                   | 2.6       | A   |
|           | Subtotal   | 630                    | 635                 | 100.7%  | 33.5                  | 7.2       | C   |
| Total     |            | 3,510                  | 3,500               | 99.7%   | 61.4                  | 9.3       | E   |



## Appendix D: Queue Results

Intersection 1

164th Avenue/34th 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        | Left Turn     | 175          | 25                 | 6         | 75              | 23        | 75                 | 43        | 0%         | 0%       |
|           | Through       | 350          | 50                 | 8         | 100             | 18        | 125                | 24        | 0%         | 0%       |
|           | Right Turn    | 350          | 50                 | 4         | 75              | 9         | 100                | 12        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 75                 | 11        | 150             | 20        | 175                | 36        | 0%         | 0%       |
|           | Through       | 875          | 175                | 9         | 275             | 21        | 325                | 60        | 0%         | 0%       |
|           | Right Turn    | 875          | 50                 | 5         | 75              | 11        | 75                 | 20        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 125                | 7         | 200             | 18        | 225                | 34        | 0%         | 0%       |
|           | Through       | 1,000        | 125                | 9         | 225             | 17        | 250                | 38        | 0%         | 0%       |
|           | Through/Right | 1,000        | 50                 | 5         | 100             | 11        | 150                | 26        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 125                | 10        | 200             | 12        | 225                | 35        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 8         | 100             | 13        | 125                | 23        | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 3         | 75              | 4         | 100                | 18        | 0%         | 0%       |

Intersection 2

168th Avenue/34th 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        | Left Turn     | 175          | 25                 | 4         | 50              | 10        | 75                 | 23        | 0%         | 0%       |
|           | Through       | 925          | 25                 | 5         | 75              | 18        | 125                | 51        | 0%         | 0%       |
|           | Through/Right | 925          | 25                 | 7         | 75              | 15        | 125                | 38        | 0%         | 0%       |
| NB        | Shared        | 375          | 25                 | 3         | 75              | 6         | 75                 | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 3         | 75              | 5         | 75                 | 11        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 1         | 25              | 6         | 50                 | 10        | 0%         | 0%       |
|           | Through       | 600          | 25                 | 7         | 75              | 16        | 100                | 32        | 0%         | 0%       |
|           | Through/Right | 600          | 25                 | 5         | 75              | 12        | 100                | 26        | 0%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

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     | 175          | 25                 | 1         | 25              | 7         | 25                 | 16        | 0%         | 0%       |
|           | Through       | 475          | 25                 | 1         | 25              | 6         | 25                 | 17        | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 6         | 25                 | 14        | 0%         | 0%       |
| NB        | Shared        | 450          | 50                 | 3         | 75              | 7         | 75                 | 14        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 75           | 25                 | 2         | 50              | 3         | 50                 | 0         | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150          | 25                 | 2         | 25              | 6         | 50                 | 8         | 0%         | 0%       |
|           | Through       | 825          | 25                 | 0         | 25              | 3         | 25                 | 10        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 1         | 25              | 6         | 25                 | 17        | 0%         | 0%       |

Intersection 4

176th Avenue/34th 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        | Left Turn     | 175          | 25                 | 4         | 50              | 8         | 50                 | 13        | 0%         | 0%       |
|           | Through       | 825          | 25                 | 4         | 50              | 11        | 75                 | 23        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 4         | 50              | 9         | 75                 | 18        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 3         | 50              | 6         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 4         | 50              | 8         | 75                 | 21        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left Turn     | 175          | 50                 | 8         | 100             | 16        | 125                | 35        | 0%         | 0%       |
|           | Through/Right | 275          | 50                 | 5         | 100             | 15        | 125                | 45        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 100          | 25                 | 1         | 25              | 5         | 25                 | 13        | 0%         | 0%       |
|           | Through       | 325          | 25                 | 3         | 50              | 7         | 75                 | 15        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 4         | 75              | 7         | 100                | 12        | 0%         | 0%       |

Intersection 5

177th Avenue/34th Street

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     | 175          | 25                 | 3         | 50              | 8         | 75                 | 16        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 4         | 25                 | 10        | 0%         | 0%       |
| NB        | Shared        | 300          | 25                 | 4         | 50              | 4         | 50                 | 15        | 0%         | 0%       |
| SB        | Left/Through  | 175          | 25                 | 1         | 25              | 5         | 25                 | 14        | 0%         | 0%       |
|           | Right Turn    | 175          | 25                 | 2         | 25              | 4         | 50                 | 9         | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 1         | 25              | 6         | 25                 | 13        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 1         | 25              | 4         | 25                 | 9         | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/34th 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        | Left Turn     | 175          | 50                 | 5         | 75              | 13        | 100                | 25        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 3         | 50              | 8         | 75                 | 18        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 5         | 75              | 9         | 75                 | 18        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 50                 | 7         | 100             | 13        | 125                | 19        | 0%         | 0%       |
|           | Right Turn    | 125          | 25                 | 4         | 50              | 7         | 75                 | 12        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 1         | 25              | 6         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 2         | 50              | 3         | 50                 | 8         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 5         | 75              | 9         | 75                 | 22        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 2         | 25              | 8         | 50                 | 18        | 0%         | 0%       |
|           | Through/Right | 875          | 25                 | 2         | 50              | 6         | 75                 | 17        | 0%         | 0%       |

Intersection 7

SE 192nd Avenue/34th 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        | Left Turn     | 175          | 50                 | 6         | 100             | 13        | 125                | 22        | 0%         | 0%       |
|           | Through       | 450          | 50                 | 8         | 100             | 14        | 125                | 18        | 0%         | 0%       |
|           | Through/Right | 450          | 75                 | 6         | 125             | 11        | 150                | 10        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 50                 | 6         | 100             | 16        | 125                | 39        | 0%         | 0%       |
|           | Through       | 725          | 125                | 10        | 200             | 28        | 225                | 58        | 0%         | 0%       |
|           | Right Turn    | 375          | 50                 | 6         | 100             | 13        | 125                | 15        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 75                 | 10        | 150             | 24        | 175                | 59        | 0%         | 0%       |
|           | Through       | 525          | 100                | 9         | 175             | 15        | 175                | 18        | 0%         | 0%       |
|           | Through/Right | 525          | 50                 | 8         | 125             | 20        | 150                | 33        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 100                | 11        | 150             | 21        | 175                | 29        | 1%         | 0%       |
|           | Through       | 425          | 50                 | 5         | 75              | 9         | 100                | 18        | 0%         | 0%       |
|           | Through/Right | 425          | 50                 | 6         | 100             | 11        | 125                | 18        | 0%         | 0%       |

Intersection 8

SE 196th Avenue & SE 34th Street, All Intervals

0

| 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     | 175          | 25                 | 3         | 50              | 6         | 50                 | 1         | 0%         | 0%       |
|           | Through       | 950          | 25                 | 4         | 75              | 9         | 100                | 16        | 0%         | 0%       |
|           | Through/Right | 950          | 50                 | 6         | 100             | 10        | 125                | 20        | 0%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 3         | 75              | 5         | 75                 | 12        | 1%         | 0%       |
|           | Through/Right | 175          | 25                 | 2         | 50              | 5         | 75                 | 21        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 3         | 50              | 4         | 75                 | 10        | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 5         | 50              | 7         | 75                 | 12        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 4         | 50              | 6         | 75                 | 15        | 0%         | 0%       |
|           | Through       | 500          | 50                 | 4         | 100             | 5         | 100                | 12        | 0%         | 0%       |
|           | Through/Right | 500          | 50                 | 6         | 75              | 11        | 100                | 16        | 0%         | 0%       |



Intersection 1

SE 164th Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 6         | 100             | 11        | 125                | 12        | 0%         | 0%       |
|           | Through       | 350          | 75                 | 5         | 125             | 13        | 150                | 20        | 0%         | 0%       |
|           | Right Turn    | 350          | 50                 | 4         | 100             | 7         | 125                | 14        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 125                | 13        | 225             | 39        | 275                | 75        | 0%         | 0%       |
|           | Through       | 875          | 225                | 14        | 350             | 25        | 400                | 45        | 0%         | 0%       |
|           | Right Turn    | 875          | 50                 | 6         | 100             | 11        | 125                | 20        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 100                | 9         | 175             | 19        | 225                | 51        | 0%         | 0%       |
|           | Through       | 1,000        | 200                | 9         | 275             | 12        | 300                | 30        | 2%         | 0%       |
|           | Through/Right | 1,000        | 75                 | 7         | 175             | 13        | 200                | 17        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 125                | 8         | 175             | 19        | 200                | 39        | 0%         | 0%       |
|           | Through       | 925          | 75                 | 7         | 125             | 14        | 150                | 23        | 0%         | 0%       |
|           | Right Turn    | 175          | 75                 | 6         | 100             | 13        | 125                | 33        | 0%         | 0%       |

Intersection 2

SE 168th Avenue/SE 34th 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        | Left Turn     | 175          | 25                 | 2         | 75              | 3         | 75                 | 16        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 5         | 75              | 9         | 125                | 24        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 6         | 100             | 11        | 100                | 22        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 5         | 75              | 8         | 100                | 27        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 4         | 75              | 6         | 75                 | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 2         | 25              | 6         | 50                 | 1         | 0%         | 0%       |
|           | Through       | 600          | 50                 | 5         | 100             | 14        | 125                | 24        | 0%         | 0%       |
|           | Through/Right | 600          | 50                 | 5         | 100             | 10        | 125                | 19        | 0%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

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     | 175          | 25                 | 1         | 25              | 5         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 0         | 25              | 4         | 25                 | 11        | 0%         | 0%       |
| NB        | Shared        | 450          | 50                 | 3         | 75              | 7         | 75                 | 18        | 0%         | 0%       |
| SB        | Shared        | 75           | 25                 | 3         | 50              | 6         | 50                 | 0         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 3         | 50              | 6         | 50                 | 11        | 0%         | 0%       |

Intersection 4

SE 176th Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 5         | 100             | 12        | 125                | 19        | 0%         | 0%       |
|           | Through       | 825          | 25                 | 3         | 50              | 7         | 75                 | 15        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 4         | 75              | 12        | 75                 | 18        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 2         | 50              | 4         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 3         | 50              | 6         | 50                 | 14        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 6         | 125             | 13        | 150                | 27        | 0%         | 0%       |
|           | Through/Right | 275          | 50                 | 4         | 100             | 9         | 125                | 15        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 2         | 25              | 9         | 50                 | 28        | 0%         | 0%       |
|           | Through       | 325          | 50                 | 9         | 100             | 20        | 125                | 34        | 1%         | 0%       |
|           | Through/Right | 325          | 75                 | 9         | 125             | 16        | 150                | 20        | 0%         | 0%       |

Intersection 5

SE 177th Avenue/SE 34th Street

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    | 175          | 25                 | 2         | 25              | 5         | 50                 | 2         | 0%         | 0%       |
|           |              |              |                    |           |                 |           |                    |           |            |          |
| NB        | Shared       | 300          | 25                 | 4         | 50              | 3         | 50                 | 11        | 0%         | 0%       |
|           |              |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through | 175          | 25                 | 1         | 25              | 6         | 25                 | 9         | 0%         | 0%       |
|           | Right Turn   | 175          | 25                 | 3         | 50              | 5         | 75                 | 7         | 0%         | 0%       |
| WB        | Left Turn    | 175          | 25                 | 1         | 25              | 4         | 25                 | 1         | 0%         | 0%       |
|           |              |              |                    |           |                 |           |                    |           |            |          |

Intersection 6

SE Hiddenbrook Drive/SE 34th 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        | Left Turn     | 175          | 25                 | 2         | 25              | 6         | 50                 | 9         | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 3         | 75              | 8         | 75                 | 10        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 4         | 75              | 9         | 100                | 16        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 75                 | 6         | 125             | 11        | 125                | 18        | 1%         | 0%       |
|           | Right Turn    | 125          | 25                 | 3         | 50              | 7         | 75                 | 17        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 4         | 50              | 9         | 50                 | 16        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 75              | 5         | 75                 | 10        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 5         | 75              | 10        | 75                 | 21        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 3         | 50              | 11        | 75                 | 23        | 0%         | 0%       |
|           | Through/Right | 875          | 25                 | 3         | 50              | 8         | 100                | 14        | 0%         | 0%       |

Intersection 7

SE 192nd Avenue/SE 34th 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        | Left Turn     | 175          | 75                 | 8         | 125             | 16        | 150                | 35        | 0%         | 0%       |
|           | Through       | 450          | 75                 | 7         | 125             | 7         | 125                | 18        | 0%         | 0%       |
|           | Through/Right | 450          | 100                | 7         | 150             | 12        | 200                | 19        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 75                 | 7         | 125             | 16        | 150                | 47        | 0%         | 0%       |
|           | Through       | 725          | 175                | 10        | 250             | 13        | 250                | 26        | 0%         | 0%       |
|           | Right Turn    | 375          | 25                 | 3         | 75              | 7         | 100                | 20        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 125                | 11        | 175             | 24        | 200                | 21        | 0%         | 0%       |
|           | Through       | 525          | 150                | 10        | 225             | 17        | 250                | 29        | 0%         | 0%       |
|           | Through/Right | 525          | 125                | 8         | 200             | 11        | 250                | 32        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 150                | 10        | 225             | 14        | 225                | 5         | 8%         | 0%       |
|           | Through       | 425          | 75                 | 13        | 150             | 50        | 225                | 90        | 0%         | 0%       |
|           | Through/Right | 425          | 75                 | 8         | 125             | 14        | 175                | 29        | 0%         | 0%       |

Intersection 8

SE 196th Avenue/SE 34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 5         | 75                 | 11        | 0%         | 0%       |
|           | Through       | 950          | 25                 | 3         | 75              | 5         | 100                | 11        | 0%         | 0%       |
|           | Through/Right | 950          | 50                 | 5         | 100             | 8         | 100                | 13        | 0%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 4         | 75              | 5         | 75                 | 8         | 1%         | 0%       |
|           | Through/Right | 175          | 25                 | 2         | 50              | 5         | 50                 | 12        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 2         | 25              | 5         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 2         | 50              | 4         | 50                 | 11        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 4         | 50              | 4         | 50                 | 10        | 0%         | 0%       |
|           | Through       | 500          | 75                 | 7         | 125             | 13        | 150                | 19        | 0%         | 0%       |
|           | Through/Right | 500          | 50                 | 6         | 75              | 10        | 100                | 18        | 0%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
Existing Build Alternative  
AM Peak Hour

Intersection 1

SE 164th Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 3         | 75              | 9         | 75                 | 21        | 0%         | 0%       |
|           | Through       | 350             | 50                 | 6         | 100             | 14        | 125                | 17        | 0%         | 0%       |
|           | Right Turn    | 350             | 50                 | 3         | 75              | 6         | 100                | 11        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 75                 | 12        | 150             | 33        | 175                | 48        | 0%         | 0%       |
|           | Through       | 900             | 175                | 9         | 300             | 19        | 325                | 39        | 0%         | 0%       |
|           | Right Turn    | 900             | 25                 | 4         | 75              | 14        | 100                | 40        | 0%         | 0%       |
| SB        | Left Turn     | 250             | 125                | 11        | 200             | 19        | 225                | 23        | 0%         | 0%       |
|           | Through       | 1,025           | 150                | 11        | 225             | 20        | 250                | 26        | 0%         | 0%       |
|           | Through/Right | 1,025           | 50                 | 11        | 125             | 25        | 175                | 39        | 0%         | 0%       |
|           | Left Turn     | 425             | 200                | 8         | 300             | 13        | 350                | 39        | 0%         | 0%       |
|           | Through       | 925             | 50                 | 8         | 100             | 10        | 125                | 27        | 0%         | 0%       |
|           | Right Turn    | 175             | 50                 | 4         | 75              | 7         | 100                | 39        | 0%         | 0%       |

Intersection 2

SE 168th Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 3         | 50              | 16        | 75                 | 51        | 0%         | 0%       |
|           | Through/Right | 925             | 50                 | 10        | 150             | 24        | 225                | 35        | 0%         | 0%       |
| NB        | Shared        | 375             | 25                 | 3         | 50              | 5         | 75                 | 19        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350             | 50                 | 3         | 75              | 5         | 75                 | 14        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
|           | Left Turn     | 125             | 25                 | 2         | 25              | 16        | 50                 | 42        | 0%         | 0%       |
|           | Through/Right | 600             | 50                 | 12        | 125             | 14        | 175                | 30        | 1%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
Existing Build Alternative  
AM Peak Hour

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 1         | 25              | 7         | 25                 | 16        | 0%         | 0%       |
|           | Through/Right | 475             | 25                 | 0         | 25              | 4         | 25                 | 12        | 0%         | 0%       |
| NBWB      | Right Turn    | 275             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           |               | 275             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| SB        | Shared        | 100             | 25                 | 3         | 50              | 6         | 50                 | 10        | 0%         | 0%       |
| WB        | Left Turn     | 150             | 25                 | 2         | 25              | 5         | 50                 | 7         | 0%         | 0%       |

Intersection 4

SE 176th Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 3         | 50              | 6         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 825             | 50                 | 7         | 100             | 17        | 150                | 42        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 25                 | 2         | 50              | 5         | 75                 | 9         | 0%         | 0%       |
|           | Through/Right | 400             | 25                 | 3         | 50              | 7         | 75                 | 17        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 50                 | 6         | 100             | 16        | 125                | 30        | 0%         | 0%       |
|           | Through/Right | 300             | 50                 | 3         | 100             | 12        | 150                | 44        | 0%         | 0%       |
| WB        | Left Turn     | 100             | 25                 | 0         | 25              | 4         | 25                 | 13        | 0%         | 0%       |
|           | Through/Right | 325             | 50                 | 7         | 125             | 18        | 150                | 39        | 2%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
Existing Build Alternative  
AM Peak Hour

Intersection 5

SE 177th Avenue/SE 34th Street

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     | 175          | 25                 | 3         | 50              | 7         | 75                 | 17        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 3         | 25                 | 8         | 0%         | 0%       |
| NB        | Shared        | 325          | 25                 | 4         | 50              | 5         | 75                 | 20        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 200          | 25                 | 1         | 25              | 5         | 25                 | 14        | 0%         | 0%       |
|           | Right Turn    | 200          | 25                 | 2         | 25              | 3         | 25                 | 0         | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 1         | 25              | 6         | 25                 | 12        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 0         | 25              | 4         | 25                 | 11        | 0%         | 0%       |
|           | Right Turn    | 175          | 25                 | 0         | 25              | 3         | 25                 | 9         | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/SE 34th 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        | Left Turn     | 175          | 50                 | 4         | 75              | 14        | 100                | 44        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 6         | 100             | 17        | 150                | 38        | 0%         | 0%       |
| NB        | Left/Through  | 275          | 50                 | 7         | 100             | 17        | 125                | 30        | 0%         | 0%       |
|           | Right Turn    | 125          | 25                 | 4         | 50              | 8         | 75                 | 23        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 1         | 25              | 8         | 50                 | 13        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 4         | 50              | 7         | 50                 | 0         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 2         | 50              | 5         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 875          | 25                 | 4         | 75              | 8         | 100                | 15        | 0%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
Existing Build Alternative  
AM Peak Hour

Intersection 7

SE 192nd Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 4         | 100             | 14        | 125                | 45        | 0%         | 0%       |
|           | Through/Right | 450             | 125                | 8         | 175             | 18        | 225                | 36        | 2%         | 0%       |
| NB        | Left Turn     | 375             | 50                 | 6         | 100             | 15        | 150                | 28        | 0%         | 0%       |
|           | Through       | 725             | 125                | 9         | 200             | 19        | 225                | 29        | 0%         | 0%       |
|           | Right Turn    | 375             | 50                 | 5         | 100             | 13        | 125                | 21        | 0%         | 0%       |
| SB        | Left Turn     | 325             | 75                 | 8         | 125             | 24        | 175                | 51        | 0%         | 0%       |
|           | Through       | 525             | 100                | 9         | 150             | 15        | 200                | 31        | 0%         | 0%       |
|           | Through/Right | 525             | 50                 | 9         | 125             | 17        | 175                | 19        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 100                | 11        | 150             | 23        | 200                | 33        | 1%         | 0%       |
|           | Through       | 400             | 75                 | 10        | 125             | 28        | 175                | 75        | 0%         | 0%       |
|           | Right Turn    | 400             | 25                 | 4         | 50              | 10        | 75                 | 15        | 0%         | 0%       |



SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
Existing Build Alternative  
PM Peak Hour

Intersection 1

SE 164th Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 6         | 100             | 14        | 125                | 34        | 0%         | 0%       |
|           | Through       | 350             | 75                 | 5         | 125             | 11        | 175                | 19        | 0%         | 0%       |
|           | Right Turn    | 350             | 50                 | 2         | 100             | 4         | 125                | 15        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 125                | 6         | 200             | 17        | 225                | 25        | 0%         | 0%       |
|           | Through       | 900             | 225                | 12        | 350             | 20        | 375                | 45        | 0%         | 0%       |
|           | Right Turn    | 900             | 50                 | 8         | 100             | 15        | 150                | 34        | 0%         | 0%       |
| SB        | Left Turn     | 250             | 125                | 18        | 225             | 34        | 300                | 38        | 0%         | 0%       |
|           | Through       | 1,025           | 225                | 11        | 300             | 19        | 350                | 39        | 3%         | 0%       |
|           | Through/Right | 1,025           | 125                | 11        | 225             | 13        | 250                | 27        | 0%         | 0%       |
|           | Left Turn     | 425             | 175                | 11        | 275             | 24        | 300                | 34        | 0%         | 0%       |
|           | Through       | 925             | 75                 | 8         | 150             | 21        | 175                | 40        | 0%         | 0%       |
|           | Right Turn    | 175             | 75                 | 6         | 100             | 16        | 175                | 49        | 0%         | 0%       |

Intersection 2

SE 168th Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 5         | 75              | 10        | 100                | 28        | 0%         | 0%       |
|           | Through/Right | 925             | 75                 | 10        | 175             | 22        | 225                | 55        | 1%         | 0%       |
| NB        | Shared        | 375             | 25                 | 5         | 75              | 10        | 75                 | 19        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350             | 50                 | 3         | 75              | 5         | 100                | 16        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
|           | Left Turn     | 125             | 25                 | 2         | 25              | 5         | 50                 | 8         | 0%         | 0%       |
|           | Through/Right | 600             | 75                 | 11        | 175             | 26        | 225                | 51        | 2%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Lane Group | Storage<br>(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  | 175             | 25                 | 2         | 25              | 6         | 50                 | 1         | 0%         | 0%       |
|           | Right Turn | 275             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| NBWB      | Right Turn | 275             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           |            |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Shared     | 100             | 25                 | 3         | 25              | 7         | 50                 | 7         | 0%         | 0%       |
|           |            |                 |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn  | 150             | 25                 | 3         | 50              | 6         | 50                 | 13        | 0%         | 0%       |
|           |            |                 |                    |           |                 |           |                    |           |            |          |

Intersection 4

SE 176th Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 4         | 100             | 9         | 125                | 31        | 0%         | 0%       |
|           | Through/Right | 825             | 50                 | 6         | 100             | 13        | 150                | 71        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 25                 | 3         | 50              | 5         | 50                 | 12        | 0%         | 0%       |
|           | Through/Right | 400             | 25                 | 4         | 50              | 7         | 50                 | 11        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 75                 | 6         | 100             | 12        | 125                | 23        | 0%         | 0%       |
|           | Through/Right | 300             | 50                 | 7         | 100             | 15        | 125                | 32        | 0%         | 0%       |
| WB        | Left Turn     | 100             | 25                 | 4         | 25              | 16        | 50                 | 40        | 0%         | 0%       |
|           | Through/Right | 325             | 75                 | 17        | 175             | 38        | 250                | 57        | 5%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
Existing Build Alternative  
PM Peak Hour

