



Existing Conditions and Key Considerations for Subarea Planning

Timmen Landing and Downtown Subareas
City of La Center, Washington

April 2024



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**Timmen Landing and Downtown Subarea Plans
City of La Center, Washington**

Submitted to

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EXISTING CONDITIONS AND KEY CONSIDERATIONS

Timmen Landing and Downtown Subarea Plans La Center, Washington

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EXISTING CONDITIONS AND KEY CONSIDERATIONS FOR SUBAREA PLANNING
TIMMEN LANDING AND DOWNTOWN SUBAREA PLANS
LA CENTER, WASHINGTON

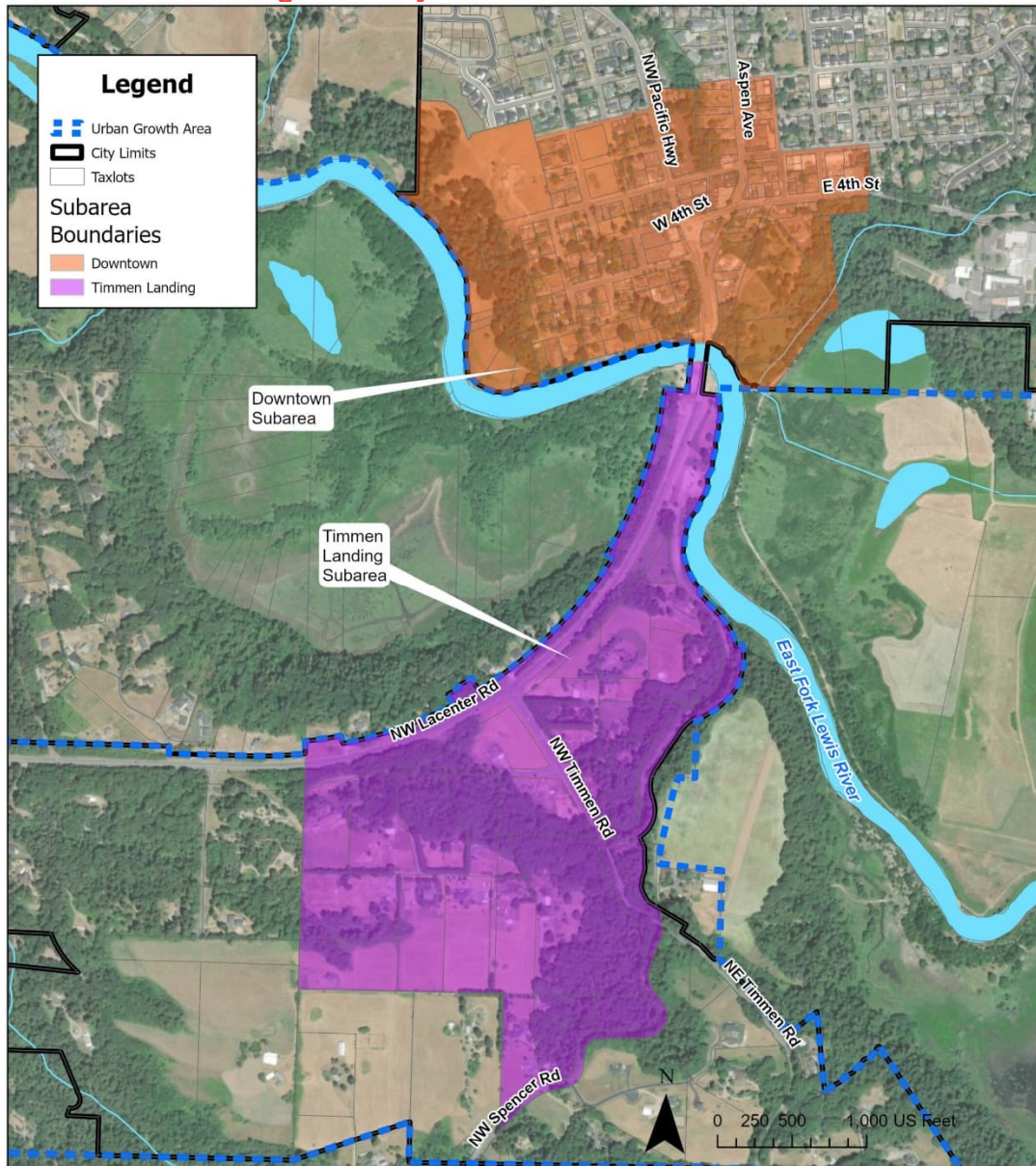
1.0 INTRODUCTION

The City of La Center is a small city located in northern Clark County, Washington, approximately 16 miles north of downtown Vancouver. The community takes pride in its identity, including the character of its downtown, hometown football games, and festivals throughout the year such as Our Days, the annual Christmas Tree Lighting, and farmers markets during the summer. According to the April 1, 2023 Washington State Office of Financial Management population estimate, La Center has a population of approximately 3,890 people.

The City is beginning work on two subarea plans, Timmen Landing and Downtown (see Figure 1), to diversify the City's economy beyond the local cardroom industry that has served as the largest source of the City's revenue for the past 30 years. The Timmen Landing subarea is approximately 153 acres located in western La Center along Northwest La Center Road and generally between McCormick Creek and the East Fork Lewis River and south to the city limits. The subarea is largely undeveloped and contains low-intensity residential and agricultural uses. The Downtown subarea is approximately 103 acres and is generally located within the historic downtown center of commerce, civic life, and adjacent historic neighborhoods. Both subareas face the East Fork Lewis River and the La Center Bottoms Natural Area, which are natural features of the city and valued components of the community's identity. The City envisions that Timmen Landing and Downtown will develop as two separate subareas with distinct but complementary uses. As part of the subarea planning process, the City will develop a new vision and implementing tools to promote economic and community growth as the cardroom industry becomes less significant but important within a transitioning local economy.

This existing conditions report will be used to frame upcoming discussions with stakeholders and the community to develop a vision for the subareas, and to provide a common understanding of existing opportunities and constraints. This report summarizes information on land use, market assessments, transportation, natural resources, cultural resources, and public infrastructure and services.

Figure 1. City of La Center and Subareas



2.0 EXISTING CONDITIONS

2.1 LAND USE

2.1.1 Existing Land Use

Timmen Landing

The Timmen Landing subarea consists of farmland, undeveloped forested areas, and large-lot single-family residential areas. Northwest La Center Road creates the northern boundary of the subarea, which is the main arterial connecting La Center to Interstate 5 (I-5); therefore, most La Center residents travel along the northern boundary of the proposed subarea when traveling in and out of the city, making it a highly visible community focal point. The subarea includes the

John Pollock Water Trail Park and the John Pollock Historic Gravesite along the northeastern border near the East Fork of the Lewis River. To the northwest and northeast, the subarea borders the La Center Bottoms Natural Area, a Clark County-owned stewardship site that consists of a wetlands complex of flood plains, shorelines, and forested uplands next to the East Fork of the Lewis River, which is critical habitat for wildlife and both biological and ecological functions. The “Bottoms” will remain in Clark County Legacy Lands ownership and are unlikely to be developed. Timmen Landing is perched on a hillside and enjoys extensive views of the distant Cascade Mountains, Downtown La Center, and the Bottoms.

Downtown

The Downtown subarea is mostly developed and consists of La Center’s historic downtown and its cardrooms. The subarea has a mix of local commercial establishments along the north side of East Fourth Street and Northwest Pacific Highway that are primarily service-oriented, including restaurants, and the Heritage Center, a newer development with craftsman architecture with a mix of office, retail, and service uses. The south side of East Fourth Street includes City-owned properties: the old and new City Hall buildings and Sternwheeler Park with trails connecting to the Bottoms, open spaces, and an amphitheater. Surrounding the commercial areas of downtown are older homes on smaller lots dating from the original city plat to 1914; and undeveloped lots east of La Center Road, including areas along the north shore of the East Fork Lewis River. Western and northwestern portions of the subarea include additional older homes on smaller lots and vacant and underutilized properties. Areas closest to the East Fork Lewis River are encumbered by steep slopes and other critical areas and tend to be undeveloped or have only minor improvements including the recently annexed 14-acre Barnhart property.

Major destinations in the Downtown subarea include City Hall, Sternwheeler Park, the La Center cardrooms, the Heritage Center, and various downtown establishments. The subarea includes the major intersection of the main arterials in the city: Northwest La Center Road, West Fourth Street, and Northwest Pacific Highway. These three roadways converge at the roundabout that defines the entry to downtown. Many La Center residents and visitors travel to and from the city through this roundabout, which serves as a gateway to downtown.

Like Timmen Landing, Downtown is framed by its views of the La Center Bottoms and the river.

2.1.2 Comprehensive Plan

The City’s current comprehensive plan outlines the community’s vision and objectives to guide land use and development in La Center through 2035. The plan includes goals such as housing diversity, economic independence, safety and walkability, environmental protection, and social cohesion, with the aim to improve quality of life across its diverse population. The comprehensive plan is a tool to organize planning priorities to meet the needs of current and future residents. The City is undertaking the state-mandated periodic update to its comprehensive plan and is required to plan through 2045. This updated plan must be adopted by June 30, 2025.

Each element of the comprehensive plan identifies one or more goals and multiple policies designed to implement them. The proposed subarea plans are a part of the comprehensive plan; therefore, the goals of the comprehensive plan apply to the subareas. These goals include the following:

- **Land Use:** La Center shall provide an adequate supply of land zoned for commercial, industrial, residential and other purposes to meet the needs of the community for the next 20 years.
- **Transportation:** La Center shall provide a multi-modal transportation system which safely, attractively and efficiently serves existing and proposed uses within the Urban Growth Area.
- **Housing:** La Center will provide a sufficient supply of land and allowances for variety of housing types, including, but not limited to, low density detached and attached housing, manufactured housing, and medium density housing.
- **Capital Facilities and Utilities:** La Center shall provide adequate capital facilities and utilities to serve city residents living within the Urban Growth Area.
- **Economic Development:** Provide for, encourage, and actively market to industrial and commercial businesses of various sizes in order to attract them to locate within La Center's Urban Growth Area.
- **Parks, Recreation, and Open Space:** The City of La Center shall ensure that park, recreational and open space land is acquired, developed and maintained in an economically efficient way to meet the needs of its residents.
- **Historic, Archaeological, and Cultural Resources:** La Center shall identify and encourage the conservation of federal, state, and local historic, archaeological, and cultural lands, sites, and structures of significance within the City of La Center and its Urban Growth Area (UGA).
- **Urban Growth and Annexation:** La Center shall establish the orderly transition of unincorporated area within the Urban Growth Boundary from county jurisdiction to within the La Center City limits, either through annexation or incorporation.
- **Environment:** La Center shall ensure the preservation and protection of natural resources, critical areas, open space, and recreational lands within its Urban Growth Area through adequate and compatible policies and regulations.
- **Government:** (1) La Center shall plan for the community in an open and objective manner. The city will strive to have maximum citizen input so that its decisions will benefit the community as a whole. (2) La Center shall maximize governmental efficiencies and minimize duplication of public efforts.

The comprehensive plan uses four basic land use designations that correspond to and guide the application of more discrete zoning units detailed within the La Center Municipal Code (LCMC):

- **Urban Residential:** Allows for a broad range of residential living, including attached and detached units, duplexes, apartments, cottage housing, accessory dwelling units, and other low and medium density developments.
- **Commercial/Mixed Use:** Provides land for small- to medium-scale commercial retail and services, offices, and residential uses compatible with the existing character of downtown. It also provides mixed use development opportunities and medium-density developments.
- **Industrial:** Promotes more intensive job-related land uses that pay higher wages and research and technology related industries located in a campus-like setting.
- **Public Facilities/Open Space:** Provides for public park and open spaces to serve the recreational needs of the community and land for public facilities such as schools, community centers, government buildings, and public and private utility providers.

Table 1 lists the zoning districts that can be applied within each of the land use designations (zoning is regulated by the LCMC). This matrix assigns a level of review to proposed zoning changes. Changing zoning within a comprehensive plan designation requires a zone change, whereas changing from one plan designation to another requires a comprehensive plan amendment; the latter may only be approved once a year.

Table 1. Comprehensive Plan Designation and Overlay Districts

Plan Designation	Urban Residential (UR)	Commercial Mixed Use (C/MX)	Industrial (I)	Public Facilities/ Open Space (PF/OS)
Implementing Zone	Low Density (LDR-7.5) Medium Density (MDR-16)	Commercial (C1, C3) Mixed Use (MX) Residential Professional (RP) Junction Plan Zoning District (JP)	Employment Campus (EC) Light Industrial (LI) Junction Plan Zoning District (JP)	Urban Public (UP) Parks & Open Space (P/OS)
LDR-7.5				
MDR-16				
C-1				
C-3				
RP				
MX				
EC				
LI				
JP				
P/OS				
UP				
UH-10				

Source: City of La Center Comprehensive Plan (2016)

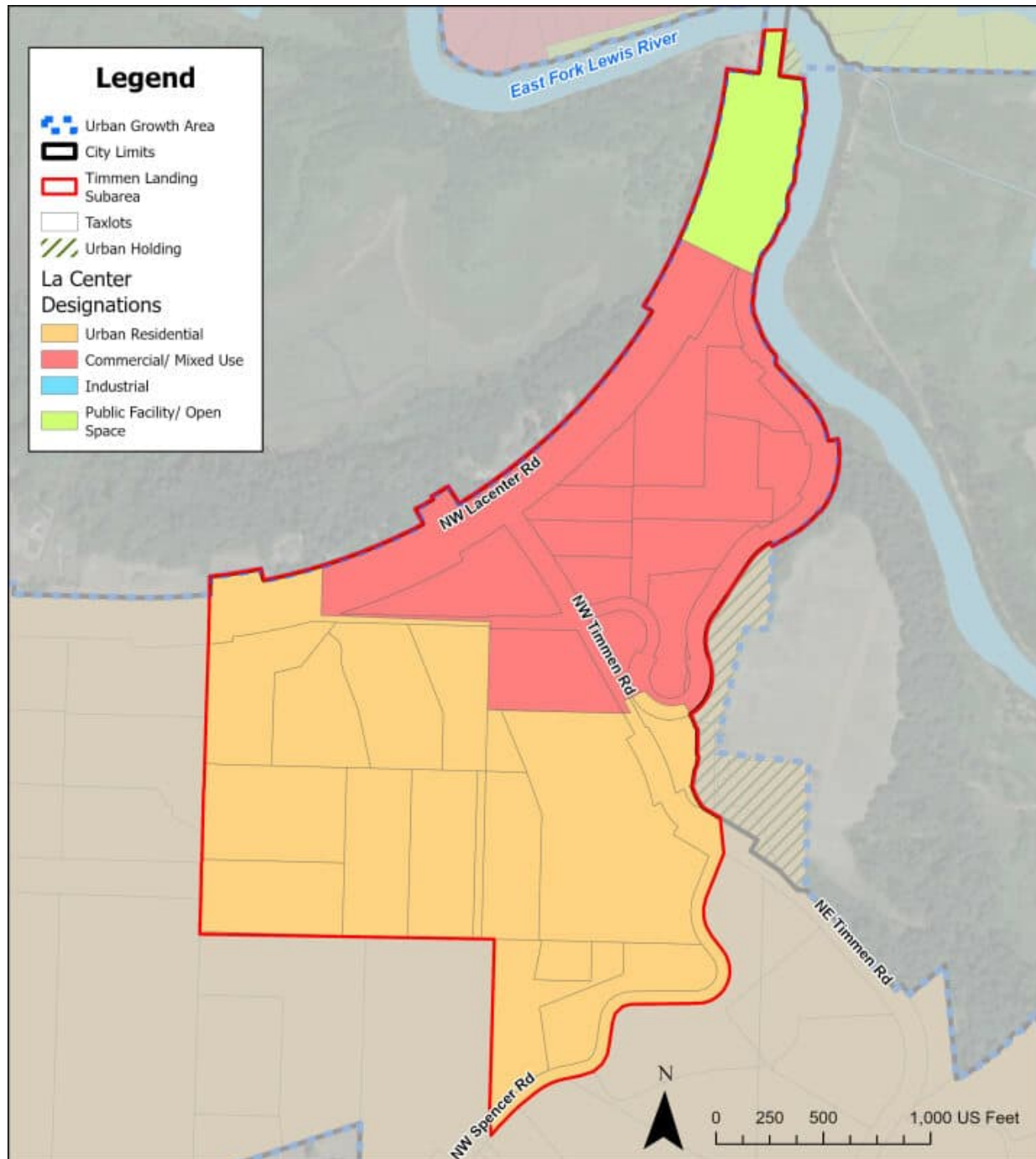
To ensure that the benefits of economic and community growth are distributed across La Center, plan implementation will be tailored to promote the development of distinct and complementary uses between subareas. The following analysis will frame the community vision to be established by the subarea plans process, given the existing opportunities, constraints and consideration unique to each subarea.

Timmen Landing

The subarea is roughly designated as half residential, half commercial/mixed use under the comprehensive plan, consisting primarily of low-density residential and low-intensity agricultural uses, with small amounts of open space along the East Fork of the Lewis River; Urban Residential comprises 85-acres, Commercial/Mixed Use comprises 58-acres, and Public Facility/Open Space comprises 9-acres (see Figure 2). However, no mixed-use projects have progressed in the 10 years since the Mixed-Use District was established or even before this timeframe.

In recognition of the subarea's unique set of opportunities and constraints, the City's comprehensive plan identifies specific policies and goals to support future development in Timmen Landing, as listed in Appendix A. These policies generally focus on residential land designations and development, encouragement of commercial development, future park needs, and functional protections along the East Fork Lewis River and its shoreline jurisdiction.

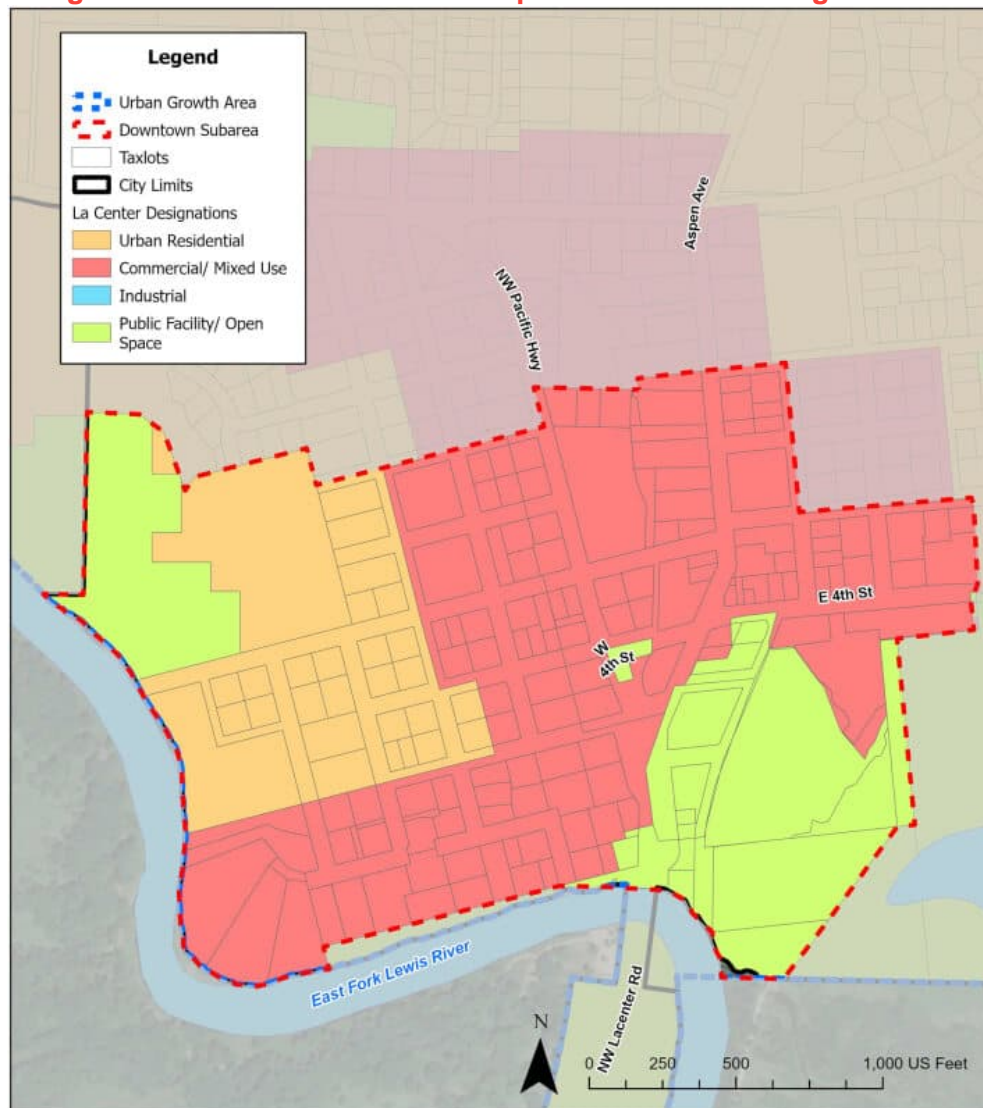
Figure 2. Timmen Landing Subarea Comprehensive Plan Designations



Downtown

The Downtown subarea includes areas designated as Commercial/Mixed Use (57 acres) Public Facility/Open Space (25 acres), and Urban Residential (22 acres) (Figure 3). The area has historically been defined by the entertainment and casino industry as its economic anchor. With recent declines in this industry, the City is looking to position downtown for redevelopment. These opportunities include several City-owned parcels, including the old City Hall and Public Works Building properties. Private properties may also be primed for redevelopment in cooperation with the owners, including the New Frontier Casino offsite parking lot and potentially including the undeveloped or underutilized properties in the western subarea near the river.

Figure 3. Downtown Subarea Comprehensive Plan Designations



In recognition of the subarea's unique set of opportunities and constraints, the City's comprehensive plan identifies policies and goals to support future development in Downtown La Center in Appendix B. These policies focus on enhancing economic opportunities in downtown, enhancing connections to downtown from adjacent residential areas, functional protections of the

East Fork Lewis River and its shoreline, and recognizing the seismic change in the local economy from the location of the Cowlitz Tribe casino at the I-5 Junction.

2.1.3 Shoreline Master Program

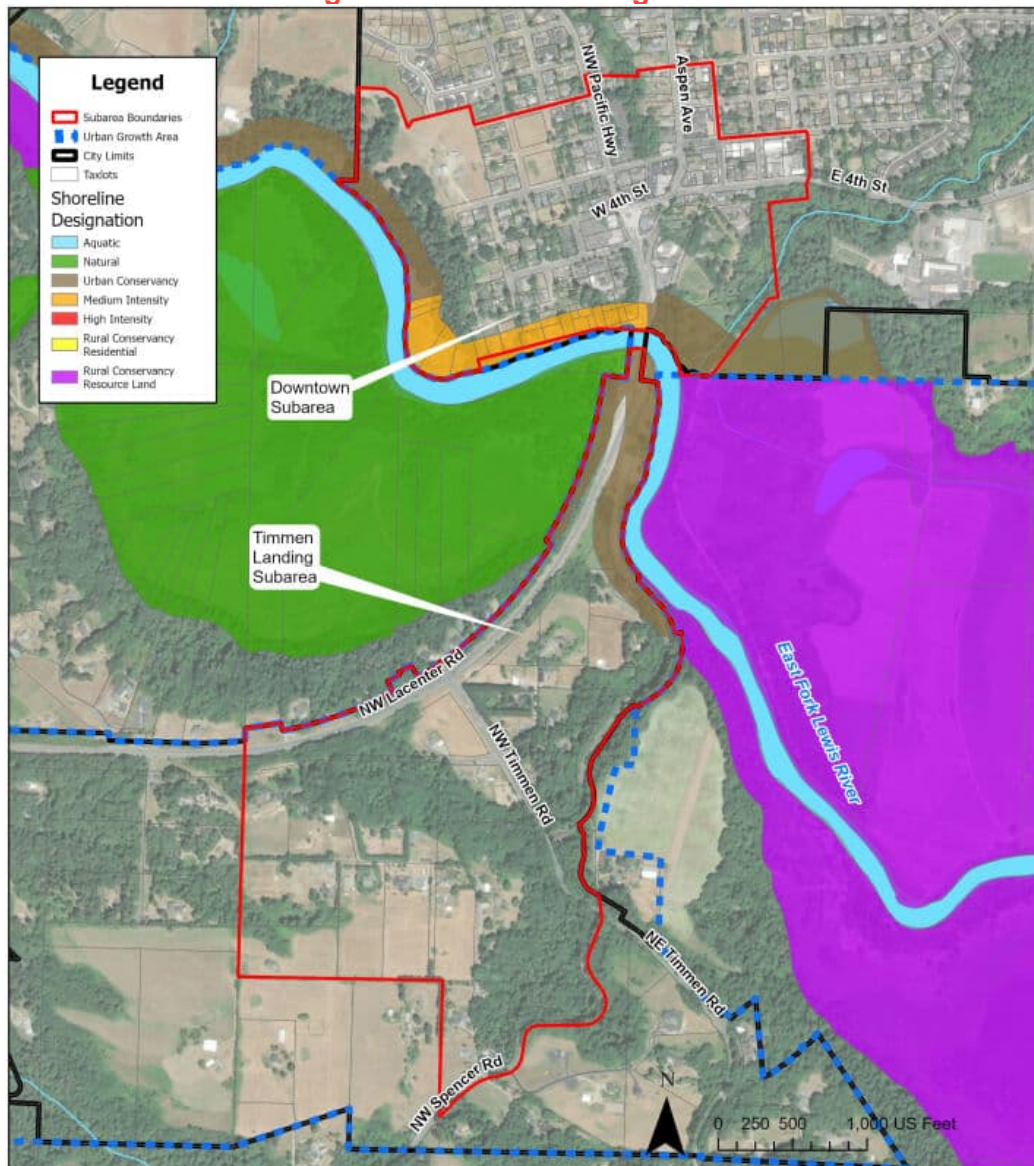
The shoreline master program (SMP) directs focuses preserving the environment, promoting water-oriented uses, and public access along the East Fork of the Lewis River. As with all SMPs across the state of Washington, La Center’s SMP both sets goals for development, use, and preservation of the shoreline, as well as establishes specific development regulations. As outlined in the La Center SMP, the general goals of the program are to:

- Use the full potential of shorelines in accordance with the opportunities presented by their relationship to the surrounding area, their natural resource values, and their unique aesthetic qualities offered by water, topography, and views; and
- Develop a physical environment that is both ordered and diversified, and which integrates water and shoreline uses while achieving a net gain of ecological function.

The SMP operates in conjunction with local, state, and federal laws regulating development activities and maintains the tenets of the City’s comprehensive plan. Both subareas border the East Fork Lewis River, which is designated as a shoreline of statewide significance under the State’s Shoreline Management Act. All future development activities must comply with SMP policies if located within SMP jurisdiction (generally within 200 feet of the shoreline). Along with the comprehensive plan, the SMP will inform development of the subarea plans on either side of the river.

The SMP assigns “environment designations” to shoreline areas, which are a type of overlay zone that serves as the basic framework for the use and development regulations in the SMP. Each shoreline environment designation is managed in accordance with its designated purpose as described in the SMP. The shoreline designations are shown in Figure 4, and Appendix C identifies those uses that are permitted, prohibited, or may be permitted with a conditional use approval in each shoreline designation. While these additional regulations can present a constraint to development, they also position promote water-oriented uses such as recreational access to and around the East Fork of the Lewis River that is important to consider for subarea plans.

