EXHIBIT E

Traffic Impact Analysis, Gibson Traffic Consultants, Inc.
(March 2020)

GTC

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POULSBO PLACE DIVISION 8 DEVELOPMENT Traffic Impact Analysis

Jurisdiction: City of Poulsbo

March 2020



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1. INTRODUCTION

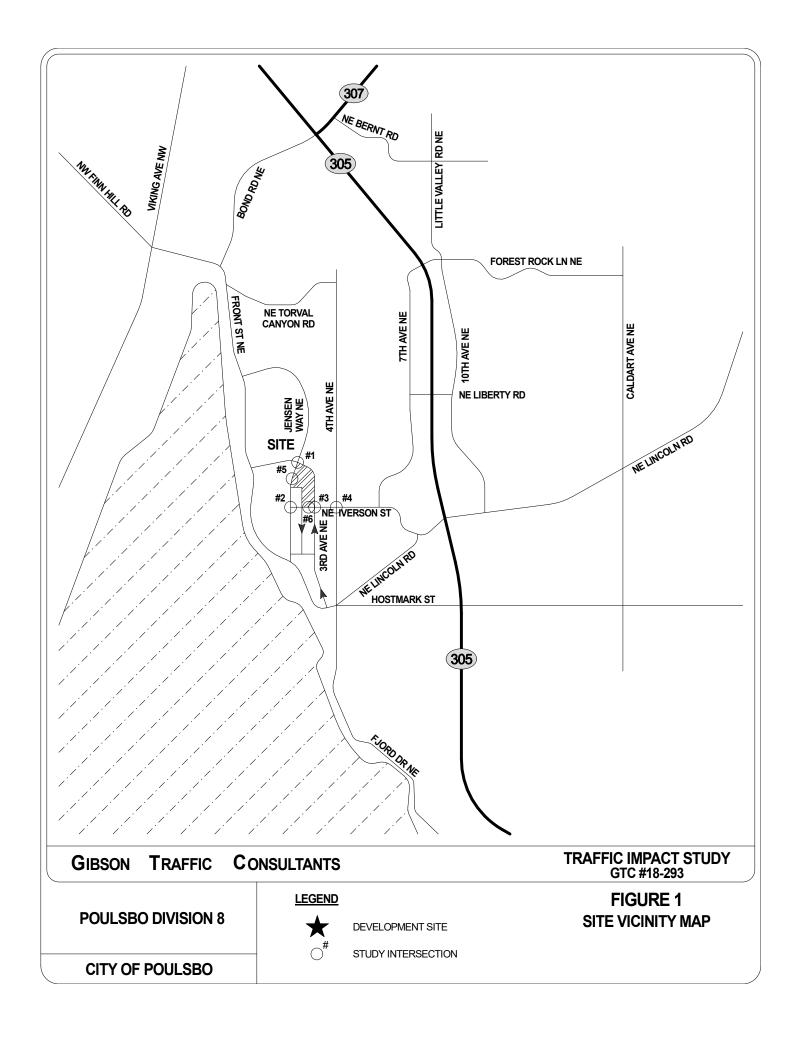
Gibson Traffic Consultants, Inc. (GTC) has been retained to complete a traffic impact analysis (TIA) for the proposed Poulsbo Place Division 8 development. The development is located between Jensen Way NE and 3rd Avenue NE, north of NE Iverson Street, in City of Poulsbo. The proposed development will consist of 49 multifamily low-rise units and 4,800 SF of commercial space. As the commercial use is undecided between office and shopping use, the space was analyzed as 50% office and 50% shopping center. The site is currently undeveloped. A site vicinity map is included in Figure 1.

The scoping and analysis methodology for the Poulsbo Place Division 8 development follows the City of Poulsbo's TIA Guidelines. This memorandum report summarizes GTC's traffic analysis and findings that include:

- 1) Proposed site development and access
- 2) Existing site conditions
- 3) Trip generation, trip distribution, and trip assignment of the development trips
- 4) Existing and future without development volumes and LOS
- 5) Future with development volumes and LOS
- 6) Collision Analysis
- 7) Mitigation fee identification

2. PROPOSED SITE DEVELOPMENT & ACCESS

The proposed Poulsbo Place Division 8 development is proposing to construct 49 multifamily low-rise units and 4,800 SF of commercial space. The site is currently undeveloped. The development is proposed to be located between Jensen Way NE and 3rd Avenue NE, north of NE Iverson Street. The development is proposing two accesses, one access to NE Iverson Street which will be restricted to right-in, right-out only, the second access will be to Jensen Way NE and will be a full access. The accesses are not interconnected to each other. The development is scheduled for occupancy by the end of 2022. The City requires a minimum of 5-years after build-out/occupancy for the horizon year; therefore, the year 2027 has been used as the horizon year in the analysis.



3. METHODOLOGY & ANALYSIS SCOPING

Peak-hour level of service (LOS) at the study intersections is determined using the methodology described in the *Highway Capacity Manual*, 6th *Edition* (HCM) and *Synchro 10.2* software developed by Trafficware. Site traffic generation estimates for the new use is based on data in the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th *Edition* (2017). Average trip generation rates were utilized to estimate the weekday daily, AM and PM peak-hour trips.

GTC utilized a 2.5-percent annual compounded growth rate and pipeline trips from four developments (Jensen Way Mixed-Use, Mesford Preliminary Plat, Crystal Glen Preliminary Plat and Langaunet Preliminary Plat) to account for background traffic growth in the site vicinity based on scoping discussions with the City of Poulsbo.

Poulsbo has an analysis horizon year of 5-years after full build-out and occupancy. The Poulsbo Place Division 8 development will start construction in 2021 and is expected to be fully built out and occupied by 2022; therefore, a horizon year of 2027 was used.

Traffic congestion on roadways is generally measured in terms of LOS at critical intersections. In accordance with the *Highway Capacity Manual 6th Edition*, roadway facilities and intersections are rated between LOS A and F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The LOS at signalized intersections and all-way stop-controlled intersections are based on the average stopped delay for all entering vehicles. The LOS at two-way stop-controlled intersections is based on stopped delay times for the critical approach or movement(s). Geometric characteristics and conflicting traffic movements are taken into consideration when determining LOS values. A summary of the level of service criteria has been included in Table 1.

Table 1: Level of Service Criteria for Intersections

Level of ¹	Expected		Control Delay er Vehicle)
Service	Delay	Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	<u>≤</u> 10	<u>≤</u> 10
В	Short Delays	>10 and ≤15	>10 and <u><</u> 20
C	Average Delays	>15 and <u><</u> 25	>20 and <u><</u> 35
D	Long Delays	>25 and <u><</u> 35	>35 and <u><</u> 55
E	Very Long Delays	>35 and <u><</u> 50	>55 and <u><</u> 80
F	Extreme Delays ²	>50	>80

Per scoping discussions, six intersections were identified for existing, baseline, and future with development analysis:

- 1. Jensen Way NE at NE Sunset Street/3rd Avenue NE All-Way Stop-Controlled
- 2. Jensen Way NE at NE Iverson Street All-Way Stop-Controlled
- 3. 3rd Avenue NE at NE Iverson Street All-Way Stop-Controlled
- 4. 4th Avenue NE at NE Iverson Street All-Way Stop-Controlled
- 5. Jensen Way NE at Site Access Two-Way Stop-Controlled
- 6. Site Access at NE Iverson Street Two-Way Stop-Controlled

It is important to note that the site accesses will only be analyzed in the future with development scenario only.

Matthew Palmer, responsible for the traffic analysis and report, is a licensed professional engineer (Civil) in the State of Washington and a current member of the Washington State section of ITE.

¹ **Source:** *Highway Capacity Manual 6th Edition.*

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

² When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

4. EXISTING CONDITIONS

4.1. Transit Service

Kitsap Transit, route 333 and 334, which travels from Silverdale to Bainbridge and within Poulsbo respectively, have stops within the site vicinity.

4.2. Road Network

The proposed mixed-use development is located between Jensen Way NE and 3rd Avenue NE, north of NE Iverson Street.

Jensen Way NE is a 2-lane roadway with a posted speed limit of 25 mph. It is classified as a collector arterial along and south of the site and a local roadway north of the site per the Transportation Element. There is parking, curb, gutter, and sidewalk on both sides in the site vicinity.

NE Iverson Street is a 2-lane roadway with a posted speed limit of 25 mph. NE Iverson Street is classified as a collector arterial per the Transportation Element. There is curb, gutter and sidewalk along the both sides of the roadway in the site vicinity.

3rd Avenue NE is a 2-lane roadway with a posted speed limit of 25 mph. 3rd Avenue NE is classified as a local road along the site and a collector arterial south of the site per the Transportation Element. There is parking, curb, gutter and sidewalk along the east side of the roadway in the site vicinity.

4.3. Collision Analysis

Collision data near the study intersections was requested from WSDOT from January 2016 through December 2018. Table 2 summarizes the data received by WSDOT. The study intersections not listed below are due to the intersection having no reported collisions within the latest full three years of data. Additionally, there were no reported collisions between any of the study intersections.

Collision Type Fixed Total Collisions Intersection Ped./ Rear-Entering Opp. Same Sideswipe Object/ **Collisions** Per Year End at Angle Dir. Dir. Cyclist Other Jensen Wav NE at 0 0 0 0 2 0.7 NE Iverson Street 3rd Avenue NE at 1 0 1 0 0 2 0.7 NE Iverson Street 4th Avenue NE at 0 1 0 0 0 0 0 1 0.3 NE Iverson Street

Table 2: 3-Year Collision Data Summary

The 3-year collision rate has been calculated using PM peak-hour volumes and a K-factor of 10 for conversion to average daily traffic. The 3-year collision rates for the intersections are summarized in Table 3.

Intersection	PM Peak-Hour Intersection Vol.	K-Factor	Total Collisions	Collision Rate ³
Jensen Way NE at NE Iverson Street	400	10	2	0.46
3 rd Avenue NE at NE Iverson Street	689	10	2	0.26
4 th Avenue NE at NE Iverson Street	810	10	1	0.11

Table 3: 3-Year Collision Rate Calculation

The intersection of Jensen Way NE at NE Iverson Street had the highest collision rate of the study area and had fixed object/other collisions as the most common. WSDOT has published collision data for the Olympic Region in the 2011 Annual Collision Summary (the latest report that provides data for different road types). The average collision rate for State Routes in the Olympic Region is 1.82 collisions per Million Vehicle Miles (equivalent to Million Entering Vehicles at an intersection) for principal arterials. All the intersections have collision rates per million entering vehicles below 0.50, which is below the average rate for the area. There were no pedestrian collisions or collision involving fatalities.

4.4. Existing Volumes and Level of Service

Existing turning movement count at the study intersection was conducted by the independent count firm, Traffic Count Consultants, on March 5, 2020. The existing PM peak-hour turning movement volumes at the study intersections are shown in Figure 2. It is important to note that at the intersection of 3rd Avenue NE at NE Iverson Street, the south leg is restricted to northbound only trips. However, there was one westbound right and eastbound left trip that traveled south on 3rd Avenue NE. Due to these being illegal movements, they were changed to through trips along NE Iverson Street to retain the total intersection volume traveling through the all-way stop-controlled intersection. Based on the existing counts, channelization and intersection control, the study intersections operate at LOS B or better. It is important to note that AM counts were also collected at the study intersections. However, due to the AM peak-hour street volumes being approximately half as much as the PM peak-hour and the expected trip generation during the AM peak-hour being less than the PM peak-hour, only PM peak-hour intersection analysis was performed. The existing level of service is summarized in Table 4.

³ The collision rate is based on Million Entering Vehicles.

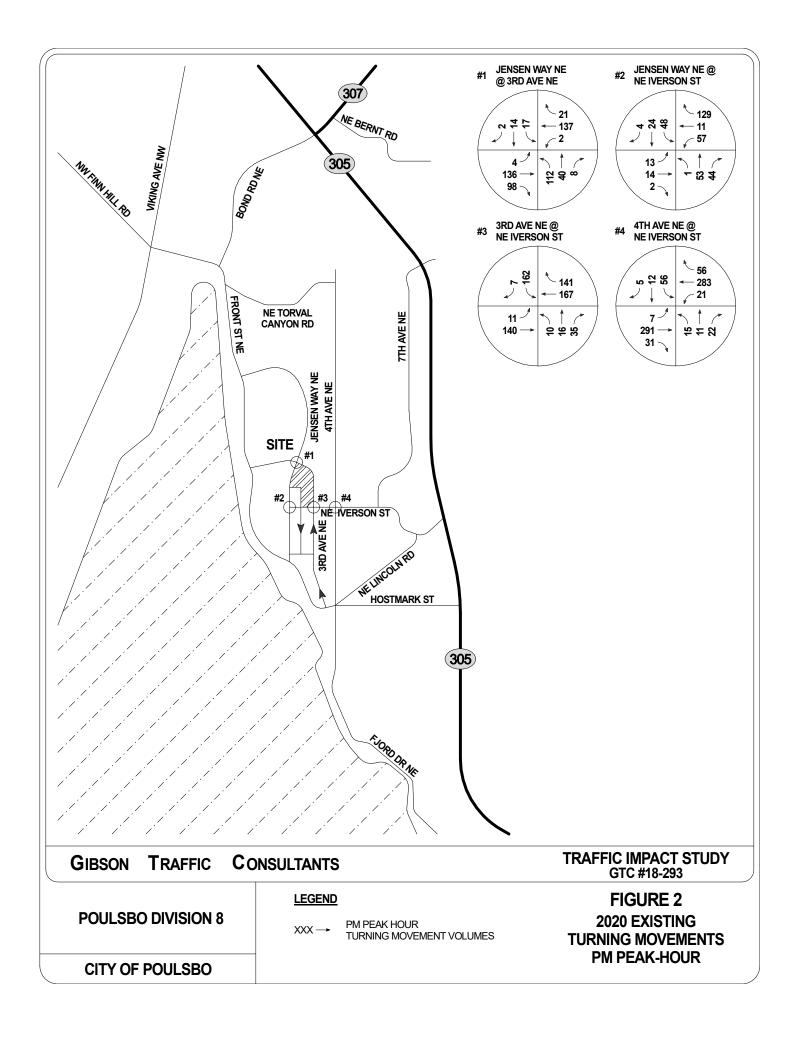


Table 4: Existing Level of Service Summary – Weekday PM Peak-Hour

	Intersections		xisting nditions
		LOS	Delay
1.	Jensen Way NE at 3 rd Avenue NE	В	10.6 sec
2.	Jensen Way NE at NE Iverson Street	A	8.2 sec
3.	3 rd Avenue NE at NE Iverson Street	В	10.1 sec
4.	4 th Avenue NE at NE Iverson Street	В	11.7 sec

5. FUTURE CONDITIONS

5.1. Trip Generation – Division 8

Trip generation calculations for the Poulsbo Place Division 8 development are based on national statistics contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 10th Edition (2017). The average trip generation rates for the ITE Land Use Code (LUC) LUC 220, Multifamily (Low-Rise), ITE LUC 710, General Office and ITE LUC 820, Shopping Center have been used. The Poulsbo Place Division 8 development is proposing to construct a total of 49 multifamily (low-rise) units and 4,800 SF of commercial space. As the use for the proposed commercial space will either be retail or office use, trip generation was performed as if the 4,800 SF area was split 50/50 between retail and office use. Per data contained in the ITE *Trip Generation* manual, a pass-by rate of 34% was applied to the shopping center use. The trip generation is summarized in Table 5.

Table 5: Trip Generation Summary – Division 8

Land Use	Aver	age Daily Tr	ips	AM P	eak-Hour Ti	rips	PM P	eak-Hour Ti	ips
Land Osc	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
ITE LUC 220, Multifamily (Low-Rise), 49 Units	179.34	179.34	358.68	5.18	17.36	22.54	17.29	10.15	27.44
ITE LUC 710, General Office, 2,400 SF	11.69	11.69	23.38	2.39	0.39	2.78	0.44	2.32	2.76
ITE LUC 820, Shopping Center, 2,400 SF	45.30	45.30	90.60	1.40	0.86	2.26	4.38	4.76	9.14
Pass-By	-15.40	-15.40	-30.80	-0.48	-0.29	-0.77	-1.49	-1.62	-3.11
Net New Trips	220.93	220.93	441.86	8.49	18.32	26.81	20.62	15.61	36.23

The Poulsbo Place Division 8 development are anticipated to generate 441.86 new daily trips, 26.81 new AM peak-hour trips and 36.23 new PM peak-hour trips. The trip generation calculations are included in the attachments.

5.2. Trip Generation – Original Master Plan Comparison

Per information in the latest approved update to the Poulsbo Place Master Plan dated April 28, 2015, 300 single-family detached units and 10,000 SF of retail use have been built of the original 1995 Master Plan. No additional structures have been built since that report. As no TIAs have been performed for the site, trip generation for the built 300 single-family detached units and 10,000 SF of retail use have been calculated using the same methodology as the Poulsbo Place Division 8 development. This equates to the updated Poulsbo Place Master Plan generating a total of 3,523.01 average daily trips and 358.38 PM peak-hour trips. The original 1995 Master plan anticipated there to be 3,505 average daily trips and 402 PM peak-hour trips generated by the site. The trip generation comparison for the Poulsbo Place Master Plan is summarized in Table 6.

Table 6: Trip Generation Summary – Master Plan Comparison

Land Use	Ave	rage Daily T	rips	PM 1	Peak-Hour T	rips
Land Use	Inbound	Outbound	Total	Inbound	Outbound	Total
Division 8 (Proposed), Multifamily (Low-Rise), 49 Units	179.34	179.34	358.68	17.29	10.15	27.44
Division 8 (Proposed), General Office, 2,400 SF	11.69	11.69	23.38	0.44	2.32	2.76
Division 8 (Proposed), Shopping Center, 2,400 SF	45.30	45.30	90.60	4.38	4.76	9.14
Division 1-7 (Existing), Single-Family Detached, 300 Units	1,416.00	1,416.00	2,832.00	187.11	109.89	297.00
Division 1-7 (Existing), Shopping Center, 10,000 SF	188.76	188.74	377.50	18.29	19.81	38.10
Division 1-8 (Existing), Pass-By	-79.58	-79.57	-159.15	-7.71	-8.35	-16.06
1995 Original Master Plan	-1,752.50	-1,752.50	-3,505.00	-180.90	-221.10	-402.00
Net New Trips	9.01	9.00	18.01	38.90	-82.52	-43.62

In comparison to the original 1995 master plan, the proposed final development of the Poulsbo Place Master Plan will generate 18.01 **more** average daily trips and 43.62 **less** PM peak-hour trips. As the original master plan only had average daily trip and PM peak-hour trip generation, AM peak-hour trips were not compared. The trip generation comparison for the proposed Poulsbo Place Master Plan and the original 1995 Master Plan are included in the attachments.