Intersection 5

SE 177th Avenue/SE 34th Street

Side-street Stop

| Direction | Lane Group   | Storage<br>(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    | 175             | 25                 | 2         | 25              | 4         | 50                 | 8         | 0%         | 0%       |
|           |              |                 |                    |           |                 |           |                    |           |            |          |
| NB        | Shared       | 325             | 25                 | 4         | 50              | 6         | 75                 | 16        | 0%         | 0%       |
|           |              |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through | 200             | 25                 | 2         | 25              | 6         | 50                 | 1         | 0%         | 0%       |
|           | Right Turn   | 200             | 25                 | 3         | 50              | 6         | 75                 | 9         | 0%         | 0%       |
| WB        | Left Turn    | 175             | 25                 | 2         | 25              | 7         | 25                 | 11        | 0%         | 0%       |
|           | Through      | 2,100           | 150                | 37        | 275             | 60        | 350                | 72        | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/ SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 2         | 25              | 6         | 50                 | 9         | 0%         | 0%       |
|           | Through/Right | 1,650           | 50                 | 7         | 125             | 16        | 175                | 38        | 0%         | 0%       |
| NB        | Left/Through  | 275             | 75                 | 7         | 150             | 19        | 175                | 33        | 2%         | 0%       |
|           | Right Turn    | 125             | 25                 | 3         | 75              | 11        | 100                | 34        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 25                 | 5         | 50              | 8         | 75                 | 18        | 0%         | 0%       |
|           | Through/Right | 175             | 25                 | 5         | 75              | 6         | 75                 | 22        | 0%         | 0%       |
| WB        | Left Turn     | 150             | 50                 | 4         | 75              | 10        | 75                 | 16        | 0%         | 0%       |
|           | Through/Right | 875             | 50                 | 6         | 125             | 15        | 175                | 33        | 0%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
Existing Build Alternative  
PM Peak Hour

Intersection 7

SE 192nd Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 75                 | 9         | 150             | 22        | 225                | 23        | 1%         | 0%       |
|           | Through/Right | 450             | 150                | 15        | 275             | 24        | 325                | 51        | 11%        | 0%       |
| NB        | Left Turn     | 375             | 75                 | 7         | 125             | 14        | 150                | 27        | 0%         | 0%       |
|           | Through       | 725             | 175                | 13        | 275             | 18        | 300                | 39        | 0%         | 0%       |
|           | Right Turn    | 375             | 50                 | 4         | 75              | 7         | 75                 | 11        | 0%         | 0%       |
| SB        | Left Turn     | 325             | 100                | 8         | 175             | 20        | 225                | 45        | 0%         | 0%       |
|           | Through       | 525             | 150                | 7         | 225             | 16        | 250                | 27        | 0%         | 0%       |
|           | Through/Right | 525             | 100                | 11        | 200             | 22        | 250                | 28        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 150                | 13        | 225             | 21        | 225                | 7         | 11%        | 0%       |
|           | Through       | 400             | 125                | 37        | 225             | 87        | 300                | 92        | 1%         | 1%       |
|           | Right Turn    | 400             | 50                 | 3         | 75              | 10        | 75                 | 22        | 0%         | 0%       |

Intersection 1

SE 164th Avenue/SE 34th 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        | Left Turn     | 175          | 25                 | 4         | 75              | 9         | 100                | 19        | 0%         | 0%       |
|           | Through       | 350          | 50                 | 5         | 100             | 10        | 125                | 23        | 0%         | 0%       |
|           | Right Turn    | 350          | 50                 | 4         | 100             | 9         | 100                | 14        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 100                | 7         | 175             | 13        | 225                | 41        | 0%         | 0%       |
|           | Through       | 875          | 200                | 16        | 300             | 28        | 350                | 47        | 0%         | 0%       |
|           | Right Turn    | 875          | 50                 | 2         | 100             | 8         | 125                | 18        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 125                | 8         | 225             | 17        | 275                | 31        | 1%         | 0%       |
|           | Through       | 1,200        | 150                | 15        | 225             | 21        | 275                | 40        | 0%         | 0%       |
|           | Through/Right | 1,200        | 50                 | 6         | 125             | 14        | 175                | 27        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 150                | 9         | 200             | 15        | 250                | 37        | 0%         | 0%       |
|           | Through       | 925          | 75                 | 8         | 125             | 18        | 150                | 37        | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 2         | 75              | 11        | 125                | 49        | 0%         | 0%       |

Intersection 2

SE 168th Avenue/SE 34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 7         | 75                 | 17        | 0%         | 0%       |
|           | Through       | 925          | 25                 | 6         | 75              | 13        | 100                | 20        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 6         | 75              | 10        | 100                | 26        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 4         | 75              | 5         | 100                | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 4         | 75              | 7         | 75                 | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 2         | 25              | 7         | 50                 | 8         | 0%         | 0%       |
|           | Through       | 600          | 50                 | 6         | 75              | 13        | 100                | 20        | 0%         | 0%       |
|           | Through/Right | 600          | 50                 | 6         | 75              | 13        | 100                | 15        | 0%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 2         | 25              | 9         | 50                 | 15        | 0%         | 0%       |
|           | Shared        | 450             | 50                 | 3         | 100             | 8         | 125                | 27        | 0%         | 0%       |
|           | SB            | 75              | 25                 | 2         | 50              | 2         | 50                 | 7         | 0%         | 0%       |
| WB        | Left Turn     | 150             | 25                 | 2         | 25              | 5         | 50                 | 8         | 0%         | 0%       |
|           | Through       | 825             | 25                 | 0         | 25              | 5         | 25                 | 16        | 0%         | 0%       |
|           | Through/Right | 825             | 25                 | 1         | 25              | 10        | 25                 | 29        | 0%         | 0%       |

Intersection 4

SE 176th Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 5         | 50              | 10        | 75                 | 21        | 0%         | 0%       |
|           | Through       | 825             | 25                 | 5         | 75              | 12        | 100                | 26        | 0%         | 0%       |
|           | Through/Right | 825             | 25                 | 4         | 75              | 8         | 100                | 24        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 25                 | 4         | 75              | 16        | 75                 | 45        | 0%         | 0%       |
|           | Through/Right | 400             | 25                 | 6         | 75              | 14        | 100                | 28        | 0%         | 0%       |
|           | SB            | 175             | 75                 | 5         | 125             | 12        | 150                | 29        | 0%         | 0%       |
| WB        | Left Turn     | 100             | 25                 | 2         | 25              | 5         | 50                 | 7         | 0%         | 0%       |
|           | Through       | 325             | 25                 | 5         | 50              | 8         | 75                 | 14        | 0%         | 0%       |
|           | Through/Right | 325             | 50                 | 4         | 75              | 11        | 100                | 19        | 0%         | 0%       |

Intersection 5

SE 177th Avenue/SE 34th Street

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     | 175          | 25                 | 4         | 50              | 8         | 75                 | 22        | 0%         | 0%       |
|           | Through       | 325          | 25                 | 0         | 25              | 3         | 25                 | 9         | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 2         | 25                 | 5         | 0%         | 0%       |
| NB        | Shared        | 300          | 50                 | 2         | 75              | 3         | 75                 | 1         | 0%         | 0%       |
|           | Left/Through  | 200          | 25                 | 2         | 50              | 3         | 50                 | 10        | 0%         | 0%       |
|           | Right Turn    | 200          | 25                 | 3         | 50              | 7         | 75                 | 20        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 1         | 25              | 6         | 25                 | 12        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 0         | 25              | 4         | 25                 | 12        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 1         | 25              | 5         | 25                 | 13        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 1         | 25              | 6         | 25                 | 12        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 0         | 25              | 4         | 25                 | 12        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 1         | 25              | 5         | 25                 | 13        | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/SE 34th 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        | Left Turn     | 175          | 50                 | 5         | 75              | 7         | 100                | 11        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 4         | 50              | 10        | 75                 | 14        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 4         | 75              | 9         | 100                | 18        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 75                 | 8         | 125             | 13        | 150                | 23        | 1%         | 0%       |
|           | Right Turn    | 125          | 25                 | 2         | 50              | 4         | 75                 | 7         | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 2         | 50              | 4         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 175          | 25                 | 2         | 50              | 4         | 50                 | 9         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 25                 | 4         | 75              | 7         | 75                 | 12        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 2         | 50              | 8         | 50                 | 15        | 0%         | 0%       |
|           | Through/Right | 875          | 25                 | 4         | 50              | 10        | 75                 | 21        | 0%         | 0%       |

Intersection 7

SE 192nd Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 7         | 100             | 17        | 150                | 42        | 0%         | 0%       |
|           | Through       | 450          | 50                 | 6         | 100             | 19        | 150                | 42        | 0%         | 0%       |
|           | Through/Right | 450          | 75                 | 6         | 125             | 15        | 175                | 21        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 50                 | 9         | 100             | 11        | 125                | 29        | 0%         | 0%       |
|           | Through       | 875          | 125                | 12        | 200             | 26        | 225                | 31        | 0%         | 0%       |
|           | Right Turn    | 375          | 75                 | 4         | 125             | 9         | 125                | 16        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 100                | 13        | 150             | 41        | 200                | 75        | 0%         | 0%       |
|           | Through       | 625          | 125                | 6         | 200             | 12        | 225                | 24        | 0%         | 0%       |
|           | Through/Right | 625          | 75                 | 7         | 150             | 13        | 200                | 31        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 100                | 9         | 150             | 8         | 175                | 21        | 1%         | 0%       |
|           | Through       | 425          | 50                 | 6         | 100             | 12        | 125                | 31        | 0%         | 0%       |
|           | Through/Right | 425          | 50                 | 6         | 100             | 14        | 150                | 32        | 0%         | 0%       |

Intersection 8

SE 196th Avenue/SE 34th 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        | Left Turn     | 175          | 25                 | 2         | 50              | 5         | 50                 | 10        | 0%         | 0%       |
|           | Through       | 950          | 50                 | 8         | 100             | 14        | 100                | 20        | 0%         | 0%       |
|           | Through/Right | 950          | 75                 | 6         | 100             | 9         | 125                | 16        | 0%         | 0%       |
| NB        | Left Turn     | 75           | 50                 | 3         | 75              | 6         | 75                 | 11        | 1%         | 0%       |
|           | Through/Right | 175          | 25                 | 3         | 50              | 6         | 75                 | 21        | 0%         | 0%       |
| SB        | Left Turn     | 125          | 25                 | 3         | 50              | 5         | 75                 | 12        | 0%         | 0%       |
|           | Through/Right | 275          | 25                 | 4         | 75              | 7         | 75                 | 12        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 4         | 75              | 7         | 75                 | 10        | 0%         | 0%       |
|           | Through       | 500          | 50                 | 7         | 100             | 12        | 125                | 19        | 0%         | 0%       |
|           | Through/Right | 500          | 50                 | 5         | 100             | 8         | 100                | 14        | 0%         | 0%       |



Intersection 1

SE 164th Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 31        | 100             | 65        | 150                | 87        | 0%         | 0%       |
|           | Through       | 350          | 100                | 13        | 150             | 21        | 200                | 28        | 1%         | 0%       |
|           | Right Turn    | 350          | 75                 | 7         | 100             | 13        | 150                | 27        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 150                | 19        | 225             | 44        | 275                | 95        | 0%         | 0%       |
|           | Through       | 875          | 275                | 17        | 400             | 25        | 450                | 71        | 1%         | 0%       |
|           | Right Turn    | 875          | 75                 | 5         | 150             | 12        | 175                | 19        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 125                | 12        | 225             | 20        | 275                | 43        | 0%         | 0%       |
|           | Through       | 1,200        | 225                | 14        | 300             | 17        | 350                | 37        | 3%         | 0%       |
|           | Through/Right | 1,200        | 150                | 14        | 225             | 12        | 250                | 24        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 125                | 10        | 175             | 13        | 200                | 24        | 0%         | 0%       |
|           | Through       | 925          | 125                | 14        | 250             | 41        | 325                | 75        | 3%         | 0%       |
|           | Right Turn    | 175          | 75                 | 9         | 175             | 21        | 200                | 0         | 0%         | 0%       |

Intersection 2

SE 168th Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 4         | 75              | 7         | 100                | 17        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 5         | 100             | 11        | 125                | 26        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 7         | 100             | 15        | 125                | 27        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 5         | 75              | 10        | 100                | 29        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 5         | 75              | 10        | 100                | 19        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 3         | 25              | 7         | 50                 | 2         | 0%         | 0%       |
|           | Through       | 600          | 50                 | 8         | 100             | 17        | 150                | 40        | 0%         | 0%       |
|           | Through/Right | 600          | 50                 | 7         | 125             | 18        | 175                | 46        | 0%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

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     | 175          | 25                 | 2         | 50              | 5         | 50                 | 11        | 0%         | 0%       |
|           | Through       | 475          | 25                 | 0         | 25              | 2         | 25                 | 7         | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 5         | 25                 | 12        | 0%         | 0%       |
| NB        | Shared        | 450          | 50                 | 5         | 75              | 9         | 100                | 24        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 75           | 25                 | 3         | 50              | 5         | 75                 | 13        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150          | 25                 | 5         | 50              | 10        | 100                | 21        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 0         | 25              | 3         | 25                 | 10        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

SE 176th Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 4         | 100             | 12        | 125                | 24        | 0%         | 0%       |
|           | Through       | 825          | 25                 | 5         | 50              | 10        | 75                 | 16        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 5         | 75              | 6         | 100                | 20        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 3         | 50              | 6         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 4         | 50              | 7         | 75                 | 18        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left Turn     | 175          | 75                 | 5         | 125             | 15        | 150                | 15        | 0%         | 0%       |
|           | Through/Right | 300          | 50                 | 5         | 100             | 15        | 125                | 29        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 100          | 25                 | 2         | 25              | 10        | 50                 | 28        | 0%         | 0%       |
|           | Through       | 325          | 50                 | 7         | 125             | 11        | 150                | 24        | 3%         | 0%       |
|           | Through/Right | 325          | 75                 | 9         | 150             | 14        | 175                | 24        | 0%         | 0%       |

Intersection 5

SE 177th Avenue/SE 34th Street

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     | 175          | 25                 | 2         | 50              | 4         | 50                 | 8         | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 1         | 25              | 4         | 25                 | 19        | 0%         | 0%       |
| NB        | Shared        | 300          | 25                 | 3         | 75              | 5         | 75                 | 14        | 0%         | 0%       |
| SB        | Left/Through  | 200          | 25                 | 2         | 50              | 5         | 50                 | 12        | 0%         | 0%       |
|           | Right Turn    | 200          | 25                 | 3         | 50              | 5         | 75                 | 10        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 25              | 6         | 50                 | 20        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 0         | 25              | 3         | 25                 | 7         | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/SE 34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 8         | 50                 | 16        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 4         | 75              | 9         | 100                | 14        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 3         | 100             | 6         | 100                | 11        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 100                | 9         | 150             | 17        | 200                | 26        | 4%         | 0%       |
|           | Right Turn    | 125          | 50                 | 4         | 100             | 20        | 150                | 55        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 25                 | 4         | 75              | 6         | 75                 | 9         | 0%         | 0%       |
|           | Through/Right | 175          | 50                 | 5         | 75              | 9         | 75                 | 18        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 5         | 75              | 7         | 100                | 16        | 0%         | 0%       |
|           | Through       | 875          | 25                 | 3         | 75              | 8         | 125                | 23        | 0%         | 0%       |
|           | Through/Right | 875          | 50                 | 4         | 100             | 11        | 125                | 26        | 0%         | 0%       |

Intersection 7

SE 192nd Avenue/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 75                 | 8         | 125             | 14        | 175                | 34        | 1%         | 0%       |
|           | Through       | 450             | 75                 | 3         | 150             | 9         | 150                | 17        | 0%         | 0%       |
|           | Through/Right | 450             | 125                | 7         | 175             | 10        | 200                | 27        | 0%         | 0%       |
| NB        | Left Turn     | 375             | 75                 | 7         | 125             | 14        | 150                | 38        | 0%         | 0%       |
|           | Through       | 875             | 175                | 7         | 250             | 12        | 275                | 27        | 0%         | 0%       |
|           | Right Turn    | 375             | 50                 | 4         | 75              | 7         | 100                | 21        | 0%         | 0%       |
| SB        | Left Turn     | 325             | 125                | 14        | 200             | 26        | 225                | 21        | 0%         | 0%       |
|           | Through       | 625             | 175                | 13        | 250             | 22        | 300                | 50        | 0%         | 0%       |
|           | Through/Right | 625             | 150                | 10        | 225             | 16        | 250                | 34        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 150                | 12        | 250             | 13        | 225                | 1         | 12%        | 0%       |
|           | Through       | 425             | 100                | 12        | 225             | 49        | 300                | 74        | 0%         | 0%       |
|           | Through/Right | 425             | 100                | 6         | 175             | 17        | 225                | 46        | 0%         | 0%       |

Intersection 1 164th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 75              | 8         | 75                 | 17        | 0%         | 0%       |
|           | Through       | 350          | 50                 | 4         | 100             | 12        | 150                | 29        | 0%         | 0%       |
|           | Right Turn    | 350          | 50                 | 4         | 75              | 10        | 100                | 23        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 100                | 9         | 150             | 14        | 175                | 25        | 0%         | 0%       |
|           | Through       | 900          | 225                | 13        | 325             | 27        | 375                | 43        | 0%         | 0%       |
|           | Right Turn    | 900          | 50                 | 7         | 100             | 14        | 100                | 26        | 0%         | 0%       |
| SB        | Left Turn     | 250          | 150                | 10        | 225             | 17        | 275                | 29        | 1%         | 0%       |
|           | Through       | 1,025        | 175                | 11        | 275             | 18        | 300                | 33        | 1%         | 0%       |
|           | Through/Right | 1,025        | 75                 | 10        | 150             | 14        | 200                | 18        | 0%         | 0%       |
|           | Left Turn     | 425          | 250                | 18        | 350             | 38        | 400                | 48        | 0%         | 0%       |
|           | Through       | 925          | 75                 | 7         | 150             | 51        | 200                | 171       | 0%         | 0%       |
|           | Right Turn    | 200          | 50                 | 3         | 75              | 5         | 100                | 10        | 0%         | 0%       |

Intersection 2 168th Avenue/34th 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        | Left Turn     | 175          | 25                 | 3         | 50              | 13        | 100                | 66        | 0%         | 0%       |
|           | Through/Right | 925          | 75                 | 13        | 150             | 33        | 225                | 75        | 1%         | 0%       |
| NB        | Shared        | 375          | 50                 | 5         | 75              | 9         | 100                | 20        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 4         | 75              | 4         | 75                 | 10        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           | Left Turn     | 125          | 25                 | 3         | 50              | 8         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 600          | 75                 | 6         | 175             | 17        | 225                | 44        | 2%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 2         | 25              | 8         | 50                 | 17        | 0%         | 0%       |
|           | Through/Right | 475             | 25                 | 0         | 25              | 4         | 25                 | 12        | 0%         | 0%       |
| NB        | Shared        | 450             | 50                 | 5         | 100             | 7         | 100                | 11        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 100             | 25                 | 3         | 50              | 4         | 50                 | 16        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150             | 25                 | 2         | 25              | 6         | 50                 | 6         | 0%         | 0%       |
|           | Through/Right | 825             | 25                 | 0         | 25              | 2         | 25                 | 7         | 0%         | 0%       |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 3         | 50              | 6         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 825             | 50                 | 7         | 125             | 16        | 150                | 28        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 25                 | 4         | 75              | 8         | 75                 | 17        | 0%         | 0%       |
|           | Through/Right | 400             | 25                 | 3         | 75              | 6         | 100                | 20        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 75                 | 5         | 100             | 8         | 125                | 19        | 0%         | 0%       |
|           | Through/Right | 300             | 75                 | 8         | 100             | 18        | 125                | 30        | 0%         | 0%       |
| WB        | Left Turn     | 100             | 25                 | 3         | 50              | 10        | 50                 | 28        | 0%         | 0%       |
|           | Through/Right | 325             | 75                 | 6         | 125             | 14        | 175                | 39        | 2%         | 0%       |

Intersection 5

177th Avenue/34th Street

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     | 175          | 25                 | 4         | 50              | 8         | 75                 | 18        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 3         | 25                 | 17        | 0%         | 0%       |
| NB        | Shared        | 325          | 50                 | 2         | 75              | 5         | 75                 | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 200          | 25                 | 3         | 50              | 6         | 50                 | 11        | 0%         | 0%       |
|           | Right Turn    | 200          | 25                 | 2         | 50              | 4         | 50                 | 13        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 25              | 7         | 50                 | 12        | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 1         | 25              | 7         | 25                 | 18        | 0%         | 0%       |
|           | Right Turn    | 175          | 25                 | 0         | 25              | 0         | 25                 | 7         | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/SE 34th 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        | Left Turn     | 175          | 50                 | 8         | 100             | 19        | 125                | 45        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 7         | 125             | 18        | 200                | 34        | 0%         | 0%       |
| NB        | Left/Through  | 275          | 75                 | 6         | 125             | 14        | 150                | 28        | 1%         | 0%       |
|           | Right Turn    | 125          | 25                 | 5         | 50              | 8         | 75                 | 42        | 0%         | 0%       |
| SB        | Left Turn     | 200          | 25                 | 3         | 50              | 6         | 75                 | 11        | 0%         | 0%       |
|           | Through/Right | 200          | 25                 | 2         | 50              | 4         | 50                 | 0         | 0%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 4         | 75              | 8         | 100                | 18        | 0%         | 0%       |
|           | Through/Right | 875          | 50                 | 4         | 100             | 11        | 125                | 25        | 0%         | 0%       |

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 75                 | 8         | 125             | 27        | 200                | 51        | 0%         | 0%       |
|           | Through/Right | 450             | 150                | 10        | 225             | 18        | 275                | 42        | 6%         | 0%       |
| NB        | Left Turn     | 375             | 75                 | 9         | 125             | 16        | 125                | 23        | 0%         | 0%       |
|           | Through       | 725             | 150                | 12        | 225             | 17        | 250                | 27        | 0%         | 0%       |
|           | Right Turn    | 375             | 50                 | 5         | 100             | 10        | 125                | 24        | 0%         | 0%       |
| SB        | Left Turn     | 325             | 100                | 12        | 150             | 27        | 200                | 33        | 0%         | 0%       |
|           | Through       | 525             | 100                | 7         | 175             | 10        | 200                | 17        | 0%         | 0%       |
|           | Through/Right | 525             | 75                 | 7         | 150             | 13        | 200                | 19        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 100                | 11        | 175             | 18        | 200                | 22        | 2%         | 0%       |
|           | Through       | 425             | 75                 | 11        | 150             | 34        | 200                | 54        | 0%         | 0%       |
|           | Right Turn    | 425             | 25                 | 4         | 50              | 9         | 75                 | 12        | 0%         | 0%       |



SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
2027 Build Alternative  
PM Peak Hour

Intersection 1 164th Avenue/34th Street Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 75                 | 11        | 125             | 27        | 175                | 42        | 0%         | 0%       |
|           | Through       | 350             | 100                | 10        | 150             | 25        | 200                | 37        | 1%         | 0%       |
|           | Right Turn    | 350             | 50                 | 5         | 100             | 11        | 125                | 24        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 225                | 48        | 450             | 81        | 475                | 0         | 0%         | 0%       |
|           | Through       | 900             | 475                | 85        | 725             | 166       | 775                | 146       | 20%        | 1%       |
|           | Right Turn    | 900             | 100                | 49        | 225             | 219       | 325                | 326       | 0%         | 0%       |
| SB        | Left Turn     | 250             | 125                | 11        | 250             | 26        | 300                | 18        | 0%         | 0%       |
|           | Through       | 1,025           | 250                | 11        | 375             | 23        | 400                | 43        | 8%         | 0%       |
|           | Through/Right | 1,025           | 175                | 9         | 275             | 17        | 300                | 24        | 0%         | 0%       |
|           | Left Turn     | 425             | 200                | 10        | 325             | 22        | 400                | 53        | 0%         | 0%       |
|           | Through       | 925             | 125                | 14        | 225             | 40        | 325                | 96        | 2%         | 0%       |
|           | Right Turn    | 200             | 75                 | 9         | 150             | 23        | 200                | 4         | 0%         | 0%       |

Intersection 2 168th Avenue/34th Street Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 5         | 100             | 19        | 125                | 57        | 0%         | 0%       |
|           | Through/Right | 925             | 100                | 9         | 175             | 24        | 250                | 54        | 1%         | 0%       |
| NB        | Shared        | 375             | 50                 | 6         | 75              | 9         | 100                | 19        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350             | 50                 | 5         | 75              | 7         | 100                | 14        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
|           | Left Turn     | 125             | 25                 | 4         | 50              | 20        | 50                 | 41        | 0%         | 0%       |
|           | Through/Right | 600             | 125                | 9         | 225             | 32        | 300                | 79        | 4%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

