EXHIBIT 23

TRAFFIC ANALYSIS REPORT

FOR

CAMAS MIDDLE & HIGH SCHOOLS

SHARP DRIVE

CAMAS SCHOOL DISTRICT & CITY OF CAMAS

SUBMITTED BY

CHARBONNEAU ENGINEERING LLC

March 2017

Project 16-27

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INTRODUCTION

This traffic study was performed to determine the impacts associated with development of the new middle school and new high school being planned on the Sharp property by the Camas School District. The impact area as defined based on input received from the City staff included the schools' frontage area on Sharp Drive and SE Payne Road. Several key intersections occurring along Pacific Rim Blvd, Brady Road, Parker Street, McIntosh Road, 28th Avenue, and Sierra Street were addressed in the study. The site location is highlighted on the vicinity map (Figure 'a') in the appendix.

The new middle school will serve as a STEM (Science, Technology, Engineering, & Math) school for the entire Camas School District. The School District's service area is illustrated on Figure `b`. An existing 54,000 square foot building located on lot #9B of the Sharp Laboratory campus (5750 NW Pacific Rim Blvd) will be remodeled and used for the school. The facility will initially serve approximately 150 middle school students and ultimately reach the 500 student capacity in several years. The new high school will have an enrollment capacity of 600 students.

Figures `c1` & `c2` represent two site plan options. Site Option A shown on Figure `c1` will place the new high school further to the north with parking located between the future gymnasium and the school building. Site Option B depicted on Figure `c2` situates the high school building slightly south and adjacent to the future gymnasium changing the parking design. Access for the site options connect to Sharp Drive at approximately the same location.

Both schools will operate on a standard 180 day school year during the hours of 8:00 AM to 2:45 PM. Traffic access to the site will occur along Sharp Drive with a new driveway approach constructed to Payne Road opposite Lacey Way.

In the project scope established with the City of Camas a number of important elements were identified and considered in the study.

- Projecting site generated traffic relative for 500 middle students and 600 high school students. Trip rates were applied from the ITE Trip Generation Manual (9th Edition, year 2012).
- Distribution of site generated trips was based on the District's service area and boundary information, traffic volume counts, circulation patterns, and engineering judgment.
- Background traffic was established from several in-process traffic projects identified by the City. Application of annual traffic growth was not necessary in the analysis as confirmed by staff.
- Documentation of pedestrian, bicycle, and transit facilities in the study area.
- Evaluation of sight distance at the site access point on Payne Road.
- Determination of left turn lane requirements and peak hour signal warrants.
- Capacity analysis of study intersections including;

    1. Sierra Street at Lake Road
    2. Sierra Street 43rd Avenue
    3. 20th Street/38th Avenue at Parker Street
    4. Payne Road at 34th St/Pacific Rim Blvd
    5. Pacific Rim Blvd at Parker Street
    6. 28th Avenue at Sierra Street
    7. Payne Road at Lacy Way
    8. Brady Road at 16th Avenue
    9. Brady Road at McIntosh Road
    10. McIntosh Road at Klickitat Street

- The peak hour periods during the weekday AM, mid-afternoon, and PM were analyzed for the existing, background year 2019, and total traffic year 2019 scenarios.

- Review of the existing travel lane and traffic control conditions.
- Level of service analysis of the study intersections to confirm the locations not meeting the City's mobility standards and the required mitigation.
- Documentation of the study area streets and intersections included in the City's TIF Update (May 2012).
- Review of WSDOT furnished crash history data to assess if there have been safety issues that must be mitigated.

The Appendix to the report contains technical data including a vicinity map, site plan, traffic flow mapping, left turn lane & signal warrants, lane and traffic control plan, and the capacity analysis outputs.

SITE DESCRIPTION, STREETS, AND CRITICAL INTERSECTIONS

The project site is located in west Camas near the Sharp campus east of SE 192nd Avenue and south of Pacific Rim Blvd. The surrounding land is sparsely developed to the north and consists mainly of residential properties to the west, south, and east. The site is situated close to the District's southwest boundary with most of the service area extending to the east and north.

Intersection sight distance at the future access point on Payne Road opposite Lacy Way will need to meet AASHTO's standard based on the street's speed posted at 35 MPH. For 35 MPH the required intersection sight distance is 390 feet. It is apparent that vegetation removal will be necessary along Payne Road north and south of the new access approach.

Southeast Payne Road is classified as a collector street according to the City's functional classification documentation contained in the year 2012 TIF Update report. South of Pacific Rim Blvd the street contains two travel lanes and is posted with a 35 MPH travel speed. Sidewalk is present on the westerly side and a two to three foot paved & gravel-surfaced shoulder is present on the easterly side. The centerline is marked with double yellow lines.

Southeast Payne Road at Lacy Way is configured as a three-way design and controlled by stop signing on the Lacy Way approach. In the future the middle school will construct an access to Payne Road at this location (Sharp Drive intersection at Pacific Rim Blvd to be closed). There is currently no left turn lane on Payne Road at Lacy Way.

Payne Road at Pacific Rim Blvd (classified as an arterial) is a four-way configuration controlled by stop signing on the northbound and southbound approaches. The north leg is a private road serving the Stone Leaf residential development. There are separate left turn lanes on Pacific Rim Blvd at the intersection. Pacific Rim Blvd provides two through travel lanes in each direction.

The remaining study intersections including the existing and proposed lane configuration and traffic control elements are shown on Figure 'd1' and Figure `d2`, respectively.

TRAFFIC OPERATIONAL ANALYSIS

Ten study intersections were analyzed for level of service (LOS) conditions as stipulated in the project scoping established with the City of Camas. LOS analyses were completed for the study intersections during the peak hour periods under several scenarios:

- Existing traffic year 2016
- Background traffic year 2019
- Total traffic year 2019

In order to perform the LOS analysis at the critical intersections video traffic counts were recorded during the AM peak (7:00-9:00 AM), mid-afternoon (2:00-4:00 PM), and PM peak (4:00-6:00 PM) traffic hours. The existing traffic volumes are shown on Figure `1a` (AM peak hour), Figure `1b` (mid-day peak hour), and Figure `1c` (PM peak hour) in the report's appendix.

Background traffic is comprised of the existing and the in-process traffic that was specified by the City. The in-process traffic is shown on Figures `2a`-`2c` and the year 2019 background traffic volumes are shown on Figures `3a`- `3c`.

Figure 4 illustrates the trip distribution for the study area streets and intersections within the schools' service area. The distribution was based on the service and boundary limits, traffic volume counts, circulation patterns, and engineering judgment.

Figures `5a`-`5c` illustrate the middle school site generated trip assignments covering the AM, mid-afternoon, and PM peak hours. Generated traffic was developed from the number of trips associated with 500 students. Figures `6a`-`6c` illustrate the high school site generated trip assignments for the same peak hour periods. Generated traffic was developed from the number of trips associated with 600 students

The total traffic scenario was derived from the summation of the background and the school's site generated traffic. The total traffic scenario is depicted on Figures `7a`- `7c`.

VEHICLE TRIP GENERATION

Vehicle trip generation was calculated based on historical data contained in the ITE Trip Generation manual (9th Edition, 2012). Trip rates for the middle and high schools were applied from the manual using ITE codes #522 (middle school) and #530 (high school). Tables 1a and 1b present the generation summary each school.

Table 1a Middle School Trip Generation Summary

ITE Land Use	Units (Students)	Weekday									
		ADT	AM Peak Hour			Mid-Afternoon Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Middle School (#522)	500										
Generation Rate[1]		1.62	0.54	55%	45%	0.30	45%	55%	0.16	49%	51%
Site Trips		**810**	**270**	149	121	**150**	68	82	**80**	39	41

Table 1b High School Trip Generation Summary

ITE Land Use	Units (Students)	Weekday									
		ADT	AM Peak Hour			Mid-Afternoon Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
High School (#530)	600										
Generation Rate[1]		1.71	0.43	68%	32%	0.29	33%	67%	0.13	47%	53%
Site Trips		**1,026**	**258**	175	83	**174**	57	117	**78**	37	41

[1] Source: *Trip Generation*, 9th Edition, ITE, 2012, average rates.

Over a 24-hour weekday period the two schools will generate a total of 1,836 trip ends. During the AM, mid-afternoon, and PM peak hours a total of 528, 324, and 158 trips, respectively will be generated.

TRAFFIC FLOW AND CAPACITY ANALYSIS RESULTS

The traffic flow maps included in the appendix show the volume data and turning movements for the weekday peak hour conditions that were used in the capacity analysis. The study intersections were evaluated for the existing, year 2019 background, and year 2019 total traffic scenarios during the AM, mid-afternoon, and PM peak hours. Synchro version #9 software employing the year 2010 Highway Capacity Manual methodology was applied in performing the intersection capacity analyses.

The City's mobility standards require that a LOS 'D' and a volume to capacity (v/c) ratio of 0.90 or better be maintained for all intersections. The standards are documented in the City of Camas Comprehensive Plan, Transportation Element, Policy TR-20 dated March 2004.

Table 2 presents a summary of the capacity analysis results determined in the study.

Table 2 Capacity Analysis Summary

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			2016 Existing				2019 Background				2019 Total			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Lake Rd/Sierra St	Two-way Stop	AM	NB	C	15.7	-	NB	C	16.3	-	NB	D	34.5	-
		Mid-Afternoon	NB	C	19.8	-	NB	C	20.9	-	NB	D	26.1	-
		PM	NB	C	18.9	-	NB	C	20.5	-	NB	C	23.0	-
NW 43rd Ave/Sierra St	All-way Stop	AM	EB	A	8.8		EB	A	9.1	0.21	EB	B	10.8	0.32
		Mid-Afternoon	EB	A	9.0	0.20	EB	A	9.1	0.21	EB	B	10.4	0.28
		PM	EB	A	9.3	0.21	EB	A	9.5	0.23	EB	B	10.1	0.26
SE 20th Ave/43rd Ave/Parker St	Signal	AM	-	B	16.2	0.31	-	B	16.3	0.32	-	C	21.9	0.43
		Mid-Afternoon	-	B	14.0	0.24	-	B	14.1	0.25	-	B	14.6	0.31
		PM	-	B	16.1	0.30	-	B	16.6	0.31	-	C	23.7	0.34
Payne Rd/34th St	Two-way Stop	AM	NB	C	18.3	-	NB	C	18.9	-	NB	F	142.5	-
		Mid-Afternoon	NB	C	17.1	-	NB	C	17.8	-	NB	D	27.3	-
		PM	NB	F	65.1	-	NB	F	87.5	-	NB	F	207.0	-
	Mitigated [1]	*AM*	-	-	-	-	-	-	-	-	-	*B*	*10.4*	*0.22*
		Mid-Afternoon	-	-	-	-	-	-	-	-	-	-	-	-
		PM	-	-	-	-	-	*A*	*7.2*	*0.31*	-	*A*	*8.2*	*0.34*
Pacific Rim Blvd/Parker St	All-way Stop	AM	SB	B	12.8	0.17	SB	B	13.4	0.19	SB	D	29.9	0.33
		Mid-Afternoon	EB	B	10.9	0.13	EB	B	11.0	0.14	EB	C	15.5	0.19
		PM	SB	B	13.2	0.17	SB	B	14.1	0.18	SB	C	15.5	0.22
Sierra St/28th Ave	All-way Stop	AM	WB	B	12.3	0.33	WB	B	13.4	0.37	WB	B	15.0	0.41
		Mid-Afternoon	WB	A	10.0	0.24	WB	B	10.5	0.26	WB	B	11.0	0.28
		PM	EB	A	9.0	0.16	EB	A	9.3	0.18	EB	A	9.3	0.19
Payne Rd/Lacy Way	Two-way Stop	AM	EB	B	10.0	-	EB	B	10.2	-	EB	C	32.9	-
		Mid-Afternoon	EB	B	10.4	-	EB	B	10.5	-	EB	C	17.1	-
		PM	EB	B	11.0	-	EB	B	11.1	-	EB	B	14.3	-
16th Ave/Brady Rd	All-way Stop	AM	SB	B	14.9	0.49	WB	D	27.4	0.57	WB	F	83.5	0.83
		Mid-Afternoon	NB	B	13.9	0.40	NB	C	15.3	0.44	NB	C	19.8	0.54
		PM	NB	B	15.0	0.43	NB	C	18.6	0.50	NB	C	21.4	0.55
	Mitigated [1]	AM	-	-	-	-	-	-	-	-	-	*B*	*17.6*	*0.50*
		Mid-Afternoon	-	-	-	-	-	-	-	-	-	-	-	-
		PM	-	-	-	-	-	-	-	-	-	-	-	-
Mcintosh Rd/Brady Rd	Two-way Stop	AM	WB	C	15.1	-	WB	C	16.0	-	WB	C	16.7	-
		Mid-Afternoon	WB	B	14.9	-	WB	C	15.5	-	WB	C	16.4	-
		PM	WB	C	16.6	-	WB	C	17.7	-	WB	C	18.1	-
Klickitat St/ Mcintosh Rd	Two-way Stop	AM	NB	B	10.4	-	NB	B	10.4	-	NB	B	10.9	-
		Mid-Afternoon	NB	B	10.0	-	NB	B	10.1	-	NB	B	10.3	-
		PM	NB	B	10.3	-	NB	B	10.3	-	NB	B	10.4	-

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9. NB - Northbound, SB - Southbound, EB - Eastbound, WB - Westbound, Crit. Mov't - Critical movement or critical approach.

[1] *Mitigation: Install a traffic signal.*

With the exception of two intersections listed below the study intersections will operate at acceptable LOS 'D' or better during the peak hours for the existing, year 2019 background, and year 2019 total traffic scenarios. The proposed site access on Payne Road at Lacy Way will operate at LOS 'C' or better through the year 2019 total traffic scenario.

NW 16th Avenue at Brady Road
The four-way stop controlled intersection of 16th Avenue at Brady Road will experience LOS `F` on the westbound approach during the AM peak hour in the year 2019 total traffic scenario. The approach v/c is 1.06 and the average approach delay is 83.5". A traffic signal will be installed in conjunction with development of the new high school and the resulting operation will be LOS `B`.

Payne Road at Pacific Rim Blvd
The stop controlled intersection of Payne Road at Pacific Rim Blvd experiences LOS `F` during the PM peak hour for the existing, year 2019 background, and year 2019 total traffic scenarios. The delay on the critical northbound approach averages 65 seconds currently and increases to 87 seconds and 207 seconds, respectively in the year 2019 background and total traffic scenarios. These levels do not meet the City's operational standards. To mitigate the failing conditions requires signalization and the District has reached an agreement with City and Sharp to signalize the intersection. Under signalization the intersection operations improve to LOS 'B' or better in the peak hours through the long range future.

Generally, LOS 'A', 'B', 'C', and 'D' are desirable service levels ranging from no vehicle delays to average or longer than average delays in the peak hours. Level 'E' represents long delays indicating signalization warrants need to be reviewed and signals considered only if warrants are met. Level 'F' indicates that intersection improvements, such as widening and signalization, may be required. By definition, and according to the Highway Capacity Manual (HCM), the following delay times are associated with the LOS at stop controlled (unsignalized) and signalized intersections.

Level of Service criteria defined in *Highway Capacity Manual*.

Level of Service (LOS)	Unsignalized Control Stopped Delay (sec/veh)	Signalized Control Stopped Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

LEFT TURN LANE REQUIREMENTS

A left turn lane warrant analysis was performed for the Payne Road at Lacy Way and the future site access intersection. The study revealed that northbound and southbound left turn lanes are not warranted through the year 2019 total traffic scenario. However, for safety purposes to benefit the left turn stacking situation and minimize the potential for rear-end collisions in the future it is recommended that a separate southbound left turn lane be installed. The storage length will need to accommodate sufficient distance to stack at least two school busses and three vehicles in the AM peak hour (worst case conditions). The recommended storage length for the southbound left turn lane is 200 feet.

The left turn lane data and warrant supporting these findings are contained in the appendix.

TRAFFIC SIGNAL WARRANTS

The study intersections were reviewed for signalization needs based on the peak hour signal warrant contained in the Manual on Uniform Traffic Control Devices (MUTCD). The 100% peak hour warrant was met for Lake Road at Sierra Street in the AM peak hour for the year 2019 total traffic scenario.

This intersection is identified as a future signal in the City's TIF report. However, since the intersection is acceptable at LOS `D` under stop control in the worst case AM peak hour through the year 2019 total traffic scenario and the crash rate is 0.54 MEV/year installation of a traffic signal is not recommended in conjunction with the school development.

PEDESTRIANS, BICYCLE, & BUSSES

Currently there are no sidewalks along Sharp Drive. Sidewalk is in place on the westerly side of Payne Road and on both sides of Lacy Way. Sidewalk will be constructed on both sides of the new access approach created opposite Lacy Way. Appropriate school zone signing including advance symbol and Speed Limit 20 MPH signing will be placed on Sharp Drive in advance of the school property. The signing shall conform to the standards of the MUTCD.

No bicycle lanes are present within the general area.

C-Tran does not provide transit service in this area of Camas.

INTERSECTION SIGHT DISTANCE

Intersection sight distance was reviewed for the future site access point on Payne Road. Vegetation consisting of trees and shrubs located along the easterly side Payne Road at the future access point restricts the sight distance in both directions. It will be necessary to remove sufficient vegetation in this area in order to meet AASHTO's standard based on the street's speed. For 35 MPH the required intersection sight distance is 390 feet.

TRAFFIC SAFETY

Accident data for the study intersections was provided by WSDOT and reviewed to help identify any traffic safety problems. The data covered a five-year study period in the years 2011 through 2015 (reference appendix).

The crash rates are presented in Table 3 and are based on the number of accidents per million entering vehicles (MEV) per year. Typically, an intersection is not considered unsafe unless the accident rate exceeds the threshold of 1.0 accident per MEV.

None of the study intersections have experienced a crash rate of greater than 0.59 MEV and as a result no safety mitigation is necessary.

Table 3 Safety & Crash Rate Summary

Intersection	Accident History (Years)	Number of Accidents	Accidents per year	Annual Traffic Entering (veh/yr)	Accident rate per M.E.V.*
Lake Road and Sierra Street	5	7	1.4	2585899	**0.54**
NW 43rd Avenue and Sierra Street	5	5	1.0	1691061	**0.59**
SE 20th Street/NW 38th Avenue and Parker Street	5	10	2.0	4978221	**0.40**
Payne Road and SE 34th Street	5	11	2.2	4350008	**0.51**
Pacific Rim Boulevard and Parker Street	5	7	1.4	3634138	**0.39**
Sierra Street and NW 28th Avenue	5	1	0.2	1723933	**0.12**
Payne Road and Lacy Way	5	0	0.0	1453655	**0.00**
NW 16th Avenue and Brady Road	5	4	0.8	3637790	**0.22**
Mcintosh Road and Brady Road	5	2	0.4	3005925	**0.13**
Klickitat Street and Mcintosh Road	5	1	0.2	876576	**0.23**

* M.E.V. - million entering vehicles.

SUMMARY AND RECOMMENDATIONS

The development plan for the middle and high schools entail remodeling the existing Sharp Microelectronics building providing for a total of 500 middle school students and construction of a brand new building for the high school (600 students). The traffic impact area as defined based on input received from City of Camas transportation staff included the schools' new access at Payne Road and Lacy Way and analysis of 10 off-site intersections including; Sierra Street at Lake Road, Sierra Street at 43rd Avenue, Parker Street at 38th Avenue/20th Street, Payne Road at Pacific Rim, Pacific Rim at Parker Street, 28th Avenue at Sierra Street, 16th Avenue at Brady Road, Brady Road at McIntosh Road, and McIntosh Road at Klickitat Street. The site location is shown on Figure 'a' in the report's appendix. Traffic access to the schools will be provided along Sharp Drive and the new connection with Payne Road and is illustrated on the site plan (Figure `c`).

The two schools are projected to generate 1,836 trips per day. A total of 528 trips will be generated in the AM peak hour, 324 trips generated in the mid-afternoon peak hour, and 158 trips generated in the PM peak hour.

The traffic analysis documented the impacts to the existing street system. Traffic scenarios included the weekday peak traffic hours occurring during the AM, mid-afternoon, and PM periods. Year 2016 existing traffic, year 2019 background traffic, and year 2019 total traffic scenarios were evaluated in the study.

The proposed site access on Payne Road will operate at LOS 'C' or better through the year 2019 total traffic scenario. It will be necessary to install a stop sign on the site's access approach to Payne Road for traffic control and safety purposes. A stop bar pavement marking shall also be installed.

With the exception of the intersections of Payne Road at Pacific Rim Blvd and 16th Avenue at Brady Road the study intersections will operate at acceptable LOS 'D' or better during the peak hours for the existing, year 2019 background, and year 2019 total traffic scenarios.

The four-way stop controlled intersection of 16th Avenue at Brady Road will experience LOS `F` on the westbound approach during the AM peak hour in the year 2019 total traffic scenario. The approach v/c is 1.06 and the average approach delay is 83.5". A traffic signal will be installed in conjunction with development of the new high school resulting in acceptable LOS `B` operation.

The stop controlled intersection of Payne Road at Pacific Rim Blvd experiences LOS `F` during the PM peak hour for the existing, year 2019 background, and year 2019 total traffic scenarios. To mitigate the failing conditions requires signalization and the District has agreed with City and Sharp to signalize the intersection. Under signalization the intersection operations improves to LOS 'B' or better in the peak hours through the long range future.

A left turn lane warrant analysis was performed for the Payne Road at Lacy Way and the future site access intersection. The study revealed that northbound and southbound left turn lanes are not warranted through the year 2019 total traffic scenario. However, for safety purposes to benefit the left turn stacking situation and minimize the potential for rear-end collisions in the future it is recommended that a separate southbound left turn lane be installed. The storage length will need to accommodate sufficient distance to stack at least two school busses and three vehicles in the AM peak hour (worst case conditions). The recommended storage length for the southbound left turn lane is 200 feet.

Peak hour signal warrants were determined for the study intersections. The study intersections were reviewed for signalization needs based on the peak hour signal warrant contained in the Manual on Uniform Traffic Control Devices (MUTCD). The peak hour warrant was met for Lake Road at Sierra Street in the AM peak hour for year 2019 total traffic scenario. This intersection is identified as a future signal in the City's TIF report. However, since the intersection is acceptable at LOS `D` under stop control in the worst case AM peak hour through the year 2019 total traffic scenario and the crash rate is 0.54 MEV/year installation of a traffic signal is not recommended in conjunction with the school development.

APPENDIX

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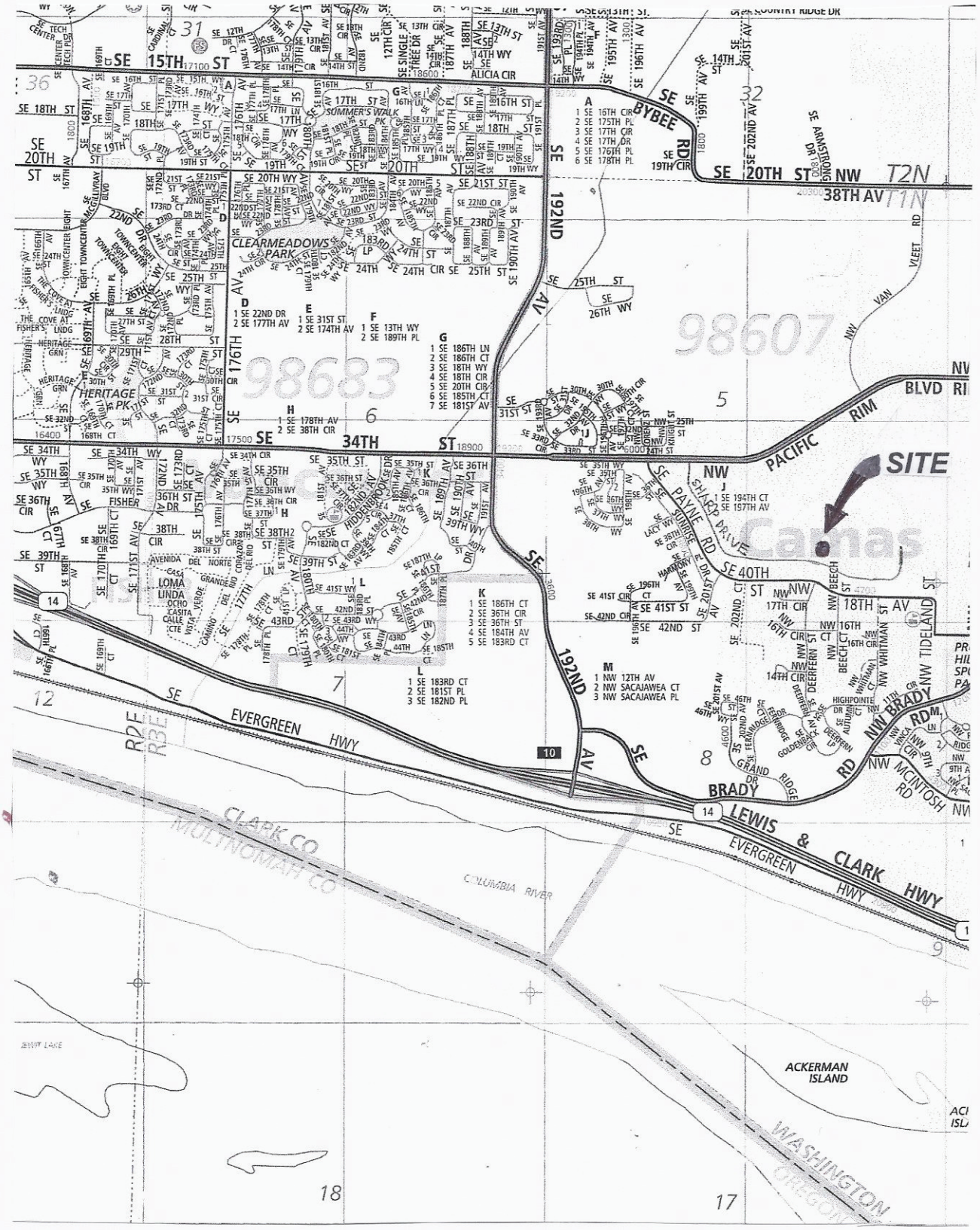
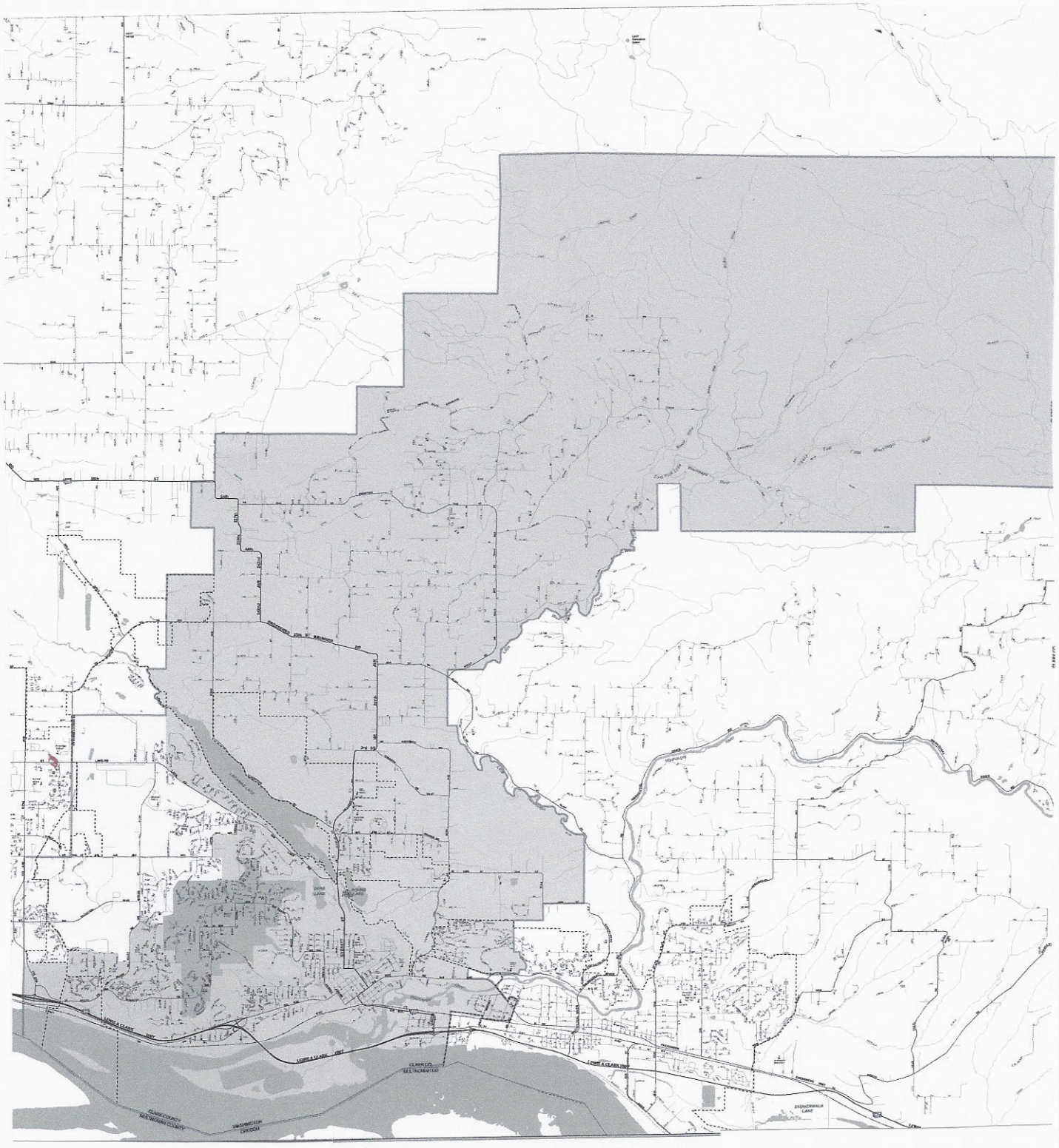


FILE NAME: 1627flow.dwg

PLOT DATE: 07.25.16

CHARBONNEAU ENGINEERING LLC PROJECT: 16-27	NOTES: NO SCALE	N	VICINITY MAP NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE -	FIGURE a



CAMAS PUBLIC SCHOOLS

SCHOOL DISTRICT NO. 117

FILE NAME: 1627flow.dwg

PLOT DATE: 07.25.16

CHARBONNEAU ENGINEERING LLC

PROJECT: 16-27

NOTES:
NO SCALE

N

BOUNDARY MAP
NEW CAMAS M.S. & CAMAS H.S.
- SHARP DRIVE -

FIGURE

b

PLOT DATE: 07.26.16 FILE NAME: 1627flow.dwg

CHARBONNEAU ENGINEERING LLC

PROJECT: 16-27

NOTES: NO SCALE

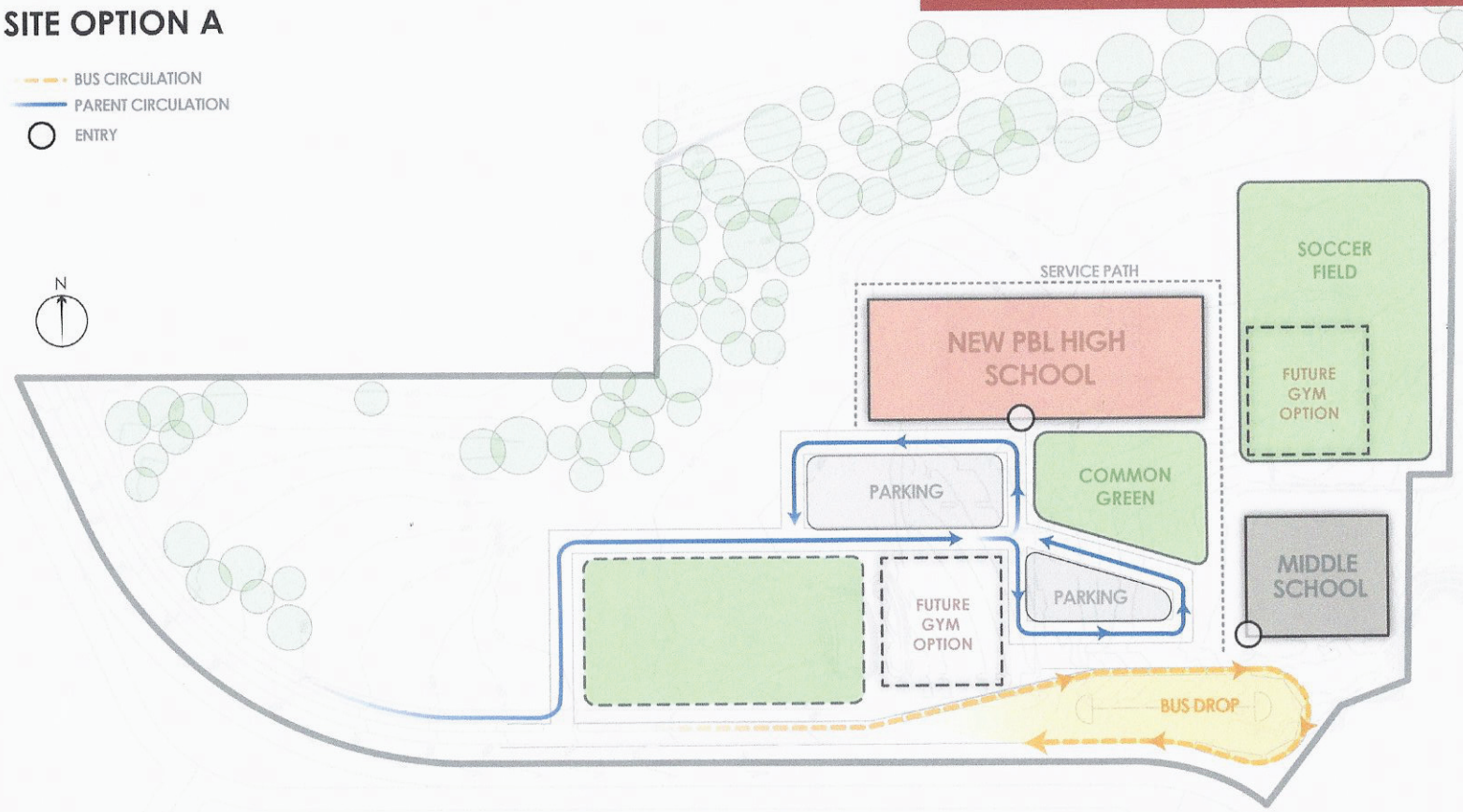
SITE PLAN - OPTION 'A'
NEW CAMAS M.S. & CAMAS H.S.
- SHARP DRIVE -

FIGURE c1

SITE OPTION A

SITE OPTION A

BUS CIRCULATION
PARENT CIRCULATION
ENTRY



PLOT DATE: 07.26.16 FILE NAME: 1627flow.dwg

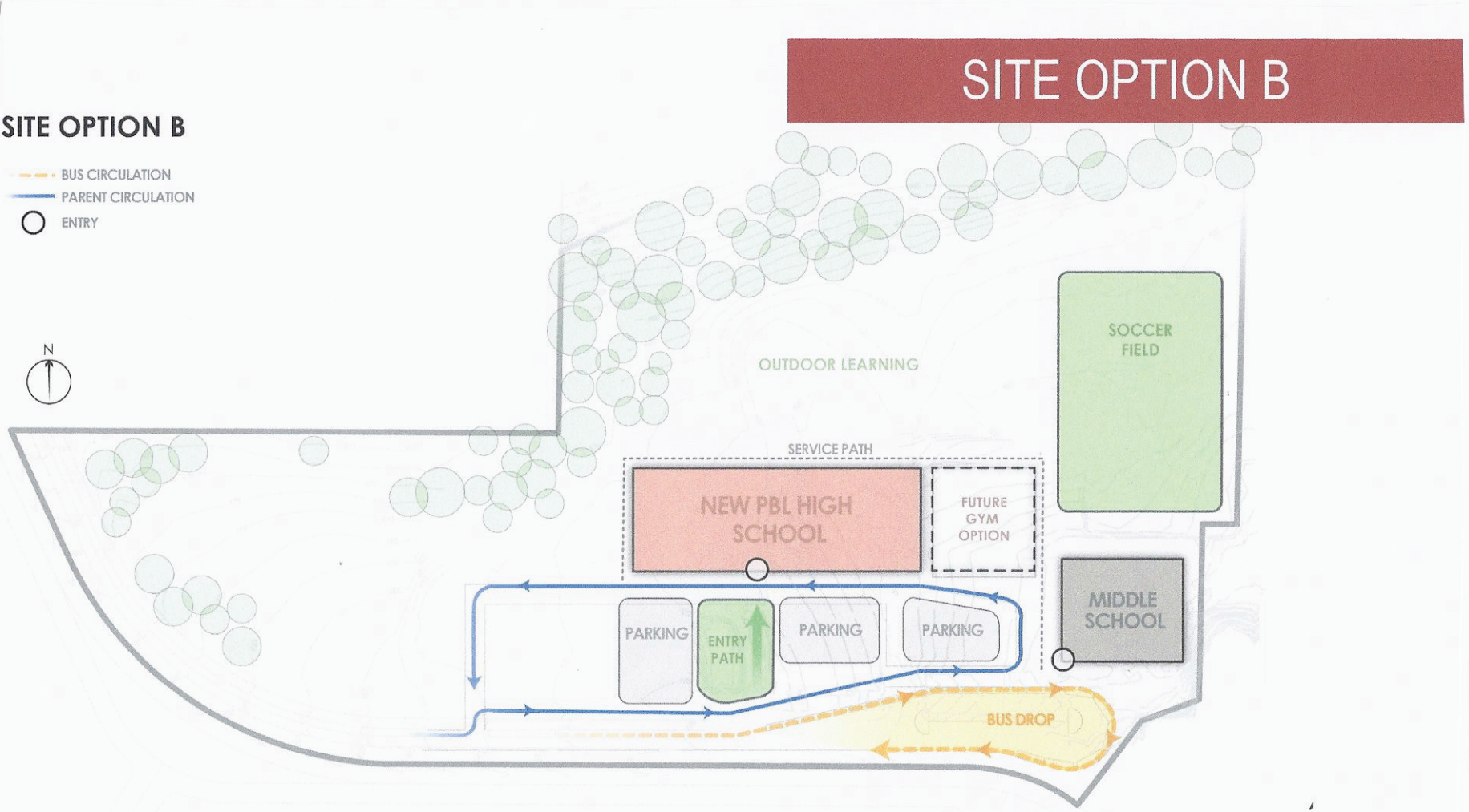
CHARBONNEAU ENGINEERING LLC

PROJECT: 16-27

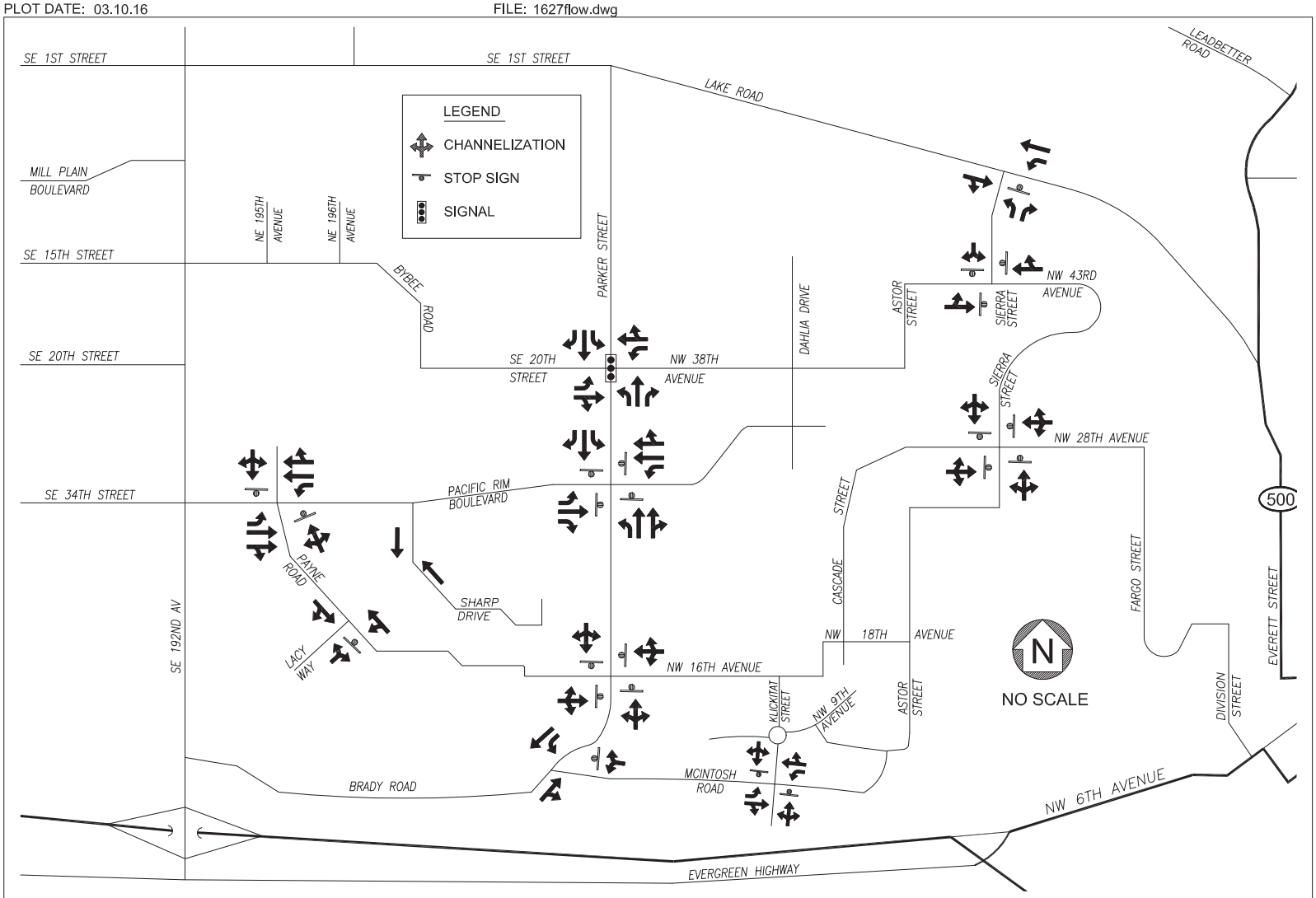
NOTES: NO SCALE

SITE PLAN - OPTION 'B'
NEW CAMAS M.S. & CAMAS H.S.
- SHARP DRIVE -

FIGURE C2



PLOT DATE: 03.10.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

PROJECT: 16-27

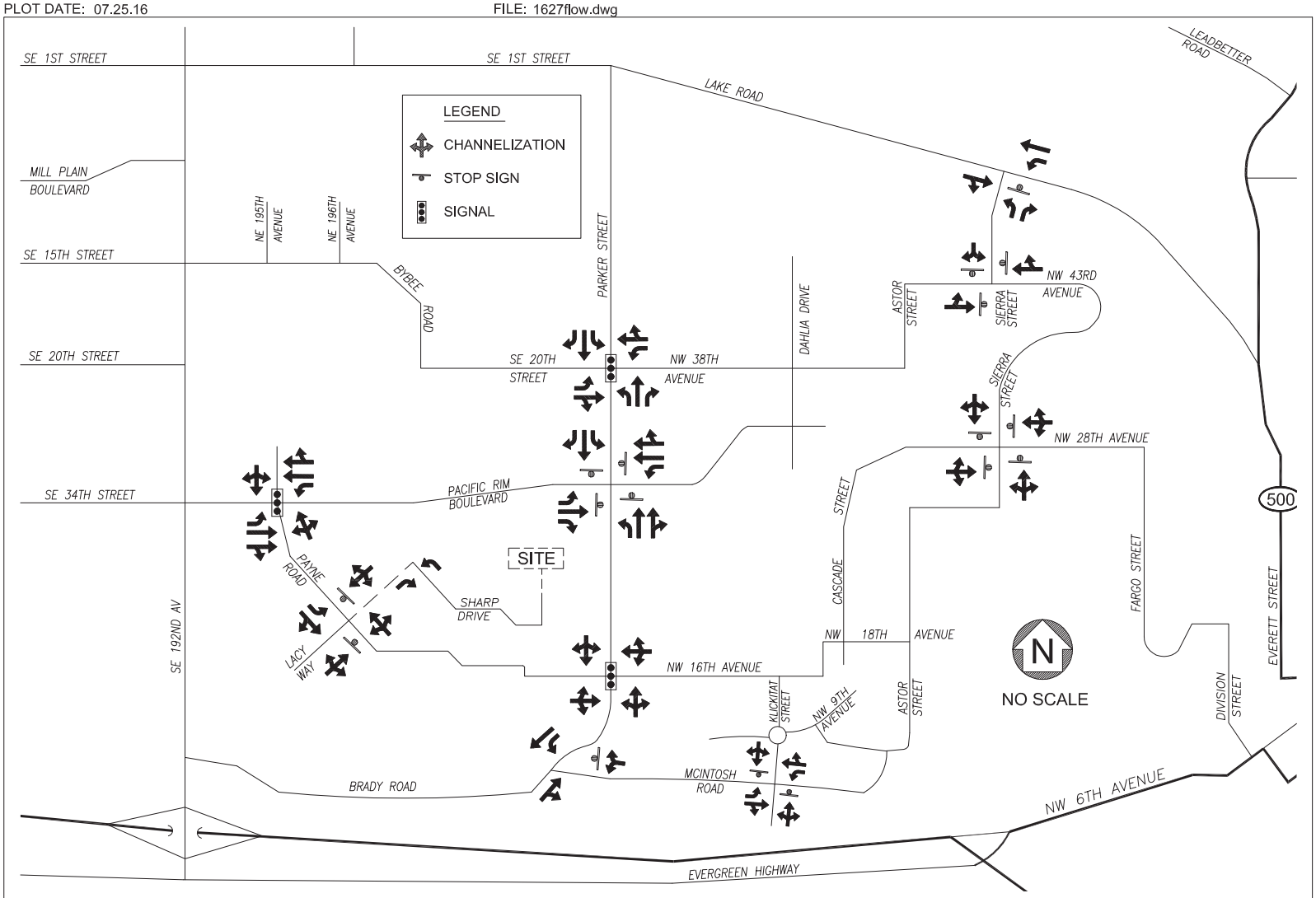
NOTES:

EXISTING LANE CONFIGURATIONS
AND TRAFFIC CONTROL
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE

d1

PLOT DATE: 07.25.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

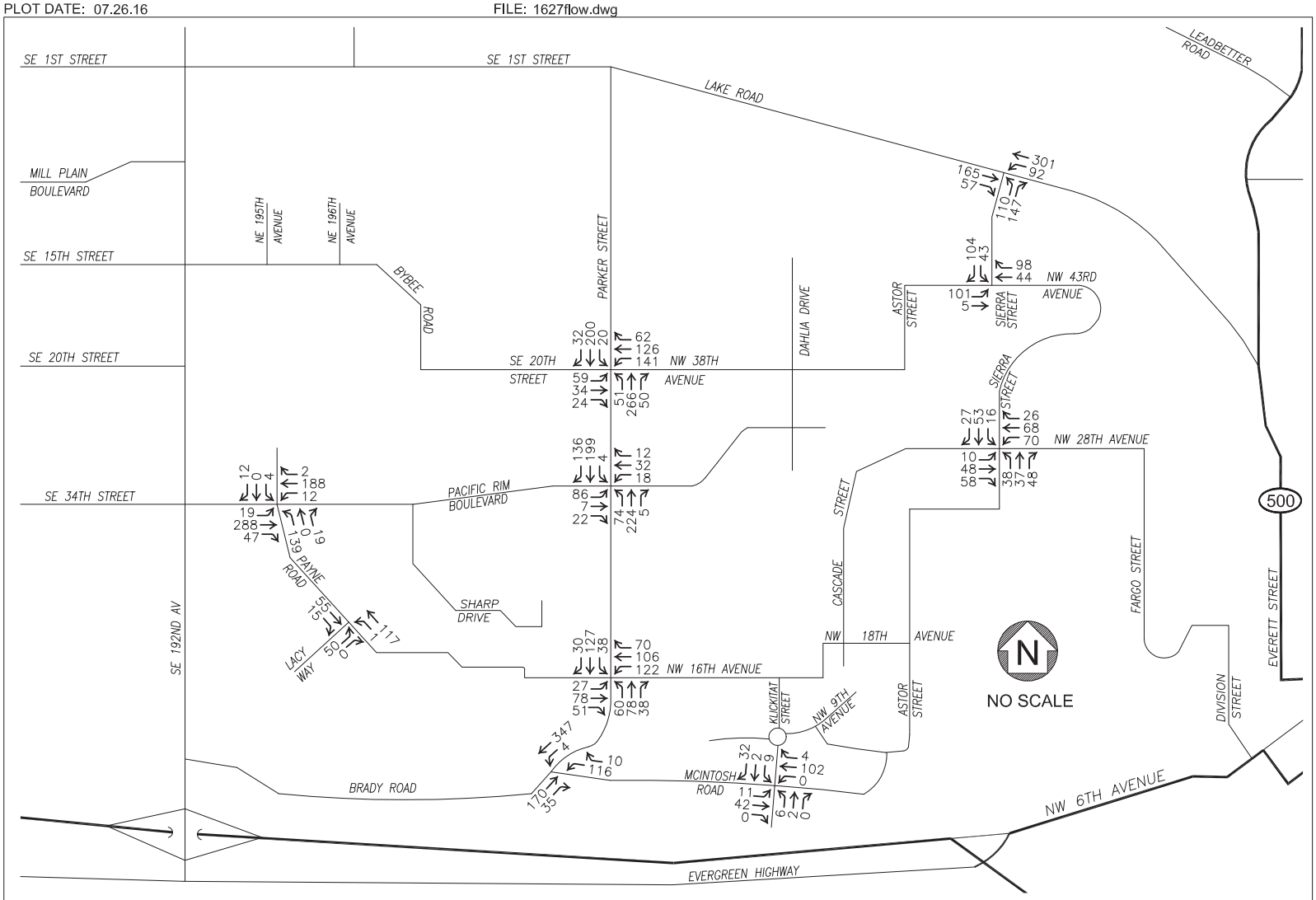
PROJECT: 16-27

NOTES: Traffic signal installations at the intersections of SE 34th Avenue/Pacific Rim Boulevard & Payne Road and the NW 16th Avenue & Brady Road are consistent with the future improvements identified in the City of Camas 2012 TIF report.