5.3. Trip Distribution

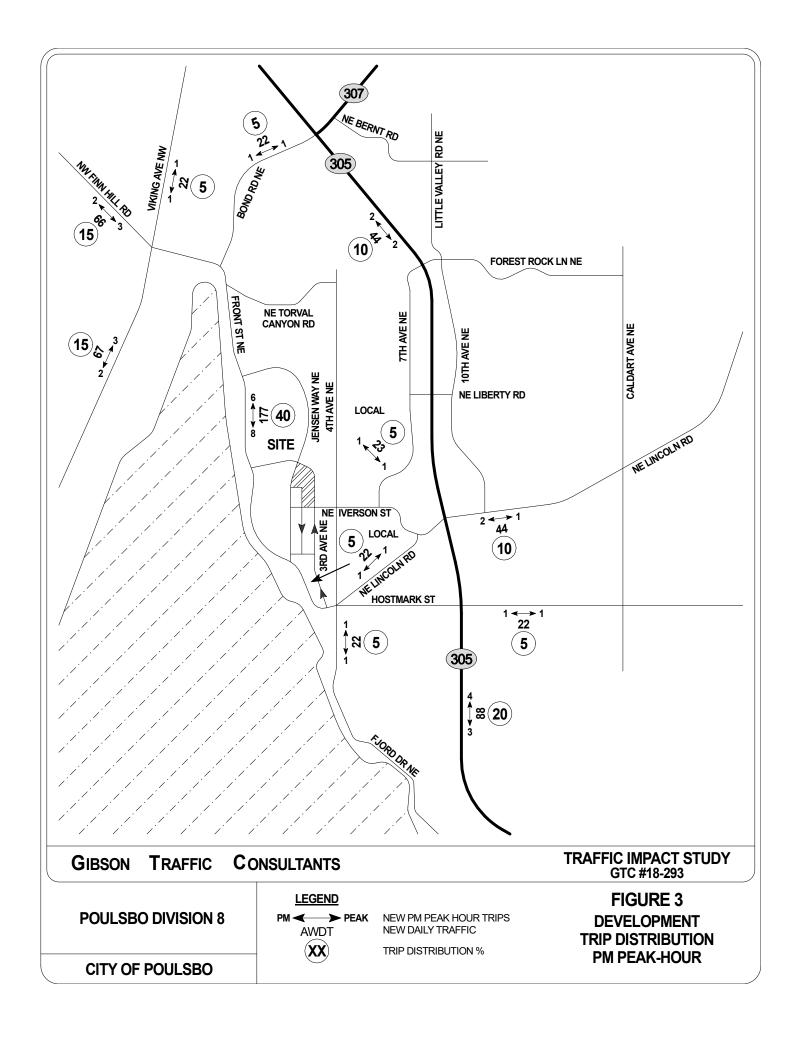
Trip distribution is based on prior approved projects in the site area and local/commercial draw areas as well as the Master Plan. It is anticipated that 35% of the site traffic is expected to travel to and from the north, fifteen percent along NW Finn Hill Road, five percent along Viking Avenue NW, five percent on Bond Road NW and ten percent along SR-305. Approximately 15% of the site traffic is expected to travel to and from the east, ten percent along NE Lincoln Road and five percent along Hostmark Street. An estimated 40% of the site traffic is expected to travel to and from the south, fifteen percent along Viking Avenue NW, five percent along 4th Avenue NE and twenty percent along SR-305. The final 10% is expected to be local trips. A detailed trip distribution for PM peak-hour is shown in Figure 3.

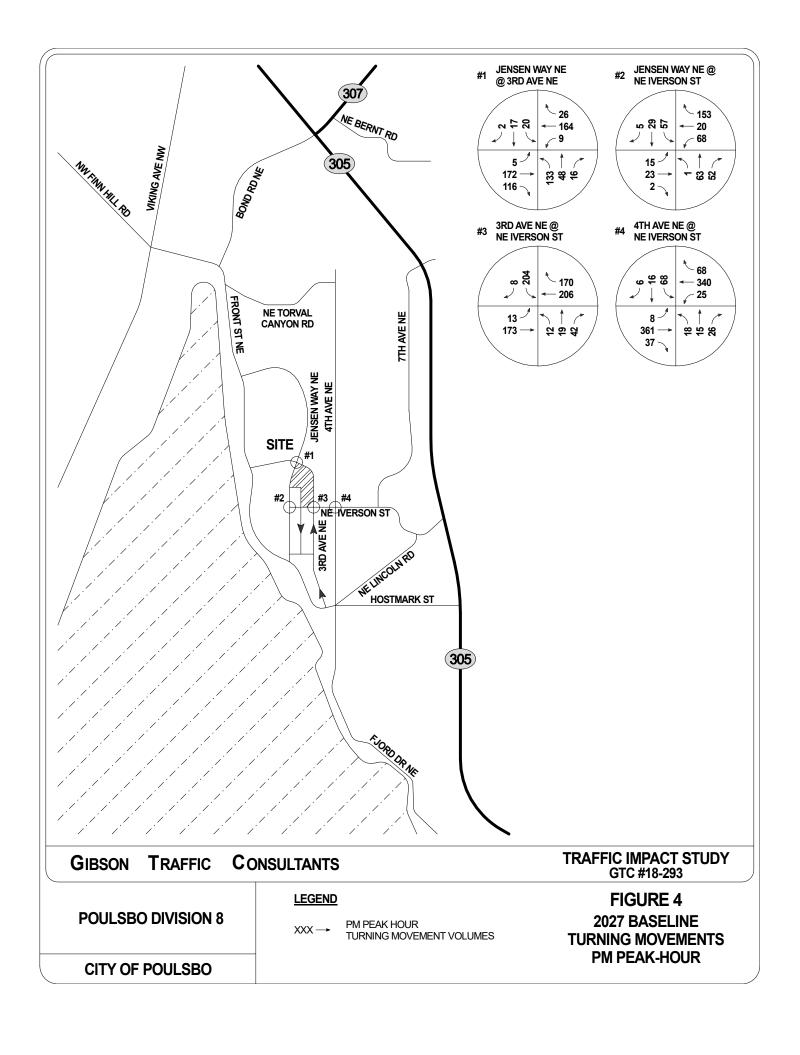
5.4. 2027 Baseline Volumes and Level of Service

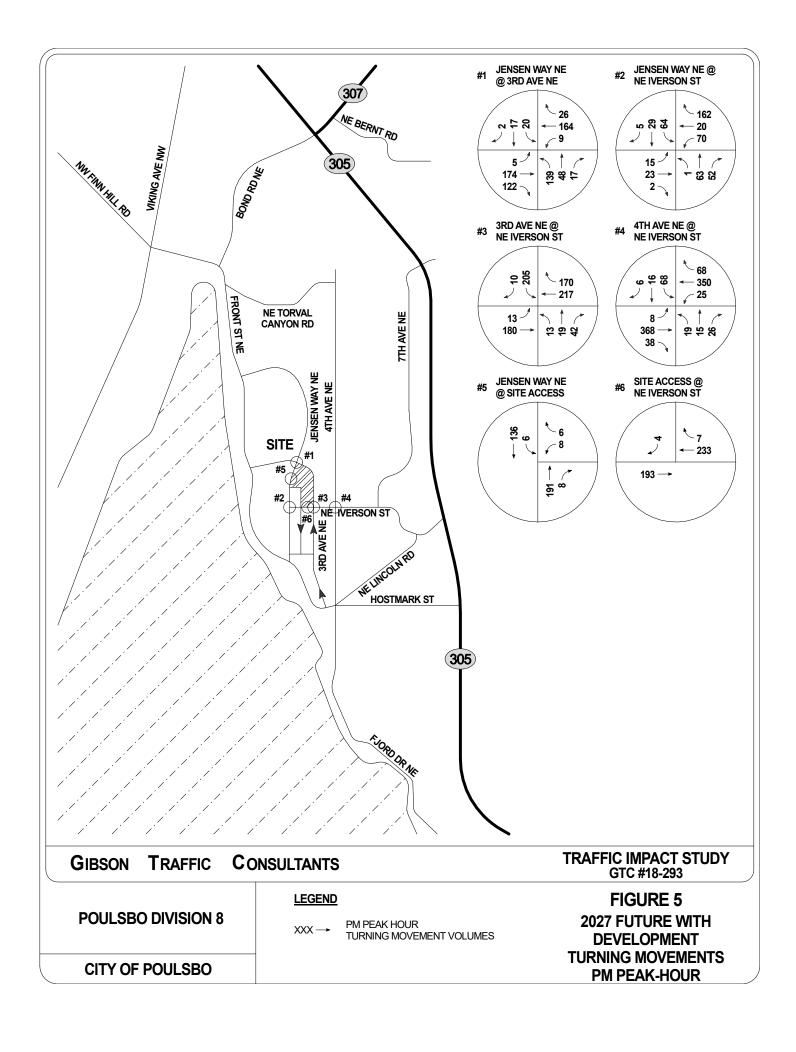
The 2027 baseline (future without development) turning movement volumes are estimated by applying a 2.5% annual compounded growth rate and trips from four pipeline projects (Jensen Way Mixed-Use, Mesford Preliminary Plat, Crystal Glen Preliminary Plat and Langaunet Preliminary Plat) to the existing turning movement volumes per discussions with City Staff. It is important to note that the growth rate of 2.5% is conservatively high, especially when used with pipeline projects; therefore, it should be considered more as a worst-case scenario. The 2027 future without development PM peak-hour turning movement volumes are shown in Figure 4. Under the 2027 baseline conditions, the study intersections will all continue to operate at LOS B or better. The level of service is summarized in Table 7.

5.5. 2027 Future with Development Volumes and Level of Service

The 2027 future with development turning movement volumes are derived by adding development trips to the 2027 future without development turning movement volumes. The 2027 future with development PM peak-hour turning movement volumes are shown in Figure 5. Under the 2027 future with development conditions, the study intersections will all continue to operate at acceptable LOS C or better. The development will add less than 1 second of delay to all of the existing study intersections. The level of service is summarized in Table 7.







2027 Future Conditions Existing without with **Conditions** Intersections Development Development LOS Delay LOS LOS Delay Delay 1. Jensen Way NE at В В В 11.9 sec 10.6 sec 12.3 sec 3rd Avenue NE 2. Jensen Way NE at A 8.2 sec A 8.8 sec Α 8.7 sec NE Iverson Street 3. 3rd Avenue NE at В 10.1 sec В 12.0 sec В 12.3 sec NE Iverson Street 4. 4th Avenue NE at В 11.7 sec В 15.0 sec C 15.6 sec NE Iverson Street 5. Jensen Way NE at 10.3 sec Site Access 6. Site Access at 9.6 sec

Table 7: Future Level of Service Summary – Weekday PM Peak-Hour

Is it important to note that the delay at the intersections of Jensen Way NE at 3rd Avenue NE decreases in the 2027 future with development conditions when compared to the 2027 future without development conditions. This is due to the installation of a left-turn lane on the south leg as a part of this development. This will increase the capacity of the intersection, reducing the overall delay felt by trips through the intersection.

5.6. Construction Traffic

NE Iverson Street

The development is anticipated to have a maximum of 2,300 cubic yards of earth removed from the site during the grading process. As a worst case with all of the removal occurring within one month, this would generate 8 truck trips per day. Additionally, a maximum of 50 workers are anticipated to be on-site constructing houses. As the anticipated construction daily trips and PM peak-hour trips are anticipated to be less than the development after full build out, the level of service performed earlier in this report would represent a worst-case scenario of what the study intersections will operate at during the construction phase.

It is anticipated that construction traffic to and from the site will utilize NE Iverson to travel to and from the site due to the direct path to the site.

5.7. Pedestrian Connectivity

There are currently sidewalks along both sides of Jensen Way NE, both sides of 3rd Avenue except along the site frontage. There are currently no sidewalks along the east side of the site along 3rd Avenue NE. The development will be constructing sidewalks along the development's perimeter, connecting the site with pedestrian routes near the site.

Additionally, due to the accesses from the site being minor leg stop controlled, vehicles exiting the site would be traveling slow enough when approaching the sidewalk to see any approaching pedestrians on the sidewalks.

6. TRANSPORTATION FINDINGS AND CONCURRENCY

Per Poulsbo Municipal Code 17.60.040, subdivisions may be approved by review authorities if certain criteria are met. The following two criteria related to transportation must be met; the development must have adequate provisions for streets, roads, other public ways and transit stops; provide safe, orderly and efficient circulation for traffic and make adequate provisions for sidewalks and other planning features that provide safe walking conditions for students who walk to and from school. As a part of the development, streets bordering the site that do not have sidewalks currently installed will have sidewalks constructed, connecting pedestrians to the city's pedestrian routes. Additionally, the Gateway Fellowship Park and Ride where Kitsap Transit Routes 333 and 334 stop is located within a half-mile of the site.

Per Poulsbo Municipal Code 14.04, since the development generates more than 300 average daily trips, the impacted existing roadway intersections must be analyzed to determine if they fall below the City's level of service standards. As none of the study intersection fall below the acceptable level of service standard set forth by the city, the development should be deemed concurrent per Poulsbo Municipal Code 14.04.

7. TRAFFIC MITIGATION

The Poulsbo Place Division 8 development is anticipated to generate 18.01 more average daily trips than the original Master Plan and will therefore pay mitigation fees for the difference. The City of Poulsbo has a traffic mitigation fee of \$564 per new average daily trip. This would result in a traffic mitigation fees of \$10,157.64. The development should not be responsible for off-site improvements due to the study intersections operating at acceptable level of service for the City of Poulsbo threshold for off-site analysis.

Trip Generation – Division 8

Poulsbo Place Division 8 GTC #18-293

Trip Generation for: Weekday (a.k.a.): Average Weekday Daily Trips (AWDT)

								•				Z	NET EXTERNAL TRIPS BY TYPE	NAL TRII	S BY T	YPE				Γ
		1								N	IN BOTH DIRECTIONS	RECTIC	SN			IRECTI	ONAL	ASSIGI	DIRECTIONAL ASSIGNMENTS	
				Gross	Gross Trips		Internal Crossover	rnal sover	TOTAL	PAS	PASS-BY	DIVERT	DIVERTED LINK NEW	NEW	PASS-BY		DIVERTED LINK	TED	NEW	
AND USES	VARIABLE	ITE LU code	Trip Rate	% N	% OUT	In+Out (Total)	% of Gross Trips	% of Trips Gross In+Out Trips (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out In+Out (Total)	In+Out (Total)	In	Out	In	Out	띡	Out
lultifamily (Low-Rise)	49 units	220	7.32	%09	%09	358.68	%0	0.00	358.68	%0	0.00	%0	0.00	358.68	00.00	0.00	0.00	0.00	179.34	179.34
eneral Office	2.400 KSF	710	9.74	%09	%09	23.38	%0	0.00	23.38	%0	0.00	%0	0.00	23.38	00'0	0.00	0.00	0.00	11.69	11.69
hopping Center	2.400 KSF	820	37.75	%09	%09	90.60	%0	0.00	90.60	34%	30.80	%0	0.00	59.80	15.40 15.40 0.00 0.00	15.40	0.00		29.90	29.90
otal						472.66		0.00	472.66		30.80		0.00	441.86 15.40 15.40 0.00 0.00 220.93 220.93	15.40	15.40	0.00	0.00	20.93	20.93

Poulsbo Place Division 8 GTC #18-293

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM (a.k.a.): Weekday AM Peak Hour

												NE	NET EXTERNAL TRIPS BY TYPE	NAL TRIF	SBYT	/PE				
										Z	IN BOTH DIRECTIONS	RECTIO	SN		D	RECTI) NAL	ASSIGN	DIRECTIONAL ASSIGNMENTS	
				Gross	Gross Trips		Internal Crossover	nal over	TOTAL	PAS	PASS-BY	DIVERTI	DIVERTED LINK NEW	NEW	PASS-BY		DIVERTED LINK	LED (NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% <u>N</u>	% %	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	드	Out	드	Out	드	Out
Multifamily (Low-Rise)	49 units	220	0.46	23%	%22	22.54	%0	0.00	22.54	%0	0.00	%0	00.00	22.54	0.00	00.00	0.00	00.0	5.18	17.36
General Office	2.400 KSF	710	1.16	%98	14%	2.78	%0	0.00	2.78	%0	0.00	%0	00.00	2.78	0.00	0.00	0.00	0.00	2.39	0.39
Shopping Center	2.400 KSF	820	0.94	62%	38%	2.26	%0	0.00	2.26	34%	0.77	%0	0.00	1.49	0.48	0.29	00.0	0.00	0.92	0.57
Total						27.58		0.00	27.58		0.77		0.00	26.81	0.48	0.29	0.00 0.00		8.49	18.32
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Poulsbo Place Division 8 GTC #18-293

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM (a.k.a.): Weekday PM Peak Hour

												NE	NET EXTERNAL TRIPS BY TYPE	VAL TRIF	SBYT	YPE				
										N	IN BOTH DIRECTIONS	RECTIO	NS		D	IRECTI	ONAL A	ASSIGN	DIRECTIONAL ASSIGNMENTS	
				Gross Trips	Trips		Internal Crossover	nal over	TOTAL	PAS	PASS-BY	OIVERTE	DIVERTED LINK	NEW	PASS-BY		DIVERTED LINK	LED (NEW	
LAND USES	VARIABLE	TTE LU code	Trip Rate	% Z	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out In+Out (Total) (Total)	In+Out (Total)	<u> </u>	Out	<u>=</u>	Out	<u> </u>	Out
Multifamily (Low-Rise)	49 units	220	99.0	%89	37%	27.44	%0	0.00	27.44	%0	00.00	%0	0.00	27.44	0.00	0.00	00.0	0.00	17.29	10.15
General Office	2.400 KSF	710	1.15	16%	84%	2.76	%0	0.00	2.76	%0	0.00	%0	0.00	2.76	0.00	0.00	00.0	0.00	0.44	2.32
Shopping Center	2.400 KSF	820	3.81	48%	25%	9.14	%0	0.00	9.14	34%	3.11	%0	0.00	6.03	1.49	1.62	0.00	0.00	2.89	3.14
Total						39.34		0.00	39.34		3.11		0.00	36.23	1.49	1.62	0.00	0.00	20.62	15.61
																				İ

1-MONTHS TRIP GENERATION

yards of fill/truck yards of fill/truck Hours per Day Days/Year 1,200 yards 24 T & T 70% 113 fill truck trips 10 30% 10 30%	ick trips Total	In + Out per day 8
	Total	In

 ∞

Daily

15% of Daily is AM peak-hour 15% of Daily is PM peak-hour

Trip Generation Comparison – Master Plan

Master Plan Trip Generation Comparison

Poulsbo Place Division 8 GTC #18-293

Trip Generation for: Weekday (a.k.a.): Average Weekday Daily Trips (AWDT)