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     | 175          | 25                 | 3         | 50              | 6         | 50                 | 1         | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 5         | 25                 | 12        | 0%         | 0%       |
| NBWB      | Right Turn    | 275          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           |               | 275          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| SB        | Shared        | 100          | 25                 | 5         | 50              | 4         | 75                 | 13        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150          | 25                 | 5         | 50              | 8         | 75                 | 17        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 0         | 25              | 3         | 25                 | 10        | 0%         | 0%       |

Intersection 4

176th Avenue/34th 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        | Left Turn     | 175          | 75                 | 9         | 125             | 18        | 150                | 39        | 0%         | 0%       |
|           | Through/Right | 825          | 50                 | 5         | 125             | 17        | 150                | 43        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 50              | 6         | 75                 | 11        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 5         | 50              | 8         | 75                 | 15        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 7         | 125             | 13        | 150                | 16        | 0%         | 0%       |
|           | Through/Right | 300          | 50                 | 4         | 100             | 9         | 125                | 21        | 0%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 2         | 50              | 12        | 100                | 44        | 0%         | 0%       |
|           | Through/Right | 325          | 150                | 13        | 300             | 24        | 325                | 5         | 14%        | 1%       |

Intersection 5

177th Avenue/34th Street

Side-street Stop

| Direction | Lane Group   | Storage<br>(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    | 175             | 25                 | 3         | 50              | 5         | 50                 | 12        | 0%         | 0%       |
|           | Shared       | 325             | 50                 | 3         | 75              | 5         | 75                 | 14        | 0%         | 0%       |
| NB        | Left/Through | 200             | 25                 | 2         | 50              | 4         | 50                 | 11        | 0%         | 0%       |
|           | Right Turn   | 200             | 50                 | 4         | 75              | 8         | 75                 | 18        | 0%         | 0%       |
| SB        | Left Turn    | 175             | 25                 | 2         | 25              | 6         | 50                 | 7         | 0%         | 0%       |
|           | Through      | 1,650           | 25                 | 5         | 75              | 25        | 150                | 62        | 0%         | 0%       |
| WB        | Left Turn    | 175             | 25                 | 2         | 25              | 6         | 50                 | 7         | 0%         | 0%       |
|           | Through      | 1,650           | 25                 | 5         | 75              | 25        | 150                | 62        | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive & SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 2         | 50              | 5         | 75                 | 9         | 0%         | 0%       |
|           | Through/Right | 1,650           | 75                 | 11        | 150             | 19        | 225                | 40        | 1%         | 0%       |
| NB        | Left/Through  | 275             | 100                | 8         | 175             | 18        | 225                | 44        | 5%         | 0%       |
|           | Right Turn    | 125             | 50                 | 4         | 75              | 14        | 150                | 53        | 0%         | 0%       |
| SB        | Left Turn     | 200             | 25                 | 3         | 50              | 8         | 75                 | 14        | 0%         | 0%       |
|           | Through/Right | 200             | 25                 | 3         | 75              | 6         | 75                 | 18        | 0%         | 0%       |
| WB        | Left Turn     | 150             | 50                 | 4         | 100             | 13        | 125                | 40        | 0%         | 0%       |
|           | Through/Right | 875             | 75                 | 13        | 175             | 27        | 225                | 52        | 1%         | 0%       |

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 100                | 13        | 175             | 32        | 225                | 1         | 0%         | 0%       |
|           | Through/Right | 450             | 175                | 14        | 300             | 36        | 375                | 54        | 13%        | 0%       |
| NB        | Left Turn     | 375             | 75                 | 8         | 150             | 21        | 175                | 34        | 0%         | 0%       |
|           | Through       | 725             | 200                | 14        | 300             | 20        | 350                | 39        | 0%         | 0%       |
|           | Right Turn    | 375             | 50                 | 4         | 75              | 6         | 75                 | 15        | 0%         | 0%       |
| SB        | Left Turn     | 325             | 125                | 10        | 175             | 11        | 225                | 23        | 0%         | 0%       |
|           | Through       | 525             | 175                | 11        | 250             | 17        | 275                | 25        | 0%         | 0%       |
|           | Through/Right | 525             | 150                | 11        | 250             | 11        | 275                | 27        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 150                | 17        | 250             | 17        | 225                | 1         | 11%        | 0%       |
|           | Through       | 425             | 150                | 31        | 275             | 66        | 325                | 59        | 4%         | 1%       |
|           | Right Turn    | 425             | 50                 | 3         | 75              | 9         | 100                | 27        | 0%         | 0%       |

Intersection 1

SE 164th Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 8         | 75              | 17        | 100                | 28        | 0%         | 0%       |
|           | Through       | 350          | 75                 | 5         | 125             | 11        | 150                | 11        | 0%         | 0%       |
|           | Right Turn    | 350          | 75                 | 4         | 100             | 8         | 125                | 25        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 100                | 15        | 175             | 30        | 200                | 44        | 0%         | 0%       |
|           | Through       | 875          | 250                | 15        | 375             | 37        | 425                | 51        | 0%         | 0%       |
|           | Right Turn    | 875          | 100                | 9         | 175             | 21        | 225                | 33        | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 150                | 13        | 250             | 19        | 300                | 24        | 1%         | 0%       |
|           | Through       | 1,200        | 175                | 17        | 275             | 29        | 325                | 52        | 1%         | 0%       |
|           | Through/Right | 1,200        | 100                | 18        | 175             | 21        | 225                | 24        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 175                | 12        | 250             | 26        | 300                | 36        | 0%         | 0%       |
|           | Through       | 925          | 75                 | 7         | 150             | 13        | 175                | 17        | 0%         | 0%       |
|           | Right Turn    | 175          | 50                 | 5         | 75              | 14        | 100                | 35        | 0%         | 0%       |

Intersection 2

SE 168th Avenue/SE 34th 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        | Left Turn     | 175          | 25                 | 4         | 75              | 7         | 75                 | 12        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 5         | 125             | 17        | 150                | 46        | 0%         | 0%       |
|           | Through/Right | 925          | 50                 | 5         | 100             | 17        | 125                | 31        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 4         | 75              | 7         | 100                | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 3         | 75              | 9         | 100                | 20        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 2         | 25              | 6         | 50                 | 7         | 0%         | 0%       |
|           | Through       | 600          | 50                 | 8         | 100             | 14        | 125                | 20        | 0%         | 0%       |
|           | Through/Right | 600          | 50                 | 7         | 100             | 12        | 125                | 23        | 0%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

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     | 175          | 25                 | 2         | 25              | 6         | 50                 | 16        | 0%         | 0%       |
|           | Through       | 475          | 25                 | 1         | 25              | 5         | 25                 | 16        | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 0         | 25              | 2         | 25                 | 7         | 0%         | 0%       |
| NB        | Shared        | 450          | 75                 | 4         | 100             | 14        | 150                | 31        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 75           | 25                 | 2         | 50              | 4         | 50                 | 17        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150          | 25                 | 2         | 50              | 5         | 75                 | 17        | 0%         | 0%       |
|           | Through       | 825          | 25                 | 1         | 25              | 7         | 25                 | 20        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 1         | 25              | 7         | 25                 | 20        | 0%         | 0%       |

Intersection 4

SE 176th Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 4         | 75              | 9         | 100                | 15        | 0%         | 0%       |
|           | Through       | 825          | 50                 | 6         | 100             | 14        | 125                | 29        | 0%         | 0%       |
|           | Through/Right | 825          | 50                 | 4         | 75              | 9         | 100                | 22        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 75              | 10        | 75                 | 18        | 0%         | 0%       |
|           | Through/Right | 400          | 50                 | 2         | 75              | 8         | 100                | 15        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left Turn     | 175          | 75                 | 5         | 125             | 14        | 150                | 31        | 0%         | 0%       |
|           | Through/Right | 300          | 75                 | 7         | 125             | 21        | 175                | 44        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 100          | 25                 | 2         | 25              | 4         | 50                 | 1         | 0%         | 0%       |
|           | Through       | 325          | 50                 | 6         | 75              | 11        | 100                | 25        | 0%         | 0%       |
|           | Through/Right | 325          | 50                 | 5         | 100             | 11        | 125                | 21        | 0%         | 0%       |

Intersection 5

SE 177th Avenue/SE 34th Street

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     | 175          | 50                 | 3         | 75              | 8         | 100                | 28        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 1         | 25              | 6         | 25                 | 17        | 0%         | 0%       |
| NB        | Shared        | 300          | 50                 | 3         | 75              | 6         | 75                 | 13        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 200          | 25                 | 4         | 50              | 5         | 75                 | 13        | 0%         | 0%       |
|           | Right Turn    | 200          | 50                 | 1         | 50              | 3         | 75                 | 13        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 25              | 7         | 25                 | 8         | 0%         | 0%       |
|           | Through       | 1,650        | 25                 | 0         | 25              | 3         | 25                 | 9         | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 1         | 25              | 7         | 50                 | 17        | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/SE 34th 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        | Left Turn     | 175          | 100                | 6         | 150             | 12        | 175                | 22        | 1%         | 0%       |
|           | Through       | 1,650        | 25                 | 6         | 75              | 15        | 125                | 30        | 0%         | 0%       |
|           | Through/Right | 1,650        | 50                 | 7         | 100             | 11        | 150                | 31        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 100                | 14        | 175             | 24        | 200                | 39        | 6%         | 0%       |
|           | Right Turn    | 125          | 25                 | 7         | 75              | 30        | 125                | 63        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 7         | 100             | 11        | 125                | 19        | 0%         | 0%       |
|           | Through/Right | 175          | 75                 | 9         | 125             | 18        | 150                | 24        | 0%         | 0%       |
| WB        | Left Turn     | 150          | 50                 | 4         | 75              | 10        | 100                | 17        | 0%         | 0%       |
|           | Through       | 875          | 50                 | 4         | 75              | 9         | 100                | 19        | 0%         | 0%       |
|           | Through/Right | 875          | 50                 | 6         | 100             | 11        | 125                | 22        | 0%         | 0%       |

Intersection 7

SE 192nd Avenue/SE 34th 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        | Left Turn     | 175          | 75                 | 4         | 125             | 11        | 150                | 22        | 0%         | 0%       |
|           | Through       | 450          | 75                 | 7         | 125             | 13        | 150                | 22        | 0%         | 0%       |
|           | Through/Right | 450          | 100                | 6         | 175             | 12        | 200                | 23        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 75                 | 8         | 150             | 18        | 175                | 43        | 0%         | 0%       |
|           | Through       | 875          | 175                | 12        | 250             | 24        | 275                | 35        | 0%         | 0%       |
|           | Right Turn    | 375          | 100                | 6         | 150             | 17        | 175                | 26        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 150                | 17        | 225             | 26        | 225                | 25        | 0%         | 0%       |
|           | Through       | 625          | 150                | 9         | 225             | 17        | 275                | 44        | 0%         | 0%       |
|           | Through/Right | 625          | 125                | 10        | 200             | 21        | 250                | 34        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 100                | 9         | 175             | 8         | 225                | 15        | 2%         | 0%       |
|           | Through       | 425          | 75                 | 4         | 125             | 15        | 200                | 48        | 0%         | 0%       |
|           | Through/Right | 425          | 100                | 9         | 150             | 15        | 175                | 29        | 0%         | 0%       |



Intersection 1

SE 164th Avenue/SE 34th 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        | Left Turn     | 175          | 75                 | 23        | 125             | 44        | 175                | 57        | 0%         | 0%       |
|           | Through       | 350          | 100                | 6         | 150             | 12        | 175                | 18        | 1%         | 0%       |
|           | Right Turn    | 350          | 75                 | 10        | 125             | 24        | 175                | 39        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 225                | 40        | 450             | 80        | 450                | 1         | 0%         | 0%       |
|           | Through       | 875          | 450                | 62        | 675             | 130       | 750                | 126       | 15%        | 0%       |
|           | Right Turn    | 875          | 125                | 15        | 200             | 68        | 300                | 205       | 0%         | 0%       |
| SB        | Left Turn     | 1,250        | 175                | 14        | 300             | 17        | 300                | 1         | 2%         | 0%       |
|           | Through       | 1,200        | 275                | 21        | 400             | 41        | 450                | 85        | 11%        | 0%       |
|           | Through/Right | 1,200        | 200                | 15        | 300             | 19        | 350                | 38        | 0%         | 0%       |
| WB        | Left Turn     | 925          | 200                | 15        | 300             | 33        | 350                | 73        | 0%         | 0%       |
|           | Through       | 925          | 150                | 8         | 250             | 23        | 275                | 46        | 4%         | 0%       |
|           | Right Turn    | 175          | 100                | 11        | 200             | 21        | 200                | 0         | 1%         | 0%       |

Intersection 2

SE 168th Avenue/SE 34th 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        | Left Turn     | 175          | 50                 | 7         | 100             | 13        | 125                | 28        | 0%         | 0%       |
|           | Through       | 925          | 50                 | 6         | 125             | 15        | 150                | 24        | 0%         | 0%       |
|           | Through/Right | 925          | 75                 | 5         | 125             | 13        | 150                | 25        | 0%         | 0%       |
| NB        | Shared        | 375          | 50                 | 5         | 100             | 12        | 125                | 27        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 4         | 100             | 9         | 100                | 12        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 125          | 25                 | 2         | 50              | 5         | 50                 | 9         | 0%         | 0%       |
|           | Through       | 600          | 75                 | 9         | 175             | 23        | 225                | 63        | 1%         | 0%       |
|           | Through/Right | 600          | 75                 | 7         | 150             | 25        | 200                | 55        | 0%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

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     | 175          | 25                 | 3         | 50              | 7         | 50                 | 11        | 0%         | 0%       |
|           | Through       | 475          | 25                 | 1         | 25              | 6         | 25                 | 18        | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 7         | 25                 | 13        | 0%         | 0%       |
| NB        | Shared        | 450          | 75                 | 5         | 100             | 24        | 150                | 42        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 75           | 25                 | 5         | 50              | 6         | 75                 | 12        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150          | 25                 | 4         | 50              | 7         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 0         | 25              | 4         | 25                 | 11        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |

Intersection 4

SE 176th Avenue/SE 34th 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        | Left Turn     | 175          | 75                 | 8         | 125             | 17        | 175                | 25        | 0%         | 0%       |
|           | Through       | 825          | 50                 | 5         | 75              | 12        | 125                | 31        | 0%         | 0%       |
|           | Through/Right | 825          | 50                 | 5         | 100             | 10        | 125                | 16        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 75              | 11        | 75                 | 22        | 0%         | 0%       |
|           | Through/Right | 400          | 25                 | 4         | 75              | 8         | 100                | 18        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Left Turn     | 175          | 75                 | 4         | 150             | 12        | 175                | 25        | 0%         | 0%       |
|           | Through/Right | 300          | 75                 | 7         | 125             | 14        | 175                | 43        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 100          | 25                 | 4         | 50              | 14        | 100                | 41        | 0%         | 0%       |
|           | Through       | 325          | 100                | 9         | 175             | 13        | 200                | 29        | 6%         | 0%       |
|           | Through/Right | 325          | 125                | 13        | 200             | 16        | 225                | 19        | 0%         | 0%       |

Intersection 5

SE 177th Avenue/SE 34th Street

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     | 175          | 25                 | 3         | 50              | 5         | 75                 | 13        | 0%         | 0%       |
|           | Through/Right | 325          | 25                 | 0         | 25              | 3         | 25                 | 8         | 0%         | 0%       |
| NB        | Shared        | 300          | 50                 | 2         | 75              | 5         | 75                 | 10        | 0%         | 0%       |
| SB        | Left/Through  | 200          | 50                 | 4         | 75              | 7         | 100                | 14        | 0%         | 0%       |
|           | Right Turn    | 200          | 50                 | 4         | 100             | 10        | 150                | 28        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 25                 | 2         | 25              | 7         | 50                 | 15        | 0%         | 0%       |
|           | Through/Right | 1,650        | 25                 | 1         | 25              | 5         | 25                 | 13        | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/SE 34th 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        | Left Turn     | 175          | 50                 | 6         | 100             | 15        | 125                | 22        | 0%         | 0%       |
|           | Through       | 1,650        | 50                 | 5         | 100             | 10        | 125                | 15        | 0%         | 0%       |
|           | Through/Right | 1,650        | 75                 | 3         | 125             | 11        | 150                | 16        | 0%         | 0%       |
| NB        | Left/Through  | 250          | 100                | 13        | 175             | 28        | 225                | 24        | 7%         | 0%       |
|           | Right Turn    | 125          | 50                 | 4         | 100             | 15        | 175                | 34        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 125                | 7         | 200             | 11        | 200                | 7         | 0%         | 3%       |
|           | Through/Right | 175          | 100                | 12        | 175             | 15        | 200                | 13        | 0%         | 3%       |
| WB        | Left Turn     | 150          | 50                 | 5         | 75              | 12        | 100                | 18        | 0%         | 0%       |
|           | Through       | 875          | 50                 | 6         | 100             | 15        | 125                | 27        | 0%         | 0%       |
|           | Through/Right | 875          | 75                 | 7         | 125             | 14        | 150                | 25        | 0%         | 0%       |

Intersection 7

SE 192nd Avenue/SE 34th 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        | Left Turn     | 175          | 100                | 11        | 175             | 12        | 200                | 21        | 1%         | 0%       |
|           | Through       | 450          | 125                | 6         | 200             | 14        | 225                | 29        | 1%         | 0%       |
|           | Through/Right | 450          | 175                | 9         | 250             | 17        | 275                | 29        | 0%         | 0%       |
| NB        | Left Turn     | 375          | 100                | 10        | 175             | 20        | 200                | 27        | 0%         | 0%       |
|           | Through       | 875          | 250                | 13        | 350             | 19        | 375                | 29        | 0%         | 0%       |
|           | Right Turn    | 375          | 50                 | 4         | 100             | 8         | 125                | 10        | 0%         | 0%       |
| SB        | Left Turn     | 325          | 175                | 15        | 250             | 22        | 275                | 30        | 0%         | 0%       |
|           | Through       | 625          | 200                | 11        | 300             | 19        | 325                | 27        | 0%         | 0%       |
|           | Through/Right | 625          | 200                | 12        | 300             | 21        | 325                | 28        | 0%         | 0%       |
| WB        | Left Turn     | 175          | 175                | 14        | 250             | 15        | 225                | 1         | 23%        | 0%       |
|           | Through       | 425          | 150                | 34        | 325             | 86        | 400                | 68        | 0%         | 1%       |
|           | Through/Right | 425          | 125                | 8         | 225             | 32        | 325                | 71        | 0%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group  
Intersection 1

164th Avenue/34th Street

SE 34th Street  
2040 Build Alternative  
AM Peak Hour  
Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 6         | 75              | 11        | 100                | 22        | 0%         | 0%       |
|           | Through       | 350             | 75                 | 8         | 125             | 15        | 150                | 17        | 0%         | 0%       |
|           | Right Turn    | 350             | 75                 | 5         | 100             | 13        | 125                | 32        | 0%         | 0%       |
| NB        | Left Turn     | 400             | 125                | 17        | 225             | 58        | 375                | 129       | 0%         | 0%       |
|           | Through       | 900             | 300                | 26        | 450             | 50        | 525                | 91        | 3%         | 0%       |
|           | Right Turn    | 900             | 75                 | 5         | 150             | 11        | 200                | 17        | 0%         | 0%       |
| SB        | Left Turn     | 250             | 175                | 11        | 275             | 14        | 300                | 9         | 2%         | 0%       |
|           | Through       | 1,025           | 200                | 12        | 325             | 41        | 400                | 102       | 2%         | 0%       |
|           | Through/Right | 1,025           | 100                | 13        | 225             | 20        | 250                | 35        | 0%         | 0%       |
|           | Left Turn     | 425             | 300                | 16        | 475             | 24        | 475                | 5         | 4%         | 0%       |
|           | Through       | 925             | 100                | 31        | 300             | 142       | 500                | 235       | 0%         | 0%       |
|           | Right Turn    | 175             | 50                 | 6         | 100             | 20        | 125                | 50        | 0%         | 0%       |

Intersection 2

168th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 3         | 75              | 21        | 100                | 57        | 0%         | 0%       |
|           | Through/Right | 925             | 125                | 13        | 225             | 38        | 300                | 94        | 2%         | 0%       |
| NB        | Shared        | 375             | 50                 | 5         | 75              | 10        | 100                | 24        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350             | 50                 | 3         | 75              | 7         | 100                | 11        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
|           | Left Turn     | 125             | 25                 | 2         | 50              | 6         | 50                 | 11        | 0%         | 0%       |
|           | Through/Right | 600             | 125                | 8         | 200             | 18        | 275                | 41        | 3%         | 0%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 2         | 25              | 7         | 50                 | 13        | 0%         | 0%       |
|           | Through/Right | 475             | 25                 | 1         | 25              | 9         | 25                 | 25        | 0%         | 0%       |
| NBWB      | Right Turn    | 275             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           |               | 275             | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| SB        | Shared        | 100             | 25                 | 3         | 50              | 4         | 75                 | 10        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150             | 25                 | 3         | 50              | 6         | 50                 | 15        | 0%         | 0%       |
|           | Through/Right | 825             | 25                 | 0         | 25              | 4         | 25                 | 11        | 0%         | 0%       |

Intersection 4

176th Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 4         | 100             | 12        | 150                | 54        | 0%         | 0%       |
|           | Through/Right | 825             | 100                | 9         | 200             | 25        | 250                | 62        | 1%         | 0%       |
| NB        | Left Turn     | 400             | 25                 | 4         | 75              | 6         | 75                 | 15        | 0%         | 0%       |
|           | Through/Right | 400             | 25                 | 5         | 75              | 9         | 100                | 18        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 75                 | 8         | 125             | 18        | 125                | 22        | 0%         | 0%       |
|           | Through/Right | 300             | 75                 | 10        | 125             | 23        | 175                | 40        | 0%         | 0%       |
| WB        | Left Turn     | 100             | 25                 | 4         | 50              | 13        | 50                 | 37        | 0%         | 0%       |
|           | Through/Right | 325             | 100                | 10        | 200             | 22        | 250                | 47        | 6%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
2040 Build Alternative  
AM Peak Hour

Intersection 5

177th Avenue/34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 4         | 75              | 8         | 100                | 15        | 0%         | 0%       |
|           | Through/Right | 325             | 25                 | 0         | 25              | 3         | 25                 | 9         | 0%         | 0%       |
| NB        | Shared        | 325             | 50                 | 5         | 75              | 8         | 100                | 19        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 200             | 25                 | 4         | 50              | 5         | 75                 | 13        | 0%         | 0%       |
|           | Right Turn    | 200             | 50                 | 3         | 75              | 8         | 75                 | 11        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 25                 | 1         | 25              | 5         | 50                 | 1         | 0%         | 0%       |
|           | Through       | 2,375           | 250                | 10        | 375             | 19        | 425                | 32        | 0%         | 0%       |
|           | Right Turn    | 175             | 25                 | 1         | 25              | 5         | 25                 | 11        | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive & SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 75                 | 7         | 150             | 18        | 200                | 31        | 1%         | 0%       |
|           | Through/Right | 1,650           | 100                | 10        | 175             | 24        | 225                | 64        | 1%         | 0%       |
| NB        | Left/Through  | 275             | 100                | 9         | 175             | 16        | 225                | 31        | 7%         | 0%       |
|           | Right Turn    | 125             | 25                 | 3         | 75              | 17        | 150                | 59        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 50                 | 7         | 100             | 8         | 125                | 16        | 0%         | 0%       |
|           | Through/Right | 175             | 50                 | 6         | 100             | 19        | 125                | 32        | 0%         | 0%       |
| WB        | Left Turn     | 150             | 50                 | 7         | 100             | 20        | 125                | 43        | 0%         | 0%       |
|           | Through/Right | 875             | 100                | 13        | 200             | 31        | 250                | 64        | 2%         | 0%       |