Figure 4. Shoreline Designations



Timmen Landing

Shoreline areas in Timmen Landing are classified as Aquatic and Urban Conservancy shoreline environment designations. The purpose of the Aquatic designation is to protect, restore, and manage the unique characteristics of the areas waterward of the Ordinary High Water Mark (OHWM). This use allows motorized and non-motorized boat launches, water-dependent recreational uses, dredging, and disposal as part of ecological restoration/enhancement, shoreline restoration and enhancement, and bioengineered shoreline stabilization. The Aquatic designation conditionally allows water-dependent commercial and institutional uses, above-ground utilities, electrical transmission lines, underground utilities both parallel and perpendicular to the shoreline, unclassified uses, in-stream flood control works, fills waterward of the OHWM, and structural shoreline stabilization. Permitted and conditional uses must also comply with setback, maximum height, and other standards (see Appendix C).

The purpose of the Urban Conservancy designation is to protect and restore ecological functions of open space, floodplains, and other sensitive lands where they exist adjacent to urban and developed settings. This designation allows a variety of compatible uses, including permitted uses such as non-motorized boat launches; docks, piers, mooring buoys; accessory uses to parking; water-dependent and water-related recreational uses; single-family residential; highways, arterials, railroads, and secondary/public access roads; above-ground and underground (parallel to shoreline) utilities; dredging and disposal as part of ecological restoration or enhancement; fills landward of the OHWM; shoreline ecological restoration or enhancement; and bioengineered shoreline stabilization. Conditional uses include agriculture; water-dependent institutional uses; non-water-oriented recreational uses; bridges; electrical transmission lines; underground utilities perpendicular to the shore; unclassified uses, dams, dikes, and levees; and structural shoreline stabilization. Permitted and conditional uses must also comply with setback, maximum height, and other standards (see Appendix C).

Downtown

In addition to Aquatic and Urban Conservancy described above, Downtown contains shoreline areas designated as Medium Intensity. The purpose of the Medium Intensity designation is to accommodate residential development and accessory structures and allow other development consistent with policies of this designation. This designation is also intended to provide appropriate public access and recreational uses. Uses permitted in this designation are non-motorized boat launches; water-dependent and water-related commercial, institutional, and recreational uses; docks, piers, and mooring buoys; accessory uses to parking; water-dependent and water-related recreational uses; single-family and multifamily residential; all listed transportation uses; above-ground utilities; underground utilities parallel to the shoreline; dredging and disposal as part of ecological restoration or enhancement; ecological shoreline restoration; and bioengineered shoreline stabilization. Conditional uses include motorized boat launches; non-water-oriented commercial, institutional, and recreational uses; electrical transmission lines; underground utilities perpendicular to the shoreline; unclassified uses; dredged material disposal; dams, dikes, and levees; and structural shoreline stabilization. Permitted and conditional uses must also comply with setback, maximum height, and other standards (see Appendix C).

Although approximate shoreline jurisdiction is shown on the SMP's shoreline designations map (Figure 4), the actual extent is determined by site conditions as the OHWM of a waterbody requires a field delineation. Jurisdiction includes lands extending 200 feet in all directions, as measured on a horizontal plane, from the OHWM, floodways, and contiguous floodplain areas landward 200 feet from such floodways, associated wetlands, river deltas associated with the streams, and lakes and tidal waters that are subject to the provisions of this program.

2.1.4 Zoning

Timmen Landing

Zoning within the subarea is shown in Figure 5 and listed in Table 2. Zoning includes a mix of Low Density Residential District (LDR-7.5), Mixed-Use (MX), and Parks/Open Space (P/OS). A Sensitive Utility Corridor overlay district extends across the western portion of the subarea (entirely in LDR-7.5 zoning) along the Northwest Williams Pipeline, a primary artery for the transmission of natural gas for the Pacific Northwest region. Much of the area is zoned for mixed-use development composed of commercial and residential uses. Commercial uses are

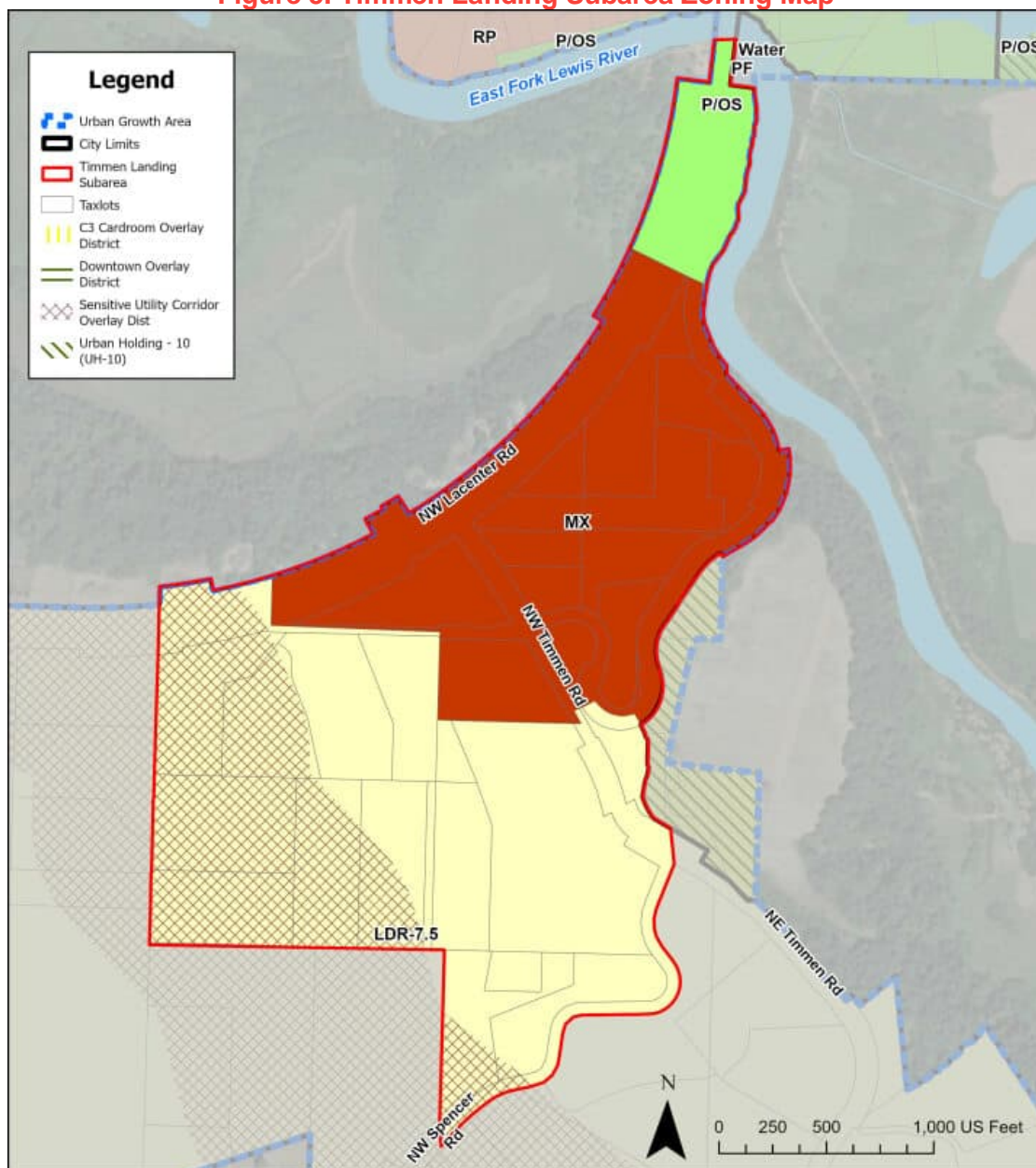
limited to a maximum of 35 percent of the MX district, with no minimum required. Residential uses, which can theoretically cover the entire MX district, are limited to a maximum of 50 percent of one housing type (single-family detached, single-family attached, or multifamily).

Table 2. Zoning in Timmen Landing

Zone	Acres	Percent
Low Density Residential (LDR-7.5)	85	57%
Mixed Use (MX)	58	39%
Parks/Open Space (P/OS)	7	5%

Note: Data are rounded and approximate. Percentages may not total 100 due to rounding.

Figure 5. Timmen Landing Subarea Zoning Map



Zoning adjacent to the Timmen Landing subarea consists of La Center LDR-7.5 to the west, south, and southeast. To the north are County zones Rural-5 (R-5) and Agriculture-20 (AG-20). To the east are five parcels along Northwest Pollock Road zoned County R1-10 (which are within the La Center UGA) and the Urban Holding Overlay (UH-10) district). To the east are County zoned AG-20 properties.

Downtown

Zoning within the subarea is as shown in Figure 6 and listed in Table 3. Zoning includes a mix of Residential/Professional (RP), Downtown Commercial (C-1), Urban Public Facilities (UP), P/OS, and LDR-7.5. Three overlay districts exist within the subarea: the Downtown (DT) Cardroom (C-3), and Urban Holding (UH-10) overlay districts. The DT overlay district occurs across the entire C-1 zone in the subarea and also on a few P/OS zoned properties (part of Sternwheeler Park) along West Fourth Street. The purpose of the DT overlay is to implement the adopted 2005 La Center Downtown Design Plan and Guidelines, which is further discussed below. The C-3 overlay district occurs only across the C-1 zone in the subarea; therefore, it also occurs within the DT overlay. The C-3 overlay occurs on a handful of properties, which are the cardrooms. These are located to the west and northeast of the downtown roundabout. The purpose of this overlay district is to provide for the location of cardrooms and for all uses, except parking areas, to be contained entirely within an enclosed building. The UH-10 overlay district occurs across the recently annexed Barnhart property at the far northwestern corner of the subarea. The purpose of the UH-10 overlay is to protect lands identified within the City limits from premature development due to inadequate capital facilities to support development.

Figure 6. Downtown Subarea Zoning Map

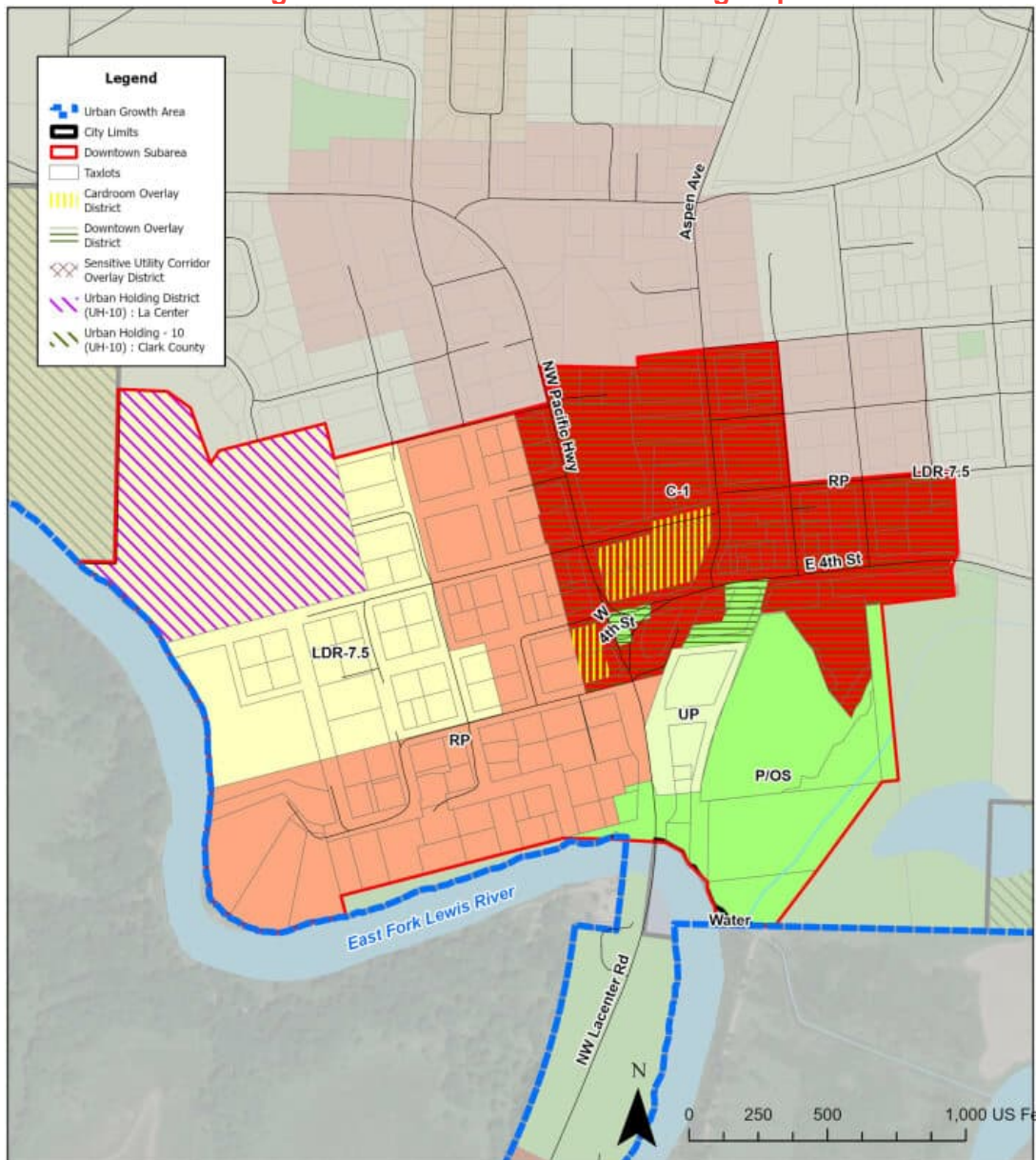


Table 3. Zoning in Downtown

Zone	Acres	Percent
Downtown Commercial (C-1)	28	27%
Residential/Professional (RP)	29	27%
Parks / Open Space (P/OS)	15	14%
Urban Public Facilities (UP)	3	3%
Low Density Residential (LDR-7.5)	29	28%

Note: Data are rounded and approximate. Percentages may not total 100 due to rounding.

Zoning adjacent to the Downtown subarea includes the La Center zones of RP and LDR-7.5 to the north and west. Across the East Fork Lewis River, County zoned AG-20 occurs to the west

and south of the western boundaries of the subarea. To the south, directly across the East Fork Lewis River bridge, is land zoned La Center P/OS, which is in the Timmen Landing subarea, and County zoned Parks/Wildlife Refuge. To the east are lands zoned La Center LDR-7.5 and P/OS.

2.1.5 Development and Zoning Code

Timmen

LDR-7.5

Approximately 85 acres of the subarea are zoned LDR-7.5, located in the western and southern portions of the subarea. The purpose of the LDR-7.5 zone, as established in LCMC 18.130.010, is to implement the La Center comprehensive plan, as well as to:

- Recognize and maintain established low density residential areas, while encouraging appropriate infill development;
- Create efficient residential areas which provide community services in a more economic manner;
- Provide for additional related uses such as schools, parks, and utility uses necessary to serve immediate residential areas;
- Maintain and enhance sensitive lands; and
- Encourage traditional pedestrian-oriented neighborhoods.

The LDR-7.5 zoning code provisions include requirements for height, density, dimensional, street trees, and parks and open spaces. See Table 4 for development and setbacks standards for the zone.

Table 4. LDR-7.5 Development and Setback Standards

Maximum Building Height	35 feet
Minimum Net Density	4 units/acre
Maximum Net Density	5.8 units/acre (single-family detached) and 8.7 units/acre (duplexes)
Minimum Lot Size^{1,2,3}	7,500 square feet
Maximum Lot Size	11,000 square feet
Maximum Building Lot Coverage	35%
Maximum Impervious Surface Area	50%
Minimum Lot Width	60 feet
Minimum Lot Depth	90 feet
Minimum Front Yard Setback^{4,5,7}	20 feet
Minimum Side Yard Setback⁵	7.5 feet
Minimum Street Side Yard Setback⁵	10 feet
Minimum Rear Yard Setback^{5,6}	20 feet

¹ With an approved critical areas density transfer in accordance with LCMC 18.300.130, 20 percent of the individual lots may be as small as 6,000 square feet (s.f.).

² Duplexes require a minimum lot area of 10,000 s.f.

³ The maximum lot area of a lot abutting the urban growth area boundary may exceed 11,000 s.f.

⁴If there are dwellings on both adjoining lots with front yard setbacks less than the required depth for the district, the minimum front setback for the lot is the average of the front setbacks of the adjoining dwellings. If there is a dwelling on only one adjoining lot with a front yard setback less than the required depth for the district, the minimum front setback for the lot in question is the average of the adjoining front yard setback and 15 feet. These setback averaging provisions do not apply to the front setback reductions per LCMC 18.130.080(10).

⁵Cornices, eaves, belt courses, sills, canopies, or other similar architectural features (not including bay windows or vertical projections) may extend or project into a required yard not more than 30 inches. Chimneys may not project into a required yard more than 24 inches. A deck not more than 30 inches in height (measured from the lowest grade in the setback to the deck surface) and not covered by a roof or canopy may extend up to 10 feet into a front yard setback, seven and one-half feet into a street side yard setback and is permitted in a side or rear yard regardless of the setback requirements. Projections into setback areas apply to standard setbacks and reduced setbacks per LCMC 18.130.080(10); provided, that front porches must be set back at least 10 feet from the front property line.

⁶A detached accessory structure, other than a garage or carport, may be situated in a rear and/or side yard provided it is at least six feet from the primary structure on a lot or parcel and it is set back from interior side and rear lot lines by at least five feet and from street side lot lines by at least 10 feet. A garage or carport may be situated in a rear and/or side yard provided it is at least 20 feet from the front and street side lot lines, seven and one-half feet from an interior side lot line, 15 feet from a rear lot line; provided, further, if there is direct vehicular access from a garage or carport to the street abutting the street side lot line, then the garage or carport shall be set back at least 20 feet from that street side lot line.

⁷The minimum front yard setback may be reduced in accordance with LCMC 18.130.080(10).

Parks and Open Space

Approximately 9 acres of the subarea are zoned P/OS; these lands are located at the most northern tip of the subarea. The purpose of the P/OS zone is to ensure implementation of the La Center Parks, Recreation, and Open Space Master Plan in new residential development. The City's zoning map designates the P/OS space zone; however, LCMC 18.147 (Parks and Open Spaces) regulates parks and open spaces within residential developments and not as a zoning code chapter. The City should consider updating the LCMC to include an individual code chapter to regulate the P/OS zone that is separate from the park and open space requirements for residential development.

Sensitive Utility Corridor Overlay

The Sensitive Utility Corridor Overlay District (LCMC Chapter 18.157) occurs on approximately 35 acres of the subarea along the western boundary. The purpose of this overlay is to minimize accidental damage to major pipelines from construction; avoid exposing uses that require evacuation assistance and help reduce adverse impacts in case of pipeline failure; and supplement existing federal and state regulations for natural gas transmission pipeline corridor management. The standards of this overlay apply to all existing and proposed land uses within the overlay district. The code includes its own definitions, allowed development, review, and construction standards specific to this code chapter and overlay. All uses specifically permitted, but not limited or conditional in the LDR-7.5 zone shall continue to be permitted in accordance with the review procedures of the overlay district. Any uses that require evacuation assistance are prohibited within 250 feet of the sensitive pipeline. These uses include congregate living, detention facilities, day care services, hospitals, private and public educational facilities, and retirement housing. However, these uses may be permitted within the consultation zone as a conditional use. Within the restricted pipeline area, the construction or expansion of structure or other activities involving land disturbance should be prohibited unless the pipeline operator provides written approval for an encroachment into the restricted pipeline area or is an exempted use. Exempt uses include the pipeline or an appurtenance or facility related to the pipeline, a

utility line that cross the restricted pipeline area, a utility service connection, a road, or a surface parking lot.

Mixed Use District

Approximately 58 acres of the subarea are zoned MX in the northeast. This district allows for a mix of uses in a single building or an integrated site of multiple buildings. The zone is intended to allow for efficient use of land and public services by providing a mix of mutually supporting retail, services, office, and medium density residential uses. The MX zone includes general standards and requirements, including the mix of use and dwelling types, requirements for commercial and vertical mixed-use development (Table 5) and residential-only development, which is subject to the Medium Density Residential District (MDR-16) standards (Table 6). Note that this zone does not require that a proposed development include commercial uses. The code also includes site and design standards for the intent of the design, building orientation, architectural building character, and streets within the zone. The zone also has view preservation standards for the scenic vistas of Mt. St. Helens, Mt. Hood, the East Fork Lewis River, and the La Center Bottoms; off-street parking and loading standards; open space standards; and application processing requirements.

Table 5. Commercial and Vertical Mixed-Use Development Standards

Maximum Building Height	Maximum Lot Coverage	Ground floor minimum structural ceiling height	Front Setback	Side Setback	Rear Setback
30 ft for commercial; 45 feet for vertical mixed-use buildings.	85%	13 feet	0 feet on pedestrian-oriented streets; up to a maximum of 20 feet on all other streets.	0 feet abutting commercial use; 10 feet for a single-story building and 15 feet for a multi-story building abutting a residential-only zone	10 feet

Note: Vertical mixed uses are exempt from the minimum and maximum density standards of Chapter 18.140 (MDR-16) LCMC.

Table 6. Medium Density Residential District Development Standards

Standard	Multifamily	Attached	Detached	Manufactured Home Park/Subdivision
Net Density	8 – 16 units/acre	8 – 14 units/acre	8 – 12 units/acre	4 – 12 units/acre
Minimum Project Area ¹	2.5 acres	2.5 acres	2.5 acres	2.5 acres
Minimum Lot Width	20 feet	20 feet	30 feet	20 feet ⁴
Minimum Lot Depth	60 feet	60 feet	60 feet	60 feet ⁴
Minimum Area	1,400 square feet	1,400 square feet	3,000 square feet	3,000 square feet ⁴
Maximum Area	N/A	N/A	15,000 square feet	5,000 square feet ⁴
Maximum Lot Coverage	85%	60%	60%	85%
Maximum Height ²	45 feet	35 feet	35 feet	20 feet
Minimum Front Setback ³	10 feet	10 feet	10 feet	5 feet ⁴
Minimum Garage Setback From the Property Line	5 feet	20 feet	20 feet	5 feet ⁴
Minimum Garage Setback from Alley	3 feet	3 feet	3 feet	5 feet ⁴
Minimum side Setback	0 feet attached or 10 feet abutting single-family detached	0 feet attached/4 feet non-attached	4 feet	5 feet ⁴
Minimum Street Side Setback	0 feet	10 feet	10 feet	5 feet ⁴
Minimum Rear Setback	20 feet	10 feet	10 feet	3 feet ⁴

¹The minimum project area requirements do not apply when legal lots in the RP zone develop multifamily housing.

²The maximum height of a dwelling is depicted in this table, the maximum height of a garage or accessory building is 20 feet.

³Minimum front yard setback shall be 25 feet from arterial and collector streets.

⁴In a manufactured home subdivision the lot area and setback standards represent an average within the subdivision.

Cottage housing are residential developments consisting of clusters of cottages (detached single-family dwellings) designed to share a central and common open space, a limited number of accessory structures, and private community buildings. The purpose of cottage housing (LCMC Chapter 18.185) is to provide opportunities to develop cottage housing consistent with the land use and housing goals of the La Center comprehensive plan; permit a housing type responsive to changing household demographics; encourage creation of more usable open spaces, landscaping, and vegetation while also maintaining private areas for individual cottages; ensure architectural styles and cottage style housing is compatible with the surrounding community; and provide opportunities for more-affordable housing. Cottage housing may be located in the MX zone, as

well as the Junction Plan (JP), MDR-16, and RP zones. Cottage housing contains its own housing development size and density, dimensional, housing design, common and private open space, fencing, off-street parking, landscape buffering, exterior lighting, tree conservation, common ownership, and community buildings design requirements. See Table 7 for development standards for cottage housing.

Table 7. Development Standards for Cottage Housing

Clustering	4 minimum – 12 maximum
Minimum setbacks for dwelling units from adjacent property lines along the perimeter of the CHD site	10 feet
Minimum rear yard dwelling unit setback	10 feet
Minimum side yard dwelling unit setback from adjacent structures ^{1,2}	10 feet
Minimum front or public street setback	10 feet
Maximum lot coverage for dwelling units and dwelling units with attached garages	45%
Minimum lot size	3,750 square feet (LDR-7.5 zone) 2,000 square feet (other zones)
Minimum garage setback from alley/accessway	3 feet
Maximum impervious surface area of a Cottage Housing Development (CHD)	60%
Minimum roof slope	6:12
Maximum height for cottages	25 feet
Maximum height for community buildings	30 feet

¹Minimum setbacks apply to dwelling units, common buildings, and garages

²Zero lot line plats are permitted with 10-foot minimum separation between dwelling units, common buildings, and garages.

Downtown

LDR-7.5

Approximately 29-acres of the subarea are zoned LDR-7.5, located in the western portions of the subarea, between the RP zone and the river. This includes the recently annexed Barnhart property (File No. 2023-038-ANX). See section 2.1.5 above for further discussion of the purpose and zoning requirements for the LDR-7.5 zone.

The UH-10 overlay occurs on approximately 14 acres across the Barnhart property at the far northwestern corner of the subarea. This property was annexed into the City in January 2024. Per LCMC Chapter 18.190, the purpose of this overlay is to protect lands within the city limits from premature development due to a lack of capital facilities to support development at the time the property was brought into city limits. Prior to UH-10 removal, the City permits a range of uses (when in compliance with concurrency and level of service standards of the capital facilities plan). These include uses such as one single-family dwelling, home occupations, agriculture and forestry and supporting facilities, and publicly owned recreational facilities. Buildings and structures are to not exceed 35 feet and the minimum parcel size for newly created parcels must be 10 acres. The UH-10 overlay can be removed when the public works director or city engineer have identified that any previously occurring capital facilities deficiencies have been

satisfactorily resolved. This removal usually occurs in conjunction with a land use development review, such as site plan review or subdivision, and usually is a condition of development approval.

Residential Professional District

The RP zone accounts for approximately 29 acres of the Downtown subarea and generally occurs in the western “panhandle” of the subarea. The RP zone permits and conditionally permits all uses that are allowed or conditionally allowed in the LDR-7.5, MDR-16, and C-1 zoning districts. Single-family residentially developments, including duplexes, are subject to the development standards of the LDR-7.5 zone, located in LCMC Chapter 18.130 (see Table 4 above for development and setback standards). Multifamily residential developments are subject to the development standards of the MDR-16 zone or LCMC Chapter 18.140 (see Table 6 above for development and setback standards). Commercial developments in the RP zone are subject to the development standards of the Commercial Districts (C-1 and C-3) located in LCMC Chapter 18.150 as shown in Table 8 below.

Parks/Open Space

Approximately 15 acres of the subarea are zoned P/OS. P/OS zoned lands are located in the southeastern portion of the subarea, east of Northwest La Center Road and south of East Fourth Street. The purpose of the P/OS zone is to ensure the La Center Parks, Recreation, and Open Space Master Plan is implemented in new residential development. Please see discussion above, under Timmen Landing, about this zone.

Commercial Districts

The C-1 zone includes approximately 28 acres in the north, mostly north of East Fourth Street. The purpose of the C-1 zone, in accordance with LCMC Chapter 18.150, is for the siting of less intensive commercial areas to provide convenience shopping needs. Typical allowed uses include convenience food markets, beauty and barber shops, bakeries, and limited-service industries. Generally, sites in this zone are held to a high standard of site plan review due to close proximity to residential zones and must meet the design guidelines contained in the zone chapter, as applicable (see Table 8). Development standards in the C-1 zone include landscaping, site plan review requirements, and lot requirements. All of the C-1 zone in the subarea includes a downtown overlay, and a small area includes both the downtown and cardroom overlay (C-3) district.