PROPOSED LANE CONFIGURATIONS AND TRAFFIC CONTROL
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE d2

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

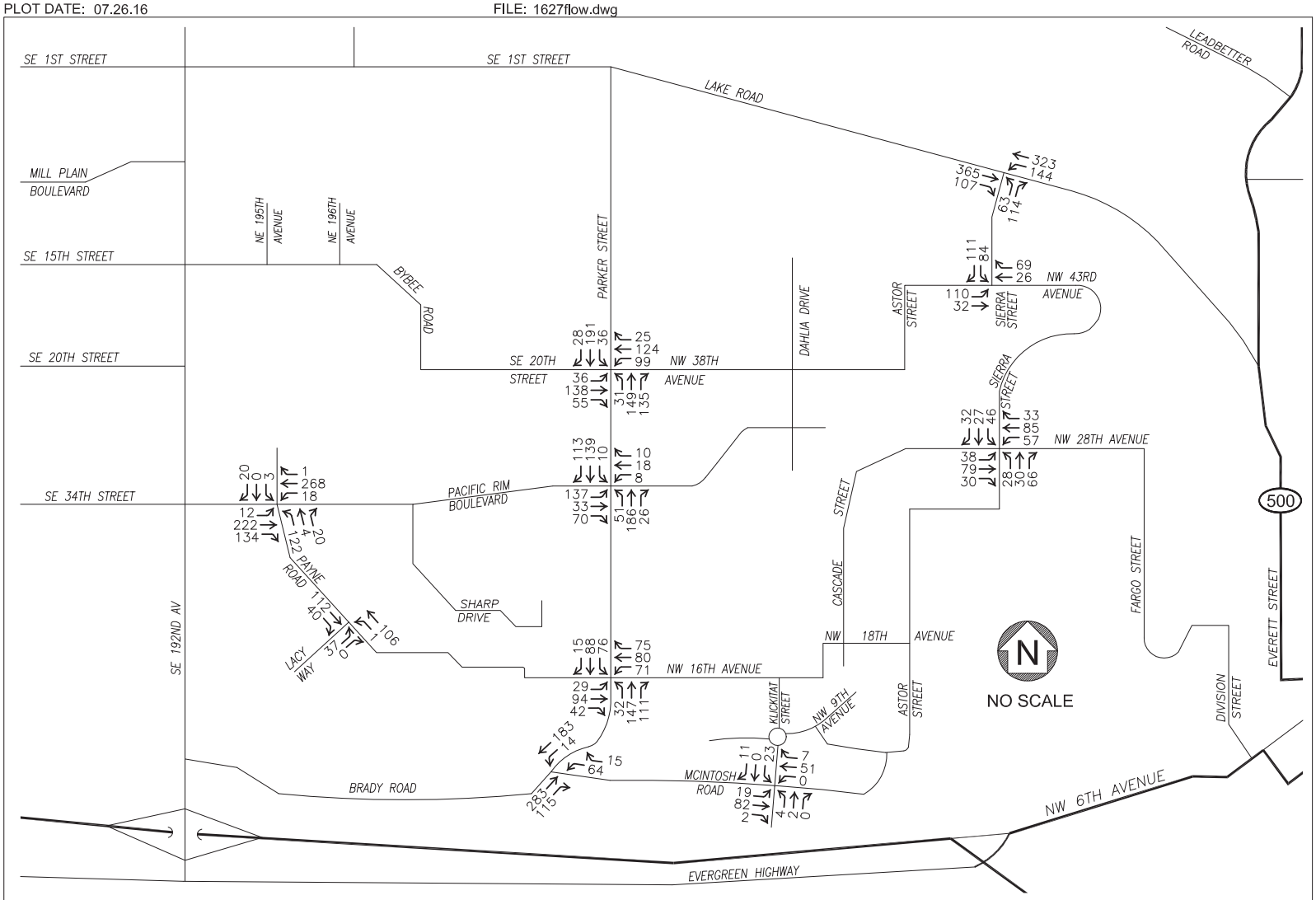
PROJECT: 16-27

NOTES:

2016 EXISTING TRAFFIC
AM PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 1a

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

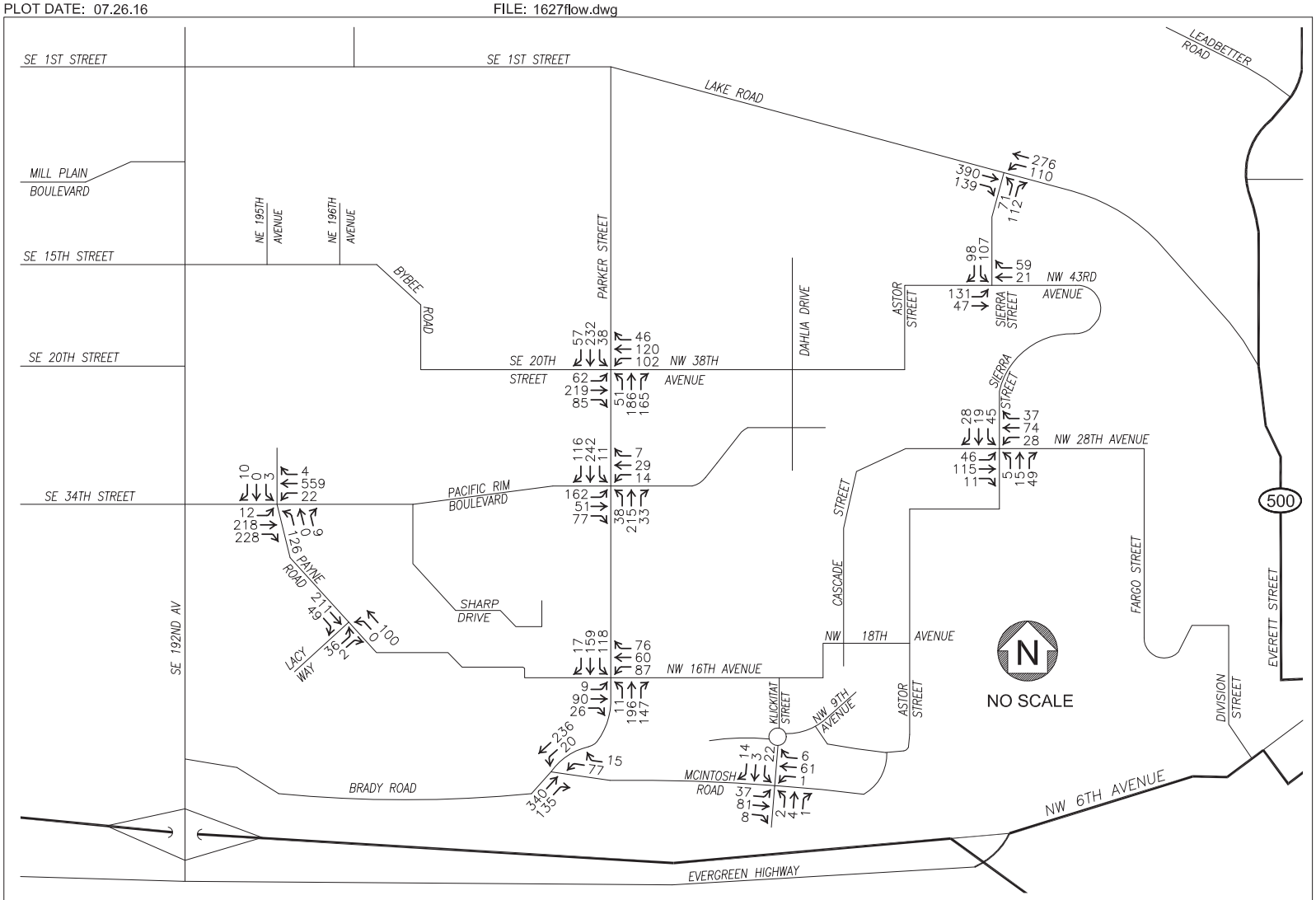
PROJECT: 16-27

NOTES:

2016 EXISTING TRAFFIC
MID-AFTERNOON PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 1b

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

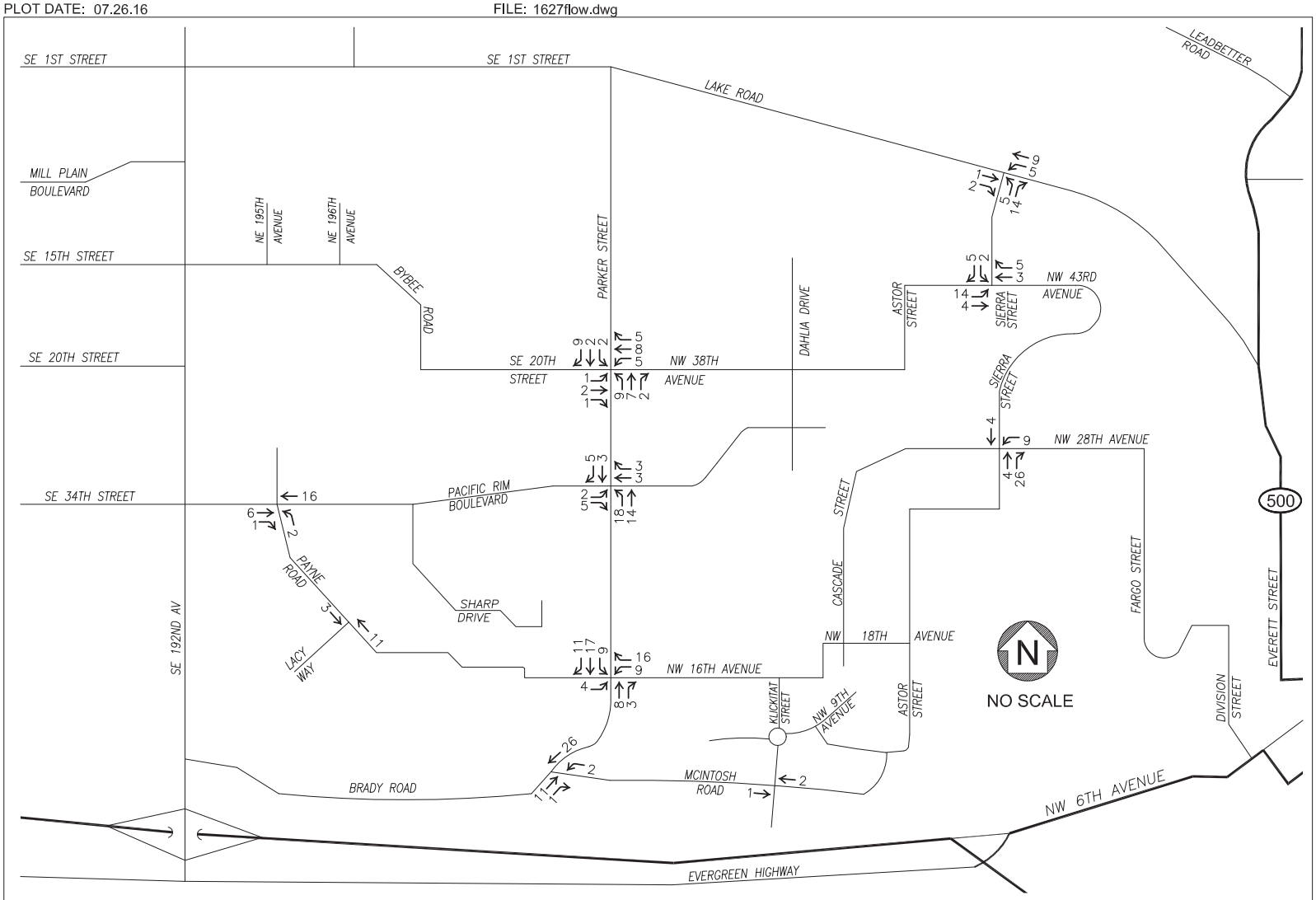
PROJECT: 16-27

NOTES:

2016 EXISTING TRAFFIC
PM PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 1c

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

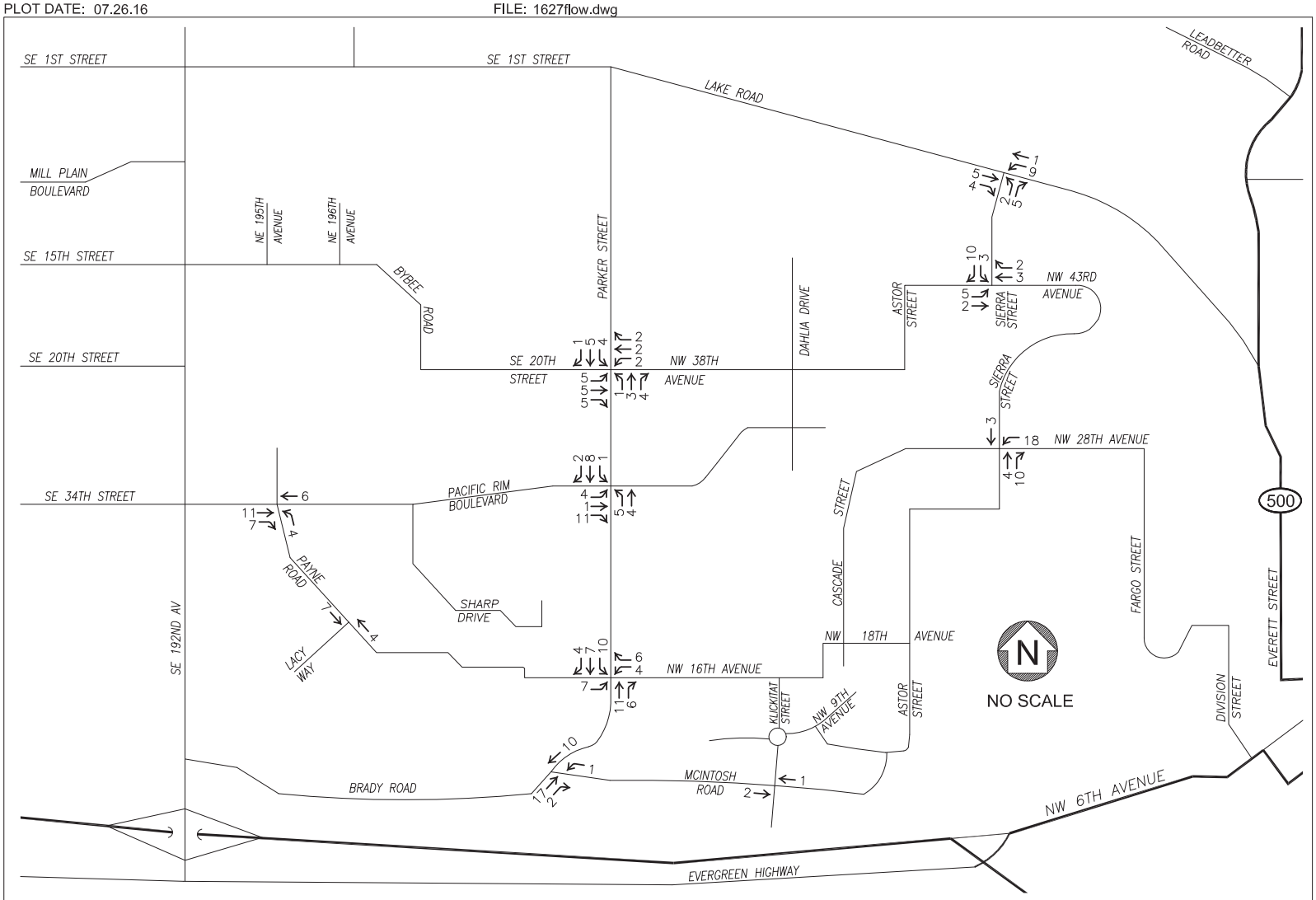
PROJECT: 16-27

NOTES: In-process traffic provided by City of Camas staff.

IN-PROCESS TRAFFIC
AM PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 2a

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

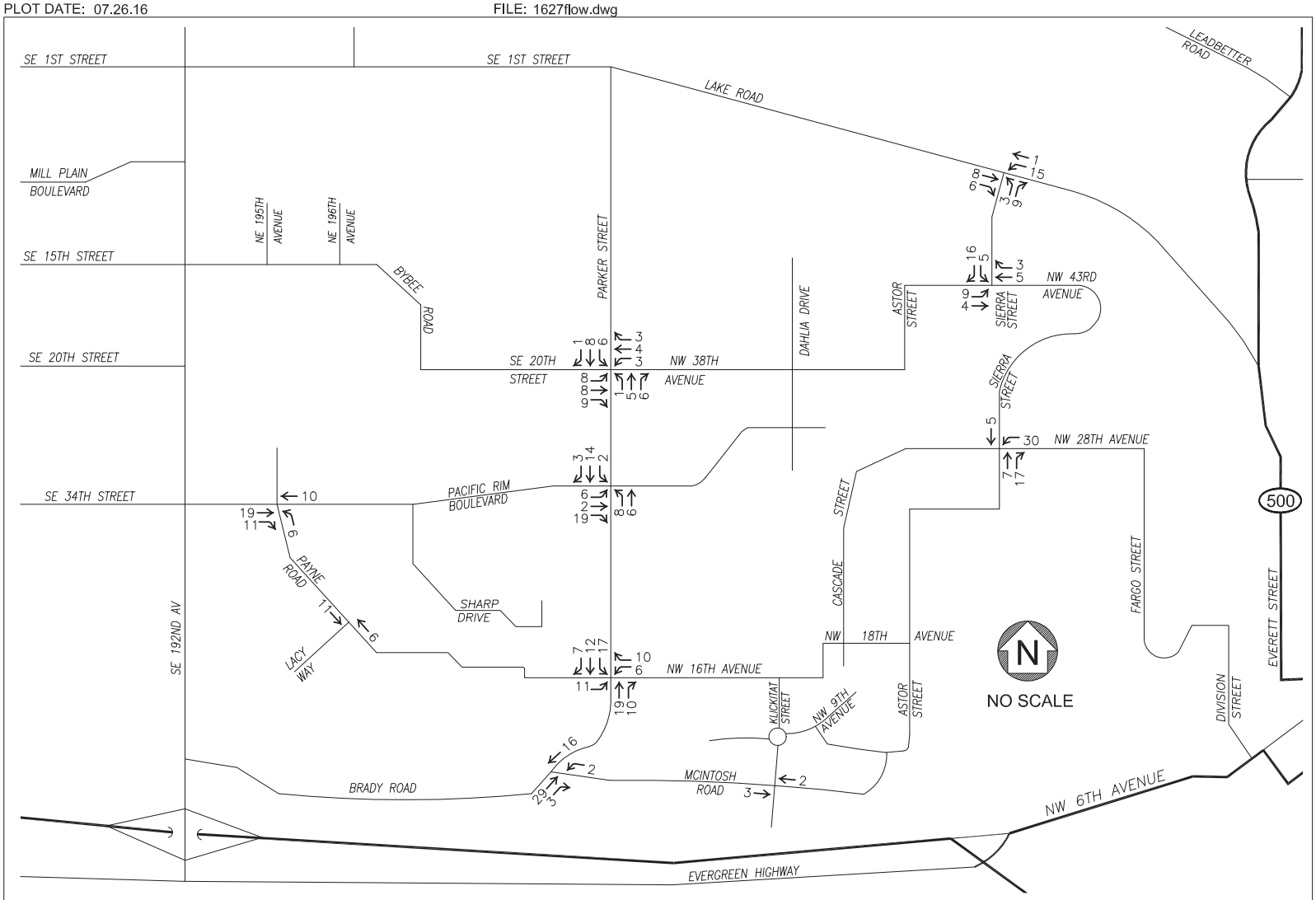
PROJECT: 16-27

NOTES: In-process traffic provided by City of Camas staff.

IN-PROCESS TRAFFIC
MID-AFTERNOON PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 2b

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

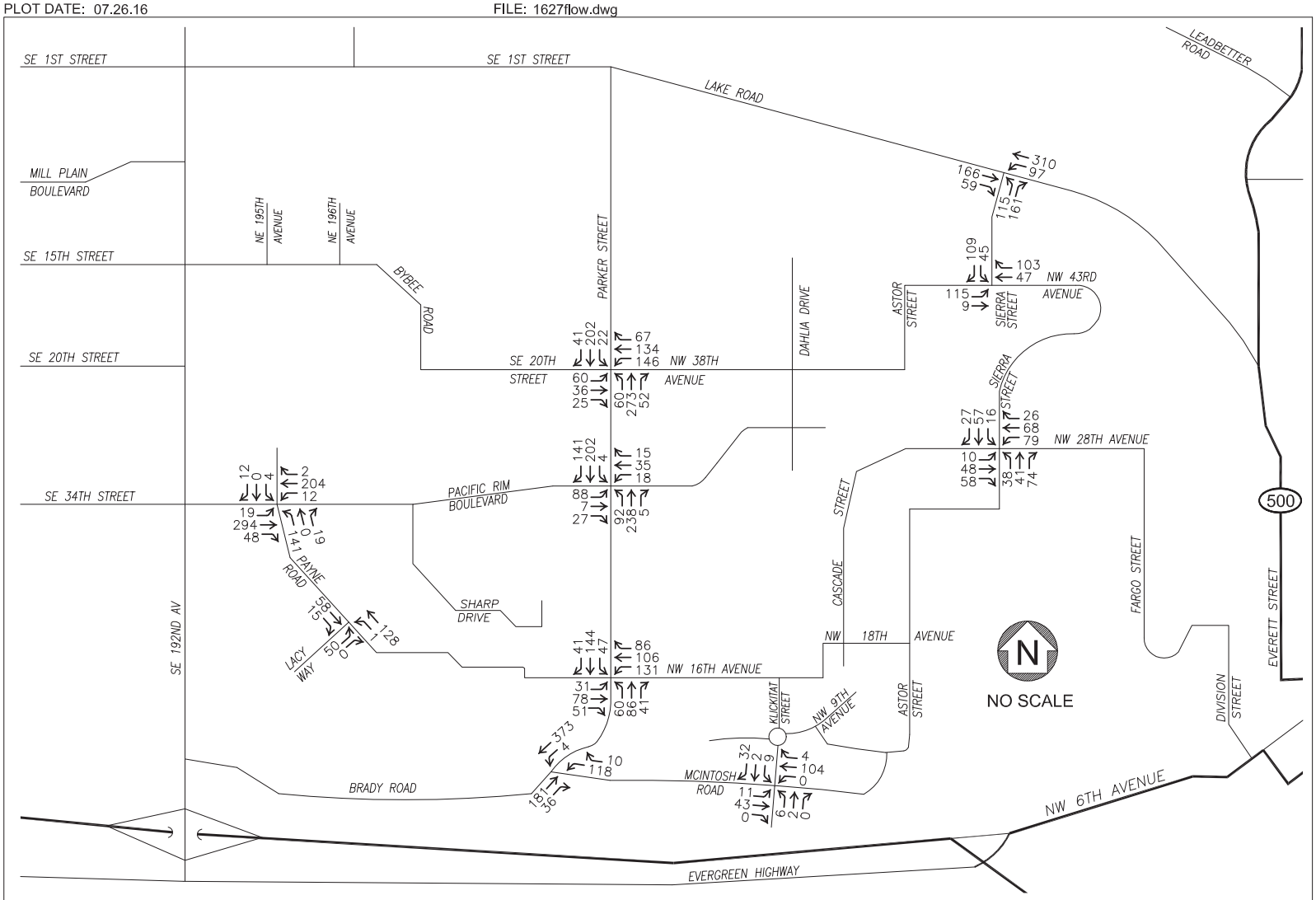
PROJECT: 16-27

NOTES: In-process traffic provided by City of Camas staff.

IN-PROCESS TRAFFIC
PM PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 2c

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

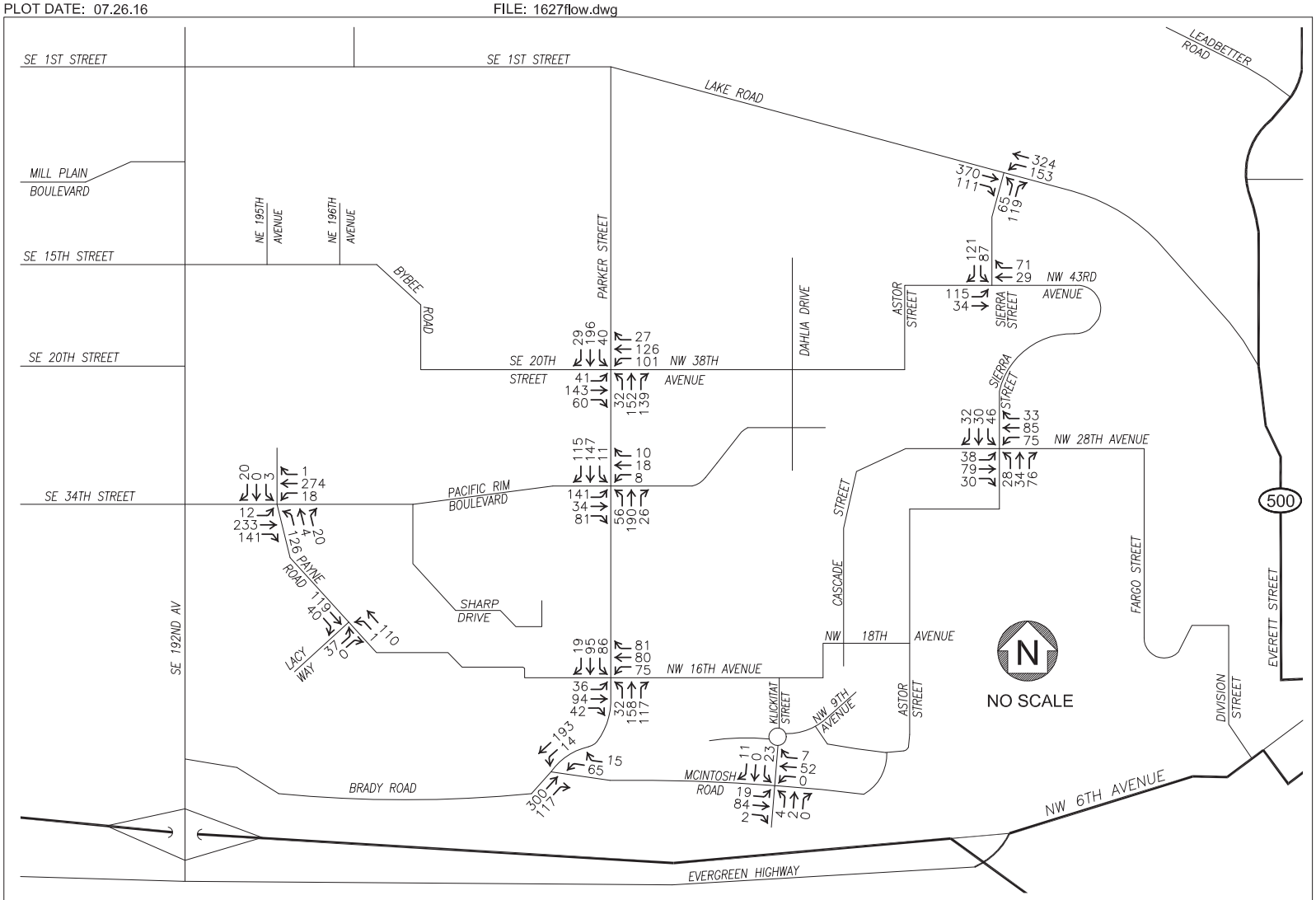
PROJECT: 16-27

NOTES: 2019 Background Traffic = 2016 Existing Traffic + In-Process Traffic.

2019 BACKGROUND TRAFFIC
AM PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 3a

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

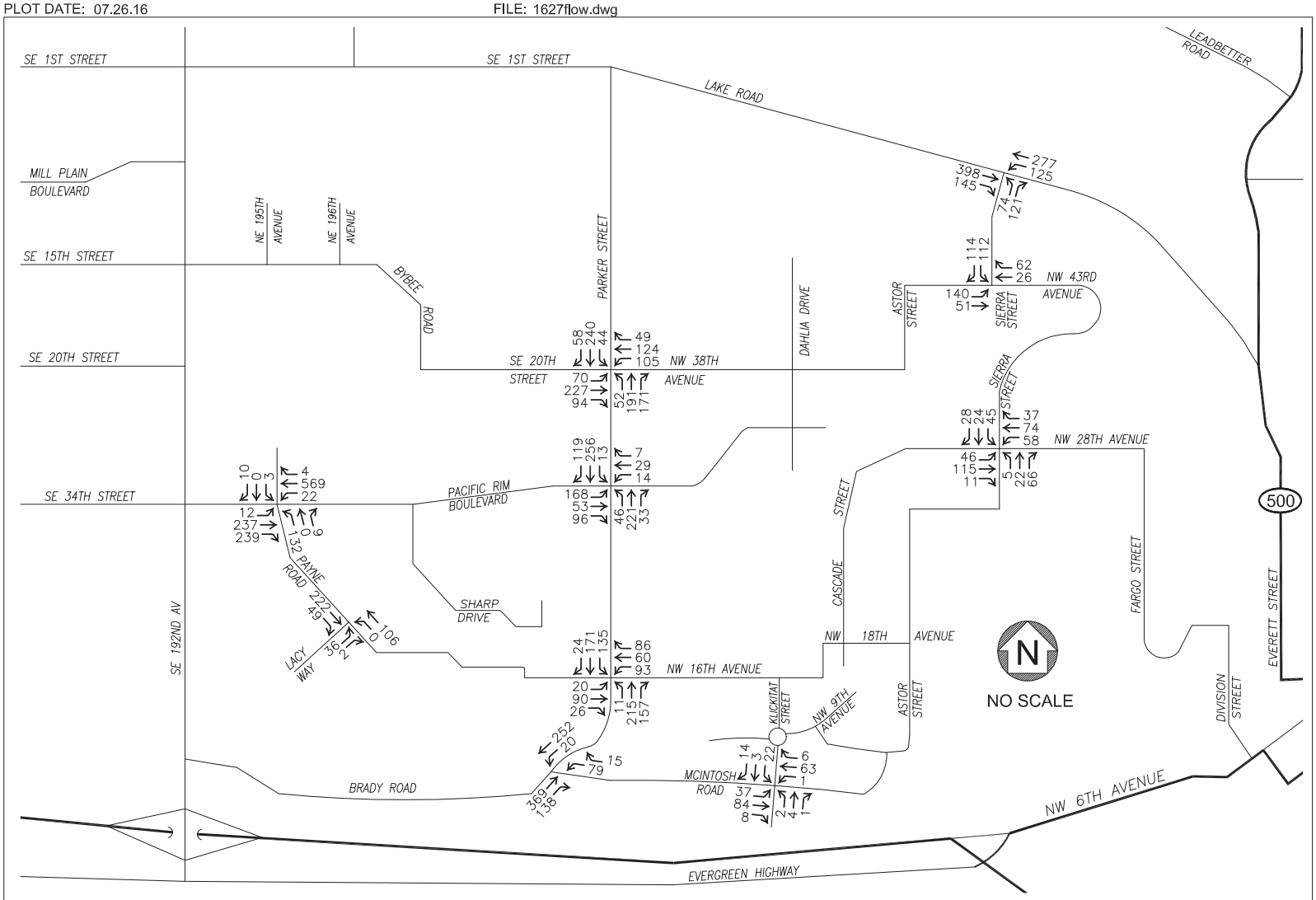
PROJECT: 16-27

NOTES: 2019 Background Traffic = 2016 Existing Traffic + In-Process Traffic.

2019 BACKGROUND TRAFFIC
MID-AFTERNOON PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 3b

PLOT DATE: 07.26.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

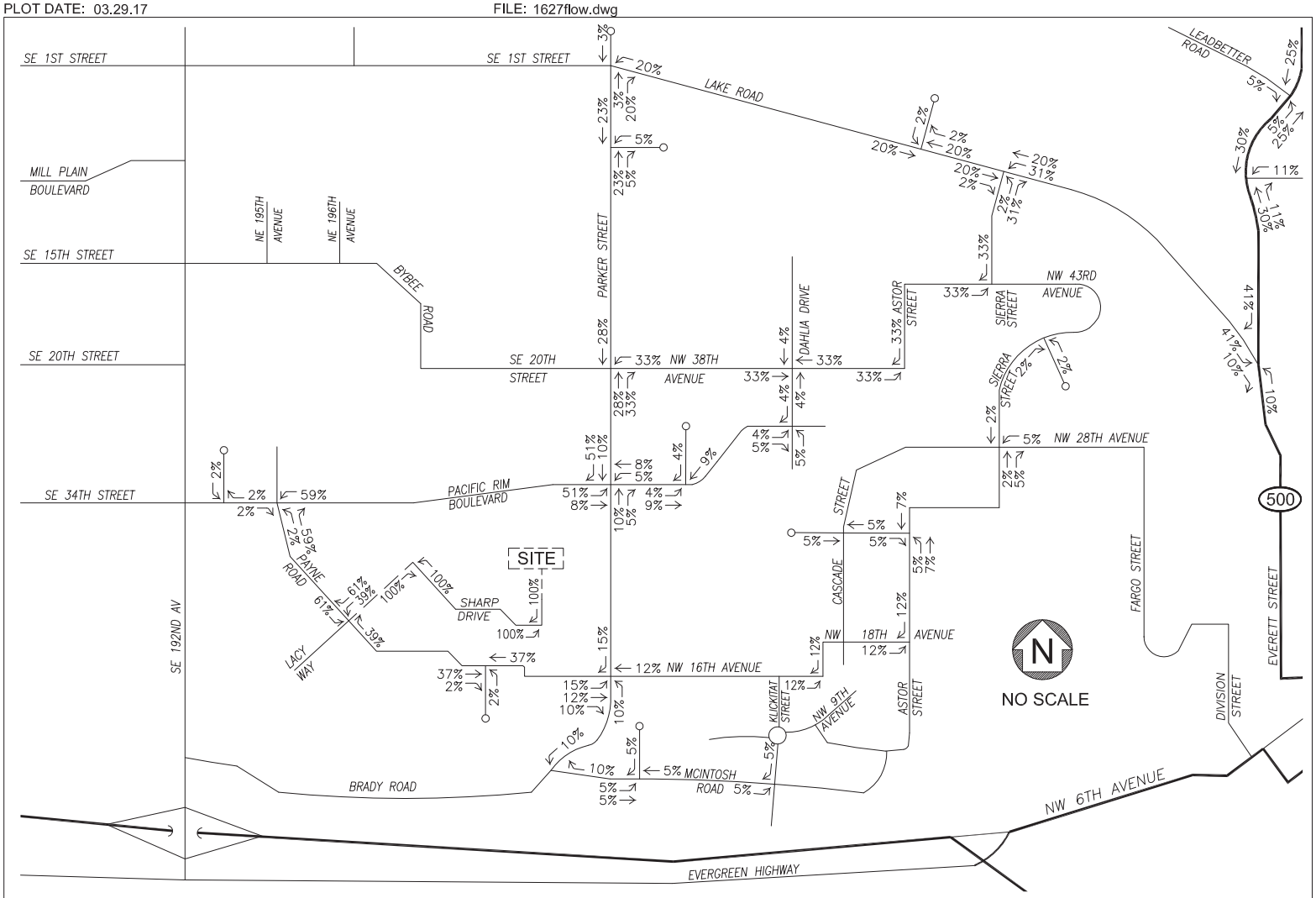
PROJECT: 16-27

NOTES: 2019 Background Traffic = 2016 Existing Traffic + In-Process Traffic.

2019 BACKGROUND TRAFFIC
PM PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 3c

PLOT DATE: 03.29.17 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

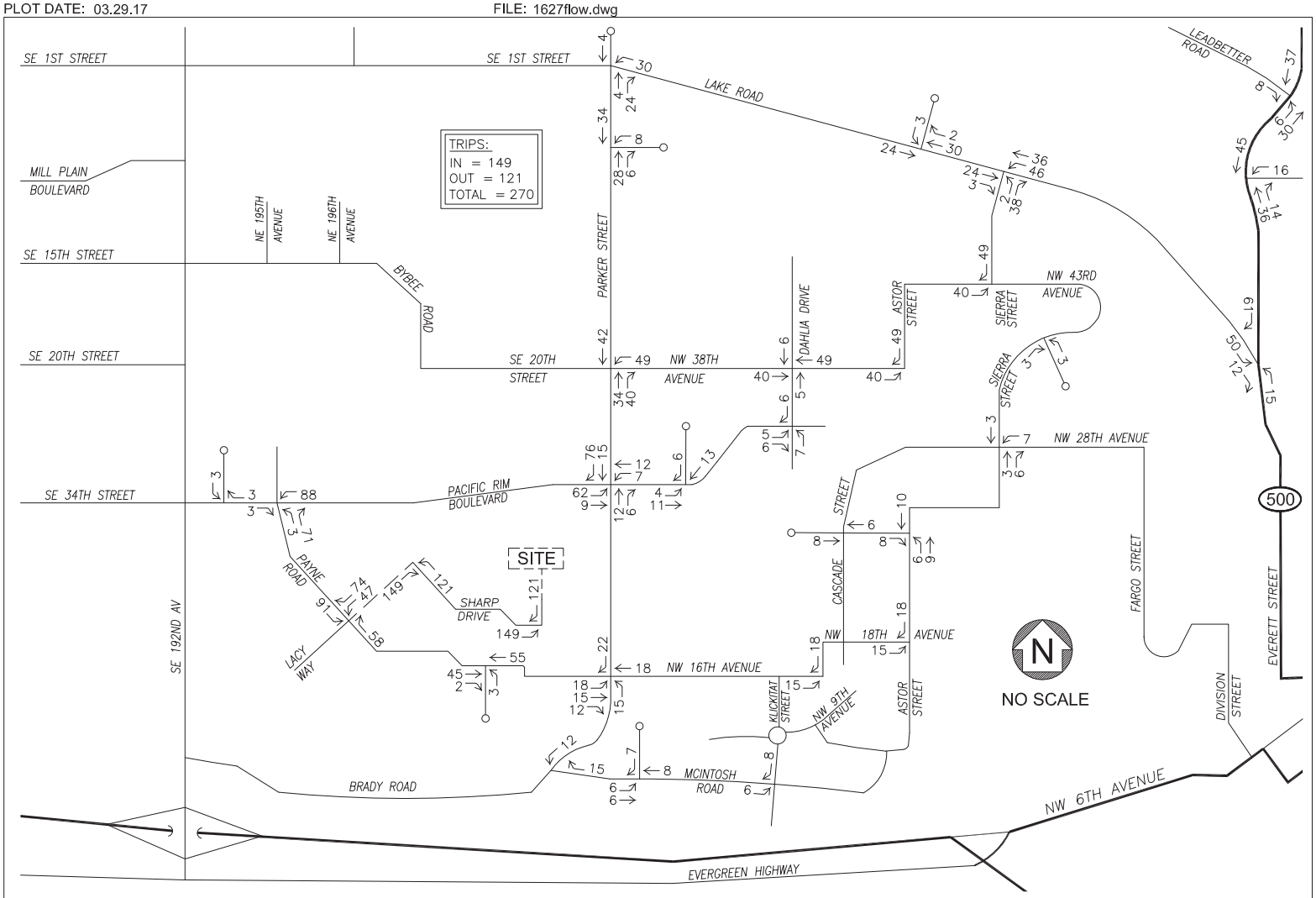
PROJECT: 16-27

NOTES:

TRIP DISTRIBUTION
AM PEAK, MID-AFTERNOON PEAK, & PM PEAK
CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 4

PLOT DATE: 03.29.17 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

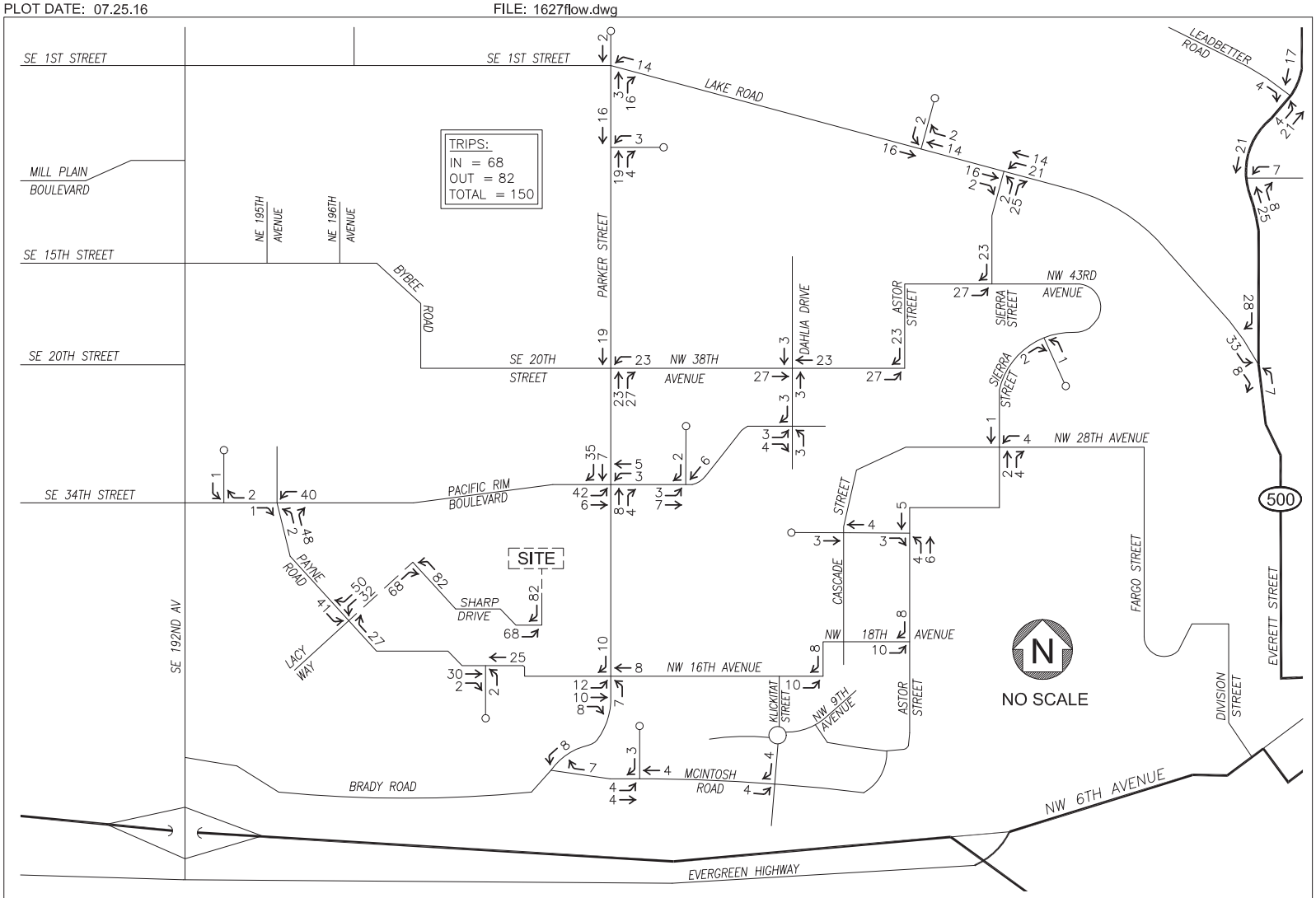
PROJECT: 16-27

NOTES: Trip generation based on Middle School (ITE 522) trip rates.

TRIP ASSIGNMENT
AM PEAK HOUR
NEW CAMAS MIDDLE SCHOOL - SHARP DRIVE

FIGURE 5a

PLOT DATE: 07.25.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

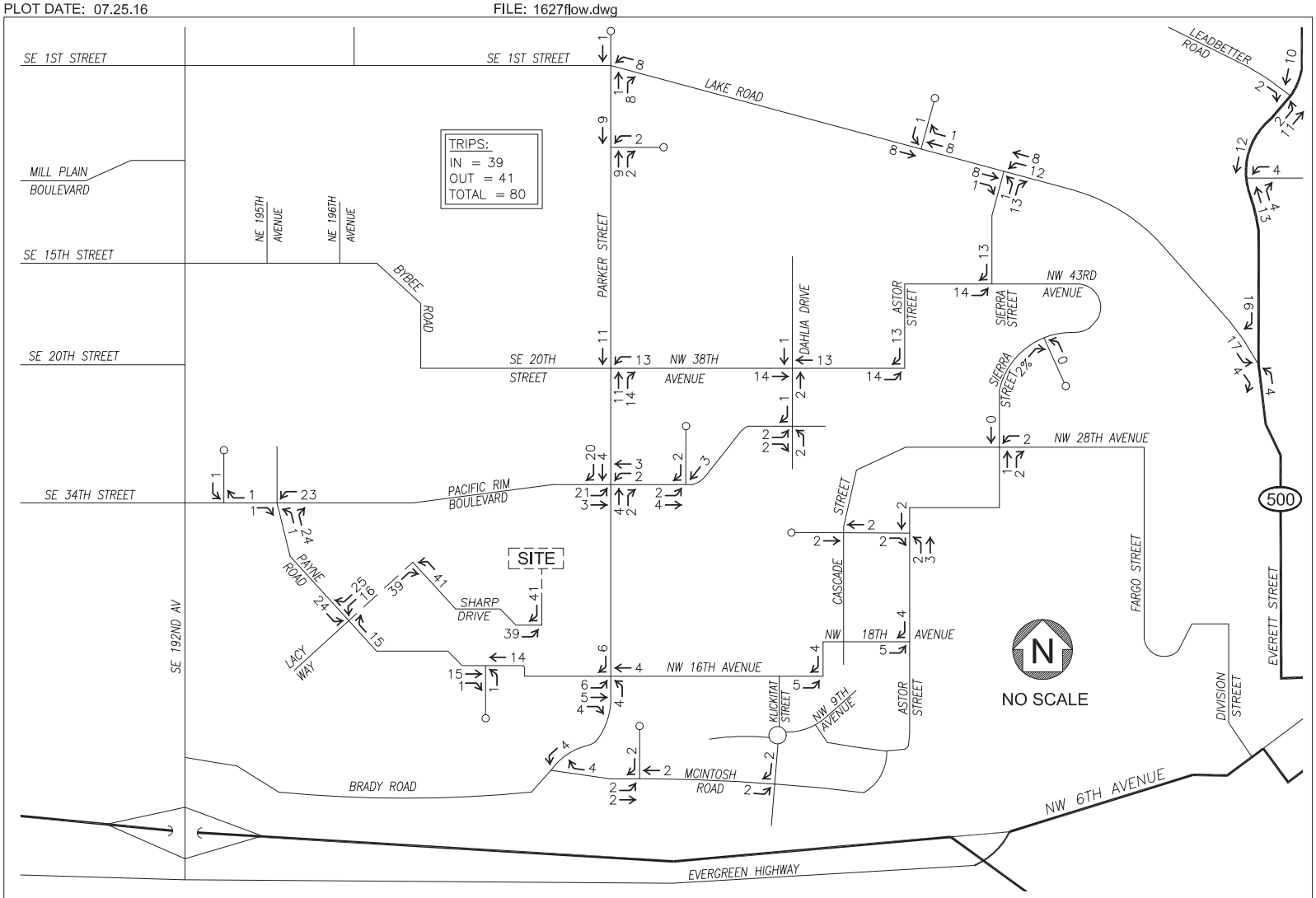
PROJECT: 16-27

NOTES: Trip generation based on Middle School (ITE 522) trip rates.

TRIP ASSIGNMENT
MID-AFTERNOON PEAK HOUR
NEW CAMAS MIDDLE SCHOOL - SHARP DRIVE

FIGURE 5b

PLOT DATE: 07.25.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

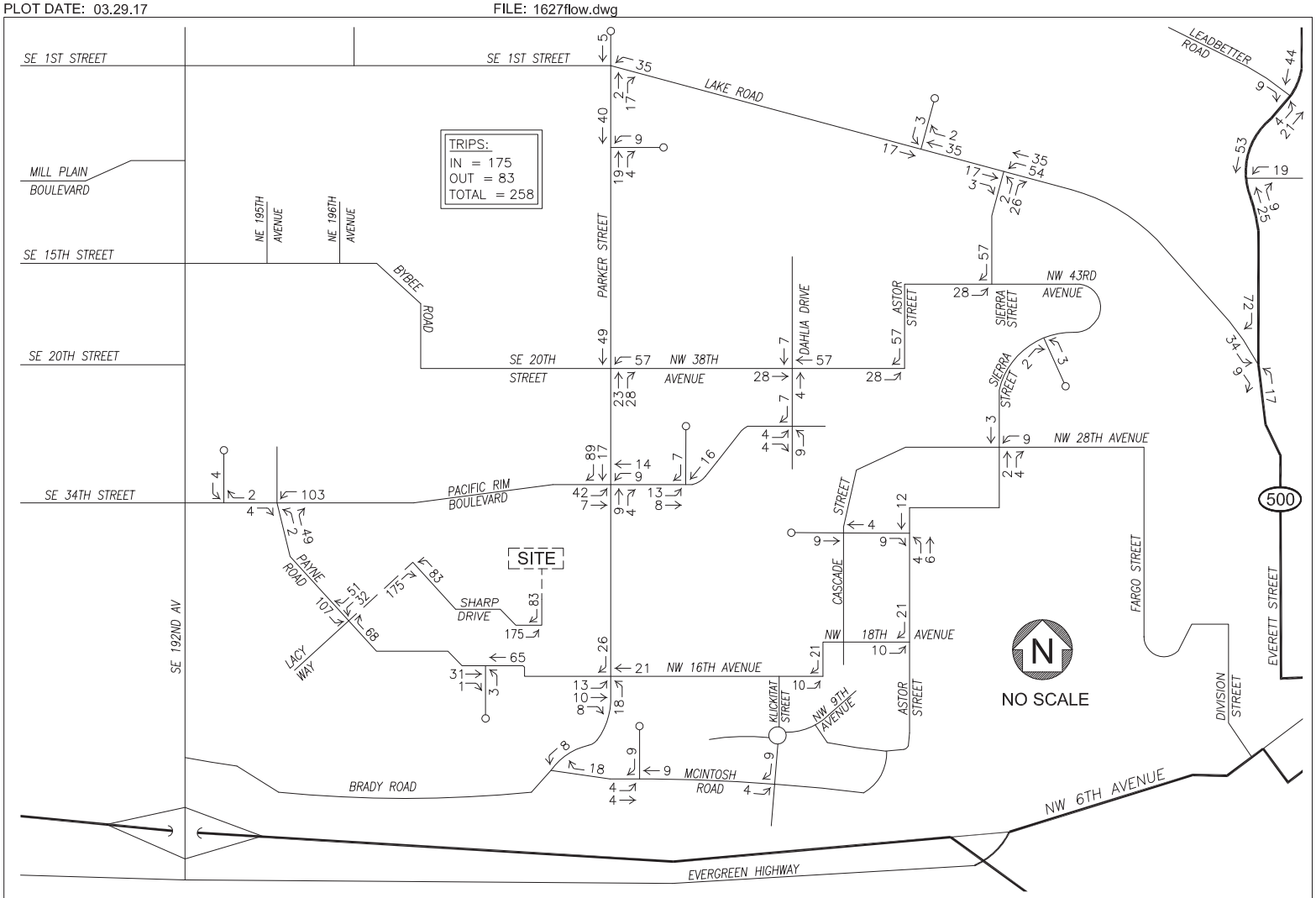
PROJECT: 16-27

NOTES: Trip generation based on Middle School (ITE 522) trip rates.

TRIP ASSIGNMENT
PM PEAK HOUR
NEW CAMAS MIDDLE SCHOOL - SHARP DRIVE

FIGURE 5c

PLOT DATE: 03.29.17 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

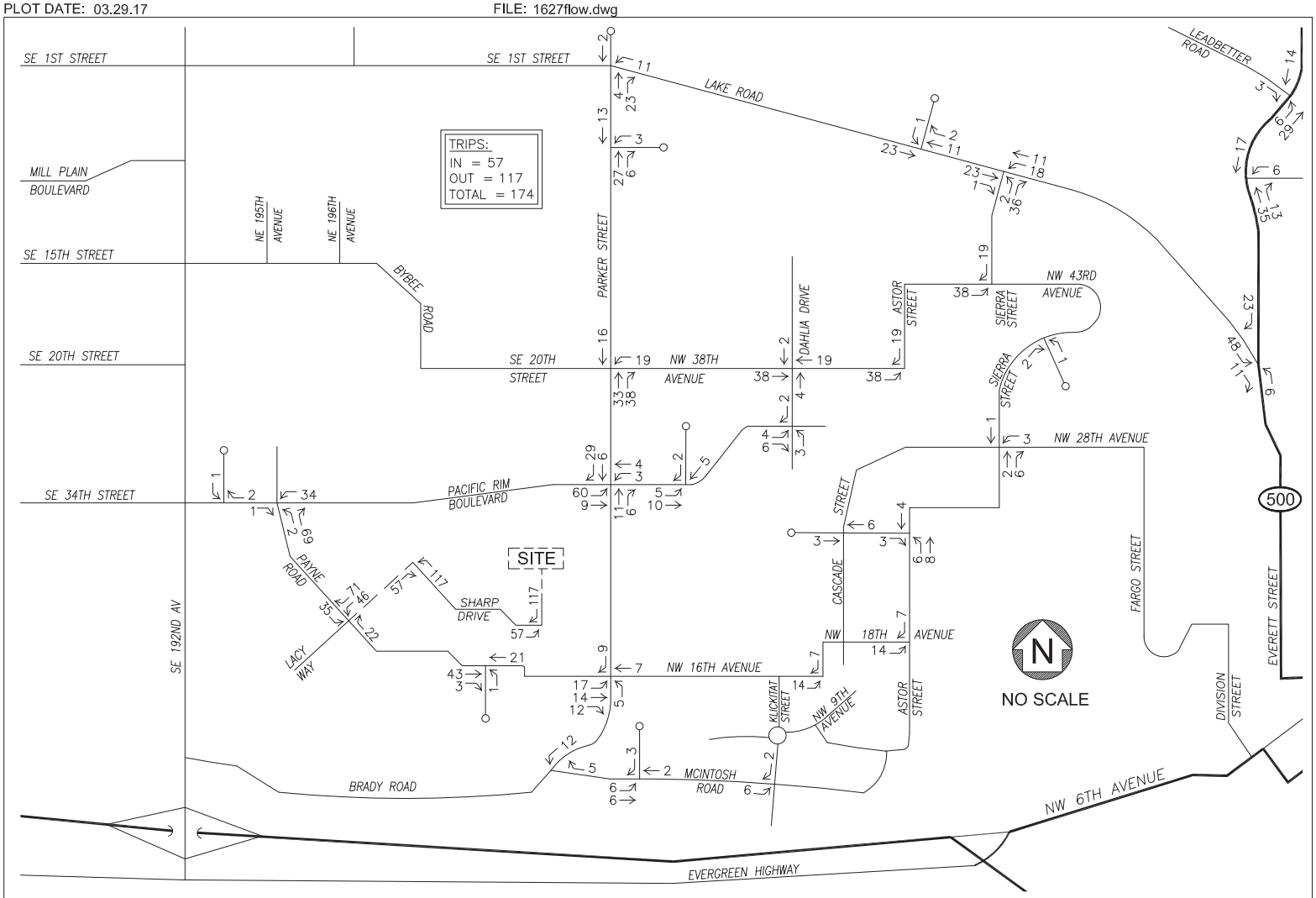
PROJECT: 16-27

NOTES: Trip generation based on High School (ITE 530) trip rates.

TRIP ASSIGNMENT
AM PEAK HOUR
CAMAS HIGH SCHOOL - SHARP DRIVE

FIGURE 6a

PLOT DATE: 03.29.17 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

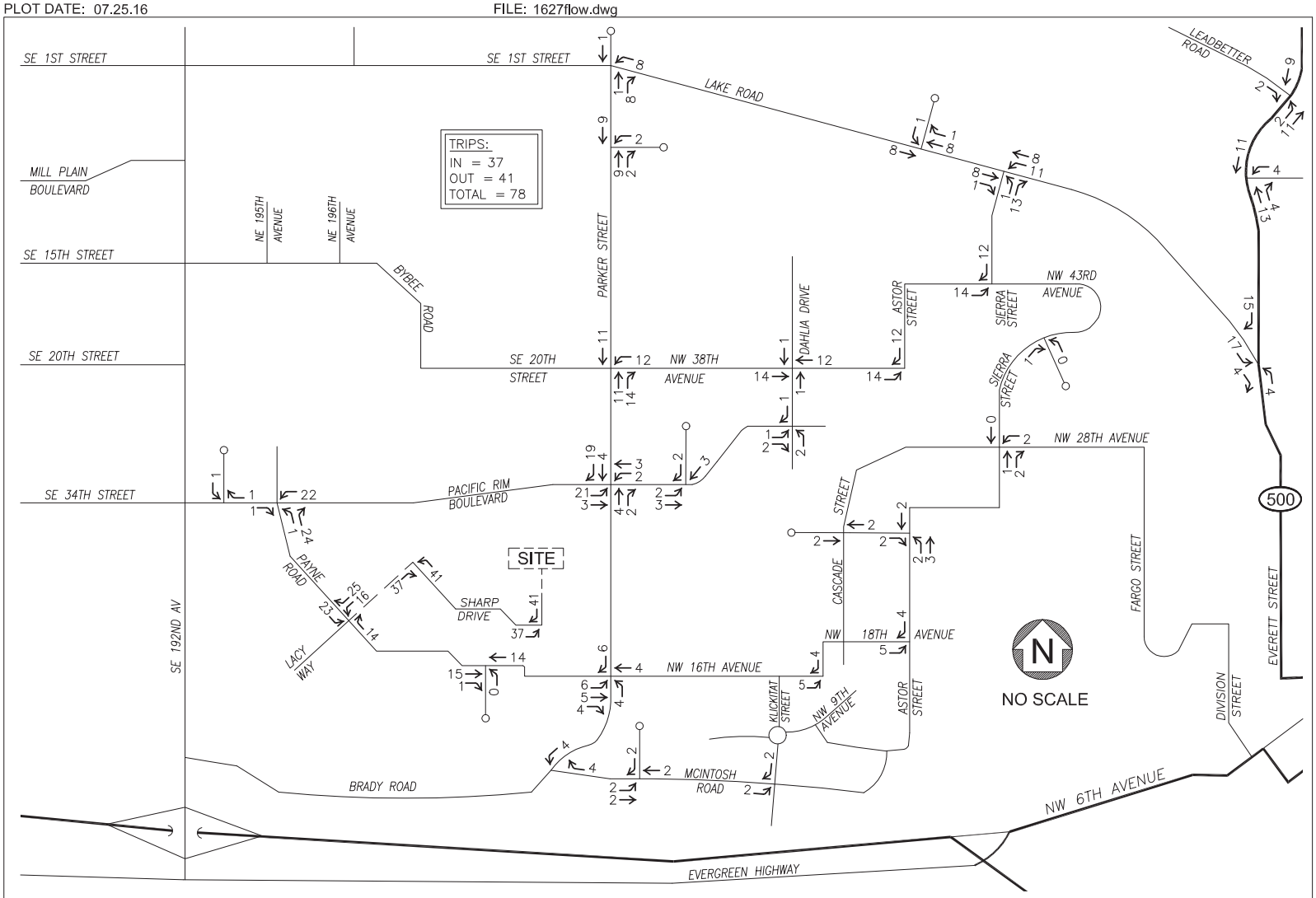
PROJECT: 16-27

NOTES: Trip generation based on High School (ITE 530) trip rates.