Intersection 7

SE 192nd Avenue/34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 75                 | 10        | 175             | 23        | 225                | 1         | 0%         | 0%       |
|           | Through/Right | 450             | 200                | 20        | 325             | 49        | 375                | 70        | 15%        | 0%       |
| NB        | Left Turn     | 375             | 100                | 12        | 175             | 19        | 225                | 31        | 0%         | 0%       |
|           | Through       | 725             | 175                | 11        | 275             | 21        | 325                | 44        | 0%         | 0%       |
|           | Right Turn    | 375             | 75                 | 6         | 125             | 20        | 150                | 41        | 0%         | 0%       |
| SB        | Left Turn     | 325             | 100                | 8         | 150             | 16        | 175                | 21        | 0%         | 0%       |
|           | Through       | 525             | 150                | 9         | 225             | 18        | 275                | 34        | 0%         | 0%       |
|           | Through/Right | 525             | 125                | 12        | 225             | 19        | 250                | 37        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 100                | 9         | 200             | 17        | 225                | 13        | 3%         | 0%       |
|           | Through       | 425             | 125                | 10        | 200             | 19        | 275                | 46        | 2%         | 0%       |
|           | Right Turn    | 425             | 50                 | 4         | 75              | 8         | 100                | 23        | 0%         | 0%       |



SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
2040 Build Alternative  
PM Peak Hour

Intersection 1 164th Avenue/34th 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        | Left Turn     | 175          | 75                 | 7         | 125             | 8         | 150                | 13        | 0%         | 0%       |
|           | Through       | 350          | 100                | 10        | 150             | 19        | 175                | 26        | 1%         | 0%       |
|           | Right Turn    | 350          | 75                 | 11        | 150             | 18        | 175                | 25        | 0%         | 0%       |
| NB        | Left Turn     | 400          | 375                | 24        | 600             | 13        | 475                | 0         | 1%         | 0%       |
|           | Through       | 900          | 875                | 54        | 1,025           | 76        | 950                | 12        | 62%        | 54%      |
|           | Right Turn    | 900          | 775                | 119       | 1,150           | 168       | 925                | 16        | 0%         | 43%      |
| SB        | Left Turn     | 250          | 275                | 25        | 350             | 19        | 325                | 0         | 41%        | 0%       |
|           | Through       | 1,025        | 500                | 111       | 775             | 193       | 825                | 187       | 23%        | 1%       |
|           | Through/Right | 1,025        | 300                | 49        | 500             | 103       | 575                | 113       | 0%         | 0%       |
|           | Left Turn     | 425          | 375                | 21        | 525             | 19        | 475                | 0         | 11%        | 0%       |
|           | Through       | 925          | 250                | 62        | 650             | 159       | 825                | 120       | 2%         | 0%       |
|           | Right Turn    | 175          | 75                 | 11        | 150             | 24        | 200                | 34        | 0%         | 0%       |

Intersection 2 168th Avenue/34th 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        | Left Turn     | 175          | 75                 | 11        | 150             | 31        | 200                | 44        | 0%         | 0%       |
|           | Through/Right | 925          | 150                | 15        | 275             | 36        | 375                | 81        | 3%         | 0%       |
| NB        | Shared        | 375          | 50                 | 4         | 100             | 8         | 125                | 21        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| SB        | Shared        | 350          | 50                 | 6         | 100             | 11        | 125                | 17        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
|           | Left Turn     | 125          | 25                 | 7         | 75              | 28        | 150                | 60        | 0%         | 0%       |
|           | Through/Right | 600          | 250                | 47        | 450             | 92        | 525                | 73        | 16%        | 1%       |

Intersection 3

SE 172nd Avenue/SE 34th Street

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     | 175          | 25                 | 3         | 50              | 7         | 50                 | 12        | 0%         | 0%       |
|           | Through/Right | 475          | 25                 | 1         | 25              | 7         | 25                 | 19        | 0%         | 0%       |
| NBWB      | Right Turn    | 275          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
|           |               | 275          | 25                 | 0         | 25              | 0         | 25                 | 0         | 0%         | 0%       |
| SB        | Shared        | 525          | 25                 | 3         | 50              | 7         | 50                 | 18        | 0%         | 0%       |
|           |               |              |                    |           |                 |           |                    |           |            |          |
| WB        | Left Turn     | 150          | 25                 | 6         | 75              | 13        | 100                | 41        | 0%         | 0%       |
|           | Through/Right | 825          | 25                 | 6         | 25              | 40        | 75                 | 91        | 0%         | 0%       |

Intersection 4

176th Avenue/34th 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        | Left Turn     | 175          | 100                | 9         | 175             | 10        | 200                | 17        | 3%         | 0%       |
|           | Through/Right | 825          | 75                 | 9         | 175             | 19        | 225                | 38        | 1%         | 0%       |
| NB        | Left Turn     | 400          | 25                 | 4         | 75              | 10        | 75                 | 21        | 0%         | 0%       |
|           | Through/Right | 400          | 50                 | 5         | 75              | 7         | 100                | 18        | 0%         | 0%       |
| SB        | Left Turn     | 175          | 75                 | 5         | 125             | 11        | 175                | 24        | 0%         | 0%       |
|           | Through/Right | 300          | 75                 | 6         | 150             | 11        | 175                | 29        | 1%         | 0%       |
| WB        | Left Turn     | 100          | 25                 | 4         | 75              | 9         | 125                | 0         | 0%         | 0%       |
|           | Through/Right | 325          | 250                | 26        | 375             | 13        | 325                | 3         | 25%        | 6%       |

Intersection 5

177th Avenue/34th Street

Side-street Stop

| Direction | Lane Group    | Storage<br>(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     | 175             | 25                 | 3         | 50              | 6         | 50                 | 13        | 0%         | 0%       |
|           | Through/Right | 325             | 25                 | 1         | 25              | 6         | 25                 | 18        | 0%         | 0%       |
| NB        | Shared        | 325             | 50                 | 17        | 125             | 51        | 150                | 81        | 0%         | 0%       |
|           |               |                 |                    |           |                 |           |                    |           |            |          |
| SB        | Left/Through  | 200             | 50                 | 16        | 125             | 51        | 150                | 63        | 0%         | 2%       |
|           | Right Turn    | 200             | 125                | 32        | 200             | 45        | 225                | 24        | 0%         | 19%      |
| WB        | Left Turn     | 175             | 25                 | 5         | 50              | 29        | 100                | 70        | 0%         | 0%       |
|           | Through       | 1,650           | 75                 | 29        | 250             | 61        | 375                | 128       | 3%         | 0%       |
|           | Right Turn    | 175             | 25                 | 10        | 50              | 53        | 125                | 106       | 0%         | 0%       |

Intersection 6

SE Hiddenbrook Drive/SE 34th Street

Signal

| Direction | Lane Group    | Storage<br>(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     | 175             | 50                 | 7         | 125             | 28        | 175                | 57        | 0%         | 0%       |
|           | Through/Right | 1,650           | 150                | 32        | 300             | 115       | 350                | 177       | 7%         | 0%       |
| NB        | Left/Through  | 275             | 100                | 11        | 175             | 25        | 225                | 35        | 8%         | 0%       |
|           | Right Turn    | 125             | 50                 | 5         | 100             | 22        | 175                | 24        | 0%         | 0%       |
| SB        | Left Turn     | 175             | 125                | 10        | 200             | 21        | 200                | 12        | 0%         | 4%       |
|           | Through/Right | 175             | 100                | 7         | 175             | 11        | 200                | 13        | 0%         | 1%       |
| WB        | Left Turn     | 150             | 50                 | 6         | 100             | 20        | 175                | 35        | 0%         | 0%       |
|           | Through/Right | 875             | 150                | 20        | 250             | 42        | 300                | 59        | 6%         | 0%       |

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length By Lane Group

SE 34th Street  
2040 Build Alternative  
PM Peak Hour

Intersection 7

SE 192nd Avenue/34th Street

Signal

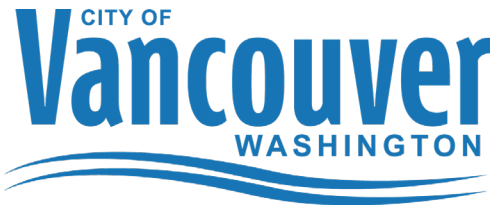
| Direction | Lane Group    | Storage<br>(ft) | Average Queue (ft) |           | 95th Queue (ft) |           | Maximum Queue (ft) |           | Block Time |          |
|-----------|---------------|-----------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|------------|----------|
|           |               |                 | Average            | Std. Dev. | Average         | Std. Dev. | Average            | Std. Dev. | Pocket     | Upstream |
| EB        | Left Turn     | 175             | 200                | 17        | 300             | 16        | 225                | 0         | 4%         | 0%       |
|           | Through/Right | 450             | 475                | 60        | 550             | 49        | 550                | 18        | 66%        | 47%      |
| NB        | Left Turn     | 375             | 250                | 64        | 450             | 97        | 475                | 37        | 3%         | 0%       |
|           | Through       | 725             | 425                | 81        | 650             | 121       | 700                | 122       | 21%        | 2%       |
|           | Right Turn    | 375             | 125                | 49        | 350             | 143       | 450                | 125       | 0%         | 0%       |
| SB        | Left Turn     | 325             | 150                | 20        | 250             | 33        | 350                | 73        | 0%         | 0%       |
|           | Through       | 525             | 250                | 8         | 375             | 25        | 450                | 72        | 2%         | 0%       |
|           | Through/Right | 525             | 225                | 8         | 350             | 26        | 425                | 55        | 0%         | 0%       |
| WB        | Left Turn     | 175             | 175                | 10        | 275             | 6         | 225                | 1         | 21%        | 0%       |
|           | Through       | 425             | 175                | 22        | 375             | 40        | 425                | 22        | 3%         | 2%       |
|           | Right Turn    | 425             | 50                 | 5         | 100             | 27        | 200                | 109       | 0%         | 0%       |



## **Appendix E: LOS by Movement**

| Intersection                     | Approach   | Movement   | Existing           |     |                    |     |                    | 2027               |     |                    |     |                    | 2040               |     |       |     |                    |
|----------------------------------|------------|------------|--------------------|-----|--------------------|-----|--------------------|--------------------|-----|--------------------|-----|--------------------|--------------------|-----|-------|-----|--------------------|
|                                  |            |            | No Build           |     | Build              |     | Delta<br>(Seconds) | No Build           |     | Build              |     | Delta<br>(Seconds) | No Build           |     | Build |     | Delta<br>(Seconds) |
|                                  |            |            | Delay<br>(Seconds) | LOS | Delay<br>(Seconds) | LOS |                    | Delay<br>(Seconds) | LOS | Delay<br>(Seconds) | LOS |                    | Delay<br>(Seconds) | LOS |       |     |                    |
| SE 164th Avenue & SE 34th Street | NB         | Left Turn  | 42                 | D   | 44                 | D   | 3                  | 43                 | D   | 47                 | D   | 4                  | 45                 | D   | 52    | D   | 7                  |
|                                  |            | Through    | 17                 | B   | 23                 | C   | 7                  | 19                 | B   | 24                 | C   | 5                  | 29                 | C   | 44    | D   | 15                 |
|                                  |            | Right Turn | 2                  | A   | 3                  | A   | 1                  | 6                  | A   | 4                  | A   | -1                 | 11                 | B   | 6     | A   | -4                 |
|                                  |            | Approach   | 16                 | B   | 22                 | C   | 6                  | 19                 | B   | 23                 | C   | 4                  | 25                 | C   | 34    | C   | 9                  |
|                                  | SB         | Left Turn  | 52                 | D   | 54                 | D   | 2                  | 52                 | D   | 52                 | D   | 0                  | 55                 | D   | 62    | E   | 7                  |
|                                  |            | Through    | 16                 | B   | 20                 | B   | 4                  | 18                 | B   | 21                 | C   | 3                  | 23                 | C   | 29    | C   | 6                  |
|                                  |            | Right Turn | 5                  | A   | 7                  | A   | 2                  | 9                  | A   | 7                  | A   | -1                 | 11                 | B   | 13    | B   | 2                  |
|                                  |            | Approach   | 22                 | C   | 25                 | C   | 3                  | 23                 | C   | 26                 | C   | 3                  | 28                 | C   | 34    | C   | 6                  |
|                                  | EB         | Left Turn  | 60                 | E   | 50                 | D   | -10                | 57                 | E   | 53                 | D   | -4                 | 58                 | E   | 59    | E   | 1                  |
|                                  |            | Through    | 50                 | D   | 48                 | D   | -1                 | 44                 | D   | 59                 | E   | 15                 | 50                 | D   | 58    | E   | 9                  |
|                                  |            | Right Turn | 6                  | A   | 6                  | A   | 0                  | 7                  | A   | 5                  | A   | -2                 | 7                  | A   | 7     | A   | 0                  |
|                                  |            | Approach   | 24                 | C   | 22                 | C   | -2                 | 21                 | C   | 22                 | C   | 1                  | 24                 | C   | 24    | C   | 0                  |
|                                  | WB         | Left Turn  | 47                 | D   | 45                 | D   | -1                 | 47                 | D   | 45                 | D   | -2                 | 43                 | D   | 46    | D   | 3                  |
|                                  |            | Through    | 38                 | D   | 26                 | C   | -11                | 35                 | D   | 38                 | D   | 3                  | 35                 | D   | 29    | C   | -6                 |
|                                  |            | Right Turn | 5                  | A   | 4                  | A   | 0                  | 7                  | A   | 5                  | A   | -1                 | 7                  | A   | 7     | A   | 0                  |
|                                  |            | Approach   | 36                 | D   | 34                 | C   | -2                 | 37                 | D   | 35                 | C   | -2                 | 35                 | D   | 36    | D   | 1                  |
| Intersection                     |            |            | 22                 | C   | 25                 | C   | 3                  | 24                 | C   | 26                 | C   | 2                  | 28                 | C   | 34    | C   | 6                  |
| NB                               | Left Turn  | 49         | D                  | 45  | D                  | -4  | 42                 | D                  | 45  | D                  | 2   | 43                 | D                  | 47  | D     | 4   |                    |
|                                  | Through    | 12         | B                  | 14  | B                  | 2   | 14                 | B                  | 15  | B                  | 2   | 16                 | B                  | 23  | C     | 6   |                    |
|                                  | Right Turn | 3          | A                  | 3   | A                  | 0   | 7                  | A                  | 4   | A                  | -3  | 8                  | A                  | 5   | A     | -3  |                    |
|                                  | Approach   | 12         | B                  | 13  | B                  | 2   | 14                 | B                  | 14  | B                  | 0   | 17                 | B                  | 21  | C     | 4   |                    |
| SB                               | Left Turn  | 45         | D                  | 46  | D                  | 2   | 52                 | D                  | 41  | D                  | -12 | 78                 | E                  | 41  | D     | -37 |                    |
|                                  | Through    | 9          | A                  | 11  | B                  | 2   | 14                 | B                  | 12  | B                  | -1  | 18                 | B                  | 20  | C     | 3   |                    |
|                                  | Right Turn | 5          | A                  | 5   | A                  | 1   | 7                  | A                  | 6   | A                  | -1  | 9                  | A                  | 12  | B     | 2   |                    |
|                                  | Approach   | 15         | B                  | 17  | B                  | 2   | 20                 | B                  | 17  | B                  | -3  | 29                 | C                  | 23  | C     | -6  |                    |
| EB                               | Left Turn  | 35         | C                  | 30  | C                  | -4  | 33                 | C                  | 34  | C                  | 1   | 27                 | C                  | 31  | C     | 4   |                    |
|                                  | Through    | 39         | D                  | 39  | D                  | 0   | 36                 | D                  | 46  | D                  | 10  | 35                 | C                  | 40  | D     | 5   |                    |
|                                  | Right Turn | 17         | B                  | 25  | C                  | 8   | 27                 | C                  | 32  | C                  | 5   | 24                 | C                  | 34  | C     | 10  |                    |
|                                  | Approach   | 34         | C                  | 34  | C                  | -1  | 34                 | C                  | 40  | D                  | 6   | 30                 | C                  | 37  | D     | 7   |                    |
| WB                               | Left Turn  | 37         | D                  | 38  | D                  | 1   | 33                 | C                  | 40  | D                  | 7   | 31                 | C                  | 36  | D     | 5   |                    |
|                                  | Through    | 37         | D                  | 32  | C                  | -5  | 30                 | C                  | 34  | C                  | 4   | 32                 | C                  | 28  | C     | -3  |                    |
|                                  | Right Turn | 11         | B                  | 4   | A                  | -7  | 11                 | B                  | 4   | A                  | -7  | 16                 | B                  | 5   | A     | -11 |                    |
|                                  | Approach   | 33         | C                  | 29  | C                  | -4  | 27                 | C                  | 30  | C                  | 3   | 28                 | C                  | 26  | C     | -2  |                    |
| Intersection                     |            |            | 19                 | B   | 19                 | B   | 1                  | 21                 | C   | 21                 | C   | 0                  | 24                 | C   | 24    | C   | 0                  |

| Intersection                     | Approach     | Movement   | Existing           |     |                    |     |                    | 2027               |     |                    |     |                    | 2040               |     |                    |     |                    |    |
|----------------------------------|--------------|------------|--------------------|-----|--------------------|-----|--------------------|--------------------|-----|--------------------|-----|--------------------|--------------------|-----|--------------------|-----|--------------------|----|
|                                  |              |            | No Build           |     | Build              |     | Delta<br>(Seconds) | No Build           |     | Build              |     | Delta<br>(Seconds) | No Build           |     | Build              |     | Delta<br>(Seconds) |    |
|                                  |              |            | Delay<br>(Seconds) | LOS | Delay<br>(Seconds) | LOS |                    | Delay<br>(Seconds) | LOS | Delay<br>(Seconds) | LOS |                    | Delay<br>(Seconds) | LOS | Delay<br>(Seconds) | LOS |                    |    |
| SE 164th Avenue & SE 34th Street | NB           | Left Turn  | 52                 | D   | 42                 | D   | -10                | 56                 | E   | 73                 | E   | 17                 | 66                 | E   | 139                | F   | 72                 |    |
|                                  |              | Through    | 19                 | B   | 22                 | C   | 3                  | 25                 | C   | 68                 | E   | 43                 | 48                 | D   | 141                | F   | 93                 |    |
|                                  |              | Right Turn | 4                  | A   | 4                  | A   | 1                  | 8                  | A   | 7                  | A   | -1                 | 12                 | B   | 19                 | B   | 7                  |    |
|                                  |              | Approach   | 19                 | B   | 21                 | C   | 2                  | 25                 | C   | 57                 | E   | 32                 | 42                 | D   | 113                | F   | 71                 |    |
|                                  | SB           | Left Turn  | 48                 | D   | 55                 | E   | 8                  | 54                 | D   | 41                 | D   | -13                | 77                 | E   | 256                | F   | 180                |    |
|                                  |              | Through    | 18                 | B   | 24                 | C   | 7                  | 23                 | C   | 25                 | C   | 2                  | 32                 | C   | 58                 | E   | 26                 |    |
|                                  |              | Right Turn | 8                  | A   | 11                 | B   | 2                  | 12                 | B   | 13                 | B   | 1                  | 21                 | C   | 40                 | D   | 19                 |    |
|                                  |              | Approach   | 21                 | C   | 27                 | C   | 6                  | 26                 | C   | 26                 | C   | 1                  | 36                 | D   | 77                 | E   | 41                 |    |
|                                  | EB           | Left Turn  | 56                 | E   | 53                 | D   | -3                 | 67                 | E   | 62                 | E   | -5                 | 69                 | E   | 56                 | E   | -13                |    |
|                                  |              | Through    | 53                 | D   | 49                 | D   | -4                 | 51                 | D   | 52                 | D   | 1                  | 53                 | D   | 50                 | D   | -4                 |    |
|                                  |              | Right Turn | 6                  | A   | 7                  | A   | 0                  | 8                  | A   | 7                  | A   | -1                 | 12                 | B   | 12                 | B   | 0                  |    |
|                                  |              | Approach   | 29                 | C   | 27                 | C   | -2                 | 33                 | C   | 30                 | C   | -3                 | 36                 | D   | 31                 | C   | -4                 |    |
|                                  | WB           | Left Turn  | 46                 | D   | 49                 | D   | 3                  | 41                 | D   | 46                 | D   | 5                  | 46                 | D   | 57                 | E   | 11                 |    |
|                                  |              | Through    | 44                 | D   | 40                 | D   | -4                 | 40                 | D   | 39                 | D   | -1                 | 38                 | D   | 32                 | C   | -6                 |    |
|                                  |              | Right Turn | 7                  | A   | 8                  | A   | 1                  | 11                 | B   | 8                  | A   | -3                 | 13                 | B   | 11                 | B   | -2                 |    |
|                                  |              | Approach   | 32                 | C   | 32                 | C   | 0                  | 31                 | C   | 32                 | C   | 1                  | 36                 | D   | 41                 | D   | 5                  |    |
|                                  | Intersection |            |                    | 22  | C                  | 25  | C                  | 3                  | 27  | C                  | 41  | D                  | 14                 | 38  | D                  | 79  | E                  | 41 |
|                                  | NB           | Left Turn  | 46                 | D   | 48                 | D   | 1                  | 15                 | B   | 51                 | D   | 37                 | 58                 | E   | 177                | F   | 119                |    |
|                                  |              | Through    | 18                 | B   | 25                 | C   | 7                  | 15                 | B   | 28                 | C   | 13                 | 28                 | C   | 83                 | F   | 54                 |    |
|                                  |              | Right Turn | 4                  | A   | 4                  | A   | 0                  | 7                  | A   | 5                  | A   | -2                 | 8                  | A   | 12                 | B   | 4                  |    |
| Approach                         |              | 19         | B                  | 24  | C                  | 6   | 14                 | B                  | 28  | C                  | 13  | 30                 | C                  | 86  | F                  | 56  |                    |    |
| SB                               | Left Turn    | 52         | D                  | 41  | D                  | -11 | 14                 | B                  | 40  | D                  | 25  | 65                 | E                  | 44  | D                  | -21 |                    |    |
|                                  | Through      | 16         | B                  | 19  | B                  | 3   | 16                 | B                  | 22  | C                  | 6   | 26                 | C                  | 33  | C                  | 7   |                    |    |
|                                  | Right Turn   | 10         | A                  | 12  | B                  | 2   | 6                  | A                  | 16  | B                  | 10  | 23                 | C                  | 29  | C                  | 6   |                    |    |
|                                  | Approach     | 22         | C                  | 22  | C                  | 0   | 11                 | B                  | 25  | C                  | 14  | 34                 | C                  | 35  | C                  | 1   |                    |    |
| EB                               | Left Turn    | 28         | C                  | 33  | C                  | 5   | 11                 | B                  | 37  | D                  | 26  | 29                 | C                  | 85  | F                  | 56  |                    |    |
|                                  | Through      | 37         | D                  | 46  | D                  | 9   | 5                  | A                  | 48  | D                  | 43  | 36                 | D                  | 100 | F                  | 65  |                    |    |
|                                  | Right Turn   | 19         | B                  | 37  | D                  | 18  | 3                  | A                  | 36  | D                  | 33  | 30                 | C                  | 91  | F                  | 61  |                    |    |
|                                  | Approach     | 31         | C                  | 41  | D                  | 9   | 6                  | A                  | 43  | D                  | 37  | 32                 | C                  | 94  | F                  | 62  |                    |    |
| WB                               | Left Turn    | 35         | D                  | 44  | D                  | 9   | 7                  | A                  | 38  | D                  | 31  | 46                 | D                  | 47  | D                  | 1   |                    |    |
|                                  | Through      | 34         | C                  | 33  | C                  | -1  | 5                  | A                  | 33  | C                  | 29  | 30                 | C                  | 27  | C                  | -4  |                    |    |
|                                  | Right Turn   | 16         | B                  | 6   | A                  | -10 | 2                  | A                  | 7   | A                  | 5   | 19                 | B                  | 8   | A                  | -12 |                    |    |
|                                  | Approach     | 31         | C                  | 33  | C                  | 2   | 4                  | A                  | 30  | C                  | 26  | 36                 | D                  | 33  | C                  | -2  |                    |    |
| Intersection                     |              |            | 24                 | C   | 27                 | C   | 4                  | 6                  | A   | 29                 | C   | 23                 | 33                 | C   | 61                 | E   | 29                 |    |



## SE 34th Street Safety and Mobility Project

# Community Touchpoint 1 Summary – October 2022

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### Project and Engagement Strategy

The SE 34th Street Safety and Mobility Project is an opportunity to help all community members move around safely between SE 164th and SE 192nd Avenues. The project's first touchpoint with the community was intended to learn how people currently use the corridor and their thoughts on the possibility of repurposing a travel lane.