												Z	ET EXTE	NET EXTERNAL TRIPS BY TYPE	oS BY 1	YPE			
		ı								N	IN BOTH DIRECTIONS	RECTIO	NS			DIRECT	TIONAL	DIRECTIONAL ASSIGNMENTS	:NTS
				Gros	Gross Trips		Internal Crossover	nal over	TOTAL	PASS-BY	S-BY	DIVERTED LINK	RTED IK	NEW	PASS-BY		DIVERTED LINK	ED	NEW
LAND USES	VARIABLE	ITE LU code	Trip Rate	NI	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	п	Out	0	Out	Out
Multifamily (Low-Rise)	49 units	220	7.32	%09	%09	358.68	%0	0.00	358.68	%0	0.00	%0	0.00	358.68	0.00	0.00	0.00	0.00	179.34
General Office	2.400 KSF	710	9.74	%09	%09	23.38	%0	0.00	23.38	%0	0.00	%0	0.00	23.38	0.00	0.00	0.00	0.00	11.69
Shopping Center	2.400 KSF	820	37.75	%09	%09	09.06	%0	0.00	90.60	34%	30.80	%0	0.00	29.80	15.40	15.40	0.00	0.00	29.90
Division 1-7 (Existing SFD)	300 units	210	9.44	%09	%09	2832.00	%0	0.00	2832.00	%0	0.00	%0	0.00	2832.00	0.00	0.00	0.00	0.00 1416.00	1416.00
Division 1-7 (Existing Retail)	10 units	820	37.75	%09	%09	377.50	%0	0.00	377.50	34%	128.35	%0	0.00	249.15	64.18	64.17	0.00	0.00 124.58	124.57
Original Master Plan			Stdy	%09	20%	-3505.00	%0	0.00	-3505.00	%0	0.00	%0	0.00	-3505.00	0.00	0.00	0.00	0.00 -1752.50	50 -1752.50
Total						177.16		0.00	177.16		159.15		0.00	18.01	79.58 79.57		0.00	0.00	9.00

Master Plan Trip Generation Comparison

Poulsbo Place Division 8 GTC #18-293

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM (a.k.a.): Weekday PM Peak Hour

											Ź	NET EXTERNAL TRIPS BY TYPE	RNAL TR	PS BY	ΓΥΡΕ				
									Z	IN BOTH DIRECTIONS	RECTIO	NS			DIRECT	IONAL	ASSIGN	DIRECTIONAL ASSIGNMENTS	
			Ğ	Gross Trips	s	Inte Cros	Internal Crossover	TOTAL	PASS-BY		JIVERTE	DIVERTED LINK	NEW	PASS-BY		DIVERTED LINK	red (NEW	,
LAND USES VARIABLE	- 0		Trip % Rate IN	, out	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	ln	Out	드	Out	ln	Out
Multifamily (Low-Rise) 49 units		220 0.56	%69 99	% 31%	27.44	%0	00.00	27.44	%0	0.00	%0	0.00	27.44	0.00	0.00	0.00	0.00	17.29	10.15
General Office 2.400 KSF		710 1.	1.15 16%	% 84%	2.76	%0	0.00	2.76	%0	0.00	%0	0.00	2.76	0.00	0.00	0.00	0.00	0.44	2.32
Shopping Center 2.400 KSF		820 3.81	81 48%	% 25%	9.14	%0	0.00	9.14	34%	3.11	%0	0.00	6.03	1.49	1.62	0.00	00.0	2.89	3.14
Division 1-7 (Existing SFD) 300 units		210 0.9	%89 66.0	% 32%	297.00	%0	0.00	297.00	%0	00.00	%0	0.00	297.00	0.00	0.00	0.00	0.00	187.11	109.89
Division 1-7 (Existing Retail) 10 units		820 3.81	81 48%	% 25%	38.10	%0	0.00	38.10	34%	12.95	%0	0.00	25.15	6.22	6.73	0.00	0.00	12.07	13.08
Original Master Plan			Stdy 45%	% 22%	402.00	%0	0.00	-402.00	%0	0.00	%0	0.00	-402.00	0.00	0.00	0.00	0.00	-180.90	-221.10
Total					-27.56		0.00	-27.56		16.06		0.00	-43.62	7.71	8.35	0.00	0.00	38.90	-82.52

TRAFFIC IMPACT ANALYSIS

POULSBO PLACE DEVELOPMENT

POULSBO, WASHINGTON

Expanded SEPA Checklist - Transportation

Prepared for: Poulsbo Place Partners

Submitted to: City of Poulsbo

Washington State Department of Transportation, Olympic Region

Prepared by: Gibson Traffic Consultants, Inc. PS

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July 19, 1995

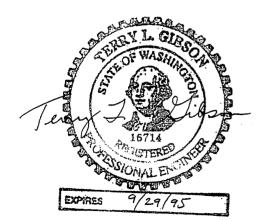




Table 3
TRIP GENERATION SUMMARY

			1	M Peak Ho	ur
Land Use	Trip Type	e AWDT	Total	Inbound	Outbound
	Total	4,060	495	209	286
Proposed Commercial Area	Pass-By	570	70	43	27
Development Subtotals	Crossover	405	49	20	29
	Transit	610	74	32	42
	New	(2,475	302	/ \(114\)	\188
	Total	2,285	221	149	72
Proposed Residential Area	Pass-By	0	/ 0	0	0
Development Subtotals	Crossover	230	21	15	6
(including existing trips)	Transit	340	/ ,33,	-22	/11
,	New	1,715	/ (167	112	55
	Total	805	79	51	
- Existing Trips Subtotals	Pass-By	0	0	0	0
(occupied residential units)	Crossover	0	0	0	0
10%	Transit	8 120	8 12	57	3 5
196	New	724-685	71.67	46 44	25 23
	Total	5,540	637	307	330
Net Trips Grand Totals	Pass-By	570	70	43	27
(Total Proposed Development	Crossover	635	70	35	35
- Existing Occupied Units)	Transit	830	95	47	48
	New	(3,505)	402	(182	220



Counts and Turning Movement Calculations



				Pnon	e: (233 ₎) //0-1-	+0/ FAX	: (233) /	/0-1411	E-Mail: To	eam@1C21	wbe/[BE				
ntersection:	on:		Way N	E & 3r	d Ave 1	NE						Date of Check	f Coun		Thur 0 Camer	3/05/202	20
Time	Fro		rth on ((SB)	F	rom S	outh on (N	IB)	1	From Eas	t on (WB)	CHECK			st on (Interval
Interval Ending at	Т	Jensen L	Way NI S	E R	T	Jens L	en Way NE S	R	T	3rd Av	ve NE S	R	Т	3rd A	ve NE S	R	Total
7:15 A	0	7	1	0	1	9	1	1	0	0	13	0	0	0	18	19	69
7:30 A	1	2	4	1	0	7	0	0	0	1	8	0	0	0	38	24	85
7:45 A	0	3	8	1	0	8	0	0	0	1	15	2	2	0	36	16	90
8:00 A	0	6	7	0	0	11	7	1	0	0	17	1	0	0	20	17	87
8:15 A	0	3	0	0	1	13	1	1	0	1	19	5	1	0	17	16	76
8:30 A	0	3	4	1	0	9	1	1	0	0	13	2	0	0	21	11	66
8:45 A	0	3	5	0	1	17	3	2	0	0	16	1	1	1	20	18	86
9:00 A	0	7	6	0	0	9	4	0	0	2	13	2	0	0	18	20	81
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A 0:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:00 A	U	U	U	U	U	U	0	U	U	U	U	U	U	U	U	Ü	
Total																	
Survey	1	34	35	3	3	83	17	6	0	5	114	13	4	1	188	141	640
					Peak	Hour:	7:15 AM		to	8:15 AM							
Total	1	14	19	2	1	39	8	2	0	3	59	8	3	0	111	73	338
pproach	•		35			37	49		Ť	J	70	Ü		Ü	184	,,,	338
%HV			2.9%				2.0%				n/a				1.6%		1.5%
							Jens	en Wa	y NE								
								en Wa	y NE 51	16							
		3rd	d Ave	NE		2	35 19	en Wa	-		Bike Ped		3r	d Ave	NE		
		3rd	100 184	Ped	0 0 1111		35	14	-	:	Ped	8 59 3 0	Bike	70	NE 197	1	
PEDs	N	284	184	Ped Bike	0		35 19 7:15 AM	14 to	51	8:15 AM	Ped	59 3 0	Bike Ped	70	197		<i>'olume</i>
	N 0		100	Ped	0 0 111		35 19 7:15 AM	14 to	51	0 5	Ped	59 3 0	Bike	70	197	Hour V	
Across:		284 S	100 184	Ped Bike	0 0 111 73	Ped	35 19 7:15 AM	14 to	51	8:15 AM	Ped	59 3 0	Bike Ped	70	197 IF Peak	Hour V	
Across: INT 01 INT 02 INT 03	0 1 0	S 0 2 1	100 184 E 1 2 0	Ped Bike	0 1111 73 2 5 1	Ped	35 19 7:15 AM	14 to	51	8:15 AM	Ped	59 3 0	Bike Ped 360	127	197 HF Peak EB WB	Hour V PHF 0 0.74 0.70	%HV 1.6% n/a
Across: INT 01 INT 02 INT 03 INT 04	0 1 0 3	S 0 2 1 2	100 184 E 1 2 0 0	Ped Bike	0 1111 73 2 5 1 5	Ped	35 19 7:15 AM 5	14 to	39	8:15 AM	Ped	59 3 0	Bike Ped 360 Check In:	127 1.0 PE	I 197 IF Peak EB WB NB	Hour V PHF 0.74 0.70 0.64	%HV 1.6% n/a 2.0%
INT 01 INT 02 INT 03 INT 04 INT 05	0 1 0 3 1	S 0 2 1 2 0	100 184 E 1 2 0 0 2	Ped Bike	0 111 73 2 5 1 5 3	Ped	35 19 7:15 AM 5 -0 -95	to	39	8:15 AM	Ped	59 3 0	Bike Ped 360	127	197 HF Peak EB WB NB SB	Hour V PHF 0.74 0.70 0.64 0.67	%HV 1.6% n/a 2.0% 2.9%
Across: INT 01 INT 02 INT 03 INT 04	0 1 0 3	S 0 2 1 2	100 184 E 1 2 0 0	Ped Bike	0 1111 73 2 5 1 5	Ped Bike	35 19 7:15 AM 5 -0 -95	14 to	39	8:15 AM	Ped	59 3 0	Bike Ped 360 Check In:	127 1.0 PE	I 197 IF Peak EB WB NB	Hour V PHF 0.74 0.70 0.64 0.67	%HV 1.6% n/a 2.0%
Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08	0 1 0 3 1	S 0 2 1 2 0 0 0	100 184 E 1 2 0 0 2 1	Ped Bike	0 111 73 2 5 1 5 3 4 0 2	Ped Bike	35 19 7:15 AM 5 0 95 Jens rcles From:	14 to	39 144 y NE S 0	8:15 AM 8 6 6 6 7 8:15 OM 8 8 8 8 8 8 8 8 8 8	2	59 3 - 4 4	Bike Ped 360 Check In: Out:	127 1.0 PE	197 HF Peak EB WB NB SB	Hour V PHF 0.74 0.70 0.64 0.67	%HV 1.6% n/a 2.0% 2.9%
Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07	0 1 0 3 1 1	S 0 2 1 2 0 0 0 0 0	100 184 E 1 2 0 0 2 1 0	Ped Bike	0 0 1111 73 2 5 1 5 3 4 0 2 0 0	Ped Bike	35 19 7:15 AM 5 0 95 Jens	14 to	39 144 y NE S 0 0 0	8:15 AM 8 6 6 6 7 8:15 Omega 8:15 Omega 8:15 Omega 8:15 Omega 9 10 10 10 10 10 10 10 10 10	2 W 0 0 0 0	59 3 0 4	Bike Ped 360 Check In: Out:	127 1.0 PE	197 HF Peak EB WB NB SB	Hour V PHF 0.74 0.70 0.64 0.67	%HV 1.6% n/a 2.0% 2.9%
Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10	0 1 0 3 1 1	S 0 2 1 2 0 0 0 0 0	100 184 E 1 2 0 0 2 1 0	Ped Bike	0 0 1111 73 2 5 1 5 3 4 0 2 0 0 0	Ped Bike	35 19 7:15 AM 5 0 95 Jens int 01 int 02 int 03 int 04	to to N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	39 144 y NE S 0 0 0 0	8:15 AM 8 6 6 7 8:15 AM	2 W 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	59 3 0 4	Bike Ped 360 Check In: Out:	127 1.0 PE	197 HF Peak EB WB NB SB	Hour V PHF 0.74 0.70 0.64 0.67	%HV 1.6% n/a 2.0% 2.9%
Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 101 INT 11	0 1 0 3 1 1 0 1	S 0 2 1 2 0 0 0 0 0	100 184 E 1 2 0 0 2 1 0	Ped Bike	0 0 1111 73 2 5 1 5 3 4 0 2 0 0 0 0	Ped Bike	35 19 7:15 AM 5 0 95 Jens rcles From: INT 01 INT 02 INT 03	to to N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	39 144 y NE S 0 0 0 0 0	8:15 AM 8 6 6 7 8:15 AM 8 8 8 8 8 8 8 8 8 8 8 8 8	2 W 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	59 3 0 4 0 0 0 0 0 0 0 0	Bike Ped 360 Check In: Out:	127 1.0 PE	197 HF Peak EB WB NB SB	Hour V PHF 0.74 0.70 0.64 0.67	%HV 1.6% n/a 2.0% 2.9%
Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 101 INT 11	0 1 0 3 1 1 0 1	S 0 2 1 2 0 0 0	100 184 E 1 2 0 0 2 1 0 0	Ped Bike	0 0 1111 73 2 5 1 5 3 4 0 2 0 0 0 0	Ped Bike	35 19 7:15 AM 5 95 Jens INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 06 INT 06 INT 07	to to N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	39 144 y NE S 0 0 0 0 0 0 0	8:15 AM 8 49 E 0 0 0 0 0 0 0 0 0 0 0	2 W 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	59 3 0 0 0 0 0 0 0 0 0	Bike Ped 360 Check In: Out:	127 1.0 PE	197 HF Peak EB WB NB SB	Hour V PHF 0.74 0.70 0.64 0.67	%HV 1.6% n/a 2.0% 2.9%
Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10	0 1 0 3 1 1 0 1	S 0 2 1 2 0 0 0	100 184 E 1 2 0 0 2 1 0 0	Ped Bike	0 0 1111 73 2 5 1 5 3 4 0 2 0 0 0 0	Ped Bike	7:15 AM 7:15 AM 5 0 95 Jens INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 06	14 14 10 10 10 10 10 10	39 144 y NE S 0 0 0 0 0	8:15 AM 8 6 6 7 8:15 AM 8 8 8 8 8 8 8 8 8 8 8 8 8	2 W 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	59 3 0 4 0 0 0 0 0 0 0 0	Bike Ped 360 Check In: Out:	127 1.0 PE	197 HF Peak EB WB NB SB	Hour V PHF 0.74 0.70 0.64 0.67	%HV 1.6% n/a 2.0% 2.9%