TRIP ASSIGNMENT
MID-AFTERNOON PEAK HOUR
CAMAS HIGH SCHOOL - SHARP DRIVE

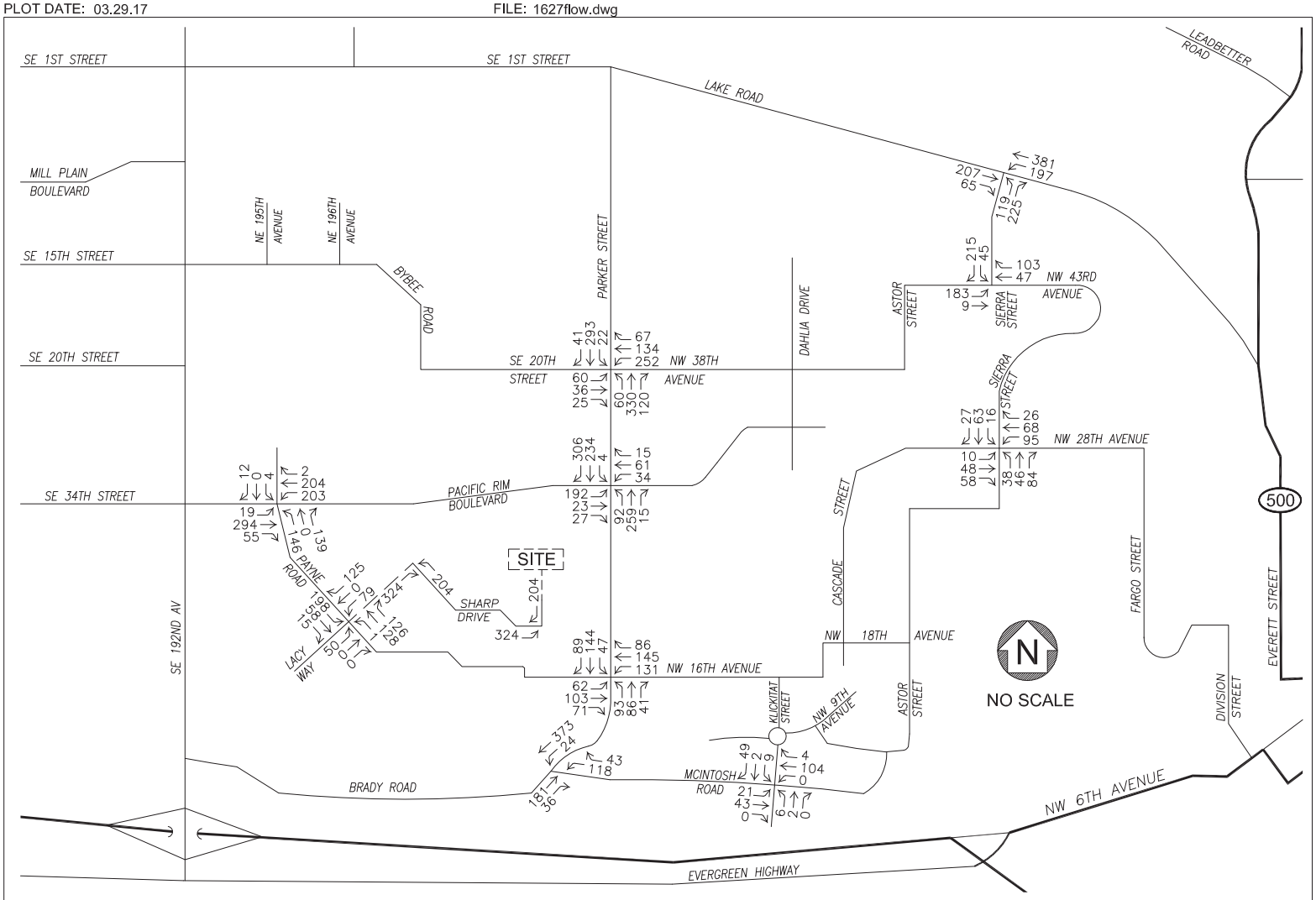
FIGURE 6b

PLOT DATE: 07.25.16 FILE: 1627flow.dwg



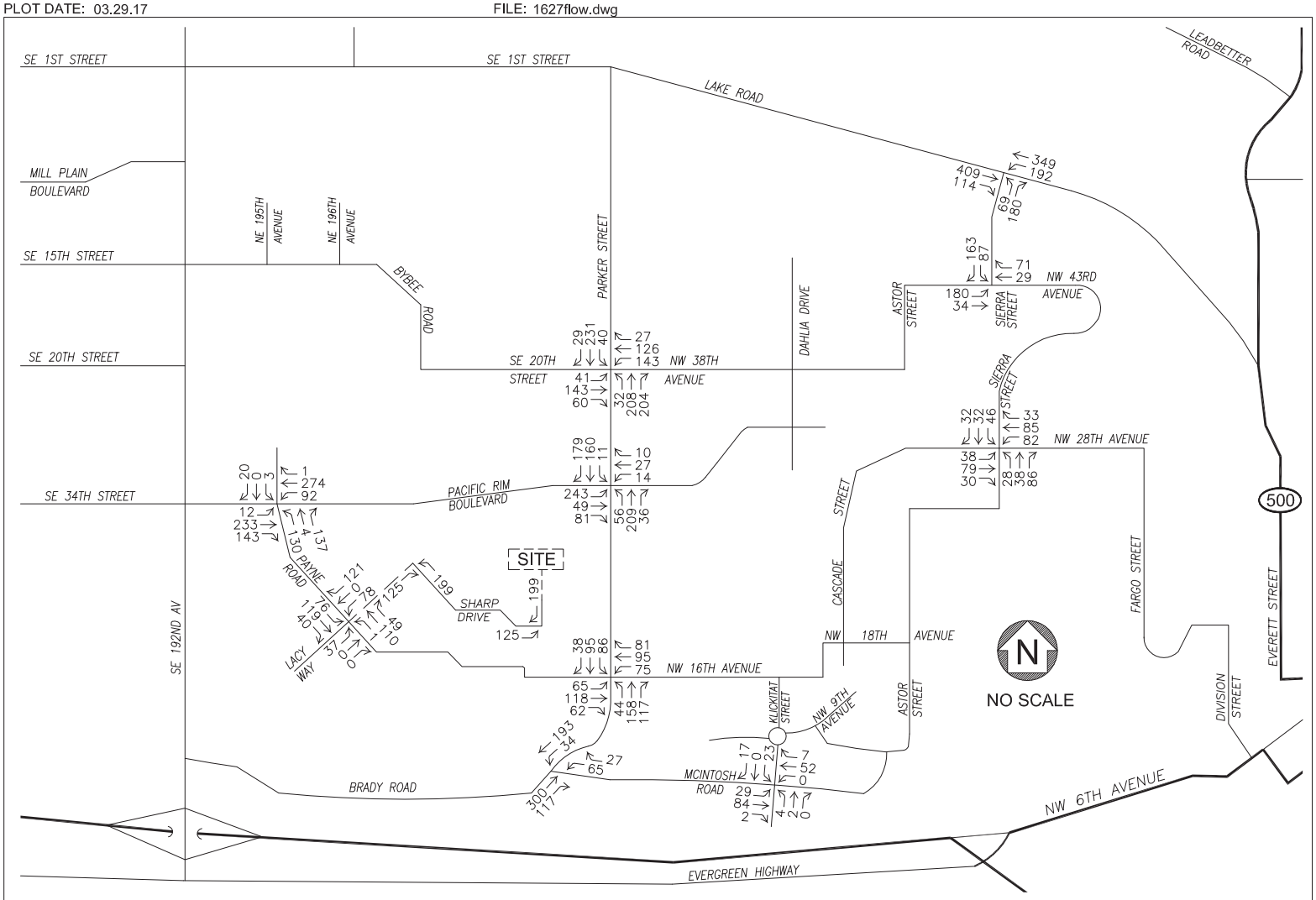
CHARBONNEAU ENGINEERING LLC PROJECT: 16-27	NOTES: Trip generation based on High School (ITE 530) trip rates.	TRIP ASSIGNMENT PM PEAK HOUR CAMAS HIGH SCHOOL - SHARP DRIVE	FIGURE 6c

PLOT DATE: 03.29.17 FILE: 1627flow.dwg



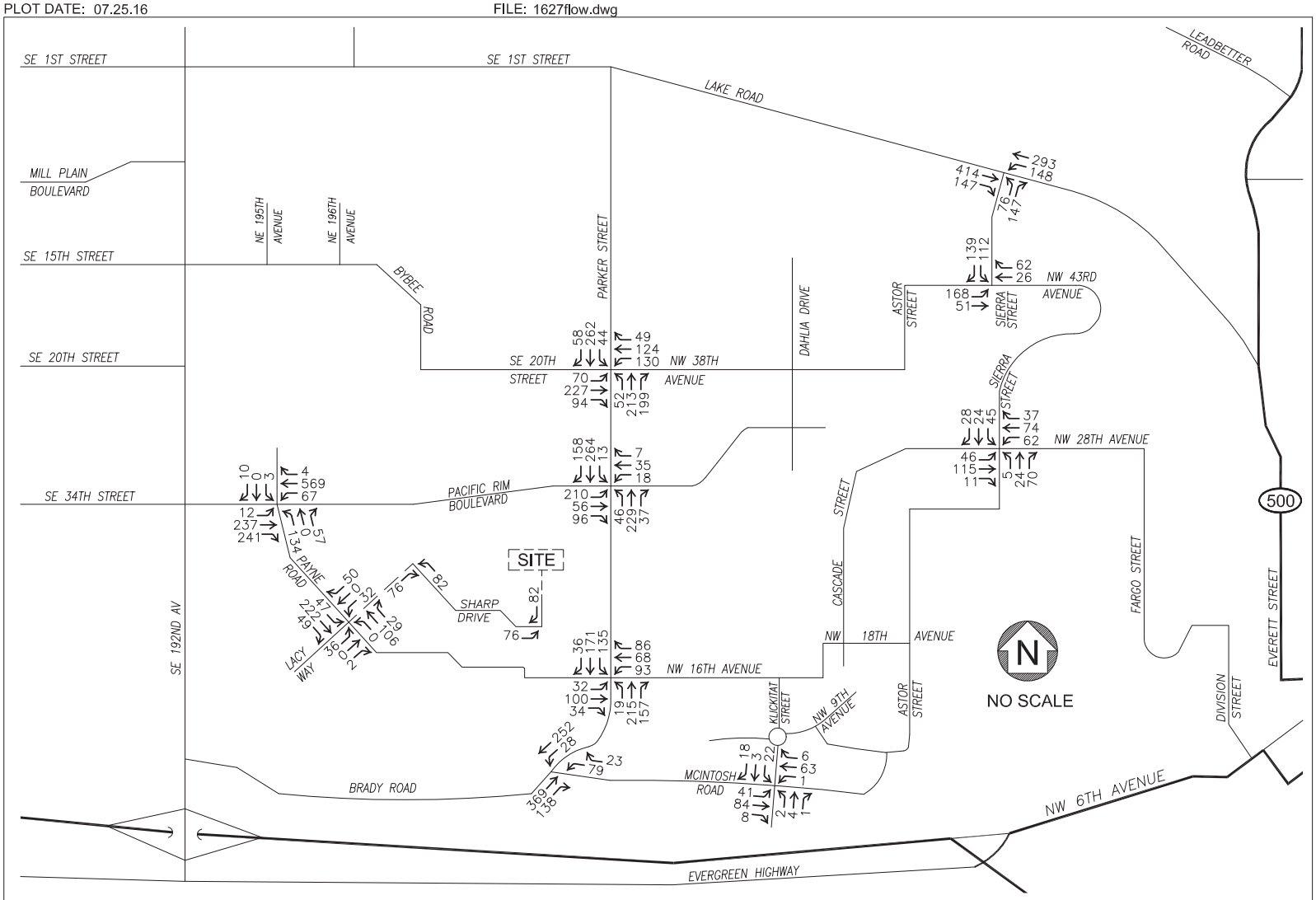
CHARBONNEAU ENGINEERING LLC PROJECT: 16-27	NOTES: 2019 Total Traffic (Figure 7a) = 2019 Background Traffic (Figure 3a) + Trip Assignment (Figure 5a & Figure 6a).	2019 TOTAL TRAFFIC AM PEAK HOUR NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE	FIGURE 7a

PLOT DATE: 03.29.17 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC PROJECT: 16-27	NOTES: 2019 Total Traffic (Figure 7b) = 2019 Background Traffic (Figure 3b) + Trip Assignment (Figure 5b & Figure 6b).	2019 TOTAL TRAFFIC MID-AFTERNOON PEAK HOUR NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE	FIGURE 7b

PLOT DATE: 07.25.16 FILE: 1627flow.dwg



CHARBONNEAU ENGINEERING LLC

PROJECT: 16-27

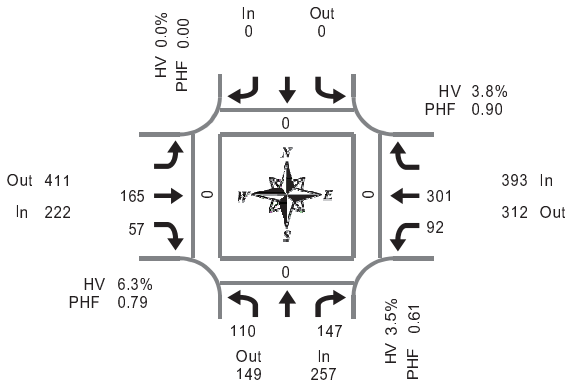
NOTES: 2019 Total Traffic (Figure 7c) = 2019 Background Traffic (Figure 3c) + Trip Assignment (Figure 5c & Figure 6c).

2019 TOTAL TRAFFIC
PM PEAK HOUR
NEW CAMAS M.S. & CAMAS H.S. - SHARP DRIVE

FIGURE 7c

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:00 AM to 8:00 AM

NW Sierra St & NW Lake Rd

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	20		85	0				0		62	7	0	26	50		0	250	0	0	0	0
7:15 AM	29		20	0				0		21	10	0	27	74		0	181	0	0	0	0
7:30 AM	27		23	0				0		36	16	0	16	93		0	211	0	0	0	0
7:45 AM	34		19	1				0		46	24	0	23	84		0	230	0	0	0	0
8:00 AM	16		12	0				0		30	15	0	10	53		0	136	0	0	0	0
8:15 AM	20		25	0				0		34	9	0	11	46		1	145	0	0	0	0
8:30 AM	25		20	0				0		36	8	0	27	51		0	167	0	0	0	0
8:45 AM	29		26	0				0		61	13	0	17	67		0	213	0	0	0	0
Total Survey	200		230	1				0		326	102	0	157	518		1	1,533	0	0	0	0

Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	257	149	406	1	0	0	0	0	222	411	633	0	393	312	705	0	872	0	0	0	0
%HV	3.5%				0.0%				6.3%				3.8%				4.4%				
PHF	0.61				0.00				0.79				0.90				0.87				

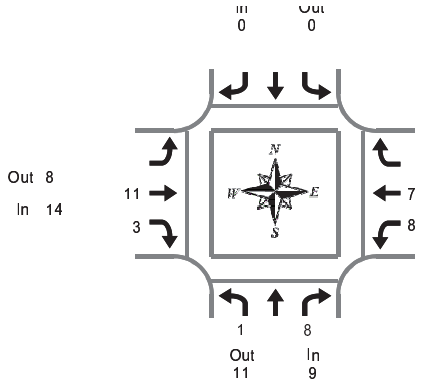
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	110		147	257				0		165	57	222	92	301		393	872
%HV	0.9%	NA	5.4%	3.5%	NA	NA	NA	0.0%	NA	6.7%	5.3%	6.3%	8.7%	2.3%	NA	3.8%	4.4%
PHF	0.81		0.43	0.61				0.00		0.67	0.59	0.79	0.85	0.81		0.90	0.87

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	110		147	1				0		165	57	0	92	301		0	872	0	0	0	0
7:15 AM	106		74	1				0		133	65	0	76	304		0	758	0	0	0	0
7:30 AM	97		79	1				0		146	64	0	60	276		1	722	0	0	0	0
7:45 AM	95		76	1				0		146	56	0	71	234		1	678	0	0	0	0
8:00 AM	90		83	0				0		161	45	0	65	217		1	661	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
7:00 AM to 8:00 AM

NW Sierra St & NW Lake Rd

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
7:00 AM	0		6	6				0		1	1	2	1	1		2	10
7:15 AM	0		0	0				0		2	2	4	7	3		10	14
7:30 AM	1		2	3				0		4	0	4	0	1		1	8
7:45 AM	0		0	0				0		4	0	4	0	2		2	6
8:00 AM	0		0	0				0		4	3	7	0	2		2	9
8:15 AM	0		1	1				0		4	3	7	1	2		3	11
8:30 AM	1		2	3				0		2	1	3	2	3		5	11
8:45 AM	1		0	1				0		14	0	14	0	1		1	16
Total Survey	3		11	14				0		35	10	45	11	15		26	85

Heavy Vehicle Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	9	11	20	0	0	0	14	8	22	15	19	34	38
PHF	0.25			0.00			0.15			0.29			0.25

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	1		8	9				0		11	3	14	8	7		15	38
PHF	0.13		0.25	0.25				0.00		0.14	0.11	0.15	0.25	0.25		0.29	0.25

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

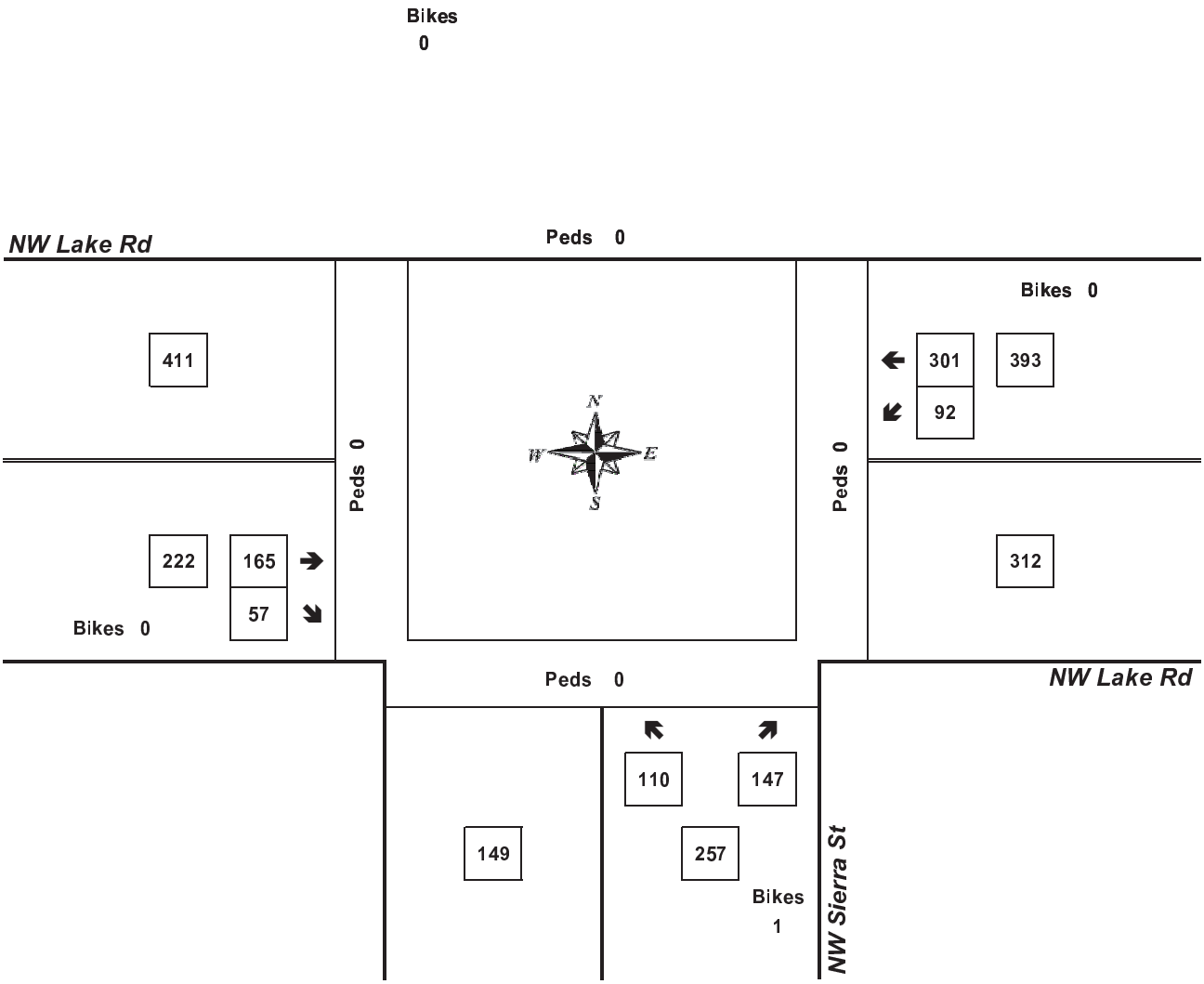
Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
7:00 AM	1		8	9				0		11	3	14	8	7		15	38
7:15 AM	1		2	3				0		14	5	19	7	8		15	37
7:30 AM	1		3	4				0		16	6	22	1	7		8	34
7:45 AM	1		3	4				0		14	7	21	3	9		12	37
8:00 AM	2		3	5				0		24	7	31	3	8		11	47

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Sierra St & NW Lake Rd

7:00 AM to 8:00 AM
Tuesday, February 23, 2016

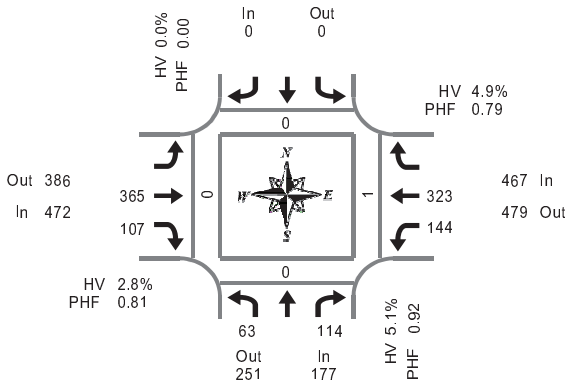


Approach	PHF	HV%	Volume
EB	0.79	6.3%	222
WB	0.90	3.8%	393
NB	0.61	3.5%	257
SB	0.00	0.0%	0
Intersection	0.87	4.4%	872

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

NW Sierra St & NW Lake Rd

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
2:00 PM	12		27	0				0		77	23	0	10	60		0	209	0	0	0	0
2:15 PM	11		15	0				0		67	22	0	61	68		0	244	0	0	1	0
2:30 PM	17		24	0				0		79	17	0	51	97		0	285	0	0	0	0
2:45 PM	15		27	0				0		99	46	0	41	71		0	299	0	0	1	0
3:00 PM	17		29	0				0		92	21	0	24	91		0	274	0	0	0	0
3:15 PM	14		34	0				0		95	23	0	28	64		0	258	0	0	0	0
3:30 PM	23		32	0				0		82	20	1	32	71		0	260	0	0	0	0
3:45 PM	15		35	0				0		89	24	0	35	66		0	264	0	0	0	0
Total Survey	124		223	0				0		680	196	1	282	588		0	2,093	0	0	2	0

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

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	177	251	428	0	0	0	0	0	472	386	858	0	467	479	946	0	1,116	0	0	1	0
%HV	5.1%				0.0%				2.8%				4.9%				4.0%				
PHF	0.92				0.00				0.81				0.79				0.93				

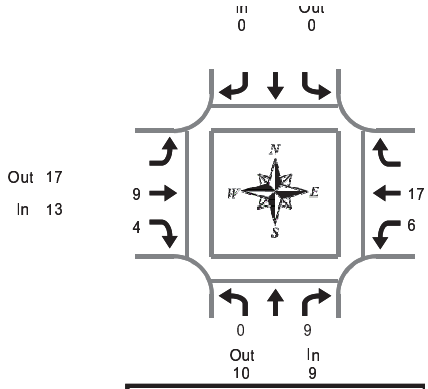
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	63		114	177				0		365	107	472	144	323		467	1,116
%HV	0.0%	NA	7.9%	5.1%	NA	NA	NA	0.0%	NA	2.5%	3.7%	2.8%	4.2%	5.3%	NA	4.9%	4.0%
PHF	0.93		0.84	0.92				0.00		0.92	0.58	0.81	0.71	0.83		0.79	0.93

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
2:00 PM	55		93	0				0		322	108	0	163	296		0	1,037	0	0	2	0
2:15 PM	60		95	0				0		337	106	0	177	327		0	1,102	0	0	2	0
2:30 PM	63		114	0				0		365	107	0	144	323		0	1,116	0	0	1	0
2:45 PM	69		122	0				0		368	110	1	125	297		0	1,091	0	0	1	0
3:00 PM	69		130	0				0		358	88	1	119	292		0	1,056	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Sierra St & NW Lake Rd

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
2:00 PM	0		0	0				0		1	1	2	1	6		7	9
2:15 PM	2		0	2				0		3	0	3	2	4		6	11
2:30 PM	0		1	1				0		1	0	1	2	11		13	15
2:45 PM	0		2	2				0		5	3	8	2	4		6	16
3:00 PM	0		4	4				0		3	1	4	1	2		3	11
3:15 PM	0		2	2				0		0	0	0	1	0		1	3
3:30 PM	0		3	3				0		4	0	4	0	1		1	8
3:45 PM	1		5	6				0		3	1	4	5	2		7	17
Total Survey	3		17	20				0		20	6	26	14	30		44	90

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

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	9	10	19	0	0	0	13	17	30	23	18	41	45
PHF	0.20			0.00			0.25			0.22			0.27

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	0		9	9				0		9	4	13	6	17		23	45
PHF	0.00		0.23	0.20				0.00		0.25	0.25	0.25	0.25	0.20		0.22	0.27

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

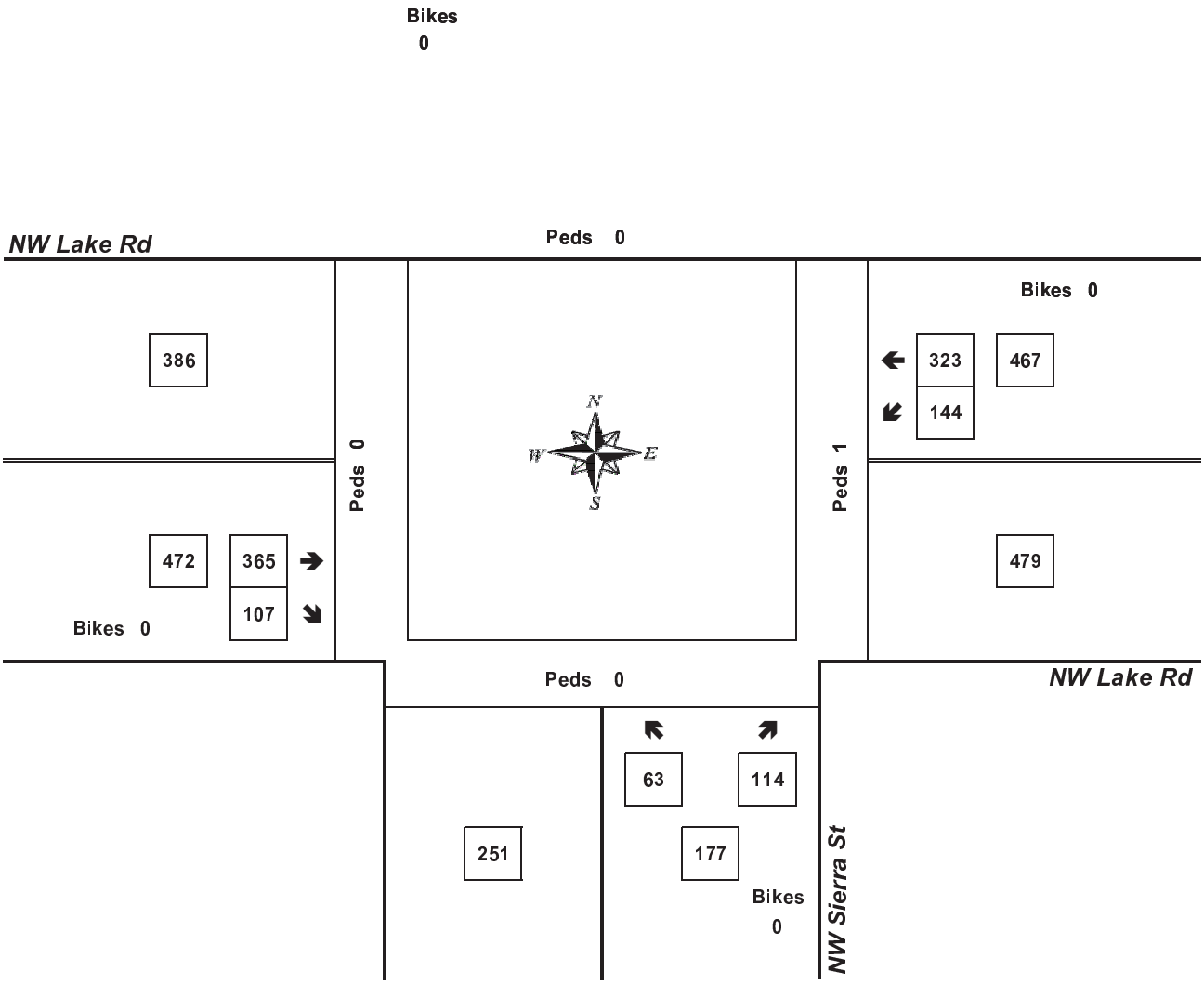
Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
2:00 PM	2		3	5				0		10	4	14	7	25		32	51
2:15 PM	2		7	9				0		12	4	16	7	21		28	53
2:30 PM	0		9	9				0		9	4	13	6	17		23	45
2:45 PM	0		11	11				0		12	4	16	4	7		11	38
3:00 PM	1		14	15				0		10	2	12	7	5		12	39

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Sierra St & NW Lake Rd

2:30 PM to 3:30 PM
Tuesday, February 23, 2016

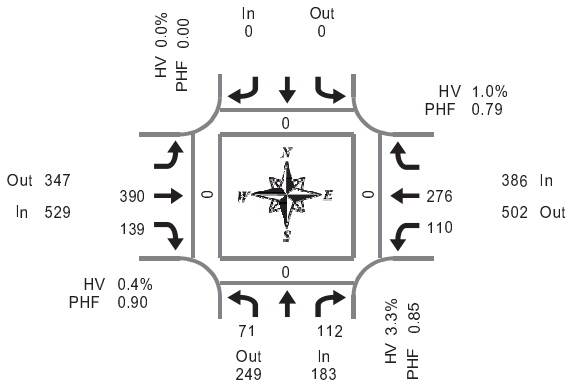


Approach	PHF	HV%	Volume
EB	0.81	2.8%	472
WB	0.79	4.9%	467
NB	0.92	5.1%	177
SB	0.00	0.0%	0
Intersection	0.93	4.0%	1,116

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Sierra St & NW Lake Rd

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	13		19	0				0		75	30	0	21	81		0	239	0	0	0	0
4:15 PM	19		21	0				0		95	23	0	27	60		1	245	0	0	0	0
4:30 PM	24		21	0				0		90	21	1	30	72		0	258	0	0	0	0
4:45 PM	24		30	0				0		87	37	2	17	62		0	257	0	0	0	0
5:00 PM	15		22	0				0		104	25	0	36	86		1	288	0	0	0	0
5:15 PM	18		33	0				0		106	41	0	27	69		0	294	0	0	0	0
5:30 PM	14		27	0				0		93	36	0	30	59		0	259	0	0	0	0
5:45 PM	26		23	0				0		80	34	0	16	58		2	237	0	0	0	0
Total Survey	153		196	0				0		730	247	3	204	547		4	2,077	0	0	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	183	249	432	0	0	0	0	0	529	347	876	2	386	502	888	1	1,098	0	0	0	0
%HV	3.3%				0.0%				0.4%				1.0%				1.1%				
PHF	0.85				0.00				0.90				0.79				0.93				

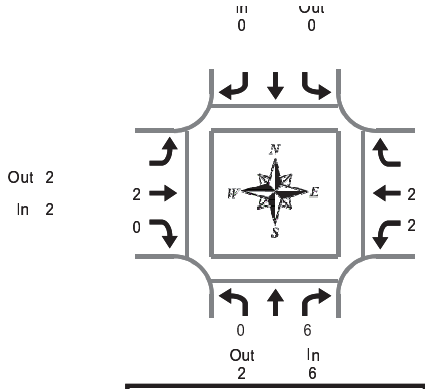
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	71		112	183				0		390	139	529	110	276		386	1,098
%HV	0.0%	NA	5.4%	3.3%	NA	NA	NA	0.0%	NA	0.5%	0.0%	0.4%	1.8%	0.7%	NA	1.0%	1.1%
PHF	0.74		0.85	0.85				0.00		0.92	0.85	0.90	0.76	0.80		0.79	0.93

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	80		91	0				0		347	111	3	95	275		1	999	0	0	0	0
4:15 PM	82		94	0				0		376	106	3	110	280		2	1,048	0	0	0	0
4:30 PM	81		106	0				0		387	124	3	110	289		1	1,097	0	0	0	0
4:45 PM	71		112	0				0		390	139	2	110	276		1	1,098	0	0	0	0
5:00 PM	73		105	0				0		383	136	0	109	272		3	1,078	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Sierra St & NW Lake Rd

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
4:00 PM	1		1	2				0		5	3	8	0	1		1	11
4:15 PM	0		1	1				0		2	0	2	1	0		1	4
4:30 PM	2		2	4				0		1	0	1	2	1		3	8
4:45 PM	0		2	2				0		0	0	0	1	1		2	4
5:00 PM	0		2	2				0		0	0	0	0	1		1	3
5:15 PM	0		1	1				0		1	0	1	0	0		0	2
5:30 PM	0		1	1				0		1	0	1	1	0		1	3
5:45 PM	0		0	0				0		1	0	1	1	1		2	3
Total Survey	3		10	13				0		11	3	14	6	5		11	38

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	2	8	0	0	0	2	2	4	4	8	12	12
PHF	0.19			0.00			0.05			0.17			0.13

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	0		6	6				0		2	0	2	2	2		4	12
PHF	0.00		0.25	0.19				0.00		0.06	0.00	0.05	0.13	0.17		0.17	0.13

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
4:00 PM	3		6	9				0		8	3	11	4	3		7	27
4:15 PM	2		7	9				0		3	0	3	4	3		7	19
4:30 PM	2		7	9				0		2	0	2	3	3		6	17
4:45 PM	0		6	6				0		2	0	2	2	2		4	12
5:00 PM	0		4	4				0		3	0	3	2	2		4	11

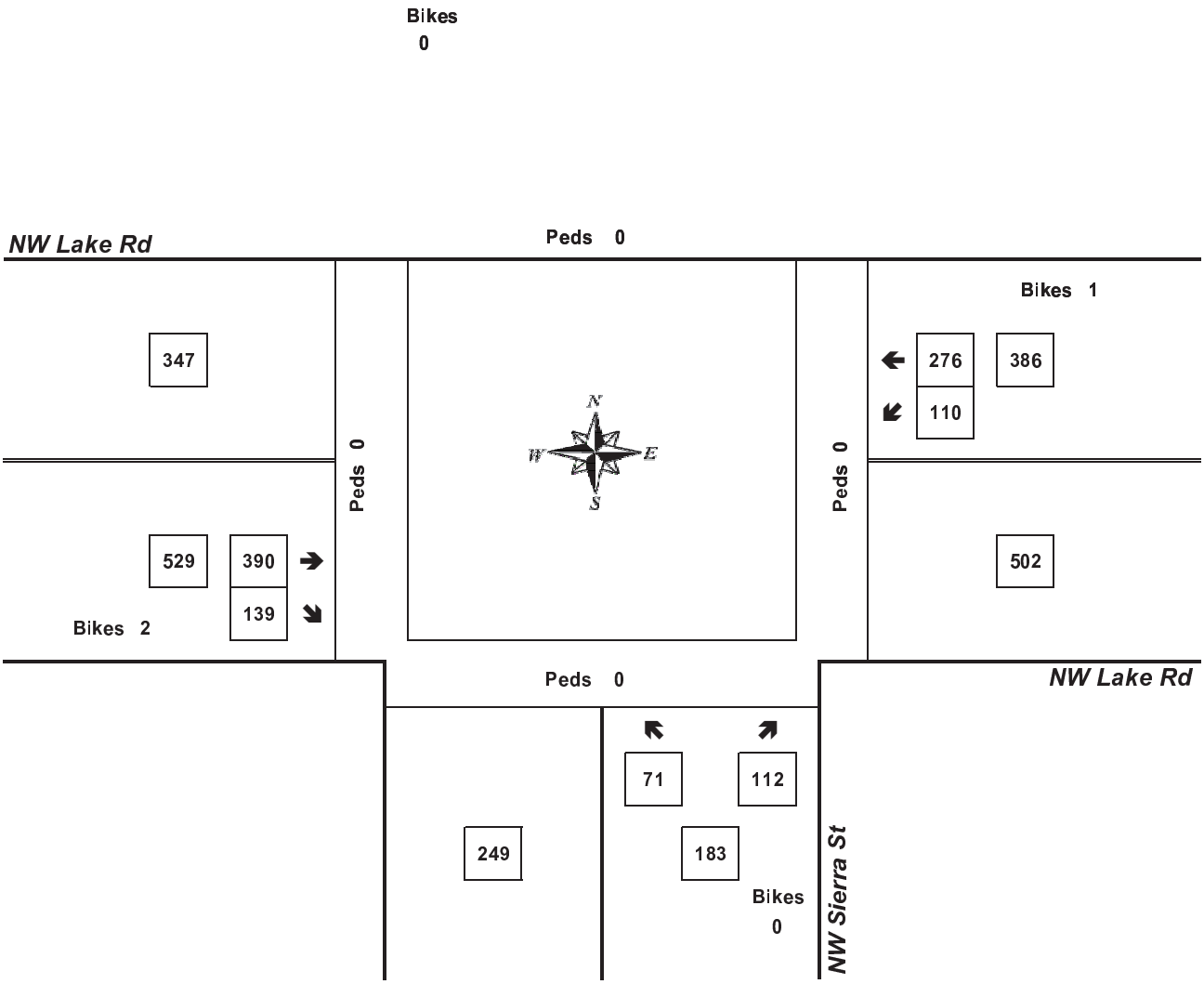
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Sierra St & NW Lake Rd

4:45 PM to 5:45 PM
Tuesday, February 23, 2016

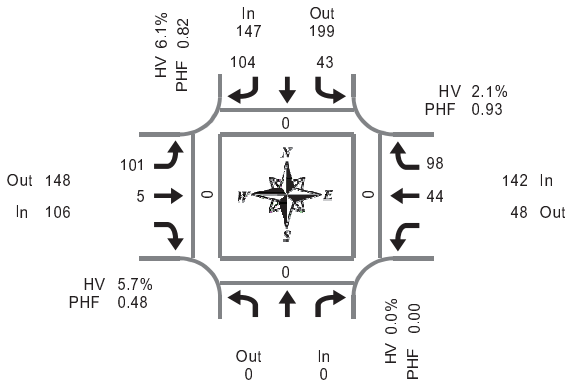


Approach	PHF	HV%	Volume
EB	0.90	0.4%	529
WB	0.79	1.0%	386
NB	0.85	3.3%	183
SB	0.00	0.0%	0
Intersection	0.93	1.1%	1,098

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:00 AM to 8:00 AM

NW Sierra St & NW 43rd Ave

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	7		28	0	55	0		0		5	26	0	121	0	0	0	0
7:15 AM				0	11		34	0	15	1		0		13	24	0	98	0	0	0	0
7:30 AM				0	11		15	0	15	2		0		17	21	0	81	0	0	0	0
7:45 AM				0	14		27	0	16	2		0		9	27	0	95	0	0	0	0
8:00 AM				0	15		15	0	9	3		0		11	12	0	65	0	0	0	0
8:15 AM				0	4		15	0	24	1		0		8	16	0	68	0	0	4	0
8:30 AM				0	11		22	0	14	4		0		8	14	0	73	0	0	0	0
8:45 AM				0	10		25	0	12	3		0		10	31	0	91	2	0	0	0
Total Survey				0	83		181	0	160	16		0		81	171	0	692	2	0	4	0

Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	0	0	0	0	147	199	346	0	106	148	254	0	142	48	190	0	395
%HV	0.0%				6.1%				5.7%				2.1%				4.6%
PHF	0.00				0.82				0.48				0.93				0.82

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

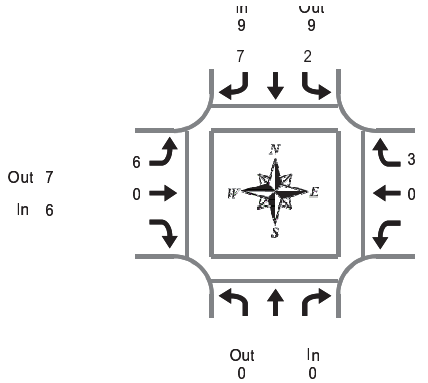
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	43		104	147	101	5		106		44	98	142	395
%HV	NA	NA	NA	0.0%	4.7%	NA	6.7%	6.1%	5.9%	0.0%	NA	5.7%	NA	0.0%	3.1%	2.1%	4.6%
PHF				0.00	0.77		0.76	0.82	0.46	0.63		0.48		0.65	0.91	0.93	0.82

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	43		104	0	101	5		0		44	98	0	395	0	0	0	0
7:15 AM				0	51		91	0	55	8		0		50	84	0	339	0	0	0	0
7:30 AM				0	44		72	0	64	8		0		45	76	0	309	0	0	4	0
7:45 AM				0	44		79	0	63	10		0		36	69	0	301	0	0	4	0
8:00 AM				0	40		77	0	59	11		0		37	73	0	297	2	0	4	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Sierra St & NW 43rd Ave

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
7:00 AM				0	0		1	1	5	0		5		0	1	1	7
7:15 AM				0	2		6	8	0	0		0		0	1	1	9
7:30 AM				0	0		0	0	1	0		1		0	1	1	2
7:45 AM				0	0		0	0	0	0		0		0	0	0	0
8:00 AM				0	1		3	4	0	0		0		0	0	0	4
8:15 AM				0	1		2	3	2	0		2		0	0	0	5
8:30 AM				0	2		2	4	0	0		0		0	2	2	6
8:45 AM				0	1		1	2	0	1		1		0	1	1	4
Total Survey				0	7		15	22	8	1		9		0	6	6	37

Heavy Vehicle Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW 43rd Ave			Westbound NW 43rd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	9	9	18	6	7	13	3	2	5	18
PHF	0.00			0.20			0.25			0.25			0.25

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	2		7	9	6	0		6		0	3	3	18
PHF				0.00	0.13		0.25	0.20	0.25	0.00		0.25		0.00	0.25	0.25	0.25

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
7:00 AM				0	2		7	9	6	0		6		0	3	3	18
7:15 AM				0	3		9	12	1	0		1		0	2	2	15
7:30 AM				0	2		5	7	3	0		3		0	1	1	11
7:45 AM				0	4		7	11	2	0		2		0	2	2	15
8:00 AM				0	5		8	13	2	1		3		0	3	3	19

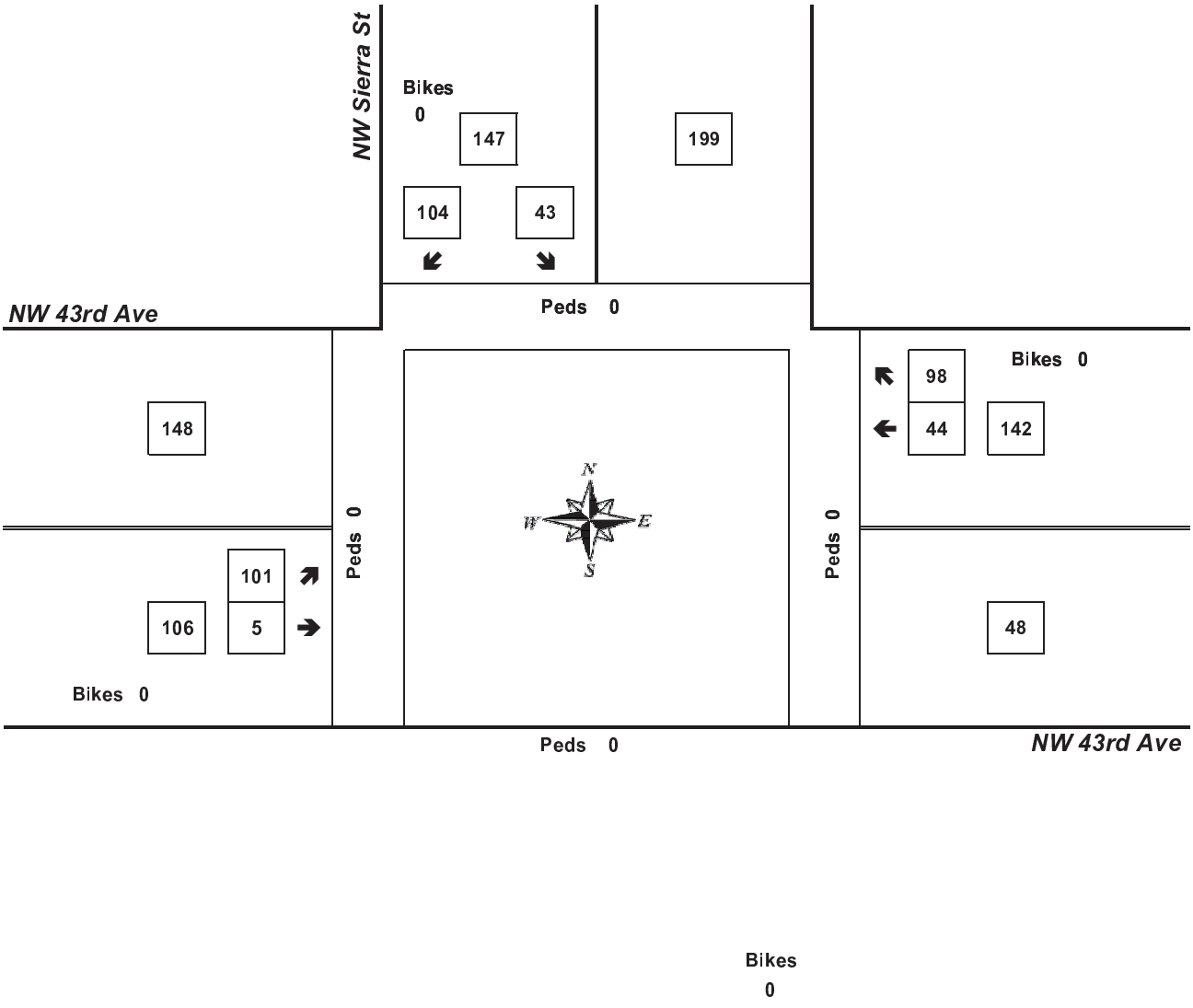
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Sierra St & NW 43rd Ave

7:00 AM to 8:00 AM
Tuesday, February 23, 2016

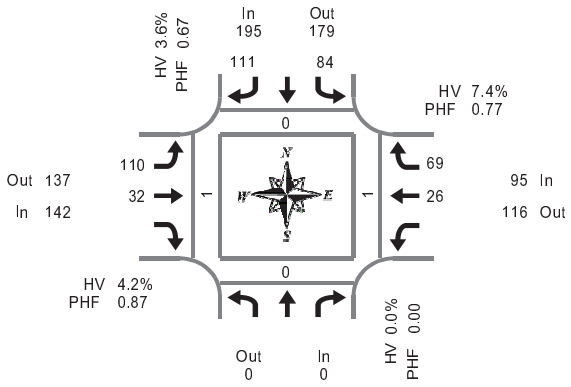


Approach	PHF	HV%	Volume
EB	0.48	5.7%	106
WB	0.93	2.1%	142
NB	0.00	0.0%	0
SB	0.82	6.1%	147
Intersection	0.82	4.6%	395

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

NW Sierra St & NW 43rd Ave

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
2:00 PM				0	14		14	0	24	4		0		7	13	1	76	0	0	0	0
2:15 PM				0	27		45	0	15	6		0		2	10	0	105	0	0	0	0
2:30 PM				0	21		35	0	22	7		0		7	12	0	104	0	0	0	0
2:45 PM				0	34		39	0	28	3		1		6	14	0	124	0	0	0	0
3:00 PM				0	16		23	0	23	9		0		4	15	0	90	0	0	0	0
3:15 PM				0	19		21	0	28	10		1		7	18	0	103	0	0	0	1
3:30 PM				0	15		28	0	31	10		0		9	22	0	115	0	0	1	0
3:45 PM				0	21		30	0	37	11		0		7	13	0	119	0	0	0	0
Total Survey				0	167		235	0	208	60		2		49	117	1	836	0	0	1	1

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

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	0	0	0	0	195	179	374	0	142	137	279	2	95	116	211	0	432
%HV	0.0%				3.6%				4.2%				7.4%				4.6%
PHF	0.00				0.67				0.87				0.77				0.87

Pedestrians Crosswalk			
North	South	East	West
0	0	1	1

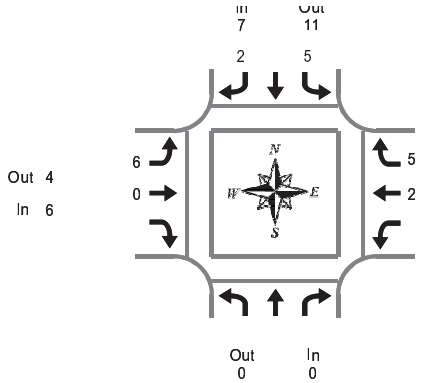
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	84		111	195	110	32		142		26	69	95	432
%HV	NA	NA	NA	0.0%	6.0%	NA	1.8%	3.6%	5.5%	0.0%	NA	4.2%	NA	7.7%	7.2%	7.4%	4.6%
PHF				0.00	0.62		0.71	0.67	0.89	0.80		0.87		0.72	0.78	0.77	0.87

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
2:00 PM				0	96		133	0	89	20		1		22	49	1	409	0	0	0	0
2:15 PM				0	98		142	0	88	25		1		19	51	0	423	0	0	0	0
2:30 PM				0	90		118	0	101	29		2		24	59	0	421	0	0	0	1
2:45 PM				0	84		111	0	110	32		2		26	69	0	432	0	0	1	1
3:00 PM				0	71		102	0	119	40		1		27	68	0	427	0	0	1	1

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

NW Sierra St & NW 43rd Ave

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
2:00 PM				0	0		0	0	0	0		0		0	0	0	0
2:15 PM				0	2		1	3	1	0		1		0	1	1	5
2:30 PM				0	1		2	3	1	0		1		0	0	0	4
2:45 PM				0	3		1	4	1	0		1		0	1	1	6
3:00 PM				0	1		1	2	2	0		2		0	2	2	6
3:15 PM				0	1		0	1	1	0		1		2	0	2	4
3:30 PM				0	0		0	0	2	0		2		0	2	2	4
3:45 PM				0	2		4	6	7	0		7		0	0	0	13
Total Survey				0	10		9	19	15	0		15		2	6	8	42

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

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW 43rd Ave			Westbound NW 43rd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	7	11	18	6	4	10	7	5	12	20
PHF	0.00			0.18			0.15			0.29			0.24

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	5		2	7	6	0		6		2	5	7	20
PHF				0.00	0.21		0.13	0.18	0.15	0.00		0.15		0.25	0.31	0.29	0.24

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
2:00 PM				0	6		4	10	3	0		3		0	2	2	15
2:15 PM				0	7		5	12	5	0		5		0	4	4	21
2:30 PM				0	6		4	10	5	0		5		2	3	5	20
2:45 PM				0	5		2	7	6	0		6		2	5	7	20
3:00 PM				0	4		5	9	12	0		12		2	4	6	27

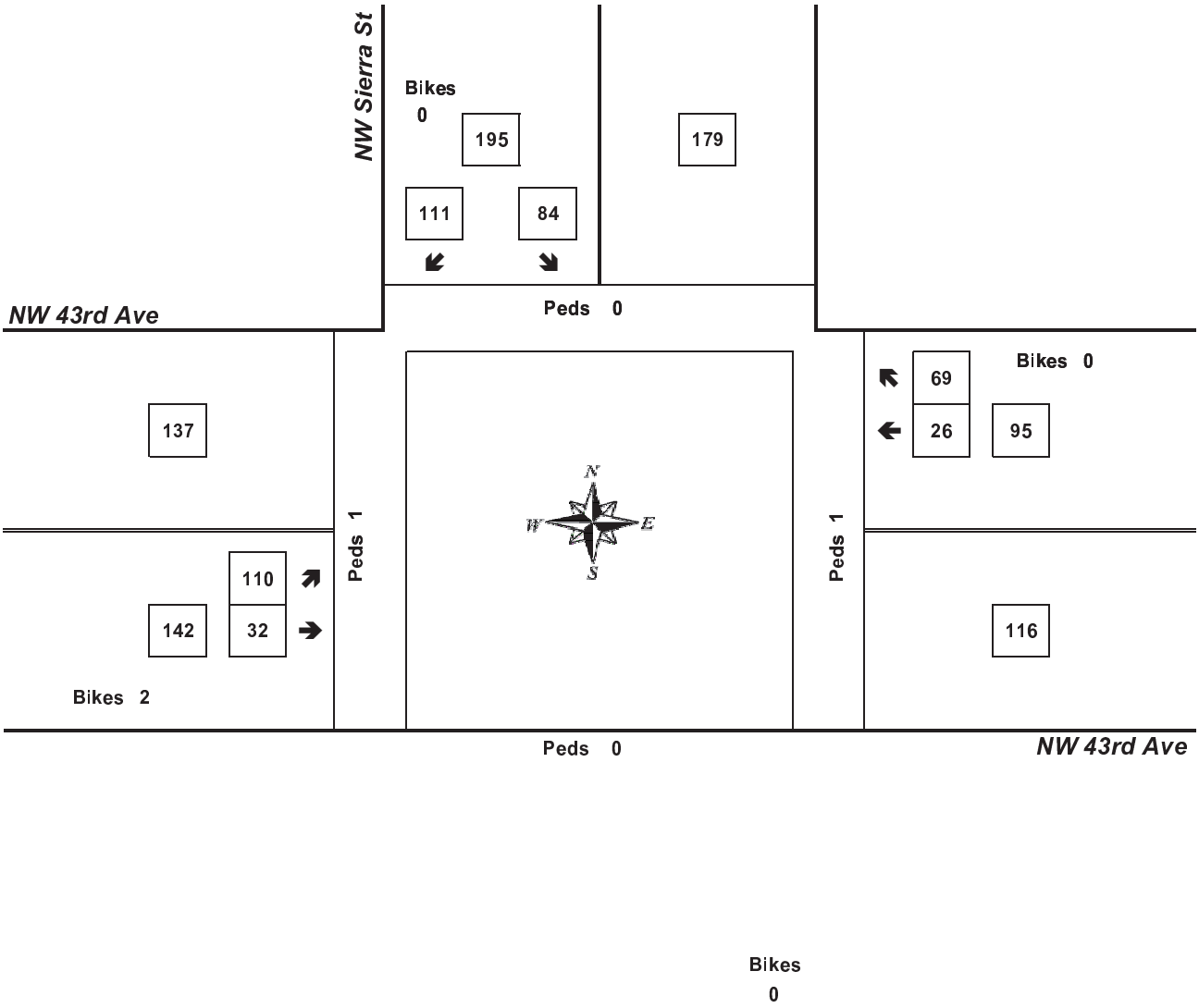
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Sierra St & NW 43rd Ave

2:45 PM to 3:45 PM
Tuesday, February 23, 2016

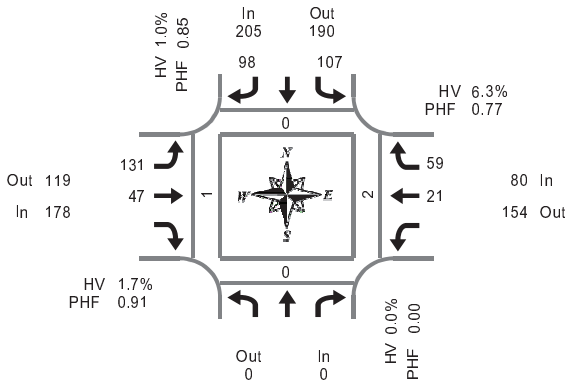


Approach	PHF	HV%	Volume
EB	0.87	4.2%	142
WB	0.77	7.4%	95
NB	0.00	0.0%	0
SB	0.67	3.6%	195
Intersection	0.87	4.6%	432