To reach people who live, work, and travel through or along SE 34<sup>th</sup> Street, the project team used the City of Vancouver's BeHeard website to host a survey, project information, an interactive map tool and options to leave comments and ask questions.

These outreach tools were advertised through:

- **Mailer** – A mailer announcing the Project, including a URL and QR code to the website and survey for more information, was sent to 4,688 addresses along the corridor.
- **Yard signs** – Yard signs including URL and QR code to the website and survey for more information were placed along the corridor.
- **Event tabling** – project factsheets were distributed at the Vancouver Multicultural Fair at Clark College and multiple Vancouver Farmers Market tabling events
- **Social Media** – The City of Vancouver advertised the survey on Facebook, Twitter, and Instagram.

### Survey Overview

The survey was intended to engage community members by learning about their use, concerns and desires for the corridor.

**547** total responses were received between May 24, 2022 – September 8, 2022.

### Overall sentiments

The **top 3 concerns** on SE 34<sup>th</sup> Street were:

- **Safety** – Many shared concerns for their safety on the street as it is today due to the speed of cars, lack of barrier or lighting for pedestrians, lack of crosswalks, and multiple safety concerns at the intersection of SE 176<sup>th</sup> Avenue.
- **Impacts to drive time** – Many shared concerns for how travel lane reductions would impact driving commutes.
- **Impacts to neighborhood character** – Some shared concerns that removing a vehicle lane could increase congestion on SE 34th Street and surrounding neighborhood streets.

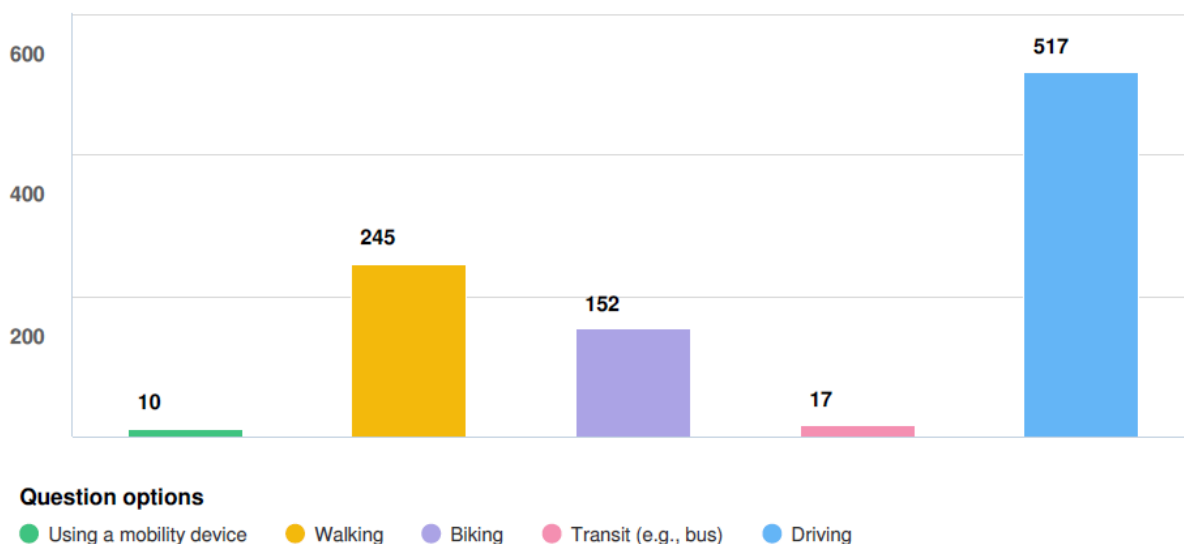


Other comments heard were:

- Concerns for increased population with planned developments along the corridor.
- Support for protected mobility lanes to make biking and walking more comfortable.
- Concern for current 'street racing' and support for traffic calming measures and speed enforcement.
- Suggestions for alternative street configurations and design elements like a two-way mobility lane on one side of the street, adding speed bumps, additional crosswalks and crosswalk signals.

## Question #1

How do you use SE 34<sup>th</sup> Street between SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues? (Select all that apply)



## Question #2

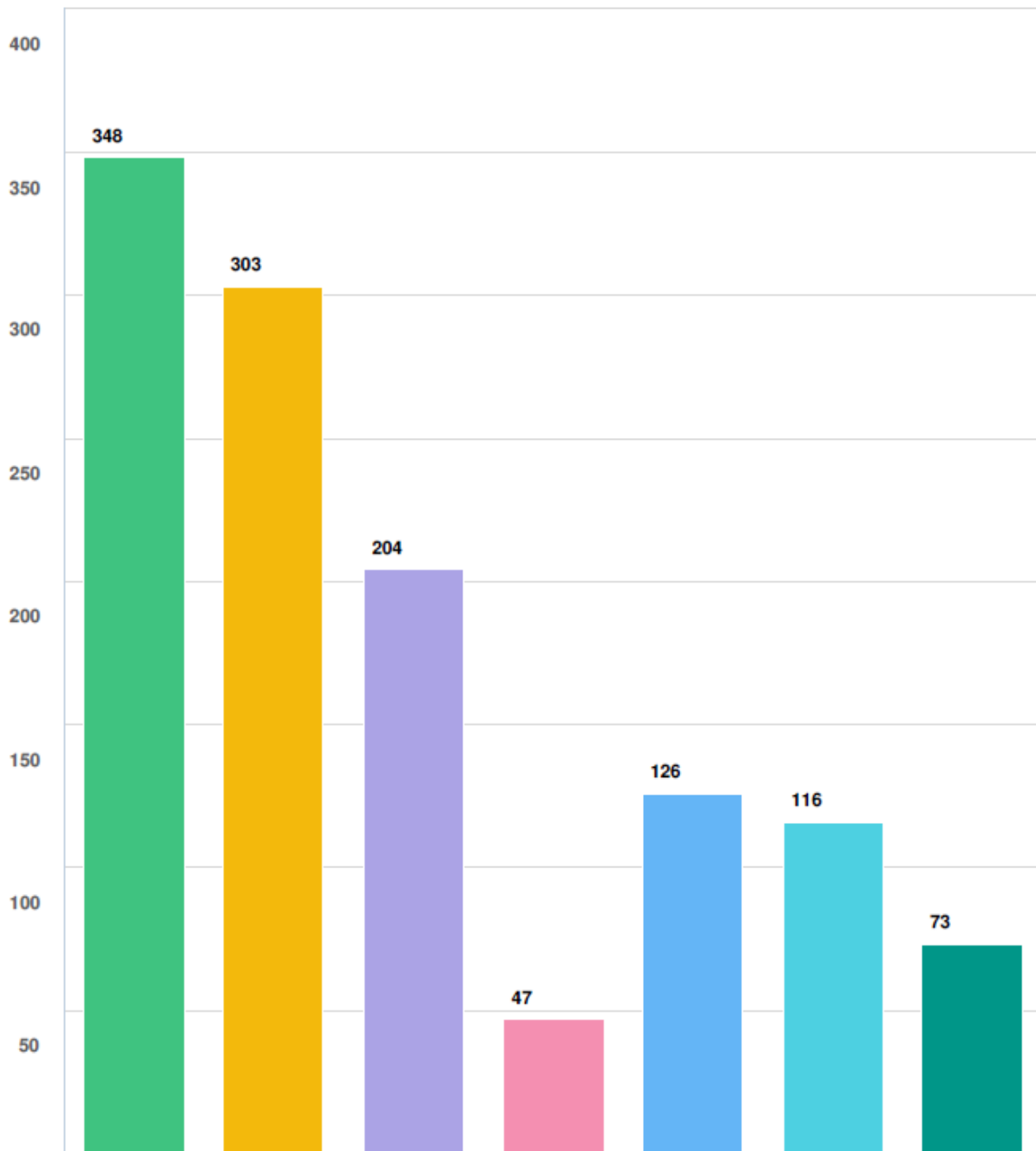
What is most important to you when traveling along or across SE 34<sup>th</sup> Street? (Please rank the following in order of importance)

| Options                                                                           | Average Rank |
|-----------------------------------------------------------------------------------|--------------|
| Getting to places safely                                                          | 1.81         |
| Getting to places quickly                                                         | 2.64         |
| Making sure the natural environment is not harmed in the process                  | 3.64         |
| The overall design of the neighborhood                                            | 3.73         |
| Making sure disproportionately impacted communities are not harmed in the process | 4.45         |
| Making sure the local economy is not harmed in the process                        | 4.45         |

*The highest priority options have the lowest average rank number.*

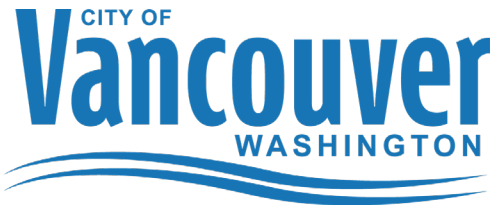
### Question #3

To make it safer for people who bike, walk or roll, tis project is studying whether to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street between SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues. Which of the following concerns, if any, do you have about the possibility of repurposing a travel lane on SE 34<sup>th</sup> Street? (Select all that apply)



#### Question options

- Impacts to my commute (e.g., time)
- Safety
- Neighborhood design impacts
- Equity impacts
- Economic impacts
- Environmental impacts
- I don't have any concerns



## SE 34th Street Safety and Mobility Project

# Community Touchpoint 2 Summary

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### Project and Engagement Strategy

The SE 34th Street Safety and Mobility Project is an opportunity to help all community members move around safely between SE 164th and SE 192nd Avenues. The project's second touchpoint with the community was intended to gauge people's reactions to the initial design plan for the corridor.

To reach people who live, work, and travel through or along SE 34<sup>th</sup> Street, the project team used the City of Vancouver's BeHeard website to host a survey, project information, and options to leave comments and ask questions.

These outreach tools were advertised through:

- **Mailer** – A mailer announcing the Project, including a URL and QR code to the website and survey for more information, was sent to 4,688 addresses along the corridor.
- **Yard signs** – Yard signs including URL and QR code to the website and survey for more information were placed along the corridor.
- **Social Media** – The City of Vancouver advertised the survey on Facebook, Twitter, and Instagram.

### Survey Overview

The survey was intended to engage community members by learning about their opinions and concerns for the initial design plan.

**256** total responses were received between October 1, 2022 – October 21, 2022.

### What We Heard about the Proposed Design

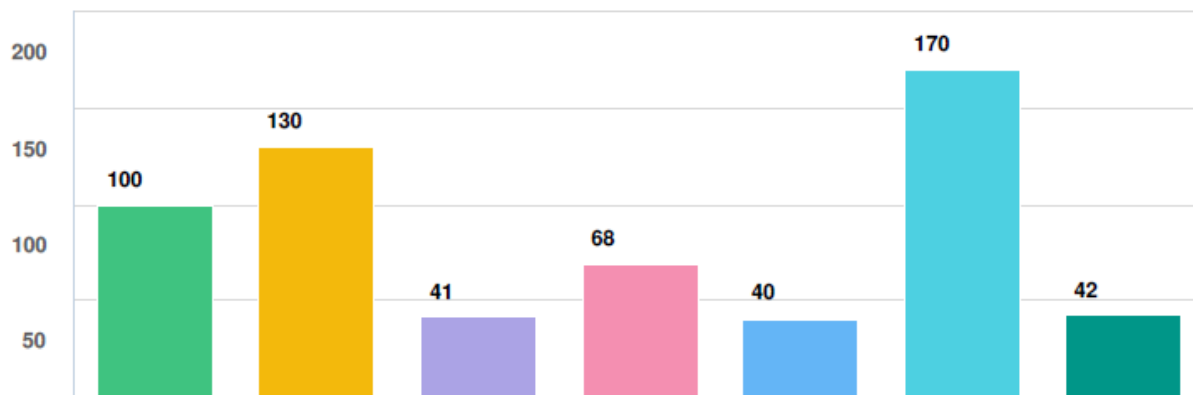
The majority of survey respondents (92%) were from the neighborhood directly on the corridor based on zip codes. When asked what the community thinks about the proposed design to repurpose a travel lane to add mobility lanes, 25% said it would be beneficial with 5% saying they would need to see it in action and 70% saying they have concerns about the travel impacts to the corridor related to:

- **Safety** – Many shared concerns for their safety on the street as it is today due to the speed of cars, lack of barrier or lighting for pedestrians.
- **Impacts to drive time** – Many shared concerns for how travel lane reductions would impact driving commutes.
- **Impacts to neighborhood character** – Many shared concerns that removing a vehicle lane could increase congestion on SE 34th Street and surrounding neighborhood streets.

We heard concerns about increased traffic from planned development on the corridor and increased queuing at the SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenue intersections. The traffic impact study from the proposed development on the corridor was included in the project's traffic analysis and future traffic demand modeling and changes were made to the design at the SE 192<sup>nd</sup> Avenue intersection to maintaining turning traffic movements.

We heard support for reducing the speeding on SE 34<sup>th</sup> Streets, including safety enhancements at the crossings, and for the separation between people biking or using small mobility devices and vehicles.

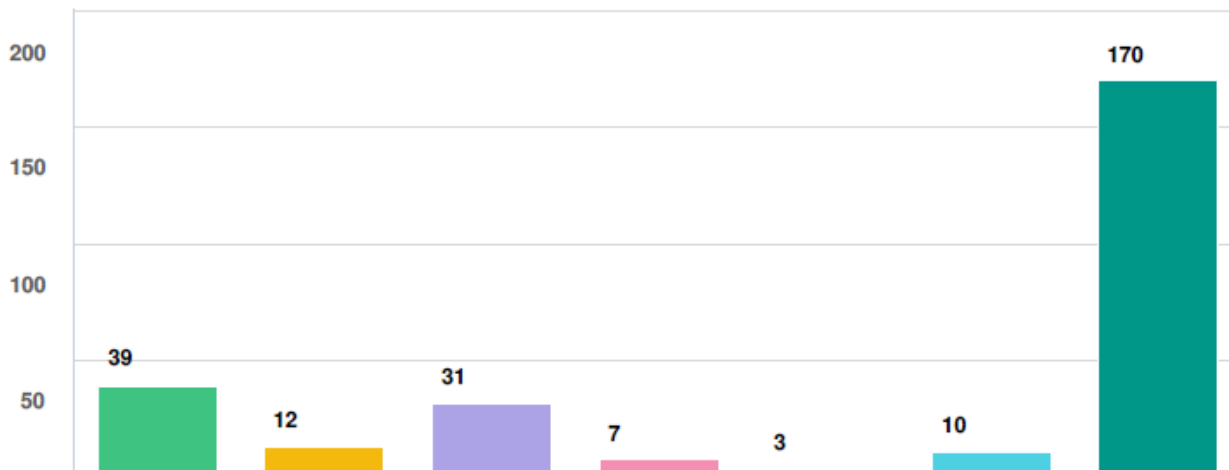
***Do you have any concerns about the proposed design? (Select all that apply)***



**Question options**

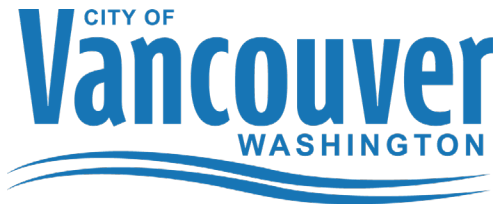
- Safety
- Neighborhood design impacts
- Equity impacts
- Economic impacts
- Environmental impacts
- Impacts to my commute (e.g., time)
- I don't have any concerns

***Do you think your travel behavior will change because of this project? (Select all that apply)***



**Question options**

- I will bike, walk or use my mobility device more
- I will take transit (e.g., bus) more
- I will drive more
- I will bike, walk or use my mobility device less
- I will take transit (e.g., bus) less
- I will drive less
- My travel behavior won't change



## MEMORANDUM

**DATE:** 10/06/2022

**TO:** Mayor and City Council

**FROM:** Rebecca Small, CMO  
Aaron Lande, CMO

**RE:** **Climate Action Framework – City Governance Section**

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### **Purpose:**

The purpose of this Memo is to provide Council with an early review of the **Governance** section of the draft final Climate Action Framework (CAF); to note where action descriptions have been edited for clarity or succinctness; and to highlight how action descriptions have been changed in response to feedback from Council, the community, or City staff.

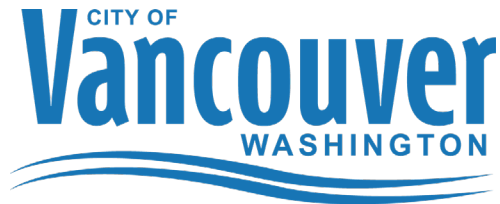
### **Background:**

In preparation for the public hearing and final adoption of the Climate Action Framework on December 5th, and in response to Council's request for ample time to review the final CAF document prior to that adoption date, staff will be providing Council with a series of 6 memos to preview the content of the CAF.

Each memo will focus on one of the 6 sections of the CAF (Governance, Building Energy, Transportation & Land Use, Natural Systems, Equity and the Green Economy, and Solid Waste and Wastewater). Memos will present the sections' actions as currently worded for the final version that will come before Council in December alongside the draft text Council reviewed in August, along with an explanation for any changes made and how it reflects Council direction.

### **Schedule**

These memos will be included as informational items in Council's weekly packet, starting Tuesday, October 11th. Councilmembers are encouraged to follow up with Rebecca Small and Aaron Lande with any questions or suggestions for how to clarify the proposed language. Ms. Small and Mr. Lande will also be available to answer questions during the November 7th and 21st Council Meetings under City Manager Communications. The complete revised CAF will be included in the November 22nd Council packet, two weeks prior to the December 5th public hearing as requested, to allow for a comprehensive review of the entire document.



Climate Action Framework – City Governance Section

Introductory text

Vancouver will be a city that embeds climate change in everything we do. We will ensure that staff are knowledgeable and empowered to make sustainable decisions and there is adequate permanent funding to make our equitable, low-emissions, resilient vision a reality.

Strategy GOV-1. Integrate climate action into City operations.

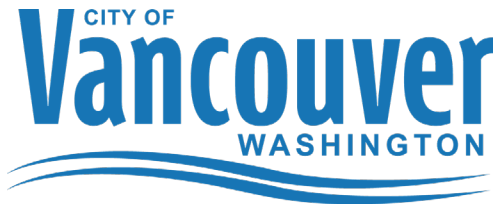
Prioritize and institutionalize equitable social, economic, and environmental sustainability across City activities, annual budgeting processes, decision-making, and CAF implementation. Improve City staff knowledge of and capacity for their role in climate action. Identify and secure adequate permanent funding for successful and equitable CAP implementation.

| Action | Revised Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Changes explained                                                                                                          |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| 1      | <b>Critical staff capacity</b><br>Build critical staff capacity to support CAF development and implementation.<br>This includes: <ul style="list-style-type: none"><li>• Provide adequate staffing to implement the goals and strategies of the CAF</li><li>• Provide education on City’s CAF for new hires during the onboarding process.</li></ul>                                                                                                                                                 | <b>Critical staff capacity</b><br>Build critical staff capacity to support CAP development and implementation.<br>This includes: <ul style="list-style-type: none"><li>• Evaluate needed staff capacity and if needed, hire additional staff to implement the goals and strategies of the CAP.</li><li>• Provide education on City’s CAP for new hires during onboarding process.</li></ul>                                                                                                                                                                                                                                                                     | Re-worded to simplify description.                                                                                         |
| 2      | <b>Climate priority declaration</b><br>Release a climate priority declaration.                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Climate priority declaration</b><br>Release a climate priority declaration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | No changes. This action was completed on 06/06/22 with Council’s adoption of Res. No. M-4171(Climate Priority Resolution). |
| 3      | <b>Regular updates of GHG inventory and CAF strategies</b> <ul style="list-style-type: none"><li>• Conduct a GHG Emissions Inventory update every 4 years.</li><li>• Evaluate progress towards goals and adjust CAF strategies accordingly.</li><li>• Modify CAF to reflect changing conditions and new technology.</li></ul>                                                                                                                                                                        | <b>Regular updates of GHG inventory and CAP strategies</b><br>Conduct a GHG Emissions Inventory update every 4 years. The updated GHG emissions inventory will be used to: <ul style="list-style-type: none"><li>• Evaluate progress towards goals and adjust CAP strategies accordingly.</li><li>• Provide an opportunity to modify CAP based on changing conditions and new technology.</li></ul>                                                                                                                                                                                                                                                             | Re-worded to simplify description.                                                                                         |
| 4      | <b>Environmentally Preferable Purchasing policy</b><br>Develop and enforce a City of Vancouver environmentally preferable purchasing policy (EPP).<br>This policy should: <ul style="list-style-type: none"><li>• Support the purchase of local, recycled, and environmentally preferred products to minimize GHG impacts relating to City work</li><li>• Support the development of a green local economy by prioritizing the use of local businesses for sustainable goods and services.</li></ul> | <b>Environmentally Preferable Purchasing program</b><br>Develop and enforce a City of Vancouver environmentally preferable purchasing policy (EPP).<br><br>This may include: <ul style="list-style-type: none"><li>• Considering life cycle costing as part of cost comparisons.</li><li>• Promote local purchasing to support local businesses and reduce GHG emissions from transportation and distribution.</li><li>• Require energy and water efficiency as a primary consideration for all future purchasing decisions.</li><li>• Develop template language that staff can use when writing purchase requests and Requests for Proposals (RFPs).</li></ul> | Simplified to remove implementation-level details in keeping with the function of the CAF as a policy-setting document.    |

|   |                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                     |                                                                                                                                            |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 5 | <b>Expedited permitting for sustainability projects</b><br>Expedite plan review within the green building section of the code.                                                                                                                                                                                                                                                          | <b>Expedited permitting for sustainability projects</b><br>Expedite permitting for sustainable projects across all sectors, with a priority on the high emissions transportation and building sectors (e.g., implementation of energy storage infrastructure).                      | Re-worded to add more specificity to this action, per suggestion by Development Review Division.                                           |
| 6 | <b>Reduce vehicle trips by municipal employees</b><br>Promote, accommodate, and incentivize commuting by walking, cycling, transit, carpooling, and telecommuting among City employees to reduce drive-alone commute trips.                                                                                                                                                             | <b>Reduce vehicle trips by municipal employees</b><br>Promote, accommodate, and incentivize carpooling, vanpooling, and telecommuting amongst City employees to reduce driving commute trips, especially drive-alone. Expand telecommute and flexible schedules for City employees. | Re-worded to remove redundancy and to include other travel modes.                                                                          |
| 7 | <b>City green teams</b><br>Create a “Green Teams” program to support City staff in leading sustainability initiatives in their departments or building.                                                                                                                                                                                                                                 | <b>City green teams</b><br>Create a “Green Teams” program to support City staff in leading sustainability initiatives in their departments or building.                                                                                                                             | No changes                                                                                                                                 |
| 8 | <b>Municipal energy fund</b><br>Establish a municipal energy fund to create a self-sustaining source of funds for investing in energy-efficient municipal operations.                                                                                                                                                                                                                   | <b>Municipal energy fund</b><br>Establish a municipal energy fund to create a self-sustaining source of funds for investing in energy-efficient municipal operations.                                                                                                               | No changes                                                                                                                                 |
| 9 | <b>Phase out of two-cycle lawn equipment</b> <ul style="list-style-type: none"> <li>Replace municipal two-cycle lawn equipment usage wherever feasible.</li> <li>Update Procurement guidelines to restrict usage of two-cycle lawn equipment by City contractors.</li> <li>Explore options for equitable implementation of a city-wide phaseout of two-cycle lawn equipment.</li> </ul> | N/A                                                                                                                                                                                                                                                                                 | This is a new action that was added to the CAF as a result of Council direction given to staff during the August 8, 2022 Council Workshop. |

#### Impact of changes made

- Action #4 (“Environmentally Preferable Purchasing Policy”) was simplified to remove implementation-level guidance that would be assumed by staff and which provide an unnecessary level of detail for a policy-setting document. The change to this action’s description is not expected to have an impact on the action’s outcome.
- Regarding the addition of Action #9 (Phase out of two-cycle lawn equipment): GHG emissions from gas-powered, two-cycle lawn equipment were not included in the City’s 2019 GHG Inventory, as there is no practicable way to track citywide ownership and usage levels. However, the severe environmental impacts of two-cycle engine lawn equipment are well-documented. Research indicates that the amount of air pollutants emitted by this type of equipment is significant, far exceeding the emissions of large automobiles. Though it is not something that can be quantified and modeled with enough confidence to include in the CAF’s GHG Inventory and modeling work, the impact of a two-cycle engine phaseout on GHG emissions and local air quality, in particular, can be assumed to be substantial.