Prepared for: Gibson Traffic Consultants

												WBE/D	BE				
ntersection:	on:	Jensen Poulsb	Way N	E & 3re	d Ave 1	NE						Date of		t:	Thur 0	3/05/202	20
Time	Fro		rth on (SB)	F	rom S	outh on (N	IB)		From Eas				om We	st on (E		Interva
Interval		Jensen	Way N	E		Jens	en Way NE			3rd Av	e NE			3rd A	ve NE		Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	Т	L	S	R	151
4:15 P	0	7	2	1	1	29	12	2	0	0	35	8	0	3	36	19	154
4:30 P 4:45 P	0	1	5	0	0	29	9	0	0	0	34 29	3	1	0	34	30	145
	0	8	5	0	0	15 39		4	0	1	39	7		0	31	26	126
5:00 P							15 7						0		35		166
5:15 P 5:30 P	0	5	5	0	1	35 28	9	2	1	2	50 32	3	1	0	30	18 17	150
5:45 P	0	2	4	0	1	30	5	2	0	1	31	0	0	1	22	15	
6:00 P	0	4	3	0	0		7	0	0	0			1	0			113
						20					32	2			28	6	102
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P 7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	U	U	U	U	U	U	U	U	U	U	U	- 0	U	U	U	U	0
Total																	
Survey	0	30	29	2	4	225	68	14	1	6	282	33	5	6	241	154	1090
Bui rej		30				Hour:	4:00 PM		to	5:00 PM	202				2	15.	10,0
-				1													
Total	0	17	14	2	1	112	40	8	0	2	137	21	2	4	136	98	591
pproach			33				160				160				238		591
%HV			,														
PHF			n/a 0.63				0.6% 0.69 Jens	en Wa	y NE 98	65	n/a 0.85				0.8%		0.5%
		310		Ped	4	2	0.69 Jens	en Wa			0.85	21 137 2	3rc	d Ave	0.8%		
PHF		3rd	0.63	Ped	4 0 4 136 98		0.69 Jens 33 14 4:00 PM	17 to		0	0.85	137	Bike		0.8% 0.92		
PHF	N		0.63 d Ave	Ped	0 4 136		0.69 Jens 33 14 4:00 PM	17 to			0.85	137 2 1	Bike Ped	160	0.8% 0.92 NE	Hour V	0.89
PHF	N 0	489	0.63 d Ave	Ped Bike	0 4 136		0.69 Jens 33 14 4:00 PM	17 to	98		0.85	137 2 1	Bike Ped	160	0.8% 0.92 NE	Hour V	0.89
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05	0 3 2 0 3	S 0 0 0 1 1 2	0.63 dd Ave 251 238 E 0 1 4 2 0	Ped Bike	0 4 136 98 1 5 6 5 6	Ped	0.69 Jens 33 14 4:00 PM 1 0 114	17 to	112		0.85	137 2 1	Bike Ped	160 161 1.0 PH	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 olume %HV 0.8% n/a 0.6% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06	0 3 2 0 3	S 0 0 0 1 1 2 0 0	0.63 dd Ave 251 238 E 0 1 4 2 0 0	Ped Bike	0 4 136 98 1 5 6 5 6 2	Ped Bike	0.69 Jens 33 14 4:00 PM 1 114 Jens	17 to	112 274 y NE	5:00 PM	0.85 Bike Ped	137 2 1	Bike Ped 664 Check In: Out:	160 161 1.0 PE	0.8% 0.92 NE 321 BB WB NB	0.92 0.85 0.69 0.63	0.89 "olume %HV 0.8% n/a 0.6%
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 06 INT 06 INT 06 INT 07	0 3 2 0 3	S 0 0 0 1 1 2	0.63 dd Ave 251 238 E 0 1 4 2 0	Ped Bike	0 4 136 98 1 5 6 5 6 2 7 3	Ped Bike	0.69 Jens 33 14 4:00 PM 1 0 114 Jens cles From:	17 to N 0	112 274 y NE S	5:00 PM 40 160	0.85 Bike Ped 8	137 2 1 7	Bike Ped 664 Check In:	160 161 1.0 PE	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 olume %HV 0.8% n/a 0.6% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09	0 3 2 0 3 1	S 0 0 0 1 1 2 0 0 2	251 238 238 0 1 4 2 0 0 0 0	Ped Bike	0 4 136 98 1 5 6 5 6 2 7 3 0	Ped Bike	0.69 Jens 33 14 4:00 PM 1 0 114 Jens rcles From: INT 01 INT 02	17 to N 0 0 0	112 274 y NE S 0 0	5:00 PM 40 160	0.85 Bike Ped 8	137 2 1 7	Bike Ped 664 Check In: Out:	160 161 1.0 PE	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 olume %HV 0.8% n/a 0.6% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10 INT 11	0 3 2 0 3 1	S 0 0 0 1 1 2 0 0 2	251 238 238 0 1 4 2 0 0 0 0	Ped Bike	1 1 5 6 5 6 2 7 3 0 0 0 0	Ped Bike	0.69 Jens 33 14 4:00 PM 1 0 114 Jens rcles From: INT 01 INT 02 INT 03 INT 04	17 to 17 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	274 y NE 0 0 0	5:00 PM 40 160 E 1 0 0 0 0 0 0	0.85 Bike Ped 8 0 0 0 0 0 0	137 2 	Bike Ped 664 Check In: Out:	160 161 1.0 PE	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 olume %HV 0.8% n/a 0.6% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10	0 3 2 0 3 1 1	S 0 0 0 1 2 0 2 0	251 238 238 0 1 4 2 0 0 0 0	Ped Bike	1 1 5 6 5 6 2 7 3 0 0 0 0 0 0	Ped Bike	0.69 Jens 33 14 4:00 PM 1	to to Wa N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	274 y NE S 0 0 0	5:00 PM 40 160 1 0 0 0 0 0 0	0.85 Bike Ped 8 0 0 0 0 0 0 0	137 2 	Bike Ped 664 Check In: Out:	160 161 1.0 PE	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 'olume %HV 0.8% n/a 0.6% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10 INT 11 INT 12	0 3 2 0 3 1 1 1	S 0 0 0 1 2 0 2 0	251 238 238 0 1 4 2 0 0 0 0	Ped Bike	1 1 5 6 5 6 2 7 3 0 0 0 0 0 0	Ped Bike	0.69 Jens 33 14 4:00 PM 1 1 Jens cles From: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07	17 to	274 y NE S 0 0 0 0 0 0	5:00 PM 40 160 E 1 0 0 0 0 0 0 0 0 0	0.85 Bike Ped 8 0 0 0 0 0 0 0 0 0	137 2 1 7 7 1 0 0 0 0 0 0 0 0	Bike Ped 664 Check In: Out:	160 161 1.0 PE	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 'olume %HV 0.8% n/a 0.6% n/a
PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10 INT 11 INT 12	0 3 2 0 3 1 1 1	S 0 0 0 1 2 0 2 0	251 238 238 0 1 4 2 0 0 0 0	Ped Bike	1 1 5 6 5 6 2 7 3 0 0 0 0 0 0	Ped Bike	0.69 Jens 33 14 4:00 PM 1 0 114 Jens cles From: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08	17 to 17 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	274 y NE S 0 0 0 0 0	5:00 PM 40 160 E 1 0 0 0 0 0 0 0	0.85 Bike Ped 8 0 0 0 0 0 0 0 0 0 0 0	137 2 1 7 7 1 0 0 0 0 0 0 0 0 0 0	Bike Ped 664 Check In: Out:	160 161 1.0 PE	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 olume %HV 0.8% n/a 0.6% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10 INT 10	0 3 2 0 3 1 1 1	S 0 0 0 1 2 0 2 0	251 238 238 0 1 4 2 0 0 0 0	Ped Bike	1 1 5 6 5 6 2 7 3 0 0 0 0 0 0	Ped Bike	0.69 Jens 33 14 4:00 PM 1 1 Jens cles From: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07	17 to	274 y NE S 0 0 0 0 0 0	5:00 PM 40 160 E 1 0 0 0 0 0 0 0 0 0	0.85 Bike Ped 8 0 0 0 0 0 0 0 0 0 0 0	137 2 1 7 7 1 0 0 0 0 0 0 0 0	Bike Ped 664 Check In: Out:	160 161 1.0 PE	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 %HV 0.8% n/a 0.6% n/a
PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10 INT 11 INT 12	0 3 2 0 3 1 1 1	S 0 0 0 1 2 0 2 0	251 238 238 0 1 4 2 0 0 0 0	Ped Bike	1 1 5 6 5 6 2 7 3 0 0 0 0 0 0	Ped Bike	0.69 Jens 33 14 4:00 PM 1 0 114 Jens cles From: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 07 INT 08 INT 07	17 to	274 y NE S 0 0 0 0 0 0	5:00 PM 40 160 E 1 0 0 0 0 0 0 0 0 0	0.85 Bike Ped 8 0 0 0 0 0 0 0 0 0 0	137 2 1 7 7 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Bike Ped 664 Check In: Out:	160 161 1.0 PE	0.8% 0.92 NE 321 EB WB NB SB	0.92 0.85 0.69 0.63	0.89 %HV 0.8% n/a 0.6% n/a



						,		(11)		E-Mail: T	Ü	WBE/D	BE				
itersection:	on:	Jensen Poulsb	Way N	E & NI	E Ivers	on St						Date of Checke		t:	Thur 0 Camer	3/05/20 on	20
Time		m Noi	th on (,	F		outh on (N	lB)			t on (WB)			om Wes	st on (l		Interval
Interval Ending at	T	Jensen L	Way NI S	R	T	Jens L	en Way NE S	R	T	NE Ive L	rson St S	R	Т	NE Ive	rson St S	R	Total
7:15 A	0	5	0	4	0	0	1	1	1	4	0	11	1	3	0	0	29
7:30 A	0	11	6	0	1	0	0	4	0	5	0	7	0	0	1	1	35
7:45 A	1	10	6	1	0	0	2	1	1	6	2	5	0	2	2	0	37
8:00 A	0	12	4	2	0	0	6	3	1	4	1	15	0	0	2	1	50
8:15 A 8:30 A	0	9	3	3	1	0	1	4	0	5	1	11	0	0	2	0	37 40
8:45 A	1	8	5	1	1	0	6	4	0	9	3	17	0	1	0	0	54
9:00 A	0	12	5	2	0	0	5	2	0	12	1	8	0	0	0	1	48
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
Survey	3	70	32	14	4	0	27	21	3	53	8	88	1	6	8	3	330
						Hour:	7:45 AM		to	8:45 AM	1						
Total	2	32	15	7	3	0	19	13	1	26	5	57	0	1	5	1	181
			54				32				88				7		181
							0.40/				4.40/				-1-		2.20/
			3.7%				9.4% 0.80 Jens	en Wa	y NE 131	<u> </u>	0.76				n/a 0.58		3.3% 0.84
%HV			3.7% 0.75				0.80	sen Wa							0.58		
%HV		NE	3.7%	on St		7	0.80 Jens	sen Wa		0	0.76 Bike	57	NE	Iverso	0.58		
%HV		NE	3.7% 0.75	Ped			0.80 Jens 54]		0	0.76 Bike	5	NE	Iverso	0.58		
%HV			3.7% 0.75	ì :	4 0		0.80 Jens 54]		0	0.76 Bike	5 26			0.58		
%HV PHF		NE 19	3.7% 0.75	Ped	4		0.80 Jens 54 15 7:45 AM	32 to	131	0	0.76 Bike Ped	5 26 0	NE Bike Ped		0.58]	
%HV PHF	N	19 S	3.7% 0.75 Iverso 12 7	Ped Bike	4 0 1 5	Ped	0.80 Jens 54 15 7:45 AM	32 to	131	0 3	0.76 Bike Ped	5 26 0	Bike Ped	88	0.58 n St	: Hour V	0.84
%HV PHF PEDs Across: INT 01	0	19 S 0	3.7% 0.75	Ped Bike	4 0 1 5 1		0.80 Jens 54 15 7:45 AM	32 to	131	0 3 8:45 AM	0.76 Bike Ped	5 26 0	Bike Ped	50	0.58 n St 138	Hour V	0.84 Volume %HV
%HV PHF		19 S	3.7% 0.75 Iverso 12 7	Ped Bike	4 0 1 5	Ped	0.80 Jens 54 15 7:45 AM	32 to	131	0 3 8:45 AM	0.76 Bike Ped	5 26 0	Bike Ped	50 1.0 PH	0.58 n St 138 FF Peak	: Hour V	0.84
PEDs Across: INT 01 INT 02	0	S 0 0 0 0 0	3.7% 0.75	Ped Bike	4 0 1 5 1 2 0 1 0 0	Ped	0.80 Jens 54 15 7:45 AM 0	32 to	0	3 8:45 AM	0.76 Bike Ped	5 26 0	Bike Ped 216 Check In:	50 1.0 PH	0.58 nn St 138 EB WB NB	Hour V PHF 0.58 0.76 0.80	0.84 'olume %HV n/a 1.1% 9.4%
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05	0 0 0 0	S 0 0 0 0 0 0 0 0	3.7% 0.75	Ped Bike	4 0 1 5 1 2 0 1 0 2	Ped	0.80 Jens 54 15 7:45 AM 0 42	to	0	3 8:45 AM	0.76 Bike Ped	5 26 0	Bike Ped 216	50 1.0 PH	0.58 n St 138 EB WB NB SB	Hour V PHF 0.58 0.76 0.80 0.75	70lume %HV n/a 1.11% 9.4% 3.7%
PEDs Across: INT 01 INT 02 INT 03 INT 04	0 0 0	S 0 0 0 0 0	3.7% 0.75	Ped Bike	4 0 1 5 1 2 0 1 0 0	Ped Bike	0.80 Jens 54 15 7:45 AM 0 42	to	0	3 8:45 AM	0.76 Bike Ped	5 26 0	Bike Ped 216 Check In:	50 1.0 PH	0.58 nn St 138 EB WB NB	Hour V PHF 0.58 0.76 0.80 0.75	0.84 'olume %HV n/a 1.1% 9.4%
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 06 INT 07	0 0 0 0 1	S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.7% 0.75 12 7 1 0 1 0 1 2	Ped Bike	4 0 1 5 1 2 0 1 0 2 4 4 0 0	Ped Bike	0.80 Jens 54 15 7:45 AM 0 42 Jens rcles From:	to to N 0	0 74 y NE S 0	8:45 AM 19 32	0.76 Bike Ped 13	5 26 0 3	Bike Ped 216 Check In: Out:	50 1.0 PH	0.58 n St 138 EB WB NB SB	Hour V PHF 0.58 0.76 0.80 0.75	70lume %HV n/a 1.11% 9.4% 3.7%
PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10	0 0 0 0 1 0	S 0 0 0 0 0 0	3.7% 0.75 112 7 E 1 0 1 1 2 0	Ped Bike	2 0 1 5 1 0 1 0 2 4 4 0 0 0	Ped Bike	0.80 Jens 54 15 7:45 AM 0 42 Jens (cles From: INT 01 INT 02 INT 03	to N 0 0 0 0	74 y NE S 0 0	8:45 AM 19 32 E 0 0 0 0	0.76 Bike Ped 13	5 26 -0 -3 3	Bike Ped 216 Check In: Out:	50 1.0 PH	0.58 n St 138 EB WB NB SB	Hour V PHF 0.58 0.76 0.80 0.75	70lume %HV n/a 1.11% 9.4% 3.7%
PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09	0 0 0 0 1 0	S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.7% 0.75	Ped Bike	2 0 1 0 1 2 0 1 0 2 4 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped Bike	0.80 Jens 54 15 7:45 AM 0 42 Jens int 04 int 02 int 03 int 04 int 05	to Seen Wa N 0 0 0 0 0 0	74 y NE s 0 0 0 0	8:45 AM 19 32 E 0 0 0 0 0 0 0 0	0.76 Bike Ped W 0 0 0 0 0 0	5 26 0 3 3	Bike Ped 216 Check In: Out:	50 1.0 PH	0.58 n St 138 EB WB NB SB	Hour V PHF 0.58 0.76 0.80 0.75	70lume %HV n/a 1.11% 9.4% 3.7%
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10	0 0 0 0 1 0 2 0	S 0 0 0 0 0 0	3.7% 0.75 112 7 E 1 0 1 1 2 0	Ped Bike	2 0 1 0 1 0 2 4 4 4 0 0 0 0	Ped Bike	0.80 Jens 54 15 7:45 AM 0 42 Jens int 01 int 02 int 03 int 04	to N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	74 y NE s 0 0 0	8:45 AM 19 8:0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.76 Bike Ped 13 W 0 0 0 0 0	5 26 0 3	Bike Ped 216 Check In: Out:	50 1.0 PH	0.58 n St 138 EB WB NB SB	Hour V PHF 0.58 0.76 0.80 0.75	70lume %HV n/a 1.11% 9.4% 3.7%

GTC20030TM_02A



	Interva	3/05/20	TTI O																
Time		on		t:									on St	E Iverso	E & NE			on:	
Ending at T L S R T L S R T L S R T L S R T L S R T L S R T L S R T L S R T L S R T L S R T L S R T L S R T L S R T L S R T L S R T T L S T T T T T T T T T T T T T T T T		EB)						ast	From		B)	outh on (N	rom S	F	SB)	th on (m Nor	Fro	Time
#:15P	Total	D			т	D		Iverso		т	D		_	т		_	_		
4:30 P 1	102																		·
5:00 P	91													0	1			1	
5:15 P	100	1	5	2	0	23	1		15	1	13	21	1	2	2	5	11	1	4:45 P
5:30 P	107	0	3	3	0	37	4		16	0	11	13	0	0	0	7	13	0	5:00 P
5.45 P	98	1	4	1	0	34	2		11	0	12	16	0	1	2	5	10	1	5:15 P
6:00 P	91	1	3	3	0	31	1		12	0	17	7	0	0	0	8	8	0	5:30 P
6:15 P 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	76	0	2	0	0	24	1		15	0	9	13	1	1	0	2	9	1	5:45 P
6:30 P	54	1	5	1	0	20	1		6	0	15	2	0	0	0	1	2	1	6:00 P
6:45 P	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	6:15 P
7:00 P	0					-													
Total Survey 6 77 40 6 5 2 91 97 1 101 16 238 0 18 28 5 Peak Hour: 4:00 PM	0																		
Survey 6 77 40 6 5 2 91 97 1 101 16 238 0 18 28 5 Peak Hour: 4:00 PM to 5:00 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	7:00 P
Peak Hour: 4:00 PM																			
Total 3 48 24 4 3 1 53 44 1 57 11 129 0 13 14 2 pproach 76 98 197 29 %HV 3.9% 3.1% 0.5% n/a PHF 0.90 0.70 0.86 0.73	719	5	28	18	0	238	16	М	L		97				6	40	77	6	Survey
PEDS NE Verson St NE Verson St	400	2	1.4	13	0	120	11	IVI			44				4	24	48	3	Total
PHF	400	-		13	0	12)	-		37					,			-10	3	
September Sept	1.8%		n/a				0.5%					3.1%				3.9%			%HV
To To To To To To To To	0.93		0.73				0.86					0.70				0.90			PHF
PEDs Across: N S E W Ped 1 1 53 44 428 1.0 PHF Peak How.						11 57			0		48		4	0	Ped		(/,	
N S E W Ped 1 1 53 44 428 1.0 PHF Peak How.				106	Ped	10		PM	5:00		to					29	ļ		
			F Peak	1.0 PH	428		44		53	1		1		ı	W	E	S	N	
	%HV												Bike						
			EB		CI I								Г	5	2	1	0	2	INT 02
INT 03 1 1 5 3 10 83 98 Check WB 0.80 In: 400 NB 0.70				400					98			83	L						
		_								181									
	1.8%										en Wa	Jens							INT 06
INT 07 0 4 1 0 5 Bicycles From: N S E W Conditions:			,	ions:	Condit						N	les From:	Bicy			1	4		INT 07
NT 08								+							2	1	0	0	
INT 10 0 INT 03 0 0 0 0 0							0		0	0									
INT 11 0 INT 04 0 0 0 0 0 0 INT 05 0 0 0 0 0 0																			
5 8 23 11 47 INT 06 0 0 0 0						0	0		0	0	0				11	23	8	5	
NT 07 0 0 0 0 0 0 0 NT 08 0 0 1 0 0								Ŧ						•				tes	pecial Not
INT 09 0 1 0 1						-			1	U									
INT 10 0 INT 11 0																			