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Sierra St & NW 43rd Ave

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
4:00 PM				0	25		22	0	28	8		0		4	13	0	100	0	0	0	0
4:15 PM				0	19		24	0	32	9		0		8	15	0	107	0	0	0	0
4:30 PM				0	18		23	1	31	10		0		5	19	0	106	0	0	0	0
4:45 PM				0	24		13	1	36	13		0		3	17	0	106	0	0	0	0
5:00 PM				0	20		35	0	28	11		0		5	15	0	114	0	0	1	0
5:15 PM				0	27		26	0	32	13		0		10	16	0	124	0	0	0	0
5:30 PM				0	36		24	0	35	10		1		3	11	0	119	0	0	1	1
5:45 PM				0	29		21	0	28	9		0		5	12	0	104	0	0	0	1
Total Survey				0	198		188	2	250	83		1		43	118	0	880	0	0	2	2

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	0	0	0	0	205	190	395	1	178	119	297	1	80	154	234	0	463
%HV	0.0%				1.0%				1.7%				6.3%				2.2%
PHF	0.00				0.85				0.91				0.77				0.93

Pedestrians Crosswalk			
North	South	East	West
0	0	2	1

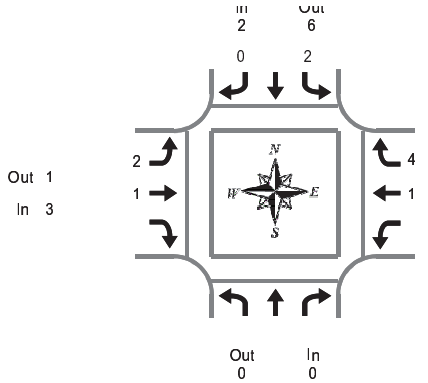
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	107		98	205	131	47		178		21	59	80	463
%HV	NA	NA	NA	0.0%	1.9%	NA	0.0%	1.0%	1.5%	2.1%	NA	1.7%	NA	4.8%	6.8%	6.3%	2.2%
PHF				0.00	0.74		0.70	0.85	0.91	0.90		0.91		0.53	0.87	0.77	0.93

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
4:00 PM				0	86		82	2	127	40		0		20	64	0	419	0	0	0	0
4:15 PM				0	81		95	2	127	43		0		21	66	0	433	0	0	1	0
4:30 PM				0	89		97	2	127	47		0		23	67	0	450	0	0	1	0
4:45 PM				0	107		98	1	131	47		1		21	59	0	463	0	0	2	1
5:00 PM				0	112		106	0	123	43		1		23	54	0	461	0	0	2	2

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Sierra St & NW 43rd Ave

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
4:00 PM				0	3		0	3	0	0		0		0	2	2	5
4:15 PM				0	1		0	1	1	0		1		0	0	0	2
4:30 PM				0	2		0	2	2	0		2		0	2	2	6
4:45 PM				0	1		0	1	1	1		2		1	1	2	5
5:00 PM				0	0		0	0	1	0		1		0	1	1	2
5:15 PM				0	0		0	0	0	0		0		0	1	1	1
5:30 PM				0	1		0	1	0	0		0		0	1	1	2
5:45 PM				0	1		0	1	0	0		0		1	0	1	2
Total Survey				0	9		0	9	5	1		6		2	8	10	25

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW 43rd Ave			Westbound NW 43rd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	2	6	8	3	1	4	5	3	8	10
PHF	0.00			0.08			0.15			0.25			0.19

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	2		0	2	2	1		3		1	4	5	10
PHF				0.00	0.08		0.00	0.08	0.13	0.25		0.15		0.25	0.25	0.25	0.19

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 43rd Ave				Westbound NW 43rd Ave				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
4:00 PM				0	7		0	7	4	1		5		1	5	6	18
4:15 PM				0	4		0	4	5	1		6		1	4	5	15
4:30 PM				0	3		0	3	4	1		5		1	5	6	14
4:45 PM				0	2		0	2	2	1		3		1	4	5	10
5:00 PM				0	2		0	2	1	0		1		1	3	4	7

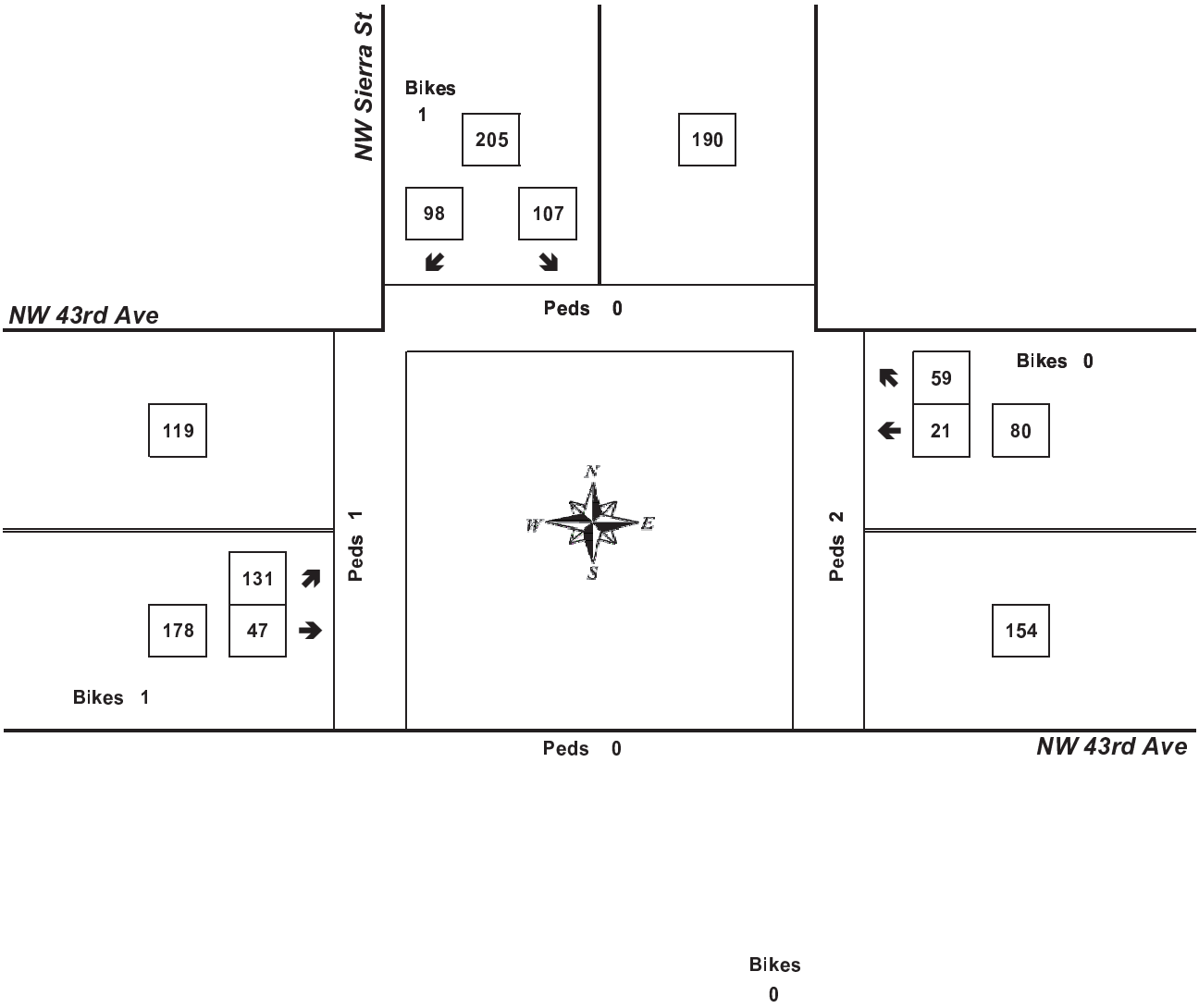
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Sierra St & NW 43rd Ave

4:45 PM to 5:45 PM
Tuesday, February 23, 2016

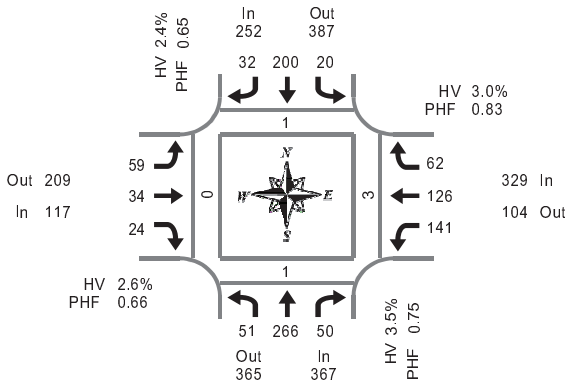


Approach	PHF	HV%	Volume
EB	0.91	1.7%	178
WB	0.77	6.3%	80
NB	0.00	0.0%	0
SB	0.85	1.0%	205
Intersection	0.93	2.2%	463

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

NW Parker St & NW 38th Ave

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	14	37	18	0	0	23	4	0	4	9	1	2	31	35	11	0	187	1	0	1	0
7:15 AM	13	41	7	1	2	28	5	0	6	6	4	0	31	29	12	0	184	0	0	0	0
7:30 AM	9	97	16	2	8	58	10	0	18	6	5	0	33	30	25	0	315	0	0	0	0
7:45 AM	14	91	15	0	9	75	13	0	23	11	10	0	39	37	23	0	360	0	0	0	0
8:00 AM	15	37	12	0	1	39	4	0	12	11	5	0	38	30	2	0	206	1	1	3	0
8:15 AM	9	26	15	0	2	28	9	0	10	5	1	0	33	18	5	0	161	0	1	1	0
8:30 AM	10	32	24	0	3	17	5	0	9	17	2	0	28	33	4	0	184	0	0	0	0
8:45 AM	14	27	38	0	5	22	9	0	3	23	5	0	39	56	1	0	242	0	0	0	0
Total Survey	98	388	145	3	30	290	59	0	85	88	33	2	272	268	83	0	1,839	2	2	5	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	367	365	732	3	252	387	639	0	117	209	326	0	329	104	433	0	1,065
%HV	3.5%				2.4%				2.6%				3.0%				3.0%
PHF	0.75				0.65				0.66				0.83				0.74

Pedestrians Crosswalk			
North	South	East	West
1	1	3	0

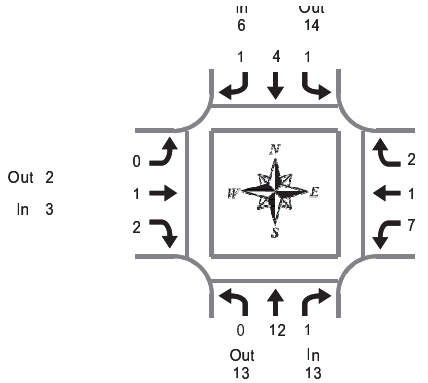
By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	51	266	50	367	20	200	32	252	59	34	24	117	141	126	62	329	1,065
%HV	0.0%	4.5%	2.0%	3.5%	5.0%	2.0%	3.1%	2.4%	0.0%	2.9%	8.3%	2.6%	5.0%	0.8%	3.2%	3.0%	3.0%
PHF	0.85	0.69	0.78	0.75	0.56	0.67	0.62	0.65	0.64	0.77	0.60	0.66	0.90	0.85	0.62	0.83	0.74

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	50	266	56	3	19	184	32	0	51	32	20	2	134	131	71	0	1,046	1	0	1	0
7:15 AM	51	266	50	3	20	200	32	0	59	34	24	0	141	126	62	0	1,065	1	1	3	0
7:30 AM	47	251	58	2	20	200	36	0	63	33	21	0	143	115	55	0	1,042	1	2	4	0
7:45 AM	48	186	66	0	15	159	31	0	54	44	18	0	138	118	34	0	911	1	2	4	0
8:00 AM	48	122	89	0	11	106	27	0	34	56	13	0	138	137	12	0	793	1	2	4	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

NW Parker St & NW 38th Ave

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	2	2	0	1	0	1	0	0	1	1	0	0	0	0	4
7:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	2	1	0	3	5
7:30 AM	0	10	0	10	0	1	0	1	0	1	1	2	3	0	2	5	18
7:45 AM	0	1	1	2	0	0	1	1	0	0	0	0	2	0	0	2	5
8:00 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
8:15 AM	1	2	1	4	0	5	0	5	1	0	0	1	1	0	0	1	11
8:30 AM	0	1	4	5	0	0	1	1	1	1	0	2	1	0	0	1	9
8:45 AM	0	7	0	7	0	1	0	1	0	0	0	0	0	0	0	0	8
Total Survey	1	22	8	31	1	11	2	14	2	2	3	7	9	1	2	12	64

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Parker St			Southbound NW Parker St			Eastbound NW 38th Ave			Westbound NW 38th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	13	13	26	6	14	20	3	2	5	10	3	13	32
PHF	0.20			0.17			0.19			0.25			0.29

By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	12	1	13	1	4	1	6	0	1	2	3	7	1	2	10	32
PHF	0.00	0.25	0.05	0.20	0.25	0.14	0.25	0.17	0.00	0.25	0.25	0.19	0.25	0.25	0.25	0.25	0.29

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	12	3	15	0	3	1	4	0	1	2	3	7	1	2	10	32
7:15 AM	0	12	1	13	1	4	1	6	0	1	2	3	7	1	2	10	32
7:30 AM	1	13	2	16	1	8	1	10	1	1	2	4	6	0	2	8	38
7:45 AM	1	4	6	11	1	7	2	10	2	1	1	4	4	0	0	4	29
8:00 AM	1	10	5	16	1	8	1	10	2	1	1	4	2	0	0	2	32

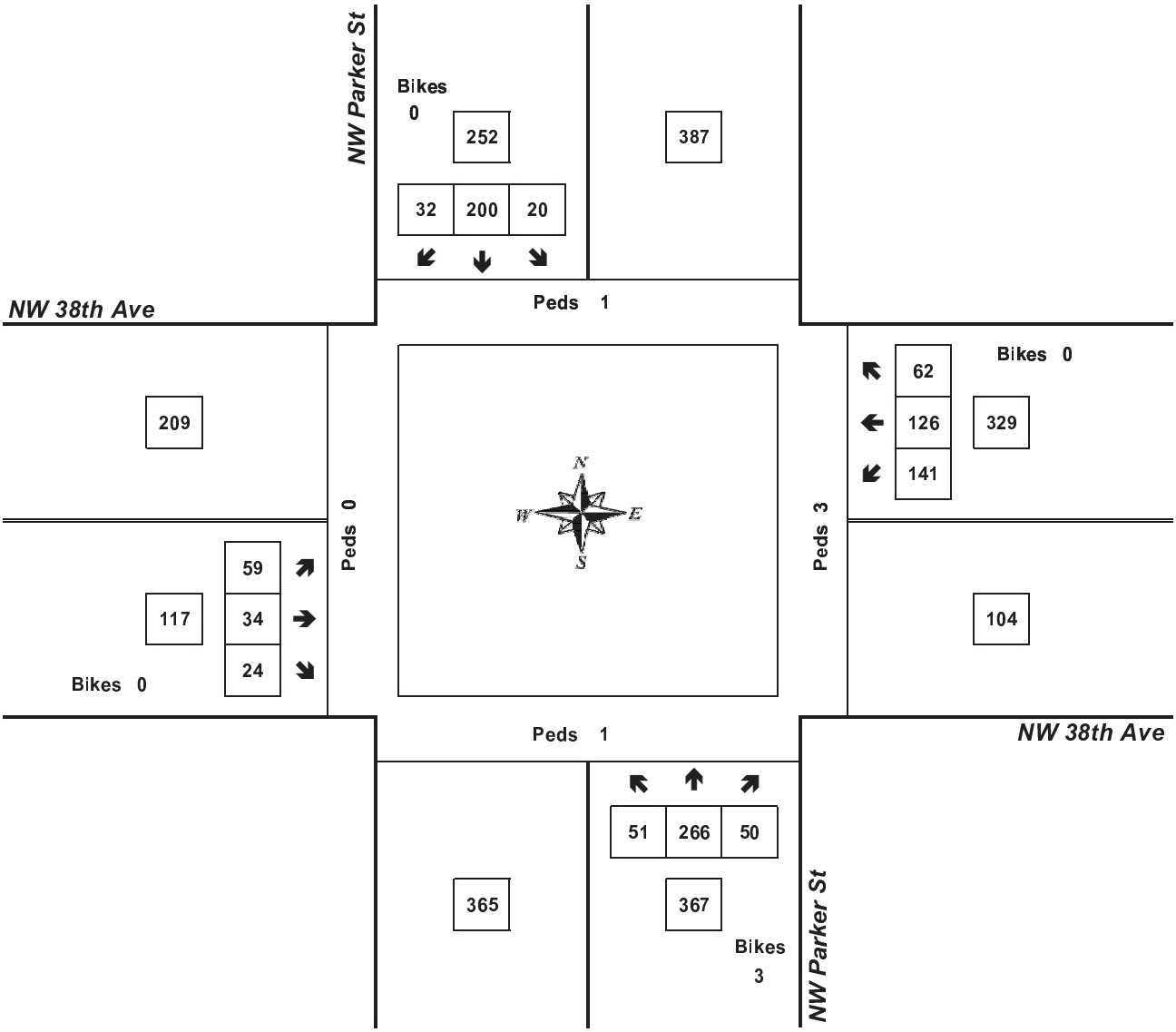
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Parker St & NW 38th Ave

7:15 AM to 8:15 AM
Tuesday, February 23, 2016

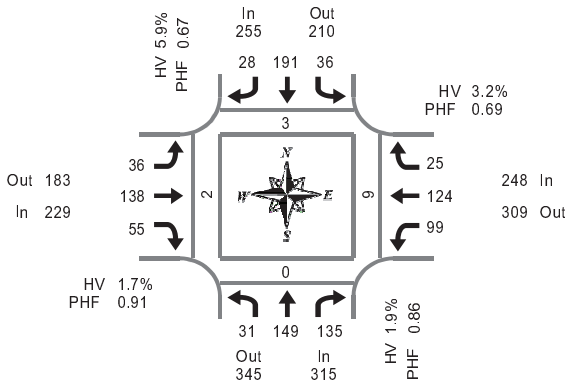


Approach	PHF	HV%	Volume
EB	0.66	2.6%	117
WB	0.83	3.0%	329
NB	0.75	3.5%	367
SB	0.65	2.4%	252
Intersection	0.74	3.0%	1,065

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Parker St & NW 38th Ave

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	6	19	13	1	3	20	3	0	3	31	11	0	15	14	4	1	142	1	0	0	0
2:15 PM	8	23	19	0	2	29	6	0	6	20	20	0	25	22	4	0	184	0	0	1	0
2:30 PM	10	38	24	0	4	47	10	1	8	24	14	0	25	22	8	0	234	0	0	0	0
2:45 PM	6	37	31	1	9	75	11	0	8	41	14	0	25	26	10	0	293	0	0	4	0
3:00 PM	11	29	28	0	12	39	4	0	9	36	14	0	16	24	4	0	226	1	0	4	2
3:15 PM	2	36	43	1	8	46	6	0	10	31	17	0	15	35	3	0	252	0	0	0	0
3:30 PM	12	47	33	0	7	31	7	0	9	30	10	1	43	39	8	0	276	2	0	1	0
3:45 PM	17	63	40	0	8	35	9	1	11	33	6	0	21	28	6	0	277	0	0	0	0
Total Survey	72	292	231	3	53	322	56	2	64	246	106	1	185	210	47	1	1,884	4	0	10	2

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

By Approach	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	315	345	660	2	255	210	465	0	229	183	412	1	248	309	557	0	1,047
%HV	1.9%				5.9%				1.7%				3.2%				3.2%
PHF	0.86				0.67				0.91				0.69				0.89

Pedestrians Crosswalk			
North	South	East	West
3	0	9	2

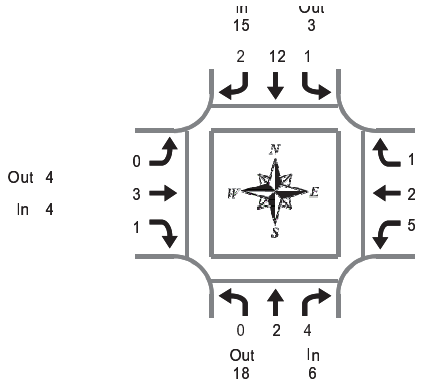
By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	31	149	135	315	36	191	28	255	36	138	55	229	99	124	25	248	1,047
%HV	0.0%	1.3%	3.0%	1.9%	2.8%	6.3%	7.1%	5.9%	0.0%	2.2%	1.8%	1.7%	5.1%	1.6%	4.0%	3.2%	3.2%
PHF	0.65	0.79	0.78	0.86	0.75	0.64	0.64	0.67	0.90	0.84	0.81	0.91	0.58	0.79	0.63	0.69	0.89

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	30	117	87	2	18	171	30	1	25	116	59	0	90	84	26	1	853	1	0	5	0
2:15 PM	35	127	102	1	27	190	31	1	31	121	62	0	91	94	26	0	937	1	0	9	2
2:30 PM	29	140	126	2	33	207	31	1	35	132	59	0	81	107	25	0	1,005	1	0	8	2
2:45 PM	31	149	135	2	36	191	28	0	36	138	55	1	99	124	25	0	1,047	3	0	9	2
3:00 PM	42	175	144	1	35	151	26	1	39	130	47	1	95	126	21	0	1,031	3	0	5	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Parker St & NW 38th Ave

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
2:15 PM	0	2	0	2	0	0	0	0	0	0	1	1	1	2	0	3	6
2:30 PM	0	1	0	1	0	3	2	5	0	0	0	0	0	0	0	0	6
2:45 PM	0	0	0	0	1	10	1	12	0	1	0	1	1	0	1	2	15
3:00 PM	0	0	2	2	0	2	1	3	0	2	0	2	0	0	0	0	7
3:15 PM	0	0	2	2	0	0	0	0	0	0	1	1	1	1	0	2	5
3:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	3	1	0	4	6
3:45 PM	0	3	2	5	0	1	2	3	2	1	0	3	0	0	0	0	11
Total Survey	0	9	6	15	1	16	6	23	2	4	2	8	7	4	1	12	58

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

By Approach	Northbound NW Parker St			Southbound NW Parker St			Eastbound NW 38th Ave			Westbound NW 38th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	18	24	15	3	18	4	4	8	8	8	16	33
PHF	0.17			0.19			0.25			0.33			0.29

By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	2	4	6	1	12	2	15	0	3	1	4	5	2	1	8	33
PHF	0.00	0.10	0.25	0.17	0.25	0.20	0.13	0.19	0.00	0.25	0.25	0.25	0.31	0.25	0.25	0.33	0.29

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	4	0	4	1	13	3	17	0	1	1	2	3	2	1	6	29
2:15 PM	0	3	2	5	1	15	4	20	0	3	1	4	2	2	1	5	34
2:30 PM	0	1	4	5	1	15	4	20	0	3	1	4	2	1	1	4	33
2:45 PM	0	2	4	6	1	12	2	15	0	3	1	4	5	2	1	8	33
3:00 PM	0	5	6	11	0	3	3	6	2	3	1	6	4	2	0	6	29

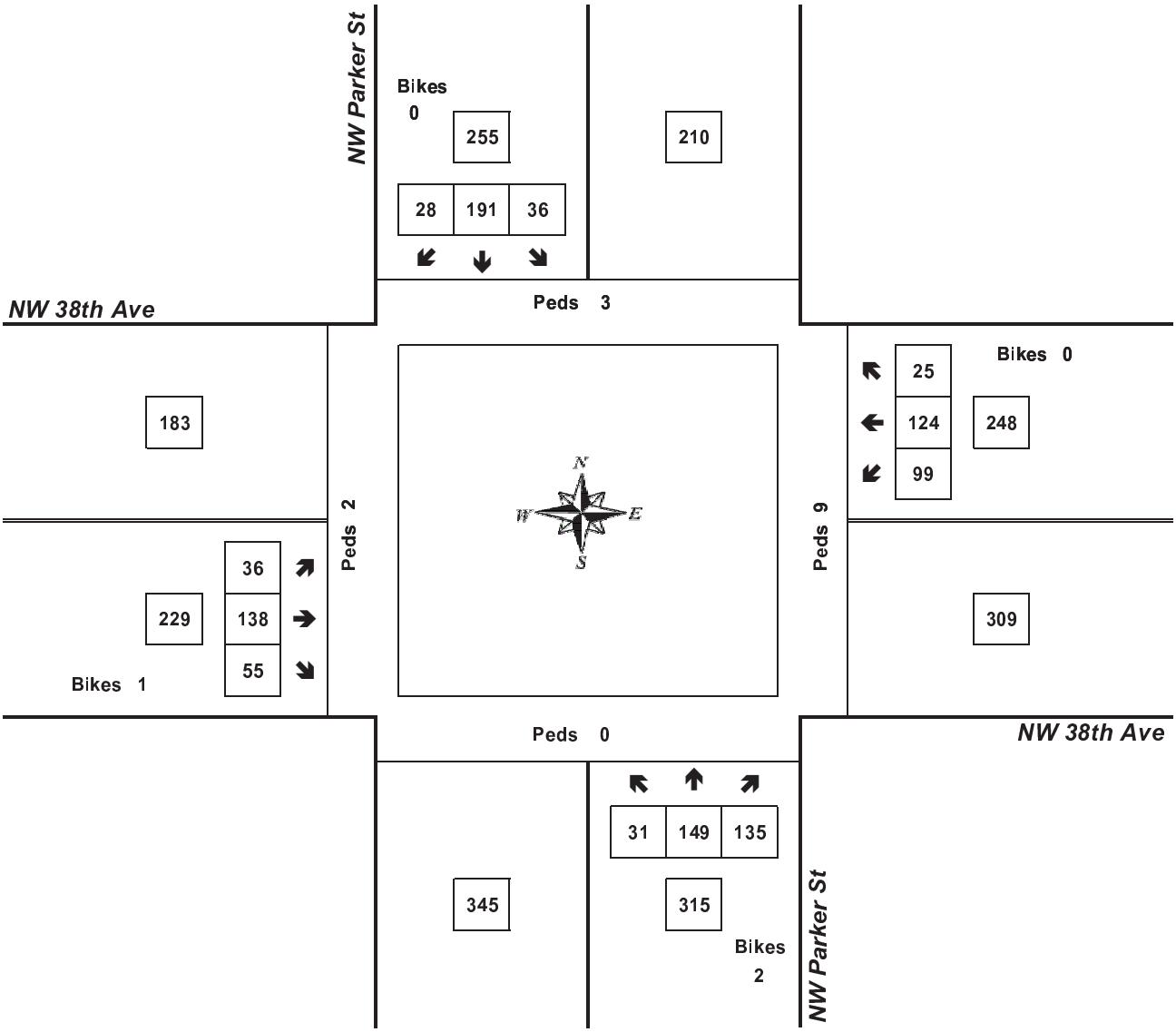
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Parker St & NW 38th Ave

2:45 PM to 3:45 PM
Tuesday, February 23, 2016

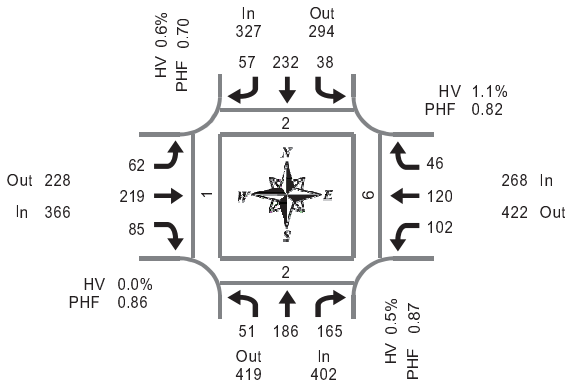


Approach	PHF	HV%	Volume
EB	0.91	1.7%	229
WB	0.69	3.2%	248
NB	0.86	1.9%	315
SB	0.67	5.9%	255
Intersection	0.89	3.2%	1,047

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Parker St & NW 38th Ave

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	12	28	31	0	4	26	9	0	16	50	19	1	19	24	3	0	241	1	0	1	0
4:15 PM	21	51	40	0	3	38	12	0	5	44	20	0	17	25	3	0	279	1	0	1	0
4:30 PM	11	40	47	1	12	42	9	0	11	52	8	2	29	26	8	0	295	1	0	2	0
4:45 PM	8	38	37	0	10	48	13	0	14	50	21	0	26	26	14	0	305	0	0	0	0
5:00 PM	10	47	39	0	14	83	19	1	16	45	24	0	22	30	11	0	360	1	1	4	0
5:15 PM	20	56	39	0	6	48	9	0	14	61	15	0	29	41	12	0	350	0	1	1	1
5:30 PM	13	45	50	0	8	53	16	1	18	63	25	0	25	23	9	0	348	1	0	1	0
5:45 PM	13	30	42	0	13	51	16	0	9	47	23	0	24	32	5	0	305	2	1	1	0
Total Survey	108	335	325	1	70	389	103	2	103	412	155	3	191	227	65	0	2,483	7	3	11	1

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	402	419	821	0	327	294	621	2	366	228	594	0	268	422	690	0	1,363	2	2	6	1
%HV	0.5%				0.6%				0.0%				1.1%				0.5%				
PHF	0.87				0.70				0.86				0.82				0.95				

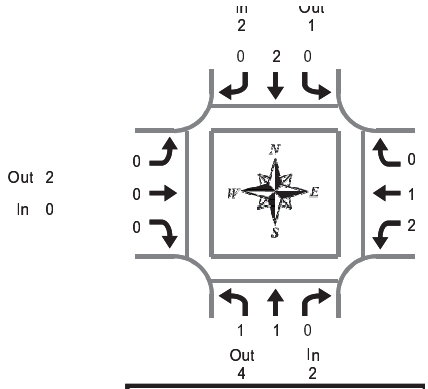
By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	51	186	165	402	38	232	57	327	62	219	85	366	102	120	46	268	1,363
%HV	2.0%	0.5%	0.0%	0.5%	0.0%	0.9%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	2.0%	0.8%	0.0%	1.1%	0.5%
PHF	0.64	0.83	0.83	0.87	0.68	0.70	0.75	0.70	0.86	0.87	0.85	0.86	0.88	0.73	0.82	0.82	0.95

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	52	157	155	1	29	154	43	0	46	196	68	3	91	101	28	0	1,120	3	0	4	0
4:15 PM	50	176	163	1	39	211	53	1	46	191	73	2	94	107	36	0	1,239	3	1	7	0
4:30 PM	49	181	162	1	42	221	50	1	55	208	68	2	106	123	45	0	1,310	2	2	7	1
4:45 PM	51	186	165	0	38	232	57	2	62	219	85	0	102	120	46	0	1,363	2	2	6	1
5:00 PM	56	178	170	0	41	235	60	2	57	216	87	0	100	126	37	0	1,363	4	3	7	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Parker St & NW 38th Ave

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	2	1	3	0	0	0	0	1	0	0	1	1	1	0	2	6
4:15 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	1	1	5
4:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
4:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	2	0	0	2	4
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Survey	2	4	2	8	0	3	0	3	1	2	0	3	4	3	1	8	22

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Parker St			Southbound NW Parker St			Eastbound NW 38th Ave			Westbound NW 38th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	4	6	2	1	3	0	2	2	3	0	3	7
PHF	0.08			0.25			0.00			0.19			0.13

By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	1	0	2	0	2	0	2	0	0	0	0	2	1	0	3	7
PHF	0.25	0.08	0.00	0.08	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.13	0.00	0.19	0.13

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW 38th Ave				Westbound NW 38th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	4	2	7	0	2	0	2	1	2	0	3	3	2	1	6	18
4:15 PM	1	2	1	4	0	3	0	3	0	2	0	2	2	1	1	4	13
4:30 PM	2	1	1	4	0	2	0	2	0	0	0	0	2	1	0	3	9
4:45 PM	1	1	0	2	0	2	0	2	0	0	0	0	2	1	0	3	7
5:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	1	1	0	2	4

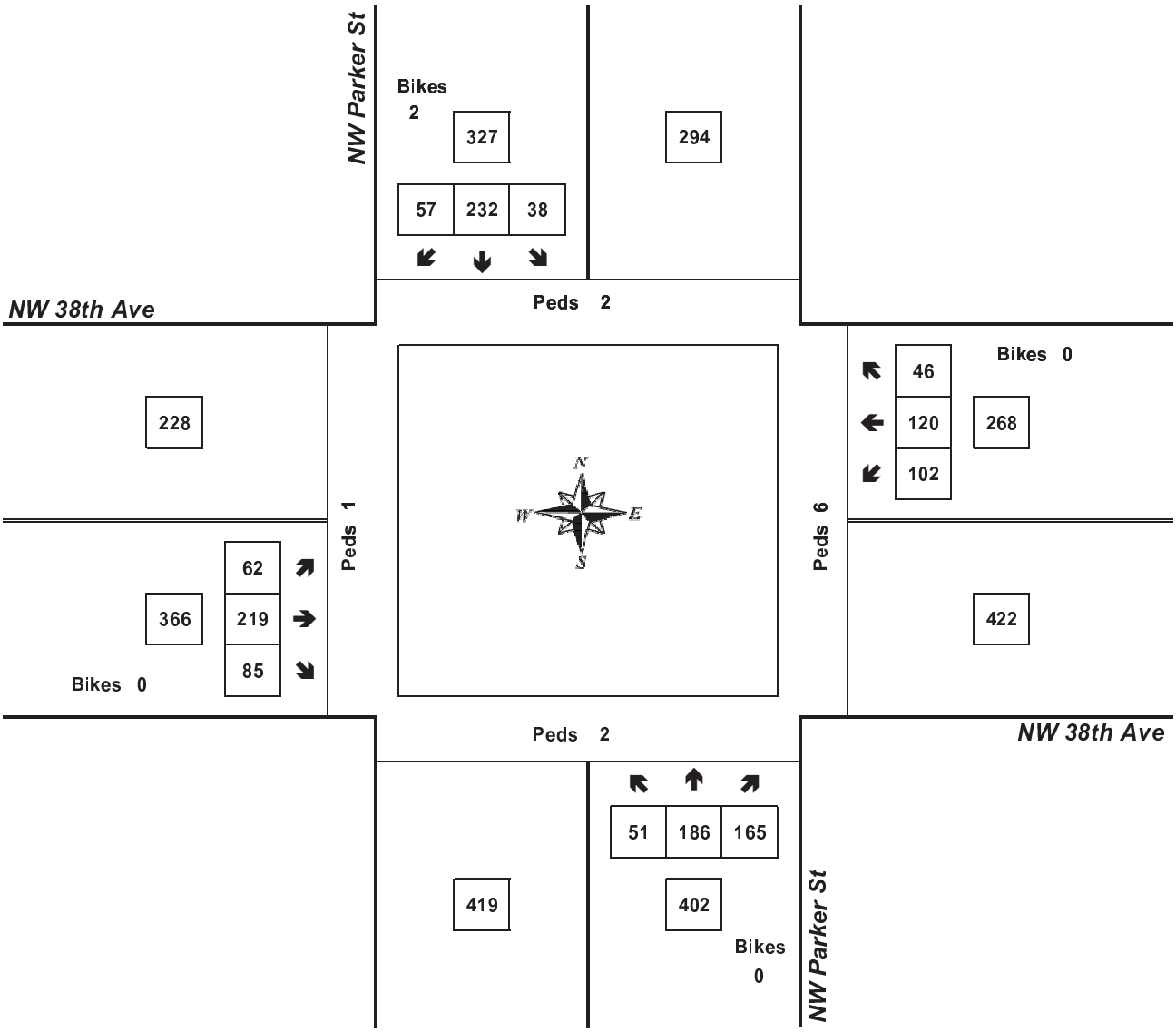
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Parker St & NW 38th Ave

4:45 PM to 5:45 PM
Tuesday, February 23, 2016

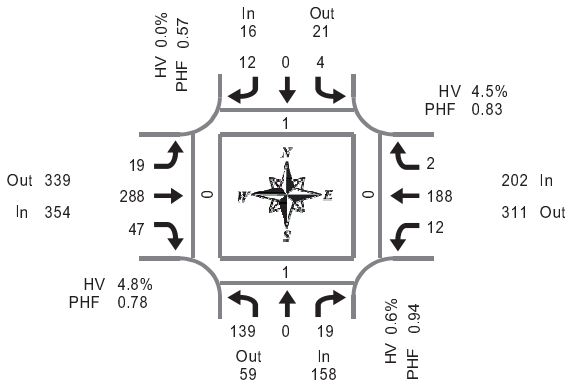


Approach	PHF	HV%	Volume
EB	0.86	0.0%	366
WB	0.82	1.1%	268
NB	0.87	0.5%	402
SB	0.70	0.6%	327
Intersection	0.95	0.5%	1,363

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:30 AM to 8:30 AM

SE Payne Rd & SE 34th St

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	24	0	2	1	0	0	4	0	3	71	5	0	1	72	0	1	182	0	0	0	0
7:15 AM	24	1	4	0	0	0	7	0	4	48	11	0	4	36	0	0	139	0	0	0	0
7:30 AM	34	0	6	0	1	0	3	0	6	72	6	0	2	59	0	0	189	0	0	0	0
7:45 AM	31	0	7	0	1	0	6	0	5	94	14	0	5	43	0	0	206	1	1	0	0
8:00 AM	37	0	5	1	2	0	1	0	3	56	12	0	2	42	1	0	161	0	0	0	0
8:15 AM	37	0	1	0	0	0	2	0	5	66	15	0	3	44	1	0	174	0	0	0	0
8:30 AM	35	0	3	0	1	0	5	0	2	42	17	0	0	41	0	0	146	11	0	0	0
8:45 AM	38	0	12	0	2	0	4	0	1	53	15	2	7	50	0	0	182	5	0	0	0
Total Survey	260	1	40	2	7	0	32	0	29	502	95	2	24	387	2	1	1,379	17	1	0	0

Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	158	59	217	1	16	21	37	0	354	339	693	0	202	311	513	0	730	1	1	0	0
%HV	0.6%				0.0%				4.8%				4.5%				3.7%				
PHF	0.94				0.57				0.78				0.83				0.89				

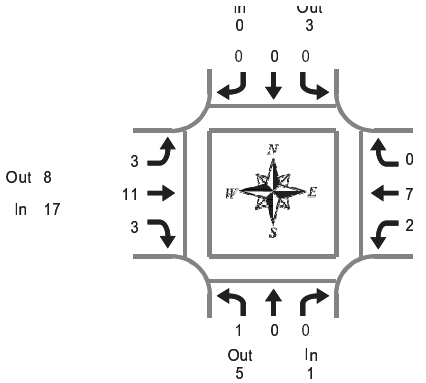
By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	139	0	19	158	4	0	12	16	19	288	47	354	12	188	2	202	730
%HV	0.7%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	15.8%	3.8%	6.4%	4.8%	16.7%	3.7%	0.0%	4.5%	3.7%
PHF	0.94	0.00	0.68	0.94	0.50	0.00	0.50	0.57	0.79	0.77	0.78	0.78	0.60	0.80	0.50	0.83	0.89

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	113	1	19	1	2	0	20	0	18	285	36	0	12	210	0	1	716	1	1	0	0
7:15 AM	126	1	22	1	4	0	17	0	18	270	43	0	13	180	1	0	695	1	1	0	0
7:30 AM	139	0	19	1	4	0	12	0	19	288	47	0	12	188	2	0	730	1	1	0	0
7:45 AM	140	0	16	1	4	0	14	0	15	258	58	0	10	170	2	0	687	12	1	0	0
8:00 AM	147	0	21	1	5	0	12	0	11	217	59	2	12	177	2	0	663	16	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
7:30 AM to 8:30 AM

SE Payne Rd & SE 34th St

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	2	0	2	5
7:15 AM	0	1	0	1	0	0	1	1	0	1	0	1	1	1	0	2	5
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	5	0	5	8
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
8:00 AM	1	0	0	1	0	0	0	0	0	3	2	5	0	1	0	1	7
8:15 AM	0	0	0	0	0	0	0	0	3	2	1	6	2	1	0	3	9
8:30 AM	0	0	1	1	0	0	0	0	1	2	0	3	0	2	0	2	6
8:45 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	3
Total Survey	1	1	1	3	0	0	1	1	6	17	3	26	3	13	0	16	46

Heavy Vehicle Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound SE Payne Rd			Southbound SE Payne Rd			Eastbound SE 34th St			Westbound SE 34th St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	5	6	0	3	3	17	8	25	9	11	20	27
PHF	0.13			0.00			0.30			0.25			0.31

By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	0	0	1	0	0	0	0	3	11	3	17	2	7	0	9	27
PHF	0.25	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.31	0.25	0.30	0.25	0.22	0.00	0.25	0.31

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	1	0	1	0	0	1	1	1	9	0	10	1	8	0	9	21
7:15 AM	1	1	0	2	0	0	1	1	0	10	2	12	1	7	0	8	23
7:30 AM	1	0	0	1	0	0	0	0	3	11	3	17	2	7	0	9	27
7:45 AM	1	0	1	2	0	0	0	0	4	10	3	17	2	4	0	6	25
8:00 AM	1	0	1	2	0	0	0	0	5	8	3	16	2	5	0	7	25

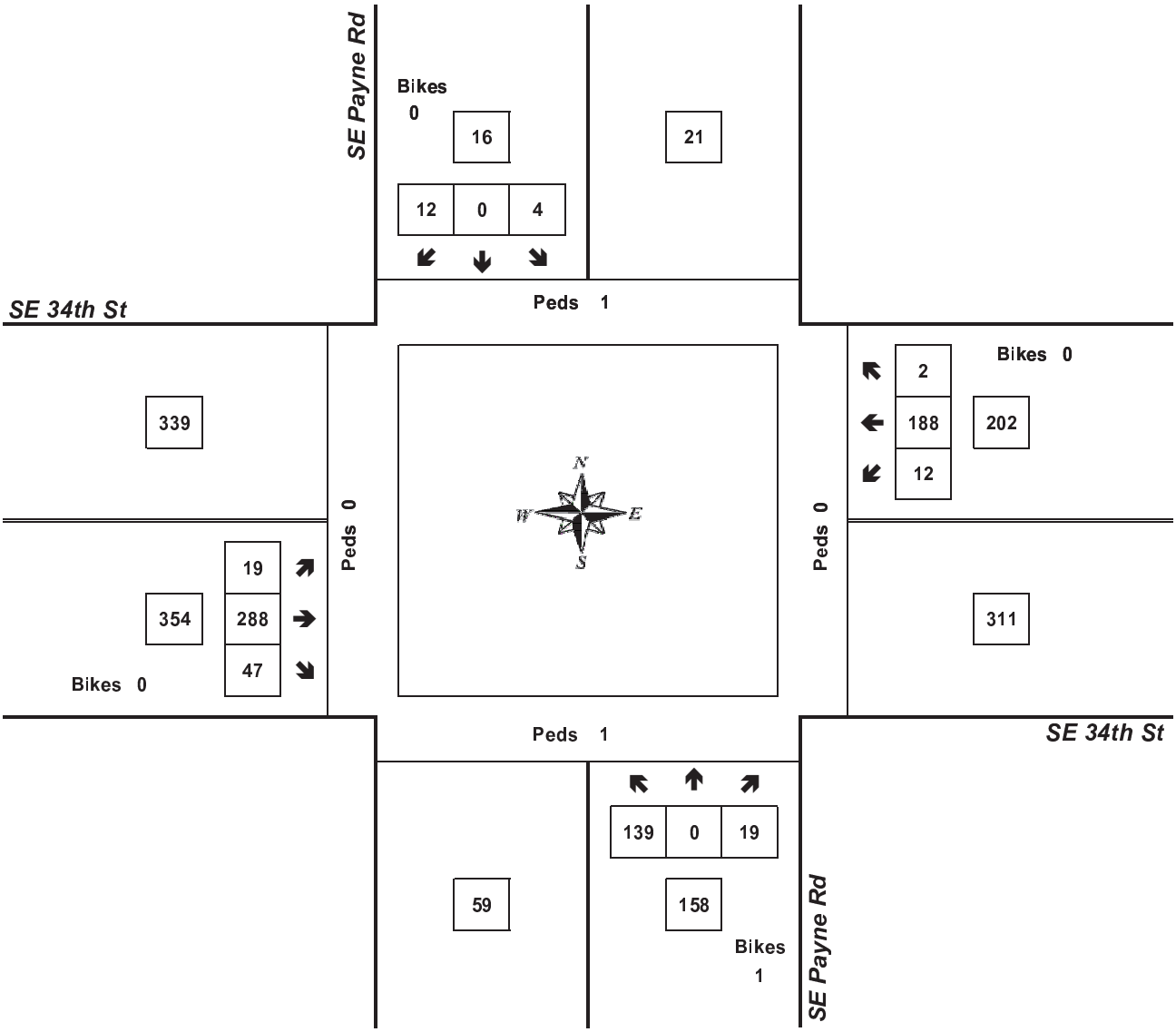
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

SE Payne Rd & SE 34th St

7:30 AM to 8:30 AM
Tuesday, February 23, 2016

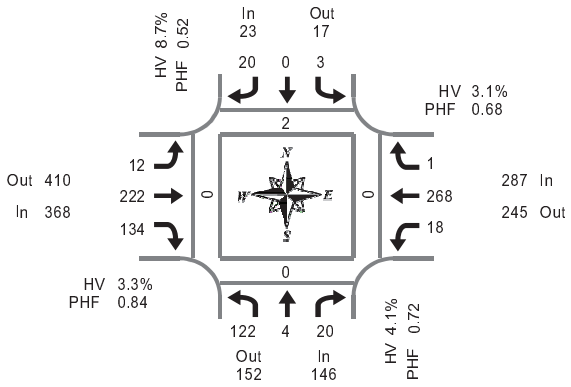


Approach	PHF	HV%	Volume
EB	0.78	4.8%	354
WB	0.83	4.5%	202
NB	0.94	0.6%	158
SB	0.57	0.0%	16
Intersection	0.89	3.7%	730

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

SE Payne Rd & SE 34th St

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	27	0	0	0	0	0	3	0	3	29	18	0	0	33	0	0	113	0	1	0	1
2:15 PM	10	1	1	0	0	0	3	0	3	38	25	0	7	44	1	0	133	0	0	0	0
2:30 PM	11	0	2	0	0	2	5	0	7	37	32	0	3	106	0	0	205	0	0	0	0
2:45 PM	22	0	4	0	0	0	1	0	2	48	34	1	6	58	0	0	175	0	0	0	0
3:00 PM	21	2	3	0	0	0	11	0	3	53	33	0	4	48	1	1	179	1	0	0	0
3:15 PM	34	0	9	0	1	0	5	0	3	69	38	0	3	54	0	0	216	0	0	0	0
3:30 PM	22	1	3	0	2	0	0	0	4	47	33	0	8	97	0	0	217	1	0	0	0
3:45 PM	45	1	5	0	0	0	4	0	2	53	30	1	3	69	0	1	212	0	0	0	0
Total Survey	192	5	27	0	3	2	32	0	27	374	243	2	34	509	2	2	1,450	2	1	0	1

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

By Approach	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	146	152	298	0	23	17	40	0	368	410	778	1	287	245	532	2	824
%HV	4.1%				8.7%				3.3%				3.1%				3.5%
PHF	0.72				0.52				0.84				0.68				0.95

Pedestrians Crosswalk			
North	South	East	West
2	0	0	0

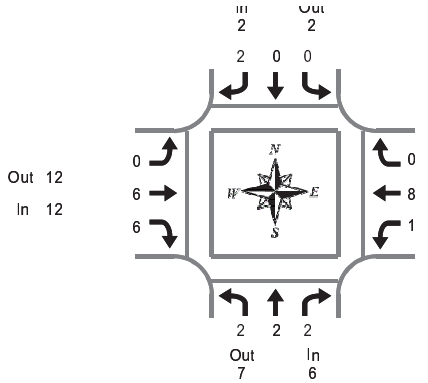
By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	122	4	20	146	3	0	20	23	12	222	134	368	18	268	1	287	824
%HV	1.6%	50.0%	10.0%	4.1%	0.0%	0.0%	10.0%	8.7%	0.0%	2.7%	4.5%	3.3%	5.6%	3.0%	0.0%	3.1%	3.5%
PHF	0.68	0.50	0.56	0.72	0.38	0.00	0.45	0.52	0.75	0.80	0.88	0.84	0.56	0.69	0.25	0.68	0.95

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	70	1	7	0	0	2	12	0	15	152	109	1	16	241	1	0	626	0	1	0	1
2:15 PM	64	3	10	0	0	2	20	0	15	176	124	1	20	256	2	1	692	1	0	0	0
2:30 PM	88	2	18	0	1	2	22	0	15	207	137	1	16	266	1	1	775	1	0	0	0
2:45 PM	99	3	19	0	3	0	17	0	12	217	138	1	21	257	1	1	787	2	0	0	0
3:00 PM	122	4	20	0	3	0	20	0	12	222	134	1	18	268	1	2	824	2	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

SE Payne Rd & SE 34th St

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	3	4
2:30 PM	2	0	0	2	0	1	2	3	1	2	0	3	0	1	0	1	9
2:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	4	5
3:00 PM	1	1	0	2	0	0	2	2	0	0	3	3	0	4	0	4	11
3:15 PM	0	0	0	0	0	0	0	0	0	3	3	6	0	1	0	1	7
3:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
3:45 PM	0	1	2	3	0	0	0	0	0	2	0	2	1	2	0	3	8
Total Survey	5	2	2	9	0	1	4	5	1	10	6	17	3	17	0	20	51

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

By Approach	Northbound SE Payne Rd			Southbound SE Payne Rd			Eastbound SE 34th St			Westbound SE 34th St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	7	13	2	2	4	12	12	24	9	8	17	29
PHF	0.38			0.10			0.30			0.25			0.29

By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	2	2	6	0	0	2	2	0	6	6	12	1	8	0	9	29
PHF	0.17	0.50	0.25	0.38	0.00	0.00	0.13	0.10	0.00	0.25	0.25	0.30	0.13	0.25	0.00	0.25	0.29

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	3	0	0	3	0	1	2	3	1	4	0	5	2	9	0	11	22
2:15 PM	3	1	0	4	0	1	4	5	1	4	3	8	2	10	0	12	29
2:30 PM	3	1	0	4	0	1	4	5	1	6	6	13	1	9	0	10	32
2:45 PM	2	1	0	3	0	0	2	2	0	5	6	11	1	9	0	10	26
3:00 PM	2	2	2	6	0	0	2	2	0	6	6	12	1	8	0	9	29

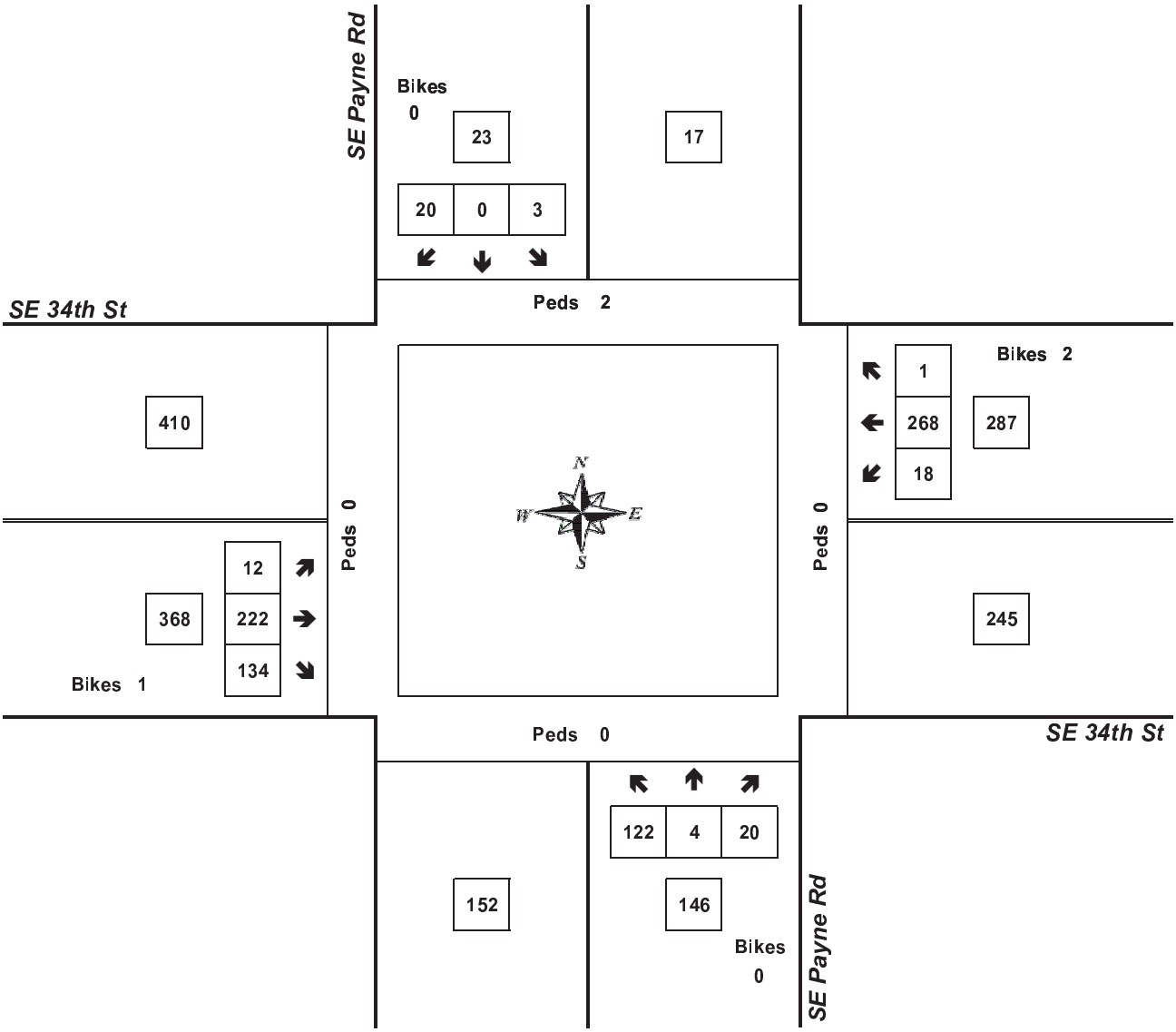
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

SE Payne Rd & SE 34th St

3:00 PM to 4:00 PM
Tuesday, February 23, 2016

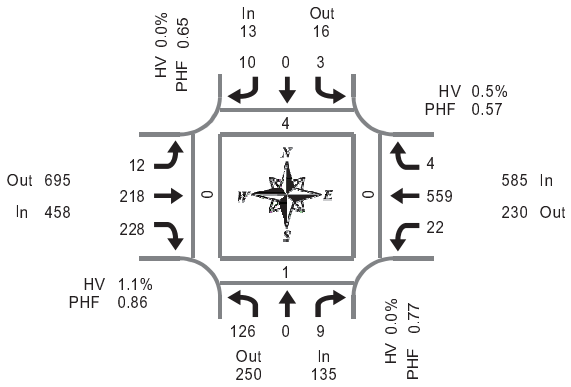


Approach	PHF	HV%	Volume
EB	0.84	3.3%	368
WB	0.68	3.1%	287
NB	0.72	4.1%	146
SB	0.52	8.7%	23
Intersection	0.95	3.5%	824