## MEMORANDUM

**DATE:** 10/18/2022

**TO:** Mayor and City Council

**FROM:** Rebecca Small, CMO  
Aaron Lande, CMO

**RE:** **Climate Action Framework – Building Energy Section**

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### **Purpose:**

The purpose of this Memo is to provide Council with an early review of the **Building Energy** section of the draft final Climate Action Framework (CAF); to note where action descriptions have been edited for clarity or succinctness; and to highlight how action descriptions have been changed in response to feedback from Council, the community, or City staff.

### **Background:**

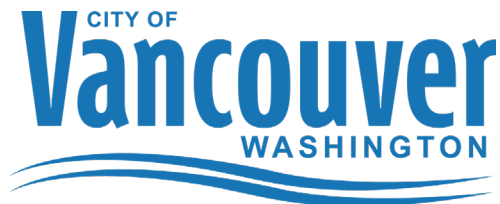
In preparation for the public hearing and final adoption of the Climate Action Framework on December 5th, and in response to Council's request for ample time to review the final CAF document prior to that adoption date, staff will be providing Council with a series of 6 memos to preview the content of the CAF.

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Climate Action Framework – Building Energy Section

Introductory text

Vancouver will transition to 100% clean energy and significantly reduce per capita energy use.

Strategy BE-1. Increase the use and storage of renewable energy while reducing consumption

Work with Clark PUD to procure renewable energy ahead of Clean Energy Transformation Act (CETA) mandates and increase community-wide renewable electricity supply to 100%. Exceed state requirements for building efficiency. Work with businesses, property owners, and nongovernmental partners to establish policies that prevent displacement of those with low incomes and renters, and ensure equitable distribution of the costs and benefits of energy efficiency upgrades. Identify additional opportunities for climate-resilient, renewable, affordable, and environmentally just forms of renewable energy systems and electrification.

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Changes explained                                                                                                                                                                                                                                                                                                     |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1      | <p><b>Community energy efficiency incentives</b></p> <p>Educate and incentivize residents to reduce energy and water use, with a priority on supporting residents from overburdened communities, low-income residents, and residents in affordable housing. This may include:</p> <ul style="list-style-type: none"><li>• Work with Clark PUD and NWN to support and promote home energy audits, energy efficiency improvements, and weatherization projects.</li><li>• Create lists of existing energy efficiency programs and work with community organizations to share information about programs in culturally appropriate ways.</li><li>• Incentivize electric HVAC retrofits for homes, prioritizing air conditioning and air filtration for neighborhoods that face extreme heat or particularly poor air quality.</li><li>• Develop funding resources for efficiency improvements</li><li>• Work with realtors to include “home energy scorecards” at point-of-sale.</li></ul> | <p><b>Community energy efficiency incentives</b></p> <p>Educate and incentivize businesses and residents to reduce energy and water use, with a priority on affordable housing units and housing that serves low-and fixed-income populations. This may include:</p> <ul style="list-style-type: none"><li>• Work with Clark PUD and NWN to subsidize home energy efficiency and weatherization retrofits for affordable housing units and housing that serves low- and fixed-income populations. Clark PUD incentives include loans and/or rebates for more efficient heat pumps, water heaters, and weatherization for single- and multi-family. They also include incentives for new homes exceeding state energy code standards and financial assistance for low-income customers. NWN provides resources on conserving natural gas in residential and commercial settings.</li><li>• Evaluate existing energy efficiency programs and work with community organizations that represent and serve overburdened communities to share information in culturally appropriate ways. The state’s Matchmaker Program and Weatherization Plus Health are two available mechanisms to fund weatherization improvements.</li><li>• Incentivize electric HVAC retrofits for homes, prioritizing indoor air quality improvements for those who face especially poor indoor air quality</li><li>• Develop reserve funding for efficiency improvements</li><li>• Work with realtors to include “home energy scorecards” at point-of-sale.</li></ul> | <ul style="list-style-type: none"><li>• Clarified that this action is focused on residential energy efficiency.</li><li>• Clarified City’s role in supporting programs run by local utility companies.</li><li>• Removed extraneous implementation-level details.</li><li>• Consolidated redundant wording.</li></ul> |
| 2      | <p><b>Energy efficiency upgrades for existing commercial buildings</b></p> <p>Encourage all municipal and commercial buildings to exceed WA Clean Buildings Act energy performance standards by at least 10% by 2030 and by at least 15% by 2040. (State law already requires newer buildings greater than 50,000 square feet to exceed the standard by 15%, so this</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p><b>Energy efficiency upgrades for existing commercial buildings</b></p> <p>Encourage all commercial buildings to exceed WA Clean Buildings Act energy performance standards by at least 10% by 2030 and by at least 15% by 2040. State law already requires newer commercial buildings greater than 50,000 square feet to exceed the standard by 15%, so this action extends a</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"><li>• Re-ordered to prioritize City-specific measures in the list;</li><li>• Clarified the City’s role in working with utility partners.</li></ul>                                                                                                                                  |

|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                         |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   | <p>action extends a similar goal to all commercial buildings.)</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>• Provide education and technical support to building owners.</li> <li>• Pursue federal and state funding for efficiency improvements.</li> <li>• Work with Clark PUD to connect building owners with programs that reduce commercial energy use, such as the On-site Energy Assessment, Commercial/Industrial Lighting Incentive Program and Commercial Shell Measures Incentives.</li> <li>• Work with other utilities to increase the efficiency of provided services.</li> </ul>                                                                                                                                                                                                                                                                                           | <p>similar goal to all commercial buildings.</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>• Work with Clark PUD to expand programs that reduce energy use, such as the On-site Energy Assessment, Commercial/Industrial Lighting Incentive Program and Commercial Shell Measures Incentives.</li> <li>• Work with other utilities to increase efficiency of provided services.</li> <li>• Pursue funding for efficiency improvements.</li> <li>• Explore options to provide education and technical support to building owners.</li> </ul>                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                         |
| 3 | <p><b>Clean energy financing</b></p> <p>Explore funding and capital opportunities for organizations representing overburdened communities and individuals to own clean energy assets. Examples may include 0% interest loans, grants, and utility-specific programs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p><b>Clean energy financing</b></p> <p>Explore funding/capital opportunities, such as 0% interest loans and Clark PUD's Solar Energy Program, for individuals and for organizations representing overburdened communities to own clean energy assets.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Minor edits to improve clarity.                                                                                                                                                         |
| 4 | <p><b>Solar incentives</b></p> <p>Ensure rebates or other funding support (e.g., solar grants for neighborhoods, cooperative buying opportunities, Clark PUD's Solar Energy Program) are available for installation of solar on existing construction. Work with homeowners' associations to remove any existing restrictions on solar infrastructure.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><b>Solar incentives</b></p> <p>Ensure rebates or other funding support (e.g., solar grants for neighborhoods, cooperative buying opportunities, Clark PUD's Solar Energy Program) are available for installation of solar on existing construction. Work with homeowners associations and condos with policies that prevent solar infrastructure to remove those restrictions.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | No change.                                                                                                                                                                              |
| 5 | <p><b>100% renewable energy for municipal buildings</b></p> <p>Work with Clark PUD and other renewable energy providers to transition to 100% renewable energy for electricity use in municipal buildings, starting in 2022.</p> <p>This may include the direct production of renewable energy from on-site generation; the purchase of renewable energy generated from off-site generation; or the purchase of renewable energy credits (RECs). Priority shall be given to emissions-free resources.</p>                                                                                                                                                                                                                                                                                                                                                                                                      | <p><b>100% renewable energy for municipal buildings</b></p> <p>Work with Clark PUD and other renewable energy providers to transition to 100% renewable energy for electricity use in municipal buildings, starting in 2022. This may include direct production of renewable energy from on-site generation (e.g., wastewater treatment facility), the purchase of renewable energy credits (RECs); or, the purchase/use of renewable natural gas if options to purchase energy from carbon-free energy sources are not available. Priority should be given to options that enable the City to either source its electricity directly from, or replaced in the power grid with, renewable, emissions-free resources.</p>                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• Removed direct references to renewable natural gas at several Councilmembers' request.</li> <li>• Re-worded to improve readability.</li> </ul> |
| 6 | <p><b>Natural gas demand management</b></p> <p>Work with Energy Trust of Oregon and NWN to reduce demand for natural gas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p><b>Natural gas demand management</b></p> <p>Work with NWN to reduce demand for natural gas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Added reference to Energy Trust of Oregon at Councilmember's request.                                                                                                                   |
| 7 | <p><b>Green building policy (public sector)</b></p> <p>Develop comprehensive green building policies for City-owned and occupied buildings that are consistent with or exceed state standards. These policies should enable the City to demonstrate leadership in climate action and include provisions to:</p> <ul style="list-style-type: none"> <li>• Reduce consumption and adopt energy-saving technologies.</li> <li>• Incorporate drought-tolerant green infrastructure.</li> <li>• Develop an expedited process for energy-efficient construction.</li> <li>• Support smart lighting strategies in accordance with Dark Sky and Bird-Safe light pollution reduction principles.</li> <li>• Create a framework for making decisions on building energy efficiency projects in cost-constrained environments.</li> <li>• Provide Facilities with an on-call energy consultant who can conduct</li> </ul> | <p><b>Green building policy (public sector)</b></p> <p>Develop comprehensive green building policies for City-owned and occupied buildings that are consistent with or exceed state standards. These policies should enable the City to demonstrate leadership in climate action and include provisions to:</p> <ul style="list-style-type: none"> <li>• Reduce consumption and adopt energy- saving technologies.</li> <li>• Incorporate green infrastructure where applicable and feasible. Develop an expedited process for energy-efficient construction.</li> <li>• Support smart lighting strategies, including the use of passive lighting for daytime use, LEDs, and conservative use of lighting when buildings are unoccupied in accordance with Dark Sky and Bird-Safe light pollution reduction principles.</li> <li>• Create a framework for making decisions on building energy efficiency</li> </ul> | Minor edits to improve clarity.                                                                                                                                                         |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                         |
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|    | <p>building energy efficiency evaluations, recommend upgrades, perform cost-benefit analyses, and recommend staged approaches for large/ expensive projects.</p> <ul style="list-style-type: none"> <li>When developing new municipal buildings, include evaluation of the potential for renewable energy projects in the scope of work.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>projects in cost- constrained environments.</p> <ul style="list-style-type: none"> <li>Provide Facilities with an on-call energy consultant who can conduct building energy efficiency evaluations, recommend upgrades, perform cost-benefit analyses, and recommend staged approaches for large/ expensive projects.</li> </ul> <p>When developing new municipal buildings, include evaluation of the potential for renewable energy projects in the scope of work.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                         |
| 8  | <p><b>Green building policy (private sector)</b></p> <p>Develop comprehensive green building policies for the private sector that are consistent with or exceed state standards. These policies should include provisions to:</p> <ul style="list-style-type: none"> <li>Avoid areas vulnerable to climate change (e.g., low-lying areas) and maintain affordability and accessibility to current residents.</li> <li>Collaborate with large energy users on reducing consumption and adopting energy-saving technologies.</li> <li>Incentivize drought-tolerant green infrastructure and community gardens.</li> <li>Develop an expedited process for energy-efficient construction.</li> <li>Support smart lighting strategies in accordance with Dark Sky and Bird-Safe light pollution reduction principles.</li> </ul>                                                                                                                                                                                                                                                         | <p><b>Green building policy (private sector)</b></p> <p>Develop comprehensive green building policies for the private sector that are consistent with or exceed state standards. These policies should include provisions to:</p> <ul style="list-style-type: none"> <li>Avoid areas vulnerable to climate change (e.g., low-lying areas) and maintain affordability and accessibility to current residents.</li> <li>Collaborate with large energy users on reducing consumption and adopting energy- saving technologies.</li> <li>Incentivize the development community to include community gardens in all developments.</li> <li>Require drought-tolerant planting and efficient irrigation systems on all new development.</li> <li>Develop an expedited process for energy efficient construction, accepted by City of Vancouver and based on criteria that are already accepted and approved.</li> </ul> <p>Support smart lighting strategies, including use of passive lighting for daytime use, LEDs, and conservative use of lighting when buildings are unoccupied.</p>                                                                                                                                                                                                                                                                                                                                                                        | Minor edits to improve clarity.                         |
| 9  | <p><b>Resilient energy grid</b></p> <p>Adapt energy grid infrastructure to be prepared for future climate-related changes. This may include:</p> <ul style="list-style-type: none"> <li>Support efforts to improve infrastructure resilience to climate impacts and determine if new standards need to be adopted to protect or strengthen infrastructure systems.</li> <li>Ensure backup power or dual fuel for City- controlled critical infrastructure (e.g., fire stations) and encourage regional partners to do the same.</li> <li>Investigate the use of energy storage in place of generators and promote the use of lower-carbon fuels where generators are necessary.</li> <li>Explore with Clark PUD and the local community the feasibility of Community Choice Energy (CCE) in Vancouver (before 2030).</li> <li>Encourage installation of onsite energy generation in critical community spaces (i.e., schools, senior care facilities, community centers, etc.)</li> <li>Work with local utilities to store excess energy produced by on-site generation.</li> </ul> | <p><b>Resilient energy grid</b></p> <p>Adapt energy grid/ infrastructure to be prepared for future climate-related changes (e.g., conduits, distribution lines, ducts). This may include:</p> <ul style="list-style-type: none"> <li>Support efforts to improve infrastructure resilience to climate impacts and determine if new standards need to be adopted to protect or strengthen infrastructure systems.</li> <li>Ensure adequate backup power for City- controlled critical infrastructure (e.g., fire stations) and encourage regional partners (i.e., hospitals) to do the same.</li> <li>Investigate the use of battery storage in place of generators.</li> <li>Provide dual fuel for extreme cold events.</li> <li>Explore with Clark PUD and the local community the feasibility of Community Choice Energy (CCE) in Vancouver (before 2030).</li> <li>Develop incentives and promote the use of lower-carbon fuel sources for backup generation.</li> <li>Partner with Clark PUD to increase community resilience by installing microgrids, community solar, and renewable energy systems in critical community spaces (i.e., schools, senior care facilities, community centers, etc.)</li> </ul> <p>Work with local utilities on storage systems for excess local production of renewable energy. In addition to increasing local renewable energy ahead of CETA, this action supports a reliable energy supply during severe storms.</p> | Minor edits to remove redundancies and improve clarity. |
| 10 | <b>Municipal energy and water savings</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>Municipal energy and water savings</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Minor edits to improve clarity.                         |

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|  | <p>Increase on-site renewable energy storage and energy and water savings. This includes:</p> <ul style="list-style-type: none"> <li>• Work with local utilities to store excess energy produced by on-site generation.</li> <li>• Maintain annual water distribution system leakage (DSL) to 6% or less by implementing the current (ca. 2022-2025) and future (2025+) supply-side Water Use Efficiency (WUE) Program measures</li> </ul> | <p>The City will increase on-site renewable energy storage and energy and water savings. This includes:</p> <p>Work with local utilities to store excess energy generated from municipal solar arrays</p> <p>Maintain annual distribution system leakage (DSL) to 6% or less by implementing the current (ca. 2022-2025) and future (2025+) supply-side Water Use Efficiency (WUE) Program measures</p> |  |
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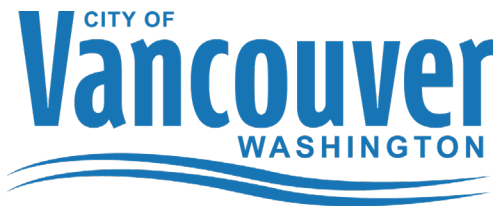
**Strategy BE-2. Decarbonize homes, businesses, and other buildings**

To pursue the lowest-carbon pathway toward a fully decarbonized building sector, this strategy encourages home and business electrification and over time, phases out natural gas in new and existing construction.

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Changes explained                                                                                                                                                                                                                                                                                                                                                             |
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| 11     | <p><b>Home electrification incentives (existing homes)</b></p> <p>Work with local partners to transition existing homes from fossil fuels to high-efficiency electric energy for space heating/cooling, water heating, and cooking). This includes:</p> <ul style="list-style-type: none"> <li>• Identify all available electrification incentive programs, particularly those that are applicable to low- and middle-income homeowners.</li> <li>• Prioritize providing electric heat pumps for households that suffer from poor air quality or extreme heat-related safety concerns.</li> <li>• Encourage transitions to electric appliances and HVAC equipment at the time of equipment replacement for cost-effectiveness.</li> <li>• Work with contractors to offer electrification as an option in existing homes.</li> <li>• Work with realtors to encourage electrification at the point of sale.</li> <li>• Advocate for statewide legislation that would expand or create additional incentives for fuel switching.</li> </ul> <p><i>Due to current (2021) state law, Clark PUD's programs cannot be used to incentivize a switch from natural gas to heat.</i></p> | <p><b>Home electrification incentives</b></p> <p>Work with local partners to transition to high- efficiency electric energy for existing homes that are using fossil fuels for energy (e.g., space heating/cooling, water heating, cooking). This includes:</p> <ul style="list-style-type: none"> <li>• Identify federal, state, business, and local incentive programs for Vancouver, with particular attention to ensuring low- and middle- income homeowners can afford to electrify.</li> <li>• Leveraging the contractor training action, work with contractors to encourage electrification in existing homes.</li> <li>• Work with interested realtors to encourage electrification as a condition of sale. This may include providing education and outreach to realtors about electrification, so they can be responsive to buyer and seller interests.</li> <li>• Incentivize electric HVAC retrofits and other retrofits for homes. This can occur at any time: some may prefer to explore retrofits at end-of- life, at ownership transitions, or at other points.</li> </ul> <p><i>Due to current (2021) state law, Clark PUD's programs cannot be used to incentivize a switch from natural gas to heat.</i></p> | <ul style="list-style-type: none"> <li>• Per direction of Council at the 09/19/22 Workshop, references to electrification requirements at point-of-sale were removed.</li> <li>• Also following direction from this Workshop, a recommendation for state-level advocacy and a reference to equitable protection from extreme heat and poor air quality were added.</li> </ul> |
| 12     | <p><b>Commercial building electrification incentives</b></p> <p>Work with Clark PUD and NWN to electrify existing commercial buildings and address fossil gas emissions.</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>• Work with Clark PUD to expand programs that incentivize commercial building owners to electrify water and space heating in existing buildings, such as the Commercial Heating System Incentives.</li> <li>• When working with those who own buildings larger than 20,000 square feet, incentives should be focused on compliance with WA Clean Buildings Performance Standards.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p><b>Commercial building electrification incentives</b></p> <p>Work with Clark PUD and NWN to electrify existing commercial buildings and address fossil gas emissions. These incentives will be available to buildings of all sizes. However, when working with those who own buildings larger than 20,000 square feet, the incentives should be focused on assisting with compliance with Washington's new energy performance standard. This includes:</p> <p>Work with Clark PUD to expand programs that incentivize commercial building owners to electrify water and space heating in existing buildings, such as the Commercial Heating System Incentives.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Minor edit to improve clarity.                                                                                                                                                                                                                                                                                                                                                |
| 13     | <b>Heat pumps in new commercial and multi-family residential buildings</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Heat pumps in new commercial and multi-family residential buildings</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No change.                                                                                                                                                                                                                                                                                                                                                                    |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                              |
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|    | Support implementation of State Building Code requirements regarding use of heat pumps for space and water heating in new commercial and multi-family residential buildings, beginning in 2023.                                                                                                                                                                                                                                                                                                                                                                                              | Support implementation of State Building Code requirements regarding use of heat pumps for space and water heating in new commercial and multi-family residential buildings, beginning in 2023.                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                              |
| 14 | <b>All-electric incentives for new residential development</b><br>Incentivize all-electric development for new single-family residential developments and remodels. This may include: <ul style="list-style-type: none"> <li>• City advocacy in support of State-level electrification requirements for new residential construction.</li> <li>• Provide education and encouragement for use of heat pumps for space and water heating.</li> <li>• Explore options to extend city tax credits or expedited permitting to new construction developing with all-electric utilities.</li> </ul> | <b>All-electric incentives for new development</b><br>Incentivize building electrification in new single-family residential developments and remodels. This action reduces barriers to electrification and paves the way for the “all-electric reach code for new development” (Action BE2.15) that will go into effect in 2030. This may include: <ul style="list-style-type: none"> <li>• Encourage ground source heat pumps for new construction.</li> </ul> Explore options to extend city tax credits to new construction developing with all-electric utilities. | Per direction of Council at the 09/19/22 Workshop, a reference to City advocacy in support of state-level electrification requirements has been added.                                                                                                       |
| 15 | N/A – Action has been removed from the CAF.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>All-electric reach code for new development</b><br>Adopt an all-electric building reach code for new construction that limits the development of new fossil fuel infrastructure, with exceptions for industrial uses without a suitable alternative. This action will go into effect in 2030 and builds on the “all-electric incentives for new development” (Action BE2.14).                                                                                                                                                                                       | Per direction of Council at the 09/19/22 Workshop , this action was removed from the CAF.                                                                                                                                                                    |
| 16 | N/A – Action has been removed from the CAF.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>All-electric reach code for existing residential buildings at point of sale</b><br>Adopt an all-electric building reach code that transitions at least 50% of buildings to all-electric at point of sale in 2030 and 90% of existing buildings transitioned to all-electric at point-of- sale by 2040, with exceptions for industrial uses without a suitable alternative.                                                                                                                                                                                          | Per direction of Council at the 09/19/22 Workshop , this action was removed from the CAF.                                                                                                                                                                    |
| 17 | <b>Natural gas carbon intensity</b><br>Work with Energy Trust of Oregon and NWN to reduce the carbon intensity of natural gas.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Natural gas carbon intensity</b><br>Work with NWN to reduce the carbon intensity of natural gas through renewable natural gas, hydrogen technologies, and offsets. This may include expanding participation in the Smart Energy program (carbon-neutral option) to offset natural gas emissions.                                                                                                                                                                                                                                                                    | Reference added to Energy Trust of Oregon at several Councilmembers’ request.                                                                                                                                                                                |
| 18 | <b>Contractor training for electric transition</b><br>Work with local trade organizations and workforce development organizations to develop contractor training for the installation of electric heat pumps, conversion from gas to electric appliances, and integration of other electric technologies.                                                                                                                                                                                                                                                                                    | <b>Contractor training for electric transition</b><br>Work with local trade organizations and workforce development organizations to develop a contractor training and rebate program for the installation of electric heat pumps, conversion from gas to electric appliances, and integration of environmental technologies. Include a component to identify opportunities at point-of-sale, to support the actions focused on the electrification of existing residential and commercial buildings.                                                                  | <ul style="list-style-type: none"> <li>• Removed reference to “point of sale” conversions per Council direction at the 09/19/22 Council Workshop.</li> <li>• Removed reference to “rebate program” because it is discussed in a different action.</li> </ul> |





## **Impact of changes made**

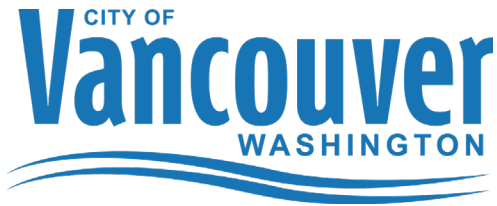
Council gave several policy directions at the 09/19/22 Workshop related to energy supply for new and existing buildings that are reflected in these revised CAF action descriptions. These policy directions included:

- Remain consistent with existing state minimum standards for new commercial and residential construction, and advocate for stronger state standards for new residential construction, rather than pursuing the development of an all-electric reach code for the City of Vancouver that would prevent the integration of new fossil fuel infrastructure in new homes and businesses.
- Refrain from introducing any requirements for existing homes to transition from fossil fuel heating and cooling to high-efficiency electric systems starting in 2030 or at some other point in the future. The option suggested in the 06/06/22 draft CAF was a transition of equipment at the point of home sale; Council declined this option or exploration of other options, such as a requirement to transition equipment at the end of equipment service life.