		1		Phone	e: (253)	770-14	407 FAX:	: (253) 7	70-1411	E-Mail: T	eam@TC2i	WBE/D	BE				
tersection:	on:	3rd Av Poulsb	ve NE &	NE Ive	erson S	t						Date of		t:	Thur 0)20
Time interval	Fro		rth on (we NE	SB)	F		outh on (N	IB)		From Eas NE Ive			Fre	om We	st on (E	EB)	Interval Total
nding at	T	L	S	R	T	L	S	R	Т	L	S	R	T	L	S	R	Total
7:15 A	1	20	0	0	0	0	0	1	2	0	15	11	0	1	7	0	55
7:30 A 7:45 A	1	37	0	3	0	0	0	5	0	0	10	7	1	2	13	0	80 81
7:43 A 8:00 A	0	26	0	1	1	2	1	2	1	0	14	16	0	0	14	0	76
8:15 A	0	18	0	0	0	2	0	2	0	0	17	22	0	1	10	0	72
8:30 A	0	21	0	1	0	1	0	4	0	0	18	15	1	2	13	0	75
8:45 A	0	30	0	0	0	3	1	2	1	0	24	18	0	0	17	0	95
9:00 A	1	25	0	0	0	1	0	5	0	0	17	18	0	1	13	0	80
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
Survey	3	218	0	6	2	10	3	23	5	0	126	123	3	7	98	0	614
					Peak	Hour:	8:00 AM		to	9:00 AM							
Total	1	94	0	1	0	7	1	13	1	0	76	73	1	4	53	0	322
									1								
pproach			95				21				149	,,,		•	57		322
									1			73				Ü	322 0.9%
pproach %HV PHF			95				21 n/a 0.88	d Ave			149	75			57		
		NE.	95 1.1% 0.79			1	21 n/a 0.88 3r	d Ave	NE		149 0.7% 0.89				57 1.8% 0.84		0.9%
%HV		NE	95 1.1%		8	1	21 n/a 0.88		NE	0	149 0.7% 0.89	73 76		Iverso	57 1.8% 0.84		0.9%
%HV		NE	95 1.1% 0.79	n St	8		21 n/a 0.88 3r	d Ave	NE	0	149 0.7% 0.89	73		Iverso	57 1.8% 0.84		0.9%
%HV		NE 141	95 1.1% 0.79	n St	8		21 n/a 0.88 3r 95	d Ave	NE	0 12	149 0.7% 0.89	73 76 0	NE	Iverso	57 1.8% 0.84		0.9%
%HV			95 1.1% 0.79	n St	8 0 4 53		21 n/a 0.88 3r	d Ave	NE 173	0	149 0.7% 0.89	73 76 0	NE	Iverso	57 1.8% 0.84		0.9%
%HV PHF		141	95 1.1% 0.79 Iverso 84	n St Ped Bike	8 0 4		21 n/a 0.88 3r 95 0	d Ave]	NE 173	0 12 9:00 AM	149 0.7% 0.89	73 76 0	NE Bike Ped	149 160	57 1.8% 0.84		0.9%
%HV PHF	N 0		95 1.1% 0.79 Iverso	n St	8 0 4 53	Ped	21 n/a 0.88 3r 95 0 8:00 AM	d Ave]	NE 173	0 12	149 0.7% 0.89	73 76 0	NE	149 160	57 1.8% 0.84	Hour V	0.9% 0.85
%HV PHF PEDs Across:		141 S	95 1.1% 0.79 1 Iverso 84 57	n St Ped Bike	8 0 4 53 0		21 n/a 0.88 3r 95 0 8:00 AM	d Ave]	NE 173	0 12 9:00 AM	149 0.7% 0.89	73 76 0	NE Bike Ped	149 160	57 1.8% 0.84 0.84 309		0.9% 0.85
PEDs Across: INT 01 INT 02 INT 03	0 0	S 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0	w 0 0 1	8 0 4 53 0	Ped	21 n/a 0.88 3r 95 0 8:00 AM	d Ave]	NE 173	0 12 9:00 AM	149 0.7% 0.89	73 76 0	NE Bike Ped 380	149 160 1.0 Ph	57 1.8% 0.84 0.84 309 EB WB	Hour V PHF 0.84 0.89	0.9% 0.85
PEDs Across: INT 01 INT 02 INT 03 INT 04	0 0 0	S 0 0 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0 0	w 0 0 1 0	8 0 4 53 0 0 0 1 0	Ped	21 n/a 0.88 3r 95 0 8:00 AM	d Ave]	NE 173	9:00 AM	149 0.7% 0.89	73 76 0	NE Bike Ped 380 Check In:	149 160 1.0 PH	57 1.8% 0.84 0.84 309 WB WB NB	Hour V PHF 0.84 0.89 0.88	0.9% 0.85 0.85 //olume %HV 1.8% 0.7% n/a
PEDs Across: INT 01 INT 02 INT 03	0 0	S 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0	w 0 0 1	8 0 4 53 0	Ped	21 n/a 0.88 3r 95 0 8:00 AM 0 0 0	d Ave	NE 173 7	9:00 AM	149 0.7% 0.89	73 76 0	NE Bike Ped 380	149 160 1.0 Ph	57 1.8% 0.84 0.84 309 WB WB NB	Hour V PHF 0.84 0.89 0.88 0.79	0.9% 0.85 //olume %HV 1.8% 0.7%
PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07	0 0 0 0 5 3	S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0 0 0 0 0 0	W 0 0 1 0 4 4 2 1 1	8 0 4 53 0 0 0 1 0 9 5 5	Ped Bike	21 n/a 0.88 3r 95 0 8:00 AM 0 0 3r rcles From:	d Ave l	7 21 NE S	9:00 AM 1 21	149 0.7% 0.89	73 76 0 0	NE Bike Ped 380 Check In:	149 160 1.0 PH	57 1.8% 0.84 mn St 309 WB WB NB SB	Hour V PHF 0.84 0.89 0.88 0.79	0.9% 0.85 0.85 //olume %HV 1.8% 0.7% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08	0 0 0 0 5 3	S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0 0 0 0	n St Ped Bike	8 0 4 53 0 0 0 1 0 9 5	Ped Bike	21 n/a 0.88 3r 95 0 8:00 AM 0 0 3r rcles From: INT 01	94 to	7 21 NE	9:00 AM	149 0.7% 0.89 Bike Ped	73 76 0 0	NE Bike Ped 380 Check In: Out:	149 160 1.0 PH	57 1.8% 0.84 mn St 309 WB WB NB SB	Hour V PHF 0.84 0.89 0.88 0.79	0.9% 0.85 0.85 //olume %HV 1.8% 0.7% n/a
PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10	0 0 0 0 5 3	S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0 0 0 0 0 0	W 0 0 1 0 4 4 2 1 1	8 0 4 53 0 0 0 0 1 0 9 5 5 1 0 0	Ped Bike	21 n/a 0.88 3r 95 0 8:00 AM 0 0 0 3r r/cles From: INT 01 INT 02 INT 03	d Ave N 0 0 0 0	7 21 NE S 0 0 0 0	9:00 AM 1 21 E 0 0 0 0	149 0.7% 0.89 Bike Ped	73 76 0 0 0	NE Bike Ped 380 Check In: Out:	149 160 1.0 PH	57 1.8% 0.84 mn St 309 WB WB NB SB	Hour V PHF 0.84 0.89 0.88 0.79	0.9% 0.85 0.85 //olume %HV 1.8% 0.7% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09	0 0 0 0 5 3 4	S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0 0 0 0 0 0	W 0 0 1 0 4 4 2 1 1	8 0 4 53 0 0 0 1 0 9 5 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped Bike	21 n/a 0.88 3r 95 0 8:00 AM 0 0 10 1NT 02 INT 03 INT 04 INT 05	d Ave 94 10 10 10 10 10 10 10 1	7 21 NE S 0 0 0 0 0 0	9:00 AM 1 21 E 0 0 0 0 0 0 0 0 0 0	149 0.7% 0.89 Bike Ped 13 0 0 0 0 0 0 0 0	73 76 0 0	NE Bike Ped 380 Check In: Out:	149 160 1.0 PH	57 1.8% 0.84 mn St 309 WB WB NB SB	Hour V PHF 0.84 0.89 0.88 0.79	0.9% 0.85 0.85 //olume %HV 1.8% 0.7% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10 INT 11 INT 12	0 0 0 0 5 3 4 0	S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0 0 0 0 0 0	W 0 0 1 0 4 4 2 1 1	8 0 4 4 53 0 0 0 1 0 0 5 5 5 1 0 0 0 0 0 0 0 0 0 0	Ped Bike	21 n/a 0.88 3r 95 0 8:00 AM 0 0 0 3r rcles From: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06	d Ave 94 10 10 10 10 10 10 10 1	7 21 NE S 0 0 0 0 0	9:00 AM 1 21 E 0 0 0 0 0 0	149 0.7% 0.89 Bike Ped 13	73 76 0 0 0	NE Bike Ped 380 Check In: Out:	149 160 1.0 PH	57 1.8% 0.84 mn St 309 WB WB NB SB	Hour V PHF 0.84 0.89 0.88 0.79	0.9% 0.85 0.85 //olume %HV 1.8% 0.7% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10 INT 11	0 0 0 0 5 3 4 0	S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95 1.1% 0.79 Iverso 84 57 E 0 0 0 0 0 0 0 0	W 0 0 1 0 4 4 2 1 1	8 0 4 53 0 0 0 1 0 9 5 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped Bike	21 n/a 0.88 3r 95 0 8:00 AM 0 0 10 1NT 02 INT 03 INT 04 INT 05	d Ave 1 d Ave 1 N 0 0 0 0 0 0 0 0	7 21 NE S 0 0 0 0 0 0 0	9:00 AM 1 21 E 0 0 0 0 0 0 0 0 0 0 0	149 0.7% 0.89 Bike Ped 13 W 0 0 0 0 0	73 76 0 0 0 0 0 0 0 0 0 0	NE Bike Ped 380 Check In: Out:	149 160 1.0 PH	57 1.8% 0.84 mn St 309 WB WB NB SB	Hour V PHF 0.84 0.89 0.88 0.79	0.9% 0.85 0.85 //olume %HV 1.8% 0.7% n/a

GTC20030TM_03A



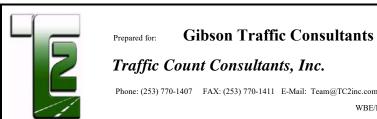
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tersection:	on:		ve NE & oo, WA	NE Iv	erson S	St						Date of		t:	Thur 0		20
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Interval inding at	T	3rd A	ve NE S	R	T	3rd L	d Ave NE S	R	Т	NE Ive L	rson St S	R	Т	NE Ive	rson St S	R	Total
4:15 P	0	43	0	1	0	3	1	9	2	0	42	41	0	1	37	0	178
4:30 P	1	40	0	0	0	3	- 8	9	1	1	45	31	0	4	33	1	175
4:45 P	0	36	0	6	0	1	4	12	1	0	30	26	1	4	36	0	155
5:00 P 5:15 P	0	43 29	0	3	0	3	8	12	0	0	49	43	0	2	33 27	0	181
5:30 P	0	40	0	2	1	3	8	9	0	0	38	33	0	1	35	0	169
5:45 P	0	24	0	1	0	4	3	5	0	0	34	28	1	0	30	0	129
6:00 P	0	31	0	1	0	2	4	5	0	0	27	30	0	1	24	0	125
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P 7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 F	0	U	U	U	U	U	U	0	U	U	U	Ü	U	U	U	U	U
Total																	
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					Peak	Hour:	4:00 PM		to	5:00 PM					1		
Total	1	1.62	0	7	0	10	16	35	4	1	166	141	1	11	139	1	689
1 Otai	1	162			_	10		- 55	-			141	-			_	
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pproach		162				10	61 n/a 0.76	d Ave I				141					0.9% 0.95
pproach %HV			169 0.6% 0.96				61 n/a 0.76		NE	168	308 1.3% 0.84	141			151 0.7% 0.94		0.9%
pproach %HV			169 0.6%			7	61 n/a 0.76		NE	168	308 1.3% 0.84	141		Iverso	151 0.7% 0.94		0.9%
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pproach %HV		NE	169 0.6% 0.96	on St	3	7	61 n/a 0.76 3r	d Ave I	NE	168	308 1.3% 0.84	141 166 1	NE	Iverso	151 0.7% 0.94	<u> </u>	0.9%
pproach %HV PHF			169 0.6% 0.96	on St	3	7	61 n/a 0.76 3r 169 0	162	NE 337	168	308 1.3% 0.84	141 166 1		Iverso	151 0.7% 0.94		0.9%
pproach %HV PHF	N	NE 334	169 0.6% 0.96	nn St Ped Bike	3 1 11 139 1	7 Ped	61 n/a 0.76 3r 169 0 4:00 PM	162	NE 337	168 	308 1.3% 0.84	141 166 1	NE	308 336	151 0.7% 0.94	Hour V	0.9% 0.95
PEDs Across:	N 0	NE 334	169 0.6% 0.96 183 151 E	Ped Bike	3 1 11 139 1	7	61 n/a 0.76 3r 169 0 4:00 PM	162	NE 337	168 	308 1.3% 0.84	141 166 1	NE Bike Ped	308 336	151 0.7% 0.94 nn St	Hour V	0.9% 0.95
pproach %HV PHF	N	NE 334	169 0.6% 0.96	nn St Ped Bike	3 1 11 139 1	7 Ped	61 n/a 0.76 3r 169 0 4:00 PM	162	NE 337	168 	308 1.3% 0.84	141 166 1	NE Bike Ped	308 336 1.0 PE	151 0.7% 0.94 0.94 644 EB	Hour V	0.9% 0.95 'olume %HV 0.7%
PEDs Across: INT 01 INT 02 INT 03 INT 04	N 0 2 0 3	NE 3344 S 0 0 0 0 0	169 0.6% 0.96 183 151 E 0 0	w 0 0 1 2	3 1 11 139 1 0 2 1 5	7 Ped	61 n/a 0.76 3r 169 0 4:00 PM	162	337 10	168 	308 1.3% 0.84	141 166 1	NE Bike Ped 724 Check In:	308 308 1.0 PE	151 0.7% 0.94 0.94 644 EB WB NB	Hour V PHF 0.94 0.84 0.76	0.9% 0.95 0.95 %HV 0.7% 1.3% n/a
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05	N 0 2 0 3	NE S 0 0 0 0 0 0	169 0.6% 0.96 183 151 E 0 0 0	W 0 0 1 2 0 0	3 1 11 139 1 0 2 1 5	7 Ped	61 n/a 0.76 3r 169 0 4:00 PM	162	10 63	168 	308 1.3% 0.84	141 166 1	NE Bike Ped 724	308 336 1.0 PE	151 0.7% 0.94 nn St 644 EB WB NB SB	Hour V PHF 0.94 0.84 0.76 0.96	0.9% 0.95 0.95 Volume %HV 0.7% 1.3% n/a 0.6%
PEDs Across: INT 01 INT 02 INT 03 INT 04	N 0 2 0 3 1 2 1	NE S 0 0 0 0 0 0 0 0 0	169 0.6% 0.96 183 151 E 0 0 0 0 0 0	W 0 0 1 2 0 0 0 2	3 I II 1139 1 C C C C C C C C C C C C C C C C C C	7 Ped Bike	61 n/a 0.76 3r 169 0 4:00 PM	to d Ave 1	10 63 NE S	168 1 5 5:00 PM 16 61	308 1.3% 0.84 Bike Ped	141 166 1	NE Bike Ped 724 Check In:	308 336 1.0 Ph	151 0.7% 0.94 0.94 644 EB WB NB	Hour V PHF 0.94 0.84 0.76	0.9% 0.95 '/olume %HV 0.7% 1.3% n/a
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PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 09 INT 10	N 0 2 0 3 1 2 1	NE S 0 0 0 0 0 0 0 0 0	169 0.6% 0.96 183 151 E 0 0 0 0 0 0	W 0 0 1 2 0 0 0 2	3 1 11 139 1 0 2 1 5 1 2 3 0 0 0	7 Ped Bike	61 n/a 0.76 3r 169 0 4:00 PM 0 1 2 2 3r vcles From: INT 01 INT 02 INT 03	162 to N 0 0 0	10 63 NE S 0 0 0	5:00 PM 16 61 E 1 0 0	308 1.3% 0.84 Bike Ped	141 166 1 - 1 0	NE Bike Ped 724 Check In: Out:	308 336 1.0 Ph	151 0.7% 0.94 nn St 644 EB WB NB SB	Hour V PHF 0.94 0.84 0.76 0.96	0.9% 0.95 0.95 Volume %HV 0.7% 1.3% n/a 0.6%
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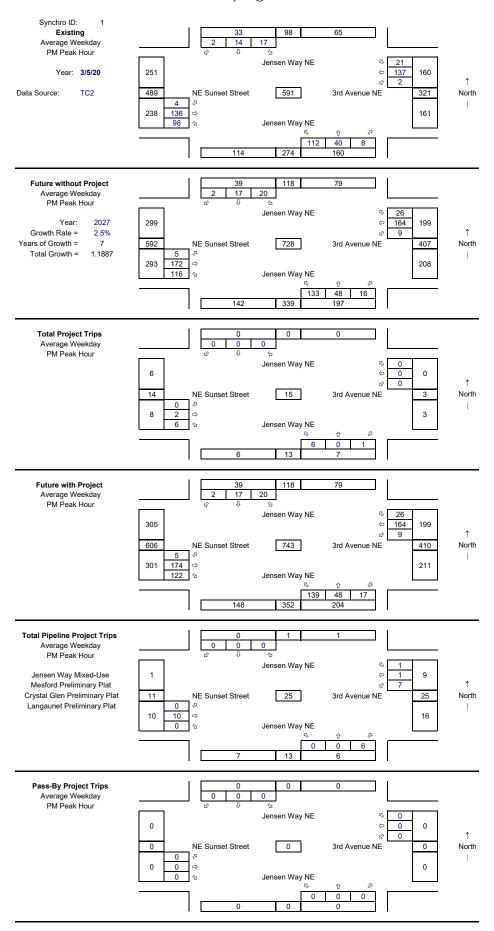