Table 8. Commercial District Lot and Building Height Requirements

	Zoning District	
	C-1	C-3
Minimum Lot Area	2,500 square feet	10,000 square feet
Minimum Lot Width	25 feet	None
Minimum Lot Depth	100 feet	None
Minimum Setbacks	Pursuant to buffering and screening standards of LCMC Chapter 18.245	
Minimum setbacks adjacent to residential district	Pursuant to the screening and buffering standards contained in LCMC Chapter 18.245, plus an additional 1/2 foot for each foot the building exceeds 20 feet in height to a maximum setback requirement of 40 feet.	
Maximum lot coverage	Maximum determined by compliance with screening and buffering standards contained in LCMC Chapters 18.245 and 18.320.	
Maximum building height	60 feet	

Approximately 2.5 acres of the subarea are within the C-3 overlay district and is located to north and west of the downtown roundabout. According to LCMC Chapter 18.150, the purpose of the C-3 overlay district is to provide for the location of cardrooms within other commercial districts. All uses in this district, except parking areas, are to be contained entirely within an enclosed building. The C-3 district is much more restrictive on the number of permitted uses than the C-1 zone. The C-3 district allows existing residential uses, home businesses, restaurants, barber and beauty shops, professional offices, and public services and facilities. The C-3 district includes specific landscaping requirements and lot requirements that differ from the C-1 zone (see Table 8), otherwise, uses in the C-3 district are subject to all other standards in LCMC Chapter 18.150. Additionally, all properties within the C-3 overlay district and the C-1 zone are subject to the design standards of the DT overlay.

The DT overlay comprises 29 acres of the Downtown subarea and overlays the C-1 zone and C-3 overlay. It also overlays a small portion of P/OS zoned properties along East Fourth Street. The overlay purpose is to implement the adopted 2005 La Center Downtown Design Plan and Guidelines (Downtown Design Guidelines). These standards apply to all new commercial, mixed-use, and multifamily buildings within the DT overlay district and also apply to major exterior redevelopment or rehabilitation with costs exceeding 80 percent of the assessed value of the building and land. Uses that are permitted in the DT overlay district are those that were lawfully permitted and established prior to January 1, 2007, and those uses specifically permitted or conditional in the base zoning district. The development standards of the DT overlay district include requirements for building façade; sidewalk, crosswalks, and streets; street trees and landscaping; outdoor lighting; parking; building materials; roof materials, parapets, and roof pitch; windows; building heights; building lighting; and environmental design.

Downtown Design Guidelines

The Downtown Design Guidelines sets a vision for downtown and a general planning and design direction to retain the historic nature of the city's downtown while also accommodating new development. Many but not all the design guidelines were placed into the DT overlay code to require these design principles. Guidelines that have not been adopted may be considered as future policy recommendations for the subarea plan.

Urban Public District

Approximately 3 acres of the Downtown subarea are zoned UP, generally located in the southern portions of the subarea, south of East Fourth Street and east of Northwest La Center Road.

Permitted uses include public parks, playgrounds, open spaces, natural resource preservation or enhancement, and similar uses. The zone conditionally allows public schools, community centers, public and private utility uses, and other governmental buildings or structures. The UP zone does not have specific dimensional and development standards. Standards are instead decided by the director or code administrator to determine which base zone standards are to be required and if additional standards are necessary. The UP zone applies to the City's former public works building, its wastewater treatment plant, and former City Hall site.

Cottage housing is an allowed used in the RP zones that are located in the Downtown subarea. See discussion above in the Timmen Landing subsection for more information.

2.2 MARKET ANALYSIS

The Timmen Landing subarea is largely undeveloped and represents greenfield opportunities for economic and residential development. The Downtown subarea includes La Center's historic downtown center of commerce. The City has a vision for these two areas to support each other through complementary uses.

This report contextualizes existing conditions with respect to demographic and market factors that will influence demand for residential and commercial land uses in these subareas.

Regional growth pressure is pushing north. Shifting migration trends have accelerated macro-economic growth in Clark County. Combined with land scarcity and higher housing costs in Vancouver, this pressure is pushing into tertiary markets. This will begin to drive more market support for residential uses to markets like La Center and Ridgefield.

La Center has the assets to attract growth. La Center is well positioned as a bedroom community to employment centers in both Clark County and South Cowlitz County. This is exemplified in the growth trend. Since 2020, among cities with greater than 1,000 residents, Ridgefield and La Center ranked 1st and 8th in the state in population growth, respectively. This growth will drive market support for new development forms in the coming years as pricing begins to support higher density development forms.

Thus far, the majority of growth in La Center has been single-family homes, with residents that are commuting to other markets for employment. While this can support growth in demand for retail services, it can have negative fiscal impacts to the city and perpetuates an incomplete community that does not offer a variety of housing types and affordability levels. Planning for a more diverse range of housing types that are supported by market fundamentals will improve this condition.

Recent apartment construction shows potential for La Center's rental market. East Fork Commons was introduced to the market in 2022 and units filled up quickly, with a vacancy of around 5% within a year and-a-half of construction being finished. More broadly in the region, vacancy rates for the 19 new multifamily developments built since 2010 average around 4%. Apartment market conditions in Clark County are generally softening as of this draft, with a slight over-supply across the region leading to higher vacancies and moderating rent growth. This is a transitory condition that should not extend into the development window of subarea plan implementation. With several thousand employees at Ilani and over 15,000 within a five-mile radius, there should be a market for more workforce or moderate-income rental housing in the area.

There is market support for retail. A combination of forecasted household growth, growth in real median incomes, and potential for retail spending recapture would support additional retail services in the area consistent with a small neighborhood retail center. However, households are spending their retail dollars outside of La Center to a large degree.

Opportunities for suburban office space is limited in the near-term. Despite low vacancy rates, the market is not showing any interest in development of speculative professional office space. There is no product under construction and nothing in the pipeline. Market rents are low relative

to the Vancouver market. Over the near-to-intermediate term, office uses will be limited to local household serving services (e.g., banks, insurance, medical).

The opening of the Illani Casino in 2017 coincided with a decline in card room revenue among (at the time) La Center's four commercial card rooms. This decline was exasperated by the COVID-19 pandemic. It also resulted in a slight decline in taxable retail sales in La Center. Overtime, there should be opportunities for La Center to capitalize on Illani's attraction of millions of visitors per year. Execution of the subarea plan, improving access to recreational amenities, and expanding economic diversification will be essential in La Center changing the status quo and turning casino activity into an asset as opposed to detracting from economic growth.

Taxable Retail Sales. Coming out of the pandemic, taxable retail sales in La Center across all industries had ballooned to \$72.6 million in 2022, up 356 percent from 2013-2022. When isolated to just the retail trade sector, taxable retail sales in the city are up 284 percent. While residential growth has likely resulted in a small increase in retail sales growth, the vast majority of growth in taxable retail sales both in the retail trade and non-retail trade sector can be attributed to an increase in construction activity in the City of La Center.

2.3 TRANSPORTATION

This section provides an overview of existing transportation conditions assessment and documents the basis for transportation impact analysis for the subareas.

2.3.1 Transportation Impact Study Area

In coordination with the City of La Center, 18 study intersections in the immediate vicinity of the Downtown and Timmen Landing subareas were identified within the transportation impact study area. An overview map of the transportation impact study area is provided in Figure 7. The 18 existing intersections enumerated below correspond to the study intersection numbers shown in Figure 7.

1. Northwest La Center Road/Northwest Timmen Road
2. Northwest La Center Road/West Third Street
3. Northwest La Center Road/Northwest Pacific Highway / West Fourth Street
4. Northwest Pacific Highway/West Fifth Street
5. Northwest Pacific Highway/West 10th Street
6. Northwest Pacific Highway/West D Avenue
7. Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive
8. Northwest Pacific Highway/West 15th Street
9. West Fourth Street/East Fourth Street/Aspen Avenue
10. East Fourth Street/East Cedar Avenue
11. East Fourth Street/Northeast Lockwood Creek Road/Northeast Highland Avenue
12. Northeast Lockwood Creek Road/Northeast John Storm Avenue
13. Northeast Lockwood Creek Road/East Spruce Avenue
14. Aspen Avenue/East Fifth Street
15. Aspen Avenue/West Fifth Street
16. Northwest Timmen Road/Northwest Spencer Road
17. Northwest Pacific Highway/Northwest 9th Avenue/ Northwest 11th Court
18. Northwest Pacific Highway/W Golden Eagle Avenue

All study intersections are currently unsignalized, and 17 intersections operate with a two-way stop controlled arrangement, where the mainline approaches have operational priority over the side street approach(s). The Northwest La Center Road/Northwest Pacific Highway/West Fourth Street intersection currently operates as a roundabout, where vehicular traffic along all three approaches yield to circulating vehicular traffic.

**LA CENTER
TRANSPORTATION IMPACT STUDY AREA MAP**

Legend

- # Two-Way Stop-Controlled Intersection
- # Roundabout
- # Study Intersections

Roadway Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street

Roadway Classification and Posted Speed Limits

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street.

Table 9.

Table 9. Existing Roadway Classification, Posted Speed Limits, and Parking Provision

Roadway	Functional Classification	From	To	Applicable Posted Speed Limit
NW La Center Road	Principal Arterial	NW Timmen Road	W 4th Street	35 mph
NW Timmen Road	Minor Arterial	NW La Center Road	NW Spencer Road	40 mph
NW Pacific Highway	Minor Arterial	W 4th Street	W 15th Street	25 mph (from W 4th Street to NW 9th Avenue) 35 mph (from NW 9th Avenue to W 15th Street)
W 4th Street	Minor Arterial	NW La Center Road	Aspen Avenue	25 mph
E 4th Street	Minor Arterial	Aspen Avenue	NE Highland Avenue	25 mph
NE Lockwood Creek Road	Minor Arterial	NE Highland Avenue	E Spruce Avenue	25 mph
Aspen Avenue	Major Collector	E 4th Street	E 5th Street	25 mph
NE Highland Avenue	Major Collector	E 4th Street	-	20 mph
NW Spencer Road	Major Collector	NW Timmen Road	-	25 mph
W 5th Street	Minor Collector	NW Pacific Highway	Aspen Avenue	25 mph
E Cedar Avenue	Minor Collector	E 4th Street	E 5th Street	25 mph
NE John Storm Avenue	Minor Collector	NE Lockwood Creek Road	-	25 mph
W 3rd Street	Local Street	NW La Center Road	-	25 mph
E 5th Street	Local Street	Aspen Avenue	E Cedar Avenue	25 mph
W 10th Street	Local Street	NW Pacific Highway	-	25 mph
W D Avenue	Local Street	NW Pacific Highway	-	25 mph
W 14th Avenue	Local Street	NW Pacific Highway	-	25 mph
W 15th Street	Local Street	NW Pacific Highway	-	25 mph
NW Larsen Drive	Local Street	NW Pacific Highway	-	25 mph
E Ivy Avenue	Local Street	E 4th Street	-	25 mph
E Spruce Avenue	Local Street	NE Lockwood Creek Road	-	25 mph
NW 9th Avenue	Local Street	NW Pacific Highway	-	25 mph
NW 11th Court	Local Street	NW Pacific Highway	-	25 mph
W Golden Eagle Avenue	Local Street	NW Pacific Highway	-	25 mph

Source: Functional classifications from the La Center Transportation Capital Facilities Plan (2019). Posted speed limits from © 2023 Google Maps.

Current Parking Provisions

Table 10 provides an overview of existing on-street parking within the transportation impact study area.

Table 10. Current On-Street Parking Provisions

Roadway	Type of On-Street Parking	From	To
NW Pacific Highway	Unmarked	W 4th Street	NW 9th Avenue
W 5th Street	Unmarked	NW Pacific Highway	Aspen Avenue
E Cedar Avenue	Unmarked	E 4th Street	E 5th Street
NE John Storm Avenue	Unmarked	NE Lockwood Creek Road	-
W 3rd Street	Unmarked	NW La Center Road	-
E 5th Street	Unmarked	Aspen Avenue	E Cedar Avenue
E 4th Street	Marked (24 spaces)	Aspen Avenue	Cedar Avenue
Aspen Avenue	Marked (7 spaces)	E 4th Street	E 5th Street

On-street parking along Northwest Pacific Highway is only permitted within the 25-mile-per-hour (mph) posted speed limit zone between West Fourth Street and Northwest Ninth Avenue.

East Fourth Street and Aspen Avenue accommodate 31 on-street parking spaces that are either angled or parallel type; demarcated with striping; and built-out with entry and exit tapers. Of these, 24 on-street parking spaces are provided along East Fourth Street between Aspen Avenue and East Cedar Avenue. One of the seven remaining on-street parking spaces along Aspen Avenue is allocated for people with disability. Additional on-street parking is available along East Fourth Street on either side of East Cedar Avenue, accessed in the westbound direction, which is not striped but built-out with entry and exit tapers.

On-street parking along West 10th Street is not permitted and is regulated by “No Parking at Any Time” signage. Other roadways within the transportation impact study area that currently do not permit on-street parking lack signage to regulate illegal parking occurrences.

Ample off-street public parking lot spaces are available in immediate vicinity of the transportation impact study area at the following locations:

- Holley Park south of Northeast Lockwood Creek Road between East Ivy Avenue and Northeast John Storm Avenue
- Sternwheeler Park south of East Fourth Street
- City paver parking lot north of Northeast Lockwood Creek Road opposite Holley Park

Overall, accommodating on-street parking along roadways subject to the 25-mph posted speed limit is reasonable as parking maneuvers along high-speed roadways are likely to raise safety concerns. To assess the adequacy of current on-street parking, parking demand surveys are further recommended to demonstrate the need for providing new on-street parking elsewhere within the transportation impact study area.

Pedestrian, Bicycle, and Transit Facilities Inventory

Existing pedestrian and bicycle facilities were inventoried at and between the study intersections as identified in Section 2.3.1, as well as in the immediate vicinity of the intersections along the roadways identified in

Table

Table 9. The existing pedestrian and bicycle facilities are illustrated in Figure 8 below. This inventory is based on available maps and aerial imagery and may not reflect current conditions for recently completed projects.

Pedestrian

Existing pedestrian facilities include mostly complete sidewalks in the La Center Downtown subarea as well as in new subdivisions, with fewer facilities and more connectivity gaps in other areas.

Along Northwest La Center Road, sidewalks are present from slightly south of the East Fork Lewis River to West Fourth Street. On Northwest Pacific Highway, sidewalks are present from West Fourth Street to West D Avenue, continue on the southbound side to near Northwest Ninth Avenue, and near West 15th Street. Along Fourth Street, sidewalks are present from Northwest La Center Road/Northwest Pacific Highway to the East Cedar Avenue intersection, with eastbound sidewalks continued to East 18th Place via Northeast Lockwood Creek Road. In the westbound direction, sidewalks resume at the Northeast Highland Avenue intersection and follow Northeast Lockwood Creek Road to the east parking lot entrance of La Center High School. Sidewalks are also present along Northeast Lockwood Creek Road at the offset intersection of East 18th Place and East Spruce Avenue. At East Spruce Avenue, sidewalks continue northward on both sides of the street, providing connections to new development.

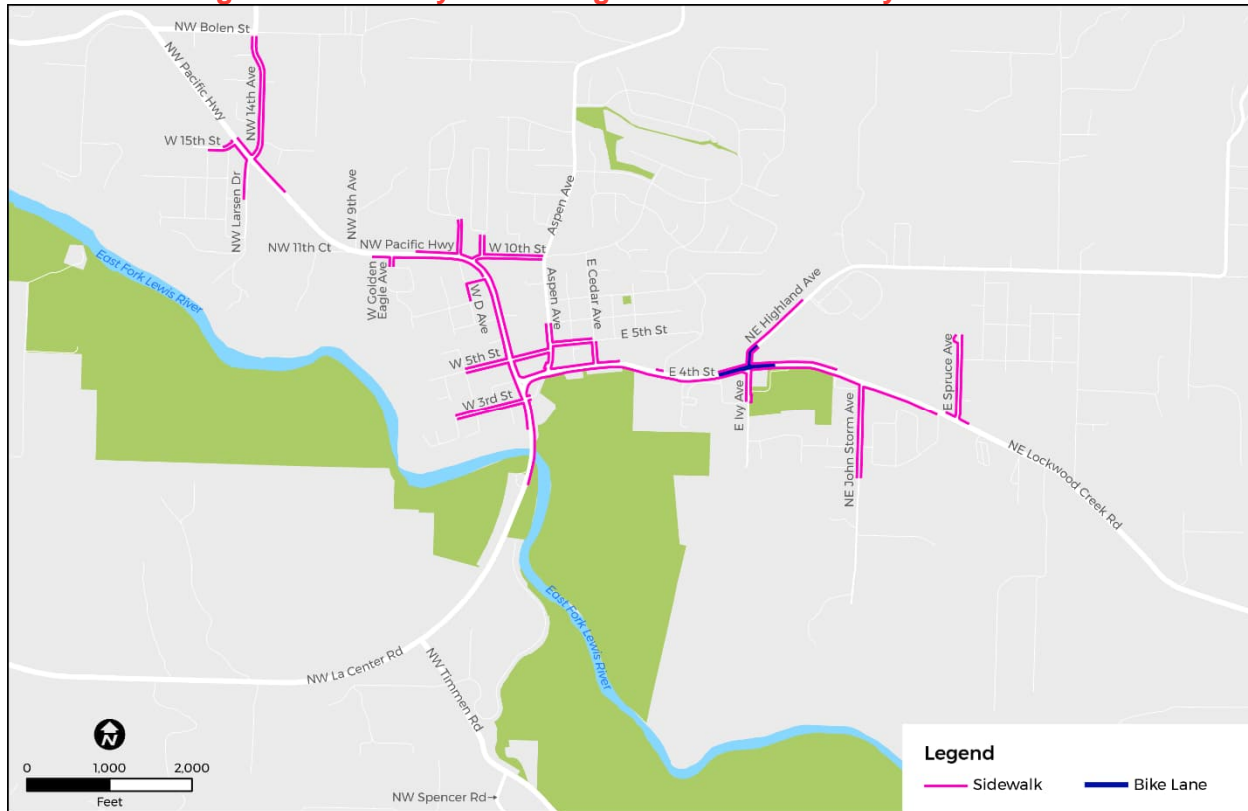
Heading back westbound towards downtown via Lockwood Creek Road/Fourth Street, Northeast John Storm Avenue includes sidewalks on both sides until the full roadway ends south of East 1st Circle. Following Northeast Highland Avenue, the northbound sidewalk extends slightly beyond the intersection and the southbound sidewalk extends to the main parking lot entrance for La Center High School. Traveling southward on East Ivy Avenue, sidewalks extend slightly south of the intersection to the La Center Elementary School driveway.

In the downtown core, sidewalks extend northward from Fourth Street on both sides of East Cedar Avenue, East Birch Avenue, and Aspen Avenue. The entire extent was not collected as this inventory is focused on the study intersections and their connections and/or immediate vicinities. From Aspen Avenue, sidewalks extend eastward along both sides of East Fifth Street. In the westward direction, West Fifth Street provides sidewalks in both directions from Aspen Avenue to Northwest Pacific Highway and beyond. In parallel, West Third Street provides sidewalks in both directions between Northwest La Center Road and its end at West F Avenue. Along West 10th Street, sidewalks are present in both directions between Northwest Pacific Highway and its end at Aspen Avenue. At Northwest Pacific Highway, West D Avenue extends northward with sidewalks on both sides until its end at West 12th Way/West E Place. In the southward direction, sidewalks are present only between West Ninth Street and West Eighth Street along West D Avenue.

Further north, Northwest Larsen Drive provides access from Northwest Pacific Highway to a newer subdivision, but sidewalks are present only on the southbound side to West 13th Avenue. In the northward direction, West 14th Avenue provides sidewalks on both sides of the road to Northwest Bolen Street. Near Northwest Larsen Drive, West 15th Street provides another ingress to the subdivision with sidewalks along both sides of the entrance.

There are no sidewalks either on Northwest Timmen Road or on Northwest Spencer Road. Additional sidewalks exist throughout La Center that were not inventoried because they are outside of the transportation study area.

Figure 8. Inventory of Existing Pedestrian and Bicycle Facilities



Bicycle

Existing bicycle facilities are present only at the intersection of Northeast Highland Avenue and East Fourth Street/Northeast Lockwood Creek Road. Bike lanes are present on those three legs of the intersection, but not along East Ivy Avenue, the south leg of the intersection. No other bike facilities were found to exist in La Center. However, a project currently underway (the East Fourth Street Improvement Project) will extend the bike lanes along East Fourth Street from Northeast Highland Avenue to East Cedar Avenue. This project will also fill gaps in sidewalk connectivity for this segment. A project is currently under design for a 10-foot wide paved shared use path between NW Larsen Drive and connecting to downtown, including the existing sidewalk and bike lane at Kay's Subdivision.

Transit

Existing transit services are provided by C-TRAN. Currently, the only transit service is the Current, which is an app-based on-demand microtransit service. The Current Ridgefield/La Center service provides customers with a flexible option to travel throughout the service area within La Center and Ridgefield. Users can use this service to connect to the Ridgefield Junction Park and Ride and then transfer to the C-TRAN #48 bus services to facilitate trips to Vancouver and other locations. The Current service is provided between the hours of 5:30 a.m. and 7:00

p.m. on weekdays and from 8:00 a.m. to 6:00 p.m. on weekends. C-TRAN also provides paratransit services throughout their service area.

2.3.3 Intersection Safety Assessment Summary

A review of crash history was conducted to analyze crash patterns and frequency within the Timmen Landing and La Center Downtown areas. The most recent five-year crash history was obtained from the Washington State Department of Transportation (WSDOT) for the time period of 2018 to 2022 for all study intersections (see Appendix D).

There were no crashes reported at seven of the 18 study intersections during the five-year period. The intersection with the highest number of reported crashes was at Northwest La Center Road/Northwest Timmen Road with six crashes; all other intersections ranged from zero to two crashes. The total yearly number of crashes at all intersections ranged from six crashes per year (in 2018 and 2021) to one crash per year (in 2020). There was a reduction in crash frequency in 2020, likely due to lower traffic volumes during the COVID-19 pandemic period. Appendix D includes the crash total at each of the study intersections for the five-year period.

Crash Severity

Most crashes at the study intersections resulted in property damage only or possible injury. The most severe crashes occurred at the intersection of Northwest La Center Road/Northwest Timmen Road, and East Fourth Street/East Cedar Avenue with a possible injury crash reported at each. There were no fatal or serious injury crashes reported at the remaining study intersections during the five-year look back period. Appendix D includes a summary of crash severity at each of the study intersections for the five-year period.

Crash Type

The most common crash type involved fixed object or off-road collisions with eight incidents, followed by four angle type crashes, four rear-end type crashes, one sideswipe type crash, and one head-on crashes. Rear-end crashes are the most common type of crash. However, the intersections at Northwest La Center Road / Northwest Timmen Road and Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive the largest number of reported off-road/other objects type crashes. At Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive both crashed involved a vehicle going into a roadway ditch. Appendix D includes a summary of crash type at each of the study intersections for the five-year period.

Pedestrian and Bicycle Crashes

There were no reported crashes involving pedestrians and/or bicycles at any of the study intersections in the five-year period.

Highway Safety Manual Predictive Analysis

Safety analysis for existing conditions (year 2023) included calculating predicted and expected crash frequencies (i.e., the number of crashes) for the study intersections using the Highway Safety Manual (HSM) Part C methodology (AASHTO 2010), which was further calibrated by WSDOT to Washington State conditions and preferences. The number of predicted crashes is the number of crashes a similar intersection is anticipated to experience on average. The number of expected crashes is the number of crashes the study intersection is anticipated to have based on physical variables, volumes, and crash history. The number of predicted/expected crashes are

reported in decimal form since it represents a calculation over time—for example, a 0.2 crash could be defined as, on average, one crash occurring in a five-year period. This methodology estimates predicted and expected crash frequency as a function of traffic volume and roadway characteristics (e.g., number of lanes, median type, intersection control, number of approach legs) and crash history at each intersection. The safety analysis was conducted using existing turn movement volumes for the study facilities, adjusted to daily volume.

Table 11 shows the predicted number of crashes versus the expected number of crashes for each intersection, by severity for existing conditions (year 2023). The intersection with the most potential for improvement is East Fourth Street/Northwest Lockwood Creek Road/Northeast Highland Ave with 0.5 crash per year. There is a potential to reduce the number of fatal and injury crashes on average per year by 1.1 and those resulting in property damage only by 1.2 throughout all the study intersection in this analysis. Additional HSM analysis will be included in an appendix to the final report.

Table 11. HSM Analysis Existing Conditions Year (2023)

Intersection	Fatal and Injury Crashes			Property Damage Only Crashes		
	Predicted average crash frequency	Expected average crash frequency	Potential for improvement	Predicted average crash frequency	Expected average crash frequency	Potential for improvement
NW La Center Road / NW Timmen Road	0.2	0.0	0.0	0.4	0.0	0.0
NW La Center Road / W 3rd Street	0.3	0.4	0.1	0.5	0.6	0.1
NW La Center Road / NW Pacific Highway / W 4th Street	0.3	0.5	0.2	0.5	0.9	0.2
NW Pacific Highway / W 5th Street	0.2	0.1	0.0	0.4	0.2	0.0
NW Pacific Highway / W 10th Street	0.0	0.1	0.1	0.1	0.2	0.1
NW Pacific Highway / W D Avenue	0.2	0.3	0.1	0.4	0.5	0.1
NW Pacific Highway / NW 14th Avenue / NW Larsen Drive	0.1	0.2	0.1	0.2	0.4	0.1
NW Pacific Highway / W 15th Street	0.0	0.0	0.0	0.0	0.0	0.0
W 4th Street / E 4th Street / Aspen Avenue	0.1	0.1	0.0	0.1	0.1	0.0
E 4th Street / E Cedar Avenue	0.1	0.3	0.1	0.2	0.4	0.1
E 4th Street / NW Lockwood Creek Road / NE Highland Avenue	0.2	0.4	0.2	0.3	0.7	0.2
NE Lockwood Creek Road / NE John Storm Avenue	0.2	0.1	0.0	0.5	0.2	0.0
NE Lockwood Creek Road / E Spruce Avenue.	0.1	0.2	0.1	0.1	0.2	0.1
Aspen Avenue / E 5th Street	0.1	0.1	0.0	0.1	0.1	0.0
Aspen Avenue / W 5th Street	0.0	0.0	0.0	0.0	0.0	0.0
NW Timmen Road / NW Spencer Road	0.1	0.3	0.1	0.2	0.4	0.2
NW Pacific Highway / NW 9th Avenue / NW 11th Court	0.1	0.3	0.2	0.2	0.5	0.3
NW Pacific Highway / W Golden Eagle Avenue	0.1	0.1	0.0	0.3	0.2	0.0
Total	2.4	3.5	1.3	4.50	5.60	1.5

Source: WSDOT Public Records

2.3.4 Existing Conditions Operations Analysis

Mobility Standards

The La Center Transportation Capital Facilities Plan (2019)¹ sets out mobility standards adopted by the City, which are relevant for the 18 unsignalized intersections in the transportation impact study area. The plan stipulates all movements during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4:00 p.m. and 6:00 p.m.) shall be Level of Service (LOS) “E” or better.

Data Collection

To conduct an assessment of existing operational conditions prevalent within the transportation impact study area, the following traffic data was obtained for all 16 study intersections:

- Two-hour PM peak period (4:00 p.m. to 6:00 p.m.) intersection Turning Movement Counts (TMC) were collected on Tuesday, July 11, 2023, including pedestrian, bicycle, and heavy vehicle volumes.
- 24-hour Tube counts recorded over three days (from Tuesday, July 11, 2023, to Thursday, July 13, 2023) by utilizing the existing marker located to the south of Northwest La Center Road/Northwest Timmen Road intersection. ADT Tube counts included vehicle classification, speeds, and volume in both travel directions.

A copy of raw TMC and Tube count data is included within Appendix D.

System Peak Hour Selection, Volume Balancing, and Volume Rounding

Subsequent analysis was conducted on two-hour peak period TMC data gathered for the 16 intersections to derive a single system peak hour. This is the peak single hour of the day that has shown the highest hourly volume throughput across the entire transportation impact study area. Based on this examination, 4:15 p.m. to 5:15 p.m. was utilized as the PM peak hour for existing conditions operations analysis.