Avoiding fossil fuel usage in new buildings and transitioning away from fossil fuel usage in existing buildings are key strategies for reducing GHG emissions in the built environment. Removing Action #15 ("All-electric reach code for new development") and Action #16 ("All-electric reach code for existing residential buildings at point of sale") without introducing other standards or requirements to start the City on a transition towards using clean, renewable electric energy in homes and businesses undermines the City's ability to implement those strategies.

State standards for new commercial construction, which will require electric heat pumps for space and water heating, will limit the amount of new fossil fuel usage introduced by new commercial developments; it will not eliminate it entirely, since gas is still allowed for other uses (like cooking). Current State standards do not address fossil fuel usage in new or existing residential structures.

Advocating for more comprehensive State-level requirements (as Council has directed the City to do) is a wise first step but ultimately, stronger local standards and requirements will be required to achieve the GHG reductions that Vancouver is seeking to achieve. The incentive-based actions remaining in the City's CAF are less likely to result in a substantial transition to cleaner energy in Vancouver's built environment. It is expected that the revisions made to this CAF draft will make it more difficult for the City to achieve its 2040 carbon neutrality goal.



## MEMORANDUM

**DATE:** 10/25/22

**TO:** Mayor and City Council

**FROM:** Rebecca Small, CMO  
Aaron Lande, CMO

**RE:** **Climate Action Framework – Transportation & Land Use section**

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### **Purpose:**

The purpose of this Memo is to provide Council with an early review of the **Transportation & Land Use** section of the draft final Climate Action Framework (CAF); to note where action descriptions have been edited for clarity or succinctness; and to highlight how action descriptions have been changed in response to feedback from Council, the community, or City staff.

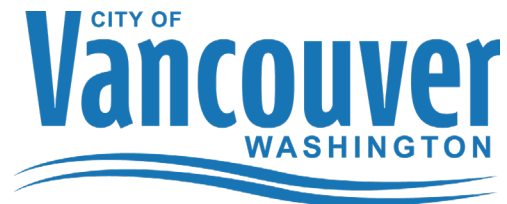
### **Background:**

In preparation for the public hearing and final adoption of the Climate Action Framework on December 5th, and in response to Council's request for ample time to review the final CAF document prior to that adoption date, staff will be providing Council with a series of 6 memos to preview the content of the CAF.

Each memo will focus on one of the 6 sections of the CAF (Governance, Building Energy, Transportation & Land Use, Natural Systems, Equity and the Green Economy, and Solid Waste and Wastewater). Memos will present the sections' actions as currently worded for the final version that will come before Council in December alongside the draft text Council reviewed in August, along with an explanation for any changes made and how it reflects Council direction.

### **Schedule**

These memos will be included as informational items in Council's weekly packet, starting Tuesday, October 11th. Councilmembers are encouraged to follow up with Rebecca Small and Aaron Lande with any questions or suggestions for how to clarify the proposed language. Ms. Small and Mr. Lande will also be available to answer questions during the November 7th and 21st Council Meetings under City Manager Communications. The complete revised CAF will be included in the November 22nd Council packet, two weeks prior to the December 5th public hearing as requested, to allow for a comprehensive review of the entire document.



Climate Action Framework – Transportation & Land Use Section

Introductory text

Vancouver’s residents will be able to reach their destinations safely, reliably, and efficiently, however they choose to travel. Electric and low-emissions vehicles will be affordable, common, and easy to charge. Our neighborhoods will be walkable, mixed-use, and of higher density, with secure affordable housing for current residents.

Strategy TLU-1. Create neighborhoods that support clean modes of transportation

Use land use, zoning, and anti-displacement policies to develop vibrant, mixed-use communities with abundant housing options and streets that safely support all modes of travel. Uphold the City’s equitable development commitment to prioritize transit investments in areas that increase access to essential places and pair this with other investments that keep people in place. Update annexation policies to align with CAF strategies, requiring all newly annexed areas to comply or immediately begin investments to align with City sustainability initiatives and policies.

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Changes explained                                                                                                                                                                                                     |
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| 1      | <b>Mixed-use, transit-oriented development</b><br>Promote mixed-use development that is transit-oriented and supportive of walking, biking, using transit, and other active modes. This includes: <ul style="list-style-type: none"><li>• Allow for and encourage small retail and commercial services in residential neighborhoods.</li><li>• Incentivize housing developments based on affordability and proximity to active transportation corridors.</li><li>• Include infrastructure to support bike parking, charging for electric bikes and scooters, and shared mobility programs (such as bike share).</li></ul>                                                                                                                                        | <b>Mixed-use development</b><br>Promote mixed-use development that is dense, transit-oriented, and supportive of active transportation mode choices (e.g., biking, walking, scooter). This includes: <ul style="list-style-type: none"><li>• Allow for and encourage small retail and commercial services in residential neighborhoods.</li><li>• Incentivize housing developments based on affordability and proximity to alternative transportation corridors.</li></ul> Require secure bike parking, e-bike parking/charging, bike share and cargo bike share, scooter share, and other strategies in mixed-use development and zones.                                                                                                          | <ul style="list-style-type: none"><li>• Language modified to reflect that the City does not currently have shared mobility programs.</li><li>• Minor edits for clarity.</li></ul>                                     |
| 2      | <b>Sustainable neighborhood-scale development</b><br>Use tax and zoning incentives to promote development approaches and rating schemes for neighborhood-scale sustainable development (e.g., EcoDistricts, LEED for Neighborhood Development). <ul style="list-style-type: none"><li>• New development should be located away from low-lying areas at increased risk of flooding and include provisions to maintain affordability and accessibility.</li><li>• Pursue certification at the LEED for Neighborhood Development Gold standard or equivalent from an alternative rating system for all projects over 50 acres that enter into a development agreement except those for which the Planning Commission has already issued a recommendation.</li></ul> | <b>Sustainable neighborhood-scale development</b><br>Use tax and zoning incentives to promote development approaches and rating schemes for neighborhood- scale sustainable development (e.g., EcoDistricts, LEED Neighborhood Development). New development should be located away from low-lying areas at increased risk of flooding and include provisions to maintain affordability and accessibility. Consistent with Interim Green Building Policy, this includes certification at the LEED for Neighborhood Development Gold standard or equivalent from alternative rating system for all projects over 50 acres that enter into a development agreement except those that the Planning Commission has already issued a recommendation on. | Minor edits for clarity.                                                                                                                                                                                              |
| 3      | <b>Diversified housing options</b><br>Update Municipal Code and zoning as needed to provide abundant housing choices at a variety of affordability levels throughout the city.<br><br>This includes: <ul style="list-style-type: none"><li>• Allow and actively encourage the development of diverse housing types, including</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Diversified housing options</b><br>Update Municipal Code and zoning as needed to provide abundant housing choices at a variety of affordability levels throughout the city. Allow diverse housing types, including small and middle housing types, and actively encourage development. This includes: <ul style="list-style-type: none"><li>• Allow internal home divisions and accessory dwelling unit construction to</li></ul>                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"><li>• Edited to eliminate redundant phrasing.</li><li>• Removed item about providing density bonuses for affordable housing, since this is already required by state law.</li></ul> |



| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Changes explained                              |
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|        | <p>internal home divisions and small and middle housing types.</p> <ul style="list-style-type: none"> <li>• Prioritize middle housing in existing single-family residential neighborhoods that are well-served by transit or that are planned as 15-minute neighborhoods.</li> <li>• Support the greatest variety of housing opportunities near commercial corridors and neighborhood hubs that have abundant transit and public services.</li> <li>• Provide education and incentives for homeowners to support ADU development/internal home division construction projects, such as homeowner development courses, information on financing options, and SDC waivers.</li> <li>• Partner with building industry partners to provide education for local developers.</li> <li>• Conduct an assessment of barriers to increasing residential variety and evaluate incentive options.</li> </ul>                                               | <p>provide more options for homeowners.</p> <ul style="list-style-type: none"> <li>• Provide density bonuses for affordable housing.</li> <li>• Prioritize middle housing in existing single-family residential neighborhoods that are well served by transit/ services or are planned as 20-minute neighborhoods in the future.</li> <li>• Provide education and incentives for homeowners to support ADU development/internal home division construction projects, such as homeowner development courses, information on financing options, and SDC waivers.</li> <li>• Partner with building industry partners to provide education for local developers.</li> <li>• Support the greatest variety of housing opportunities near commercial corridors and neighborhood hubs that have abundant transit and public services.</li> <li>• Conduct an assessment of policy barriers to increasing residential density city-wide and evaluate incentive opportunities to encourage transit-supportive densities along key multimodal corridors.</li> </ul> <p>Provide more opportunities for people to live near existing and future employment and education nodes, or in close proximity to reliable, frequent high-capacity transit that serves these areas.</p> |                                                |
| 4      | <p><b>Concentrated development along retail and commercial corridors</b><br/>Update Municipal Code, Title 20 Land Use Code, Title 19 Parking Code, and the Comprehensive Plan to support concentrating development along corridors and neighborhood hubs, consistent with other actions in this CAF, the TSP, and related City plans, policies, and activities. Priorities include:</p> <ul style="list-style-type: none"> <li>• Allow for greater development intensity along commercial corridors and major transit stops.</li> <li>• Upzone and develop strategies to promote mixed-use development.</li> <li>• Connect corridors and hubs with a high level of transit service.</li> <li>• Prioritize outstanding facilities for walking and cycling in these areas.</li> <li>• Ensure safe, comfortable, and complete connections between corridors and centers for walking, biking, and other active modes of transportation.</li> </ul> | <p><b>Concentrated development along retail and commercial corridors</b><br/>Update Municipal Code, Title 20 Land Use Code, Title 19 Parking Code, and the Comprehensive Plan to support concentrating development along corridors and neighborhood hubs, consistent with the “sustainable neighborhood-scale development” (Action TLU1.2), “mixed-use development” (Action TLU1.1), Strategy TLU-2, the TSP, and related City plans, policies, and activities. Priorities include:</p> <ul style="list-style-type: none"> <li>• Allow for greater development intensity along commercial corridors.</li> <li>• Upzone and develop strategies to promote mixed-use development.</li> <li>• Increase density near major transit stops and stations.</li> <li>• Connect corridors and hubs with a high level of transit service.</li> <li>• Prioritize outstanding facilities for walking and cycling in these areas.</li> </ul> <p>Ensure walking and biking connections between corridors and centers are safe, comfortable, and complete.</p>                                                                                                                                                                                                                   | Minor changes to simplify and improve clarity. |
| 5      | <p><b>Parking management plan</b><br/>Develop a city-wide parking management plan that includes right-sizing parking requirements and establishing parking densities and rates by district to support denser, walkable environments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p><b>Parking management plan</b><br/>Develop a city-wide parking management plan that includes right-sizing parking requirements and establishing parking densities and rates by district to support denser, walkable environments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No changes.                                    |
| 6      | <p><b>Annexation policy updates</b><br/>Consider existing land use patterns and their potential for transition to sustainable urbanized areas when evaluating potential annexations.</p> <p>Through the Comprehensive Plan Update, further explore an annexation</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p><b>Annexation policy updates</b><br/>Consider existing land use patterns and their potential for transition to sustainable urbanized areas when evaluating potential annexations.<br/>Through the Comprehensive Plan Update, further explore a coordinated and strategic annexation strategy that targets key growth and job areas within the Vancouver Urban Growth Area</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Minor changes to improve clarity.              |

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                       | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                               | Changes explained                 |
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|        | strategy that targets key growth and job areas within the Vancouver Urban Growth Area (UGA), increases housing and job density, and diverts both work and non-work trips to non-vehicular modes in these areas.                                                                                                                          | (UGA), develop strategies to increase housing and jobs density, and divert both work and non-work trips to non-vehicular modes in these areas.                                                                                                                                                                                                                                                                |                                   |
| 7      | <b>Annexation incentives</b><br>Beginning at least five years before the expected annexation date, work with Clark County and local leadership of annexation areas to identify sustainability initiatives to align with City of Vancouver policies. Develop and implement incentives, education, and outreach to support the transition. | <b>Annexation incentives</b><br>Beginning at least five years before the expected annexation date, work with Clark County and local leadership of annexation areas to identify high-priority and/or high-feasibility sustainability initiatives to align with City of Vancouver policies. Develop and implement incentives and other voluntary efforts (e.g., education, outreach) to support the transition. | Minor changes to improve clarity. |

**Strategy TLU-2. Shift driving trips to clean, active modes of transportation**

Help shift driving trips to cleaner ways of getting around and create a more connected, walkable, and bikeable city. To do so, support pedestrian- and bike-friendly infrastructure, permanent sources of transportation funding, and anti- displacement best practices.

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Changes explained                                                                                                                                                                                                                                               |
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| 8      | <b>Improved pedestrian infrastructure</b><br>In alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety, and connectivity of infrastructure for people walking and using mobility devices (such as wheelchairs or walkers). Include the following activities: <ul style="list-style-type: none"> <li>Factor climate impacts into the design, materials &amp; full life-cycle costs of projects.</li> <li>Continue implementation of the Sidewalk Management Plan (2017), prioritizing areas of infill by equity concern.</li> <li>Complete and connected networks of high-quality pedestrian facilities that provide safe, accessible, and comfortable routes.</li> <li>Identify areas of the city (e.g., Fourth Plain, East Vancouver) where pedestrian facilities could be prioritized.</li> <li>Expand lighting and other safety features on pedestrian pathways.</li> <li>Plan for and implement multi-modal and “first-last mile” infrastructure.</li> </ul> | <b>Improved pedestrian infrastructure</b><br>In alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety and connectivity of walking and rolling infrastructure. Include the following activities: <ul style="list-style-type: none"> <li>Factor climate impacts into the design, materials &amp; full life-cycle costs of projects (e.g., facilities, amenities).</li> <li>Continue implementation of the Sidewalk Management Plan (2017), prioritizing areas of infill by equity concern.</li> <li>Complete and connected networks of high-quality walking and rolling facilities that provide safe and comfortable routes.</li> <li>Emphasize accessible, equitable design consistent with 8-80 design principles and American Disabilities Act (ADA) compliance.</li> <li>Identify areas of the city (e.g., downtown, East Vancouver) that could be prioritized for pedestrians.</li> <li>Expand lighting and other safety features on pedestrian pathways.</li> </ul> Plan for and implement multi-modal and “first-last mile” infrastructure. | Minor changes to remove unnecessary implementation details.                                                                                                                                                                                                     |
| 9      | <b>Transit ridership improvements</b><br>Partner with C-TRAN to increase transit ridership by developing transit-supportive neighborhoods, providing convenient connections to destinations throughout the city, and ensuring safe, accessible infrastructure . This can include: <p><i>City Actions:</i></p> <ul style="list-style-type: none"> <li>Support code updates that increase density, infrastructure, and amenities near current and planned transit routes, in alignment with the TSP.</li> <li>Provide connections between transit facilities and bicycle/trail networks.</li> <li>Improve sidewalks, curb ramps, and street crossings near transit stops.</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <b>Transit ridership improvements</b><br>Partner with C-TRAN and other transit agencies to address barriers to using transit, improve access, and maintain safety across the city. This can include: <p><i>Policy and planning</i></p> <ul style="list-style-type: none"> <li>Prioritize access for overburdened communities.</li> <li>Support code updates that increase density, infrastructure, and amenities near current and planned transit routes, in alignment with the TSP.</li> <li>Factor climate impacts into the design, materials &amp; full life-cycle costs of projects (e.g., roads, EV charging network); similarly, include climate adaptation and mitigation criteria in entitlement reviews.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>Integrated T&amp;LU2 Action #18 into this action description.</li> <li>Re-organized to reflect City’s supporting partner role in transit planning.</li> <li>Removed unnecessary implementation-level details.</li> </ul> |

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Changes explained                 |
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|        | <ul style="list-style-type: none"> <li>• Include plans for high-capacity transit and transit corridors that provide safe, reliable, and climate-resilient services, consistent with the Enhanced Transit Corridor analysis developed as part of the TSP update.</li> <li>• Promote awareness and expansion of C-TRAN's existing fareless Youth Opportunity Pass and Education Opportunity Pass programs.</li> </ul> <p><i>Advocate for C-TRAN Actions:</i></p> <ul style="list-style-type: none"> <li>• Prioritize access for overburdened communities.</li> <li>• Factor climate impacts into the design, materials &amp; full life-cycle costs of projects; similarly, include climate adaptation and mitigation criteria in entitlement reviews.</li> <li>• Provide transit circulators in activity nodes and centers.</li> <li>• Enhance secure bicycle parking at transit stations and major bus stops.</li> <li>• Provide weather shelters in public transit.</li> <li>• Ensure transit vehicles are equipped with air filtration and air conditioning.</li> <li>• Provide education and outreach to increase comfort and familiarity with the transit system, with a focus on youth and "choice" riders.</li> </ul> | <p><i>Service changes</i></p> <ul style="list-style-type: none"> <li>• Provide convenient connections to destinations throughout the city.</li> <li>• Provide transit circulators in activity nodes and centers.</li> <li>• Ensure sufficient transit connections to higher density areas with currently low or limited access.</li> </ul> <p><i>Infrastructure and amenities</i></p> <ul style="list-style-type: none"> <li>• Enhance secure bicycle parking at transit stations and major bus stops.</li> <li>• Provide connections between transit facilities and bicycle/trails networks.</li> <li>• Provide weather shelters in public transit.</li> <li>• Improve sidewalks, curb ramps, and street crossings near transit stops and stations.</li> <li>• Ensure transit vehicles are equipped with air filtration and air conditioning.</li> </ul> <p><i>Education and outreach</i></p> <ul style="list-style-type: none"> <li>• Provide education and outreach to increase comfort and familiarity with the transit system (i.e., "travel training"), with a focus on youth and "choice" riders.</li> </ul> <p>Promote awareness of C-TRAN's Youth Opportunity Pass and Education Opportunity Pass programs.</p> |                                   |
| 10     | <p><b>Driving trip reduction for local schools</b></p> <p>Support initiatives to reduce driving trips related to school activities.</p> <p>This can include:</p> <ul style="list-style-type: none"> <li>• Work with the school districts to promote school bus ridership and explore options for increasing services.</li> <li>• Encourage active transportation through participation in a Safe Routes to School program.</li> <li>• Dedicate increased local funding to a local Safe Routes to School program.</li> <li>• Work with the school districts to encourage carpooling to schools and after-school activities.</li> <li>• Support Bike Clark County to expand and fully integrate bicycle skills and safety curricula in all school districts (i.e., into all school curricula).</li> <li>• Adjust traffic signals to prioritize pedestrians and bicycles around schools.</li> <li>• Education for students on how to use public transit with C-TRAN's Youth Opportunity Pass program.</li> </ul>                                                                                                                                                                                                              | <p><b>Driving trip reduction for local schools</b></p> <p>Support initiatives to reduce driving trips related to school activities. This can include:</p> <ul style="list-style-type: none"> <li>• Promote school bus ridership and exploring options for increasing services.</li> <li>• Encourage active transportation through participation in a Safe Routes to School program.</li> <li>• Dedicate increased local funding to a local Safe Routes to School program.</li> <li>• Encourage carpooling to schools and after school activities.</li> <li>• Support Bike Clark County to expand and fully integrate bicycle skills and safety curricula in all school districts (i.e., into all school curricula).</li> <li>• Adjust traffic signals to prioritize pedestrians and bicycles around schools.</li> </ul> <p>Education for middle school and high school students in how to use public transit and how to use C-TRAN's Youth Opportunity Pass program.</p>                                                                                                                                                                                                                                                 | Minor changes to improve clarity. |
| 11     | <p><b>Transportation demand management requirements</b></p> <p>Identify and implement code-based transportation demand management (TDM) plan requirements city-wide to shift driving trips to walking, biking, transit, or other active modes. This includes:</p> <ul style="list-style-type: none"> <li>• Track mode share and shift for biking, walking, and transit use over time, for both commute and non-commuting trips, to monitor the effectiveness of existing programs.</li> <li>• Consider strategies to retain and attract new "choice" transit riders.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><b>Transportation demand management requirements</b></p> <p>Identify and implement code-based transportation demand management (TDM) plan requirements city-wide to reduce traffic and shift trips to non-driving modes. This includes:</p> <ul style="list-style-type: none"> <li>• Track mode share and shift for biking, walking, and transit use over time, for both commute and non-commuting trips.</li> </ul> <p>Understand "choice" riders and their mode choices.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Minor edits to improve clarity.   |

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Changes explained                                                                   |
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| 12     | <b>Medium- and heavy-duty truck VMT reduction</b><br>Work with private sector to improve routing and reduce vehicle miles traveled (VMT) from medium and heavy-duty vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Medium- and heavy-duty truck VMT reduction</b><br>Work with delivery and other companies to improve routing and reduce vehicles miles traveled (VMT) from medium and heavy- duty vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Minor edits to improve clarity.                                                     |
| 13     | <b>Improved bicycling infrastructure</b><br>In alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety and connectivity of bicycling infrastructure.<br><br>Include the following activities: <ul style="list-style-type: none"> <li>• Create complete and connected networks of high-quality bicycling facilities that provide safe and comfortable routes</li> <li>• Expand lighting and other safety features on bicycle pathways.</li> <li>• Update code to require separated bicycle facilities in street construction.</li> <li>• Consider and accommodate multi-modal and “first-last mile” needs.</li> <li>• Provide City-owned bicycle racks located in the public right-of-way (ROW) in mixed-use and commercial areas.</li> <li>• Promote the inclusion of amenities (e.g., showers, changing rooms, lockers) in public and private buildings to reduce barriers to habitual biking.</li> <li>• Promote widespread adoption of e-bikes.</li> </ul> | <b>Improved bicycling infrastructure</b><br>In alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety and connectivity of bicycling infrastructure. Include the following activities: <ul style="list-style-type: none"> <li>• Factor climate impacts into the design, materials &amp; full life-cycle costs of projects (e.g. roads, amenities).</li> <li>• Complete and connected networks of high-quality bicycling facilities that provide safe and comfortable routes consistent with 8-80 design principles.</li> <li>• Expand lighting and other safety features on bicycle pathways.</li> <li>• Update code to require safe, separated bicycle facilities in street construction.</li> <li>• Consider and accommodate multi-modal and “first-last mile” needs.</li> <li>• Expand bike parking throughout the city to ensure safe and abundant spaces for cyclists.</li> <li>• Expand amenities (e.g., showers, changing rooms, lockers) in public and private buildings to reduce barriers to habitual biking.</li> </ul> Promote widespread adoption of e-bikes. | Minor edits to improve clarity and remove unnecessary implementation-level details. |
| 14     | <b>Modal hierarchy</b><br>Establish a modal hierarchy for transportation investments that prioritizes active transportation modes such as walking, biking, and transit. <ul style="list-style-type: none"> <li>• Include evaluation metrics that emphasize people throughput, movement of people, and quality of experience over vehicle throughput and Vehicle Level of Service.</li> <li>• Use the City’s equity index to prioritize transportation investments and pair them with proactive anti-displacement strategies.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Modal hierarchy</b><br>Establish a modal hierarchy for transportation investments that prioritizes investments in active transportation modes such as walking, biking, and transit-supportive roadway design and operations. The hierarchy will include evaluation metrics that emphasize people throughput, movement of people, and quality of experience over vehicle throughput and Vehicle Level of Service.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Added language to emphasize the City’s equitable development commitment.            |
| 15     | <b>Shared mobility options</b> <ul style="list-style-type: none"> <li>• Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (e.g., bike share, scooter share, car share), particularly in key growth areas.</li> <li>• Put code in place to support shared mobility docking stations and reserved spaces for car-sharing vehicles.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Shared mobility and micro-mobility options</b> <ul style="list-style-type: none"> <li>• Plan, sponsor, and advertise for additional micro-mobility options within key growth nodes in the city.</li> <li>• Put code in place to support shared mobility docking and charging stations, and reserved spaces for car sharing vehicles.</li> </ul> Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (e.g., bike share, scooter share, car share).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Minor edits to simplify and improve clarity.                                        |
| 16     | <b>City plan alignment</b><br>Align the CAF with the TSP, Comprehensive Plan, economic development plans, COVID-19 recovery plan, and the multi-modal initiatives, guidelines, and priorities identified in the TSP update.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>City plan alignment</b><br>Align the TSP with the Comprehensive Plan, economic development plans, COVID-19 recovery plan, and the multi- modal initiatives, guidelines, and priorities identified in the TSP update (e.g., increased walkability and bikeability, multi-modal priority).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Minor edits to simplify and improve clarity.                                        |