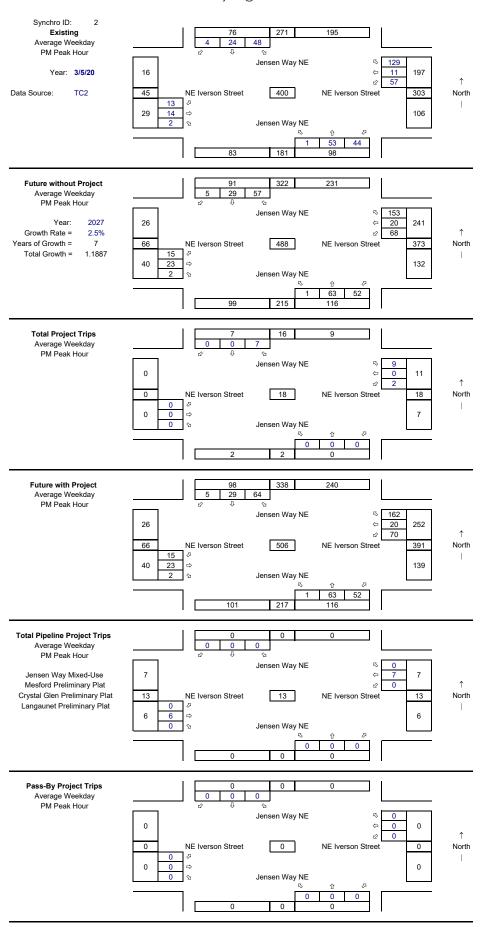
Gibson Traffic Consultants

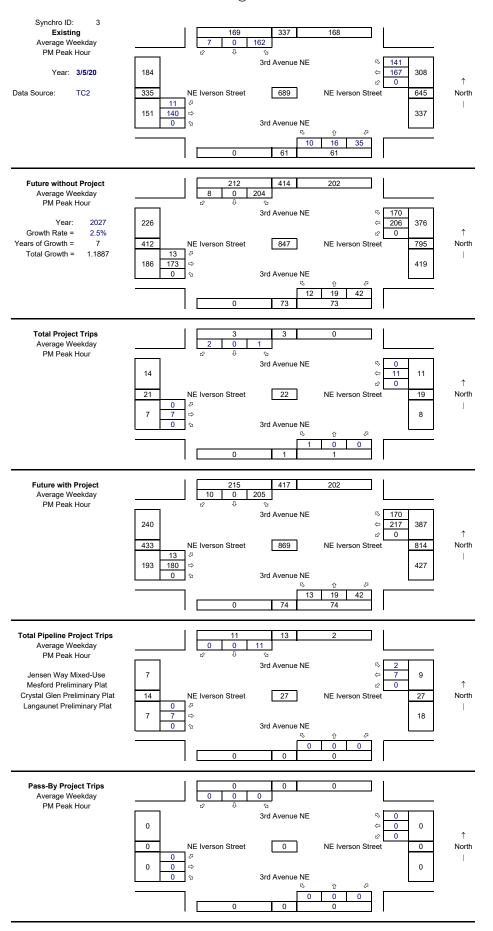
7:15 A					BE	WBE/D				. /			e: (253)	Thom			/	Į
Interval 4th Ave NE)			t:								t	erson S	NE Ive				
Ending at T L S R T T L S T T T T T T T T T	Interv	В)			Fre		. ,			B)			F	SB)			Fro	
7.30 A 0 7 2 0 0 0 2 0 5 1 1 1 1 16 2 2 2 0 53 2 2 7.45 A 0 111 1 0 0 0 3 0 0 0 1 1 1 23 4 4 2 0 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Tota	R			T	R			T	R			T	R			T	
7-45 A 0 11 1 1 0 0 0 3 0 0 0 1 1 1 1 23 4 2 0 50 5 5 8 8 8 8 10 A 0 6 0 1 1 0 6 0 0 2 1 1 1 1 21 6 6 0 0 4 3 1 1 8 8 8 15 A 0 8 1 2 0 0 1 0 0 2 0 0 4 3 3 1 1 0 1 31 3 2 2 2 8 2 8 8 8 5 A 1 4 1 4 1 3 3 0 3 2 1 1 0 1 31 31 3 2 2 2 28 2 8 8 8 5 A 1 4 4 1 3 3 0 3 2 2 1 1 0 3 3 37 3 3 0 1 1 42 4 4 9 9 9 9 15 A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	62	1	27	0	1	0	22	1	4	1	1	2	0	1	6	0	1	7:15 A
8:00 A	90	2	53	0	2	2	16	1	1	5	0	2	0	0	2	7	0	7:30 A
8:15 A 0 8 1 2 0 1 1 0 2 0 4 34 10 0 0 0 29 1 8 8:30 A 0 6 6 0 2 0 0 3 1 1 0 1 31 31 3 2 2 2 28 2 8:45 A 1 4 1 1 3 0 3 2 1 0 3 37 3 0 1 1 4 24 4 9:000 A 0 11 0 2 0 3 1 1 1 0 0 2 26 5 1 4 35 3 9:15 A 0 0 0 1 11 0 2 0 3 1 1 1 0 0 2 26 5 1 4 4 35 3 9:15 A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	98																	
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0-30 A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	93																	
Pet Pet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9:15 A
0:00 A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9:30 A
Total 1 29 2 9 0 7 6 5 0 10 128 21 3 7 134 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9:45 A
Survey 2 53 11 11 0 20 7 13 7 14 210 33 8 7 307 19 Peak Hour: 8:00 AM to 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:00 A
Peak Hour: 8:00 AM																		Total
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PFDs N S E W S S S S S S S S S	368	10	134	7	3	21	128			5		-		9	2	29	1	Total
PEDS N S E W NE O O O O O O O O O	368		151				159	· ·				-			40			proach
Ath Ave NE	1.1%		2.0%				n/a				n/a				2.5%			%HV
PEDS N S E W Ped 0 7 6 5 416 1.0 PHF Peak Hour Volume PHF % FEB 0.80 NT 02 0 0 0 0 0				1	NE	128		0		29		<u> </u>		Ped		NE	رُ	ا
PEDS Across: N S E W Ped 0 7 6 5 416 1.0 PHF Peak Hour Volume Vol				168				9:00 AM		to	8:00 AM		134		151	295		
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NT 03			1			ľ					0	Bike					1	
NT 04	2.0%		1		C1 1			40				ſ						
NT 05	n/a n/a							18			22	L				-		
NT 07 3 0 0 0 3 Bicycles From: N S E W Conditions: NT 08 0 0 1 1 2	2.5%		ŀ						40					0	1	0		
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ecial Notes INT 07 0 0 0 1 1							1	0	0					- 1	9	U		ecial No
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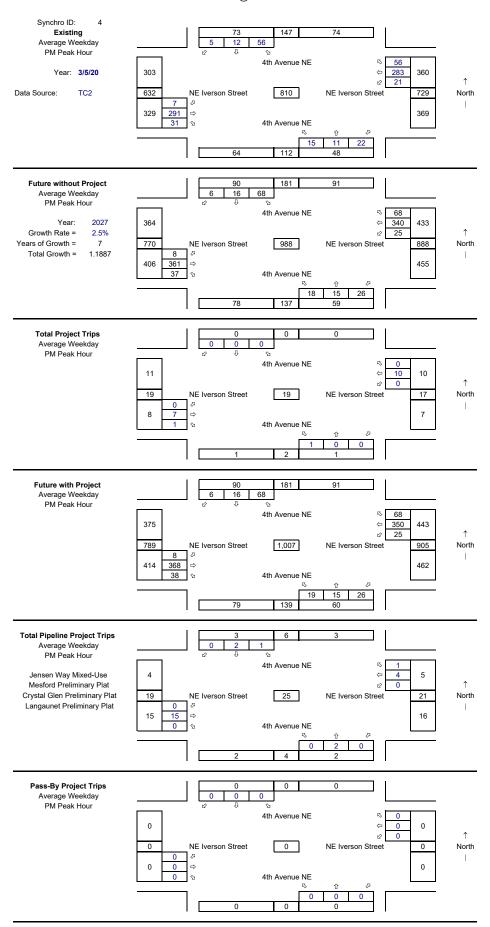


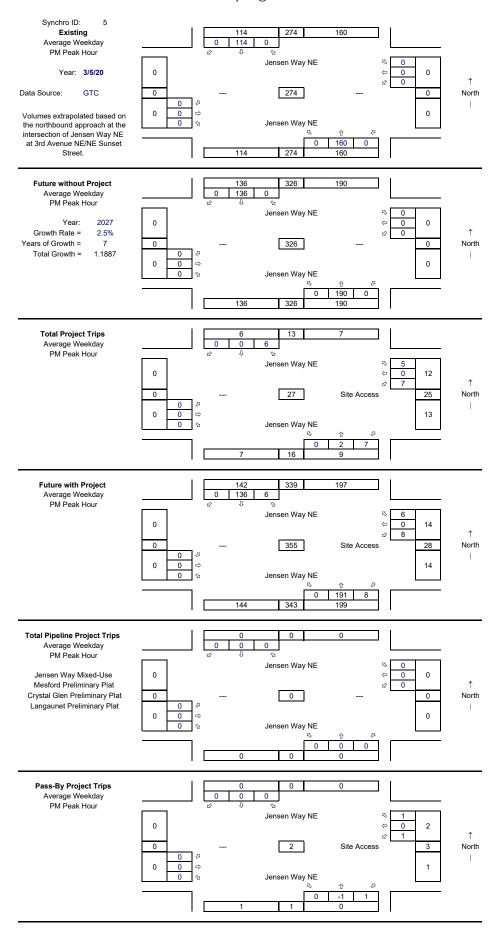
Interval 4th Ave NE			/										WBE/D	BE				
Time From North on (SB) From South on (NB) Shake No. Shake NB Shake					NE Ive	erson S	t											20
Interval 4th Ave NE					SB)	F	rom S	outh on (N	B)		From Eas		OHOOK					Interva
4:15 P 0 1 14 3 2 2 1 9 5 5 6 1 8 66 17 0 0 3 79 7 4 4:30 P 1 1 13 3 3 1 0 1 1 1 5 1 2 77 8 8 4:50 P 1 1 13 3 3 1 0 0 1 1 1 5 1 2 77 8 8 5:00 P 0 13 4 1 1 0 3 2 3 1 1 6 5 3 9 9 0 1 7 7 9 9 5:00 P 0 13 4 1 1 0 5 3 4 0 5 6 6 14 0 1 6 0 7 5 5:15 P 0 5 0 1 1 0 5 3 4 0 5 6 6 14 0 1 6 0 15 5:30 P 0 1 5 1 1 0 0 5 8 8 8 8 10 5 5 1 1 1 0 0 0 0 5 8 8 8 8 10 5 5 1 1 1 0 0 0 0 5 8 8 8 8 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1					J_,	•			-,								,	Total
4:30 P	Ť																-	***
4:45 P 1 1 16 2 1 0 3 2 3 1 6 53 9 0 1 7 71 9 500 P 0 13 4 1 1 1 2 3 3 8 0 5 9 0 17 0 1 7 71 9 500 P 0 13 4 1 1 1 2 2 3 3 8 0 5 9 0 17 0 1 1 70 0 1 60 7 500 P 0 13 4 1 1 1 2 2 3 3 8 0 5 9 0 17 0 1 1 60 7 5 8 8 8 555 P 0 5 0 1 1 0 6 1 1 4 1 10 75 11 0 0 1 1 60 7 5 8 8 8 555 P 0 5 2 0 1 0 0 2 2 3 3 5 0 0 1 1 50 13 1 1 2 2 50 1 1 60 15 535 P 0 1 5 2 0 0 0 2 2 3 3 5 0 0 1 1 50 13 1 1 2 2 50 1 1 60 15 600 P 0 8 4 0 0 0 4 1 1 7 0 0 3 555 12 0 1 1 50 1 1 3 1 2 2 50 1 1 60 15 7 600 P 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		219
Son P																		195
Sci S P 0 5 0 1 0 6 1 4 1 1 10 75 11 0 0 5 88 8 5:30 P 0 5 1 1 1 0 5 3 3 4 0 5 66 14 0 1 69 15 5:30 P 0 5 5 1 1 1 0 5 3 3 4 0 5 66 14 0 1 69 15 6:60 P 0 8 4 0 0 0 4 1 1 7 0 3 5 5 12 0 1 55 7 7 6:60 P 0 8 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		176
S-30 P 0																		220
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Survey 2 79 19 7 2 32 19 42 4 40 538 106 2 11 530 62	:00 P	U	U	U	U	0	U	U	U	U	U	U	0	U	U	U	U	U
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Peak Hour: 4:00 PM to 5:00 PM		2	79	19	7	2	32	19	42	4	40	538	106	2	11	530	62	1485
Total 2 5 6 12 5 2 15 11 22 3 21 283 56 1 7 291 31 pproach 73 48 360 329 %HV 2.7% 4.2% 0.8% 0.3% PHF 0.96 0.60 0.80 0.80 0.92 4th Ave NE 147 73 74 73 74 74						Peak		4·00 PM		to	5:00 PM							
PEDS ACTONS: NS E W 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			. 1													1	T T	
NE		2	56		5	2	15		22	3	21		56	1	7	-	31	810
PHF	_																	810
Ath Ave NE	%HV			2.7%				4.2%				0.8%				0.3%	-	1.0%
PEDs Across: N S E W Ped 0 15 11 22 880 1.0 PHF Peak Hour Volume PHF %HV		1	NE		Ped		5	12	56				283	NE			1	
PED Across: N S E W Ped 0 15 11 22 880 1.0 PHF Peak Hour Volume PHF %HV NHT 01 2 0 1 0 3 NHT 02 1 0 0 0 0 1			632	329				4:00 PM	to		5:00 PM			!	369]	-	
Across: N S E W INT 01 2 0 1 0 0 3 INT 02 1 0 0 0 0 1 INT 03 3 0 1 0 4 INT 05 1 0 2 0 3 INT 06 0 0 0 0 0 0 INT 07 2 0 0 0 0 0 INT 08 0 0 1 1 0 1 INT 09 0 0 1 0 0 INT 09 0 0 1 0 0 INT 10 0 0 0 0 0 0 INT 11 0 0 0 0 0 0 INT 11 0 0 0 0 0 0 0 INT 09 0 0 1 0 0 INT 11 0 0 0 0 0 0 0 INT 09 0 0 1 0 0 INT 09 0 0 0 0 0 0 0 INT 09 0 0 0 0	PEDs					31			· I	1	1				ī			
NT 02	Across:						1			15	11	22		880	1.0 PF	IF Peak		
NT 03							Bike	<u> </u>								ED		%HV 0.3%
Int 10								64			48			Check				0.8%
NT 06							ı	٠.				l						4.2%
NT 07										112	1						-	2.7%
INT 08	-	0	0	0	0			4tl	h Ave I							T Int.	0.92	1.0%
NT 09			_				Bicy							Condi	tions:]		
NT 10		0	0	1	0								•					
INT 12 0 INT 05 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	INT 10					0		INT 03	0	0	0	0	0					
9 0 5 0 14 INT 06 0 0 0 0 0 0 0 opecial Notes INT 07 0 0 0 1 1		-																
		9	0	5	0			INT 06	0	0	0	0	0					
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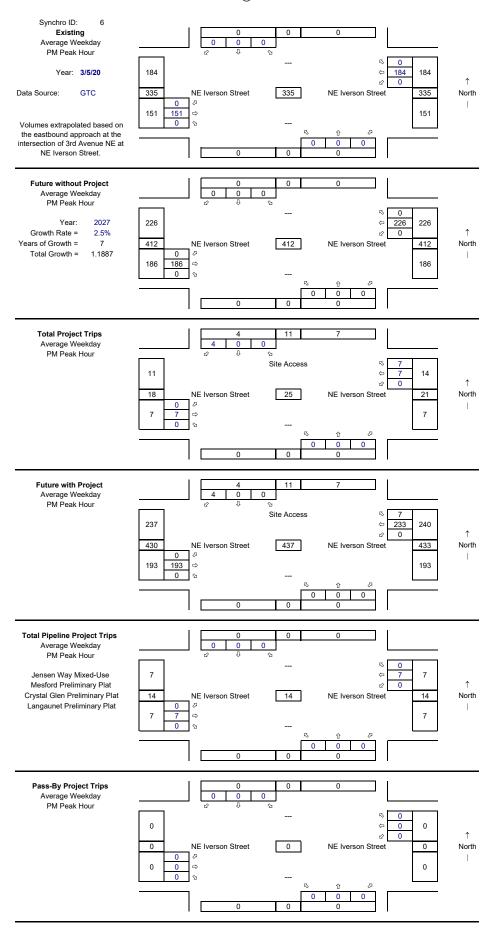




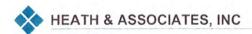








Pipeline Projects



JENSEN WAY MIXED-USE TRAFFIC IMPACT ANALYSIS – UPDATE

City of Poulsbo, WA

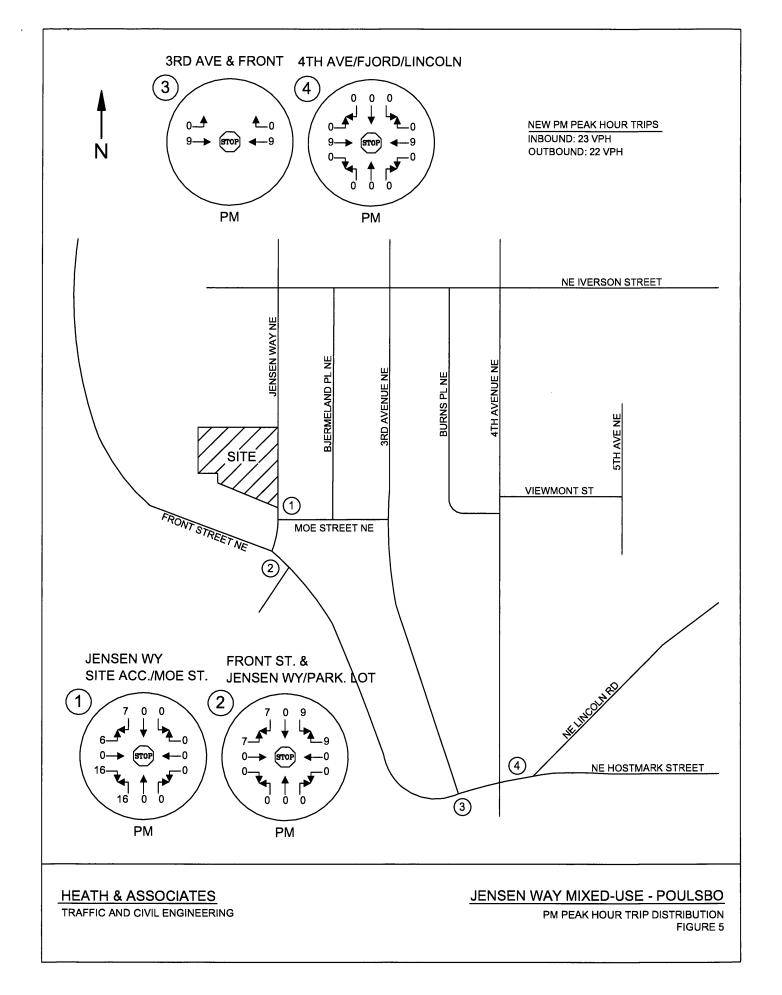
JUL 23 2018
PED Department



Prepared for: c/o Matt King

Blue Architecture 247 Fourth Street

Bremerton, WA 98337





Technical Memorandum

DATE: July 28, 2009

TO: Mr. Jim Groh

Senior Engineering Technician

City of Poulsbo P.O. Box 98

Poulsbo, WA 98370

FROM: Michael Birdsall

Senior Transportation Planning Engineer

SUBJECT: Traffic Mitigation and Concurrency for Mesford Preliminary Plat for 90 Detached

Single-Family Dwelling Units

TMR2009-16

PROJECT: Traffic Analysis Services

PROJECT NO.: POUL0000-0005

COPIES: File

This Technical Memorandum reports the results of adding the proposed development to the City of Poulsbo's pipeline forecast of previously-considered developments.

The Summary of Results section briefly describes the findings of the analysis. Subsequent sections provide additional details of assumptions, conclusions, and methodology. The attachments provide detailed information for each road section in Poulsbo and each monitored intersection. Special conditions, if any, are identified and discussed in the text.

SUMMARY OF RESULTS

The development has traffic impacts that can be mitigated by a combination of:

- (a) **Proportional share payments** (in lieu of direct mitigation) of projects covered by the Transportation Improvement Program (TIP); and
- **(b) Remedies for concurrency deficiencies** at locations where the forecast demand with the development exceeds the allowable volume based on the City's level of service (LOS) standard. Concurrency remedies may take several forms. The City may require a direct improvement to remove the deficiency; however, where possible to do so, a pro-rata share approach is suggested in lieu of direct improvements.

The following table summarizes the results detailed in later sections of this report. The sum of parts (a) and (b) is given in line (c) for the total development, based on the size stated. The equivalent average per unit is also stated below. Lines (d) and (e) suggest other conditions the City may require.