TMC data at the 16 intersections were collected on the same day (July 11, 2023).

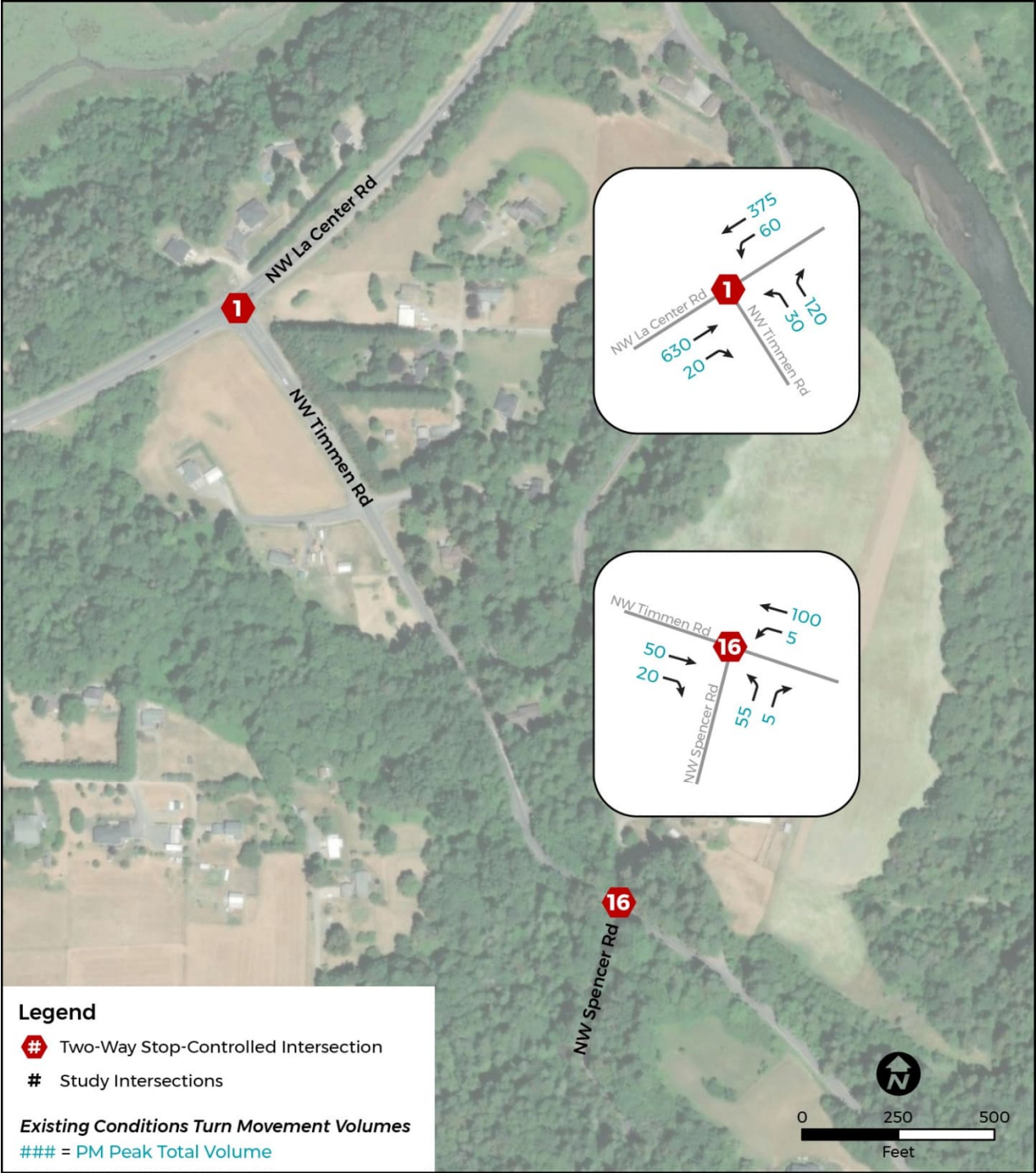
The peak hour volume for 2 intersections: NW Pacific Highway / NW 9th Avenue / NW 11th Court, and NW Pacific Highway / W Golden Eagle Avenue were estimated based on the recorded peak hour traffic along the NW Pacific Highway segment between NW 14th Avenue/Larsen Drive, and W D Avenue, and the ITE Trip Generation Manual, 11th Edition (Single-Family Detached Housing (210), Weekday PM peak hour of generator).

Further details on system peak hour selection, volume adjustments, and rounded count volumes are included within Appendix D.

An overview of existing conditions turn movement volumes (rounded) at study intersections is provided by Figure 9 to Figure 12.

¹ 2019 Transportation Capital Facilities Plan - <https://ci.lacenter.wa.us/city-departments/community-development/community-development-planning>

Figure 9. Existing Conditions Turn Movement Volumes (1 of 4)



Legend

- # Two-Way Stop-Controlled Intersection
- # Roundabout
- # Study Intersections

Existing Conditions Turn Movement Volumes
 ### = PM Peak Total Volume

Intersection 1: NW Pacific Hwy / W 5th St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 2: NW La Center Rd / W 3rd St. Volumes: 5, 5, 5, 5, 425, 5, 5, 5, 10, 755, 5.

Intersection 3: NW Pacific Hwy / W 4th St. Volumes: 35, 295, 30, 135, 550, 215.

Intersection 4: NW Pacific Hwy / W 5th St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 5: NW Pacific Hwy / W 4th St. Volumes: 35, 295, 30, 135, 550, 215.

Intersection 6: NW Pacific Hwy / W 3rd St. Volumes: 5, 5, 5, 5, 425, 5, 5, 5, 10, 755, 5.

Intersection 7: NW Pacific Hwy / W 2nd St. Volumes: 5, 5, 5, 5, 425, 5, 5, 5, 10, 755, 5.

Intersection 8: NW Pacific Hwy / W 1st St. Volumes: 5, 5, 5, 5, 425, 5, 5, 5, 10, 755, 5.

Intersection 9: NW La Center Rd / W 4th St. Volumes: 15, 70, 20, 240, 170, 415.

Intersection 10: NW La Center Rd / E 4th St. Volumes: 25, 25, 35, 395, 5, 230.

Intersection 11: NW La Center Rd / E 3rd St. Volumes: 25, 25, 35, 395, 5, 230.

Intersection 12: NW La Center Rd / E 2nd St. Volumes: 25, 25, 35, 395, 5, 230.

Intersection 13: NW La Center Rd / E 1st St. Volumes: 25, 25, 35, 395, 5, 230.

Intersection 14: NW La Center Rd / E 5th St. Volumes: 10, 20, 80, 160.

Intersection 15: NW La Center Rd / E 6th St. Volumes: 10, 20, 80, 160.

Intersection 16: NW La Center Rd / E 7th St. Volumes: 10, 20, 80, 160.

Map Labels: NW Pacific Hwy, NW La Center Rd, W 5th St, W 4th St, W 3rd St, W 2nd St, W 1st St, E 5th St, E 4th St, E 3rd St, E 2nd St, E 1st St, E 6th St, E 7th St, E 8th St, E 9th St, E 10th St, E 11th St, E 12th St, E 13th St, E 14th St, E 15th St, E 16th St, E 17th St, E 18th St, E 19th St, E 20th St, E 21st St, E 22nd St, E 23rd St, E 24th St, E 25th St, E 26th St, E 27th St, E 28th St, E 29th St, E 30th St, E 31st St, E 32nd St, E 33rd St, E 34th St, E 35th St, E 36th St, E 37th St, E 38th St, E 39th St, E 40th St, E 41st St, E 42nd St, E 43rd St, E 44th St, E 45th St, E 46th St, E 47th St, E 48th St, E 49th St, E 50th St, E 51st St, E 52nd St, E 53rd St, E 54th St, E 55th St, E 56th St, E 57th St, E 58th St, E 59th St, E 60th St, E 61st St, E 62nd St, E 63rd St, E 64th St, E 65th St, E 66th St, E 67th St, E 68th St, E 69th St, E 70th St, E 71st St, E 72nd St, E 73rd St, E 74th St, E 75th St, E 76th St, E 77th St, E 78th St, E 79th St, E 80th St, E 81st St, E 82nd St, E 83rd St, E 84th St, E 85th St, E 86th St, E 87th St, E 88th St, E 89th St, E 90th St, E 91st St, E 92nd St, E 93rd St, E 94th St, E 95th St, E 96th St, E 97th St, E 98th St, E 99th St, E 100th St.

Scale: 0, 250, 500 Feet.

North Arrow: N

Figure 11. Existing Conditions Turn Movement Volumes (3 of 4)

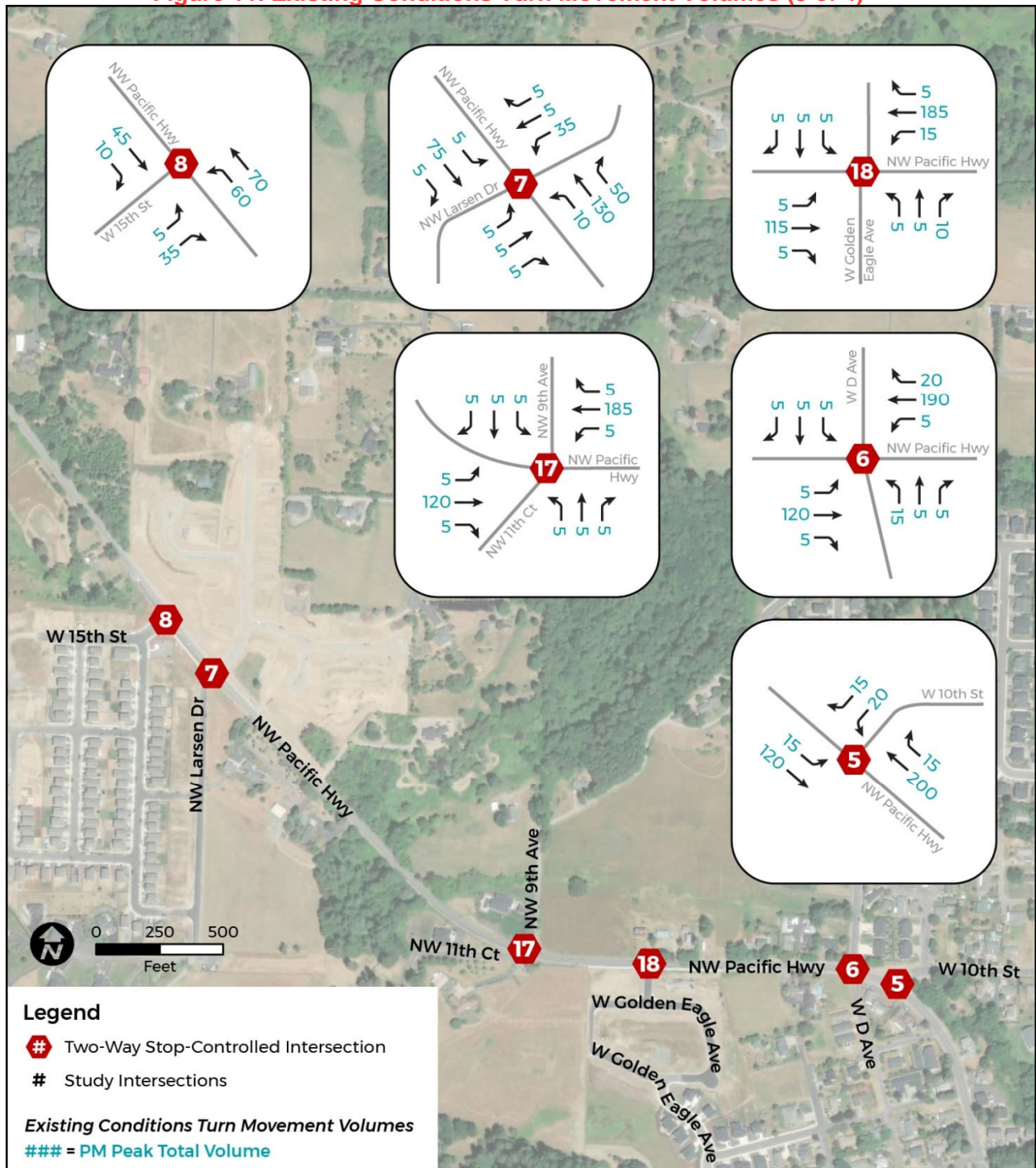
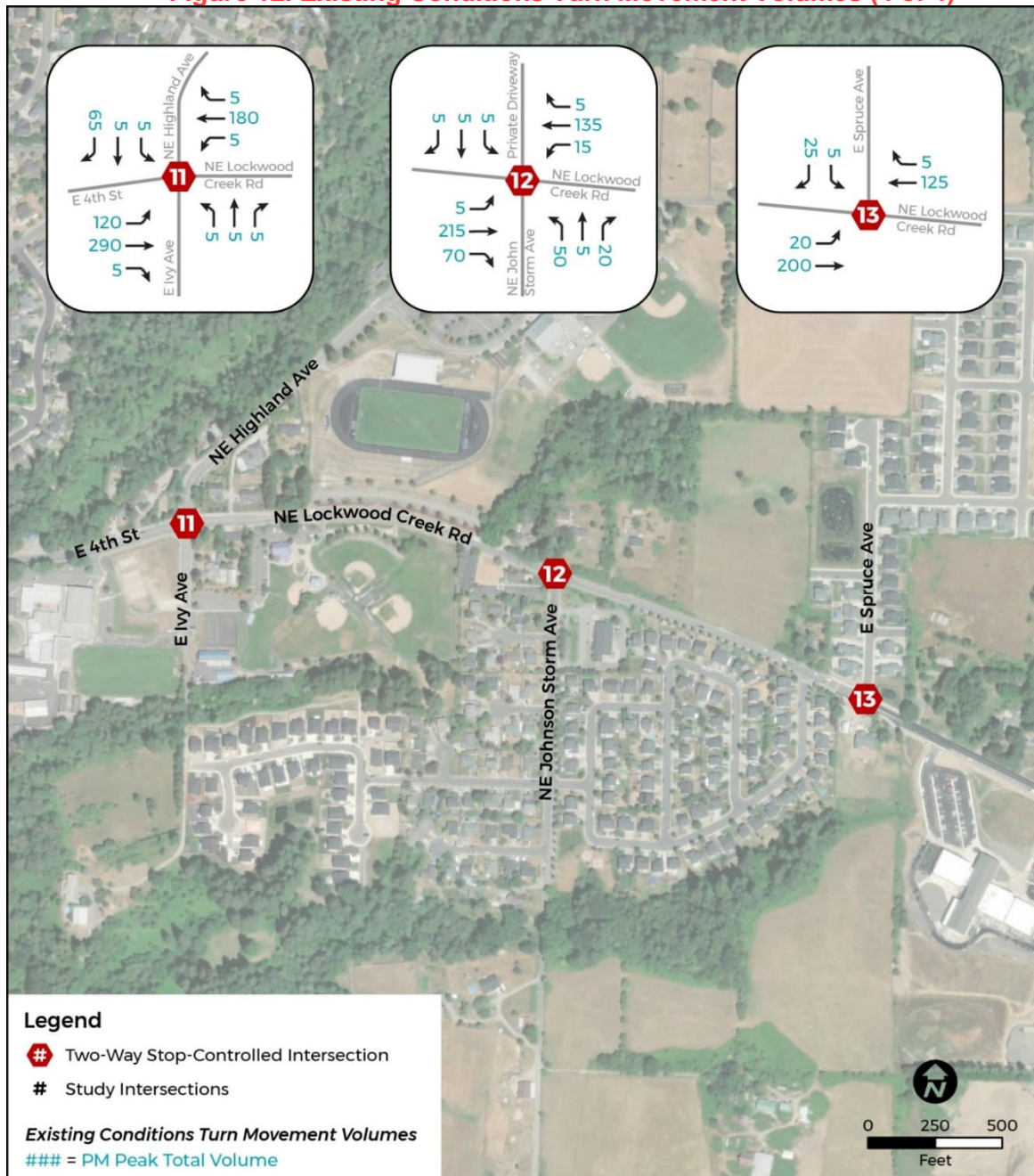


Figure 12. Existing Conditions Turn Movement Volumes (4 of 4)



Operations Analysis Tools, Performance Measures, and Scenarios

The weekday PM peak-hour existing conditions operations analysis for the study intersections was performed using Synchro 11 software, with results reflecting the Highway Capacity Manual Version 6 (HCM6) reporting methodology (TRB 2016). Synchro is an analysis software package developed by Trafficware that is widely used for evaluating intersection operational performance and supporting design decisions.

Additionally, PM Peak hour analysis at existing Northwest La Center Road/Northwest Pacific Highway/West Fourth Street roundabout was performed in SIDRA 9.1, which is a software widely utilized for evaluating standalone roundabouts.

A defined set of performance measures were used to assess operational performance of study area intersections on motor vehicle travel. Typical performance measures and outputs generated by Synchro include average vehicle delays, v/c ratios, and LOS.

Average vehicle delay represents the average wait times in seconds per vehicle, at intersection locations.

The v/c ratio is the degree of utilization of the capacity of a segment, an intersection, or an approach. In general, a lower v/c ratio indicates smooth operations and minimal delays. As the ratio approaches 1.0, congestion increases and hence the operational performance is reduced.

LOS is a performance measure or index, defined in the HCM6, that is commonly used in transportation studies to represent congestion levels for vehicles on arterials, rural highways, and intersections. LOS for intersections is based on average vehicle control delay (seconds per vehicle), with letter “grades” of A through F representing little to no delay through very high delays, respectively.

The “Existing 2023 PM Peak” scenario was analyzed within Synchro 11 to assess existing conditions operations at study intersections (Table 12).

Existing Conditions Operations Analysis Results

Table 12. Existing Conditions Operations Analysis Results – 2023 PM Peak Hour

No.	Intersection	Traffic Control	Mobility Standard	2023 PM Peak Hour		
				v/c	Delay (s/veh)	LOS
1	NW La Center Road / NW Timmen Road	Two-Way Stop-Controlled	LOS E	0.19	30	D
2	NW La Center Road / W 3rd Street	Two-Way Stop-Controlled	LOS E	0.10	24	C
3	NW La Center Road / NW Pacific Highway / W 4th Street (SIDRA 9.1)	Roundabout	LOS E	0.35	8	A
4	NW Pacific Highway / W 5th Street	Two-Way Stop-Controlled	LOS E	0.07	13	B
5	NW Pacific Highway / W 10th Street	Two-Way Stop-Controlled	LOS E	0.04	12	B
6	NW Pacific Highway / W D Avenue	Two-Way Stop-Controlled	LOS E	0.05	12	B
7	NW Pacific Highway / NW 14th Avenue / NW Larsen Drive	Two-Way Stop-Controlled	LOS E	0.07	11	B
8	NW Pacific Highway / W 15th Street	Two-Way Stop-Controlled	LOS E	0.05	9	A
9	W 4th Street / E 4th Street / Aspen Avenue	Two-Way Stop-Controlled	LOS E	0.08	26	D
10	E 4th Street / E Cedar Avenue	Two-Way Stop-Controlled	LOS E	0.11	14	B
11	E 4th Street / NE Lockwood Creek Rd / NE Highland Avenue	Two-Way Stop-Controlled	LOS E	0.02	21	C
12	NE Lockwood Creek Road / NE John Storm Avenue	Two-Way Stop-Controlled	LOS E	0.20	15	B
13	NE Lockwood Creek Road / E Spruce Avenue	Two-Way Stop-Controlled	LOS E	0.04	10	A
14	Aspen Avenue / E 5th Street	Two-Way Stop-Controlled	LOS E	0.04	11	B
15	Aspen Avenue / W 5th Street	Two-Way Stop-Controlled	LOS E	0.01	10	A
16	NW Timmen Road / NW Spencer Road	Two-Way Stop-Controlled	LOS E	0.11	11	B
17	NW Pacific Highway / NW 9th Avenue / NW 11th Court	Two-Way Stop-Controlled	LOS E	0.03	11	B
18	NW Pacific Highway / W Golden Eagle Avenue	Two-Way Stop-Controlled	LOS E	0.03	10	B

Source: v/c ratio, delay, and LOS results from Synchro 11 HCM6 reports for all intersections.

Notes: Minor street worst movement results are reported for all unsignalized two-way stop controlled intersections.

Worst movement results among all approaches are reported for the roundabout modeled within SIDRA 9.1 software.

v/c = volume-to-capacity; s/veh = seconds per vehicle; LOS = level of service

Overall existing conditions operations analysis suggests all 16 study intersections currently comply with expected mobility standards applicable to the transportation impact study area. Full Synchro 11 HCM6 reports for each study intersection and SIDRA 9.1 reports for the roundabout are included in Appendix D.

2.4 NATURAL RESOURCES

Critical areas are ecologically sensitive and hazardous areas that the State and City have identified for certain development restrictions in order to protect their functions and values, while allowing for reasonable use of property. The LCMC identifies five types of critical areas: wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas (landslide hazard areas, erosion hazard areas, and seismic hazard areas), critical aquifer recharge areas (CARAs), and frequently flooded areas.

Several digital databases and online mapping tools were reviewed to identify mapped critical areas in the two subareas. These resources include the National Wetland Inventory (NWI), Clark County MapsOnline, the Department of Natural Resources (DNR) Forest Practices Application and Review System, and the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species list (PHS on the Web) and SalmonScape.

Based on a review of these resources, four of the five critical areas are present within the two subareas. Table 13 details the acreage of each of the critical areas within each subarea and includes a total area in each subarea. Due to overlap of several critical areas, the total value is not additive of all of the critical areas.

Table 13. Critical Areas

Critical Area	Timmen Landing (acres)	Downtown (acres)
Wetlands	7.6	5.8
Frequently Flooded Areas	6.3	18.2
FWHCA	35.8	53.4
Geologically Hazardous Areas	89.7	44.1
CARAs	0.00	0.00
Total	93.4 (61%)	63.9 (62%)

Note: Due to overlap of several critical areas, the total value is not additive of all of the critical areas.

Maps of critical areas within the subareas are provided in Appendix E. A detailed critical areas report was not prepared as part of this existing conditions analysis; however, the amount of critical areas contained within the subareas will affect future development, and the extent of critical areas should be considered as a concept plan for the subareas is developed. Furthermore, future development on specific properties will require the preparation of a critical areas report and compliance with critical areas regulations found in LCMC 18.300.090, Critical Areas, to ensure no net loss of functions and values of critical areas. Typically, the bulk of a critical area is preserved, rather than impacted by any proposed site development.

2.4.1 Wetlands

Mapped wetlands are shown in Appendix E. Wetlands are defined as those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (LCMC 18.300.030(84)). Wetlands constitute important natural resources that provide significant environmental functions. They help flood waters, maintain summer stream flows, filter pollutants, recharge ground water, and provide significant habitat for fish and wildlife. Wetlands are regulated under LCMC 18.300.090(5).

Future development may require a formal wetland delineation determination to determine functions and appropriate wetland buffer widths during future permitting processes. If wetlands or wetland buffers are determined to be present, a critical areas report prepared by a professional ecologist or biologist would likely be required. The report would document how the development would achieve no net loss of wetland or buffer functions.

Timmen Landing

NWI identifies a few wetlands adjacent to the East Fork Lewis River in the Timmen Landing subarea. The mapped wetlands include freshwater emergent wetlands and freshwater forested/shrub wetlands. MapsOnline also identifies modeled wetlands along Pollock Road and Northwest Spencer Road.

Downtown

NWI identifies a few wetlands adjacent to the East Fork Lewis River, and one small wetland in the northeast corner of E Avenue and 5th Street in the Downtown subarea. The mapped wetlands include freshwater emergent wetlands. MapsOnline is consistent with NWI.

2.4.2 Frequently Flooded Areas

Mapped frequently flooded areas are shown in Appendix E. Frequently flooded areas are those areas of special flood hazard identified in flood insurance studies and accompanying flood insurance rate maps produced by the Federal Insurance Administration. Frequently flooded areas are regulated under LCMC 18.300.090(3). Development within the floodway or 100-year floodplain, which are defined as “special flood hazard areas” by the Federal Emergency Management Agency (FEMA), will require compliance with LCMC 18.300.090(3), Frequently Flooded Areas, and would likely require a floodplain permit.

Timmen Landing

According to FEMA FIRM panel number 53011C0206D, the area of the Timmen Landing subarea adjacent to the East Fork Lewis River is within the 100-year floodplain and susceptible to flooding.

Downtown

According to FEMA FIRM panel number 53011C0206D, the area of the Downtown subarea adjacent to the East Fork Lewis River is within the 100-year floodplain and susceptible to flooding.

Frequently flooded areas are also mapped by FEMA in the southeastern portion of the subarea, adjacent to Breeze Creek, with the largest pocket occurring on vacant land owned by the City associated with Sternwheeler Park and land owned by Clark County associated with the La Center Bottoms Greenway.

2.4.3 Fish and Wildlife Habitat Conservation Areas

Mapped fish and wildlife habitat conservation areas are shown in Appendix E. Fish and wildlife habitat conservation areas are defined in LCMC 18.300.090(2), and include the following categories:

- Riparian areas
- Endangered or threatened areas

- Local habitat areas
- Priority habitat and species areas
- Naturally occurring ponds under 20 acres
- Waters of the state.
- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity.
- State natural areas preserves, natural resource conservation areas, and state wildlife areas.
- Buffers

Timmen Landing

Aquatic and Riparian Habitat

The subarea includes aquatic habitats (waters of the state, wetlands, and streams) and their associated riparian habitat, as well as areas associated with threatened or endangered species, state priority habitat, and areas associated with state priority species (e.g., salmon and steelhead in the East Fork Lewis River).

The primary aquatic area is the East Fork Lewis River, a Type S (shoreline of the state) stream (as designated by DNR) that runs adjacent to the subarea, and the associated riparian habitat. PHS on the Web also identifies the East Fork Lewis River Riparian Corridor, a high-quality habitat with a multi-layered canopy, and the East Fork Lewis Wintering Waterfowl Area, an area known to support breeding and wintering waterfowl. There is also an unnamed stream mapped along the east side of Pollock Road that connects to the East Fork Lewis River. This stream is identified as a non-fish-bearing Type N stream adjacent to Pollock Road and a perennial Type F (fish-bearing) stream closer to the East Fork Lewis River.

Per the critical areas ordinance, Type S streams require a 250-foot riparian habitat buffer, Type F streams require a 200 foot riparian habitat buffer, and Type N are protected by either a 150-foot or 75-foot riparian habitat buffer depending on the stream flow (i.e., either perennial or seasonal). Stream conditions will need to be verified on site during future permitting processes, and critical areas reports may be required to demonstrate no net loss of functions.

The City is currently working on an update to its critical areas ordinance that would likely change the width of riparian habitat areas based on best available science from the Washington State Department of Fish and Wildlife issued in 2020. While the riparian widths are unknown, the code update is expected to have the most significant effect for Type N (non-fish-bearing) streams with buffer widths increasing to as much as 250 feet for these stream types. If adopted, this code update could have significant impacts for development potential adjacent to these streams.

Terrestrial Habitat

A small portion of the subarea, near the northern terminus of Pollock Road, is mapped as oak woodland habitat. According to the WDFW, the oak woodland habitat would need to be field verified to determine the exact extents.

Additionally, the entire township is mapped as having occurrences of the little brown bat (*Myotis lucifugus*) and Yuma myotis (*Myotis yumanensis*). Both bat species are classified as protected wildlife and cannot be hunted, trapped, or killed (WAC 232-12 011). These species are

considered habitat generalists that use a broad range of ecosystems, including buildings and structures for roosting. Development best management practices may need to be implemented to minimize impacts to known roosting and/or hibernating habitats.

Downtown

Aquatic and Riparian Habitat

The subarea includes aquatic habitats (waters of the state, wetlands, and streams) and their associated riparian habitat, as well as areas associated with threatened or endangered species, state priority habitat and areas associated with state priority species (e.g., salmon and steelhead in the East Fork Lewis River).