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Changes explained                                                                                                                                                                      |
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| 17     | <b>Retrofits for vulnerable infrastructure</b><br>Prioritize retrofits to reinforce or adapt climate-vulnerable infrastructure, with a focus on routes used for public transportation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Retrofits for vulnerable infrastructure</b><br>Prioritize retrofits of climate-vulnerable infrastructure, with a focus on routes used for public transportation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Minor edits to simplify and improve clarity.                                                                                                                                           |
| 18     | Action combined with T&LU Action #9.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Fareless transit system</b><br>Work with C-TRAN to expand existing fareless programs and foster a safe public transit system to increase transit accessibility. Include plans for transit corridors that provide safe, reliable, and climate-resilient transit services and for high-capacity transit, consistent with the Enhanced Transit Corridor analysis developed as part of TSP update and “transit ridership improvements” (Action TLU2.9).                                                                                                                                                                                                                                                                                                                                        | Action combined with T&LU Action #9.<br>Wording was edited to remove instructions that are unrelated to fareless transit programs and which are included in other Action descriptions. |
| 19     | <b>Curb management program</b><br>Research and develop a curb management program that supports shared mobility options and safe, multimodal streets.<br><br>Align with the TSP, CAF “shared mobility and micromobility options” (Action TLU2.15), and “parking management plan” (Action TLU1.5). Elements of the program could include: <ul style="list-style-type: none"> <li>• Establish designated loading/unloading zones for rideshare and delivery vehicles.</li> <li>• Integrate bicycle and motorcycle parking.</li> <li>• Facilitate partnerships to reduce delivery trips and prioritize smaller vehicles.</li> <li>• Integrate shared mobility docking stations and autonomous vehicle loading zones if the technology is adopted in Vancouver.</li> </ul> | <b>Curb management program</b><br>Research and develop a curb management program that supports shared mobility options and safe, multimodal streets.<br>Align with the TSP, “shared mobility and micromobility options” (Action TLU2.15), and “parking management plan” (Action TLU1.5). Elements of the program could include: <ul style="list-style-type: none"> <li>• Establish designated rideshare and third- party carpooling parking, and loading/ unloading delivery zones.</li> <li>• Integrate bicycle and motorcycle parking.</li> <li>• Facilitate partnerships to explore methods to reduce delivery trips and prioritize smaller vehicles.</li> </ul> Integrate scooter and bicycle share docks and autonomous vehicle loading zones if the technology is adopted in Vancouver. | Minor edits to simplify and improve clarity.                                                                                                                                           |

Strategy TLU-3. Decarbonize and electrify vehicles

Expand and ensure necessary electric vehicle infrastructure is available and accessible at residences, workplaces, and key public areas. Increase the adoption of electric vehicles by promoting and implementing incentives, education programs, and policy with a focus on reducing financial barriers to EV ownership. Invest in infrastructure and adoption of alternative fuel and fuel reduction technologies to power municipal and commercial fleets as well as medium- and heavy-duty vehicles, prioritizing vehicles where electric fuel is unfeasible. Identify and secure adequate permanent funding for sustainable transportation

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Changes explained                                                                                                                                                                                                                                                                                                                                   |
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| 20     | <b>EV infrastructure planning and implementation</b><br>Develop and implement municipal and citywide EV infrastructure plans to promote and expand the installation of public and private charging infrastructure for new and existing development. This includes: <ul style="list-style-type: none"> <li>• Prioritize equity in EV infrastructure planning so that renters, low-income people, and communities of color are able to access and use electric vehicles.</li> <li>• Develop code for EV-readiness that would require EV charging (fully installed and operable) for at least 25% of spaces in new parking facilities, commercial, and multifamily developments that include parking, exceeding WA HB 1257 requirements of &gt;10% of spaces. Require EV readiness in additional spaces to accommodate increased demand over time.</li> <li>• Include considerations for charging e-bikes and other electric micro-mobility options (scooters, etc.), especially at multi-family developments.</li> <li>• Consider areas that would support transit usage and long-distance travel, such as park</li> </ul> | <b>EV infrastructure plan</b><br>Develop and implement an EV infrastructure plan to promote and expand the installation of public and private charging infrastructure and electric-powered mobility for new and existing construction. This includes: <ul style="list-style-type: none"> <li>• Leverage programs and funding opportunities from Clark PUD, federal agencies, and other partners.</li> <li>• Focus on areas that would support longer distance/interstate and commercial travel, including park and rides.</li> <li>• Explore options for incentivizing or requiring installation/retrofitting for EV charging infrastructure in existing building stock, such as at point of renovation, point of sale, or changes in management.</li> </ul> In implementing this action, factor climate impacts into the design, materials, and full life-cycle costs of projects (e.g. roads, EV charging network). Also consider | Consolidated this action with T&LU Actions 3.21 and 3.25.<br>Added direction to prioritize equitable transition to EVs in planning & implementation.<br>Removed references to increasing distributed power, as this is covered in other sections of the the CAF.<br>Removed unnecessary implementation details.<br>Minor wording edits for clarity. |

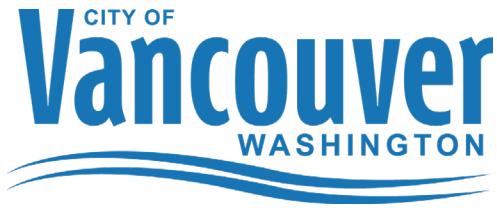


| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Changes explained                                                                                                                                                                                                                                               |
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|        | & rides.<br><ul style="list-style-type: none"> <li>Explore options for incentivizing or requiring installation/retrofitting for EV charging infrastructure in existing building stock.</li> <li>Leverage programs and funding opportunities from Clark PUD, federal agencies, and other partners.</li> </ul> <p><i>Note that state law requires new single-family construction to be EV-ready starting in 2024 (HB 1287).</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | energy storage and demand needs and increase distributed energy production (e.g., solar panels) to reduce demands on electrical grid, as needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                 |
| 21     | See Action T&LU 3.20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>EV charging requirements</b><br>Require all new development (and/or parking lots) to have adequate charging stations. This action builds on “EV-ready code” and “EV infrastructure plan” (Actions TLU3.25 and TLU3.20, respectively), as well as state law requiring EV charging capability at all new commercial and multi-family development with on-site parking (HB 1257) and new single-family construction (HB 1287). To support this transition, building owners can leverage available programs, such as Clark PUD’s commercial charger rebate program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Consolidated with Action T&LU 3.20.                                                                                                                                                                                                                             |
| 22     | <b>Electric vehicle advocacy &amp; education</b><br>Advocate for the expansion of existing incentives and introduce new local incentives to accelerate the adoption of EVs. Educate residential and commercial communities on the costs, benefits, and available funding options.<br><br>This includes: <ul style="list-style-type: none"> <li>Work with Clark PUD to expand participation in their used EV program for income-qualifying customers.</li> <li>Work with the Columbia-Willamette Clean Cities Coalition to leverage state and federal incentive programs.</li> <li>Explore developing local incentives through partnerships with local lenders and car dealerships.</li> <li>Offer non-financial incentives to encourage EV adoption and expand EV infrastructure, such as resident-selected EV charging locations and streamlined permitting for developers.</li> <li>Support state policies to limit sales of new fossil fuel passenger cars and trucks by 2030.</li> </ul> | <b>Electric vehicle advocacy &amp; education</b><br>Advocate for the expansion of existing incentives and introduce new local incentives to accelerate the adoption of electric passenger and work vehicles, with specific attention to reducing financial and other barriers to adoption. Educate the residential and commercial communities on the costs and benefits of electric vehicles and available programs and funding options. This includes: <ul style="list-style-type: none"> <li>Work with Clark PUD to expand participation in their used EV program for low-income / income-qualifying customers.</li> <li>Work with the Columbia-Willamette Clean Cities Coalition to leverage state and federal incentive programs.</li> <li>Explore developing local incentives through partnerships with local lenders and car dealerships.</li> <li>Implement non-financial incentives offered by the City to encourage EV adoption and expand EV infrastructure, including resident-selected EV charging locations and streamlined permitting for developers.</li> </ul> Advocate for state policy to limit sale of new fossil fuel-powered passenger cars and trucks by 2025. | Updated action to reflect 2022 WA transportation funding package 100% EV sales target of 2030                                                                                                                                                                   |
| 23     | <b>Medium-and heavy-duty truck decarbonization</b><br>Take local action to decarbonize medium- and heavy-duty trucks including the following: <ul style="list-style-type: none"> <li>Require that construction projects and other entities (e.g., delivery trucks) that rely on medium and heavy-duty trucks replace vehicles with ZEVs in accordance with the targets outlined in the Advanced Clean Trucks (ACT) rule, adopted by the Department of Ecology in November 2021.</li> <li>Set a community goal of replacing 40% of all new medium- and heavy-duty trucks with ZEV by 2030.</li> <li>Encourage adoption of lower-carbon fuels where ZEVs are not feasible.</li> <li>Advocate for state policy to limit sales of new fossil fuel-powered medium- and</li> </ul>                                                                                                                                                                                                                 | <b>Medium-and heavy-duty truck decarbonization</b><br>Take local action to decarbonize medium- and heavy-duty trucks, including the following: <ul style="list-style-type: none"> <li>Require that construction projects and other entities (e.g., delivery trucks) that rely on medium and heavy-duty trucks replace vehicles with new Zero Emission Vehicles (ZEVs) in accordance with the targets outlined in the Advanced Clean Trucks (ACT) rule, adopted by the Department of Ecology in November 2021.</li> <li>Encourage participation in NWN’s ZEV CNG and H2 programs.</li> <li>Advocate for state policy to limit sale of new fossil fuel-powered medium- and heavy-duty trucks by 2030.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>Removed references to specific programs per Council request.</li> <li>Re-worded action to clarify City’s role in influencing private business decisions on fleet purchases.</li> <li>Minor edits for clarity.</li> </ul> |

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Changes explained                                                       |
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|        | heavy-duty trucks by 2030.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>By 2030, replace 40% of all new medium- and heavy-duty trucks with ZEV alternatives.</li> </ul> <p>This action is directly supported by “truck decarbonization infrastructure” (Action TLU3.28).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                         |
| 24     | <p><b>Transit &amp; waste collection fleet electrification</b></p> <p>Require that all buses that serve Vancouver are electric by 2040 and increase the proportion of waste collection vehicles that are ZEVs.</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>Partner with Clark PUD, C-TRAN, and Waste Connections to expand ZEV buses and waste collection vehicles, prioritizing implementation in communities overburdened by local air pollution and respiratory ailments.</li> <li>Support partner agencies by facilitating access to city-owned charging stations throughout the City.</li> <li>While internal combustion engine vehicles are still in use and a ZEV alternative is not feasible, transition to lower-carbon intensity fuels where feasible and applicable.</li> </ul> | <p><b>Transit &amp; waste collection fleet electrification</b></p> <p>Require that all buses that serve Vancouver are electric by 2040 and increase the proportion of waste collection vehicles that are ZEVs. This includes:</p> <ul style="list-style-type: none"> <li>Partner with Clark PUD, C-TRAN, and the City’s contracted waste hauler to expand electric buses and electric contracted waste collection vehicles, prioritizing implementation in communities overburdened by local air pollution and with higher rates of asthma and other respiratory ailments. This may include a cost-share approach with C-TRAN.</li> <li>Ability to charge buses in distant locations.</li> </ul> <p>While internal combustion engine vehicles are still in use and a ZEV alternative is not feasible, transition to alternative, lower-carbon intensity fuels where feasible and applicable.</p> | Updated to reflect the CTRAN-City funding relationship.                 |
| 25     | See Action T&LU 3.20.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p><b>EV-Ready code</b></p> <p>Starting in 2023, require 25% EV-ready parking spaces in new commercial and multifamily developments, exceeding WA HB 1257 requirements (i.e., &gt;10% of spaces). EV-ready spaces are installed and operable. To support this transition, building owners can leverage available programs such as Clark PUD’s commercial charger rebate program.</p> <p><i>Note that state law requires new single-family construction be EV-ready starting in 2024 (HB 1287).</i></p>                                                                                                                                                                                                                                                                                                                                                                                           | This action has been consolidated with Action T&LU 2.20                 |
| 26     | <p><b>Alternative fueling &amp; charging options at gas stations</b></p> <p>Update the Municipal Code to require new gas stations or expansions of existing facilities to include EV charging and alternative fuel options. This may include:</p> <ul style="list-style-type: none"> <li>Encourage existing gas stations to supply alternative fuels (compressed natural gas, propane, renewable diesel, etc.) as well as EV charging.</li> <li>Update code to be supportive of alternative fuel infrastructure.</li> <li>Explore the feasibility of prohibiting new fossil-fuel-only gas stations.</li> </ul>                                                                                                                                                                                                  | <p><b>Alternative fueling &amp; charging options at gas stations</b></p> <p>Update the Municipal Code to require new gas stations or expansions of existing facilities to include EV charging and alternative fuel options. This may include:</p> <ul style="list-style-type: none"> <li>Encourage existing gas stations to supply alternative fuels (compressed natural gas, propane, etc.) as well as EV charging.</li> <li>Update code to be supportive of alternative fuel infrastructure.</li> </ul> <p>Explore feasibility of prohibiting new gas stations.</p>                                                                                                                                                                                                                                                                                                                            | Minor edits to simplify and improve clarity.                            |
| 27     | <p><b>Alternative fuels education &amp; advocacy</b></p> <p>Provide education and advocacy to increase awareness and adoption of low-carbon and alternative fuels (e.g., electricity, biodiesel, renewable diesel, compressed natural gas, liquified natural gas, and hydrogen).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><b>Alternative fuels education &amp; advocacy</b></p> <p>Provide education and advocacy to increase awareness and use of low-carbon and alternative fuels (e.g., electricity, biodiesel, compressed natural gas, liquified natural gas, hydrogen).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Minor edits to simplify and improve clarity.                            |
| 28     | <p><b>Medium-and heavy-duty truck decarbonization infrastructure</b></p> <p>Work with the Port of Vancouver and other partners to expand infrastructure for the decarbonization of medium- and heavy-duty trucks. This action will help the City and local businesses achieve the requirements of the WA Advanced Clean Truck (ACT) rule and the WA Clean Fuel Standard. It includes:</p> <ul style="list-style-type: none"> <li>Encourage widespread adoption and distribution of lower-carbon fuels.</li> </ul>                                                                                                                                                                                                                                                                                               | <p><b>Truck decarbonization infrastructure</b></p> <p>Work with the Port of Vancouver and other partners to expand infrastructure for decarbonization of medium- and heavy-duty trucks. This action will help the City achieve the requirements in the WA ACT rule and directly supports “medium- and heavy-duty truck decarbonization” (Action TLU3.23). It includes:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Minor edits for clarity and consistency with language in other actions. |

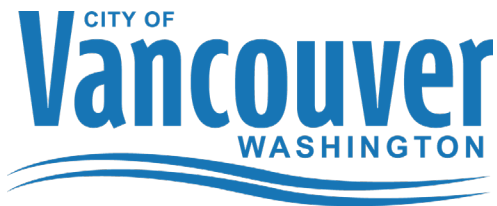
| Action | Revised (Final) Action Description                                                                                                                                                                                                                        | Original Wording as of 06/06/22                                                                                                                                                                                                                          | Changes explained                                                                                                                                              |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|        | Identify barriers to adoption in Vancouver and seek avenues to remove them. <ul style="list-style-type: none"><li>Coordinate with the Port of Vancouver to develop infrastructure supporting this conversion while maintaining competitiveness.</li></ul> | <ul style="list-style-type: none"><li>Encourage widespread adoption of fueling stations providing alternative fuels.</li></ul> Coordinate with Port of Vancouver to develop infrastructure supporting this conversion while maintaining competitiveness. |                                                                                                                                                                |
| 29     | <b>Battery replacement incentives</b><br>Explore incentives, rebates, or similar methods to reduce the costs of battery replacement for battery electric vehicles with batteries nearing the end of their useful life.                                    | <b>Battery replacement incentives</b><br>Expand incentives, rebates, or similar methods to reduce the costs of battery replacement for vehicles with batteries nearing the end of their useful life.                                                     | Re-worded to clarify that the City does not currently offer these incentives, so it would be exploring new program options instead of expanding existing ones. |



**Impact of changes made**

Changes made in this section were primarily made to simplify action descriptions, remove redundant language, or clarify the City's role with partner agencies and the private business community. These changes are not anticipated to affect the City's implementation of actions in this section.

In some actions, language was added to call out where the City's Equitable Transportation Investment Strategy should be prioritized in the implementation of a given action to ensure that transportation investments are paired with proactive anti displacement strategies designed to keep people and the assets they depend on in place.



## MEMORANDUM

**DATE:** 11/1/22

**TO:** Mayor and City Council

**FROM:** Rebecca Small, CMO  
Aaron Lande, CMO

**RE:** **Climate Action Framework – Solid Waste & Wastewater Memo**

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### **Purpose:**

The purpose of this Memo is to provide Council with an early review of the **Solid Waste & Wastewater** section of the draft final Climate Action Framework (CAF); to note where action descriptions have been edited for clarity or succinctness; and to highlight how action descriptions have been changed in response to feedback from Council, the community, or City staff.

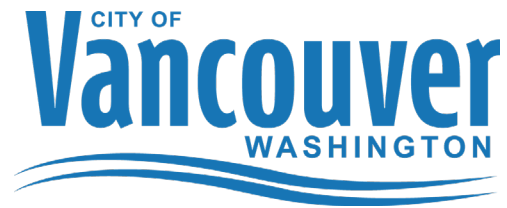
### **Background:**

In preparation for the public hearing and final adoption of the Climate Action Framework on December 5th, and in response to Council's request for ample time to review the final CAF document prior to that adoption date, staff will be providing Council with a series of 6 memos to preview the content of the CAF.

Each memo will focus on one of the 6 sections of the CAF (Governance, Building Energy, Transportation & Land Use, Natural Systems, Equity and the Green Economy, and Solid Waste and Wastewater). Memos will present the sections' actions as currently worded for the final version that will come before Council in December alongside the draft text Council reviewed in August, along with an explanation for any changes made and how it reflects Council direction.

### **Schedule:**

These memos will be included as informational items in Council's weekly packet, starting Tuesday, October 11th. Councilmembers are encouraged to follow up with Rebecca Small and Aaron Lande with any questions or suggestions for how to clarify the proposed language. Ms. Small and Mr. Lande will also be available to answer questions during the November 7th and 21st Council Meetings under City Manager Communications. The complete revised CAF will be included in the November 22nd Council packet, two weeks prior to the December 5th public hearing as requested, to allow for a comprehensive review of the entire document.



Climate Action Framework – Solid Waste and Wastewater

Introductory text

We will reduce per capita waste by reusing, repairing, recycling, and composting more. We will reduce per capita water usage and operate our wastewater treatment more efficiently.

Strategy SW-1. Require recycling and organic material management

Require city-wide recycling and/or organics collection in a manner that will not economically or otherwise burden overburdened communities.

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                                                                                                                                           | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Changes explained                                                                                                                                                                                                                                           |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1      | <b>City-wide composting and organics management</b><br>Along with other organics management actions, divert organic waste to landfill by 75% by 2030. This includes: <ul style="list-style-type: none"><li>By City ordinance, require organics collection services in compliance with RCW 43.19A.150.</li></ul>                                                                                                                              | <b>City-wide composting and organics management</b><br>Require city-wide organics collection in compliance with WA HB 1799. Along with other organics management actions, reduce organic waste to landfill by 100% by 2030.                                                                                                                                                                                                                                                                                                                                       | Updated legislative reference and included mention of City ordinance.<br>Changed goal from 100% to 75% to be consistent with statewide requirement and to reflect direction from leadership in City’s Solid Waste department on the feasibility of targets. |
| 2      | <b>Municipal recycling &amp; composting collection</b><br>Require food waste composting and glass and co-mingled recycling at City buildings.                                                                                                                                                                                                                                                                                                | <b>Municipal recycling &amp; composting</b><br>Require food waste composting and glass and co-mingled recycling at City buildings.                                                                                                                                                                                                                                                                                                                                                                                                                                | No changes.                                                                                                                                                                                                                                                 |
| 3      | <b>Recycled materials markets</b><br>Pursue regional partnerships to bolster the market for recycled materials to minimize the use of raw materials and accommodate increased flows from the implementation of waste diversion actions.                                                                                                                                                                                                      | <b>Recycled materials markets</b><br>Pursue regional partnerships to bolster the market for recycled materials to accommodate increased flows from implementation of waste diversion actions. This action may include<br>eco-industrial development, in which a waste stream from one firm becomes the raw material for another, thus minimizing the use of raw materials.                                                                                                                                                                                        | Minor edits to simplify and remove jargon.                                                                                                                                                                                                                  |
| 4      | <b>Waste diversion community participation</b><br>Work with haulers, material recovery facilities and transfer stations to increase and improve community participation in recycling and organics. Create incentives and disincentives for reducing contamination in recycling and organics loads in compliance with state mandates to improve quality materials.                                                                            | <b>Waste diversion community participation</b><br>Work with haulers, material recovery facility and transfer stations to increase and improve community participation in recycling and organics. Create incentives and disincentives for reducing contamination in recycling and organics loads in compliance with state mandates to improve quality materials.                                                                                                                                                                                                   | No changes                                                                                                                                                                                                                                                  |
| 5      | <b>Construction &amp; demolition incentives</b><br>Promote waste reduction from construction & demolition.<br><br>This may include: <ul style="list-style-type: none"><li>Promote deconstruction and recycling through City ordinances and/or incentives.</li><li>Deconstruct municipal facilities that would normally be demolished and document as a case study to show how this practice supports sustainability and CAF goals.</li></ul> | <b>Construction &amp; demolition incentives</b><br>Promote waste reduction from construction & demolition.<br>This may include: <ul style="list-style-type: none"><li>Promote deconstruction and recycling through City ordinance and/or incentives.</li><li>Lead by example: deconstruct municipal facilities that would normally be demolished and document as a case study to show how the environmental benefit contributes to sustainability goals and CAP 2.0.</li></ul> Lead by example: construct new municipal facilities using Designs for Disassembly, | Minor editing to simplify and clarify the description.                                                                                                                                                                                                      |

| Action | Revised (Final) Action Description                                                                                                                                                                            | Original Wording as of 06/06/22                                                                                  | Changes explained |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------|
|        | <ul style="list-style-type: none"><li>Construct new municipal facilities using Designs for Disassembly principles that allow building components to be extracted from buildings in a reusable form.</li></ul> | which is a suite of principles that allow building components to be extracted from buildings in a reusable form. |                   |

**Strategy SW-2. Zero out wastewater emissions**

Zero out emissions from wastewater treatment by incorporating enhanced energy efficiency, methane capture, and renewable fuels into new and existing systems.

| Action | Revised (Final) Action Description                                                                                                                                                                                                                                                                                  | Original Wording as of 06/06/22                                                                                                                                                                                                                                                                                     | Changes explained |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 6      | <b>Solids management and resource recovery plan</b><br>Develop a solids management and resource recovery plan for wastewater facilities to generate renewable energy and beneficial materials. Explore the possibility of incorporating diverted food and organic waste into wastewater facility solids processing. | <b>Solids management and resource recovery plan</b><br>Develop a solids management and resource recovery plan for wastewater facilities to generate renewable energy and beneficial materials. Explore the possibility of incorporating diverted food and organic waste into wastewater facility solids processing. | No changes        |

**Impact of changes made**

One significant change was made to this section – the City’s goal for the amount of organic material that would be diverted from landfills to composting facilities was decreased from 100% by 2030 down to 75%. This change was made as a result of conversations with the Supervisor of Solid Waste and reflects what is considered an ambitious yet technically feasible composting goal from an expert, informed perspective familiar with the Vancouver region’s composting program infrastructure and funding landscape. It also aligns the City goal with the target set by the State in RCW 43.19A.150. While this change will result in the City’s GHG emissions model showing lower GHG reductions for this action, it is not expected to impact the amount of GHG reductions that could have been achieved since the original goal proposed is not considered technically feasible.

In addition to the above-stated Solid Waste strategies, City Staff are preparing a Compost Procurement ordinance and Compost Procurement Policy as required by HB-1799, now codified in RCW 43.19A.150. Staff will pair the Compost Procurement ordinance readings and presentation in the CAF Public Hearing planned for December 5.