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

SE Payne Rd & SE 34th St

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	26	0	1	0	1	0	3	0	4	34	38	1	2	120	0	0	229	1	0	0	0
4:15 PM	35	0	5	0	0	0	1	0	1	49	39	3	1	66	1	0	198	2	0	0	0
4:30 PM	20	1	3	0	0	1	6	0	2	48	37	1	3	108	1	2	230	0	0	0	0
4:45 PM	29	0	2	0	1	0	4	0	3	53	51	0	2	84	0	0	229	2	0	0	0
5:00 PM	28	0	3	1	1	0	1	0	4	59	54	0	8	244	3	0	405	1	1	0	0
5:15 PM	42	0	2	0	1	0	1	0	3	45	53	1	7	146	0	0	300	0	0	0	0
5:30 PM	27	0	2	0	0	0	4	0	2	61	70	0	5	85	1	0	257	1	0	0	0
5:45 PM	32	0	2	0	0	0	4	0	7	52	57	0	6	54	3	0	217	1	0	0	0
Total Survey	239	1	20	1	4	1	24	0	26	401	399	6	34	907	9	2	2,065	8	1	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	135	250	385	1	13	16	29	0	458	695	1,153	1	585	230	815	0	1,191	4	1	0	0
%HV	0.0%				0.0%				1.1%				0.5%				0.7%				
PHF	0.77				0.65				0.86				0.57				0.74				

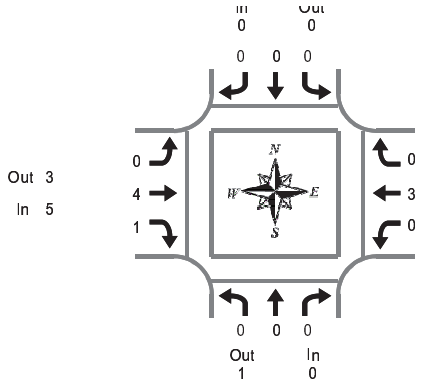
By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	126	0	9	135	3	0	10	13	12	218	228	458	22	559	4	585	1,191
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.4%	1.1%	0.0%	0.5%	0.0%	0.5%	0.7%
PHF	0.75	0.00	0.75	0.77	0.75	0.00	0.63	0.65	0.75	0.89	0.81	0.86	0.69	0.57	0.33	0.57	0.74

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	110	1	11	0	2	1	14	0	10	184	165	5	8	378	2	2	886	5	0	0	0
4:15 PM	112	1	13	1	2	1	12	0	10	209	181	4	14	502	5	2	1,062	5	1	0	0
4:30 PM	119	1	10	1	3	1	12	0	12	205	195	2	20	582	4	2	1,164	3	1	0	0
4:45 PM	126	0	9	1	3	0	10	0	12	218	228	1	22	559	4	0	1,191	4	1	0	0
5:00 PM	129	0	9	1	2	0	10	0	16	217	234	1	26	529	7	0	1,179	3	1	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

SE Payne Rd & SE 34th St

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	3	0	3	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Survey	2	0	0	2	1	0	1	2	0	5	1	6	0	8	0	8	18

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound SE Payne Rd			Southbound SE Payne Rd			Eastbound SE 34th St			Westbound SE 34th St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	1	1	0	0	0	5	3	8	3	4	7	8
PHF	0.00			0.00			0.25			0.19			0.22

By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	4	1	5	0	3	0	3	8
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.19	0.00	0.19	0.22

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE 34th St				Westbound SE 34th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	0	0	2	1	0	1	2	0	1	0	1	0	4	0	4	9
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	2	0	2	5
4:30 PM	0	0	0	0	0	0	1	1	0	4	0	4	0	2	0	2	7
4:45 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	3	0	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	4	0	4	9

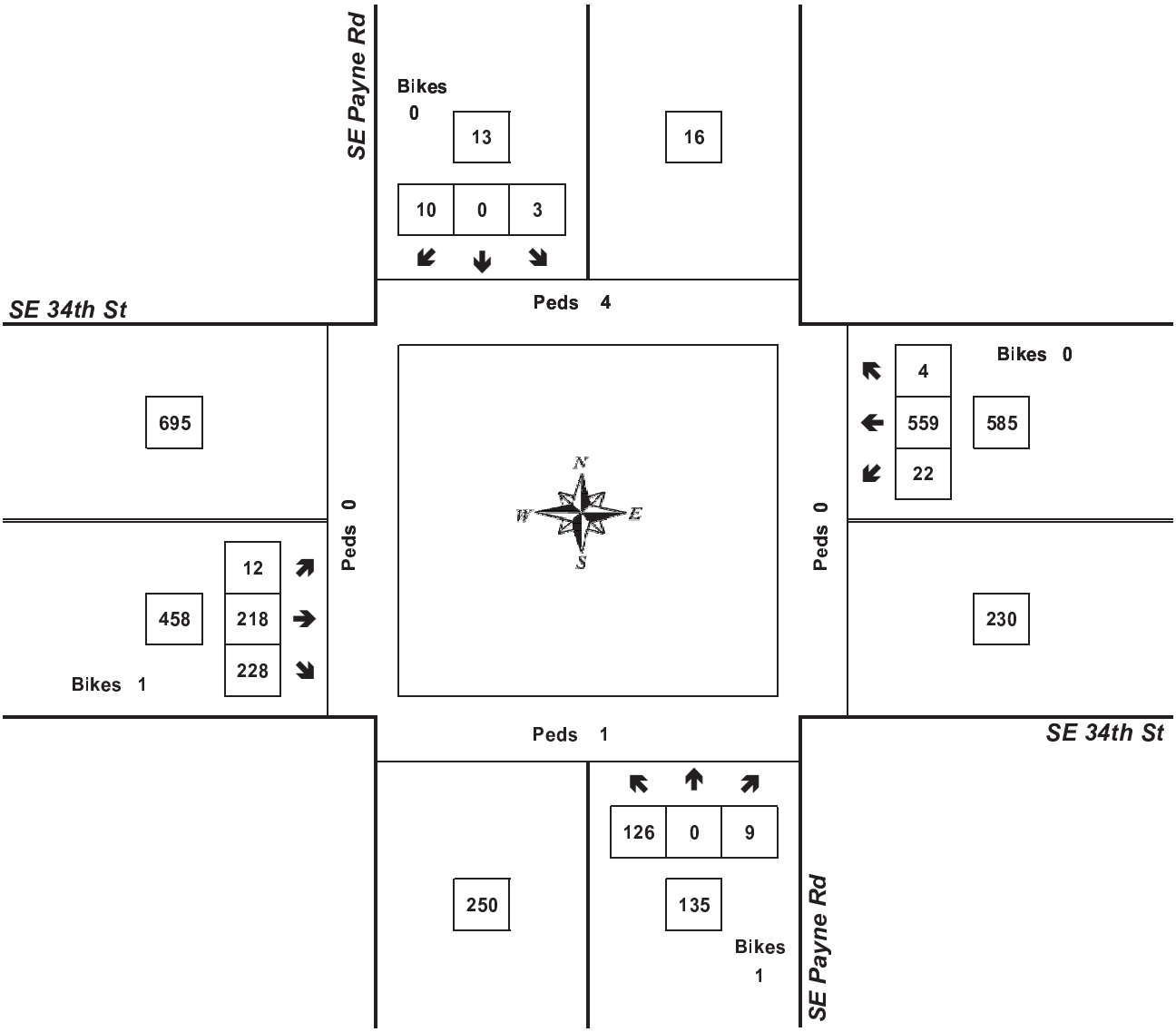
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

SE Payne Rd & SE 34th St

4:45 PM to 5:45 PM
Tuesday, February 23, 2016

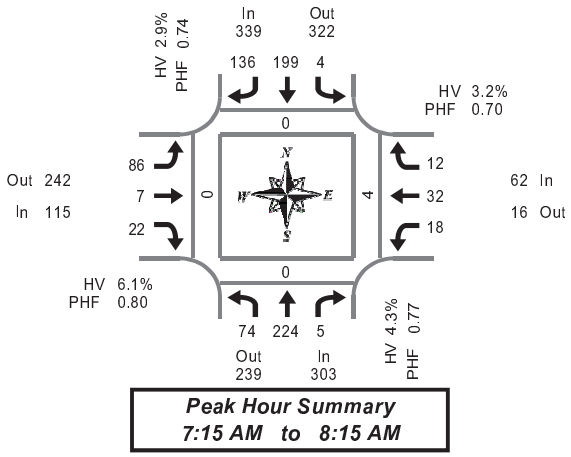


Approach	PHF	HV%	Volume
EB	0.86	1.1%	458
WB	0.57	0.5%	585
NB	0.77	0.0%	135
SB	0.65	0.0%	13
Intersection	0.74	0.7%	1,191

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Parker St & NW Pacific Rim Blvd

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	15	33	1	0	0	26	30	0	17	4	5	0	14	3	4	0	152	1	0	0	0
7:15 AM	11	42	1	0	0	35	28	0	16	4	2	0	5	4	2	0	150	0	0	2	0
7:30 AM	20	76	2	2	0	53	31	0	27	0	4	0	1	10	5	0	229	0	0	0	0
7:45 AM	21	76	0	0	4	65	46	0	26	1	9	0	6	11	5	0	270	0	0	2	0
8:00 AM	22	30	2	0	0	46	31	0	17	2	7	0	6	7	0	0	170	0	0	0	0
8:15 AM	12	33	3	0	0	32	30	0	10	1	3	0	6	12	3	0	145	0	0	0	0
8:30 AM	13	39	0	0	1	28	18	0	17	6	5	0	6	11	2	0	146	0	0	0	1
8:45 AM	16	43	2	0	2	31	27	0	28	2	9	0	5	8	0	0	173	0	0	0	0
Total Survey	130	372	11	2	7	316	241	0	158	20	44	0	49	66	21	0	1,435	1	0	4	1

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	303	239	542	2	339	322	661	0	115	242	357	0	62	16	78	0	819	0	0	4	0
%HV	4.3%				2.9%				6.1%				3.2%				3.9%				
PHF	0.77				0.74				0.80				0.70				0.76				

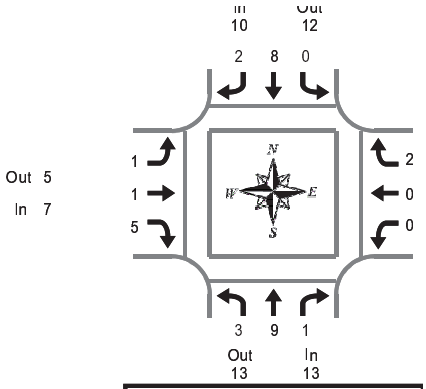
By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	74	224	5	303	4	199	136	339	86	7	22	115	18	32	12	62	819
%HV	4.1%	4.0%	20.0%	4.3%	0.0%	4.0%	1.5%	2.9%	1.2%	14.3%	22.7%	6.1%	0.0%	0.0%	16.7%	3.2%	3.9%
PHF	0.84	0.74	0.63	0.77	0.25	0.77	0.74	0.74	0.80	0.44	0.61	0.80	0.75	0.73	0.60	0.70	0.76

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	67	227	4	2	4	179	135	0	86	9	20	0	26	28	16	0	801	1	0	4	0
7:15 AM	74	224	5	2	4	199	136	0	86	7	22	0	18	32	12	0	819	0	0	4	0
7:30 AM	75	215	7	2	4	196	138	0	80	4	23	0	19	40	13	0	814	0	0	2	0
7:45 AM	68	178	5	0	5	171	125	0	70	10	24	0	24	41	10	0	731	0	0	2	1
8:00 AM	63	145	7	0	3	137	106	0	72	11	24	0	23	38	5	0	634	0	0	0	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

NW Parker St & NW Pacific Rim Blvd

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	1	1	4
7:15 AM	0	1	0	1	0	3	0	3	0	1	0	1	0	0	0	0	5
7:30 AM	1	7	1	9	0	2	0	2	0	0	1	1	0	0	2	2	14
7:45 AM	1	1	0	2	0	0	2	2	1	0	2	3	0	0	0	0	7
8:00 AM	1	0	0	1	0	3	0	3	0	0	2	2	0	0	0	0	6
8:15 AM	0	3	0	3	0	3	3	6	1	0	0	1	0	0	0	0	10
8:30 AM	0	1	0	1	0	0	0	0	1	1	1	3	1	0	0	1	5
8:45 AM	0	8	0	8	0	1	0	1	0	0	0	0	1	0	0	1	10
Total Survey	4	22	1	27	0	13	5	18	3	2	6	11	2	0	3	5	61

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Parker St			Southbound NW Parker St			Eastbound NW Pacific Rim Blvd			Westbound NW Pacific Rim Blvd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	13	13	26	10	12	22	7	5	12	2	2	4	32
PHF	0.27			0.23			0.29			0.17			0.30

By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	9	1	13	0	8	2	10	1	1	5	7	0	0	2	2	32
PHF	0.25	0.19	0.25	0.27	0.00	0.33	0.10	0.23	0.13	0.25	0.25	0.29	0.00	0.00	0.17	0.17	0.30

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	3	10	1	14	0	6	2	8	1	1	3	5	0	0	3	3	30
7:15 AM	3	9	1	13	0	8	2	10	1	1	5	7	0	0	2	2	32
7:30 AM	3	11	1	15	0	8	5	13	2	0	5	7	0	0	2	2	37
7:45 AM	2	5	0	7	0	6	5	11	3	1	5	9	1	0	0	1	28
8:00 AM	1	12	0	13	0	7	3	10	2	1	3	6	2	0	0	2	31

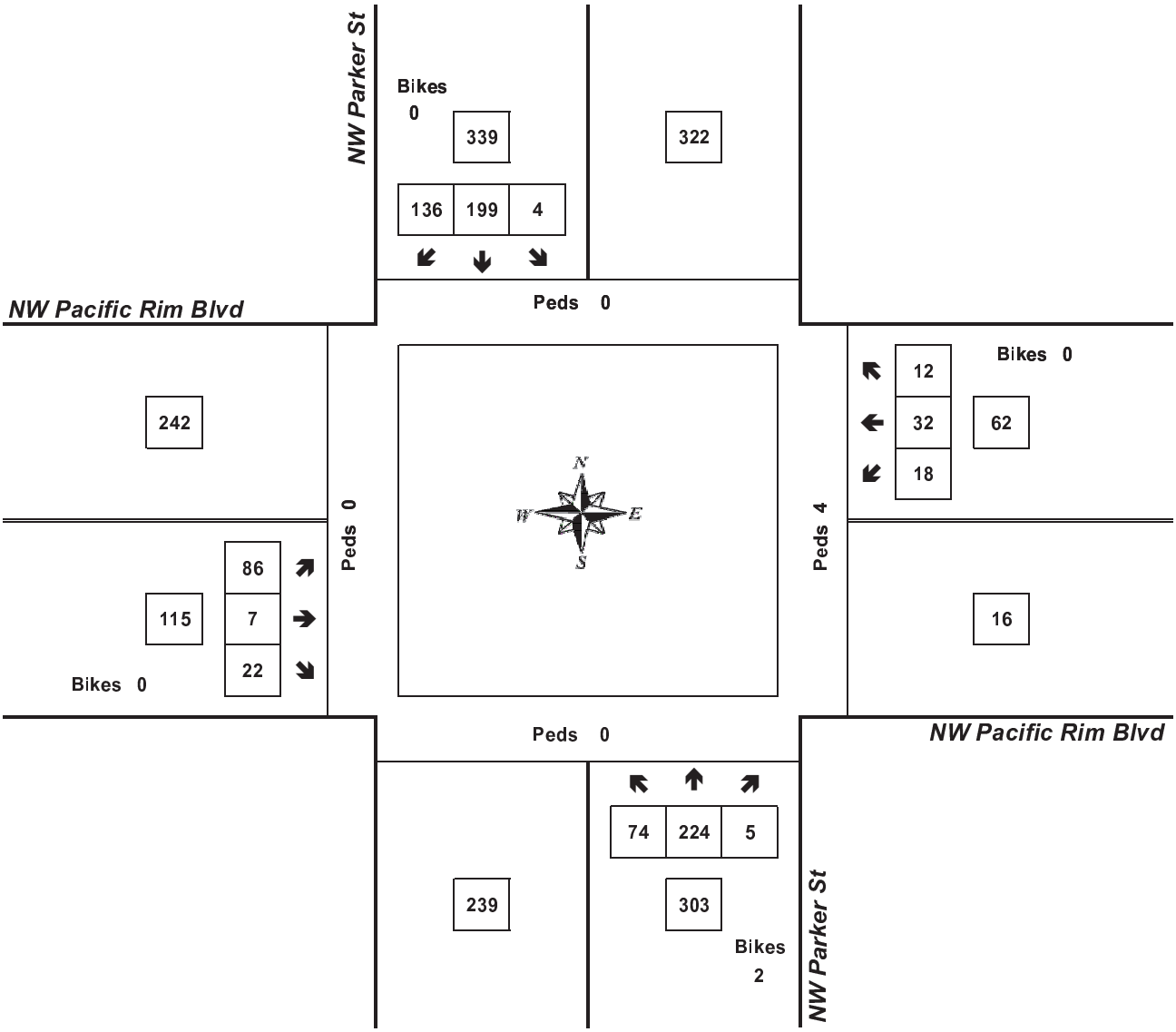
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Parker St & NW Pacific Rim Blvd

7:15 AM to 8:15 AM
Tuesday, February 23, 2016

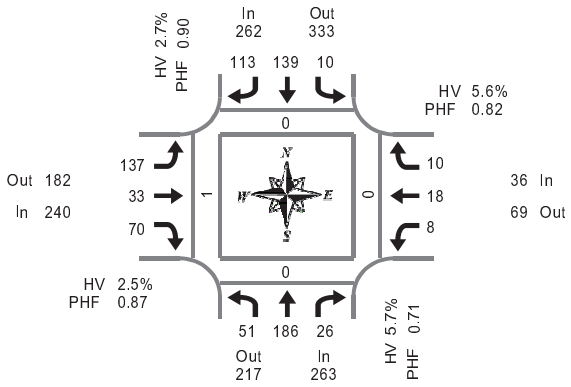


Approach	PHF	HV%	Volume
EB	0.80	6.1%	115
WB	0.70	3.2%	62
NB	0.77	4.3%	303
SB	0.74	2.9%	339
Intersection	0.76	3.9%	819

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

NW Parker St & NW Pacific Rim Blvd

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	5	18	2	0	1	27	13	0	11	2	6	0	1	6	1	0	93	0	1	0	0
2:15 PM	6	30	2	0	5	37	28	0	17	7	6	0	5	4	1	0	148	0	1	0	0
2:30 PM	5	48	2	0	3	51	31	0	22	8	8	0	4	4	1	0	187	0	0	0	0
2:45 PM	5	28	4	0	2	67	34	0	35	9	12	0	2	10	1	0	209	0	0	0	1
3:00 PM	17	31	5	0	2	30	23	0	25	9	19	0	0	7	3	0	171	0	0	0	0
3:15 PM	9	43	4	0	3	40	29	0	37	12	20	0	4	3	1	0	205	0	0	0	0
3:30 PM	7	43	11	0	1	36	36	0	41	6	19	0	0	5	2	0	207	0	0	0	1
3:45 PM	18	69	6	0	4	33	25	0	34	6	12	1	4	3	4	0	218	0	0	0	0
Total Survey	72	310	36	0	21	321	219	0	222	59	102	1	20	42	14	0	1,438	0	2	0	2

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

By Approach	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	263	217	480	0	262	333	595	0	240	182	422	1	36	69	105	0	801
%HV	5.7%				2.7%				2.5%				5.6%				3.7%
PHF	0.71				0.90				0.87				0.82				0.92

Pedestrians Crosswalk			
North	South	East	West
0	0	0	1

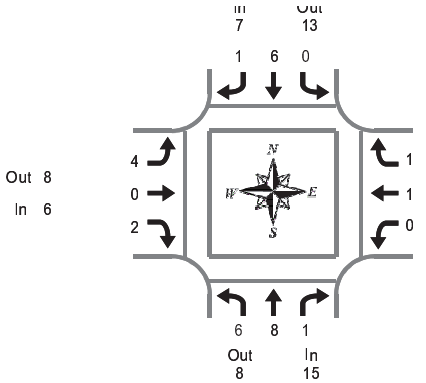
By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	51	186	26	263	10	139	113	262	137	33	70	240	8	18	10	36	801
%HV	11.8%	4.3%	3.8%	5.7%	0.0%	4.3%	0.9%	2.7%	2.9%	0.0%	2.9%	2.5%	0.0%	5.6%	10.0%	5.6%	3.7%
PHF	0.71	0.67	0.59	0.71	0.63	0.87	0.78	0.90	0.84	0.69	0.88	0.87	0.50	0.64	0.63	0.82	0.92

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	21	124	10	0	11	182	106	0	85	26	32	0	12	24	4	0	637	0	2	0	1
2:15 PM	33	137	13	0	12	185	116	0	99	33	45	0	11	25	6	0	715	0	1	0	1
2:30 PM	36	150	15	0	10	188	117	0	119	38	59	0	10	24	6	0	772	0	0	0	1
2:45 PM	38	145	24	0	8	173	122	0	138	36	70	0	6	25	7	0	792	0	0	0	2
3:00 PM	51	186	26	0	10	139	113	0	137	33	70	1	8	18	10	0	801	0	0	0	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Parker St & NW Pacific Rim Blvd

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
2:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	1	1	0	2	5
2:30 PM	0	1	0	1	1	3	0	4	0	0	0	0	0	0	0	0	5
2:45 PM	0	0	0	0	0	5	3	8	0	0	0	0	0	1	0	1	9
3:00 PM	2	2	0	4	0	2	0	2	0	0	1	1	0	0	1	1	8
3:15 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
3:30 PM	3	1	0	4	0	1	1	2	1	0	1	2	0	1	0	1	9
3:45 PM	1	2	1	4	0	1	0	1	3	0	0	3	0	0	0	0	8
Total Survey	7	11	1	19	1	14	5	20	5	0	2	7	1	3	1	5	51

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

By Approach	Northbound NW Parker St			Southbound NW Parker St			Eastbound NW Pacific Rim Blvd			Westbound NW Pacific Rim Blvd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	15	8	23	7	13	20	6	8	14	2	1	3	30
PHF	0.34			0.13			0.30			0.17			0.34

By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	6	8	1	15	0	6	1	7	4	0	2	6	0	1	1	2	30
PHF	0.30	0.33	0.25	0.34	0.00	0.15	0.08	0.13	0.25	0.00	0.25	0.30	0.00	0.13	0.25	0.17	0.34

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	1	3	0	4	1	8	4	13	1	0	0	1	1	2	0	3	21
2:15 PM	3	5	0	8	1	10	3	14	0	0	1	1	1	2	1	4	27
2:30 PM	2	6	0	8	1	12	3	16	0	0	1	1	0	1	1	2	27
2:45 PM	5	6	0	11	0	10	4	14	1	0	2	3	0	2	1	3	31
3:00 PM	6	8	1	15	0	6	1	7	4	0	2	6	0	1	1	2	30

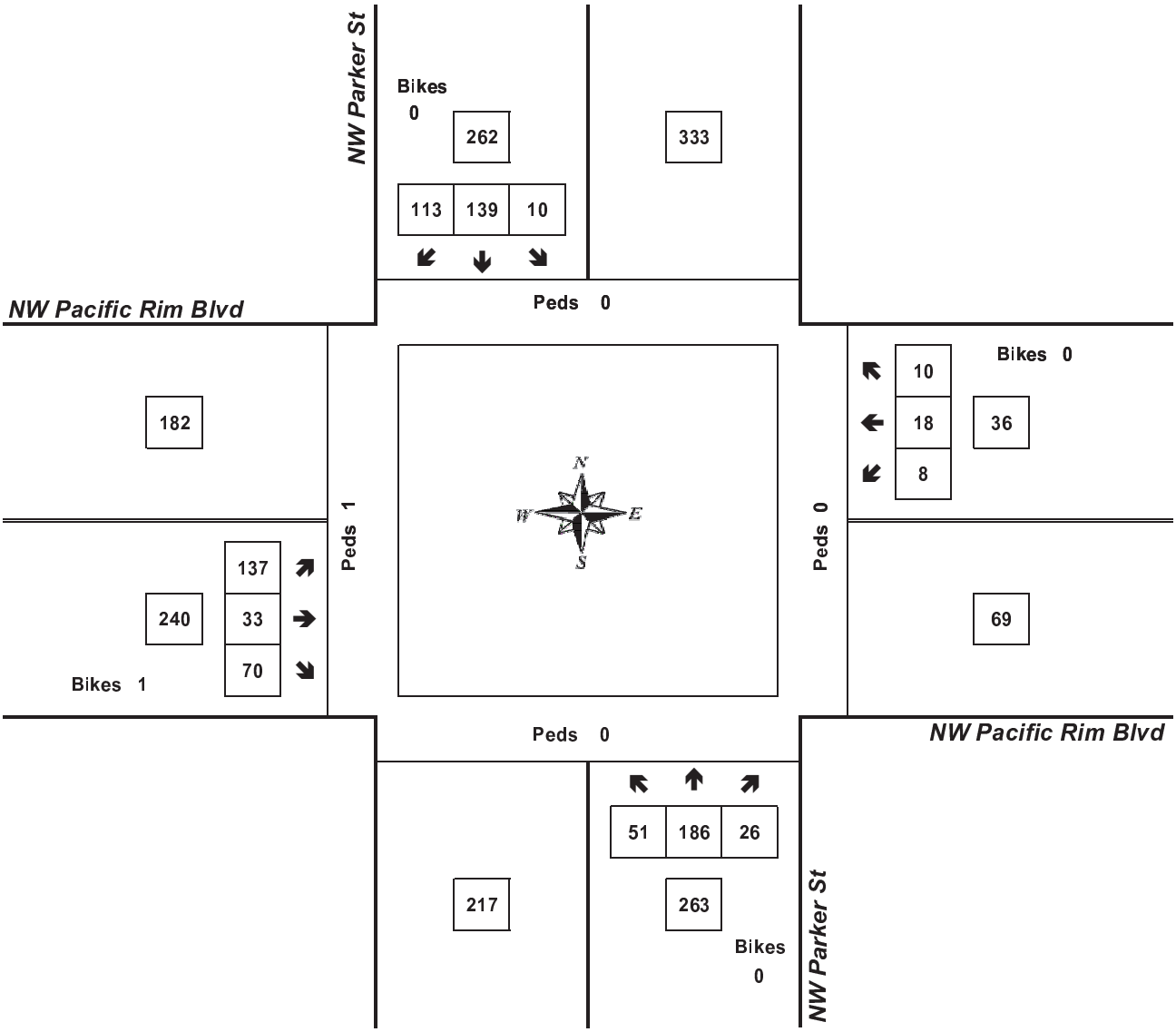
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Parker St & NW Pacific Rim Blvd

3:00 PM to 4:00 PM
Tuesday, February 23, 2016

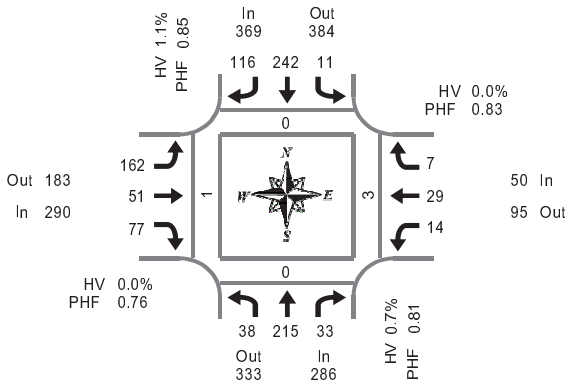


Approach	PHF	HV%	Volume
EB	0.87	2.5%	240
WB	0.82	5.6%	36
NB	0.71	5.7%	263
SB	0.90	2.7%	262
Intersection	0.92	3.7%	801

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Parker St & NW Pacific Rim Blvd

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	6	47	5	0	0	33	24	0	24	8	18	0	1	7	0	0	173	0	0	2	0
4:15 PM	8	59	4	0	2	44	24	0	37	14	15	0	8	3	2	0	220	0	0	0	0
4:30 PM	2	59	10	1	0	48	22	0	33	12	10	0	8	1	1	0	206	0	0	1	2
4:45 PM	12	49	3	0	6	60	19	0	30	7	14	0	6	6	3	0	215	0	0	0	0
5:00 PM	6	39	10	0	2	65	41	0	50	19	27	0	2	7	1	0	269	0	0	2	0
5:15 PM	11	65	12	0	1	52	34	0	38	10	18	0	2	9	2	0	254	0	0	0	1
5:30 PM	9	62	8	1	2	65	22	0	44	15	18	0	4	7	1	0	257	0	0	1	0
5:45 PM	3	39	6	0	3	57	29	0	32	8	17	0	1	5	2	0	202	0	0	0	0
Total Survey	57	419	58	2	16	424	215	0	288	93	137	0	32	45	12	0	1,796	0	0	6	3

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	286	333	619	1	369	384	753	0	290	183	473	0	50	95	145	0	995
%HV	0.7%				1.1%				0.0%				0.0%				0.6%
PHF	0.81				0.85				0.76				0.83				0.92

Pedestrians Crosswalk			
North	South	East	West
0	0	3	1

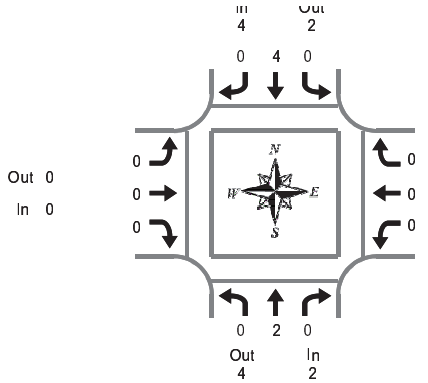
By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	38	215	33	286	11	242	116	369	162	51	77	290	14	29	7	50	995
%HV	0.0%	0.9%	0.0%	0.7%	0.0%	1.7%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
PHF	0.79	0.83	0.69	0.81	0.46	0.93	0.71	0.85	0.81	0.67	0.71	0.76	0.58	0.81	0.58	0.83	0.92

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	28	214	22	1	8	185	89	0	124	41	57	0	23	17	6	0	814	0	0	3	2
4:15 PM	28	206	27	1	10	217	106	0	150	52	66	0	24	17	7	0	910	0	0	3	2
4:30 PM	31	212	35	1	9	225	116	0	151	48	69	0	18	23	7	0	944	0	0	3	3
4:45 PM	38	215	33	1	11	242	116	0	162	51	77	0	14	29	7	0	995	0	0	3	1
5:00 PM	29	205	36	1	8	239	126	0	164	52	80	0	9	28	6	0	982	0	0	3	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Parker St & NW Pacific Rim Blvd

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	0	1	1	1	0	0	1	0	0	0	0	3
4:15 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Survey	0	5	0	5	1	5	1	7	2	0	0	2	0	1	0	1	15

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Parker St			Southbound NW Parker St			Eastbound NW Pacific Rim Blvd			Westbound NW Pacific Rim Blvd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	4	6	4	2	6	0	0	0	0	0	0	6
PHF	0.17			0.25			0.00			0.00			0.21

By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
PHF	0.00	0.17	0.00	0.17	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21

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

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Pacific Rim Blvd				Westbound NW Pacific Rim Blvd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	4	0	4	0	3	1	4	2	0	0	2	0	0	0	0	10
4:15 PM	0	3	0	3	0	5	0	5	1	0	0	1	0	0	0	0	9
4:30 PM	0	2	0	2	0	4	0	4	1	0	0	1	0	0	0	0	7
4:45 PM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
5:00 PM	0	1	0	1	1	2	0	3	0	0	0	0	0	1	0	1	5

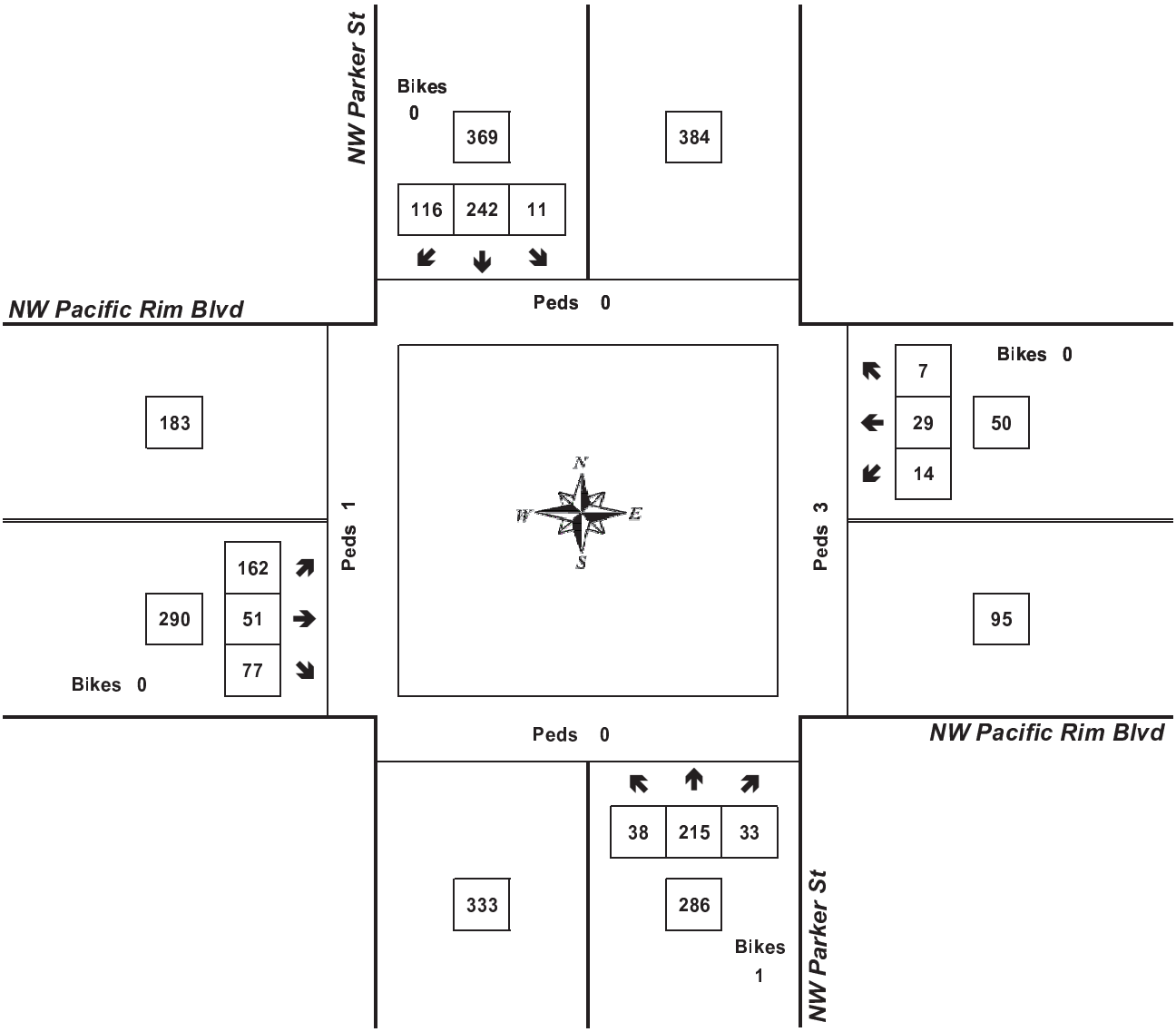
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Parker St & NW Pacific Rim Blvd

4:45 PM to 5:45 PM
Tuesday, February 23, 2016

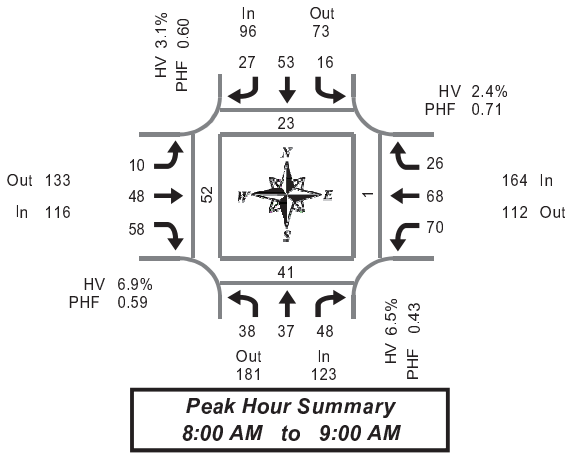


Approach	PHF	HV%	Volume
EB	0.76	0.0%	290
WB	0.83	0.0%	50
NB	0.81	0.7%	286
SB	0.85	1.1%	369
Intersection	0.92	0.6%	995

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Sierra St & NW 28th Ave

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	2	3	35	0	13	4	6	0	9	48	0	0	2	25	9	0	156	0	0	0	0
7:15 AM	0	4	23	0	13	4	10	0	1	23	2	0	10	20	9	2	119	1	1	1	1
7:30 AM	1	5	5	0	2	3	6	0	1	4	1	0	15	21	6	0	70	0	1	0	0
7:45 AM	0	1	8	0	8	4	6	0	5	12	3	0	9	25	7	0	88	1	1	1	1
8:00 AM	5	4	7	0	7	8	10	0	2	15	7	0	11	14	5	0	95	0	0	0	2
8:15 AM	2	4	5	0	2	3	8	0	2	12	2	0	8	21	5	0	74	0	4	0	0
8:30 AM	5	4	15	0	3	13	2	0	2	12	13	0	20	16	6	0	111	4	11	1	11
8:45 AM	26	25	21	0	4	29	7	0	4	9	36	0	31	17	10	0	219	19	26	0	39
Total Survey	41	50	119	0	52	68	55	0	26	135	64	0	106	159	57	2	932	25	44	3	54

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

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	123	181	304	0	96	73	169	0	116	133	249	0	164	112	276	0	499
%HV	6.5%				3.1%				6.9%				2.4%				4.6%
PHF	0.43				0.60				0.59				0.71				0.57

Pedestrians Crosswalk			
North	South	East	West
23	41	1	52

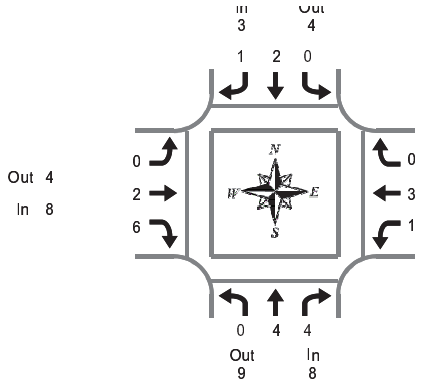
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	38	37	48	123	16	53	27	96	10	48	58	116	70	68	26	164	499
%HV	0.0%	10.8%	8.3%	6.5%	0.0%	3.8%	3.7%	3.1%	0.0%	4.2%	10.3%	6.9%	1.4%	4.4%	0.0%	2.4%	4.6%
PHF	0.37	0.37	0.57	0.43	0.57	0.46	0.68	0.60	0.63	0.80	0.40	0.59	0.56	0.81	0.65	0.71	0.57

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	3	13	71	0	36	15	28	0	16	87	6	0	36	91	31	2	433	2	3	2	2
7:15 AM	6	14	43	0	30	19	32	0	9	54	13	0	45	80	27	2	372	2	3	2	4
7:30 AM	8	14	25	0	19	18	30	0	10	43	13	0	43	81	23	0	327	1	6	1	3
7:45 AM	12	13	35	0	20	28	26	0	11	51	25	0	48	76	23	0	368	5	16	2	14
8:00 AM	38	37	48	0	16	53	27	0	10	48	58	0	70	68	26	0	499	23	41	1	52

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Sierra St & NW 28th Ave

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	2	2	0	1	0	1	0	2	0	2	0	1	0	1	6
7:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	2	2	1	5	7
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4	5
7:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	0	3	0	3	0	0	1	1	0	2	2	4	0	0	0	0	8
8:15 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	2	0	2	4
8:30 AM	0	0	1	1	0	1	0	1	0	0	3	3	0	1	0	1	6
8:45 AM	0	1	2	3	0	1	0	1	0	0	0	0	1	0	0	1	5
Total Survey	0	5	7	12	1	3	1	5	0	5	6	11	3	11	1	15	43

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

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW 28th Ave			Westbound NW 28th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	8	9	17	3	4	7	8	4	12	4	6	10	23
PHF	0.40			0.38			0.25			0.10			0.32

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	4	4	8	0	2	1	3	0	2	6	8	1	3	0	4	23
PHF	0.00	0.33	0.25	0.40	0.00	0.25	0.25	0.38	0.00	0.17	0.25	0.25	0.13	0.11	0.00	0.10	0.32

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	1	3	4	1	1	0	2	0	3	0	3	2	8	1	11	20
7:15 AM	0	4	1	5	1	0	1	2	0	3	2	5	2	7	1	10	22
7:30 AM	0	3	2	5	0	0	1	1	0	3	3	6	0	7	0	7	19
7:45 AM	0	3	3	6	0	1	1	2	0	2	6	8	0	4	0	4	20
8:00 AM	0	4	4	8	0	2	1	3	0	2	6	8	1	3	0	4	23

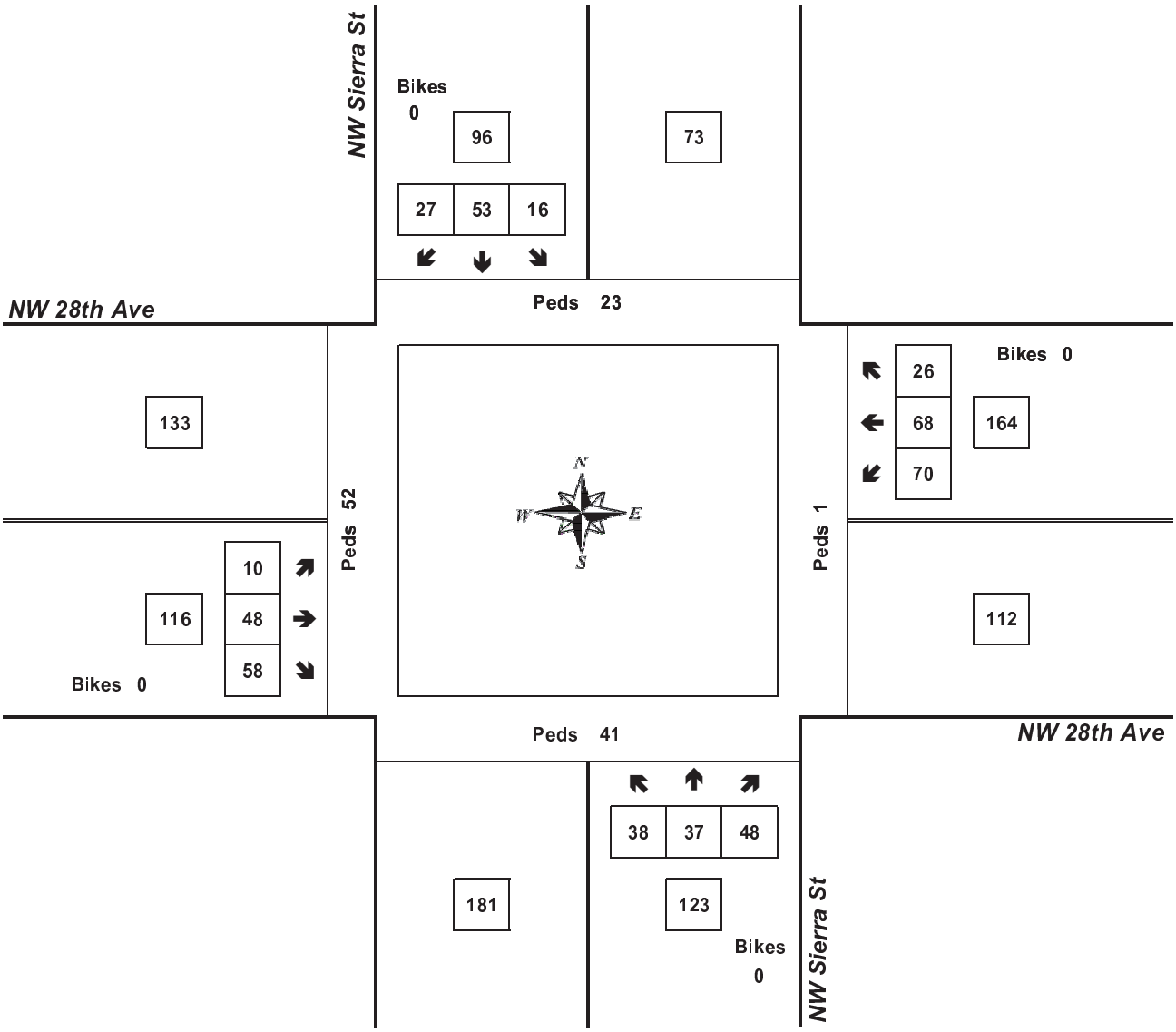
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Sierra St & NW 28th Ave

8:00 AM to 9:00 AM
Tuesday, February 23, 2016

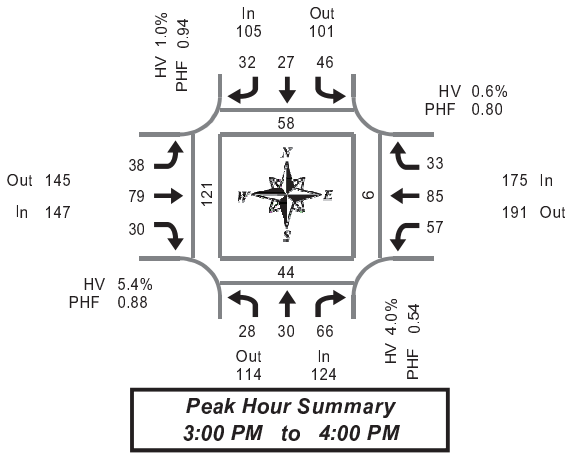


Approach	PHF	HV%	Volume
EB	0.59	6.9%	116
WB	0.71	2.4%	164
NB	0.43	6.5%	123
SB	0.60	3.1%	96
Intersection	0.57	4.6%	499

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Sierra St & NW 28th Ave

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	1	6	13	0	10	2	4	0	4	11	1	0	5	9	5	0	71	0	1	1	0
2:15 PM	4	5	12	0	6	5	15	0	4	16	1	0	7	13	4	0	92	0	3	0	0
2:30 PM	2	4	7	0	11	8	10	0	6	22	0	0	14	31	7	0	122	0	0	1	1
2:45 PM	0	5	8	0	11	7	6	0	7	17	0	1	12	27	7	0	107	0	0	2	0
3:00 PM	1	4	16	0	11	6	11	0	8	19	4	0	14	19	9	0	122	1	0	2	4
3:15 PM	3	5	8	0	10	10	8	0	10	16	16	0	19	19	5	0	129	3	5	3	6
3:30 PM	22	17	18	0	12	7	8	0	8	21	9	0	14	28	13	0	177	53	39	1	109
3:45 PM	2	4	24	0	13	4	5	0	12	23	1	1	10	19	6	0	123	1	0	0	2
Total Survey	35	50	106	0	84	49	67	0	59	145	32	2	95	165	56	0	943	58	48	10	122

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

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	124	114	238	0	105	101	206	0	147	145	292	1	175	191	366	0	551	58	44	6	121
%HV	4.0%				1.0%				5.4%				0.6%				2.7%				
PHF	0.54				0.94				0.88				0.80				0.78				

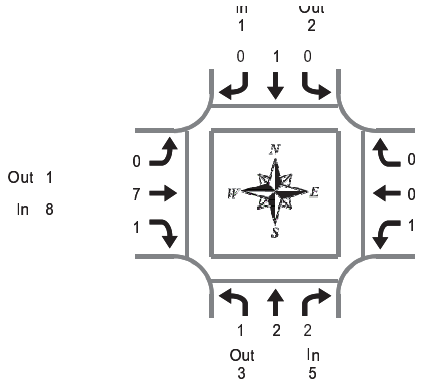
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	28	30	66	124	46	27	32	105	38	79	30	147	57	85	33	175	551
%HV	3.6%	6.7%	3.0%	4.0%	0.0%	3.7%	0.0%	1.0%	0.0%	8.9%	3.3%	5.4%	1.8%	0.0%	0.0%	0.6%	2.7%
PHF	0.32	0.44	0.69	0.54	0.88	0.68	0.73	0.94	0.79	0.86	0.47	0.88	0.75	0.76	0.63	0.80	0.78

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	7	20	40	0	38	22	35	0	21	66	2	1	38	80	23	0	392	0	4	4	1
2:15 PM	7	18	43	0	39	26	42	0	25	74	5	1	47	90	27	0	443	1	3	5	5
2:30 PM	6	18	39	0	43	31	35	0	31	74	20	1	59	96	28	0	480	4	5	8	11
2:45 PM	26	31	50	0	44	30	33	0	33	73	29	1	59	93	34	0	535	57	44	8	119
3:00 PM	28	30	66	0	46	27	32	0	38	79	30	1	57	85	33	0	551	58	44	6	121

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Sierra St & NW 28th Ave

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	1	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:45 PM	0	0	0	0	1	0	2	3	0	2	0	2	2	2	0	4	9
3:00 PM	0	0	1	1	0	1	0	1	0	4	1	5	0	0	0	0	7
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	2	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
3:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Survey	1	2	2	5	1	1	3	5	1	9	1	11	4	3	0	7	28

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

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW 28th Ave			Westbound NW 28th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	3	8	1	2	3	8	1	9	1	9	10	15
PHF	0.31			0.06			0.25			0.05			0.22

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	2	2	5	0	1	0	1	0	7	1	8	1	0	0	1	15
PHF	0.25	0.25	0.50	0.31	0.00	0.25	0.00	0.06	0.00	0.25	0.25	0.25	0.08	0.00	0.00	0.05	0.22

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	1	0	3	4	1	2	0	3	3	3	0	6	13
2:15 PM	0	0	1	1	1	1	2	4	0	6	1	7	3	2	0	5	17
2:30 PM	0	0	1	1	1	1	2	4	0	6	1	7	3	2	0	5	17
2:45 PM	1	2	1	4	1	1	2	4	0	9	1	10	2	2	0	4	22
3:00 PM	1	2	2	5	0	1	0	1	0	7	1	8	1	0	0	1	15

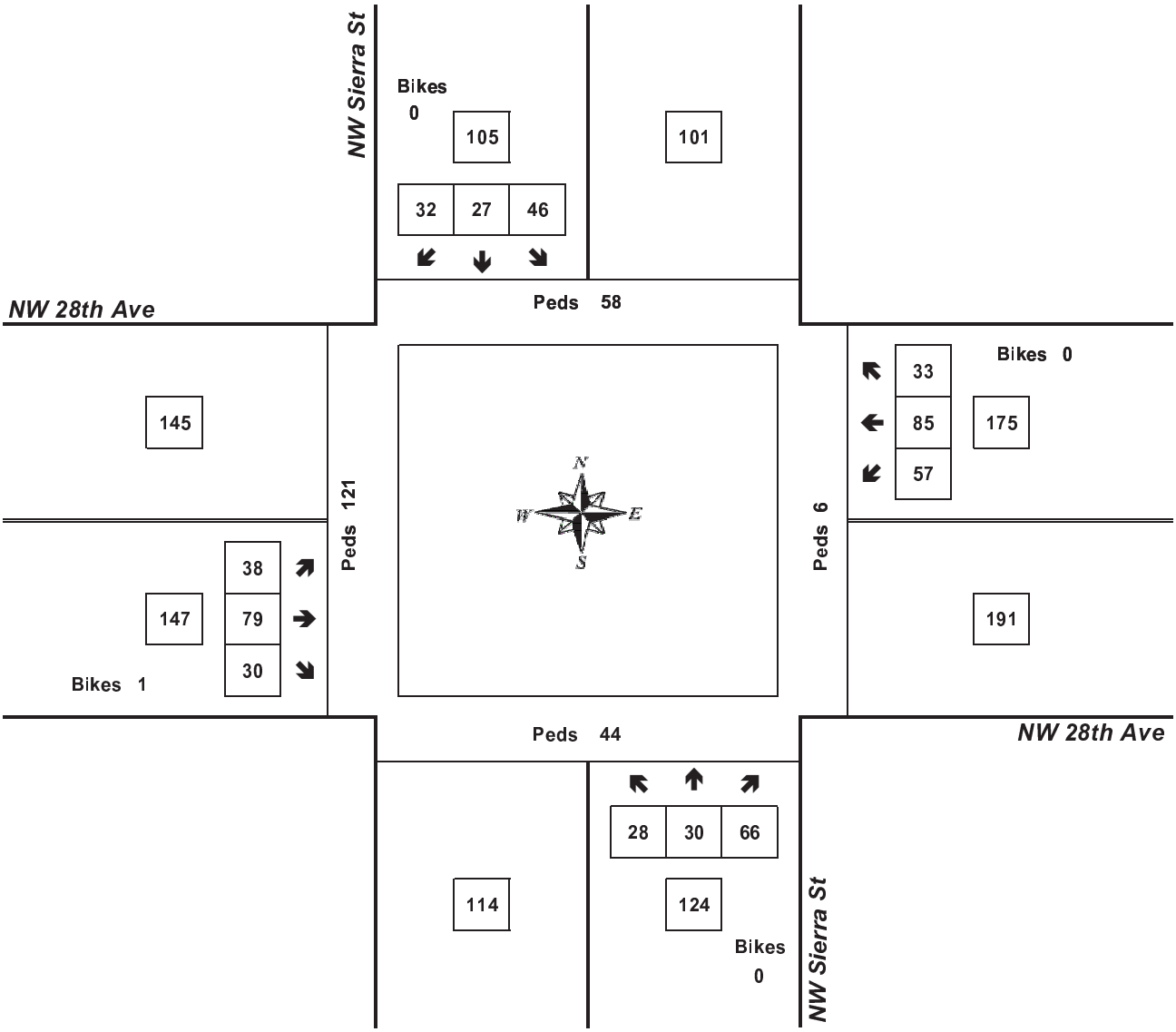
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Sierra St & NW 28th Ave

3:00 PM to 4:00 PM
Tuesday, February 23, 2016

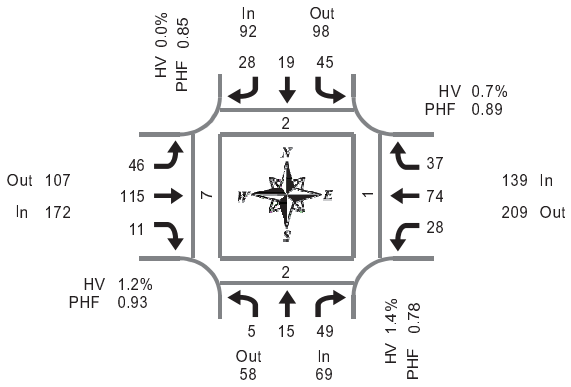


Approach	PHF	HV%	Volume
EB	0.88	5.4%	147
WB	0.80	0.6%	175
NB	0.54	4.0%	124
SB	0.94	1.0%	105
Intersection	0.78	2.7%	551

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

NW Sierra St & NW 28th Ave

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	3	6	9	0	14	7	2	0	11	28	2	0	10	18	4	0	114	0	1	2	1
4:15 PM	0	2	16	1	16	2	6	0	10	25	2	0	12	12	5	0	108	0	0	1	3
4:30 PM	2	6	15	0	13	3	8	0	10	18	1	0	8	8	14	1	106	0	0	1	2
4:45 PM	2	2	9	0	10	2	7	0	10	26	0	1	8	24	7	0	107	2	1	0	3
5:00 PM	3	2	12	0	9	6	10	1	12	31	3	0	5	21	12	0	126	1	0	0	2
5:15 PM	0	5	17	0	7	3	8	0	13	28	3	0	3	18	6	0	111	0	1	0	2
5:30 PM	0	5	6	0	15	7	5	0	12	30	2	0	10	20	9	0	121	1	1	1	1
5:45 PM	2	3	14	0	14	3	5	1	9	26	3	0	10	15	10	0	114	0	0	0	2
Total Survey	12	31	98	1	98	33	51	2	87	212	16	1	66	136	67	1	907	4	4	5	16