The primary aquatic area is the East Fork Lewis River, a Type S stream that runs adjacent to the subarea, and the associated riparian habitat. PHS on the Web also identifies the East Fork Lewis River Riparian Corridor, a high-quality habitat with a multi-layered canopy, and the East Fork Lewis Wintering Waterfowl Area, an area known to support breeding and wintering waterfowl. Breeze Creek, a Type F stream is located in the southeast portion of the subarea and connects to the East Fork Lewis River.

Per the critical areas ordinance, Type S streams require a 250-foot riparian habitat buffer, Type F streams require a 200 foot riparian habitat buffer. Stream conditions will need to be verified on site during future permitting processes, and critical areas reports may be required to demonstrate no net loss of functions.

Terrestrial Habitat

Several small, wooded portions of the subarea are mapped as oak woodland habitat. According to the WDFW, the oak woodland habitat would need to be field verified to determine the exact extents.

As noted above, the entire township is mapped as having occurrences of the little brown bat and Yuma myotis. Both bat species are classified as protected wildlife and cannot be hunted, trapped, or killed (WAC 232-12 011). These species are considered habitat generalists that use a broad range of ecosystems, including buildings and structures for roosting. Development best management practices may need to be implemented to minimize impacts to known roosting and/or hibernating habitats.

2.4.4 Geologically Hazardous Areas

Mapped geologically hazardous areas are shown in Appendix E. Geologically hazardous areas are regulated under LCMC 18.300.090(4) and are divided into three main categories:

- Erosion hazard areas – areas that contain soils that, according to the U.S. Department of Agriculture Soil Conservation Service soil classification system, may experience severe to very severe erosion.
- Landslide hazard areas – areas potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors.
- Seismic hazard areas – areas subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, or soil liquefaction.

Future development within any identified geologic hazard areas may require critical areas reports prepared by a registered geotechnical engineer or registered geologist. The reports would include an evaluation of the impacts of the geologic hazard area(s) on the proposed development, and recommendations for mitigation measures to protect human health and safety.

Timmen Landing

Landslide Hazard Areas

Landslide hazard areas mapped within the subarea include areas of potential instability; there are no areas of historic or active landslides within the subarea. The mapped areas of instability are associated with slopes greater than 15 percent and are located along the eastern portion of the subarea and diagonally through the middle in a northwest to southeast direction.

Erosion Hazard Areas

Severe erosion hazard areas are mapped throughout most of the subarea and are based on U.S. Department of Agriculture Natural Resources Conservation Service Soil Survey data. Any development within the mapped areas will be required to minimize modifications of topography and vegetation in order to preserve the long-term stability of sensitive slopes, reduce erosion potential and stormwater runoff, and preserve related ecological values.

Seismic Hazard Areas

DNR maps a seismogenic fault beneath the East Fork Lewis River and the areas associated with the river are rated the highest relative hazard on the National Earthquake Hazards Reduction Program (NEHRP) scale (site class E and D-E). However, most of the subarea is rated low on the NEHRP scale (site classes C) with small areas of moderate (site class D), and most of the subarea is rated low for liquefaction susceptibility.

Downtown

Landslide Hazard Areas

Landslide hazard areas mapped within the subarea include areas of potential instability and areas of older landslide debris, no areas of historic or active landslides are located within the subarea. The mapped areas of instability are associated with slopes greater than 15 percent and are located near Aspen Avenue and E Avenue near Fourth Street. Additionally, the areas of older landslide debris are mapped near the southern terminus of Golden Eagle Avenue and in Sternwheeler Park, west of Breeze Creek.

Erosion Hazard Areas

Severe erosion hazard areas are mapped throughout most of the subarea and are based on U.S. Department of Agriculture Natural Resources Conservation Soil Survey data. Any development within the mapped areas will be required to minimize modifications of topography and vegetation in order to preserve the long-term stability of sensitive slopes, reduce erosion potential and stormwater runoff, and preserve related ecological values.

Seismic Hazard Areas

DNR maps a seismogenic fault beneath the East Fork Lewis River and the areas associated with the river are rated the highest relative hazard on the NEHRP scale (site class E and D-E).

However, most of the subarea is rated low on the NEHRP scale (site classes C), and most of the subarea is rated low for liquefaction susceptibility (Figure 2.4-6).

2.4.5 Critical Aquifer Recharge Areas

Mapped CARAs are shown in Appendix E. CARAs are regulated as a critical area under LCMC 18.300.090(1) because of the exceptional susceptibility and/or vulnerability of ground waters underlying aquifer recharge areas to contamination and the importance of such ground waters as sources of public water supply. CARA include areas with a critical recharging effect on an aquifer used for potable water and where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water. The LCMC only regulates Category I CARAs, which include lands within the 10-year zone of contribution around wellheads.

Prohibited uses under the code include:

- Landfills
- Class V injection wells
- Radioactive disposal sites
- Surface mining operations

Future development activities may require hydrogeological assessments and would be required to demonstrate compliance with the City's critical areas ordinance, as well as WAC 173-218 and other applicable state and federal regulations.

Timmen Landing

No portion of the subarea is within a Category I CARA. A small Category I CARA is located near the subarea, south of Northwest Spencer Road. It is not anticipated that any land uses that constitute a high risk to aquifers would be proposed (e.g., chemical treatment storage) based on current and anticipated uses.

Downtown

No portion of the subarea is within a Category I CARA. A small Category I CARA is located north of downtown, near Northeast North Fork Avenue, and another small Category I CARA is located northwest of downtown, near Northwest Bolen Street and Northwest Pacific Highway. It is not anticipated that any land uses that constitute a high risk to aquifers would be proposed (e.g., chemical treatment storage).

2.5 CULTURAL RESOURCES

This section summarizes information regarding existing conditions and professional recommendations for archaeological and historic resources (see Appendix F). Future development in the two subareas will likely be subject to compliance review for cultural resources under the LCMC and other laws and regulations that may be applicable, as follows.

- Under the LCMC (Chapter 18.360), the City provides procedures and standards for identifying, documenting, and preserving cultural resources that include archaeological and historic resources.
- If future development projects within the subareas involve federal funding or federal permitting, those developments may be subject to review for cultural resources under Section 106 of the National Historic Preservation Act. Federally funded transportation projects are also subject to review under Section 4(f) of the U.S. Department of Transportation Act.
- If future development projects within the subareas involve state capital funding, those developments may be subject to review for cultural resources under Governor’s Executive Order 21-02.
- Washington state laws regarding archaeological sites and permitting through the Washington State Department of Archaeology and Historic Preservation (DAHP) (Chapter 27.53 Revised Code of Washington (RCW)) may be applicable for locations where archaeological sites are identified. Washington state laws also protect Native American graves and records (Chapter 27.44 RCW) and abandoned and historic cemeteries and historic graves (Chapter 68.60 RCW).

This section summarizes the results of background research and field reconnaissance to review existing conditions and identify documented and potential cultural resources within the two subareas. Recommendations are provided for additional cultural resource investigations that may be needed prior to development in the subareas.

2.5.1 Archaeological Resources

The two subareas are located on and within the ancestral lands of Native Americans who have lived in this area since time immemorial. Pre-contact (Native American) archaeological sites are common in the La Center area near the East Fork Lewis River as it approaches its confluence with the mainstem Lewis River and the Columbia River approximately 0.8 kilometer (0.5 mile) to the west. Historic-period archaeological sites are also common, particularly along transportation corridors and historically developed areas.

Timmen Landing

The Timmen Landing subarea encompasses terrace and hillside landforms that slope down to the northeast toward the bottomlands along the East Fork Lewis River. Washington’s statewide archaeological predictive model (available on WISAARD) indicates that most of the Timmen Landing subarea falls within the category labeled “Archaeological Survey Highly Advised: Very High Risk” for archaeological resources. The northwestern portion of the Timmen Landing subarea, where the terrain is steeper in the vicinity of Northwest La Center Road and Northwest 319th Street, falls within categories labeled “Survey Recommended: Moderate Risk” to “Survey Contingent Upon Project Parameters: Low Risk” for archaeological resources.

Most of the Timmen Landing subarea has not been previously studied for archaeological resources. The few archaeological studies previously completed in the subarea consist mainly of limited survey or predetermination-level investigations done for installation of buried utilities that include a fiber optic line (Cooper 2001), water lines (Cowan and Tisdale 2016; Freed 2011; Taber and Roulette 2022), and a natural gas meter station (Lorain and Trost 2021). No archaeological resources were identified as a result of these previous investigations, which were all located on or near major roads in the subarea.

There is one recorded archaeological site within the Timmen Landing subarea. The site consists of pre-contact lithic artifacts and historic-period artifacts identified on a terrace landform adjacent to the East Fork Lewis River. Also within the Timmen Landing subarea is John Pollock's Grave located at 32324 Northwest Pollock Road (Figure 13). The site is listed in the Washington Heritage Register, but it has not been evaluated for eligibility to be listed in the National Register of Historic Places (NRHP) (Woolridge n.d.). The site includes a modern vinyl fence, assumed to enclose the location of John Pollock's remains, and a granite marker. The fence and marker were installed in 2009 (Woolridge n.d.). Pollock was reportedly buried at this location in 1868.

Figure 13. John Pollock's Grave



At the northern end of the subarea, timber pilings are visible in the water along both banks of the East Fork Lewis River (Figure 14). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and Downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Several steamboats are known to have sunk in this vicinity (La Center Historical Museum 2023).

Figure 14. Timber Pilings Along Both Banks of the East Fork Lewis River



Downtown

The Downtown subarea encompasses terrace and hillside landforms that slope down to the south toward the bottomlands along the East Fork Lewis River. Brezee Creek and an unnamed drainage flow southward through the subarea toward their confluence with the East Fork Lewis River. Washington’s statewide archaeological predictive model indicates that most of the Downtown subarea falls within the category labeled “Archaeological Survey Highly Advised: Very High Risk” for archaeological resources. Steeper terrain in the vicinity of Brezee Creek falls within categories labeled “Survey Highly Advised: High Risk” to “Survey Recommended: Moderate Risk” for archaeological resources.

Most of the Downtown subarea has not been previously studied for archaeological resources. Previously completed studies that overlap the subarea consist of survey-level or predetermination-level investigations in support of floodplain restoration and habitat mitigation projects along the East Fork Lewis River (Gall and Smith 2011; Solimano et al. 2015), construction of a roundabout on Fourth Street (Mastrangelo and Holschuh 2014), upgrades to the City’s wastewater treatment plant (Freed 2007), installation of a fiber optic line along Northwest La Center Road (Cooper 2001), widening of East Fourth Street and replacing a culvert on Brezee Creek (Williams-Larson et al. 2020), construction of the Kays Subdivision (Easton 2007), installation of a stormwater outfall from the Kays Subdivision to the East Fork Lewis River (Holschuh 2015), a four-plex housing project on Parcel 63663620000 (Cogley and Gall 2021), and an archaeological predetermination for what is now Sternwheeler Park (Mills 2002a).

Though no pre-contact archaeological sites have been recorded within the subarea, there are three pre-contact archaeological sites and one isolated artifact that have been identified and recorded within about 220 meters (725 feet) of the subarea. An isolated flaked cobble is recorded to the north of the subarea. Two sites are to the east of the subarea near the course of Brezee

Creek, and one site is southeast of the subarea on the southeast side of the East Fork Lewis River Levee.

There is one recorded historic-period archaeological site within the Downtown subarea (Mills 2002a, 2002b). As it was recorded, the site consisted of a scatter of historic-period artifacts and architectural debris, including fragments of brick, glass, ceramics, bone, metal, and concrete. Temporally diagnostic artifacts indicated that the items were manufactured between circa 1890 and 1930, and the deposit was interpreted to be the remnants of two buildings that were destroyed by fire in the 1930s and subsequently pushed over the edge of the terrace (Mills 2002b). The boundary of the site has not been delineated, and the site has not been evaluated for NRHP eligibility.

Timber piles are visible along both banks of the East Fork Lewis River, which forms the southern and western boundary of the Downtown subarea (Photo 2). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Other historic-period archaeological sites are likely present in the historically developed parts of La Center.

2.5.2 Historic Resources

Timmen Landing

Reconnaissance of the Timmen Landing area indicates there is a section of the former Pacific Highway that was paved in 1921 and now operates as Northwest Pollock Road (Fortin and Smits 2016). Historic-period bollards, gutters, and curbing were observed in the area between Northwest Pollock Road's intersection with Northwest Fourth Court to the road's terminus at the John Pollock Water Trail Park to the northeast (Figure 15). This section of the former highway is likely to meet minimum eligibility requirements for listing in the NRHP.

The Timmen Landing area is characterized by semi-rural residential development. Most buildings within the area appear to have been constructed within the last 50 years and are set back from adjacent roadways. Private drives limited the extent to which the Timmen Landing area could be observed for the presence of historic resources with potential to be eligible for listing in the NRHP. It is unlikely that a historic district is present in this subarea, unless the section of the Pacific Highway along Northwest Pollock Road is found to be part of an overarching linear historic district relating to the Pacific Highway.

Figure 15. Former Pacific Highway (Northwest Pollock Road) Approaching the John Pollock Water Trail Park



Downtown

Within the Downtown subarea, there are three historic buildings and one structure that have been previously documented:

- In 1994, Giovanni's Pizza Granita & Espresso was documented as having been constructed circa 1925 at 320 Northwest Pacific Highway (Garris 1994a). At the time of documentation, the building was noted as having poor integrity. The building has since been modified and is unlikely to have the aspects of integrity required to support eligibility for listing in the NRHP (Figure 16).
- The building at 318 Pacific Highway Northwest was constructed circa 1915 and was documented in 1994 as having moderate integrity (Garris 1994b). The building has since been extensively altered and is unlikely to be eligible for listing in the NRHP (Figure 16).
- The East Fork Lewis River Levee is located south of Sternwheeler Park and east of the East Fork Lewis River. Constructed circa 1941, the levee was determined to be not eligible for listing in the NRHP by the Bonneville Power Administration in 2015 (Goodwin 2015).
- The La Center Grange at 328 West Fifth Street was previously documented in 1978, at which time it was theorized as having been constructed as early as 1875 (Pundt 1978). However, local students later reported that the building was constructed in 1900 (Davis et al. 2000). The building is currently unevaluated, but likely to meet minimum eligibility requirements for listing in the NRHP due to its adequate historical integrity and association with the social history of La Center near the turn of the twentieth century.

Figure 16. Buildings at 318 (left) and 320 (right) Northwest Pacific Highway



Reconnaissance of the Downtown subarea revealed a mixture of historic-period residences and commercial buildings with civic buildings, parks, recreation facilities, and residences constructed within the last 50 years. Due to the mixture of building uses and dates of construction, the potential for a historic district to be present in Downtown and meet minimum eligibility requirements for listing in the NRHP is limited. However, there are two clusters of historic-period buildings that likely merit further investigation of potential eligibility for listing in the NRHP, both individually and collectively:

- Five commercial buildings along East Fourth Street (103-127) are clustered between Aspen Avenue to the west and East Birch Avenue to the east (Figure 17). The buildings appear to date to the early to mid-twentieth century.
- Four houses along Aspen Avenue (530-630) are clustered on the west side of the street between East Fifth Street to the south and East 7th Street to the north (Figure 18). Three of the four appear to have been constructed near the turn of the twentieth century, with the fourth house appearing to have been constructed circa 1940.

Figure 17. Cluster of Historic Commercial Buildings Along East Fourth Street



Figure 18. Cluster of Historic-Period Residences on Aspen Avenue.



Individual buildings were also identified as having potential to be eligible for listing in the NRHP under Criterion C, as they exhibit distinctive characteristics of their type and period of construction and appear to retain adequate historical integrity. Additional research would be needed to discern potential associations with significant events (Criterion A) or people (Criterion B) of the past, in addition to assessing potential for each building to be a principal source of important information about the past (Criterion D).

- A house at 420 East Birch Avenue appears to have been constructed circa 1900.
- A bank building at 214 East Fourth Street appears to have been constructed circa 1976.

- A house at 510 West Fifth Street that was constructed circa 1944.
- The Barnhart farm at 555 West Fifth Street. Clark county record document the house as having been constructed circa 1912. The property owner indicated that the house may have been constructed several decades earlier than that in the late nineteenth century. A barn and shed were added circa 1924.
- A small building, likely a residence at 105 West Sixth Street, that was constructed circa 1920.

2.6 PUBLIC INFRASTRUCTURE AND PUBLIC SERVICES

2.6.1 Water

Water service in the city is owned and operated by Clark Public Utilities (CPU). The current adopted water plan for the area is the 2011 Clark County Coordinated Water System Plan Update (Clark County 2011). A 2022 water system plan is currently under review by Clark County, but as of August 2023 it has not been published or adopted.

The existing water system is hydraulically connected to the CPU water network, which extends throughout much of the surrounding rural areas in Clark County. Based on the city's comprehensive plan, the source for the full system is approximately 32 production wells and the storage capacity for the La Center system is provided by a reservoir in the northern portion of the city. The CPU La Center water system consists of two 500,000-gallon reservoirs, one booster pump, and a pumping station. The city is currently served by a backbone of a 12-inch diameter water transmission main located at Northeast North Fork Ave. The City will need to continue to develop its source supply and treatment and storage capacities to accommodate long-term growth. The local transmission and distribution system can be extended from the existing City's backbone (the 12-inch water transmission main) and transmission system. Figure 19 shows the water network within the Downtown and Timmen Landing subareas.

Timmen Landing

Water is transmitted through Northeast La Center Road in the Timmen Landing subarea using a combination of 24-inch, 8-inch, and 6-inch water mains. This water system is managed by CPU.

Downtown

The eastern Downtown subarea's water system is comprehensive and well-established, covering most streets with 6-inch, 8-inch, and 12-inch water pipes. Per a phone discussion with CPU staff, the system adequately meets the current water demand, serving both residential and commercial areas effectively (B. Lovingood, personal communication, August 2, 2023). Regular maintenance and future upgrades may be necessary to ensure its long-term sustainability as the urban population and water needs evolve. Growth to the west of the core downtown area toward the river will require the extension of grided 8" water mains west in 2nd through 7th streets and south of Golden Eagle to West 2nd Street in West D, E, F and G Avenues.

The City of La Center maintains and operates the sewer system including approximately 5 miles of sanitary sewer collection lines and mains within the city limits. Per the City's General Sewer Plan (City of La Center, 2013), the sewer system consists of a network of gravity sewers along with a few pump stations. The plan also stated that the existing sewage collection system is generally adequate to meet the current condition but required portion of the pipes to be upsized to accommodate the anticipated 20-year flow condition. The latest general sewer plan is under development and will have further information regarding the current state of the sanitary sewer system once it is available. Figure 20 shows the sewer network within the Downtown and Timmen Landing subareas.

Timmen Landing and Downtown Subarea Plans Existing Conditions and Key Considerations

measures sewer waste capacity in terms of equivalent residential units (ERUs). One ERU is equal to approximately 300 gallons of waste per day. In 1994, CPU provided service to approximately 240 ERUs (0.072 million gallons per day [MGD]). In 2011, the total annual average daily flow was estimated at 0.30 MGD along with a total peak daily flow of 0.62 MGD. In 2016, capacity was 5,558 ERUs (1.7 MGD). The present capacity at the wastewater treatment facility has been expanded by the City to approximately 10,000 ERUs (3 MGD) per City of La Center's Wastewater Department's website (City of La Center n.d.). Per the General Sewer Plan (2013), the projected ERUs in 2023 is 10,282. Therefore, the wastewater treatment facility is likely to be adequate to accommodate current demand.

Timmen Landing

The Timmen Landing subarea is served by septic tanks. No sanitary sewer infrastructure is present in this subarea. In September 2018, the City adopted a latecomer agreement with the Cowlitz Indian Tribe to recover their cost to construct a sewer pump station and a sewer trunk line from the wastewater treatment plant up La Center Road to the I-5 Junction. The latecomer agreement will require the property owners to pay the fee when they develop their property and connect the city's sewer system. The cost of connecting to the sewer system within Timmen Landing subarea is between \$972.31 and \$4616.48 per ERU depending on the location of the development (City of La Center, 2018).

Downtown

The sanitary sewer system serves most of the downtown subarea except certain properties on the western side. These areas include certain properties adjacent to East Fork Lewis River and Sternwheeler Park located just west of Brezee Creek.

Most of this collection system consists of 8-inch diameter pipes with a short section consisting of 6-inch diameter pipes. On the west side of downtown, smaller pipes flow into larger 18" PVC trunk mains in 5th Avea and NW Pacific Hwy.

The collection system utilizes four sewage pumps. Most of the lines leverage gravity sewers to convey untreated wastewater to the wastewater treatment facility located on the north bank of the East Fork Lewis River. The four sewage pump stations that serve the sewer system include one located within the wastewater treatment plant (total capacity of 2.7 MGD), one located between Fourth Street and Stonecreek Drive (total capacity of 0.29 MGD), one located at McCormick Creek, and one located between Northeast John Storm Avenue and East First Circle (total capacity of 0.29 MGD).

The wastewater treatment plant is located at 101 Aspen Avenue. After conveyance to the treatment facility, influent wastewater undergoes biological treatment via advanced Membrane Bioreactor technology. The final discharge of disinfected secondary effluent is transported via a 10-inch outfall and multiport diffuser into the East Fork Lewis River.

The City of La Center recently expanded the Water Reclamation Facility to meet future growth demands. With new development, new piping will be needed to serve the areas of new growth.

2.6.3 Stormwater

According to the comprehensive plan, East Fork Lewis River and its tributaries, such as Brezee Creek and other unnamed streams, form the primary drainage system in the vicinity of the subareas. The river flows west to the Lewis River and Columbia River. Rivers and other surface waters convey storm water away from the land. Figure 20 shows the stormwater network within the Downtown and Timmen Landing subareas.

The East Fork Lewis River and its tributaries are listed on the 303(d) list of impaired water bodies for high in-stream temperatures and fecal coliform bacteria problems. It is anticipated that future development will include stormwater detention/retention basins sized appropriately to handle stormwater runoff in a way that minimizes impacts to the established wastewater system and local streams, rivers, wetlands, and lakes. The State of Washington Department of Ecology prepared the East Fork Lewis River Alternative Restoration Plan to expedite the voluntary implementation of best management practices to improve water quality in the East Fork Lewis River (Ecology 2021). Therefore, stormwater treatment within the subareas will need to provide enhanced water quality treatment and may potentially be subject to future total maximum daily loads.

Timmen Landing

Within the Timmen Landing subarea, there are various cross-culverts along Northwest Timmen Road, Pollock Road, and Northwest Spencer Road to provide roadside drainage between various local roads and driveways. The sizes of these culverts are unknown.

Downtown

Storm drain information is not available within most of the Downtown and Timmen Landing subareas per the Clark County GIS website. However, there is a network of storm piping thru downtown that flows to a drainage ditch behind the WWTP, and then to Brezee Creek thru drainage ditches.

The areas immediately north and south of the Northwest La Center Road bridge over the East Fork Lewis River have a few 10-inch, 12-inch, and bioswale drainage features that likely outfall into the East Fork Lewis River. The area west of downtown includes a 30" HDPE pipe from West Golden Eagle Avenue that outfalls to the East Fork Lewis River.

In addition, as part of the Critical Areas Mitigation Plan for the Brezee Creek Culvert Replacement/Fourth Street Widening Project (PBS Engineering and Environmental 2021), the East Fourth Street culvert (48-inch corrugated metal pipe) and the Mill Pond dam culvert (30-inches in diameter) will be removed as identified fish passage barriers per the WDFW.

Figure 20. Sewer and Storm Drain Network Map



2.6.4 Parks and Recreation

The existing parks system comprises 31.7 acres of parks and special use areas (city-wide), in addition to two short trail corridors. The City is in the process of updating their 2017 Parks, Recreation and Open Space (PROS) plan, with adoption anticipated in June 2024. The current plan includes goals, objectives, and a vision for parks and recreation services in the city. Goals include ensuring that adequate land is acquired to meet existing and future recreational needs.

The PROS plan classifies the following types of parks within the city: Community Parks, Neighborhood Parks, Family Parks, Trails, Urban Open Space, and View Areas. All parks are maintained by the City.

Community Parks: These parks are planned and designed to provide structured recreation opportunities. Service areas are typically a 3-mile radius and sizes range from 10 to 15 acres. Holley Park is a 11.14-acre community park located on the south side of Fourth Street and Lockwood Road and serves as a meeting place for community events and activities. Sternwheeler Park is another 7.44-acre community park located on the Bottoms between Fourth Street and the East Fork of the Lewis River. This park includes both natural and developed areas.

Neighborhood Parks: Typical sizes for these parks range from 2 to 5 acres, and their focus is on adjacent residences within 0.5 mile and are typically used for non-supervised and non-organized recreation activities. Heritage Park is a 2.05-acre park including park facilities such as play structures, swings, walking path, restrooms, and picnic tables. Elmer Soehl Park is a smaller 0.21-acre park with similar park facilities. Riverside Park is a new public park of approximately 5 acres, with a wetland area and an improved area including a small parking lot, play structure, basketball court, and sports field.

Family Parks: Family Parks are similar to Neighborhood Parks, but they tend to be developed and maintained by the local homeowners associations in medium-density residential subdivisions. There is one private family park in the Lockwood Creek subdivision; there are no additional private or publicly owned family parks in La Center.

Urban Open Space: Open space provides a visual and psychological relief from urbanized areas and built environment. Open space corridors in the La Center UGA include the following:

- McCormick Creek drainage way
- East Fork of the Lewis River
- Brezee Creek corridor
- Legacy Lands
- Heritage Trail open space and wetlands

The primary open space corridors within or adjacent to Timmen Landing and Downtown include the McCormick Creek drainage way, the East Fork of the Lewis River, Brezee Creek, and Legacy Lands.

Trails: Similar to sidewalks and streets, trails help tie a community together. There are four trails within the City of La Center totaling 2.26 miles. These include the Sternwheeler Trail, Heritage Park Trail and Extension, and the Brezee Creek Trail.

Regional Resources Proximate to La Center: Additional facilities are located within the vicinity of the La Center Planning Area and provide regional recreational opportunities for residents. These facilities include the following:

- La Center Bottoms
- Paradise Point State Park
- Tri-Mountain Golf Course
- East Fork Lewis River Greenery
- Pekin Ferry RV Park

The Bottoms runs through Downtown La Center and adjacent to Timmen Landing. It is a 314-acre regional park operated by Clark County and includes 3,500 feet of shoreline on the East Fork of the Lewis River. The East Fork of the Lewis River Greenway offers a variety of recreational activities, many of which extend along the river and into Timmen Landing and Downtown La Center.

School Facilities: The PROS comprehensive and capital facilities plan encourages an interagency agreement with the City and the La Center School District (LCSD). Most of the athletic playing fields within the UGA are owned and operated by LCSD. These facilities are generally open to the public, although the district charges a small fee for profit-making ventures. The following facilities are owned and operated by LCSD:

- La Center High School and La Center Academy. Located east of Downtown La Center at 725 Northeast Highland Road, the public school facility includes about 12 acres and football, baseball, softball and soccer fields, and a full-size track.
- La Center Middle School. Located east of Downtown La Center at 2001 Northeast Lockwood Creek Road encompassing nearly 25 acres with no park and recreation facilities, except for a large playfield. Much of the property south of the greenfield is a protected wetland, a stormwater treatment facility, and undeveloped and unimproved land.
- La Center Elementary School. Located east of Downtown La Center at 700 East Fourth Street encompassing about 20 acres and including playgrounds, basketball courts, and baseball and football fields.

As noted above, an update to the existing PROS plan is currently underway and will outline a strategy to help meet the needs and desires of the city's growing community now and into the future. Once available, the updated PROS plan will be reviewed and included in future work and deliverables for the subarea plans.