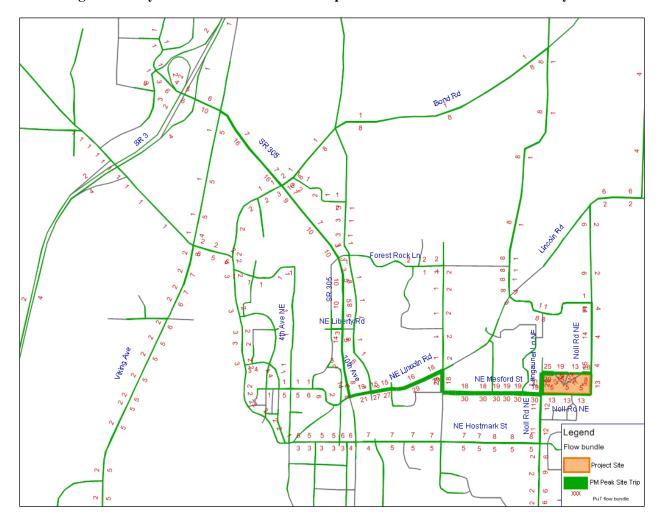


Table 1. Proportional Share Calculation

Sub-area of Poulsbo	Proportional Share	Percent	Principal TIP Projects Affected
Northeast Poulsbo	\$237,908	66.5%	#3 – Noll Rd E-W #4 – Mesford
Southeast Poulsbo	\$79,771	22.3%	#17, 18 – Hostmark #3, 301 – Noll Rd south
Highway Commercial	\$23,793	6.7%	#10 – 10th Ave #14 – 8th Ave #18 – Hostmark
Old Poulsbo	\$5,895	1.6%	#201 – Hostmark #16 – 4th Ave
West Poulsbo	\$10,407	2.9%	#1, 7 – Viking Way
Total	\$357,773	100%	

Source: Attachment A

Figure 1. Citywide PM Peak Hour Site Trip Distribution – Mesford Preliminary Plat





Technical Memorandum

DATE: July 28, 2009

TO: Mr. Jim Groh

Senior Engineering Technician

City of Poulsbo P.O. Box 98

Poulsbo, WA 98370

FROM: Michael Birdsall

Senior Transportation Planning Engineer

SUBJECT: Traffic Mitigation and Concurrency for Crystal Glen Preliminary Plat for 48 Detached

Single-Family Dwelling Units

TMR2009-17

PROJECT: Traffic Analysis Services

PROJECT NO.: POUL0000-0005

COPIES: File

This Technical Memorandum reports the results of adding the proposed development to the City of Poulsbo's pipeline forecast of previously-considered developments.

The Summary of Results section briefly describes the findings of the analysis. Subsequent sections provide additional details of assumptions, conclusions, and methodology. The attachments provide detailed information for each road section in Poulsbo and each monitored intersection. Special conditions, if any, are identified and discussed in the text.

SUMMARY OF RESULTS

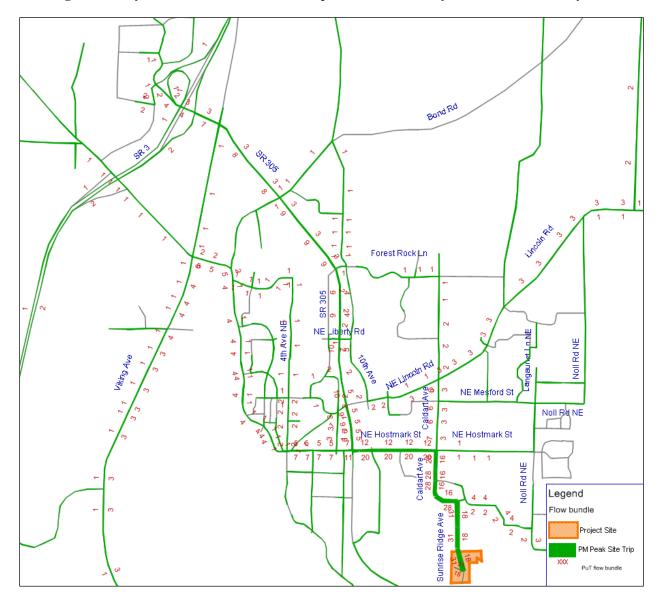
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The following table summarizes the results detailed in later sections of this report. The sum of parts (a) and (b) is given in line (c) for the total development, based on the size stated. The equivalent average per unit is also stated below. Lines (d) and (e) suggest other conditions the City may require.



Figure 1. Citywide PM Peak Hour Site Trip Distribution – Crystal Glen Preliminary Plat





Technical Memorandum

DATE: February 11, 2009

TO: Mr. Jim Groh

Senior Engineering Technician

City of Poulsbo P.O. Box 98

Poulsbo, WA 98370

FROM: Michael Birdsall

Senior Transportation Planning Engineer

SUBJECT: Traffic Mitigation and Concurrency for Langaunet Preliminary Plat

TMR2009-13

PROJECT: Traffic Analysis Services

PROJECT NO.: POUL0000-0003

COPIES: File

This Technical Memorandum reports the results of adding the proposed development to the City of Poulsbo's pipeline forecast of previously-considered developments.

The "Summary of Results" section briefly describes the findings of the analysis. Subsequent sections provide additional details of assumptions, conclusions, and methodology. The attachments provide detailed information for each road section in Poulsbo and each monitored intersection. Special conditions, if any, are identified and discussed in the text.

Enclosures:

Attachment A – Proportional Impact Cost Calculations

Attachment B – Concurrency Analysis, Links

Attachment C – Concurrency Analysis, Intersections

MIBI:bhs

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ADDITIONAL ANALYSIS

This report does not address other potential SEPA-based issues such as traffic safety; compliance with design standards for on-site development and site frontage; and compliance with city policies regarding circulation of pedestrians, bicycles, and transit. If the City of Poulsbo requires additional assistance in those areas, DEA is available to conduct additional analysis.

Figure 1. Citywide Site Trip Distribution – Langaunet Preliminary Plat

Level of Service Calculations

Intersection												
Intersection Delay, s/veh Intersection LOS	10.6 B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	4î		7	4Î			4		Ť	4î	
Traffic Vol, veh/h	4	136	98	2	137	21	112	40	8	17	14	2
Future Vol, veh/h	4	136	98	2	137	21	112	40	8	17	14	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	153	110	2	154	24	126	45	9	19	16	2
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			2		
HCM Control Delay	10.8			10			11.2			9.1		
HCM LOS	В			Α			В			Α		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		70%	100%	0%	100%	0%	100%	0%				
Vol Thru, %		25%	0%	58%	0%	87%	0%	88%				
Vol Right, %		5%	0%	42%	0%	13%	0%	12%				
Sign Control		Stop										
Traffic Vol by Lane		160	4	234	2	158	17	16				
LT Vol		112	4	0	2	0	17	0				
Through Vol		40	0	136	0	137	0	14				
RT Vol		8	0	98	0	21	0	2				
Lane Flow Rate		180	4	263	2	178	19	18				
Geometry Grp		6	7	7	7	7	7	7				
Degree of Util (X)		0.289	0.007	0.368	0.004	0.263	0.034	0.029				
Departure Headway (Hd)		5.788	5.841	5.042	5.923	5.325	6.489	5.895				
Convergence, Y/N		Yes										
Cap		615	609	707	600	669	555	611				
Service Time		3.873	3.609	2.81	3.696	3.097	4.189	3.595				
HCM Lane V/C Ratio		0.293	0.007	0.372	0.003	0.266	0.034	0.029				
HCM Control Delay		11.2	8.7	10.8	8.7	10	9.4	8.8				
HCM Lane LOS		В	Α	В	Α	Α	Α	Α				
HCM 95th-tile Q		1.2	0	1.7	0	1.1	0.1	0.1				

Intersection												
Intersection Delay, s/veh	8.2											
Intersection LOS	Α											
Intersection 200	,,											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	13	14	2	57	11	129	1	53	44	48	24	4
Future Vol, veh/h	13	14	2	57	11	129	1	53	44	48	24	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	15	2	61	12	139	1	57	47	52	26	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.8			8.4			7.9			8.2		
HCM LOS	Α			Α			А			Α		
Lano		NBLn1	EBLn1	WBLn1	SBLn1							
Lane Vol Left, %		1%	45%	29%	63%							
Vol Thru, %		54%	48%	29% 6%	32%							
Vol Right, %		45%	7%	65%	52 % 5%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		310p 98	29	310p 197	76							
LT Vol		1	13	57	48							
Through Vol		53	14	11	24							
RT Vol		44	2	129	4							
Lane Flow Rate		105	31	212	82							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.126	0.04	0.239	0.106							
Departure Headway (Hd)		4.289	4.634	4.067	4.671							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		838	774	885	769							
Service Time		2.308	2.655	2.081	2.691							
HCM Lane V/C Ratio		0.125	0.04	0.24	0.107							
HCM Control Delay		7.9	7.8	8.4	8.2							
,												
HCM Lane LOS		Α	Α	Α	Α							

Intersection	40.1											
Intersection Delay, s/veh	10.1											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स			1>			4			4	
Traffic Vol, veh/h	11	140	0	0	167	141	10	16	35	162	0	7
Future Vol, veh/h	11	140	0	0	167	141	10	16	35	162	0	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	12	147	0	0	176	148	11	17	37	171	0	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				1		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			1		
HCM Control Delay	9.4				10.6		8.6			10.2		
HCM LOS	A				В		Α			В		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		16%	7%	0%	96%							
Vol Thru, %		26%	93%	54%	0%							
Vol Right, %		57%	0%	46%	4%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		61	151	308	169							
LT Vol		10	11	0	162							
Through Vol		16	140	167	0							
RT Vol		35	0	141	7							
Lane Flow Rate		64	159	324	178							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.089	0.218	0.403	0.26							
Departure Headway (Hd)		4.972	4.934	4.47	5.267							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		711	722	801	676							
Service Time		3.067	3.006	2.528	3.348							
HCM Lane V/C Ratio		0.09	0.22	0.404	0.263							
HCM Control Delay		8.6	9.4	10.6	10.2							
HCM Lane LOS		Α	А	В	В							
HCM 95th-tile Q		0.3	8.0	2	1							

Intersection												
Intersection Delay, s/veh	11.7											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4			4	
Traffic Vol, veh/h	7	291	31	21	283	56	15	11	22	56	12	5
Future Vol, veh/h	7	291	31	21	283	56	15	11	22	56	12	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	8	316	34	23	308	61	16	12	24	61	13	5
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			1		
HCM Control Delay	12.2			12			9.2			9.8		
HCM LOS	В			В			Α			Α		
Lane		NBLn1	EBLn1	WBLn1	WBLn2	SBLn1						
Vol Left, %		31%	2%	7%	0%	77%						
Vol Thru, %		23%	88%	93%	0%	16%						
Vol Right, %		46%	9%	0%	100%	7%						
Sign Control		Stop	Stop	Stop	Stop	Stop						
Traffic Vol by Lane		48	329	304	56	73						
LT Vol		15	7	21	0	56						
Through Vol		11	291	283	0	12						
RT Vol		22	31	0	56	5						
Lane Flow Rate		52	358	330	61	79						
Geometry Grp		2	5	7	7	2						
Degree of Util (X)		0.082	0.475	0.479	0.076	0.13						
Departure Headway (Hd)		5.66	4.783	5.218	4.478	5.917						
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes						
Cap		637	747	684	792	609						
Service Time		3.663	2.856	2.993	2.252	3.92						
HCM Lane V/C Ratio		0.082	0.479	0.482	0.077	0.13						
HCM Control Delay		9.2	12.2	12.8	7.6	9.8						
HCM Lane LOS		A	В	В	A	Α						
HCM 95th-tile Q		0.3	2.6	2.6	0.2	0.4						

	`	,	
1: Jensen Wa	y NE & NE	Sunset Street/3rd Avenue N	ΙE

Internally o												
Intersection Intersection Delay, s/veh	12.3											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	4Î		Ť	4Î			4		, T	4î	
Traffic Vol, veh/h	5	172	116	9	164	26	133	48	16	20	17	2
Future Vol, veh/h	5	172	116	9	164	26	133	48	16	20	17	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	193	130	10	184	29	149	54	18	22	19	2
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			2		
HCM Control Delay HCM LOS	13 B			11.2 B			13 B			9.7		
HCIVI LUS	Б			Б			Б			Α		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		68%	100%	0%	100%	0%	100%	0%				
Vol Thru, %		24%	0%	60%	0%	86%	0%	89%				
Vol Right, %		8%	0%	40%	0%	14%	0%	11%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		197	5	288	9	190	20	19				
LT Vol		133	5	170	9	0	20	0				
Through Vol		48	0	172	0	164	0	17				
RT Vol Lane Flow Rate		16 221	0	116 324	0 10	26 213	0 22	2 21				
Geometry Grp		6	6 7	324 7	7	7	7	7				
Degree of Util (X)		0.381	0.01	0.485	0.018	0.338	0.043	0.038				
Departure Headway (Hd)		6.193	6.19	5.399	6.309	5.706	6.95	6.367				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap		582	579	667	568	630	515	562				
Service Time		4.227	3.918	3.127	4.041	3.438	4.696	4.113				
HCM Lane V/C Ratio		0.38	0.01	0.486	0.018	0.338	0.043	0.037				
HCM Control Delay		13	9	13.1	9.2	11.3	10	9.4				
HCM Lane LOS		В	Α	В	Α	В	Α	Α				
HCM 95th-tile Q		1.8	0	2.7	0.1	1.5	0.1	0.1				

Intersection Delay, Sveh Intersection LOS	Intersection												
Lane Configurations	Intersection Delay, s/veh												
Traffic Vol, veh/h 15 23 2 68 20 153 1 63 52 57 29 Future Vol, veh/h 15 23 2 68 20 153 1 63 52 57 29 Peak Hour Factor 0.93	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Future Vol, veh/h	Lane Configurations		4			4			4			4	
Peak Hour Factor 0.93													5
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	Future Vol, veh/h	15	23		68	20	153	1	63	52	57	29	5
Mvmf Flow 16 25 2 73 22 165 1 68 56 61 31 Number of Lanes 0 1 0 0 1 0 0 1 Approach EB WB NB NB Opposing Approach WB BB NB Opposing Approach Left SB NB DB NB Opposing Approach Left SB NB BB CB WB Conflicting Approach Left SB NB BB CB WB Conflicting Approach Right NB SB WB EB Conflicting Approach Right NB SB <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0.93</td></t<>													0.93
Number of Lanes 0 1 0 0 1 0 0 1 0 0 1 Approach EB WB NB SB NB Opposing Approach Deft SB SB NB EB WB Conflicting Approach Left SB SB NB EB WB Conflicting Lanes Left 1 1 1 1 1 Conflicting Lanes Right NB SB SB WB EB Conflicting Lanes Right NB SB WB EB Conflicting Lanes Right NB 1													2
Approach EB WB NB SB Opposing Approach WB EB SB NB Opposing Lanes 1 1 1 1 1 Conflicting Approach Left SB NB EB WB Conflicting Lanes Left 1 1 1 1 1 Conflicting Approach Right NB SB WB EB Conflicting Lanes Right 1 <t< td=""><td>Mvmt Flow</td><td>16</td><td>25</td><td>2</td><td>73</td><td>22</td><td>165</td><td>1</td><td>68</td><td>56</td><td>61</td><td>31</td><td>5</td></t<>	Mvmt Flow	16	25	2	73	22	165	1	68	56	61	31	5
Opposing Approach WB EB SB NB Opposing Lanes 1	Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Opposing Lanes 1	Approach	EB			WB			NB			SB		
Conflicting Approach Left SB NB EB WB Conflicting Lanes Left 1 1 1 1 Conflicting Approach Right NB SB WB EB Conflicting Lanes Right 1 1 1 1 1 HCM Control Delay 8.1 9 8.3 8.6 HCM LOS A A A A A Lane NBLn1 EBLn1 WBLn1 SBLn1 SBLn1 A Vol Left, % 1% 38% 28% 63% 63% 63% Vol Thru, % 54% 57% 8% 32% 50 50 50p 5	Opposing Approach	WB			EB			SB			NB		
Conflicting Lanes Left 1 3 8 2 8 3 2 8 3 2 8 3 2 8 3 2 4 3 2 3 3	Opposing Lanes	1			1			1			1		
Conflicting Approach Right NB SB WB EB Conflicting Lanes Right 1 1 1 1 HCM Control Delay 8.1 9 8.3 8.6 HCM LOS A A A A A Lane NBLn1 EBLn1 WBLn1 SBLn1 Vol Left, % 1% 38% 28% 63% Vol Thru, % 54% 57% 8% 32% Vol Right, % 45% 5% 63% 5% Sign Control Stop Stop Stop Stop Traffic Vol by Lane 116 40 241 91 LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.	Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Right 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Conflicting Lanes Left	1			1			1			1		
HCM Control Delay HCM LOS	Conflicting Approach Right	NB			SB			WB			EB		
HCM LOS	Conflicting Lanes Right	1			1			1			1		
Lane NBLn1 EBLn1 WBLn1 SBLn1 Vol Left, % 1% 38% 28% 63% Vol Thru, % 54% 57% 8% 32% Vol Right, % 45% 5% 63% 5% Sign Control Stop Stop Stop Traffic Vol by Lane 116 40 241 91 LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.	HCM Control Delay	8.1			9			8.3			8.6		
Vol Left, % 1% 38% 28% 63% Vol Thru, % 54% 57% 8% 32% Vol Right, % 45% 5% 63% 5% Sign Control Stop Stop Stop Stop Taffic Vol by Lane 116 40 241 91 LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Control Delay	HCM LOS	Α			Α			Α			Α		
Vol Left, % 1% 38% 28% 63% Vol Thru, % 54% 57% 8% 32% Vol Right, % 45% 5% 63% 5% Sign Control Stop Stop Stop Stop Taffic Vol by Lane 116 40 241 91 LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Control Delay	Lane		NRI n1	FRI n1	WRI n1	SRI n1							
Vol Thru, % 54% 57% 8% 32% Vol Right, % 45% 5% 63% 5% Sign Control Stop Stop Stop Traffic Vol by Lane 116 40 241 91 LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Control Delay 8.3 8.1 9 8.6													
Vol Right, % 45% 5% 63% 5% Sign Control Stop Stop Stop Traffic Vol by Lane 116 40 241 91 LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
Sign Control Stop Stop Stop Stop Traffic Vol by Lane 116 40 241 91 LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
Traffic Vol by Lane 116 40 241 91 LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6	•												
LT Vol 1 15 68 57 Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6	· ·		•	•									
Through Vol 63 23 20 29 RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
RT Vol 52 2 153 5 Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
Lane Flow Rate 125 43 259 98 Geometry Grp 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
Degree of Util (X) 0.154 0.057 0.301 0.132 Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
Departure Headway (Hd) 4.456 4.785 4.185 4.84 Convergence, Y/N Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6	.												
Convergence, Y/N Yes Yes Yes Yes Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
Cap 805 748 858 741 Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
Service Time 2.488 2.82 2.21 2.872 HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6	S .												
HCM Lane V/C Ratio 0.155 0.057 0.302 0.132 HCM Control Delay 8.3 8.1 9 8.6													
HCM Control Delay 8.3 8.1 9 8.6													
HCM Lane LOS A A A A													
HCM 95th-tile Q 0.5 0.2 1.3 0.5													