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	69	58	127	0	92	98	190	2	172	107	279	0	139	209	348	0	472
%HV	1.4%				0.0%				1.2%				0.7%				0.8%
PHF	0.78				0.85				0.93				0.89				0.94

Pedestrians Crosswalk			
North	South	East	West
2	2	1	7

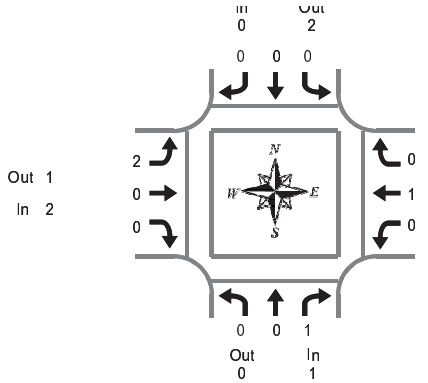
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	5	15	49	69	45	19	28	92	46	115	11	172	28	74	37	139	472
%HV	0.0%	0.0%	2.0%	1.4%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	0.0%	1.2%	0.0%	1.4%	0.0%	0.7%	0.8%
PHF	0.42	0.75	0.72	0.78	0.75	0.68	0.70	0.85	0.88	0.93	0.92	0.93	0.70	0.88	0.77	0.89	0.94

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	7	16	49	1	53	14	23	0	41	97	5	1	38	62	30	1	435	2	2	4	9
4:15 PM	7	12	52	1	48	13	31	1	42	100	6	1	33	65	38	1	447	3	1	2	10
4:30 PM	7	15	53	0	39	14	33	1	45	103	7	1	24	71	39	1	450	3	2	1	9
4:45 PM	5	14	44	0	41	18	30	1	47	115	8	1	26	83	34	0	465	4	3	1	8
5:00 PM	5	15	49	0	45	19	28	2	46	115	11	0	28	74	37	0	472	2	2	1	7

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

NW Sierra St & NW 28th Ave

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1	3
Total Survey	0	0	2	2	2	0	0	2	2	1	0	3	1	3	1	5	12

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW 28th Ave			Westbound NW 28th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	0	1	0	2	2	2	1	3	1	1	2	4
PHF	0.25			0.00			0.50			0.08			0.17

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	0	0	0	0	2	0	0	2	0	1	0	1	4
PHF	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.13	0.00	0.08	0.17

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

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW 28th Ave				Westbound NW 28th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	1	1	2	0	0	2	0	1	0	1	1	2	1	4	8
4:15 PM	0	0	1	1	2	0	0	2	1	0	0	1	0	2	1	3	7
4:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1	3
4:45 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1	3
5:00 PM	0	0	1	1	0	0	0	0	2	0	0	2	0	1	0	1	4

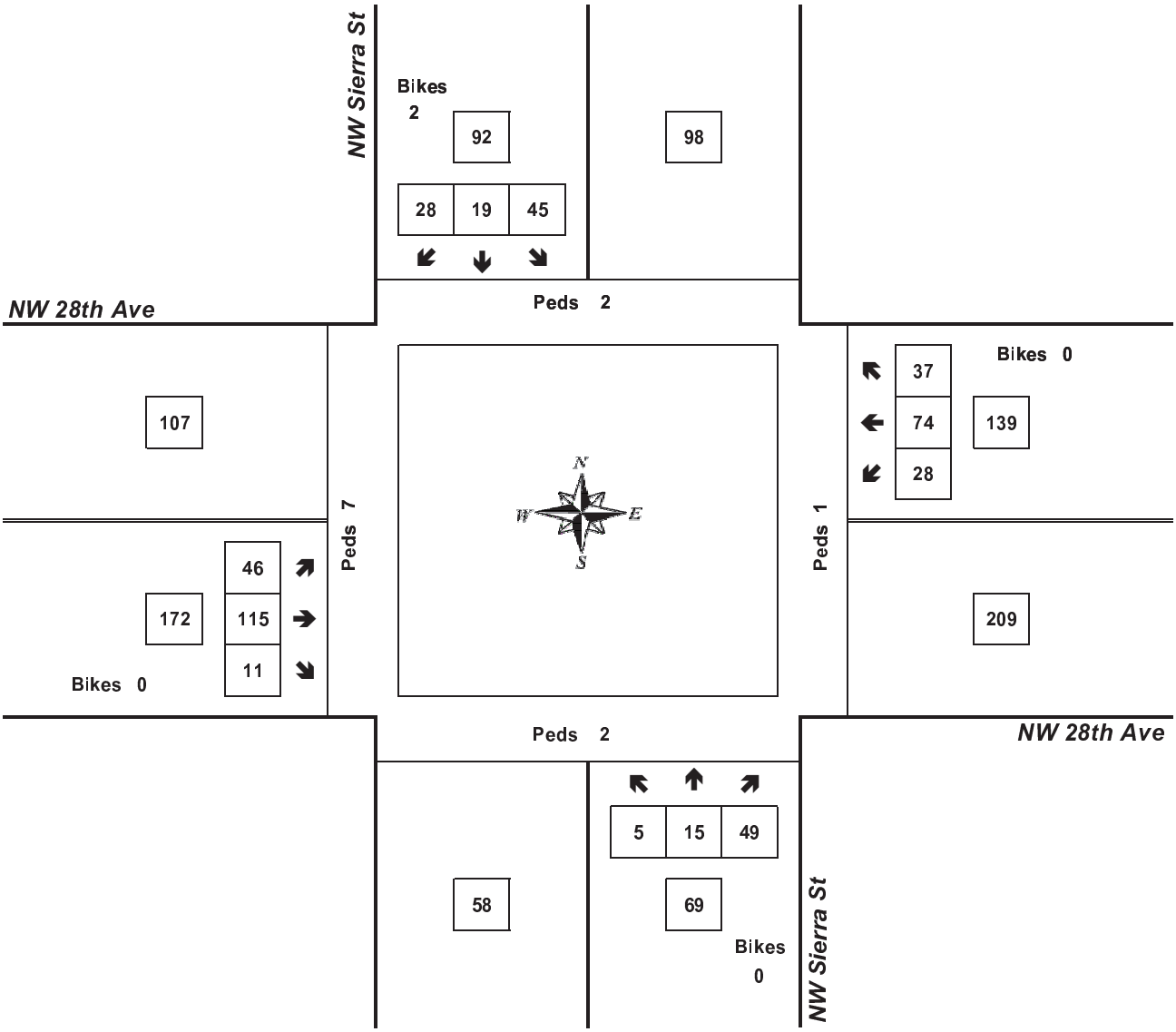
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Sierra St & NW 28th Ave

5:00 PM to 6:00 PM
Tuesday, February 23, 2016

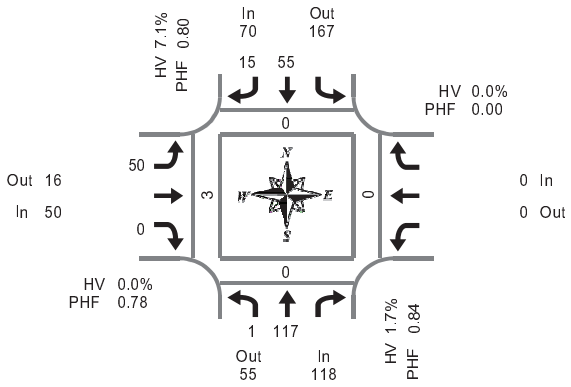


Approach	PHF	HV%	Volume
EB	0.93	1.2%	172
WB	0.89	0.7%	139
NB	0.78	1.4%	69
SB	0.85	0.0%	92
Intersection	0.94	0.8%	472

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

SE Payne Rd & SE Lacy Way

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	0	13		1		4	2	0	9		0	0				0	28	0	0	0	0
7:15 AM	0	22		0		8	7	0	8		0	0				0	45	0	0	0	1
7:30 AM	0	33		0		7	1	0	10		0	0				0	51	0	0	0	0
7:45 AM	0	28		0		13	6	0	8		0	0				0	55	0	0	0	1
8:00 AM	0	31		1		12	2	0	9		0	0				0	54	0	0	0	0
8:15 AM	0	28		0		14	4	0	10		0	0				0	56	0	0	0	0
8:30 AM	0	24		0		13	3	0	16		0	0				0	56	0	0	0	2
8:45 AM	1	34		0		16	6	0	15		0	0				0	72	0	0	0	1
Total Survey	1	213		2		87	31	0	85		0	0				0	417	0	0	0	5

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

By Approach	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	118	55	173	1	70	167	237	0	50	16	66	0	0	0	0	0	238	0	0	0	3
%HV	1.7%				7.1%				0.0%				0.0%				2.9%				
PHF	0.84				0.80				0.78				0.00				0.83				

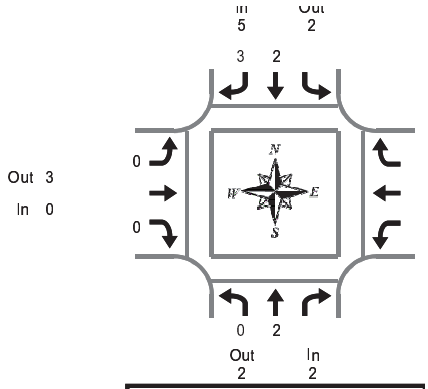
By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	1	117		118		55	15	70	50		0	50				0	238
%HV	0.0%	1.7%	NA	1.7%	NA	3.6%	20.0%	7.1%	0.0%	NA	0.0%	0.0%	NA	NA	NA	0.0%	2.9%
PHF	0.25	0.86		0.84		0.86	0.63	0.80	0.78		0.00	0.78				0.00	0.83

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	0	96		1		32	16	0	35		0	0				0	179	0	0	0	2
7:15 AM	0	114		1		40	16	0	35		0	0				0	205	0	0	0	2
7:30 AM	0	120		1		46	13	0	37		0	0				0	216	0	0	0	1
7:45 AM	0	111		1		52	15	0	43		0	0				0	221	0	0	0	3
8:00 AM	1	117		1		55	15	0	50		0	0				0	238	0	0	0	3

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

SE Payne Rd & SE Lacy Way

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
7:00 AM	0	0		0		0	0	0	0		0	0				0	0
7:15 AM	0	1		1		0	1	1	0		0	0				0	2
7:30 AM	0	0		0		0	0	0	0		0	0				0	0
7:45 AM	0	0		0		0	0	0	0		0	0				0	0
8:00 AM	0	1		1		1	1	2	0		0	0				0	3
8:15 AM	0	0		0		1	2	3	0		0	0				0	3
8:30 AM	0	1		1		0	0	0	0		0	0				0	1
8:45 AM	0	0		0		0	0	0	0		0	0				0	0
Total Survey	0	3		3		2	4	6	0		0	0				0	9

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

By Approach	Northbound SE Payne Rd			Southbound SE Payne Rd			Eastbound SE Lacy Way			Westbound SE Lacy Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	2	4	5	2	7	0	3	3	0	0	0	7
PHF	0.25			0.25			0.00			0.00			0.25

By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	0	2		2		2	3	5	0		0	0				0	7
PHF	0.00	0.25		0.25		0.25	0.25	0.25	0.00		0.00	0.00				0.00	0.25

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
7:00 AM	0	1		1		0	1	1	0		0	0				0	2
7:15 AM	0	2		2		1	2	3	0		0	0				0	5
7:30 AM	0	1		1		2	3	5	0		0	0				0	6
7:45 AM	0	2		2		2	3	5	0		0	0				0	7
8:00 AM	0	2		2		2	3	5	0		0	0				0	7

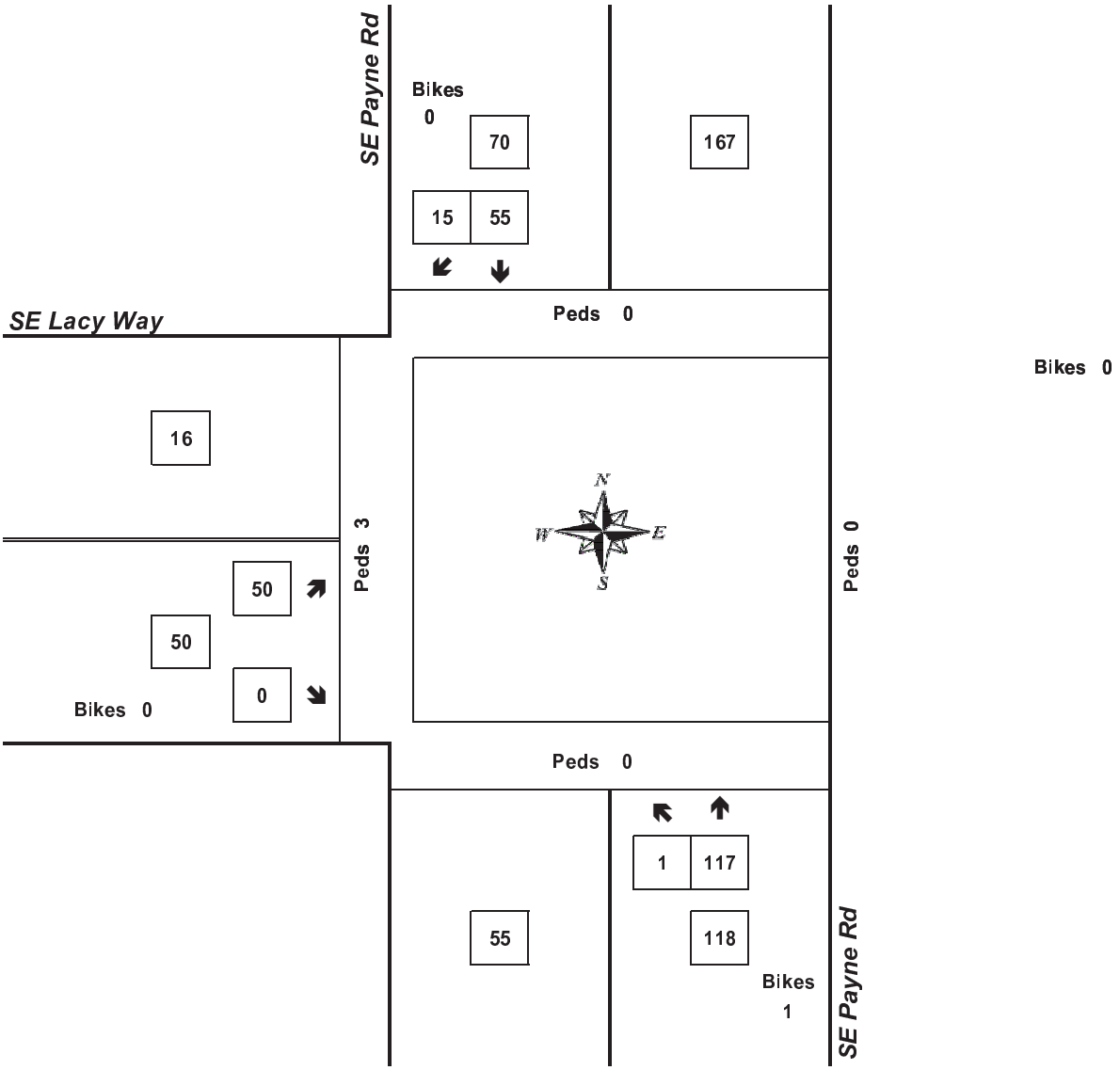
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

SE Payne Rd & SE Lacy Way

8:00 AM to 9:00 AM
Tuesday, February 23, 2016

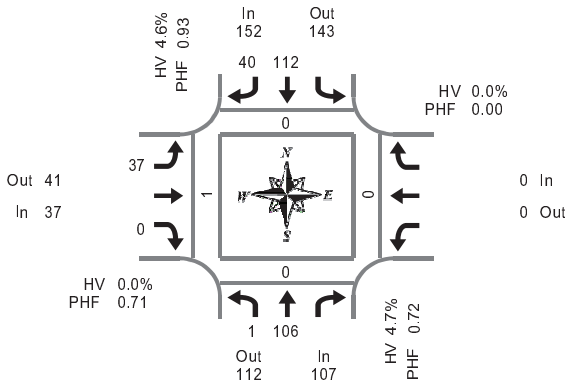


Approach	PHF	HV%	Volume
EB	0.78	0.0%	50
WB	0.00	0.0%	0
NB	0.84	1.7%	118
SB	0.80	7.1%	70
Intersection	0.83	2.9%	238

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

SE Payne Rd & SE Lacy Way

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
2:00 PM	0	21		0		14	4	0	4		1	0				0	44	0	0	0	0
2:15 PM	0	11		0		24	9	0	2		0	0				0	46	0	0	0	0
2:30 PM	0	7		0		25	12	0	5		0	0				0	49	0	0	0	1
2:45 PM	0	19		0		32	9	0	9		0	0				0	69	0	0	0	2
3:00 PM	1	16		0		27	10	0	9		0	0				0	63	0	0	0	0
3:15 PM	0	33		0		33	8	0	13		0	0				0	87	0	0	0	1
3:30 PM	0	20		0		30	11	0	5		0	0				0	66	0	0	0	0
3:45 PM	0	37		0		22	11	0	10		0	0				0	80	0	0	0	0
Total Survey	1	164		0		207	74	0	57		1	0				0	504	0	0	0	4

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

By Approach	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	107	112	219	0	152	143	295	0	37	41	78	0	0	0	0	0	296
%HV	4.7%				4.6%				0.0%				0.0%				4.1%
PHF	0.72				0.93				0.71				0.00				0.85

Pedestrians Crosswalk			
North	South	East	West
0	0	0	1

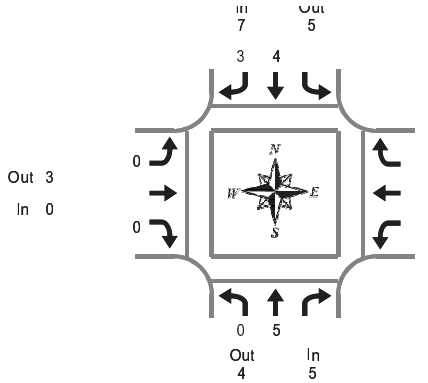
By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	1	106		107		112	40	152	37		0	37				0	296
%HV	0.0%	4.7%	NA	4.7%	NA	3.6%	7.5%	4.6%	0.0%	NA	0.0%	0.0%	NA	NA	NA	0.0%	4.1%
PHF	0.25	0.72		0.72		0.85	0.91	0.93	0.71		0.00	0.71				0.00	0.85

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
2:00 PM	0	58		0		95	34	0	20		1	0				0	208	0	0	0	3
2:15 PM	1	53		0		108	40	0	25		0	0				0	227	0	0	0	3
2:30 PM	1	75		0		117	39	0	36		0	0				0	268	0	0	0	4
2:45 PM	1	88		0		122	38	0	36		0	0				0	285	0	0	0	3
3:00 PM	1	106		0		112	40	0	37		0	0				0	296	0	0	0	1

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

SE Payne Rd & SE Lacy Way

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
2:00 PM	0	0		0		0	0	0	1		0	1				0	1
2:15 PM	0	0		0		1	0	1	0		0	0				0	1
2:30 PM	0	2		2		0	1	1	0		0	0				0	3
2:45 PM	0	1		1		0	1	1	0		0	0				0	2
3:00 PM	0	1		1		1	2	3	0		0	0				0	4
3:15 PM	0	0		0		3	0	3	0		0	0				0	3
3:30 PM	0	1		1		0	0	0	0		0	0				0	1
3:45 PM	0	3		3		0	1	1	0		0	0				0	4
Total Survey	0	8		8		5	5	10	1		0	1				0	19

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

By Approach	Northbound SE Payne Rd			Southbound SE Payne Rd			Eastbound SE Lacy Way			Westbound SE Lacy Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	4	9	7	5	12	0	3	3	0	0	0	12
PHF	0.31			0.25			0.00			0.00			0.33

By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	0	5		5		4	3	7	0		0	0				0	12
PHF	0.00	0.31		0.31		0.25	0.19	0.25	0.00		0.00	0.00				0.00	0.33

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
2:00 PM	0	3		3		1	2	3	1		0	1				0	7
2:15 PM	0	4		4		2	4	6	0		0	0				0	10
2:30 PM	0	4		4		4	4	8	0		0	0				0	12
2:45 PM	0	3		3		4	3	7	0		0	0				0	10
3:00 PM	0	5		5		4	3	7	0		0	0				0	12

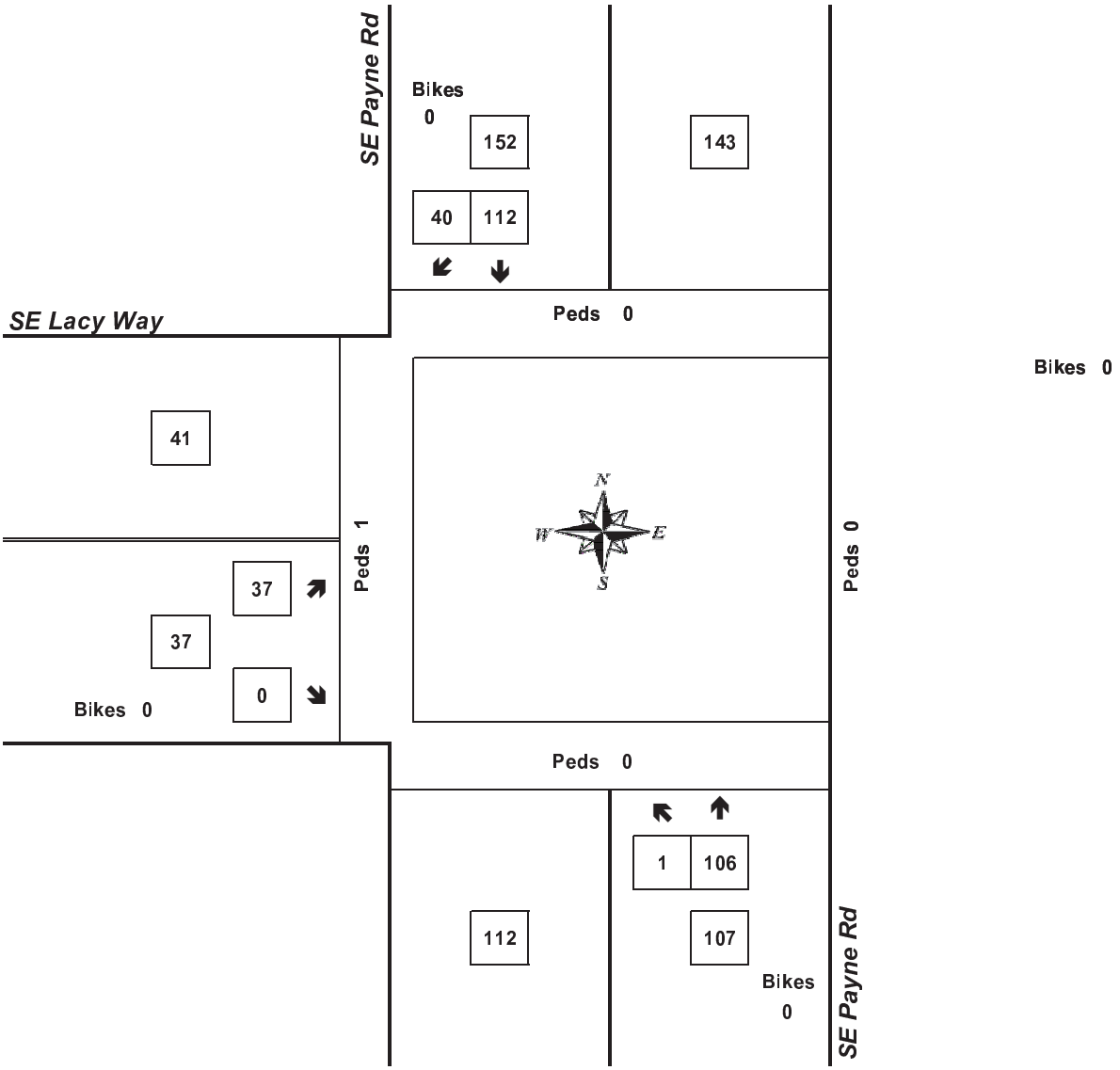
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

SE Payne Rd & SE Lacy Way

3:00 PM to 4:00 PM
Tuesday, February 23, 2016

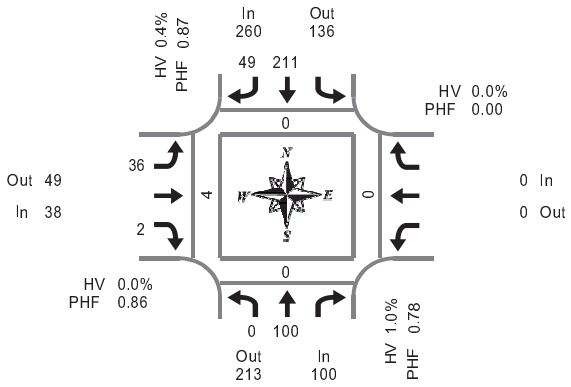


Approach	PHF	HV%	Volume
EB	0.71	0.0%	37
WB	0.00	0.0%	0
NB	0.72	4.7%	107
SB	0.93	4.6%	152
Intersection	0.85	4.1%	296

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

SE Payne Rd & SE Lacy Way

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
4:00 PM	0	23		0		34	8	1	7		0	0				0	72	0	0	0	0
4:15 PM	0	24		0		29	11	0	16		1	0				0	81	0	0	0	0
4:30 PM	1	18		0		32	10	1	4		0	0				0	65	0	0	0	0
4:45 PM	0	23		0		48	6	0	11		0	0				0	88	0	0	0	0
5:00 PM	0	24		1		46	16	0	8		0	0				0	94	0	0	0	2
5:15 PM	0	32		0		50	11	1	11		0	0				0	104	0	0	0	0
5:30 PM	0	24		0		61	14	0	9		0	0				0	108	0	0	0	1
5:45 PM	0	20		0		54	8	0	8		2	0				0	92	0	0	0	1
Total Survey	1	188		1		354	84	3	74		3	0				0	704	0	0	0	4

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	100	213	313	1	260	136	396	1	38	49	87	0	0	0	0	0	398	0	0	0	4
%HV	1.0%				0.4%				0.0%				0.0%				0.5%				
PHF	0.78				0.87				0.86				0.00				0.92				

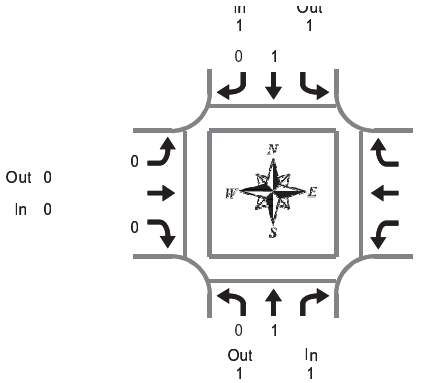
By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	0	100		100		211	49	260	36		2	38				0	398
%HV	0.0%	1.0%	NA	1.0%	NA	0.5%	0.0%	0.4%	0.0%	NA	0.0%	0.0%	NA	NA	NA	0.0%	0.5%
PHF	0.00	0.78		0.78		0.86	0.77	0.87	0.82		0.25	0.86				0.00	0.92

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
4:00 PM	1	88		0		143	35	2	38		1	0				0	306	0	0	0	0
4:15 PM	1	89		1		155	43	1	39		1	0				0	328	0	0	0	2
4:30 PM	1	97		1		176	43	2	34		0	0				0	351	0	0	0	2
4:45 PM	0	103		1		205	47	1	39		0	0				0	394	0	0	0	3
5:00 PM	0	100		1		211	49	1	36		2	0				0	398	0	0	0	4

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



SE Payne Rd & SE Lacy Way

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

Peak Hour Summary
5:00 PM to 6:00 PM

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
4:00 PM	0	0		0		0	1	1	2		0	2				0	3
4:15 PM	0	0		0		0	0	0	0		0	0				0	0
4:30 PM	0	0		0		0	0	0	0		0	0				0	0
4:45 PM	0	0		0		0	0	0	0		0	0				0	0
5:00 PM	0	0		0		0	0	0	0		0	0				0	0
5:15 PM	0	1		1		0	0	0	0		0	0				0	1
5:30 PM	0	0		0		1	0	1	0		0	0				0	1
5:45 PM	0	0		0		0	0	0	0		0	0				0	0
Total Survey	0	1		1		1	1	2	2		0	2				0	5

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound SE Payne Rd			Southbound SE Payne Rd			Eastbound SE Lacy Way			Westbound SE Lacy Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	1	1	2	0	0	0	0	0	0	2
PHF	0.25			0.25			0.00			0.00			0.17

By Movement	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	0	1		1		1	0	1	0		0	0				0	2
PHF	0.00	0.25		0.25		0.25	0.00	0.25	0.00		0.00	0.00				0.00	0.17

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

Interval Start Time	Northbound SE Payne Rd				Southbound SE Payne Rd				Eastbound SE Lacy Way				Westbound SE Lacy Way				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
4:00 PM	0	0		0		0	1	1	2		0	2				0	3
4:15 PM	0	0		0		0	0	0	0		0	0				0	0
4:30 PM	0	1		1		0	0	0	0		0	0				0	1
4:45 PM	0	1		1		1	0	1	0		0	0				0	2
5:00 PM	0	1		1		1	0	1	0		0	0				0	2

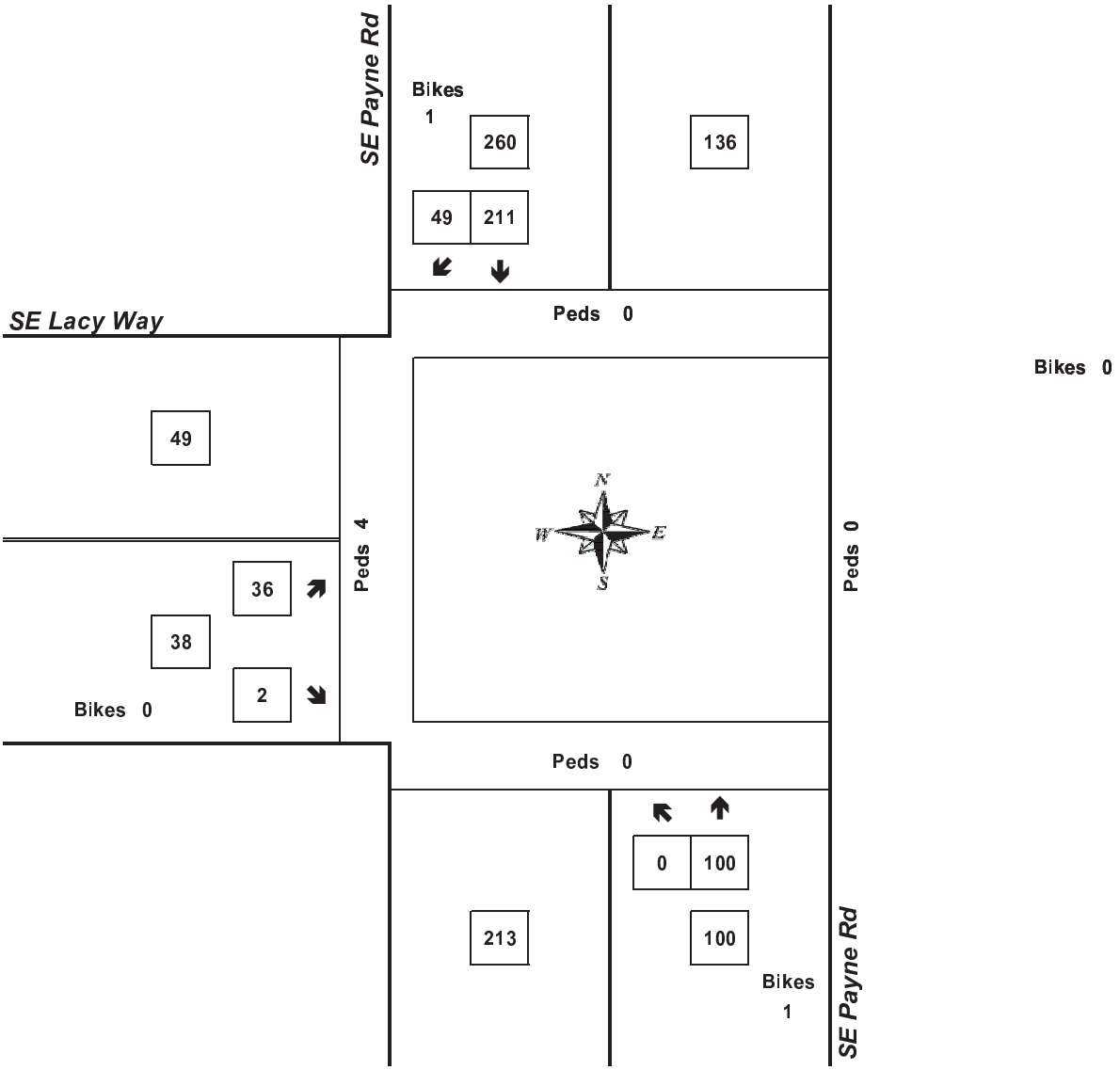
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

SE Payne Rd & SE Lacy Way

5:00 PM to 6:00 PM
Tuesday, February 23, 2016

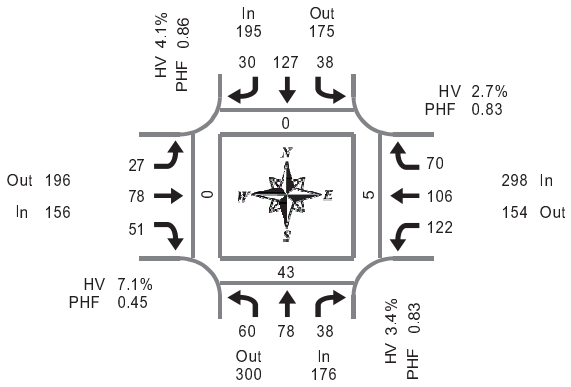


Approach	PHF	HV%	Volume
EB	0.86	0.0%	38
WB	0.00	0.0%	0
NB	0.78	1.0%	100
SB	0.87	0.4%	260
Intersection	0.92	0.5%	398

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Brady Rd & NW 16th Ave

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	14	6	0	3	42	2	0	2	10	1	0	43	9	17	1	149	0	1	0	0
7:15 AM	2	25	7	0	7	39	1	0	5	8	0	0	38	6	17	2	155	0	0	0	0
7:30 AM	5	36	7	0	11	38	6	0	7	4	2	0	41	25	37	0	219	0	0	0	0
7:45 AM	17	39	9	0	6	38	18	0	9	9	15	0	30	26	39	0	255	0	0	0	0
8:00 AM	7	19	13	0	14	37	6	0	5	17	7	0	28	18	21	1	192	0	1	0	0
8:15 AM	4	24	6	0	3	35	4	0	2	12	2	0	33	17	15	0	157	0	2	0	0
8:30 AM	18	23	12	0	9	30	6	0	6	12	7	0	31	29	16	0	199	0	8	1	0
8:45 AM	31	12	7	0	12	25	14	0	14	37	35	0	30	42	18	0	277	0	32	4	0
Total Survey	84	192	67	0	65	284	57	0	50	109	69	0	274	172	180	4	1,603	0	44	5	0

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

By Approach	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	176	300	476	0	195	175	370	0	156	196	352	0	298	154	452	1	825
%HV	3.4%				4.1%				7.1%				2.7%				4.0%
PHF	0.83				0.86				0.45				0.83				0.74

Pedestrians Crosswalk			
North	South	East	West
0	43	5	0

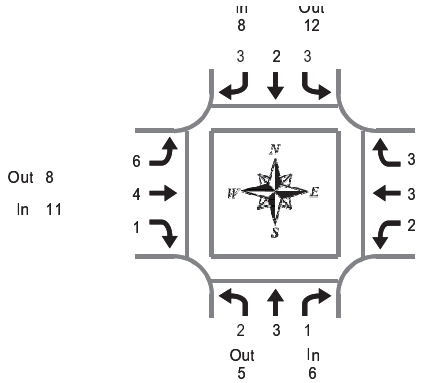
By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	60	78	38	176	38	127	30	195	27	78	51	156	122	106	70	298	825
%HV	3.3%	3.8%	2.6%	3.4%	7.9%	1.6%	10.0%	4.1%	22.2%	5.1%	2.0%	7.1%	1.6%	2.8%	4.3%	2.7%	4.0%
PHF	0.48	0.81	0.73	0.83	0.68	0.86	0.54	0.86	0.48	0.53	0.36	0.45	0.92	0.63	0.83	0.83	0.74

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	24	114	29	0	27	157	27	0	23	31	18	0	152	66	110	3	778	0	1	0	0
7:15 AM	31	119	36	0	38	152	31	0	26	38	24	0	137	75	114	3	821	0	1	0	0
7:30 AM	33	118	35	0	34	148	34	0	23	42	26	0	132	86	112	1	823	0	3	0	0
7:45 AM	46	105	40	0	32	140	34	0	22	50	31	0	122	90	91	1	803	0	11	1	0
8:00 AM	60	78	38	0	38	127	30	0	27	78	51	0	122	106	70	1	825	0	43	5	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



NW Brady Rd & NW 16th Ave

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	1	0	1	1	1	0	2	0	1	0	1	0	0	2	2	6
7:15 AM	0	0	0	0	2	0	1	3	1	0	0	1	0	1	1	2	6
7:30 AM	0	0	0	0	4	0	0	4	1	1	1	3	1	0	6	7	14
7:45 AM	0	2	1	3	1	0	1	2	0	0	0	0	1	1	0	2	7
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	1	1	1	0	2	0	3	0	3	1	0	2	3	9
8:30 AM	2	2	1	5	1	0	1	2	1	1	0	2	1	2	0	3	12
8:45 AM	0	0	0	0	0	1	2	3	5	0	1	6	0	1	1	2	11
Total Survey	2	6	2	10	11	3	5	19	8	6	2	16	4	5	12	21	66

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

By Approach	Northbound NW Brady Rd			Southbound NW Brady Rd			Eastbound NW 16th Ave			Westbound NW 16th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	5	11	8	12	20	11	8	19	8	8	16	33
PHF	0.25			0.22			0.25			0.18			0.26

By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	3	1	6	3	2	3	8	6	4	1	11	2	3	3	8	33
PHF	0.25	0.25	0.25	0.25	0.11	0.25	0.25	0.22	0.25	0.25	0.25	0.25	0.25	0.25	0.08	0.18	0.26

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	3	1	4	8	1	2	11	2	2	1	5	2	2	9	13	33
7:15 AM	0	2	1	3	8	0	2	10	2	1	1	4	2	2	7	11	28
7:30 AM	0	3	1	4	7	1	1	9	1	4	1	6	3	1	8	12	31
7:45 AM	2	5	2	9	4	1	2	7	1	4	0	5	3	3	2	8	29
8:00 AM	2	3	1	6	3	2	3	8	6	4	1	11	2	3	3	8	33

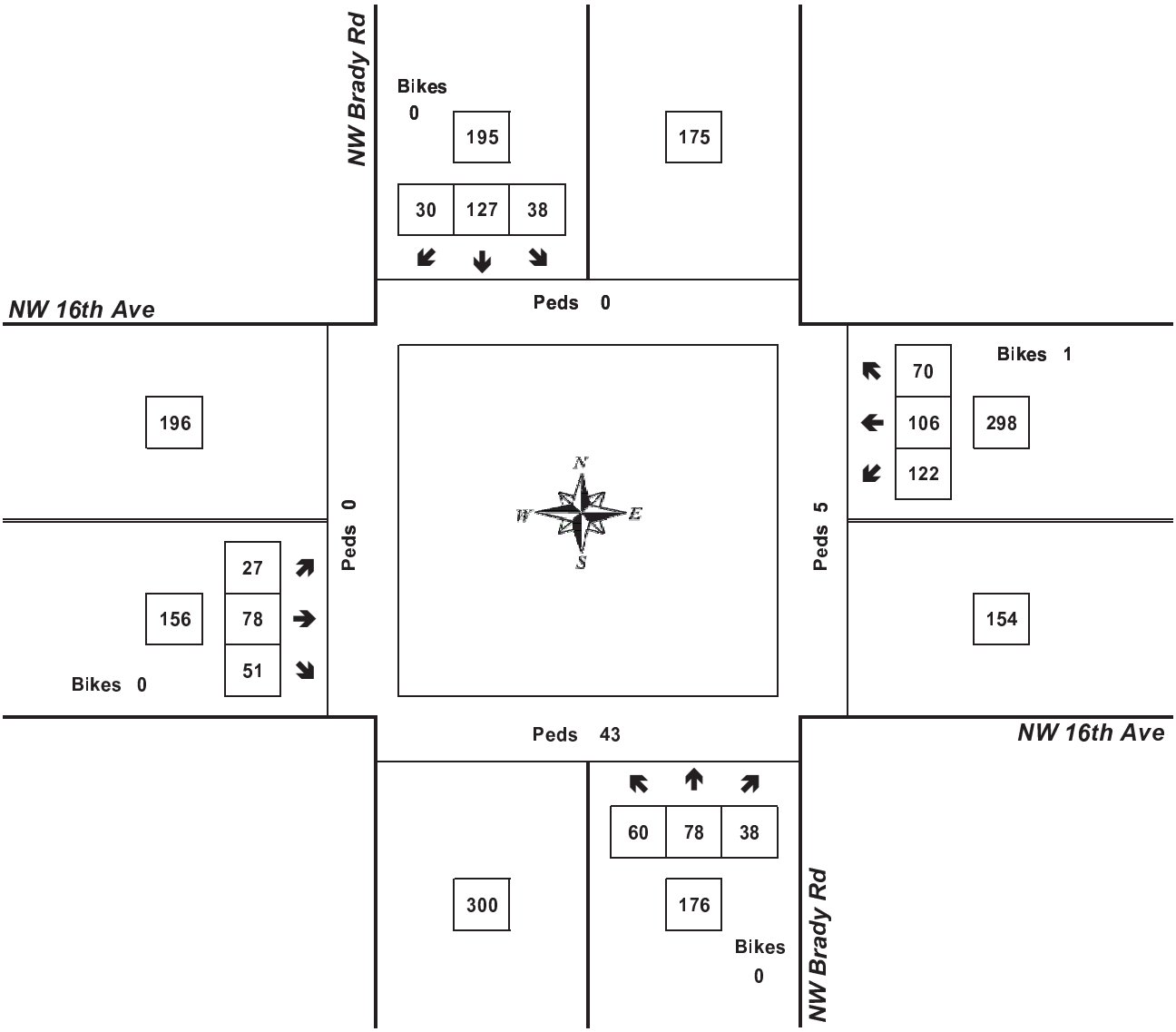
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Brady Rd & NW 16th Ave

8:00 AM to 9:00 AM
Tuesday, February 23, 2016

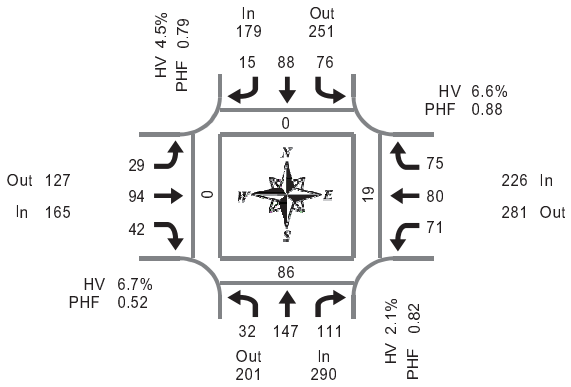


Approach	PHF	HV%	Volume
EB	0.45	7.1%	156
WB	0.83	2.7%	298
NB	0.83	3.4%	176
SB	0.86	4.1%	195
Intersection	0.74	4.0%	825

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

NW Brady Rd & NW 16th Ave

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	0	14	12	0	9	17	3	0	1	10	1	0	22	8	14	0	111	0	0	0	0
2:15 PM	2	22	16	0	21	16	5	0	3	13	2	0	12	5	8	0	125	0	0	0	0
2:30 PM	3	29	19	0	28	29	7	0	3	19	4	0	15	8	14	0	178	0	0	0	0
2:45 PM	3	27	23	0	29	35	7	0	0	17	2	0	13	8	14	0	178	0	0	0	0
3:00 PM	8	31	20	0	20	18	2	0	3	11	5	0	17	16	19	0	170	0	1	0	0
3:15 PM	13	31	27	0	21	27	9	0	1	19	2	0	17	33	14	0	214	0	5	1	0
3:30 PM	6	40	26	0	21	20	4	0	14	41	25	0	19	13	17	0	246	0	78	18	0
3:45 PM	5	45	38	0	14	23	0	0	11	23	10	0	18	18	25	0	230	0	2	0	0
Total Survey	40	239	181	0	163	185	37	0	36	153	51	0	133	109	125	0	1,452	0	86	19	0

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

By Approach	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	290	201	491	0	179	251	430	0	165	127	292	0	226	281	507	0	860	0	86	19	0
%HV	2.1%				4.5%				6.7%				6.6%				4.7%				
PHF	0.82				0.79				0.52				0.88				0.87				

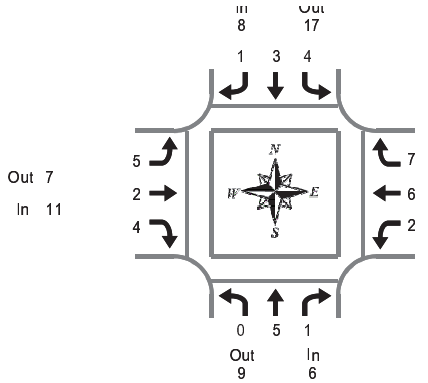
By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	32	147	111	290	76	88	15	179	29	94	42	165	71	80	75	226	860
%HV	0.0%	3.4%	0.9%	2.1%	5.3%	3.4%	6.7%	4.5%	17.2%	2.1%	9.5%	6.7%	2.8%	7.5%	9.3%	6.6%	4.7%
PHF	0.62	0.82	0.73	0.82	0.90	0.81	0.42	0.79	0.52	0.57	0.42	0.52	0.93	0.61	0.75	0.88	0.87

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	8	92	70	0	87	97	22	0	7	59	9	0	62	29	50	0	592	0	0	0	0
2:15 PM	16	109	78	0	98	98	21	0	9	60	13	0	57	37	55	0	651	0	1	0	0
2:30 PM	27	118	89	0	98	109	25	0	7	66	13	0	62	65	61	0	740	0	6	1	0
2:45 PM	30	129	96	0	91	100	22	0	18	88	34	0	66	70	64	0	808	0	84	19	0
3:00 PM	32	147	111	0	76	88	15	0	29	94	42	0	71	80	75	0	860	0	86	19	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Brady Rd & NW 16th Ave

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
2:15 PM	0	1	0	1	0	0	1	1	1	0	0	1	1	0	0	1	4
2:30 PM	0	1	1	2	1	2	0	3	0	0	0	0	0	2	0	2	7
2:45 PM	0	0	0	0	2	2	1	5	0	0	0	0	1	0	0	1	6
3:00 PM	0	1	1	2	2	2	0	4	1	1	1	3	0	3	5	8	17
3:15 PM	0	0	0	0	1	0	1	2	0	0	0	0	1	0	0	1	3
3:30 PM	0	1	0	1	0	1	0	1	3	1	3	7	0	1	2	3	12
3:45 PM	0	3	0	3	1	0	0	1	1	0	0	1	1	2	0	3	8
Total Survey	0	7	2	9	7	7	3	17	6	2	4	12	5	8	8	21	59

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

By Approach	Northbound NW Brady Rd			Southbound NW Brady Rd			Eastbound NW 16th Ave			Westbound NW 16th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	9	15	8	17	25	11	7	18	15	7	22	40
PHF	0.38			0.17			0.28			0.31			0.31

By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	5	1	6	4	3	1	8	5	2	4	11	2	6	7	15	40
PHF	0.00	0.31	0.13	0.38	0.20	0.13	0.13	0.17	0.31	0.25	0.25	0.28	0.25	0.30	0.25	0.31	0.31

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	2	1	3	3	4	2	9	1	0	0	1	3	2	1	6	19
2:15 PM	0	3	2	5	5	6	2	13	2	1	1	4	2	5	5	12	34
2:30 PM	0	2	2	4	6	6	2	14	1	1	1	3	2	5	5	12	33
2:45 PM	0	2	1	3	5	5	2	12	4	2	4	10	2	4	7	13	38
3:00 PM	0	5	1	6	4	3	1	8	5	2	4	11	2	6	7	15	40

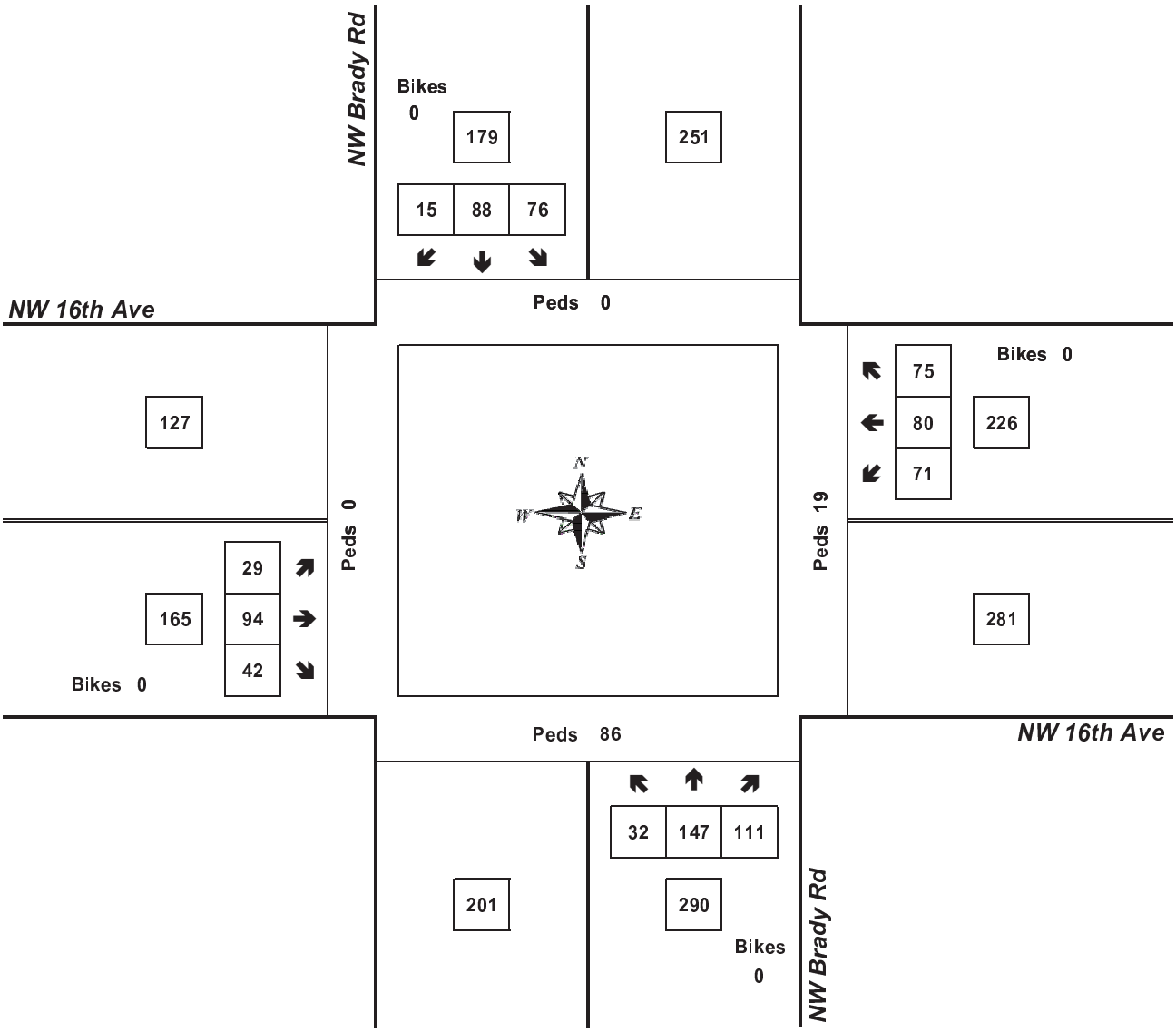
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Brady Rd & NW 16th Ave

3:00 PM to 4:00 PM
Tuesday, February 23, 2016

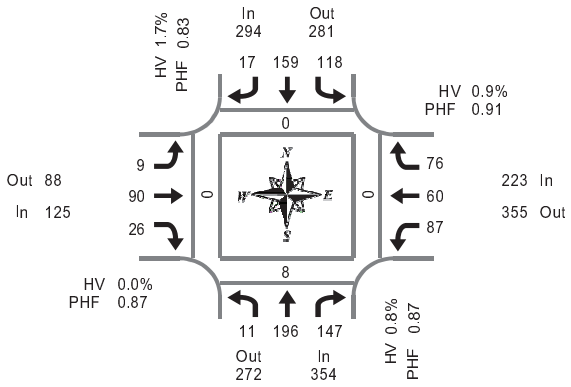


Approach	PHF	HV%	Volume
EB	0.52	6.7%	165
WB	0.88	6.6%	226
NB	0.82	2.1%	290
SB	0.79	4.5%	179
Intersection	0.87	4.7%	860

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Brady Rd & NW 16th Ave

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	37	25	0	21	18	3	0	2	15	4	1	10	8	21	0	165	0	0	0	0
4:15 PM	3	39	35	0	27	29	2	0	3	25	4	0	20	8	21	0	216	0	1	0	0
4:30 PM	0	44	42	1	25	34	1	0	2	18	3	1	15	11	17	0	212	0	0	0	0
4:45 PM	1	40	32	0	25	37	1	0	5	15	6	0	15	15	25	1	217	0	2	0	0
5:00 PM	5	42	46	0	40	45	4	0	0	26	5	0	21	15	17	1	266	0	2	0	0
5:15 PM	3	65	34	0	29	37	6	0	3	24	9	0	24	17	13	0	264	0	1	0	0
5:30 PM	2	49	35	0	24	40	6	0	1	25	6	1	27	13	21	0	249	0	3	0	0
5:45 PM	3	38	33	0	29	29	4	0	6	29	5	0	10	13	13	0	212	0	0	0	0
Total Survey	18	354	282	1	220	269	27	0	22	177	42	3	142	100	148	2	1,801	0	9	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	354	272	626	0	294	281	575	0	125	88	213	1	223	355	578	2	996
%HV	0.8%				1.7%				0.0%				0.9%				1.0%
PHF	0.87				0.83				0.87				0.91				0.94

Pedestrians Crosswalk			
North	South	East	West
0	8	0	0

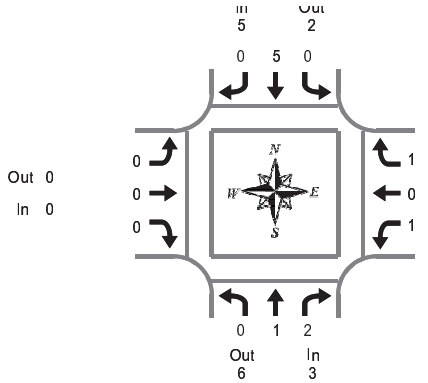
By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	11	196	147	354	118	159	17	294	9	90	26	125	87	60	76	223	996
%HV	0.0%	0.5%	1.4%	0.8%	0.0%	3.1%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	1.3%	0.9%	1.0%
PHF	0.55	0.75	0.80	0.87	0.74	0.88	0.71	0.83	0.45	0.87	0.72	0.87	0.81	0.88	0.76	0.91	0.94