Timmen Landing

As noted in Section 2.1.4, approximately 7 acres (5 percent) of the subarea are currently zoned P/OS. The subarea includes the John Pollock Water Trail Park, which provides a community boat and kayak launch. . To the north, the subarea is directly adjacent to the Bottoms.

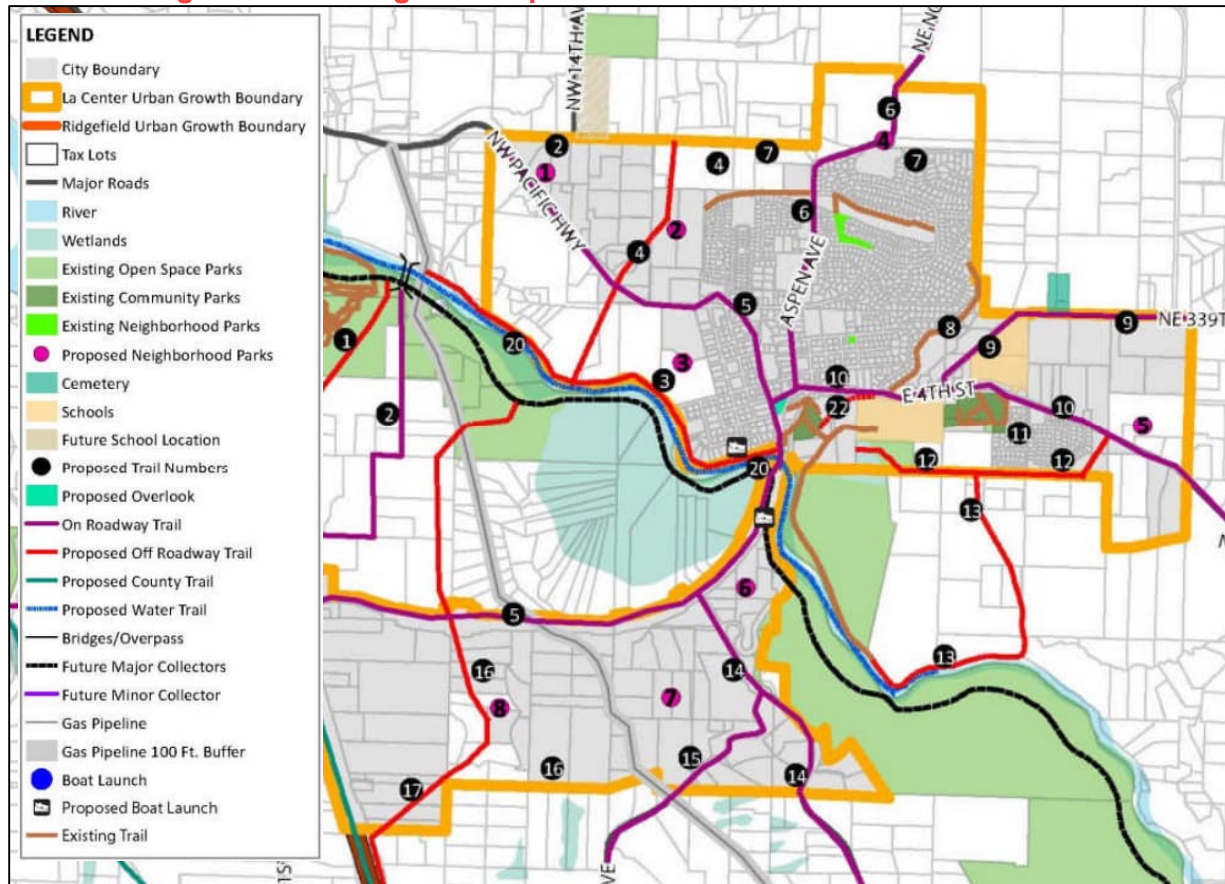
The PROS plan identifies several potential future parks and recreational facilities within Timmen Landing (see Figure 21). These include a new neighborhood park in the vicinity of Pollock Road to serve residents in southeast La Center (NP-6). As proposed, the park would connect to the future County East Fork of the Lewis River Regional Trail, mixed use development proposed in the Timmen Landing area, the Timmen Road Pathway, and/or the La Center Road Pathway. An additional neighborhood park is proposed in the vicinity of Northwest Timmen Road to serve south central residents and would connect to the Timmen Road Pathway and/or the Northwest Spencer Road Pathway (NP-7). Two potential on-road trails are identified in the PROS plan, along Timmen Road and Spencer Road (T-14 and T-15) In addition, the East Fork Lewis River Water Trail (T-3 and T-20) would be located adjacent to Downtown. The water trail would follow the south side of the river and would tie into the greater water trail system of both the East and North Fork of the Lewis River,

Downtown

As noted in Section 2.1.4, approximately 15 acres (14 percent) of the subarea are currently zoned P/OS. Sternwheeler Park is a community park located in the south of the Downtown subarea. Park amenities include an amphitheater, gazebo, picnic tables, and walking trails. New amenities have been recommended to increase access and capacity that will tie into the downtown design guidelines and improvement of park facilities. These amenities include the East Aspen Overlook and access into the park system, parking upgrades, reconfiguration of the gazebo, and development of a performance stage and plaza. Other recommendations include increased seating capacity in the amphitheater, additional buffering of the wastewater facility, ADA upgrades, public art and interpretive signage, and demonstration or art gardens.

A future park (NP-3) and trail (T-3) are identified in the PROS plan for the Downtown subarea (see Figure 21). The proposed park is to serve residents in the southwest corner of the City and, if possible, contain and connect with the proposed East Fork of the Lewis River Water Front Trail (T-3). The plan identifies several other potential future trails, including on-street pathways along Pacific Highway (T-5), Aspen Avenue (T-6), and Lockwood Creek Road (T-10), as well as an off-road trail (North Paradise Park Road Trail, T-22) that would connect the Pacific Highway trail (T-5) at I-5 interchange to Paradise Point State Park to the north and the proposed East Fork of the Lewis River Regional Trail System. In addition, the PROS plan proposes extending the existing Brezee Creek Trail (T-8) to provide a connection from La Center Middle School to Sternwheeler Park. The proposed East Fork Lewis River Water Front Trail and Water Trail (T-3 and T-20, described above) would be located next to and in the river, within and south of Downtown.

Figure 21. Existing and Proposed Recreational Facilities in La Center



Source: City of La Center PROS Master Plan (2017)

2.6.5 Schools

The LCSD serves the City of La Center and is comprises approximately 31 square miles. The district is bordered by the Woodland School District to the north, the Green Mountain District to the northeast, the Battle Ground School District to the southeast, and the Ridgefield School District to the west. Total school enrollment for 2023-2024 is 1,832, and the district includes four schools: La Center Elementary School, La Center Middle School, La Center High School, and La Center Academy. Approximately 3 percent of students are English Language Learners and 30.7 percent are low income (OSPI 2023). A comparison of school and district-wide demographics is shown in Table 14.

Table 14. School and District Demographics

Demographic	Elementary School	Middle School	High School	Academy	LCSD
American Indian/Alaskan Native	0.1%	0%	0%	2.6%	0.1%
Asian	1.1%	1.2%	0.7%	2.6%	1.0%
Black/African American	0.5%	0.5%	1.1%	0%	0.7%
Hispanic/Latino of any race(s)	10.7%	11.9%	8.6%	23.1%	10.6%
Native Hawaiian/Other Pacific Islander	0.5%	0.2%	0%	2.6%	0.3%
Two or More Races	5.4%	4.4%	4.1%	2.6%	4.7%
White	81.7%	81.8%	85.5%	66.7%	82.6%

The City’s comprehensive plan notes that the City acquired land north of Bolen Road for use as a new middle school. However, this site was not chosen and instead the La Center Middle School opened at the site east of downtown off of Northeast Lockwood Creek Road during the 2021-2022 school year. The LCSD Capital Facilities Plan proposes the construction of a second, 500-student elementary school as well as certain improvements at the high school to serve forecasted growth (LCSD 2019). Additional capacity may be provided in the form of new classroom spaces and expanded common areas, with the potential to utilize portable classrooms to meet the needs of a growing student population in the meantime.

2.6.1 Police

La Center is currently negotiating with the Clark County Sheriff to provide police services in La Center. This negotiation is expected to be completed by Summer 2024. Washington State Patrol also has concurrent jurisdiction on all state routes within Clark County, including I-5. The City shares uses of the Clark County Jail, Municipal Court Facilities in Battle Ground, the 911 Clark Regional Emergency Service Agency, and the Child Abuse Intervention Center..

The City’s comprehensive plan notes that to meet future demand, the department will provide staff support as demands and resources are available in addition to replacing aging cruisers every 48 months or 100,000 miles traveled. The department also anticipates the need to add additional office, holding, and storage space over the twenty-year comprehensive plan period.

2.6.2 Fire and Emergency Medical Services

The city is served by Clark-Cowlitz Fire Rescue (CCFR). The CCFR response area covers over 155 square miles and serves a population of approximately 60,000. Approximately 5,000 fire and medical calls are received and responded to each year from a staff of full-time and volunteer firefighters (CCFR n.d.).

One CCFR fire station, Station 23, is located in Downtown La Center at the northeast corner of East Fifth Street and East Cedar Avenue. The CCFR’s Strategic Plan 2020-2022 outlines goals

consistent with three strategic imperatives: providing emergency response, education, and enforcement programs (CCFR 2020). The City's 2016 comprehensive plan also identifies the need for future equipment and staffing to maintain emergency response times as the city's population increases.

CCFR's emergency medical service provides Advanced Life Support (ALS) and Basic Life Support (BLS) services to the city. Each CCFR firefighter is cross trained to a minimum level of Emergency Medical Technician-Basic (EMT-B). EMT-B's are capable of administering BLS skills to the sick and injured. CCFR firefighter and paramedic staff also provide ALS to critically sick or injured citizens. Engine 23 in Downtown La Center is equipped with ALS supplies.

3.0 KEY CONSIDERATIONS FOR SUBAREA PLANS

A summary of key considerations for the subarea plans, based on the existing conditions analysis, is provided below.

3.1 LAND USE AND ZONING

The following key considerations apply across both subarea plans:

- Each subarea has unique restrictions that either deter or make development difficult to proceed beyond the pre-application process. Through a planned action ordinance, the City could improve the marketability and approachability of these subareas, while also streamlining the review and development process.
- Subarea plans should consider the ecological, recreational, and economic value of preserving the open space between the Downtown and Timmen Landing subareas along the East Fork Lewis River and the Bottoms Natural Area.
- Each subarea contains P/OS zoning and as noted above, LCMC Chapter 18.147 establishes park and open space development standards as a requirement for residential development, but does not preserve these areas as zone. The City should consider amending this code chapter or create a new code chapter that establishes a park and open space zone corresponding to the zoning map. Doing so would allow the City to zone areas appropriate for parks corresponding to subarea needs.

Timmen Landing

- The MX zone standards are complicated and convoluted and should be revised to establish clear expectations for development. Should the City keep a mixed-use concept for Timmen Landing, it should do so realizing the higher development costs and pair this with public infrastructure investments to encourage development. Mixed-use development concepts should also include goals and policies for land use, capital facilities and utilities, economic development drive by population growth to provide more wholistic planning.
- Alternatively, the City could reevaluate the feasibility and intent of the MX zone due to the misalignment between zone standards and development the City is currently attracting combined with the difficulty in site development presented by critical areas, shoreline jurisdiction, and archaeological protections that further complicate development. Historically, this zone has been difficult to develop as there has not been a single development that has proceeded past the pre-application stage since this zone was implemented.

- A significant portion of the western part of the subarea contains the Sensitive Utility Corridor Overlay, which limits development over and near the natural gas pipeline. The City should consider the most suitable uses and activities around this overlay when implementing the subarea plan or should exclude this area from the inclusion in the subarea.
- Utilities will need to be extended in areas of new growth. The water treatment facility has already been expanded and has room for additional expansion if needed.
- The PROS plan indicates a need for two neighborhood parks (N-6 and N-7) in proximity to Pollock Road and Timmen Road, respectively, within the subarea. As part of the subarea process and implementation, the City should consider the location and need for these future parks connections to each other, other recreational opportunities such as John Pollock Water Trail Park, the La Center Bottoms, other planned city-wide trail systems, and to downtown and the Junction Plan.

Downtown

- The Downtown subarea plan should consider the needs of the cardrooms planning around the diversification of the local economy to include other industries.
- The Downtown subarea contains a base zoning of C-1, the C-3 overlay, and the DT overlay. There are some instances where all three occur on the site making it very difficult for staff and applicants to understand, thereby restricting development. This could result in restructuring these to limit any conflicting regulations and restrictions for development, reducing or remapping this overlay areas, eliminating one or both overlays or creating a new composite overlay. The City could consider reevaluating and simplifying the zone and each overlay. As an example, many uses such as preschools are conditional uses and should be permitted uses to reduce process applicants go through.
- The Downtown is significantly made up of the C-1 zone, which does not allow for any new residential development, but allows existing single-family detached residential. Historically, Downtown has had single-family detached homes as part of its geography and is a key aspect of downtown's identity. The City should analyze its C-1 zoning code and consider allowing new single-family residential development in the zone in character with the historic downtown identity.

The City recently annexed a 14-acre property that is now included in the Downtown subarea. This property, along with other undeveloped and underutilized properties in the western portions of the subarea, are key opportunities for strategic development to catalyze additional development.

3.2 MARKET ANALYSIS

- Regional growth pressure is pushing north. This will begin to drive more market support for residential uses to markets like La Center and Ridgefield.
- La Center has the assets to attract growth. Ridgefield and La Center ranked 1st and 8th in the state in population growth, respectively. This growth will drive market support for new development forms in the coming years and pricing begins to support higher density development forms.

- Thus far, the majority of growth in La Center has been single-family homes. Planning for a more diverse range of housing types that are supported by market fundamentals with improve this condition.
- New apartment construction shows potential for La Center’s rental market. East Fork Commons was introduced to the market in 2022 and units filled up quickly, with a vacancy of around 5%. With several thousand employees at Ilani and over 15,000 within a five-mile radius, there should be a market for more workforce or moderate-income rental housing in the area.
- There is market support for retail. A combination of forecasted household growth, growth in real median incomes, and potential for retail spending recapture would support additional retail services in the area consistent with a small neighborhood retail center.
- Opportunities for suburban office is limited in the near-term.
- Ilani impacts on La Center. The opening of the Ilani Casino in 2017 coincided with a decline in card room revenue among (at the time) La Center’s four commercial card rooms.
- Taxable Retail Sales. The vast majority of growth in taxable retail sales both in the retail trade and non-retail trade sector can be attributed to an increase in construction activity in the City of La Center.

3.3 TRANSPORTATION

- To assess the adequacy of current on-street parking, parking demand surveys are recommended to demonstrate the need for new on-street parking within the transportation impact study area.
- Potential sidewalks along Northwest Timmen Road and on Northwest Spencer Road should be considered as a subarea concept plan is developed.
- Except for the intersection of Northeast Highland Avenue and East Fourth Street/Northeast Lockwood Creek Road, there are no bike facilities in La Center. However, a project currently underway (the East Fourth Street Improvement Project) will extend the bike lanes along East Fourth Street from Northeast Highland Avenue to East Cedar Avenue. This project will also fill gaps in sidewalk connectivity for this segment.

3.4 NATURAL RESOURCES

- The Downtown subarea contains approximately 63.9 acres of critical areas and the Timmen Landing subarea contains approximately 93.4 acres, including wetlands, streams, riparian habitat conservation areas, frequently flooded areas, and geologically hazardous areas. The amount and extent of critical areas within the subareas will affect future development and should be considered as a subarea concept plan is developed.
- In order to ensure no net loss of functions and values of critical areas, development of properties with critical areas will require a critical areas report prior to development, with a priority to avoid impacts.
- The City should consider performing a critical areas delineation and/or survey for key catalyst sites to gain a comprehensive understanding of the location, type, and potential development limitations from critical areas. This information can be used for applicant pre-application meetings and plan reviews to improve the applicant’s and administration’s understanding of the scope of the critical areas on the site and potentially increase the

confidence of site development and decrease the costs to developers to conduct these studies individually.

3.5 CULTURAL RESOURCES

- Archaeological predetermination-level or survey-level studies (depending on compliance requirements) are recommended for areas that have not yet been investigated and where future developments are proposed.
- Avoidance of the recorded archaeological sites is recommended.
- Timber pilings observed in the East Fork Lewis River are considered an archaeological site and should be documented and recorded.
- If an archaeological site is identified that cannot be avoided by future development, additional archaeological investigations may be needed, and a permit from DAHP may also be needed.

Timmen Landing

- For historic resources, a primary concern is the potential for projects within the Timmen Landing area to affect the former Pacific Highway alignment (present-day Northwest Pollock Road). The section of roadway between Northwest Fourth Court and the John Pollock Water Trail Park is likely eligible for listing in the NRHP and has not yet been documented in DAHP's WISAARD database. The section of road is notable for its retention of historical integrity and original design features, and it contributes to the historical feeling of the John Pollock Grave and John Pollock Water Trail Park area.

Downtown

- There is limited potential for a historic district to be present within the Downtown area that would meet minimum eligibility requirements for listing in the NRHP. There are two notable clusters of historic buildings, one consisting of commercial buildings along East Fourth Street and another of residences along Aspen Avenue, that merit further study of their individual and collective potential to be eligible for listing in the NRHP. However, these clusters are limited to no more than five buildings. There is a greater likelihood that most buildings within each cluster would be determined eligible for listing in the NRHP on an individual basis rather than as part of an overarching district resource.
- Outside of the clusters of commercial buildings on East Fourth Street and houses of Aspen Avenue, there are five individual buildings and one farm grouping that may also be eligible for listing in the NRHP. The most notable of these buildings is the La Center Grange at 328 West Fifth Street, which is associated with the social history of La Center at the turn of the twentieth century. Previously documented buildings along Northwest Pacific Highway are unlikely to be eligible for listing in the NRHP. The East Fork Lewis River Levee has been determined not eligible for listing in the NRHP.

3.6 PUBLIC INFRASTRUCTURE AND PUBLIC SERVICES

- For the water system, the City will need to continue to develop its source supply and treatment and storage capacities to accommodate long-term growth. The local transmission

and distribution system can be extended from the City's existing backbone (the 12-inch water transmission main) and transmission system.

- For the sanitary sewer plan, additional collection and treatment capacity will be needed to accommodate future growth.
- For the stormwater system, additional planning and development is needed as the downtown subarea grows.

3.7 PARKS

- The project team should coordinate with the PROS plan update team to ensure the subarea plans reflect the draft findings and recommendations of the PROS plan.
- For public services including schools, police, fire, and emergency medical services, the project team should coordinate with LCSD, the Cowlitz Indian Tribe, and CCFR as needed during the state environmental policy act (SEPA) evaluation process to incorporate information about current and future needs and include a review of potential impacts to future capacity and service. Early coordination during preparation of concept development plans may also help identify and avoid any potential significant unavoidable impacts.

4.0 NEXT STEPS

This existing conditions and key considerations analysis will inform the vision for the subarea plans and will be used to help develop conceptual land use and transportation plans.

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APPENDIX A: APPLICABLE COMPREHENSIVE PLAN POLICIES FOR TIMMEN LANDING

1.2.3 Provide at least three (3) land use designations in which residential uses are allowed. They include:

a. "Urban Residential District" designation, in which low density residential uses with minimum 7,500 square foot lot sizes and medium density residential uses with a minimum density of 8 units per acre and a maximum density of 16 units per acre are permitted.

c. "Mixed Use" designation in which residential uses, primarily in upper stories, may be permitted in conjunction with commercial or office uses.

1.3.2 Provide zoning districts designed to encourage commercial development. Commercial use districts include:

...

d. "Mixed Use", provides an opportunity to create a planned development of office, commercial and upper story residential uses in a compact area, such as the intersection of La Center Road and Timmen Road

*2016 Parks, Recreation, and Open Space Master Plan Needs Assessment
Neighborhood Park (NP-6) A neighborhood park in the vicinity of Pollock Road could serve residents in the southeast corner of the city. Acquire a suitable site in the general vicinity on the parks plan in accordance with design guidelines. If possible, the park should connect the future County East Fork of the Lewis River Regional trail, planned unit development proposed in the Timmen Landing area, the Timmen Road Pathway (T-14) and/or La Center Road Pathway (T-5).*

Neighborhood Park (NP-7) A neighborhood park in the vicinity of NW Timmen Road area could serve residents in the south central end of the city. Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible, the park should connect to the Timmen Road Pathway (T-14) and/or the NW Spencer Road Pathway (T-15)

Policy 6.1.9 Encourage, support, and initiate activities, where possible, to preserve, conserve, or improve the natural shorelines of the East Fork Lewis River, Brezee Creek, and McCormick Creek.

Regarding La Center's Goals for Growth and Annexation

...

7. Prioritize development of the I-5 Junction, the Timmen Road/La Center Road intersection, and the city center.

Policy 9.1.32 Ensure that land use designations and development activities adjacent to shorelines are compatible with the State Shoreline Management Act and consistent with the City of La Center Shoreline Master Program, which is a chapter of the City's Comprehensive Plan.

APPENDIX B: APPLICABLE COMPREHENSIVE PLAN POLICIES FOR DOWNTOWN

1.3.2 Provide zoning districts designed to encourage commercial development. Commercial use districts include:

- a. "Downtown Commercial", provides for convenience shopping needs in the downtown core. Typical allowed uses include convenience food markets, beauty and barber shops, bakeries and limited service industries.*
- b. "Residential/Professional", provides opportunities for light retail and office uses as well as medium density and low density uses surrounding the downtown commercial core.*
- c. "Card Room" overlay provides for card rooms within the "Downtown Commercial" zone.*

1.3.3 Encourage downtown commercial development which fosters La Center's small town, "Main Street" ambiance. The following aspects of this ambiance should be consistent with Chapter 18.150 LCMC and the La Center Downtown Design Plan and Guidelines.

- a. Store fronts should be located on the street along right-of-way lines. Business activity should be oriented towards the streets, through use of sidewalk cafes, tastefully design awnings or similar features.*
- b. Parking areas should be located behind, or at the sides of buildings.*
- c. Commercial activities should use original building facades and appropriately sized designed signs. New construction should be compatible with surrounding buildings in terms of scale, massing, materials, height, and color.*
- d. With the exception of gas stations, financial institutions, and temporary coffee carts, the city discourages new drive through facilities in the downtown commercial area.*
- e. Support public and private efforts to create tourism related business and activities.*

1.3.4 Evaluate opportunities to create public parking areas downtown and to reduce the burden of on-site parking on smaller lots.

2.1.19 The City, in coordination with private developers, Clark County, and funding partners such as WSDOT should construct an uninterrupted pedestrian connection along NW Pacific Highway from the northwestern City limits to downtown so that pedestrians, including children walking to school, can walk safely.

3.1.9. Enhance neighborhood attractiveness by linking neighborhoods to public amenities such as greenbelts, open spaces, parks, downtown.

5.1.5. Actively explore means of attracting additional locally oriented commercial activity to the downtown area through incentives, marketing programs, or other methods.

5.1.8. Develop a strategic action plan to help the city prepare for and adjust to potential seismic changes in the city economy at the I-5 Interchange and in the downtown core.

Policy 6.1.9 Encourage, support, and initiate activities, where possible, to preserve, conserve, or improve the natural shorelines of the East Fork Lewis River, Brezee Creek, and McCormick Creek.

Regarding La Center's Goals for Growth and Annexation

...

7. Prioritize development of the I-5 Junction, the Timmen Road/La Center Road intersection, and the city center.

Policy 9.1.32 Ensure that land use designations and development activities adjacent to shorelines are compatible with the State Shoreline Management Act and consistent with the City of La Center Shoreline Master Program, which is a chapter of the City's Comprehensive Plan.