Intersection												
Intersection Delay, s/veh	12											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			f)			44			4	
Traffic Vol, veh/h	13	173	0	0	206	170	12	19	42	204	0	8
Future Vol, veh/h	13	173	0	0	206	170	12	19	42	204	0	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	14	182	0	0	217	179	13	20	44	215	0	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				1		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			1		
HCM Control Delay	10.6				13.2		9.3			11.9		
HCM LOS	В				В		Α			В		
Lane		NBLn1		WBLn1	SBLn1							
Vol Left, %		16%	7%	0%	96%							
Vol Thru, %		26%	93%	55%	0%							
Vol Right, %		58%	0%	45%	4%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		73	186	376	212							
LT Vol		12	13	0	204							
Through Vol RT Vol		19 42	173 0	206 170	0 8							
Lane Flow Rate		42 77	196	396	223							
Geometry Grp		1	190	390 1	223 1							
Degree of Util (X)		0.118	0.292	0.53	0.354							
Departure Headway (Hd)		5.532	5.362	4.823	5.714							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		646	670	748	629							
Service Time		3.578	3.399	2.854	3.752							
HCM Lane V/C Ratio		0.119	0.293	0.529	0.355							
HCM Control Delay		9.3	10.6	13.2	11.9							
HCM Lane LOS		A	В	В	В							
HCM 95th-tile Q		0.4	1.2	3.2	1.6							
-												

Intersection												
Intersection Delay, s/veh Intersection LOS	15 B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4			4	
Traffic Vol, veh/h	8	361	37	25	340	68	18	15	26	68	16	6
Future Vol, veh/h	8	361	37	25	340	68	18	15	26	68	16	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	9	392	40	27	370	74	20	16	28	74	17	7
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			1		
HCM Control Delay	16.4			15.2			10			10.8		
HCM LOS	С			С			Α			В		
Lane		NBLn1	EBLn1	WBLn1	WBLn2	SBLn1						
Vol Left, %		31%	2%	7%	0%	76%						
Vol Thru, %		25%	89%	93%	0%	18%						
Vol Right, %		44%	9%	0%	100%	7%						
Sign Control		Stop	Stop	Stop	Stop	Stop						
Traffic Vol by Lane		59	406	365	68	90						
LT Vol		18	8	25	0	68						
Through Vol		15	361	340	0	16						
RT Vol		26	37	0	68	6						
Lane Flow Rate		64	441	397	74	98						
Geometry Grp		2	5	7	7	2						
Degree of Util (X)		0.11	0.627	0.611	0.098	0.174						
Departure Headway (Hd)		6.175	5.111	5.54	4.797	6.387						
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes						
Cap		579	706	651	747	561						
Service Time		4.229	3.141	3.269	2.526	4.436						
HCM Cantral Palace		0.111	0.625	0.61	0.099	0.175						
HCM Control Delay		10	16.4	16.6	8	10.8						
HCM CEth tile C		Α	C	C	A	В						
HCM 95th-tile Q		0.4	4.4	4.2	0.3	0.6						

Intersection												
Intersection Delay, s/veh	11.9											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ĵ»		ሻ	f)		ሻ	(ሻ	f)	
Traffic Vol, veh/h	5	174	122	9	164	26	139	48	17	20	17	2
Future Vol, veh/h	5	174	122	9	164	26	139	48	17	20	17	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	196	137	10	184	29	156	54	19	22	19	2
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay	13.2			11.2			11.2			9.8		
HCM LOS	В			В			В			Α		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2			
Vol Left, %		100%	0%	100%	0%	100%	0%	100%	0%			
Vol Thru, %		0%	74%	0%	59%	0%	86%	0%	89%			
Vol Right, %		0%	26%	0%	41%	0%	14%	0%	11%			
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop			
Traffic Vol by Lane		139	65	5	296	9	190	20	19			
LT Vol		139	0	5	0	9	0	20	0			
Through Vol		0	48	0	174	0	164	0	17			
RT Vol		0	17	0	122	0	26	0	2			
Lane Flow Rate		156	73	6	333	10	213	22	21			
Geometry Grp		7	7	7	7	7	7	7	7			
Degree of Util (X)		0.287	0.12	0.01	0.497	0.018	0.338	0.044	0.038			
Departure Headway (Hd)		6.625	5.933	6.18	5.384	6.307	5.705	6.986	6.403			
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			
Cap		544	605	580	672	568	632	513	559			
0 1 T1		4.358	3.666	3.908	3.111	4.038	3.435	4.728	4.145			
Service Time												
HCM Lane V/C Ratio		0.287	0.121	0.01	0.496	0.018	0.337	0.043	0.038			
HCM Lane V/C Ratio HCM Control Delay		0.287 12				0.018 9.2						
HCM Lane V/C Ratio		0.287	0.121	0.01	0.496	0.018	0.337	0.043	0.038			

Intersection												
Intersection Delay, s/veh	8.8											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	15	23	2	70	20	162	1	63	52	64	29	5
Future Vol, veh/h	15	23	2	70	20	162	1	63	52	64	29	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	25	2	75	22	174	1	68	56	69	31	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.2			9.2			8.4			8.7		
HCM LOS	А			А			А			Α		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		1%	38%	28%	65%							
Vol Thru, %		54%	57%	8%	30%							
Vol Right, %		45%	5%	64%	5%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		116	40	252	98							
LT Vol		1	15	70	64							
Through Vol		63	23	20	29							
RT Vol		52	2	162	5							
Lane Flow Rate		125	43	271	105							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.156	0.058	0.316	0.143							
Departure Headway (Hd)		4.495	4.823	4.202	4.877							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap Sonios Timo		797	741	856	734							
Service Time		2.53	2.861	2.23	2.914							
HCM Cantrol Dolay		0.157	0.058	0.317	0.143							
HCM Control Delay HCM Lane LOS		8.4	8.2 A	9.2	8.7							
HCM 95th-tile Q		A 0.6	0.2	A 1.4	A 0.5							
HOW FOULUIC U		0.0	0.2	1.4	0.5							

Intersection												
Intersection Delay, s/veh	12.3											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4			4	
Traffic Vol, veh/h	13	180	0	0	217	170	13	19	42	205	0	10
Future Vol, veh/h	13	180	0	0	217	170	13	19	42	205	0	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	14	189	0	0	228	179	14	20	44	216	0	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	1				1		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		1			1		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		1			1		
HCM Control Delay	10.8				13.7		9.4			12.1		
HCM LOS	В				В		А			В		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		18%	7%	0%	95%							
Vol Thru, %		26%	93%	56%	0%							
Vol Right, %		57%	0%	44%	5%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		74	193	387	215							
LT Vol		13	13	0	205							
Through Vol		19	180	217	0							
RT Vol		42	0	170	10							
Lane Flow Rate		78	203	407	226							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.121	0.305	0.551	0.363							
Departure Headway (Hd)		5.609	5.405	4.865	5.768							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Сар		636	664	741	622							
Service Time		3.664	3.448	2.9	3.81							
HCM Lane V/C Ratio		0.123	0.306	0.549	0.363							
HCM Control Delay		9.4	10.8	13.7	12.1							
HCM Lane LOS		Α	В	В	В							
HCM 95th-tile Q		0.4	1.3	3.4	1.7							

Intersection Intersection Delay, s/veh Intersection LOS	SBT 16 16 0.92 1 17 1	SBR 6 6 0.92 1 7
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL Lane Configurations Image: Configuration of the co	16 16 0.92 1 17	6 6 0.92 1 7
Lane Configurations 4 7 4 Traffic Vol, veh/h 8 368 38 25 350 68 19 15 26 68 Future Vol, veh/h 8 368 38 25 350 68 19 15 26 68 Peak Hour Factor 0.92 0	16 16 0.92 1 17	6 6 0.92 1 7
Traffic Vol, veh/h 8 368 38 25 350 68 19 15 26 68 Future Vol, veh/h 8 368 38 25 350 68 19 15 26 68 Peak Hour Factor 0.92	16 16 0.92 1 17	6 0.92 1 7
Traffic Vol, veh/h 8 368 38 25 350 68 19 15 26 68 Future Vol, veh/h 8 368 38 25 350 68 19 15 26 68 Peak Hour Factor 0.92	16 0.92 1 17	6 0.92 1 7
Peak Hour Factor 0.92	0.92 1 17	0.92 1 7
Heavy Vehicles, % 1 0	1 17	1 7
Mvmt Flow 9 400 41 27 380 74 21 16 28 74 Number of Lanes 0 1 0 0 1 1 0 1 0 0 Approach EB WB NB SB NB Opposing Approach WB EB SB NB Conflicting Approach Left SB NB EB WB	17	7
Number of Lanes 0 1 0 0 1 1 0 0 0 Approach EB WB NB NB SB Opposing Approach WB EB SB NB Opposing Lanes 2 1 1 1 Conflicting Approach Left SB NB EB WB		
ApproachEBWBNBSBOpposing ApproachWBEBSBNBOpposing Lanes2111Conflicting Approach LeftSBNBEBWB		0
Opposing Approach WB EB SB NB Opposing Lanes 2 1 1 1 1 Conflicting Approach Left SB NB EB WB		
Opposing Lanes 2 1 1 1 1 Conflicting Approach Left SB NB EB WB		
Conflicting Approach Left SB NB EB WB		
V 11		
Conflicting Lanes Left 1 1 1 2		
Conflicting Approach Right NB SB WB EB		
Conflicting Lanes Right 1 1 2 1		
HCM Control Delay 17 15.9 10.1 10.9		
HCM LOS C C B B		
Lane NBLn1 EBLn1 WBLn2 SBLn1		
Vol Left, % 32% 2% 7% 0% 76%		
Vol Thru, % 25% 89% 93% 0% 18%		
Vol Right, % 43% 9% 0% 100% 7%		
Sign Control Stop Stop Stop Stop		
Traffic Vol by Lane 60 414 375 68 90		
LT Vol 19 8 25 0 68		
Through Vol 15 368 350 0 16		
RT Vol 26 38 0 68 6		
Lane Flow Rate 65 450 408 74 98		
Geometry Grp 2 5 7 7 2		
Degree of Util (X) 0.113 0.642 0.629 0.099 0.175		
Departure Headway (Hd) 6.238 5.135 5.559 4.818 6.444		
Convergence, Y/N Yes Yes Yes Yes Yes		
Cap 573 702 652 744 556		
Service Time 4.292 3.166 3.289 2.547 4.493		
HCM Lane V/C Ratio 0.113 0.641 0.626 0.099 0.176		
HCM Control Delay 10.1 17 17.3 8.1 10.9		
HCM Lane LOS B C C A B		
HCM 95th-tile Q 0.4 4.7 4.4 0.3 0.6		

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WBL	WDIX	1\D1	NDIX	JDL	
Traffic Vol, veh/h	8	6	191	8	6	₄ 136
Future Vol, veh/h	8	6	191	8	6	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control			Free	Free		
RT Channelized	Stop	Stop			Free	Free
	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	7	208	9	7	148
Major/Minor	Minor1	N	/lajor1	1	Major2	
Conflicting Flow All	375	213	0	0	217	0
Stage 1	213		-	-		-
Stage 2	162	_	_	_	_	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	-	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy	3.518	3.318	_	_	2.218	_
Pot Cap-1 Maneuver	626	827			1353	
Stage 1	823	027		_	1333	_
Stage 2	867					
Platoon blocked, %	007	-	-	-	-	-
	622	027	-	-	1353	-
Mov Cap 2 Manager	622 622	827	-	-	1333	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.3		0		0.3	
HCM LOS	В					
Minor Lanc/Major Mun	nt	NDT	NIDDM	MDI n1	ÇDI	CDT
Minor Lane/Major Mvn	III	NBT	NRKA	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	696	1353	-
HCM Lane V/C Ratio		-	-	0.0		-
HCM Control Delay (s))	-	-	10.3	7.7	0
HCM Lane LOS	,	-	-	В	A	Α
HCM 95th %tile Q(veh	1)	-	-	0.1	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	<u> </u>	1	*****	JDL	JDIK **
Traffic Vol, veh/h	0	193	233	7	0	4
Future Vol, veh/h	0	193	233	7	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	otop -	None
Storage Length	_	-	_	-	_	0
Veh in Median Storage	e.# -	0	0	_	0	-
Grade, %	-	0	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	210	253	8	0	4
IVIVIIIL FIOW	U	210	200	0	U	4
Major/Minor	Major1	N	Major2	N	∕linor2	
Conflicting Flow All	-	0	-	0	-	257
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	_	-	-	_	-	_
Follow-up Hdwy	_	_	_	_	_	3.318
Pot Cap-1 Maneuver	0	_	_	_	0	782
Stage 1	0	_	_	_	0	_
Stage 2	0	_	_	_	0	_
Platoon blocked, %	Ü	_	_	_	Ū	
Mov Cap-1 Maneuver	_	_	_	_	_	782
Mov Cap-1 Maneuver	_	_	_	_	_	- 02
Stage 1	_	_	-	_	_	_
	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		9.6	
HCM LOS					Α	
Minor Lanc/Major Mun	nt	EBT	\\/DT	WBR S	SBI n1	
Minor Lane/Major Mvr	III	EDI	WDI	WDK		
Capacity (veh/h)		-	-	-	782	
HCM Lane V/C Ratio		-	-	-	0.006	
HCM Control Delay (s)	-	-	-	9.6	
HCM Lane LOS	,	-	-	-	A	
HCM 95th %tile Q(veh	1)	-	-	-	0	

Collision Data

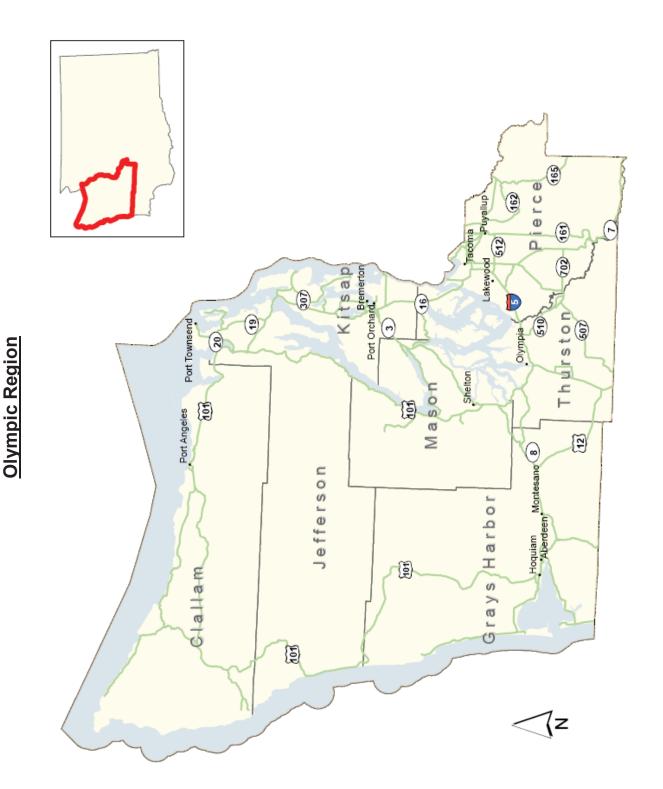
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	INTERSECTING TRAFFICWAY/	REPORT		2	N A E		ш
PRIMARY TRAFFICWAY	REFERENCE POINT NAME	NUMBER	DATE	TIME	T H S S	S	FIRST COLLISION TYPE / OBJECT STRUCK
JENSEN WAY NE	NE IVERSON ST	E572438	E572438 2016-07-13 10:40 0 1 0 0 Signal Pole	10:40 C	0 (1 0	Signal Pole
JENSEN WAY NE	NE IVERSON ST	E613231	2016-11-26	16:55 ເ	0 (2 0	E613231 2016-11-26 16:55 0 0 2 0 0 Entering at angle
NE IVERSON ST	3RD AVE NE	E521178	2016-03-02	18:41	0	2 0	E521178 2016-03-02 18:41 1 0 2 0 0 From same direction - both going straight - one stopped - rear-end
3RD AVE NE	NE IVERSON ST	E588597	2016-09-20	15:59 ເ	0 (5 0	E588597 2016-09-20 15:59 0 0 2 0 0 From opposite direction - one left turn - one right turn
NE IVERSON ST	4TH AVE NE	E778050	2018-02-10	30:00 C	0 (5 0	E778050 2018-02-10 20:00 0 0 2 0 0 Entering at angle





2011 Washington State Collision Data Summary





2011 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS Olympic Region (State Routes only)

	PRINCIPAL	MINOR			ALL
RURAL AREAS	ARTERIAL	ARTERIAL	COLLECTOR	ARTERIAL ARTERIAL COLLECTOR INTERSTATE HIGHWAYS	HIGHWAYS
Vehicle Miles of Travel (Millions)	1,140.51	371.66	127.49	399.54	2,039.20
Miles of Highway	414.20	178.47	192.00	16.07	800.74
Total Collisions	1,051	584	194	177	2,006
Collision Rate (1)	0.92	1.57	1.52	0.44	0.98
Property Damage Only Collisions	029	352	110	130	1,262
Property Damage Only Collision Rate (1)	0.59	96'0	98.0	0.33	0.62
Injury Collisions	374	223	80	46	723
Injury Collision Rate (1)	0.33	09'0	0.63	0.12	0.35
Fatal Collisions	7	6	4	1	21
Fatal Collision Rate (2)	0.61	2.42	3.14	0.25	1.03

	PRINCIPAL	MINOR			ALL
URBAN AREAS	ARTERIAL	ARTERIAL	ARTERIAL ARTERIAL COLLECTOR INTERSTATE HIGHWAYS	INTERSTATE	HIGHWAYS
Vehicle Miles of Travel (Millions)	2,491.59	248.84	00.0	1,761.96	4,502.39
Miles of Highway	204.71	99.09	0.00	39.41	304.78
Total Collisions	4,536	522	0	2,597	7,655
Collision Rate (1)	1.82	2.10	00.0	1.47	1.70
Property Damage Only Collisions	3,032	320	0	1,794	5,146
Property Damage Only Collision Rate (1)	1.22	1.29	00.0	1.02	1.14
Injury Collisions	1,493	201	0	962	2,490
Injury Collision Rate (1)	09.0	0.81	00.0	0.45	0.55
Fatal Collisions	11	1	0	2	19
Fatal Collision Rate (2)	0.44	0.40	00.0	0.40	0.42

	PRINCIPAL	MINOR			ALL
ALL AREAS	ARTERIAL	ARTERIAL	COLLECTOR	ARTERIAL ARTERIAL COLLECTOR INTERSTATE HIGHWAYS	HIGHWAYS
Vehicle Miles of Travel (Millions)	3,632.10	620.50	127.49	2,161.50	6,541.59
Miles of Highway	618.91	239.13	192.00	55.48	1,105.52
Total Collisions	5,587	1,106	194	2,774	9,661
Collision Rate (1)	1.54	1.78	1.52	1.28	1.48
Property Damage Only Collisions	3,702	672	110	1,924	6,408
Property Damage Only Collision Rate (1)	1.02	1.08	98.0	68.0	96.0
Injury Collisions	1,867	424	80	842	3,213
Injury Collision Rate (1)	0.51	89.0	0.63	0.39	0.49
Fatal Collisions	18	10	4	8	40
Fatal Collision Rate (2)	0.50	1.61	3.14	0.37	0.61

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⁽¹⁾ Per Million Vehicle Miles of Travel (2) Per 100 Million Vehicle Miles of Travel