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	5	160	134	1	98	118	7	0	12	73	17	2	60	42	84	1	810	0	3	0	0
4:15 PM	9	165	155	1	117	145	8	0	10	84	18	1	71	49	80	2	911	0	5	0	0
4:30 PM	9	191	154	1	119	153	12	0	10	83	23	1	75	58	72	2	959	0	5	0	0
4:45 PM	11	196	147	0	118	159	17	0	9	90	26	1	87	60	76	2	996	0	8	0	0
5:00 PM	13	194	148	0	122	151	20	0	10	104	25	1	82	58	64	1	991	0	6	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Brady Rd & NW 16th Ave

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
4:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Survey	0	4	2	6	0	7	0	7	0	1	0	1	1	2	1	4	18

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Brady Rd			Southbound NW Brady Rd			Eastbound NW 16th Ave			Westbound NW 16th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	6	9	5	2	7	0	0	0	2	2	4	10
PHF	0.25			0.25			0.00			0.17			0.31

By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1	2	3	0	5	0	5	0	0	0	0	1	0	1	2	10
PHF	0.00	0.08	0.25	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.17	0.31

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW 16th Ave				Westbound NW 16th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	4	0	4	0	4	0	4	0	0	0	0	0	1	0	1	9
4:15 PM	0	2	1	3	0	6	0	6	0	0	0	0	0	1	0	1	10
4:30 PM	0	1	1	2	0	5	0	5	0	0	0	0	0	0	1	1	8
4:45 PM	0	1	2	3	0	5	0	5	0	0	0	0	1	0	1	2	10
5:00 PM	0	0	2	2	0	3	0	3	0	1	0	1	1	1	1	3	9

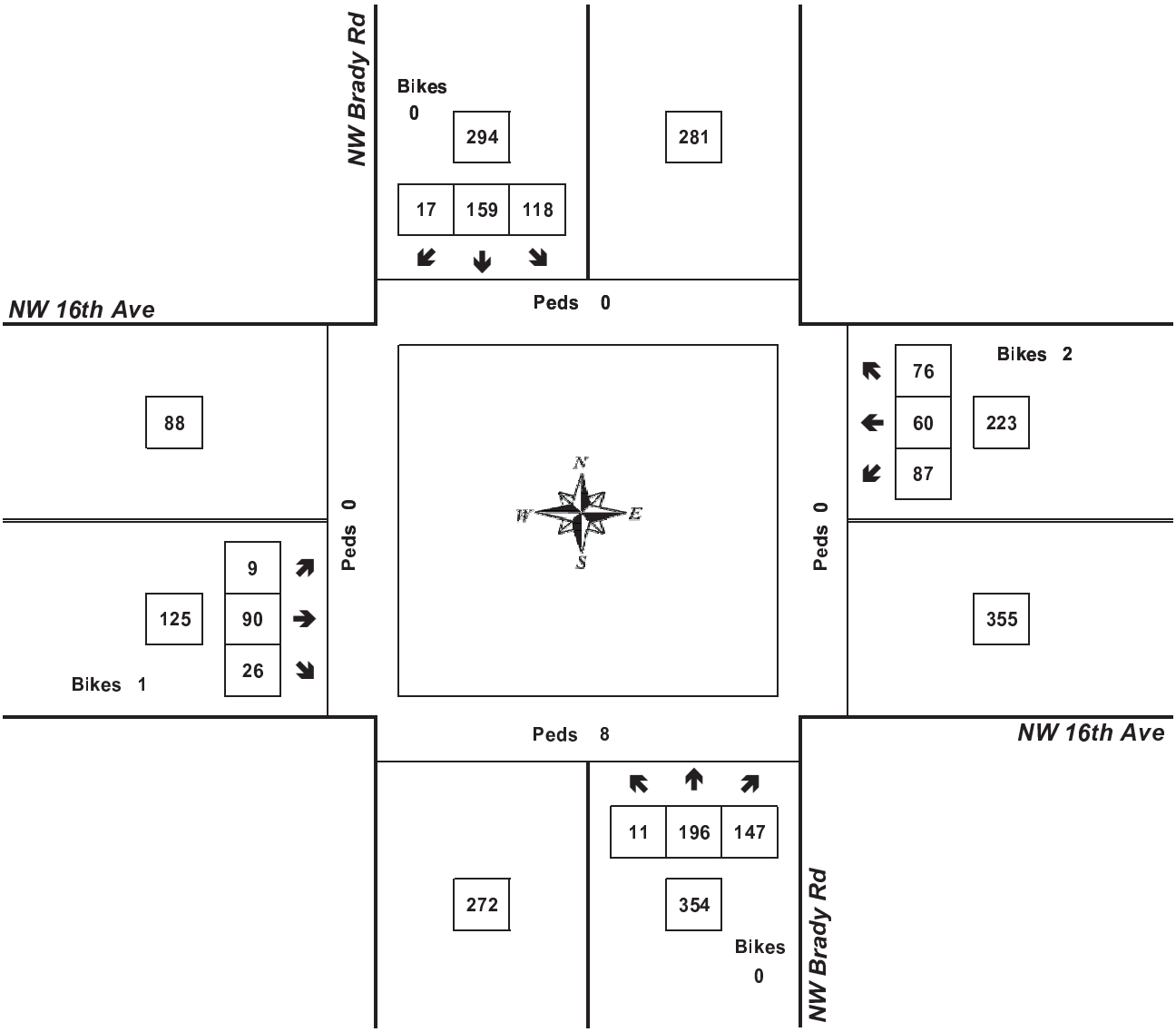
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Brady Rd & NW 16th Ave

4:45 PM to 5:45 PM
Tuesday, February 23, 2016

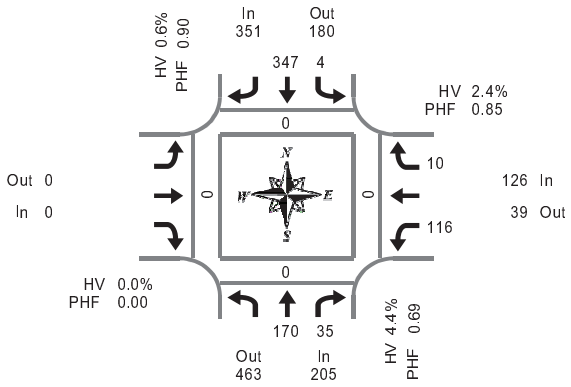


Approach	PHF	HV%	Volume
EB	0.87	0.0%	125
WB	0.91	0.9%	223
NB	0.87	0.8%	354
SB	0.83	1.7%	294
Intersection	0.94	1.0%	996

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

NW Brady Rd & NW Mcintosh Rd

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM		21	11	0	0	76		0				0	29		1	0	138	0	0	0	0
7:15 AM		30	7	0	0	97		0				0	27		4	0	165	0	0	0	0
7:30 AM		44	7	0	0	90		0				0	34		3	0	178	0	0	0	0
7:45 AM		63	11	0	1	81		0				0	27		1	0	184	0	0	0	0
8:00 AM		33	10	0	3	79		0				0	28		2	0	155	0	0	0	0
8:15 AM		30	17	0	1	66		0				0	29		2	0	145	0	0	0	0
8:30 AM		40	8	0	0	74		0				0	37		3	0	162	0	0	0	0
8:45 AM		29	16	0	4	76		0				0	46		4	0	175	0	0	0	0
Total Survey		290	87	0	9	639		0				0	257		20	0	1,302	0	0	0	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	205	463	668	0	351	180	531	0	0	0	0	0	126	39	165	0	682
%HV	4.4%				0.6%				0.0%				2.4%				2.1%
PHF	0.69				0.90				0.00				0.85				0.93

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

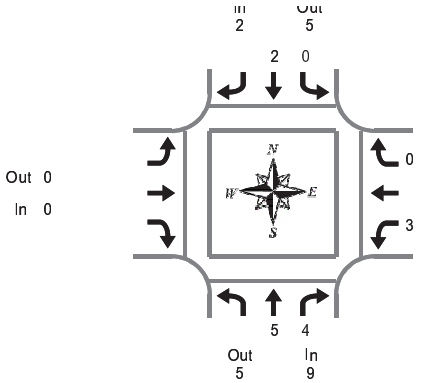
By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		170	35	205	4	347		351				0	116		10	126	682
%HV	NA	2.9%	11.4%	4.4%	0.0%	0.6%	NA	0.6%	NA	NA	NA	0.0%	2.6%	NA	0.0%	2.4%	2.1%
PHF		0.67	0.80	0.69	0.33	0.89		0.90				0.00	0.85		0.63	0.85	0.93

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM		158	36	0	1	344		0				0	117		9	0	665	0	0	0	0
7:15 AM		170	35	0	4	347		0				0	116		10	0	682	0	0	0	0
7:30 AM		170	45	0	5	316		0				0	118		8	0	662	0	0	0	0
7:45 AM		166	46	0	5	300		0				0	121		8	0	646	0	0	0	0
8:00 AM		132	51	0	8	295		0				0	140		11	0	637	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



NW Brady Rd & NW Mcintosh Rd

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		1	1	2	0	1		1				0	0		0	0	3
7:15 AM		0	2	2	0	1		1				0	1		0	1	4
7:30 AM		2	0	2	0	0		0				0	0		0	0	2
7:45 AM		3	2	5	0	1		1				0	1		0	1	7
8:00 AM		0	0	0	0	0		0				0	1		0	1	1
8:15 AM		1	3	4	1	2		3				0	0		0	0	7
8:30 AM		4	1	5	0	0		0				0	0		0	0	5
8:45 AM		0	2	2	0	2		2				0	2		0	2	6
Total Survey		11	11	22	1	7		8				0	5		0	5	35

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Brady Rd			Southbound NW Brady Rd			Eastbound NW Mcintosh Rd			Westbound NW Mcintosh Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	9	5	14	2	5	7	0	0	0	3	4	7	14
PHF	0.20			0.10			0.00			0.38			0.19

By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		5	4	9	0	2		2				0	3		0	3	14
PHF		0.25	0.17	0.20	0.00	0.13		0.10				0.00	0.38		0.00	0.38	0.19

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		6	5	11	0	3		3				0	2		0	2	16
7:15 AM		5	4	9	0	2		2				0	3		0	3	14
7:30 AM		6	5	11	1	3		4				0	2		0	2	17
7:45 AM		8	6	14	1	3		4				0	2		0	2	20
8:00 AM		5	6	11	1	4		5				0	3		0	3	19

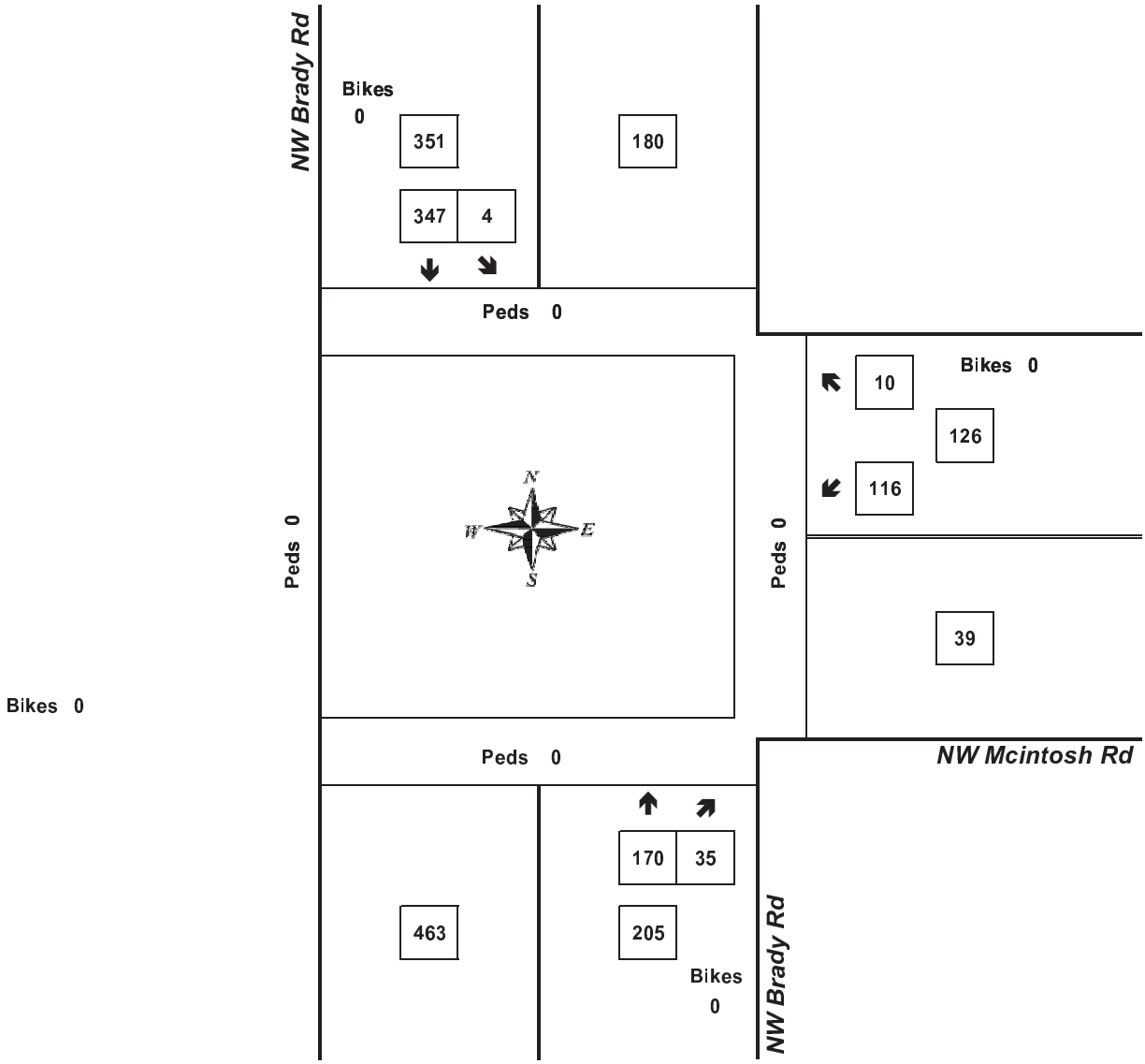
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Brady Rd & NW Mcintosh Rd

7:15 AM to 8:15 AM
Tuesday, February 23, 2016

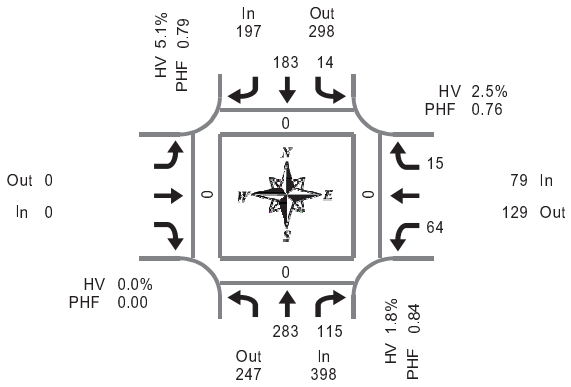


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.85	2.4%	126
NB	0.69	4.4%	205
SB	0.90	0.6%	351
Intersection	0.93	2.1%	682

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Brady Rd & NW Mcintosh Rd

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
2:00 PM		32	14	0	2	33		0				0	16		0	0	97	0	0	0	0
2:15 PM		36	13	0	1	33		0				0	20		0	0	103	1	0	0	0
2:30 PM		48	13	0	3	42		0				0	11		5	0	122	0	0	0	0
2:45 PM		52	20	0	3	50		0				0	13		4	0	142	0	0	0	0
3:00 PM		60	20	0	2	32		0				0	21		5	0	140	0	0	0	0
3:15 PM		65	33	0	1	45		0				0	11		2	0	157	0	0	0	0
3:30 PM		86	33	1	5	50		0				0	18		6	0	198	0	0	0	0
3:45 PM		72	29	2	6	56		0				0	14		2	0	179	0	0	0	0
Total Survey		451	175	3	23	341		0				0	124		24	0	1,138	1	0	0	0

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

By Approach	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	398	247	645	3	197	298	495	0	0	0	0	0	79	129	208	0	674	0	0	0	0
%HV	1.8%				5.1%				0.0%				2.5%				2.8%				
PHF	0.84				0.79				0.00				0.76				0.85				

By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		283	115	398	14	183		197				0	64		15	79	674
%HV	NA	1.8%	1.7%	1.8%	7.1%	4.9%	NA	5.1%	NA	NA	NA	0.0%	3.1%	NA	0.0%	2.5%	2.8%
PHF		0.82	0.87	0.84	0.58	0.82		0.79				0.00	0.76		0.63	0.76	0.85

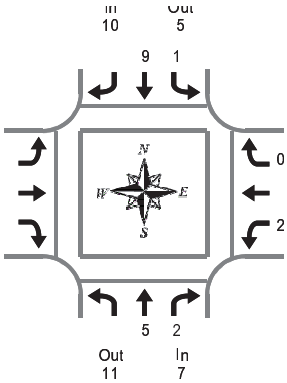
Rolling Hour Summary
2:00 PM to 4:00 PM

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
2:00 PM		168	60	0	9	158		0				0	60		9	0	464	1	0	0	0
2:15 PM		196	66	0	9	157		0				0	65		14	0	507	1	0	0	0
2:30 PM		225	86	0	9	169		0				0	56		16	0	561	0	0	0	0
2:45 PM		263	106	1	11	177		0				0	63		17	0	637	0	0	0	0
3:00 PM		283	115	3	14	183		0				0	64		15	0	674	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740

Out 0
In 0



NW Brady Rd & NW Mcintosh Rd

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
2:00 PM		0	2	2	0	1		1				0	2		0	2	5
2:15 PM		1	0	1	0	0		0				0	0		0	0	1
2:30 PM		2	0	2	0	0		0				0	0		0	0	2
2:45 PM		0	0	0	1	1		2				0	1		0	1	3
3:00 PM		2	1	3	1	1		2				0	1		0	1	6
3:15 PM		1	0	1	0	3		3				0	0		0	0	4
3:30 PM		1	0	1	0	4		4				0	1		0	1	6
3:45 PM		1	1	2	0	1		1				0	0		0	0	3
Total Survey		8	4	12	2	11		13				0	5		0	5	30

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

By Approach	Northbound NW Brady Rd			Southbound NW Brady Rd			Eastbound NW Mcintosh Rd			Westbound NW Mcintosh Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	7	11	18	10	5	15	0	0	0	2	3	5	19
PHF	0.35			0.28			0.00			0.25			0.30

By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		5	2	7	1	9		10				0	2		0	2	19
PHF		0.31	0.25	0.35	0.13	0.28		0.28				0.00	0.25		0.00	0.25	0.30

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
2:00 PM		3	2	5	1	2		3				0	3		0	3	11
2:15 PM		5	1	6	2	2		4				0	2		0	2	12
2:30 PM		5	1	6	2	5		7				0	2		0	2	15
2:45 PM		4	1	5	2	9		11				0	3		0	3	19
3:00 PM		5	2	7	1	9		10				0	2		0	2	19

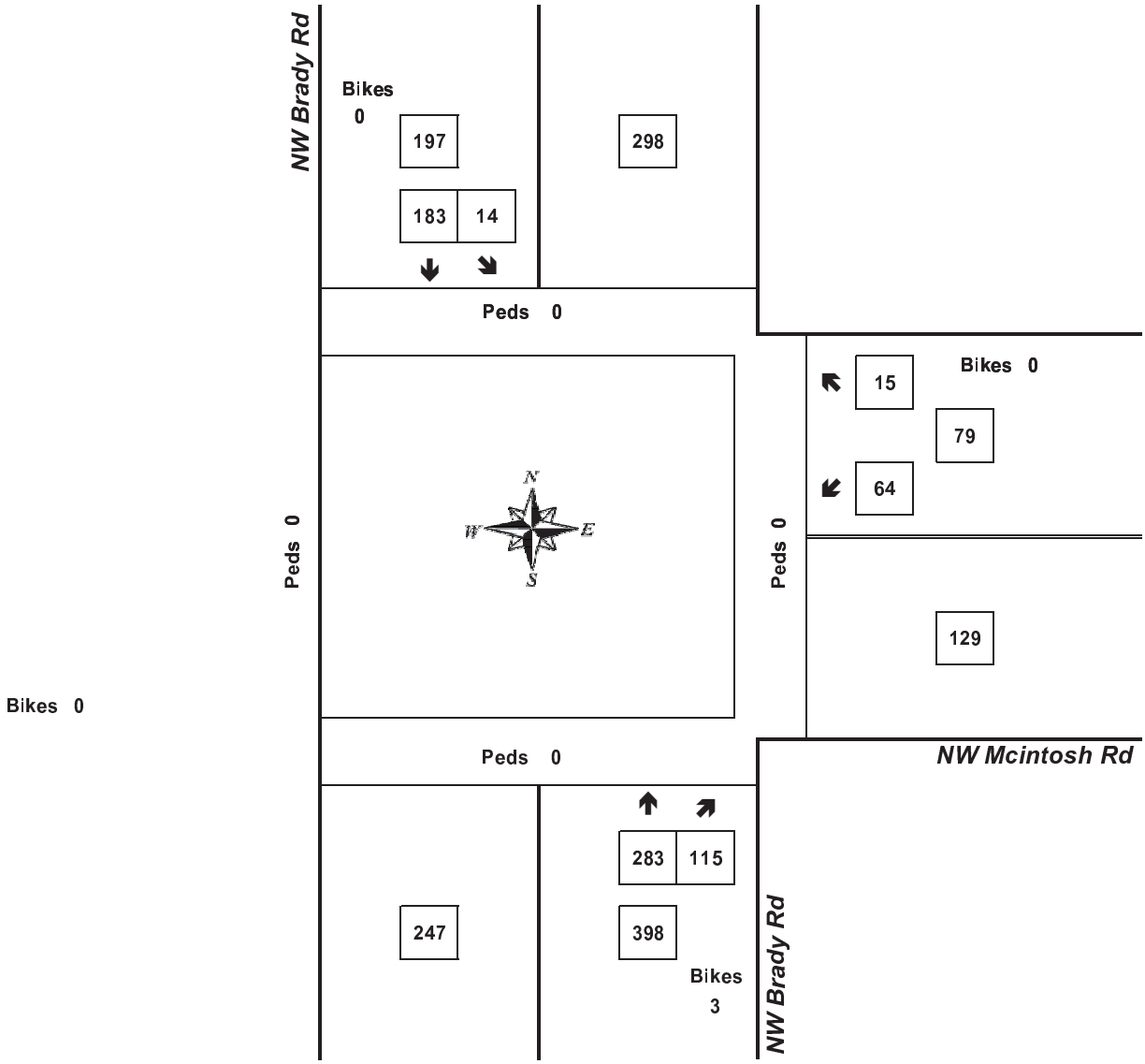
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Brady Rd & NW Mcintosh Rd

3:00 PM to 4:00 PM
Tuesday, February 23, 2016

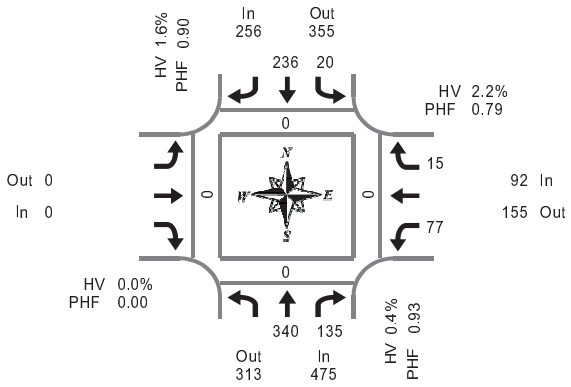


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.76	2.5%	79
NB	0.84	1.8%	398
SB	0.79	5.1%	197
Intersection	0.85	2.8%	674

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Brady Rd & NW Mcintosh Rd

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM		62	26	0	0	29		0				0	23		5	0	145	0	0	0	0
4:15 PM		75	26	0	4	48		0				0	29		7	1	189	0	0	0	0
4:30 PM		83	22	0	0	45		0				0	18		5	0	173	0	0	0	0
4:45 PM		69	42	0	6	50		0				0	20		2	0	189	0	0	0	0
5:00 PM		97	31	0	6	59		0				0	15		2	0	210	0	0	0	0
5:15 PM		94	24	0	7	64		0				0	21		8	0	218	0	0	0	0
5:30 PM		80	38	0	1	63		0				0	21		3	0	206	0	0	0	0
5:45 PM		71	30	0	4	33		0				0	18		5	0	161	0	0	0	0
Total Survey		631	239	0	28	391		0				0	165		37	1	1,491	0	0	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	475	313	788	0	256	355	611	0	0	0	0	0	92	155	247	0	823
%HV	0.4%				1.6%				0.0%				2.2%				1.0%
PHF	0.93				0.90				0.00				0.79				0.94

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

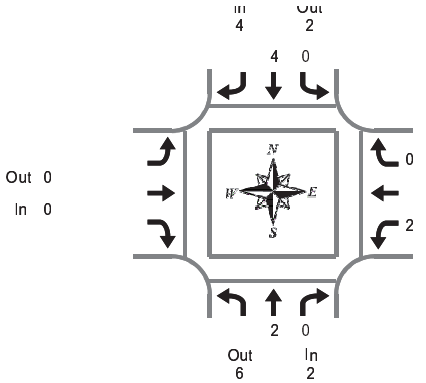
By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		340	135	475	20	236		256				0	77		15	92	823
%HV	NA	0.6%	0.0%	0.4%	0.0%	1.7%	NA	1.6%	NA	NA	NA	0.0%	2.6%	NA	0.0%	2.2%	1.0%
PHF		0.88	0.80	0.93	0.71	0.92		0.90				0.00	0.92		0.47	0.79	0.94

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM		289	116	0	10	172		0				0	90		19	1	696	0	0	0	0
4:15 PM		324	121	0	16	202		0				0	82		16	1	761	0	0	0	0
4:30 PM		343	119	0	19	218		0				0	74		17	0	790	0	0	0	0
4:45 PM		340	135	0	20	236		0				0	77		15	0	823	0	0	0	0
5:00 PM		342	123	0	18	219		0				0	75		18	0	795	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



NW Brady Rd & NW Mcintosh Rd

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		0	0	0	0	1		1				0	1		2	3	4
4:15 PM		0	0	0	0	1		1				0	0		0	0	1
4:30 PM		0	0	0	0	0		0				0	0		0	0	0
4:45 PM		0	0	0	0	2		2				0	2		0	2	4
5:00 PM		1	0	1	0	1		1				0	0		0	0	2
5:15 PM		0	0	0	0	0		0				0	0		0	0	0
5:30 PM		1	0	1	0	1		1				0	0		0	0	2
5:45 PM		0	0	0	0	0		0				0	0		0	0	0
Total Survey		2	0	2	0	6		6				0	3		2	5	13

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Brady Rd			Southbound NW Brady Rd			Eastbound NW Mcintosh Rd			Westbound NW Mcintosh Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	6	8	4	2	6	0	0	0	2	0	2	8
PHF	0.25			0.33			0.00			0.17			0.33

By Movement	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		2	0	2	0	4		4				0	2		0	2	8
PHF		0.25	0.00	0.25	0.00	0.33		0.33				0.00	0.25		0.00	0.17	0.33

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

Interval Start Time	Northbound NW Brady Rd				Southbound NW Brady Rd				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		0	0	0	0	4		4				0	3		2	5	9
4:15 PM		1	0	1	0	4		4				0	2		0	2	7
4:30 PM		1	0	1	0	3		3				0	2		0	2	6
4:45 PM		2	0	2	0	4		4				0	2		0	2	8
5:00 PM		2	0	2	0	2		2				0	0		0	0	4

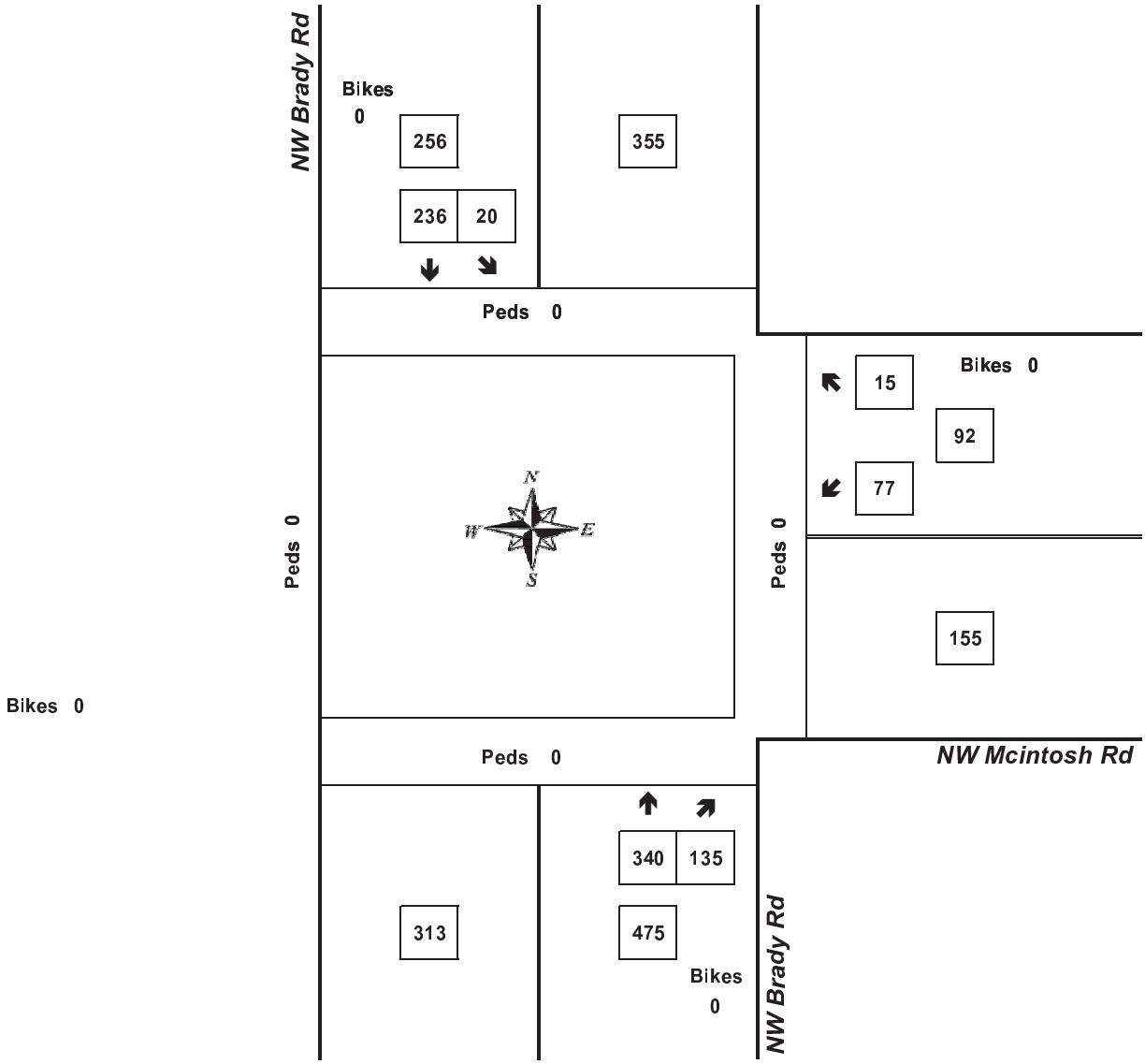
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Brady Rd & NW Mcintosh Rd

4:45 PM to 5:45 PM
Tuesday, February 23, 2016

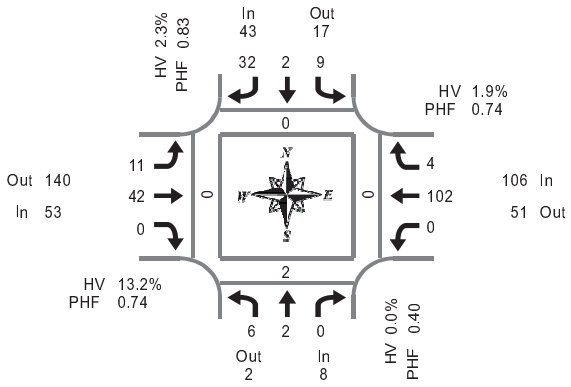


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.79	2.2%	92
NB	0.93	0.4%	475
SB	0.90	1.6%	256
Intersection	0.94	1.0%	823

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

NW Klickitat St & NW Mcintosh Rd

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	0	0	0	4	0	4	0	1	9	0	0	0	23	1	0	43	0	0	0	0
7:15 AM	3	0	0	0	2	0	5	0	1	3	0	0	0	15	2	0	31	0	0	0	0
7:30 AM	2	1	0	0	3	1	7	0	0	7	0	0	0	20	6	0	47	0	0	0	0
7:45 AM	2	0	0	0	0	0	6	0	1	10	0	0	0	18	5	0	42	0	0	0	0
8:00 AM	0	0	0	0	4	0	9	0	1	12	0	0	0	19	1	0	46	0	0	0	0
8:15 AM	1	0	0	0	1	0	7	0	3	13	0	0	0	20	1	0	46	0	1	0	0
8:30 AM	4	1	0	0	3	1	6	0	2	4	0	0	0	28	1	0	50	0	1	0	0
8:45 AM	1	1	0	0	1	1	10	0	5	13	0	0	0	35	1	0	68	0	0	0	0
Total Survey	14	3	0	0	18	3	54	0	14	71	0	0	0	178	18	0	373	0	2	0	0

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

By Approach	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	8	2	10	0	43	17	60	0	53	140	193	0	106	51	157	0	210
%HV	0.0%				2.3%				13.2%				1.9%				4.8%
PHF	0.40				0.83				0.74				0.74				0.77

Pedestrians Crosswalk			
North	South	East	West
0	2	0	0

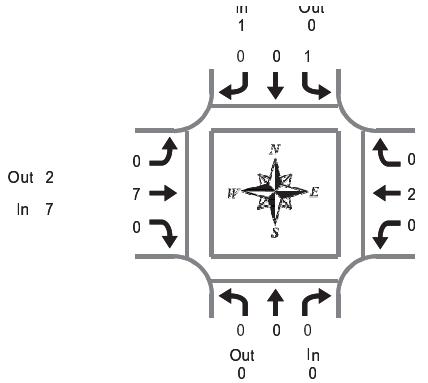
By Movement	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	6	2	0	8	9	2	32	43	11	42	0	53	0	102	4	106	210
%HV	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	2.3%	0.0%	16.7%	0.0%	13.2%	0.0%	2.0%	0.0%	1.9%	4.8%
PHF	0.38	0.50	0.00	0.40	0.56	0.50	0.80	0.83	0.55	0.81	0.00	0.74	0.00	0.73	1.00	0.74	0.77

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	8	1	0	0	9	1	22	0	3	29	0	0	0	76	14	0	163	0	0	0	0
7:15 AM	7	1	0	0	9	1	27	0	3	32	0	0	0	72	14	0	166	0	0	0	0
7:30 AM	5	1	0	0	8	1	29	0	5	42	0	0	0	77	13	0	181	0	1	0	0
7:45 AM	7	1	0	0	8	1	28	0	7	39	0	0	0	85	8	0	184	0	2	0	0
8:00 AM	6	2	0	0	9	2	32	0	11	42	0	0	0	102	4	0	210	0	2	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

NW Klickitat St & NW Mcintosh Rd

Tuesday, February 23, 2016
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
8:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
Total Survey	0	0	0	0	6	0	0	6	2	8	0	10	0	4	0	4	20

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

By Approach	Northbound NW Klickitat St			Southbound NW Klickitat St			Eastbound NW Mcintosh Rd			Westbound NW Mcintosh Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	1	0	1	7	2	9	2	8	10	10
PHF	0.00			0.05			0.25			0.25			0.25

By Movement	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	1	0	0	1	0	7	0	7	0	2	0	2	10
PHF	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.05	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.25	0.25

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	5	0	0	5	2	1	0	3	0	2	0	2	10
7:15 AM	0	0	0	0	4	0	0	4	2	0	0	2	0	2	0	2	8
7:30 AM	0	0	0	0	3	0	0	3	1	5	0	6	0	2	0	2	11
7:45 AM	0	0	0	0	1	0	0	1	1	6	0	7	0	2	0	2	10
8:00 AM	0	0	0	0	1	0	0	1	0	7	0	7	0	2	0	2	10

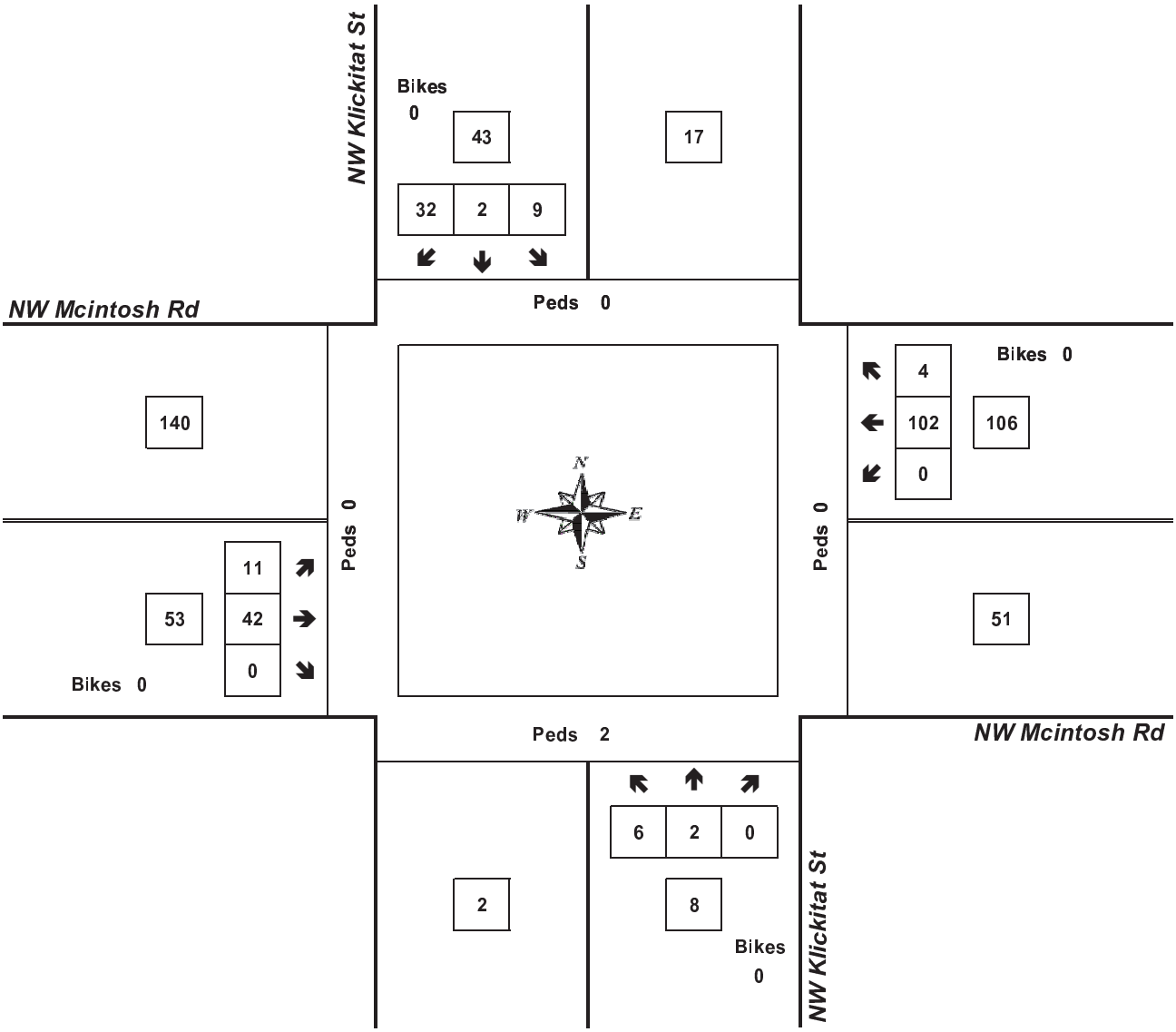
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Klickitat St & NW Mcintosh Rd

8:00 AM to 9:00 AM
Tuesday, February 23, 2016

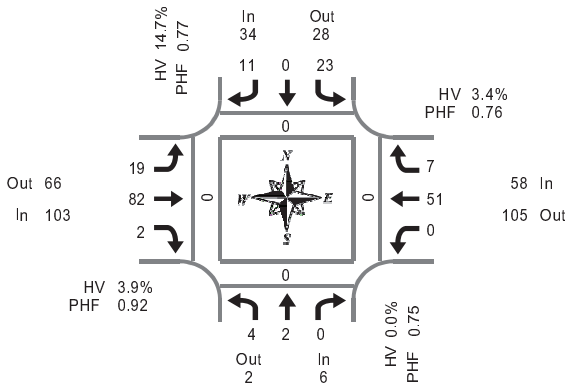


Approach	PHF	HV%	Volume
EB	0.74	13.2%	53
WB	0.74	1.9%	106
NB	0.40	0.0%	8
SB	0.83	2.3%	43
Intersection	0.77	4.8%	210

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

NW Klickitat St & NW Mcintosh Rd

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	0	0	0	0	2	0	4	0	4	9	0	0	1	13	3	0	36	0	0	0	0
2:15 PM	0	0	0	0	9	0	2	0	1	13	0	0	0	15	2	0	42	0	0	0	0
2:30 PM	0	0	0	0	6	0	3	0	3	10	0	0	0	11	0	0	33	0	0	0	0
2:45 PM	2	0	1	0	7	1	3	0	6	11	1	0	0	7	3	0	42	0	0	0	0
3:00 PM	2	0	0	0	6	0	5	0	3	19	0	0	0	15	2	0	52	0	0	0	0
3:15 PM	0	1	0	0	4	0	2	0	4	22	0	0	0	10	3	0	46	0	0	0	0
3:30 PM	1	0	0	0	7	0	2	0	6	22	0	0	0	17	2	0	57	0	0	0	0
3:45 PM	1	1	0	0	6	0	2	0	6	19	2	0	0	9	0	0	46	0	0	0	0
Total Survey	6	2	1	0	47	1	23	0	33	125	3	0	1	97	15	0	354	0	0	0	0

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

By Approach	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	6	2	8	0	34	28	62	0	103	66	169	0	58	105	163	0	201	0	0	0	0
%HV	0.0%				14.7%				3.9%				3.4%				5.5%				
PHF	0.75				0.77				0.92				0.76				0.88				

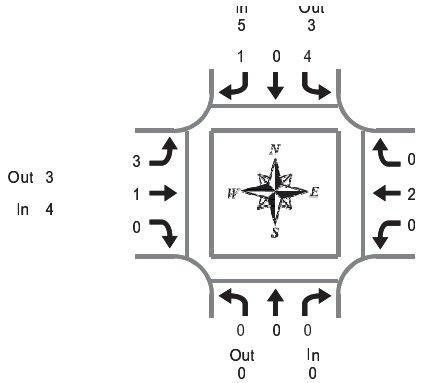
By Movement	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	2	0	6	23	0	11	34	19	82	2	103	0	51	7	58	201
%HV	0.0%	0.0%	0.0%	0.0%	17.4%	0.0%	9.1%	14.7%	15.8%	1.2%	0.0%	3.9%	0.0%	3.9%	0.0%	3.4%	5.5%
PHF	0.50	0.50	0.00	0.75	0.82	0.00	0.55	0.77	0.79	0.93	0.25	0.92	0.00	0.75	0.58	0.76	0.88

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	2	0	1	0	24	1	12	0	14	43	1	0	1	46	8	0	153	0	0	0	0
2:15 PM	4	0	1	0	28	1	13	0	13	53	1	0	0	48	7	0	169	0	0	0	0
2:30 PM	4	1	1	0	23	1	13	0	16	62	1	0	0	43	8	0	173	0	0	0	0
2:45 PM	5	1	1	0	24	1	12	0	19	74	1	0	0	49	10	0	197	0	0	0	0
3:00 PM	4	2	0	0	23	0	11	0	19	82	2	0	0	51	7	0	201	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



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

NW Klickitat St & NW Mcintosh Rd

Tuesday, February 23, 2016
2:00 PM to 4:00 PM

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
2:45 PM	1	0	0	1	1	1	0	2	1	0	0	1	0	0	0	0	4
3:00 PM	0	0	0	0	2	0	1	3	2	0	0	2	0	1	0	1	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
3:45 PM	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	3
Total Survey	1	0	0	1	5	1	1	7	4	4	0	8	0	4	0	4	20

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

By Approach	Northbound NW Klickitat St			Southbound NW Klickitat St			Eastbound NW Mcintosh Rd			Westbound NW Mcintosh Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	5	3	8	4	3	7	2	5	7	11
PHF	0.00			0.25			0.25			0.25			0.25

By Movement	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	4	0	1	5	3	1	0	4	0	2	0	2	11
PHF	0.00	0.00	0.00	0.00	0.33	0.00	0.25	0.25	0.25	0.08	0.00	0.25	0.00	0.25	0.00	0.25	0.25

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	1	0	0	1	1	1	0	2	1	3	0	4	0	2	0	2	9
2:15 PM	1	0	0	1	3	1	1	5	3	1	0	4	0	1	0	1	11
2:30 PM	1	0	0	1	3	1	1	5	3	1	0	4	0	1	0	1	11
2:45 PM	1	0	0	1	4	1	1	6	3	0	0	3	0	2	0	2	12
3:00 PM	0	0	0	0	4	0	1	5	3	1	0	4	0	2	0	2	11

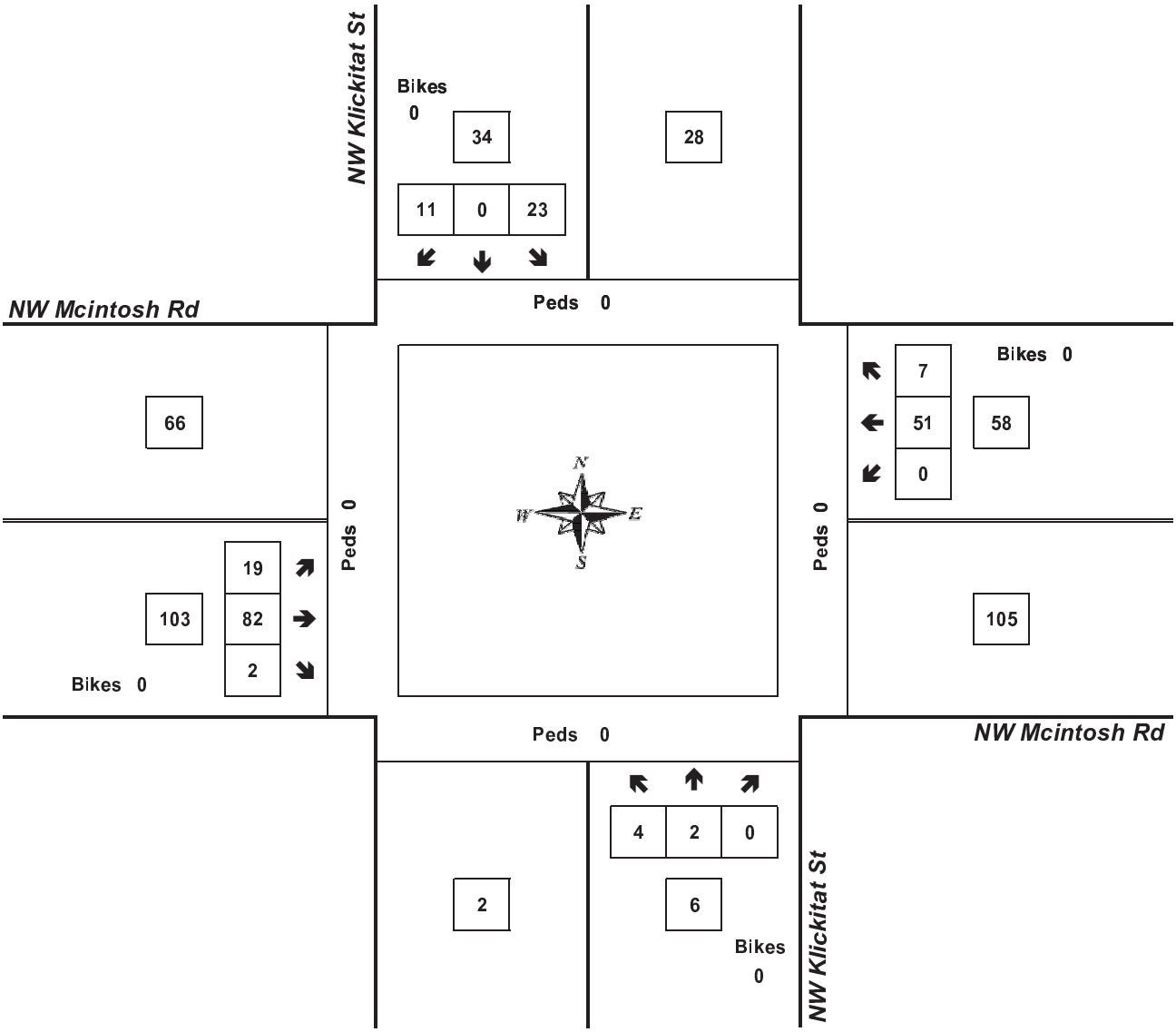
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Klickitat St & NW Mcintosh Rd

3:00 PM to 4:00 PM
Tuesday, February 23, 2016

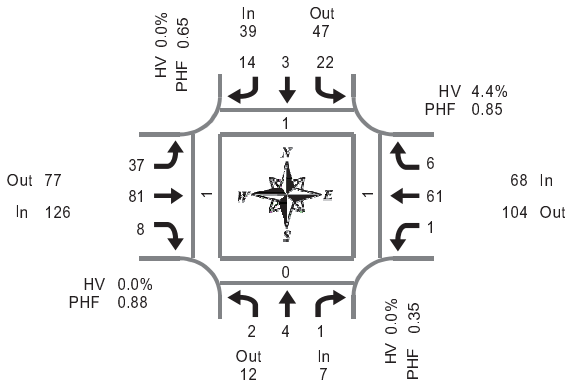


Approach	PHF	HV%	Volume
EB	0.92	3.9%	103
WB	0.76	3.4%	58
NB	0.75	0.0%	6
SB	0.77	14.7%	34
Intersection	0.88	5.5%	201

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

NW Klickitat St & NW Mcintosh Rd

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	1	0	0	4	1	4	0	0	13	2	0	1	22	4	0	53	0	0	0	0
4:15 PM	0	0	1	0	3	1	5	0	7	15	1	0	0	20	4	1	57	0	0	0	0
4:30 PM	1	0	0	0	7	0	4	0	4	15	1	0	0	11	4	0	47	0	0	0	0
4:45 PM	0	1	0	0	2	1	5	1	14	18	4	0	0	13	2	0	60	1	0	0	0
5:00 PM	0	0	0	0	10	1	4	0	7	23	2	0	0	15	2	0	64	0	0	1	0
5:15 PM	1	3	1	0	8	0	1	0	4	21	2	0	1	13	2	0	57	0	0	0	1
5:30 PM	1	0	0	0	2	1	4	0	12	19	0	0	0	20	0	0	59	0	0	0	0
5:45 PM	1	0	0	0	7	1	2	0	8	16	1	0	0	10	1	0	47	0	0	0	0
Total Survey	5	5	2	0	43	6	29	1	56	140	13	0	2	124	19	1	444	1	0	1	1

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	7	12	19	0	39	47	86	1	126	77	203	0	68	104	172	0	240
%HV	0.0%				0.0%				0.0%				4.4%				1.3%
PHF	0.35				0.65				0.88				0.85				0.94

Pedestrians Crosswalk			
North	South	East	West
1	0	1	1

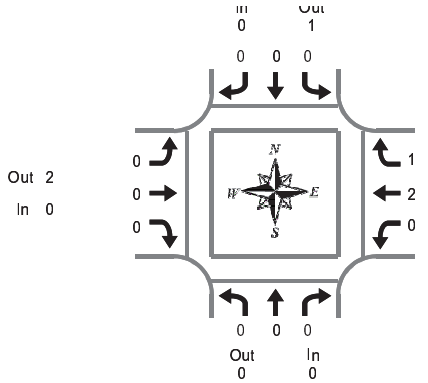
By Movement	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	4	1	7	22	3	14	39	37	81	8	126	1	61	6	68	240
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	16.7%	4.4%	1.3%
PHF	0.50	0.33	0.25	0.35	0.55	0.75	0.70	0.65	0.66	0.88	0.50	0.88	0.25	0.76	0.75	0.85	0.94

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	2	2	1	0	16	3	18	1	25	61	8	0	1	66	14	1	217	1	0	0	0
4:15 PM	1	1	1	0	22	3	18	1	32	71	8	0	0	59	12	1	228	1	0	1	0
4:30 PM	2	4	1	0	27	2	14	1	29	77	9	0	1	52	10	0	228	1	0	1	1
4:45 PM	2	4	1	0	22	3	14	1	37	81	8	0	1	61	6	0	240	1	0	1	1
5:00 PM	3	3	1	0	27	3	11	0	31	79	5	0	1	58	5	0	227	0	0	1	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



NW Klickitat St & NW Mcintosh Rd

Tuesday, February 23, 2016
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	6

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound NW Klickitat St			Southbound NW Klickitat St			Eastbound NW Mcintosh Rd			Westbound NW Mcintosh Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	1	1	0	2	2	3	0	3	3
PHF	0.00			0.00			0.00			0.25			0.25

By Movement	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.25	0.25	0.25

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

Interval Start Time	Northbound NW Klickitat St				Southbound NW Klickitat St				Eastbound NW Mcintosh Rd				Westbound NW Mcintosh Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1