APPENDIX C: SHORELINE USE, MODIFICATION, AND DEVELOPMENT STANDARDS

P = Permitted; C = *Conditional Use*; X = Prohibited; N/A = Not Applicable; UNL = Unlimited

	AQ	UC	MI
SHORELINE DESIGNATION	Aquatic	Urban Conservancy	Medium Intensity
SHORELINE USES			
Agriculture			
Agriculture	X	C	X
Setback	N/A	100'	N/A
Maximum <i>Height</i>	N/A	35'	N/A
Aquaculture	X	X	X
Boating Uses			
Motorized <i>Boat Launches</i>	P	C	C
Non-motorized <i>Boat Launches</i>	P	P	P
Docks, <i>Piers, Mooring Buoys</i>	P ¹	P	P ¹
Setback	0'	0'	0'
Commercial Uses			
Water-dependent	C	X	P
Setback	0'	N/A	0'
Maximum <i>Height</i>			
0'-100' from OHWM	15'	N/A	35'
>100' from OHWM	15'	N/A	45' ²
Water-related, Water-enjoyment	X	X	P
Setback	N/A	N/A	25'
Maximum <i>Height</i>			
0'-100' from OHWM	N/A	N/A	35'
>100' from OHWM	N/A	N/A	45' ²
Non-water-oriented	X	X	C ³
Setback	N/A	N/A	100'
Maximum <i>Height</i>	N/A	N/A	35'
Forest Practices			
Commercial Forest Practices	X	X	X
Conversion Forest Practices	See requirements for eventual use (i.e., residential, commercial)		
Industrial	X	X	X
Institutional Uses			
Water-dependent	C	C	P
Setback	N/A	0'	0'
Maximum <i>Height</i>			
0'-100' from OHWM	N/A	25'	35'
>100' from OHWM	N/A	35'	45' ²
Water-related,	X	X	P
Setback	N/A	N/A	25'
Maximum <i>Height</i>			
0'-100' from OHWM	N/A	N/A	35'
>100' from OHWM	N/A	N/A	45' ²
Non-water-oriented	X	X	C ³
Setback	N/A	N/A	100'
Maximum <i>Height</i>	N/A	N/A	35'
Log Storage	X	X	X
Mining	X	X	X
Parking			

	AQ	UC	MI
SHORELINE DESIGNATION	Aquatic	Urban Conservancy	Medium Intensity
Primary Use	X	X	X
Setback	N/A	N/A	N/A
Accessory Use	X	P	P
Setback	N/A	100'	100'
Maximum Height	N/A	35'	35'
Recreational Uses			
Water-dependent	P	P	P
Setback	0'	0'	0'
Maximum Height	15'	15'	35'
Water-related/enjoyment (trails, accessory buildings)	X	P	P
Setback	N/A	50'	50'
Maximum Height	N/A	15'	35'
Non-water-oriented (golf courses, sports fields)	X	C	C
Setback	N/A	100'	100'
Maximum Height	N/A	25'	25'
Residential Uses			
Single-family ⁵	X	P	P
Setback	N/A	100'	50'
Maximum Height	N/A	35'	35'
Floating homes (new)	X	N/A	N/A
Maximum Height	N/A	N/A	N/A
Multifamily	X	X	P
Setback	N/A	N/A	50'
Maximum Height	N/A	N/A	35'
Transportation Uses			
Highways, Arterials, Railroads (parallel to OHWM)	X	P	P
Setback	N/A	200'	100'
Secondary/Public Access Roads (parallel to OHWM)	X	P	P
Setback	NA	100'	50'
Bridges (perpendicular to shoreline) ⁶	C	C	P
Setback	0'	0'	0'
Utility Uses			
Above-ground Utilities (parallel to shoreline)	C	P	P
Setback	0'	100'	50'
Maximum Height	15'	35'	35'
Distribution Pole Height ⁷	0'	45' ²	45' ²
Electrical Transmission Lines	C	C	C
Tower Height	UNL	UNL	UNL
Underground Utilities (parallel to shoreline)	C	P	P
Setback	0'	100'	50'
Underground Utilities (perpendicular to shore)	C	C	C
Setback	0'	0'	0'
Unclassified Uses			
Unclassified Uses	C	C	C
Setback	0'	100'	100'
Maximum Height	15'	35'	35'
Shoreline Modifications			
Dredging and Dredge Material Disposal			
Non-maintenance Dredging	C	N/A	N/A
Maintenance Dredging	P	N/A	N/A

	AQ	UC	MI
SHORELINE DESIGNATION	Aquatic	Urban Conservancy	Medium Intensity
<i>Dredge Material Disposal</i>	C	X	C
<i>Dredging & Disposal as part of Ecological Restoration/ Enhancement</i>	P	P	P
Flood Control Works, In-stream Structures			
Dams, Dikes, & Levees	C	C	C
Instream structures	C	N/A	N/A
Fills			
Waterward of OHWM	C	N/A	N/A
Landward of OHWM	N/A	P ⁸	P ⁸
Shoreline Restoration			
<i>Ecological Restoration/ Enhancement/ Mitigation</i>	P	P	P
Shoreline Stabilization			
Bioengineered	P	P	P
Structural	C	C	C

APPENDIX D: TRANSPORTATION IMPACT ANALYSIS DATA

OFFICER REPORTED CRASHES THAT OCCURRED *at OR in the vicinity of* MULTIPLE INTERSECTIONS IN THE CITY OF LA CENTER

01/01/2018 - 12/31/2022 See 2nd tab below for road info

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST
City Street	Clark	La Center	E 4TH ST	0	E CEDAR AVE					
City Street	Clark	La Center	E 4TH ST	0	NE HIGHLAND RD					
City Street	Clark	La Center	NE HIGHLAND RD	400		157	F	N	E 4TH ST	
City Street	Clark	La Center	NE LOCKWOOD CREEK RD	1800	E SPRUCE AVE					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LACENTER RD	32100		100	F	NE	NW TIMMEN RD	
City Street	Clark	La Center	NW PACIFIC HWY	0	NW LARSON DR					
City Street	Clark	La Center	NW PACIFIC HWY	0	W 10TH ST					
City Street	Clark	La Center	NW PACIFIC HWY	0	W 3RD ST					
City Street	Clark	La Center	NW PACIFIC HWY	0	W D AVE					
City Street	Clark	La Center	NW PACIFIC HWY	34200		200	F	SE	NW LARSON DR	
City Street	Clark	La Center	NW TIMMEN RD	31986	NW LA CENTER RD					
City Street	Clark	La Center	NW TIMMEN RD	0	NW LACENTER RD					
City Street	Clark	La Center	NW TIMMEN RD	31600		100	F	NW	NW SPENCER RD	
City Street	Clark	La Center	W 4TH ST		NW PACIFIC HWY					
City Street	Clark	La Center	W 4TH ST	0	NW PACIFIC HWY					

A/B	SR ONLY HISTORY/ SUSPENSE	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I N J	# F A T	# V E H	# P E D	# B I K E S	VEHICLE 1 TYPE
	No	E760159	01/06/2018	15:50	Possible Injury	2	0	2	0	0	Passenger Car
	No	E826699	06/14/2018	11:25	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E795549	03/22/2018	14:59	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EB67457	08/02/2021	12:58	No Apparent Injury	0	0	1	0	0	Passenger Car
	No	EB92925	11/20/2021	15:30	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EB98726	12/09/2021	13:23	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	ED04764	10/21/2022	12:36	Suspected Minor Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E837059	09/11/2018	16:05	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	EA27197	01/29/2020	19:45	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	EA27195	03/30/2020	01:00	No Apparent Injury	0	0	1	0	0	Passenger Car
	No	E794883	05/04/2018	15:20	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	E918933	04/13/2019	17:50	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EA44289	06/25/2020	00:28	Suspected Minor Injury	1	0	1	0	0	Passenger Car
	No	EC15297	12/18/2021	23:24	Suspected Minor Injury	1	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E839247	08/29/2018	19:45	Possible Injury	1	0	2	0	0	Passenger Car
	No	EA00050	12/12/2019	16:00	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	ED06718	11/19/2022	20:09	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer
	No	E996098	12/14/2019	18:21	No Apparent Injury	0	0	2	0	0	Passenger Car

VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION
Pickup,Panel Truck or Vanette under 10,000 lb	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Wet
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry
Passenger Car	Not at Intersection and Not Related	Raining	Wet
	At Intersection and Not Related	Clear or Partly Cloudy	Dry
Pickup,Panel Truck or Vanette under 10,000 lb	At Driveway within Major Intersection	Clear	Dry
	At Intersection and Not Related	Overcast	Wet
Passenger Car	At Intersection and Related	Raining	Wet
Pickup,Panel Truck or Vanette under 10,000 lb	Not at Intersection and Not Related	Raining	Wet
	At Intersection and Not Related	Overcast	Wet
	At Intersection and Not Related	Raining	Wet
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet
	Not at Intersection and Not Related	Clear	Dry
	At Intersection and Related	Snowing	Wet
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry
	Not at Intersection and Not Related	Clear	Dry
	Circulating Roundabout	Clear	Dry
Not Stated	Circulating Roundabout	Fog or Smog or Smoke	Wet

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION
Daylight	From same direction - both going straight - one stopped - rear-end	Stopped for Traffic
Daylight	Entering at angle	Going Straight Ahead
Daylight	From opposite direction - both going straight - sideswipe	Going Straight Ahead
Daylight	Fence	Overtaking and Passing
Daylight	Entering at angle	Going Straight Ahead
Daylight	Vehicle Strikes Deer	Going Straight Ahead
Daylight	From same direction - both going straight - both moving - rear-end	Slowing
Daylight	From same direction - both going straight - both moving - rear-end	Slowing
Dark-Street Lights On	Roadway Ditch	Going Straight Ahead
Dark-Street Lights On	Tree or Stump (stationary)	Going Straight Ahead
Daylight	Entering at angle	Making Left Turn
Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
Dark-Street Lights On	Roadway Ditch	Going Straight Ahead
Dark-Street Lights On	Guardrail - Through, Over or Under	Going Straight Ahead
Dusk	Entering at angle	Other*
Dusk	Guardrail - Face	Going Straight Ahead
Dark-Street Lights On	Retaining Wall (concrete, rock, brick, etc.)	Making Left Turn
Dark-Street Lights On	From opposite direction - all others	Making Right Turn

VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)
Going Straight Ahead	West	Vehicle Stopped	West	East	None
Going Straight Ahead	North	South	East	West	Did Not Grant RW to Vehicle
Going Straight Ahead	North	Northeast	North	South	Exceeding Reas. Safe Speed
	West	East			Improper Passing
Making Right Turn	Southwest	Northeast	Northwest	Southwest	None
	Southwest	Northeast			None
Going Straight Ahead	West	East	West	East	None
Slowing	Southwest	Northeast	Southeast	Northwest	None
	Northwest	Southeast			Overcorrecting / Oversteering
	Northwest	Southeast			Operating Defective Equipment
Going Straight Ahead	West	North	North	South	Did Not Grant RW to Vehicle
Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped	Exceeding Reas. Safe Speed
	North	South			Under Influence of Alcohol
	Southeast	Northwest			Under Influence of Alcohol
Going Straight Ahead	North	West	West	East	Did Not Grant RW to Vehicle
	North	South			None
	South	West			None
Going Wrong Way on Divided Hwy	South	Northeast			None

MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)
		Follow Too Closely		
		None		
		None		
		Unknown Distraction		
		Other Distractions	Follow Too Closely	
		Apparently Fatigued		
		None		
Follow Too Closely		None		
Operating Handheld Cell Phone	Disregard Traffic Sign and Signals			
		Driver Not Distracted		
		Other Contributing Circ Not Listed		

FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Lane of Primary Trafficway	1087877.30	200600.07
Lane of Primary Trafficway	1089710.55	200594.81
Lane of Primary Trafficway	1089723.25	200753.93
Past the Outside Shoulder of Primary Trafficway	1092222.94	199937.35
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085845.40	197363.28
Past the Outside Shoulder of Primary Trafficway	1083698.97	203100.84
Past the Outside Shoulder of Primary Trafficway	1086370.04	201862.37
Lane of Primary Trafficway	1087018.91	200201.99
Lane of Primary Trafficway	1086224.03	201921.26
Past the Outside Shoulder of Primary Trafficway	1083833.96	202953.75
Other Location (City/County/Misc. Trafficway)	1085769.12	197298.37
Lane of Primary Trafficway	1085768.80	197299.71
Outside Shoulder of Primary Trafficway	1086707.18	195762.02
Median Shoulder of Primary Trafficway	1086951.62	200418.80
Lane of Primary Trafficway	1087021.99	200383.21

CRASH DATA SUMMARIES BY INTERSECTION

Crash Summary by Intersection, 2018-2022

Intersection	2018	2019	2020	2021	2022	Total
NW Lacenter Road/NW Timmen Road	2	-	-	3	1	6
NW Pacific Highway/W 3rd Street	1	-	-	-	-	1
NW Pacific Highway/W 4th Street	-	1	-	-	1	2
NW Pacific Highway/W 5th Street	-	-	-	-	-	0
NW Pacific Highway/10th Street	-	-	1	-	-	1
NW Pacific Highway/D Avenue	-	1	-	-	-	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	-	-	2	-	2
NW Pacific Highway/W 15th Street	-	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	-	0
E 4th Street/E Cedar Avenue	1	-	-	-	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	2	-	-	-	-	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	-	-	1	-	1
Aspen Avenue/E 5th Street	-	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	1	-	-	-	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	1	-	1	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	-	0
Total	6	4	1	7	2	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records

Crash Summary by Severity, Cumulative 5-Year, 2018-2022

Intersection	Fatality	Possible Injury	Minor Injury	PDO	Total
NW Lacenter Road/NW Timmen Road	-	1	2	3	6
NW Pacific Highway/W 3rd Street	-	-	-	1	1
NW Pacific Highway/W 4th Street	-	-	-	2	2
NW Pacific Highway/W 5th Street	-	-	-	-	0
NW Pacific Highway/10th Street	-	-	-	1	1
NW Pacific Highway/D Avenue	-	-	-	1	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	-	1	1	2
NW Pacific Highway/W 15th Street	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	0
E 4th Street/E Cedar Avenue	-	1	-	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	-	-	-	2	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	-	-	1	1
Aspen Avenue/E 5th Street	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	-	-	1	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	1	1	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	0
Total	0	3	4	13	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records

Crash Summary by Crash Type, Cumulative 5-Year, 2018-2022

Intersection	Angle	Fix Object/ Off-Road	Head- on	Rear-end	Sideswipe	Total
NW Lacerter Road/NW Timmen Road	2	2	-	2	-	6
NW Pacific Highway/W 3rd Street	1	-	-	-	-	1
NW Pacific Highway/W 4th Street	-	1	1	-	-	2
NW Pacific Highway/W 5th Street	-	-	-	-	-	0
NW Pacific Highway/10th Street	-	1	-	-	-	1
NW Pacific Highway/D Avenue	-	-	-	1	-	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	2	-	-	-	2
NW Pacific Highway/W 15th Street	-	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	-	0
E 4th Street/E Cedar Avenue	-	-	-	1	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	1	-	-	-	1	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	1	-	-	-	1
Aspen Avenue/E 5th Street	-	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	1	-	-	-	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	-	-	-	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	-	0
Total	4	8	1	4	1	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records

Location: 1 NW LACENTER RD & NW TIMMEN RD PM

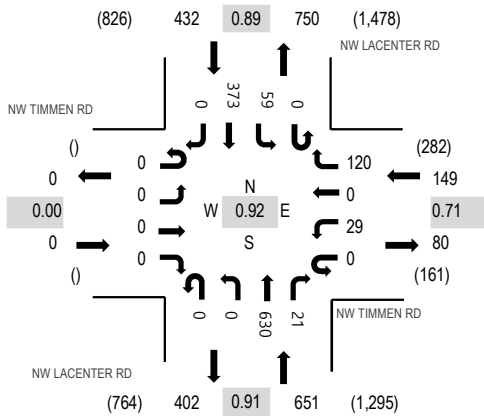
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

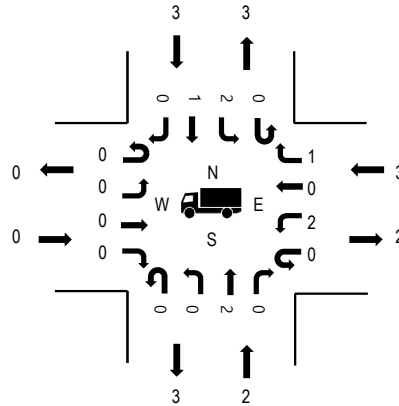
Motorized Vehicles



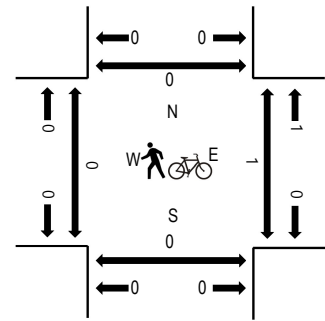
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	2.0%	0.71
NB	0.3%	0.91
SB	0.7%	0.89
All	0.6%	0.92

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NW TIMMEN RD Eastbound				NW TIMMEN RD Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	10	0	30	0	0	133	3	0	16	82	0	274	1,208
4:15 PM	0	0	0	0	0	5	0	33	0	0	174	3	0	15	106	0	336	1,232
4:30 PM	0	0	0	0	0	9	0	21	0	0	147	6	0	17	92	0	292	1,217
4:45 PM	0	0	0	0	0	5	0	23	0	0	171	8	0	14	85	0	306	1,214
5:00 PM	0	0	0	0	0	10	0	43	0	0	138	4	0	13	90	0	298	1,195
5:15 PM	0	0	0	0	0	5	0	34	0	0	166	5	0	11	100	0	321	
5:30 PM	0	0	0	0	0	4	0	26	0	0	146	10	0	15	88	0	289	
5:45 PM	0	0	0	0	0	3	0	21	0	0	172	9	0	12	70	0	287	
Count Total	0	0	0	0	0	51	0	231	0	0	1,247	48	0	113	713	0	2,403	
Peak Hour	0	0	0	0	0	29	0	120	0	0	630	21	0	59	373	0	1,232	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	2	2	5	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	2	1	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
5:00 PM	0	0	2	0	2	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	0	1	1	1	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	1	1	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	6	7	8	21	Count Total	0	0	0	1	1	Count Total	0	0	1	0	1
Peak Hour	0	2	3	3	8	Peak Hour	0	0	0	1	1	Peak Hour	0	0	1	0	1



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 2 NW LACENTER RD & W 3RD ST PM

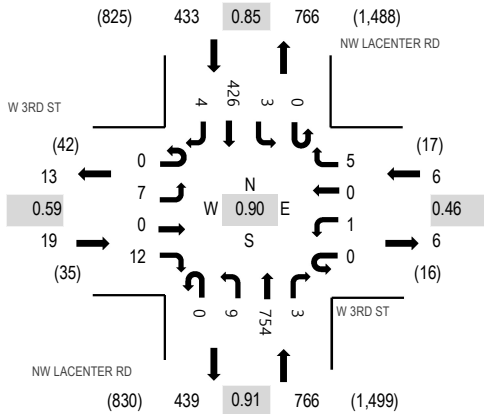
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

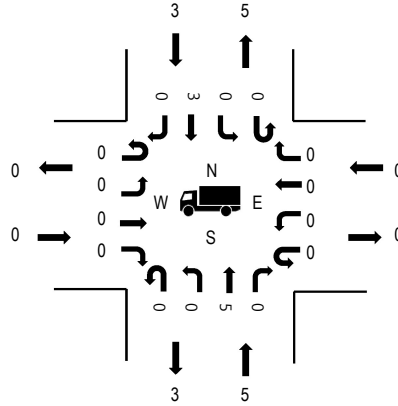
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

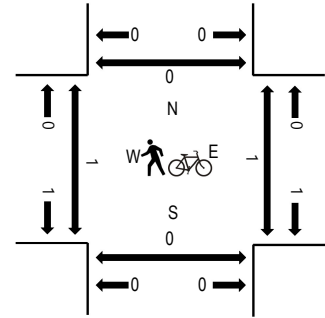
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.59
WB	0.0%	0.46
NB	0.7%	0.91
SB	0.7%	0.85
All	0.7%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	W 3RD ST Eastbound				W 3RD ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	3	0	0	0	6	0	1	161	0	0	3	94	2	270	1,201
4:15 PM	0	1	0	2	0	0	0	0	0	1	208	1	0	2	123	3	341	1,224
4:30 PM	0	3	0	5	0	1	0	3	0	5	170	1	0	1	100	0	289	1,203
4:45 PM	0	2	0	3	0	0	0	1	0	2	191	0	0	0	101	1	301	1,198
5:00 PM	0	1	0	2	0	0	0	1	0	1	185	1	0	0	102	0	293	1,175
5:15 PM	0	2	0	1	0	0	0	3	0	5	191	2	0	2	112	2	320	
5:30 PM	0	1	0	6	0	0	0	0	0	9	171	1	0	2	94	0	284	
5:45 PM	0	1	0	2	0	1	0	1	0	7	185	0	0	0	78	3	278	
Count Total	0	11	0	24	0	2	0	15	0	31	1,462	6	0	10	804	11	2,376	
Peak Hour	0	7	0	12	0	1	0	5	0	9	754	3	0	3	426	4	1,224	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	2	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	5	0	1	6	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	0	0	1
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
Count Total	0	9	0	7	16	Count Total	0	0	0	1	1	Count Total	2	0	1	0	3
Peak Hour	0	5	0	3	8	Peak Hour	0	0	0	1	1	Peak Hour	1	0	1	0	2



ALL TRAFFIC DATA SERVICES

(303) 216-2439

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Location: 3 NW LACENTER RD & W 4TH ST PM

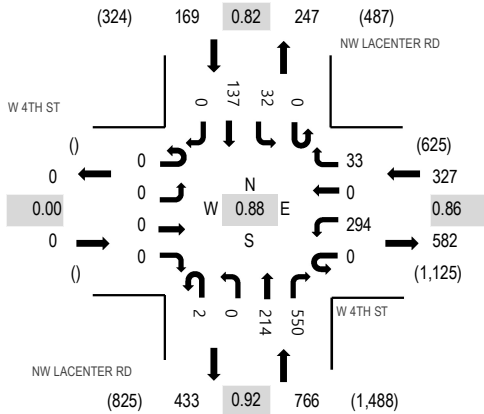
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

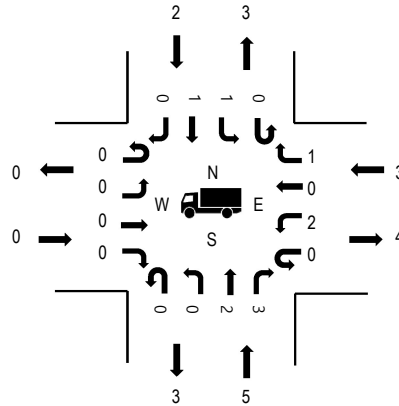
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

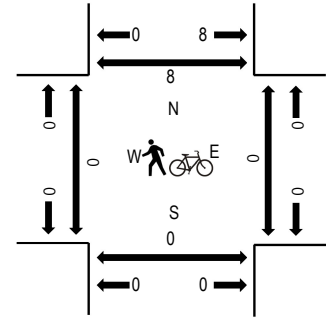
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.9%	0.86
NB	0.7%	0.92
SB	1.2%	0.82
All	0.8%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	W 4TH ST Eastbound				W 4TH ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	64	0	9	0	0	44	123	0	7	35	0	282	1,243
4:15 PM	0	0	0	0	0	83	0	12	1	0	63	145	0	10	44	0	358	1,262
4:30 PM	0	0	0	0	0	65	0	10	1	0	46	129	0	4	35	0	290	1,229
4:45 PM	0	0	0	0	0	70	0	7	0	0	59	135	0	10	32	0	313	1,228
5:00 PM	0	0	0	0	0	76	0	4	0	0	46	141	0	8	26	0	301	1,194
5:15 PM	0	0	0	0	0	76	0	10	1	0	68	127	0	4	39	0	325	
5:30 PM	0	0	0	0	1	69	0	8	1	0	45	126	0	13	26	0	289	
5:45 PM	0	0	0	0	0	58	0	3	1	0	53	133	0	9	22	0	279	
Count Total	0	0	0	0	1	561	0	63	5	0	424	1,059	0	65	259	0	2,437	
Peak Hour	0	0	0	0	0	294	0	33	2	0	214	550	0	32	137	0	1,262	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	2	2
4:15 PM	0	5	2	1	8	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:30 PM	0	0	1	1	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	5	5
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	2	2
Count Total	0	9	4	5	18	Count Total	0	0	0	1	1	Count Total	0	0	0	13	13
Peak Hour	0	5	3	2	10	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	8	8



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Location: 4 NW LACENTER RD & W 5TH ST PM

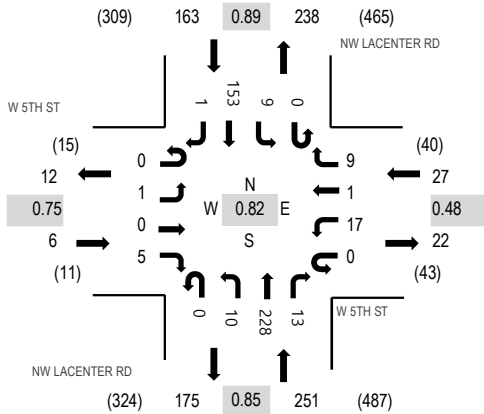
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

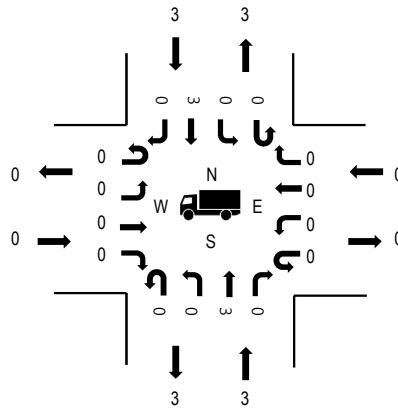
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

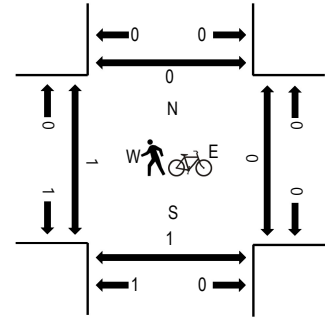
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.48
NB	1.2%	0.85
SB	1.8%	0.89
All	1.3%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	W 5TH ST Eastbound				W 5TH ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	1	0	4	1	1	0	3	49	2	0	4	35	1	101	447
4:15 PM	0	1	0	1	0	10	0	4	0	1	67	6	0	1	45	0	136	434
4:30 PM	0	0	0	1	0	2	0	1	0	1	53	3	0	3	36	0	100	424
4:45 PM	0	0	0	2	0	1	0	3	0	5	59	2	0	1	37	0	110	419
5:00 PM	0	0	0	0	0	3	0	0	0	0	49	1	0	3	32	0	88	400
5:15 PM	0	1	0	1	0	4	0	2	0	0	74	3	0	2	39	0	126	
5:30 PM	0	0	1	1	0	1	0	1	0	2	47	3	0	2	37	0	95	
5:45 PM	0	0	0	1	0	1	0	1	0	1	52	4	0	2	29	0	91	
Count Total	0	2	1	8	0	26	1	13	0	13	450	24	0	18	290	1	847	
Peak Hour	0	1	0	5	0	17	1	9	0	10	228	13	0	9	153	1	447	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	0	0	Count Total	1	1	0	0	2
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	1	1	0	0	2



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Location: 5 NW PACIFIC HWY & W 10TH ST PM

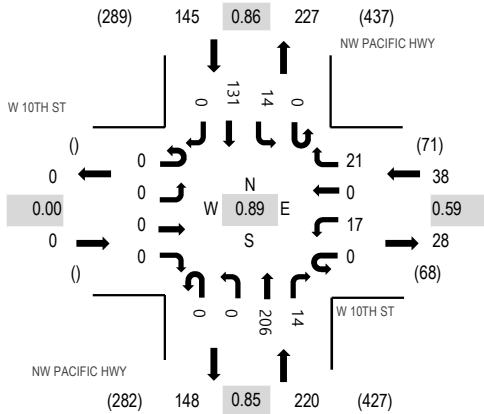
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

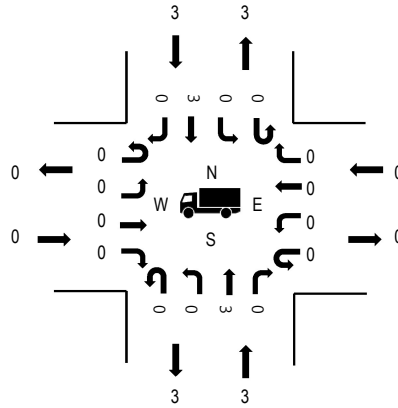
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

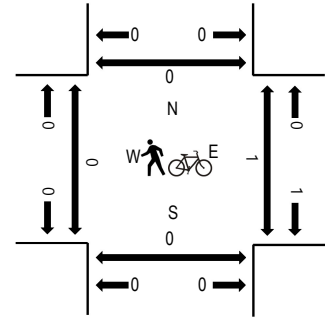
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.59
NB	1.4%	0.85
SB	2.1%	0.86
All	1.5%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	5	0	11	0	0	51	0	0	6	36	0	109	403
4:15 PM	0	0	0	0	0	5	0	7	0	0	56	9	0	3	33	0	113	378
4:30 PM	0	0	0	0	0	5	0	2	0	0	50	2	0	4	28	0	91	383
4:45 PM	0	0	0	0	0	2	0	1	0	0	49	3	0	1	34	0	90	388
5:00 PM	0	0	0	0	0	6	0	3	0	0	43	2	0	6	24	0	84	384
5:15 PM	0	0	0	0	0	6	0	8	0	0	63	5	0	4	32	0	118	
5:30 PM	0	0	0	0	0	0	0	7	1	0	41	5	0	9	33	0	96	
5:45 PM	0	0	0	0	0	1	0	2	0	0	43	4	0	5	31	0	86	
Count Total	0	0	0	0	0	30	0	41	1	0	396	30	0	38	251	0	787	
Peak Hour	0	0	0	0	0	17	0	21	0	0	206	14	0	14	131	0	403	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	1	1	Count Total	0	0	3	0	3
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1



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Location: 6 NW PACIFIC HWY & W D AVE PM

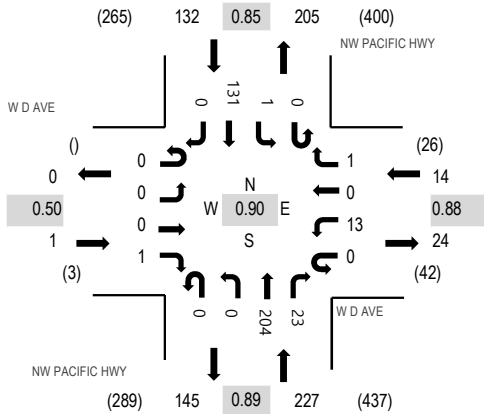
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

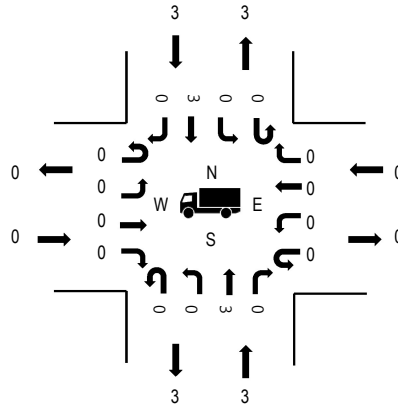
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour