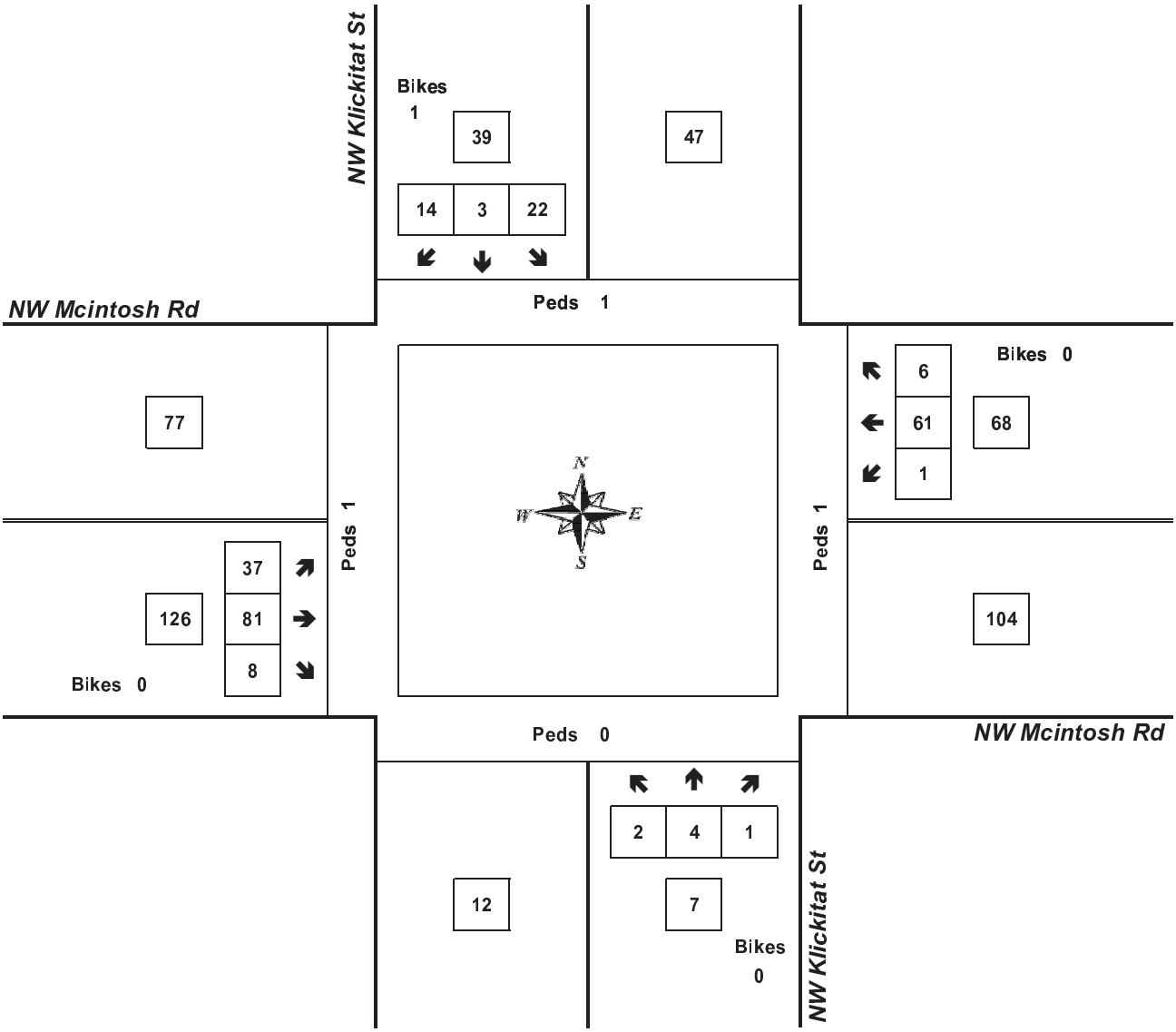
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Klickitat St & NW Mcintosh Rd

4:45 PM to 5:45 PM
Tuesday, February 23, 2016

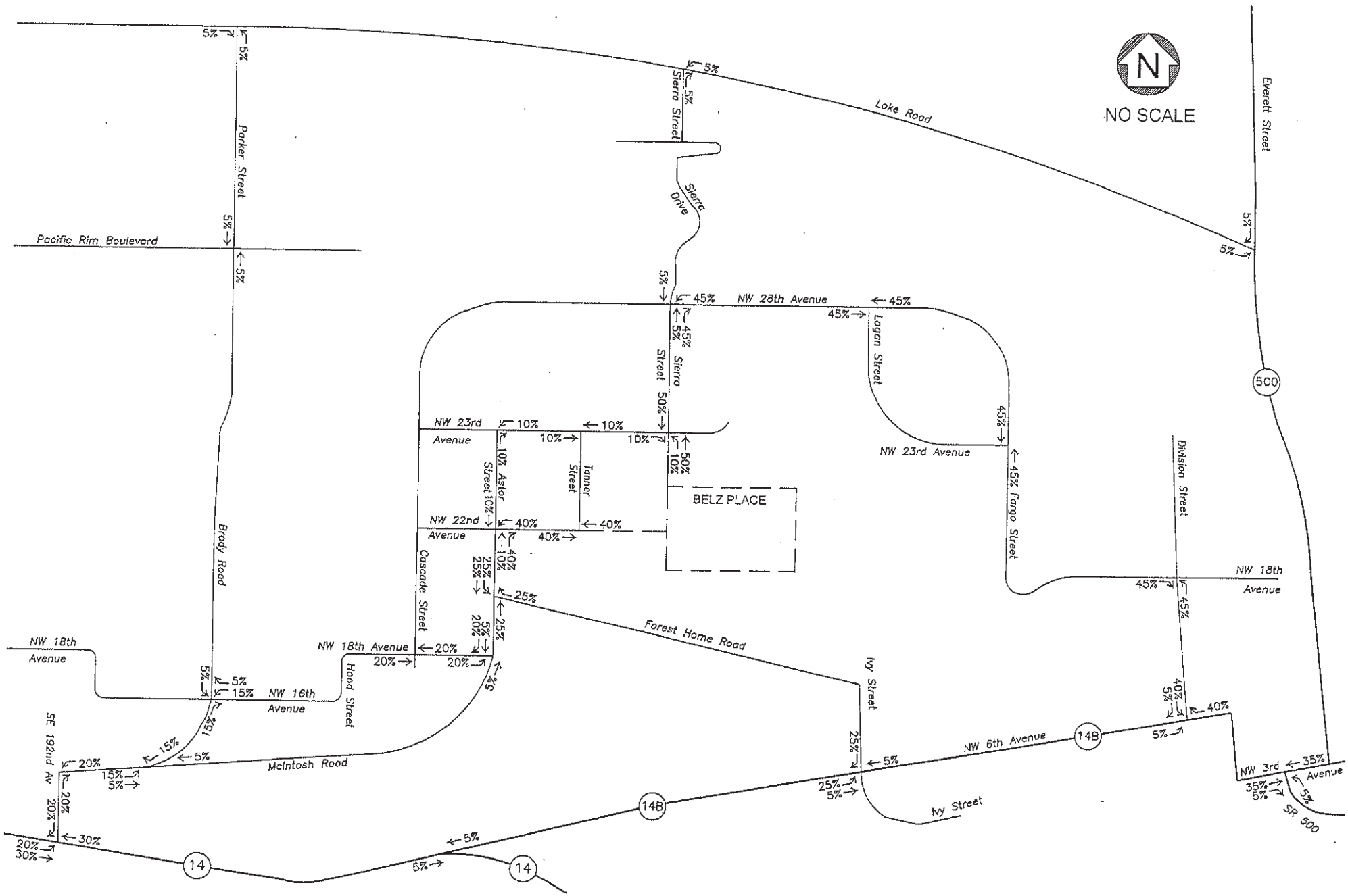


Approach	PHF	HV%	Volume
EB	0.88	0.0%	126
WB	0.85	4.4%	68
NB	0.35	0.0%	7
SB	0.65	0.0%	39
Intersection	0.94	1.3%	240

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

'LOT DATE: 09/2

FILE: 0551flow.dwg



CHARBONNEAU ENGINEERING LLC

PROJECT: 05-51

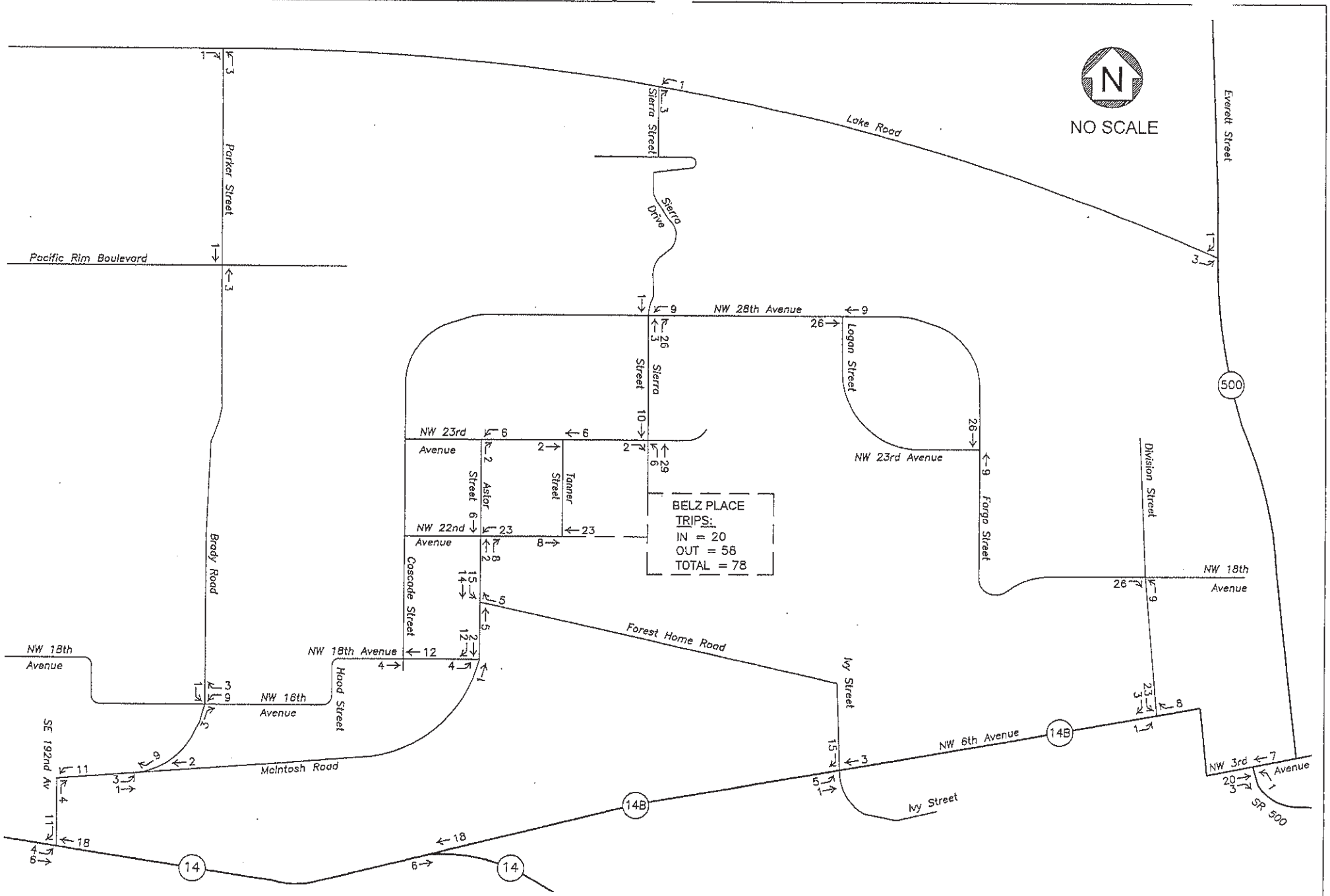
NOTES: Trip distribution based on the layout of the Belz Place subdivision, input from City of Camas staff, and engineering judgement.

TRIP DISTRIBUTION
AM PEAK HOUR AND PM PEAK HOUR
BELZ PLACE

FIGURE 4

LOT DATE: 09/2.

FILE: 0551flow.dwg



CHARBONNEAU ENGINEERING LLC

PROJECT: 05-51

NOTES: Trip generation based on Single-Family (ITE 210) trip rates.

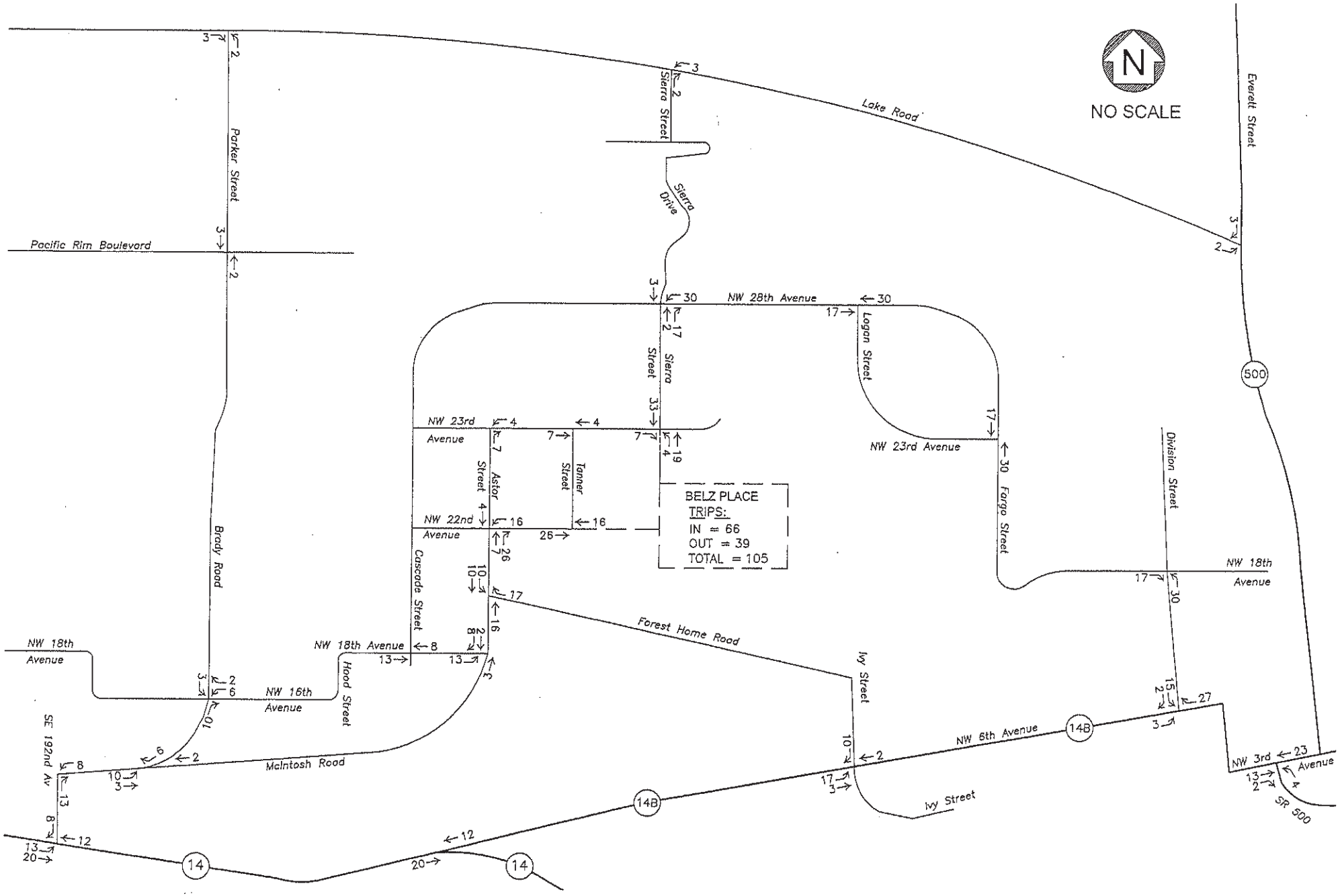
TRIP ASSIGNMENT
AM PEAK HOUR
BELZ PLACE

FIGURE

5a

'LOT DATE: 09/2

FILE: 0551flow.dwg



CHARBONNEAU ENGINEERING LLC

PROJECT: 05-51

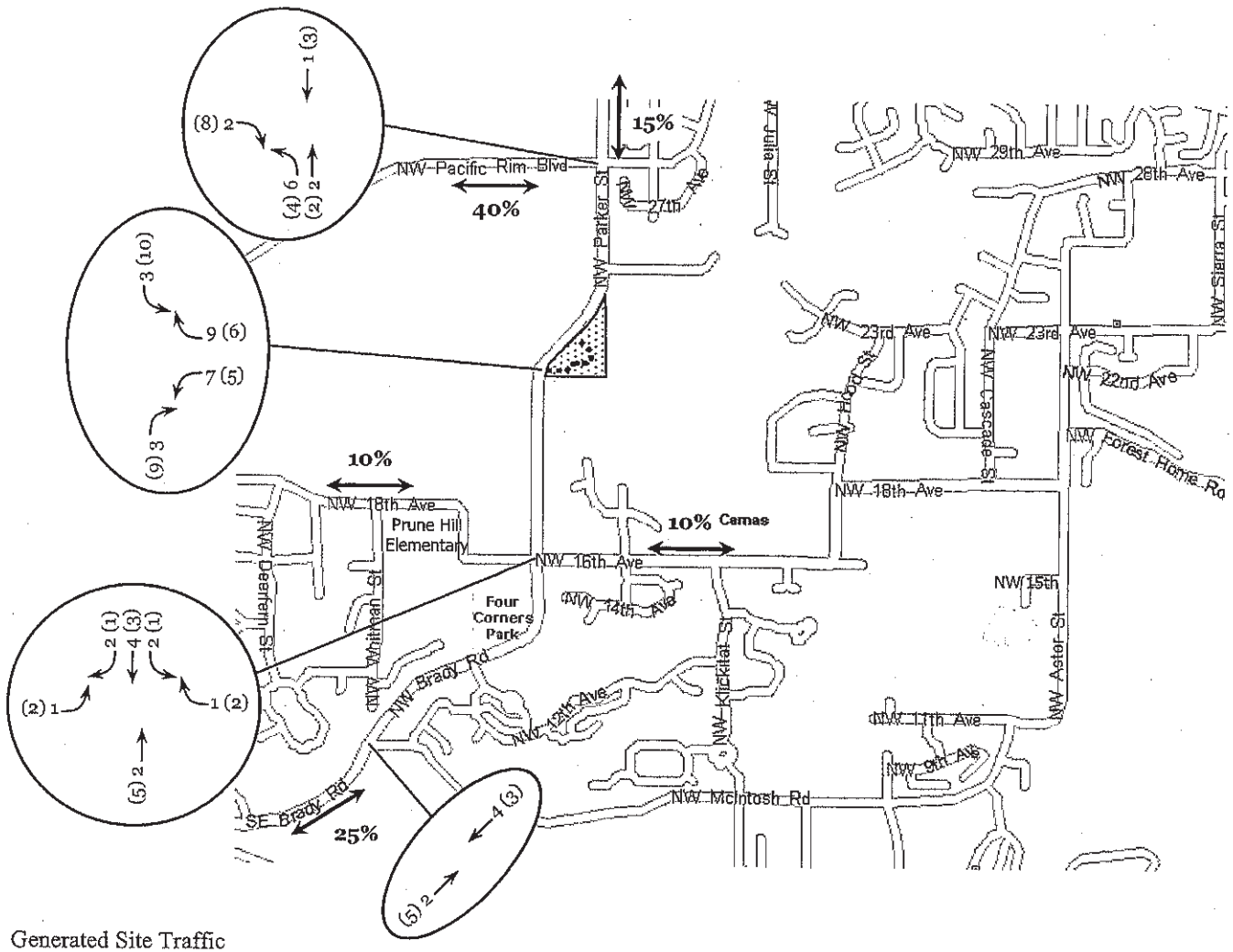
NOTES: Trip generation based on Single-Family (ITE 210) trip rates.

TRIP ASSIGNMENT
PM PEAK HOUR
BELZ PLACE

FIGURE

5b

Figure 8: Weekday Peak Hour Traffic Volumes Generated By Brady Road Subdivision



Generated Site Traffic

	In	Out
AM Peak	6	16
PM Peak	19	10

N

Drawing Not To Scale

Traffic Signal

Stop Sign

Proposed Site

Proposed Roadway

AM(PM) Peak Hour Volumes

OR05.080.T01 Brady Road Subdivision

CTS Engineers

Mary Kate Otto <mkek26@gmail.com>

FW: Middle School Trip Dist - Sharp Property

Wes Heigh <WHeigh@cityofcamas.us> Mon, Feb 29, 2016 at 7:39 AM
To: Mary Kate Otto <mkek26@gmail.com>, "Curleigh (Jim) Carothers" <jcarothers@cityofcamas.us>
Cc: Norm Wurzer <NWurzer@cityofcamas.us>, Frank Charbonneau <Frank@charbonneauengineer.com>

Mary Kate,

Attached please find the information you requested. Please note that building #3, a 30,000 SF single story print shop is constructed and in full operation. Building #4 was approved as a 3 story 82,000 SF general office building and has not yet been built or occupied.

Please feel free to contact me if you have additional questions.

Regards,

Wes

Wes G. Heigh

Project Manager

City of Camas

616 NE 4th Ave.

Camas, WA 98607

(360) 817-7237

wheigh@cityofcamas.us

Generally, a crash rate greater than one crash per million entering vehicles (MEV) at an intersection is an indicator that a potential geometric or operational issue may exist and that further evaluation should be considered. Table 2 summarizes the intersection crash history.

Table 2 Intersection Crash Histories (January 1, 2006 through December 31, 2010)

Intersection	Number of Crashes	Collision Type					Severity			Crash Rate[2] (per MEV[3])
		Rear End	Turning/ Side Swipe	Angle	Fixed Object	Other	PDO[1]	Injury	Fatal	
NW 38th Avenue/ SE 192nd Avenue	5	2	1	0	2	0	3	2	0	0.14
NW 38th Avenue/ NW Parker Street	6	0	1	4	1	0	5	1	0	0.32
NW Pacific Rim Blvd./ NW Parker Street	2	0	0	1	1	0	1	1	0	0.13
NW 16th Avenue/ NW Brady Road	2	0	0	1	1	0	1	1	0	0.13

[1] Property Damage Only
[2] Crash Rate = (Total Crashes) / (365 days/year x daily entering vehicles / 1,000,000)
[3] MEV – Million Entering Vehicles

As shown in Table 2, each study intersection's crash rate is less than 1.0 crashes/MEV, there were no fatalities reported during the time periods studied, and no correctable safety issues were identified on the basis of the crash rate comparison alone. *Attachment "A" contains the crash data.*

Proposed Development Trip Generation Estimate

Estimates of daily and weekday a.m. and p.m. peak hour vehicle trip ends for the proposed Fisher Creek Campus were calculated from empirical observations at other similar developments. These observations were obtained from the standard reference manual, *Trip Generation, 8th Edition*, published by the Institute of Transportation Engineers (ITE, Reference 3). Table 3 shows the estimated trip generation associated the proposed buildings. The daily trips shown in Table 3 were rounded to the nearest even number while the weekday a.m. and p.m. peak hour trips were rounded to the nearest trip.

Table 3 Trip Generation Estimate

ITE Land Use	ITE Code	Size (square feet)	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Corporate Headquarters Building	714	107,256	856	160	149	11	150	15	135

Trip Distribution

The estimated trip distribution pattern associated with the proposed development was obtained directly from the August 2008 traffic study prepared for the campus (Reference 4). The distribution was previously determined through a review of a select zone analysis for the site obtained from the Southwest Washington Regional Transportation Council, the roadway network, and the location of residential areas in the vicinity of the site. Figure 2 illustrates the estimated trip distribution pattern while Figure 3 illustrates the weekday a.m. and p.m. peak hour site-generated trip assignment at the study intersections. Figure 4 illustrates the weekday p.m. peak hour site-generated trip assignment at concurrency corridor intersections modeled by the City of Vancouver within two miles of the site (Vancouver requires a trip assignment to City concurrency corridor intersections impacted by six or more weekday p.m. peak hour site-generated trips and located within a two-mile radius of the development site).

Study Intersection Traffic Operations Review

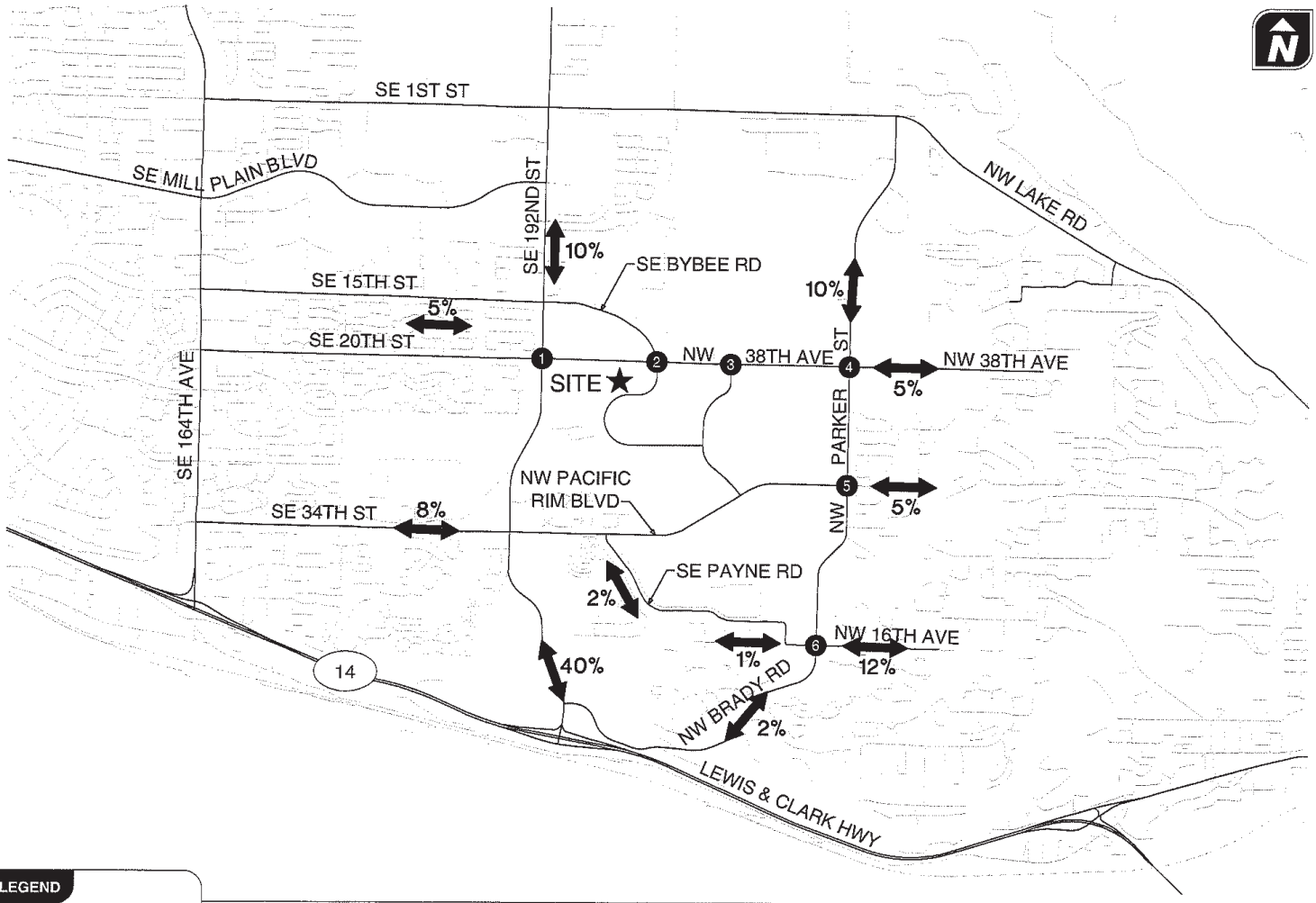
This section provides a review of operations at the study intersections under existing and forecast future background and total traffic conditions. *Attachment "C" contains the traffic analysis worksheets.*

TRAFFIC OPERATIONAL ANALYSIS STANDARDS

All level-of-service analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 5). A description of level of service and the criteria by which they are determined is presented in Attachment "B." Attachment "B" also indicates how level of service is measured and what is generally considered the acceptable range of level of service. The level of service analyses were completed using the Traffix 8.0 analysis software package.

To ensure that this analysis was based on a reasonable worst-case scenario, the peak 15-minute flow rate during the weekday a.m. and p.m. peak hour was used in the evaluation of all intersection levels of service. For this reason, the analyses reflect conditions that are only likely to occur for 15 minutes out of each average peak hour. Traffic conditions during all other weekday hours will likely operate under better conditions than those described in this report.

The City of Camas Design Standards Manual states: *"A minimum Level of Service of "C" on minor and local streets, and "D" on collector/arterials or better should be maintained for traffic operations."* Level of Service "D" applies to all of the study intersections.



LEGEND

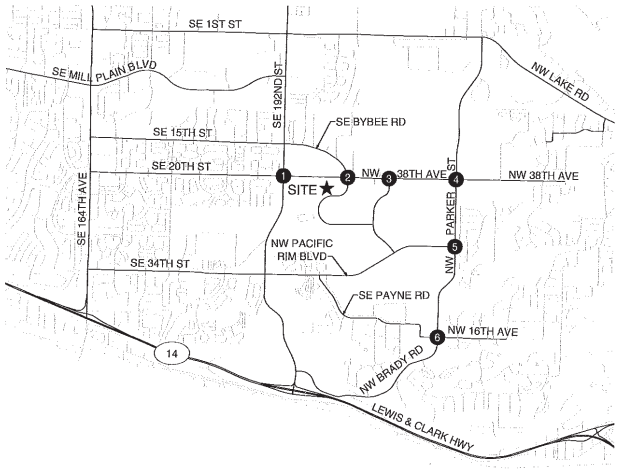
STUDY INTERSECTION

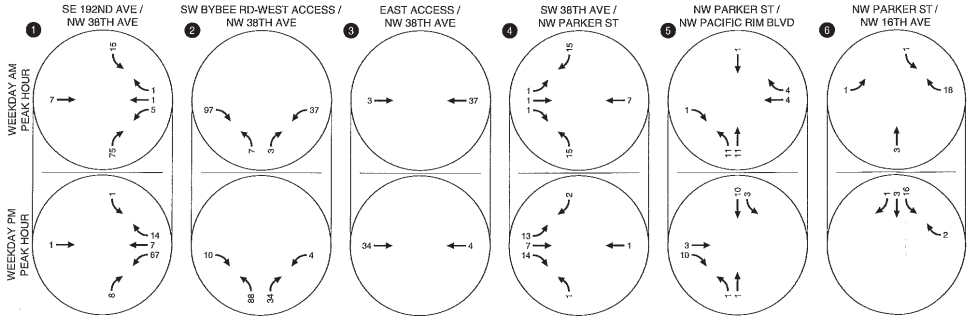
ESTIMATED TRIP DISTRIBUTION PATTERN
CAMAS, WASHINGTON

FIGURE **2**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\projfile\11884 - Fisher Creek Campus Building 3\dwgs\figs\11884_Fig01.dwg Jul 07, 2011 - 2:23pm - cbrehmer Layout Tab: Fig02





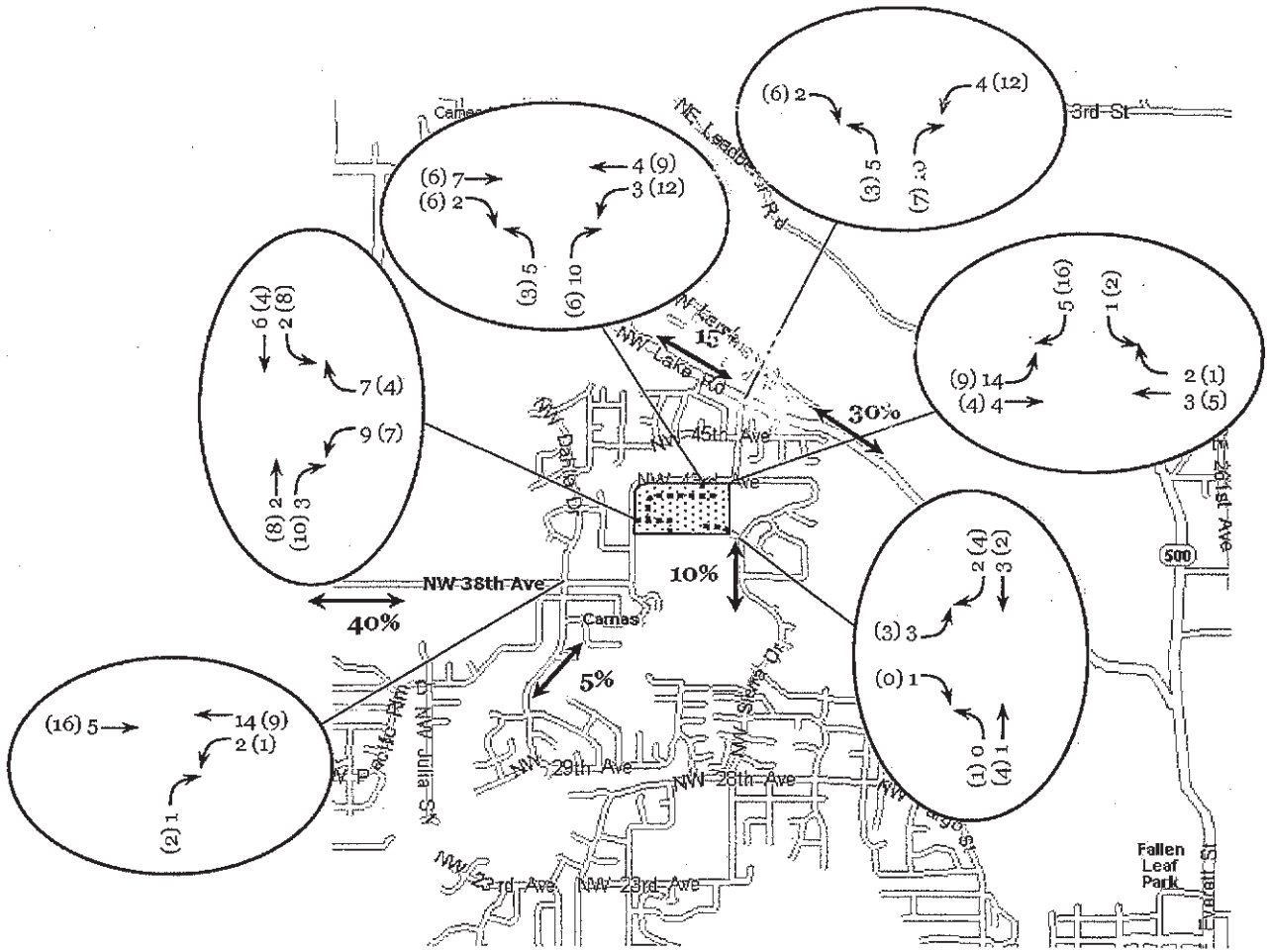
SITE-GENERATED TRIPS
WEEKDAY AM AND PM PEAK HOUR
CAMAS, WASHINGTON

FIGURE 3

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\proj\fisc\11884 - Fisher Creek Campus Building 3\dwgs\figs\11884_Fig01.dwg Jul 07, 2011 - 2:23pm - ctreimer Layout Tab: Fig03

Figure 8: Weekday Peak Hour Traffic Volumes Generated By Hidden Meadows



N

Drawing Not To Scale

Generated Site Traffic

	In	Out
AM Peak	12	35
PM Peak	40	23

Traffic Signal

Stop Sign

Proposed Site

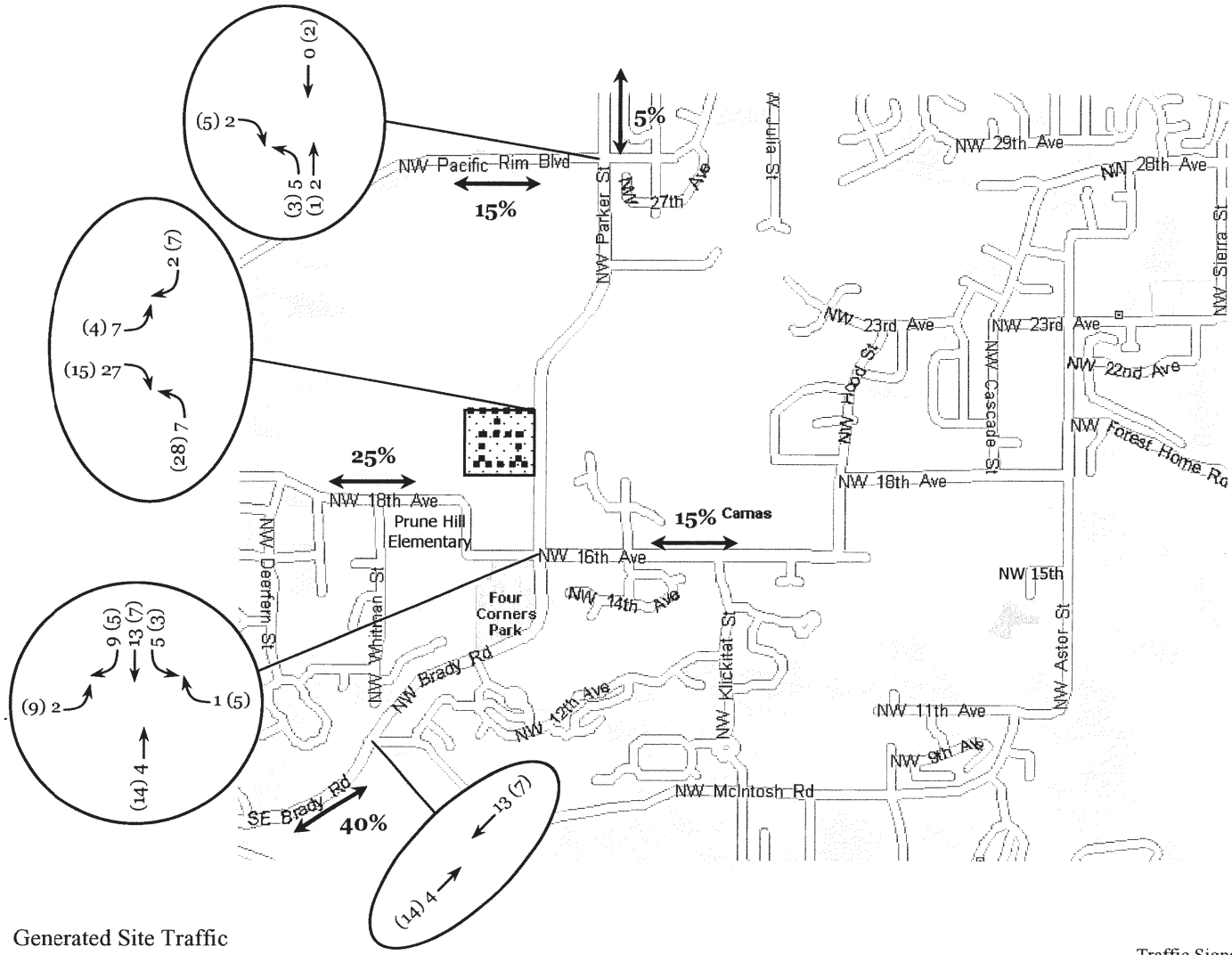
Proposed Roadway

AM(PM) Peak Hour Volumes

OR05.023.T01 Hidden Meadows

CTS ENGINEERS

Figure 9: Weekday Peak Hour Traffic Volumes Generated By Parker Village



N

Drawing Not To Scale

Generated Site Traffic

	In	Out
AM Peak	9	33
PM Peak	34	19

Traffic Signal

Stop Sign

Proposed Site

Proposed Roadway

AM(PM) Peak Hour Volumes

OR04.093.T01 Parker Village

CTS Engineers

DKS Associates
TRANSPORTATION SOLUTIONS

Element	Improvement Project	Improvement	Total Construction Project Cost (millions)	TIF Eligible Cost (millions)
1	242nd Avenue/Goodwin/28th	Install a traffic signal. Add SB left turn lane.	$0.5	$0.14
2	Ingle Road/28th Street	Install a traffic signal.	$0.25	$0.25
3	232nd Avenue/22nd Street	Install roundabout	$0.5	$0.27
4	232nd Avenue/9th Street	Install roundabout	$0.5	$0.50
5	SR 500/New Road (242nd Avenue Extension)	Install traffic signal	$0.25	$0.25
6	SR 500/Leadbetter	Install median, converting intersection to right-in/right-out only access	$0.05	$0.05
North Intersection Projects			**$2.05**	**$1.45**
9	Camas Meadows Drive/Goodwin Road	Install traffic signal.	$0.25	$0.25
10	Lake Road/Sierra Street	Install traffic signal.	$0.25	$0.25
11	Lake Road/Everett Street/ SR 500	Install roundabout with two approach lanes on west, east and south legs, and one approach lane on north leg due to bridge limitations to north.	$2.0	$2.0
12	14th/Everett/SR 500	Install barrier restricting access to intersection from south and west approaches.	$0.05	$0.05
13	6th Avenue/Norwood Street	Install traffic signal	$0.25	$0.25
14	Payne Road/ Pacific Rim Boulevard	Install Traffic Signal	$0.25	$0.25
15	Brady Road/16th Avenue	Install Traffic Signal	$0.25	$0.25
16	Parker Street/ Pacific Rim Boulevard	Install Traffic Signal	$0.25	$0.25
South Intersection Projects			**$3.55**	**$3.55**
		Total Cost of Intersection Improvement Projects	**$5.6**	**$5.0**
		Right-of-Way Costs	**$32.3**	**$8.0**
		Total TIF Improvement Cost (Roadway + Intersection)	**$135.9**	**$79.6**

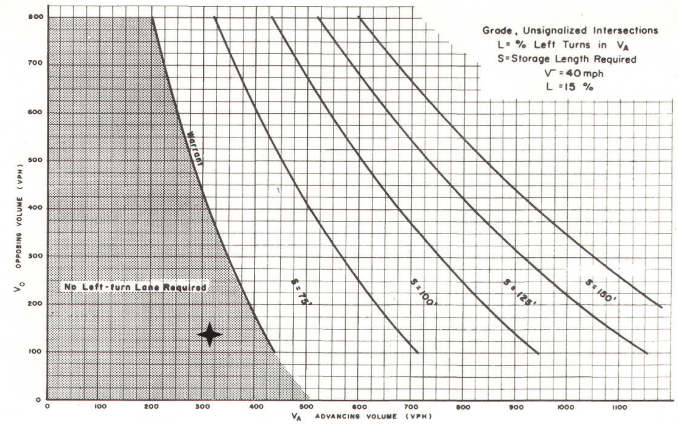


Figure 4. Warrant for left-turn storage lanes on two-lane highways.

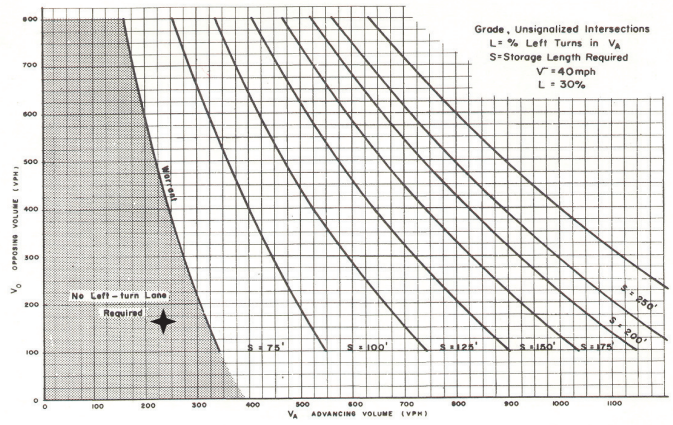


Figure 6. Warrant for left-turn storage lanes on two-lane highways.

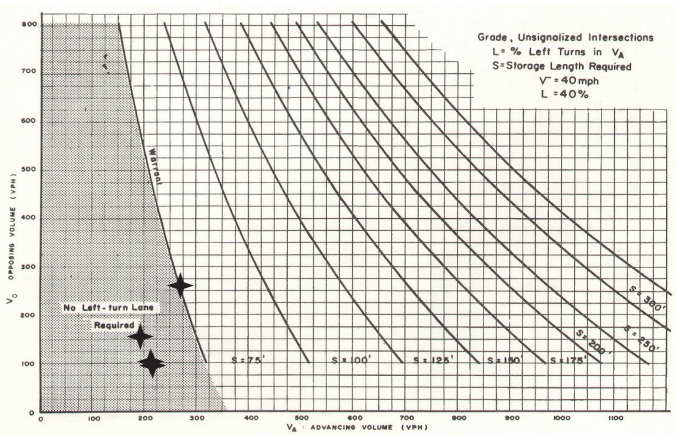


Figure 7. Warrant for left-turn storage lanes on two-lane highways.

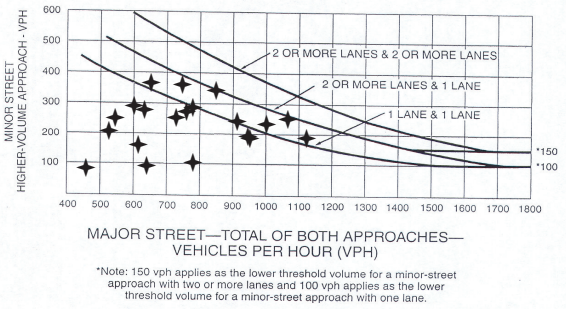
Storage requirements for critical left-turn movements at unsignalized intersections on 2-lane roads.

Intersection	Mov't	Analysis Period	Speed V (mph)	Left Turns in Advancing Volume (vph)	Advancing Volume V_A (vph)	Opposing Volume V_O (vph)	% Left Turns in Advancing Volume L	Storage Req'd (ft)
NW 43rd Avenue and Sierra Street	EB LT	2019 Total Traffic - AM Peak	25	183	192	150	95% → 40%	None
		2019 Total Traffic - Mid-Aft. Peak		180	214	100	84% → 40%	None
		2019 Total Traffic - PM Peak		168	219	88	77% → 40%	None
Payne Road and Lacy Way	SB LT	2019 Total Traffic - AM Peak	35	198	271	255	73% → 40%	None
		2019 Total Traffic - Mid-Aft. Peak		76	235	160	32% → 30%	None
		2019 Total Traffic - PM Peak		47	318	135	15%	None

Source: *Highway Research Record* #211, Harmelink, M. D.

Charbonneau Engineering LLC

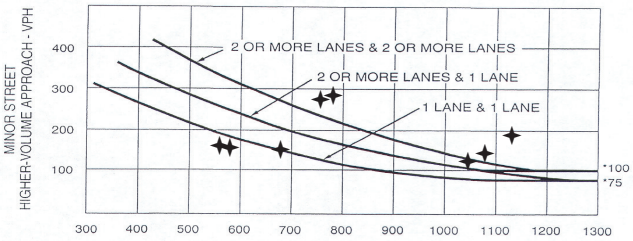
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak hour volume warrant for signalization data.

Intersection	Analysis Period	Major Street Speed (mph)	Major Street		Minor Street High Volume Approach		Signal Warranted? (100% Warrant)	Signal Warranted? (70% Warrant)
			Volume (vph)	Lanes (#)	Volume (vph)	Lanes (#)		
Lake Road and Sierra Street	2019 Bkgd. Traffic - AM Peak		632		276		No	N/A
	2019 Total Traffic - AM Peak		850		344		Yes	N/A
	2019 Bkgd. Traffic - Mid-Aft. Peak		958		184		No	N/A
	2019 Total Traffic - Mid-Aft. Peak		1,064		249		Yes	N/A
	2019 Bkgd. Traffic - PM Peak		945		195		No	N/A
	2019 Total Traffic - PM Peak		1,002		223		Yes	N/A
NW 43rd Avenue and Sierra Street	2019 Total Traffic - AM Peak		342		260		No	N/A
	2019 Total Traffic - Mid-Aft. Peak	25	314	1	250	1	No	N/A
	2019 Total Traffic - PM Peak		307		251		No	N/A
Payne Road and SE 34th Street	2019 Bkgd. Traffic - AM Peak		579		160		N/A	No
	2019 Total Traffic - AM Peak		777		285		No	Yes
	2019 Bkgd. Traffic - Mid-Aft. Peak		679		150		N/A	No
	2019 Total Traffic - Mid-Aft. Peak		755		271		No	Yes
	2016 Existing Traffic - PM Peak		1,043		135		N/A	Yes
	2019 Bkgd. Traffic - PM Peak		1,083		141		N/A	Yes
	2019 Total Traffic - PM Peak		1,130		191		No	Yes
Pacific Rim Blvd. and Parker Street	2019 Total Traffic - AM Peak		910		242		No	N/A
	2019 Total Traffic - Mid-Aft. Peak	35	651	2	373	2	No	N/A
	2019 Total Traffic - PM Peak		747		365		No	N/A
Sierra Street and NW 28th Avenue	2019 Total Traffic - AM Peak		305		168		No	N/A
	2019 Total Traffic - Mid-Aft. Peak	25	347	1	152	1	No	N/A
	2019 Total Traffic - PM Peak		345		99		No	N/A
Payne Road and Lacy Way	2019 Total Traffic - AM Peak		526		204		No	N/A
	2019 Total Traffic - Mid-Aft. Peak	35	395	1	199	1	No	N/A
	2019 Total Traffic - PM Peak		453		82		No	N/A
NW 16th Avenue and Brady Road	2019 Total Traffic - AM Peak		598		280		No	N/A
	2019 Total Traffic - Mid-Aft. Peak	35	538	1	251	1	No	N/A
	2019 Total Traffic - PM Peak		733		247		No	N/A
Mcintosh Road and Brady Road	2019 Total Traffic - AM Peak		614		161		No	N/A
	2019 Total Traffic - Mid-Aft. Peak	35	644	1	92	1	No	N/A
	2019 Total Traffic - PM Peak		787		102		No	N/A
Klickitat Street and Mcintosh Road	2019 Total Traffic - AM Peak		172		60		No	N/A
	2019 Total Traffic - Mid-Aft. Peak	35	174	1	40	1	No	N/A
	2019 Total Traffic - PM Peak		203		43		No	N/A

Source: *Manual on Uniform Traffic Control Devices (MUTCD)*, 2003 Edition.

OFFCIER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF CAMAS
1/1/2011 - 12/31/2015

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	REFERENCE POINT NAME	REPORT NUMBER	DATE	MOST SEVERE INJURY TYPE	# INJ	#FAT	# VEH	VEH 1 COMP DIR FROM	VEH 1 COMP DIR TO	VEH 2 COMP DIR FROM	VEH 2 COMP DIR TO
NW 16TH AVE	4100	NW BRADY RD		E296456	12/23/2013	No Injury	0	0	2	West	East	South	North
NW 28TH AVE	1900	NW SIERRA ST		3677223	4/19/2015	No Injury	0	0	2	North	East	West	North
NW 38 AV	4200		NW PARKER ST	E127313	9/16/2011	No Injury	0	0	1	East	West		
NW 38TH AVE	4800		NW PARKER ST	E298670	1/3/2014	Evident Injury	2	0	2	West	East		
NW 38TH AVE	2900		NW PARKER ST	E432755	6/1/2015	No Injury	0	0	1	West	East		
NW 38TH AVE		NW PARKER ST		3411738	2/6/2013	No Injury	0	0	2	East	South	West	East
NW 38TH AVE	3400	NW PARKER ST		2984222	1/6/2011	No Injury	0	0	2	East	South	West	East
NW 38TH AVE		NW PARKER ST		E160269	3/13/2012	No Injury	0	0	2	South	North	East	West
NW 38TH AVE	3400	NW PARKER ST		2984301	6/17/2011	Possible Injury	1	0	2	East	South	West	East
NW 43RD AVE	1642		NW SIERRA DR	3711677	3/19/2015	No Injury	0	0	2	South	North	East	West
NW 43RD AVE			NW SIERRA ST	3691256	3/23/2014	No Injury	0	0	2	East	West		
NW 43RD AVE	1800		NW SIERRA ST	3720262	11/19/2015	Evident Injury	2	0	3	West	East	East	West
NW 43RD AVE	2000	NW SIERRA ST		3602225	8/30/2012	No Injury	0	0	1	East	North		
NW BRADY RD	20800		NW MCINTOSH RD	3711770	10/28/2015	Evident Injury	1	0	1	North	NE		
NW BRADY RD	2000		NW 16TH AVE	3720255	5/15/2015	No Injury	0	0	1	North	South		
NW BRADY RD	1600	NW 16TH AVE		3711803	12/27/2015	No Injury	0	0	2	North	South	North	South
NW BRADY RD	1600	NW 16TH AVE		E298816	1/7/2014	No Injury	0	0	2	East	West	South	North
NW LAKE RD	1500		NW SIERRA ST	3720243	8/8/2015	No Injury	0	0	1	West	East		
NW LAKE RD	2400	NW SIERRA ST		3677211	1/16/2015	No Injury	0	0	2	South	West	East	South
NW LAKE RD	2000	NW SIERRA ST		E198886	10/15/2012	Possible Injury	1	0	2	South	West	West	East
NW LAKE RD	2000	NW SIERRA ST		3673204	4/29/2013	No Injury	0	0	2	East	e Backing	East	e Stopped
NW LAKE RD	2000	NW SIERRA ST		E333659	5/22/2014	No Injury	0	0	2	South	West	East	West
NW MCINTOSH RD			NW BRADY RD	3411815	10/21/2011	No Injury	0	0	1	NE	SW		
NW MCINTOSH RD	3700		NW KLICKITAT ST	2984320	9/16/2011	No Injury	0	0	1	NE	SW		
NW PACIFIC RIM BLD	2300		Parker Street	E269531	9/12/2013	No Injury	0	0	2	SW	NE	SE	West
NW PACIFIC RIM BLVD			NW PARKER ST	3602176	3/18/2012	No Injury	0	0	1	West	East		

OFFCIER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF CAMAS
1/1/2011 - 12/31/2015

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	REFERENCE POINT NAME	REPORT NUMBER	DATE	MOST SEVERE INJURY TYPE	# INJ	#FAT	# VEH	VEH 1 COMP DIR FROM	VEH 1 COMP DIR TO	VEH 2 COMP DIR FROM	VEH 2 COMP DIR TO
NW PACIFIC RIM BLVD	4600		SE PAYNE RD	3411793	10/19/2013	Died in Hospital	0	1	1	West	East		
NW PACIFIC RIM BLVD		SE PAYNE RD		3602250	11/4/2013	No Injury	0	0	2	West	East	South	East
NW PACIFIC RIM BLVD	6000	SE PAYNE RD		E290745	11/27/2013	No Injury	0	0	2	South	West	West	East
NW PACIFIC RIM BLVD	6000	SE PAYNE RD		E303451	1/29/2014	No Injury	0	0	2	South	West	West	East
NW PACIFIC RIM BLVD	6000	SE PAYNE RD		E466225	9/29/2015	Possible Injury	3	0	2	South	West	West	East
NW PACIFIC RIM BLVD	6000	SE PAYNE RD		E308237	2/13/2014	Serious Injury	3	0	3	West	East	South	West
NW PACIFIC RIM BLVD	6000	SE PAYNE RD		3673294	8/28/2015	Possible Injury	1	0	2	South	West	West	East
NW PACIFIC RIM BLVD	6000	SE PAYNE RD		3677001	9/24/2014	No Injury	0	0	2	South	West	West	East
NW PACIFIC RIM BLVD		SE PAYNE RD		3319483	1/11/2012	Possible Injury	3	0	2	South	West	West	East
NW PARKER ST	2700		NW PACIFIC RIM BLVD	E345022	7/26/2014	No Injury	0	0	1	South	North		
NW PARKER ST	0		NW PACIFIC RIM BLVD	3720261	11/18/2015	No Injury	0	0	1	North	East		
NW PARKER ST	3000	NW 38TH AVE		E437047	6/15/2015	Evident Injury	1	0	1	East	South		
NW PARKER ST	3800	NW 38TH AVE		E116356	7/15/2011	Possible Injury	1	0	2	North	East	South	North
NW PARKER ST		NW 38TH AVE		3677019	11/23/2014	Possible Injury	1	0	3	North	West	North	South
NW PARKER ST		NW PACIFIC RIM BLVD		3602177	3/19/2012	No Injury	0	0	2	South	West	North	South
NW PARKER ST		NW PACIFIC RIM BLVD		3411742	2/12/2013	No Injury	0	0	2	North	South	East	West
NW PARKER ST		NW PACIFIC RIM DR		3691272	5/8/2014	No Injury	0	0	2	North	South	East	West
NW SIERRA ST	2800		NW 43RD AVE	E473190	10/7/2015	No Injury	0	0	2	North	South		
NW SIERRA ST	4300	NW LAKE RD		E477151	10/30/2015	No Injury	0	0	2	South	West	West	East
NW SIERRA ST	4300	NW LAKE RD		3610111	9/13/2012	No Injury	0	0	2	North	Backing	South	e Stopped
SE PAYNE RD		NW PACIFIC RIM BLVD		E196507	10/5/2012	Evident Injury	1	0	2	South	West	West	East
SE PAYNE RD		NW PACIFIC RIM BLVD		3673292	8/12/2013	No Injury	0	0	2	South	West	West	East