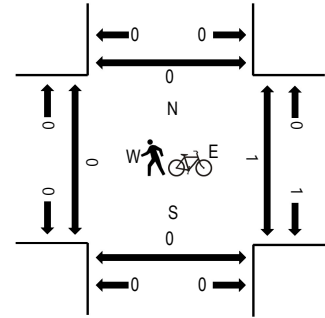
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.88
NB	1.3%	0.89
SB	2.3%	0.85
All	1.6%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	W D AVE Eastbound				W D AVE Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	1	0	4	0	0	0	0	58	3	0	1	37	0	104	374
4:15 PM	0	0	0	0	0	4	0	0	0	0	55	9	0	0	32	0	100	346
4:30 PM	0	0	0	0	0	2	0	0	0	0	46	6	0	0	30	0	84	354
4:45 PM	0	0	0	0	0	3	0	1	0	0	45	5	0	0	32	0	86	360
5:00 PM	0	0	0	0	0	4	0	0	0	0	44	2	0	0	26	0	76	357
5:15 PM	0	0	0	1	0	3	0	0	0	0	66	5	0	1	32	0	108	
5:30 PM	0	0	0	0	0	3	0	0	0	0	47	1	0	0	39	0	90	
5:45 PM	0	1	0	0	0	1	0	1	0	0	36	9	0	0	35	0	83	
Count Total	0	1	0	2	0	24	0	2	0	0	397	40	0	2	263	0	731	
Peak Hour	0	0	0	1	0	13	0	1	0	0	204	23	0	1	131	0	374	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	1	0	2
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	1	1	Count Total	1	0	2	0	3
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1

Location: 7 NW PACIFIC HWY & NW 14TH AVE/LARSEN DR PM

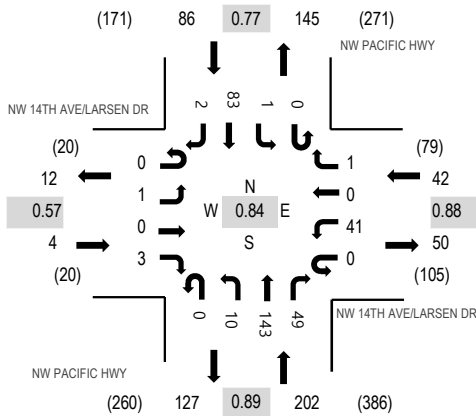
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour

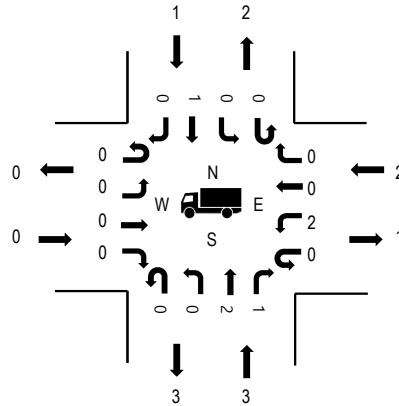
Motorized Vehicles



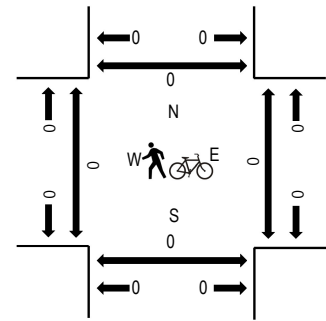
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.57
WB	4.8%	0.88
NB	1.5%	0.89
SB	1.2%	0.77
All	1.8%	0.84

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NW 14TH AVE/LARSEN DR Eastbound				NW 14TH AVE/LARSEN DR Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	2	0	12	0	0	0	3	42	12	0	0	28	0	99	334
4:15 PM	0	1	0	0	0	7	0	1	0	3	41	11	0	0	18	0	82	304
4:30 PM	0	0	0	1	0	10	0	0	0	3	28	15	0	0	21	1	79	315
4:45 PM	0	0	0	0	0	12	0	0	0	1	32	11	0	1	16	1	74	321
5:00 PM	0	0	0	3	0	7	0	0	0	1	27	13	0	0	18	0	69	322
5:15 PM	0	1	0	3	0	7	0	0	0	4	36	19	0	1	22	0	93	
5:30 PM	0	3	0	4	0	14	0	0	0	3	31	11	0	0	19	0	85	
5:45 PM	0	0	0	2	0	9	0	0	0	0	28	11	0	0	25	0	75	
Count Total	0	5	0	15	0	78	0	1	0	18	265	103	0	2	167	2	656	
Peak Hour	0	1	0	3	0	41	0	1	0	10	143	49	0	1	83	2	334	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	4	1	9	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	3	2	1	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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Location: 8 NW PACIFIC HWY & W 15TH ST PM

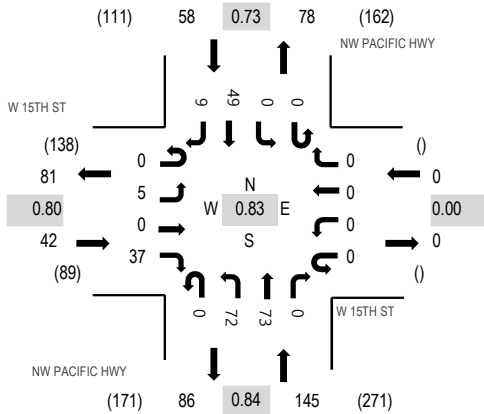
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

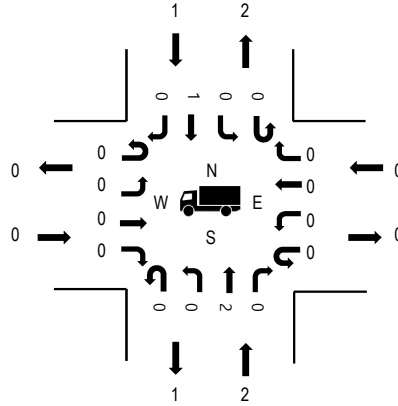
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour

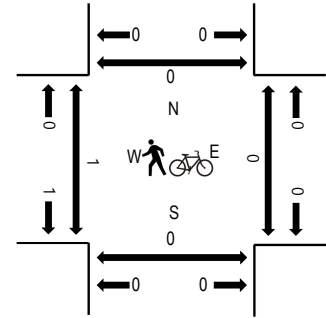
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.80
WB	0.0%	0.00
NB	1.4%	0.84
SB	1.7%	0.73
All	1.2%	0.83

Traffic Counts - Motorized Vehicles

Interval Start Time	W 15TH ST Eastbound				W 15TH ST Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	1	0	11	0	0	0	0	0	20	22	0	0	0	17	3	74	245
4:15 PM	0	1	0	6	0	0	0	0	0	18	25	0	0	0	12	1	63	222
4:30 PM	0	1	0	10	0	0	0	0	0	15	13	0	0	0	12	2	53	223
4:45 PM	0	2	0	10	0	0	0	0	0	19	13	0	0	0	8	3	55	225
5:00 PM	0	3	0	7	0	0	0	0	0	9	18	0	0	0	11	3	51	226
5:15 PM	0	3	0	12	0	0	0	0	0	14	23	0	0	0	11	1	64	
5:30 PM	0	0	0	9	0	0	0	0	0	12	22	0	0	0	10	2	55	
5:45 PM	0	2	0	11	0	0	0	0	0	15	13	0	0	0	14	1	56	
Count Total	0	13	0	76	0	0	0	0	0	122	149	0	0	0	95	16	471	
Peak Hour	0	5	0	37	0	0	0	0	0	72	73	0	0	0	49	9	245	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	0	0	1
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	3	0	1	4	Count Total	0	0	0	1	1	Count Total	2	0	0	0	2
Peak Hour	0	2	0	1	3	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1

Location: 9 ASPEN AVE & E 4TH ST PM

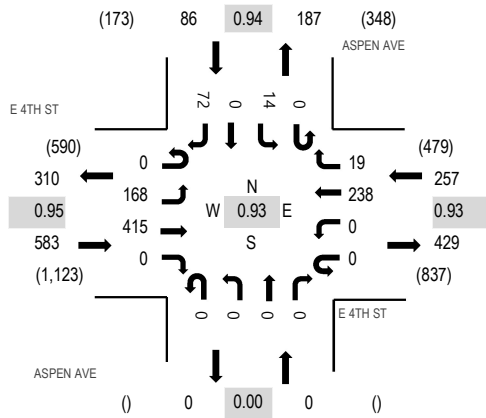
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

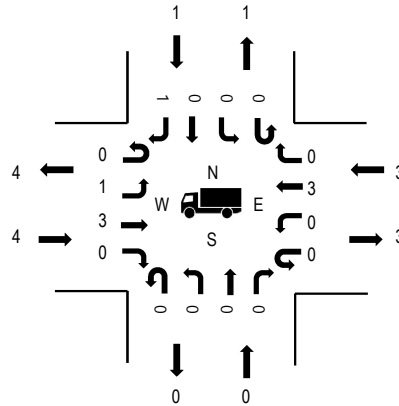
Motorized Vehicles



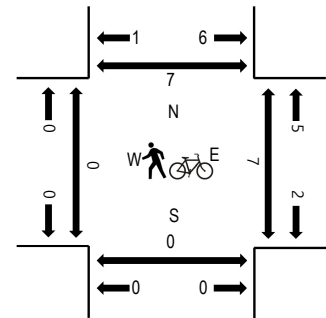
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.95
WB	1.2%	0.93
NB	0.0%	0.00
SB	1.2%	0.94
All	0.9%	0.93

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				ASPEN AVE Northbound				ASPEN AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	31	100	0	1	0	49	9	0	0	0	0	0	2	0	16	208	896
4:15 PM	0	42	109	0	0	0	66	3	0	0	0	0	0	3	0	25	248	926
4:30 PM	0	47	92	0	0	0	57	4	0	0	0	0	0	3	0	13	216	898
4:45 PM	0	38	101	0	0	0	57	7	0	0	0	0	0	5	0	16	224	894
5:00 PM	0	41	113	0	0	0	58	5	0	0	0	0	0	3	0	18	238	879
5:15 PM	0	46	83	0	0	0	65	3	0	0	0	0	0	2	0	21	220	
5:30 PM	0	27	107	0	0	0	53	1	0	0	0	0	0	3	0	21	212	
5:45 PM	0	40	106	0	0	0	37	4	0	0	0	0	0	4	0	18	209	
Count Total	0	312	811	0	1	0	442	36	0	0	0	0	0	25	0	148	1,775	
Peak Hour	0	168	415	0	0	0	238	19	0	0	0	0	0	14	0	72	926	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	4	0	2	0	6	4:15 PM	0	0	0	0	0	4:15 PM	0	0	2	1	3
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	5	0	5
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	6	6
5:15 PM	1	0	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	2	2
5:30 PM	2	0	0	0	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	2	2
5:45 PM	2	0	0	0	2	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	1	2
Count Total	9	0	4	2	15	Count Total	0	0	0	0	0	Count Total	1	0	7	12	20
Peak Hour	4	0	3	1	8	Peak Hour	0	0	0	0	0	Peak Hour	0	0	7	7	14



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Location: 10 E CEDAR AVE & E 4TH ST PM

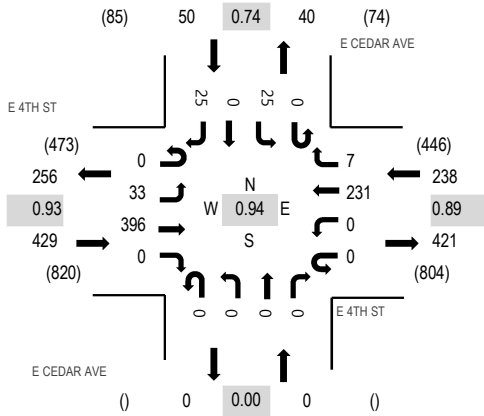
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

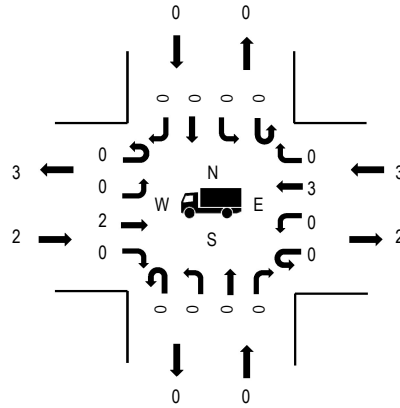
Motorized Vehicles



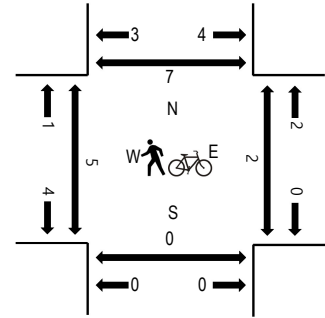
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.93
WB	1.3%	0.89
NB	0.0%	0.00
SB	0.0%	0.74
All	0.7%	0.94

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				E CEDAR AVE Northbound				E CEDAR AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	5	94	0	0	0	52	4	0	0	0	0	0	5	0	7	167	698
4:15 PM	0	10	104	0	0	0	64	3	0	0	0	0	0	6	0	4	191	717
4:30 PM	0	6	88	0	0	0	51	1	0	0	0	0	0	9	0	8	163	677
4:45 PM	0	9	97	0	0	0	61	3	0	0	0	0	0	3	0	4	177	682
5:00 PM	0	8	107	0	0	0	55	0	0	0	0	0	0	7	0	9	186	653
5:15 PM	0	8	70	0	0	0	60	4	0	0	0	0	0	1	0	8	151	
5:30 PM	0	3	105	0	0	0	50	3	0	0	0	0	0	5	0	2	168	
5:45 PM	0	7	99	0	0	0	35	0	0	0	0	0	0	4	0	3	148	
Count Total	0	56	764	0	0	0	428	18	0	0	0	0	0	40	0	45	1,351	
Peak Hour	0	33	396	0	0	0	231	7	0	0	0	0	0	25	0	25	717	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	2	1	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:15 PM	1	0	3	0	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	3	3
4:30 PM	1	0	0	0	1	4:30 PM	1	0	0	0	1	4:30 PM	5	0	2	3	10
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	5	0	5	1	11	Count Total	1	0	0	0	1	Count Total	5	0	2	9	16
Peak Hour	2	0	3	0	5	Peak Hour	1	0	0	0	1	Peak Hour	5	0	2	7	14



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Location: 11 NE HIGHLAND AVE & E 4TH ST PM

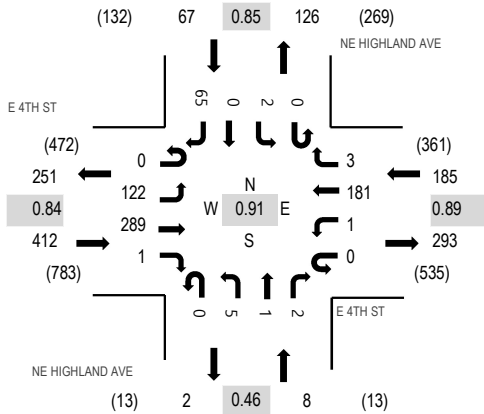
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

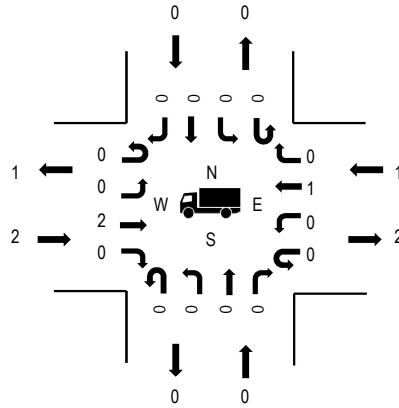
Motorized Vehicles



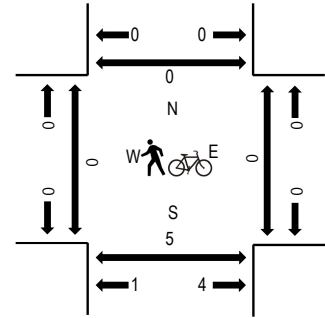
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.84
WB	0.5%	0.89
NB	0.0%	0.46
SB	0.0%	0.85
All	0.4%	0.91

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				NE HIGHLAND AVE Northbound				NE HIGHLAND AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	25	64	1	0	1	44	0	0	1	0	2	0	0	0	17	155	643
4:15 PM	0	30	82	0	0	1	52	0	0	1	0	0	0	1	0	16	183	672
4:30 PM	0	25	64	0	0	0	44	1	0	1	0	0	0	1	0	13	149	625
4:45 PM	0	25	63	1	0	0	44	1	0	3	1	2	0	0	0	16	156	650
5:00 PM	0	42	80	0	0	0	41	1	0	0	0	0	0	0	0	20	184	646
5:15 PM	0	22	49	1	0	0	49	1	0	1	0	0	0	0	0	13	136	
5:30 PM	0	44	65	2	0	0	36	7	0	0	0	1	0	0	0	19	174	
5:45 PM	0	36	58	4	0	2	29	7	0	0	0	0	1	3	0	12	152	
Count Total	0	249	525	9	0	4	339	18	0	7	1	5	1	5	0	126	1,289	
Peak Hour	0	122	289	1	0	1	181	3	0	5	1	2	0	2	0	65	672	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	2	1	4	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	3	0	0	3
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	5	0	2	7
Count Total	5	0	4	1	10	Count Total	0	0	0	0	0	Count Total	0	12	0	2	14
Peak Hour	2	0	1	0	3	Peak Hour	0	0	0	0	0	Peak Hour	0	5	0	0	5



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Location: 12 NE JOHN STORM AVE & NE LOCKWOOD CREEK RD PM

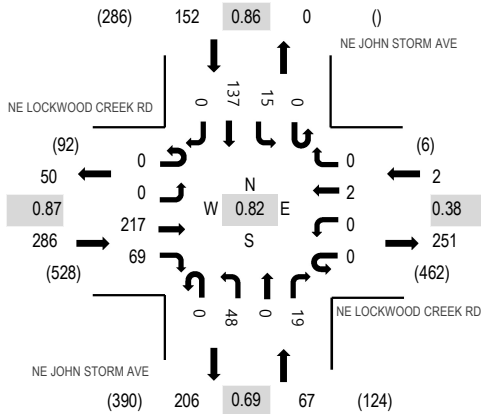
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

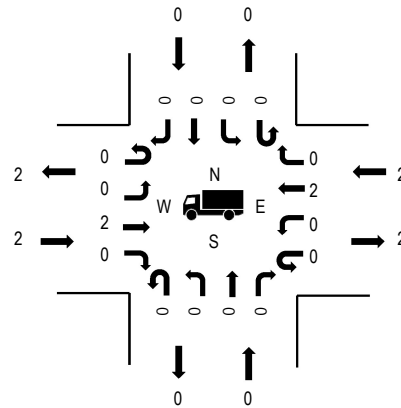
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

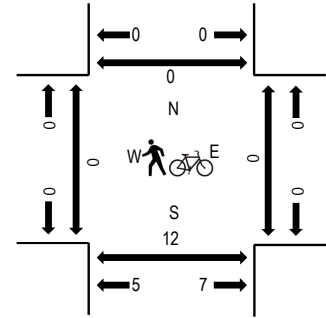
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.87
WB	100.0%	0.38
NB	0.0%	0.69
SB	0.0%	0.86
All	0.8%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	NE LOCKWOOD CREEK RD Eastbound				NE LOCKWOOD CREEK RD Westbound				NE JOHN STORM AVE Northbound				NE JOHN STORM AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	47	18	0	0	2	0	0	9	0	7	0	4	35	0	122	499
4:15 PM	0	0	58	24	0	0	1	0	0	20	0	8	0	7	36	0	154	507
4:30 PM	0	0	47	14	0	0	0	0	0	13	0	6	0	3	26	0	109	462
4:45 PM	0	0	52	12	0	0	0	0	0	10	0	4	0	2	34	0	114	461
5:00 PM	0	0	60	19	0	0	1	0	0	5	0	1	0	3	41	0	130	445
5:15 PM	0	0	41	12	0	0	2	0	0	14	0	4	0	6	30	0	109	
5:30 PM	0	0	54	13	0	0	0	0	0	11	0	5	0	1	24	0	108	
5:45 PM	0	0	38	19	0	0	0	0	0	4	0	3	0	1	33	0	98	
Count Total	0	0	397	131	0	0	6	0	0	86	0	38	0	27	259	0	944	
Peak Hour	0	0	217	69	0	0	2	0	0	48	0	19	0	15	137	0	507	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	2	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	5	0	0	5
4:15 PM	1	0	1	0	2	4:15 PM	2	0	0	0	2	4:15 PM	0	5	0	0	5
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	3	0	0	3
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	3	0	0	3
5:15 PM	0	0	2	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	4	0	6	0	10	Count Total	2	0	0	0	2	Count Total	0	17	0	0	17
Peak Hour	2	0	2	0	4	Peak Hour	2	0	0	0	2	Peak Hour	0	12	0	0	12

Location: 13 E SPRUCE AVE & NE LOCKWOOD CREEK RD PM

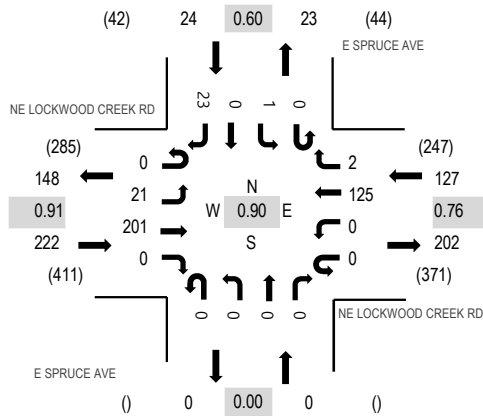
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

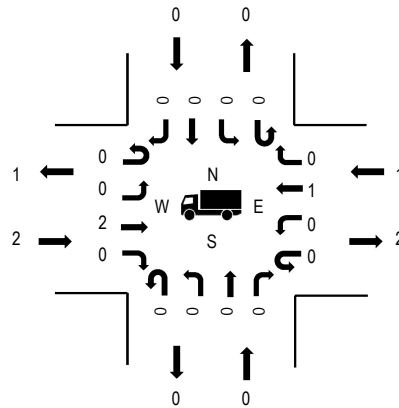
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

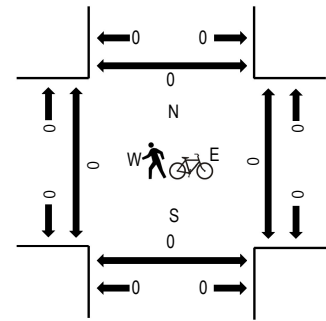
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.9%	0.91
WB	0.8%	0.76
NB	0.0%	0.00
SB	0.0%	0.60
All	0.8%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	NE LOCKWOOD CREEK RD Eastbound				NE LOCKWOOD CREEK RD Westbound				E SPRUCE AVE Northbound				E SPRUCE AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	50	0	0	0	38	0	0	0	0	0	0	0	0	3	95	365
4:15 PM	0	9	52	0	0	0	31	2	0	0	0	0	0	0	0	10	104	373
4:30 PM	0	2	46	0	0	0	25	0	0	0	0	0	0	0	0	3	76	350
4:45 PM	0	2	54	0	0	0	27	0	0	0	0	0	0	0	0	7	90	354
5:00 PM	0	8	49	0	0	0	42	0	0	0	0	0	0	1	0	3	103	335
5:15 PM	1	7	35	0	0	0	29	1	0	0	0	0	0	1	0	7	81	
5:30 PM	1	4	50	0	0	0	24	0	0	0	0	0	0	0	0	1	80	
5:45 PM	0	4	33	0	0	0	27	1	0	0	0	0	0	0	0	6	71	
Count Total	2	40	369	0	0	0	243	4	0	0	0	0	0	2	0	40	700	
Peak Hour	0	21	201	0	0	0	125	2	0	0	0	0	0	1	0	23	373	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	3	0	3	0	6	Count Total	1	0	0	0	1	Count Total	0	0	0	0	0
Peak Hour	2	0	1	0	3	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	2	0	0	2
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	2	0	0	2
Count Total	0	2	1	0	3	Count Total	0	0	0	0	0	Count Total	0	7	1	0	8
Peak Hour	0	1	1	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	2	1	0	3



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Location: 15 ASPEN AVE & W 5TH ST PM

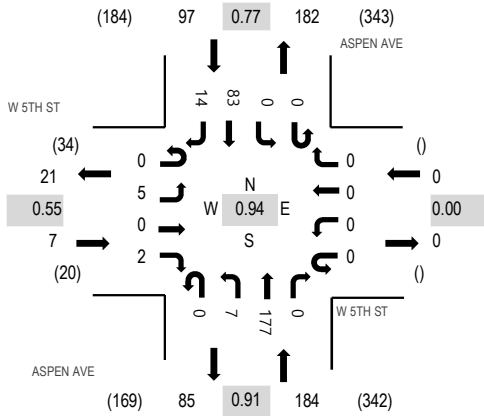
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

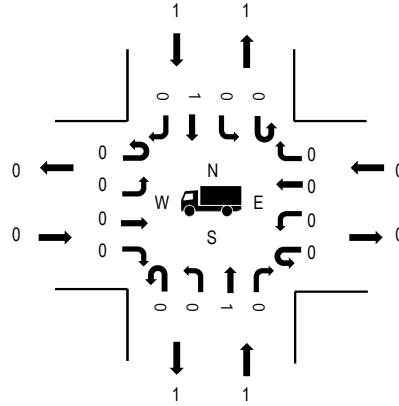
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

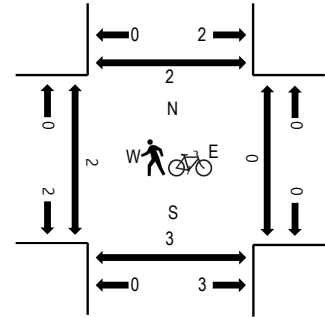
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.55
WB	0.0%	0.00
NB	0.5%	0.91
SB	1.0%	0.77
All	0.7%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	W 5TH ST Eastbound				W 5TH ST Westbound				ASPEN AVE Northbound				ASPEN AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	5	0	0	0	0	0	0	0	3	37	0	0	0	19	1	65	286
4:15 PM	0	0	0	1	0	0	0	0	0	2	42	0	0	0	27	5	77	288
4:30 PM	0	3	0	0	0	0	0	0	0	2	50	0	0	0	15	3	73	285
4:45 PM	0	0	0	0	0	0	0	0	0	1	42	0	0	0	22	6	71	268
5:00 PM	0	2	0	1	0	0	0	0	0	2	43	0	0	0	19	0	67	260
5:15 PM	0	1	0	0	0	0	0	0	0	3	46	0	0	0	22	2	74	
5:30 PM	0	3	0	2	0	0	0	0	0	1	26	0	0	0	22	2	56	
5:45 PM	0	2	0	0	0	0	0	0	0	1	41	0	0	0	19	0	63	
Count Total	0	16	0	4	0	0	0	0	0	15	327	0	0	0	165	19	546	
Peak Hour	0	5	0	2	0	0	0	0	0	7	177	0	0	0	83	14	288	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	3	1	0	0	4
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	3
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	2	2	0	0	4
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	2	0	0	2
Count Total	0	2	0	1	3	Count Total	0	0	0	0	0	Count Total	5	7	0	2	14
Peak Hour	0	1	0	1	2	Peak Hour	0	0	0	0	0	Peak Hour	2	3	0	2	7



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Location: 16 NW TIMMEN RD & NW SPENCER RD PM

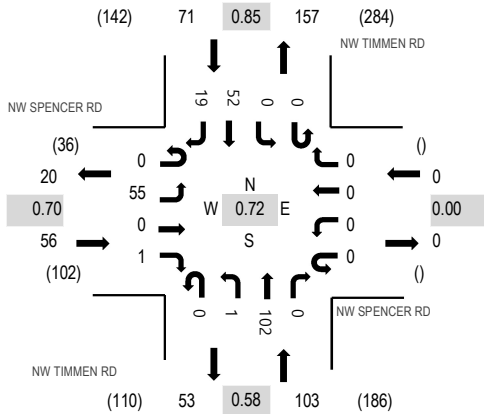
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

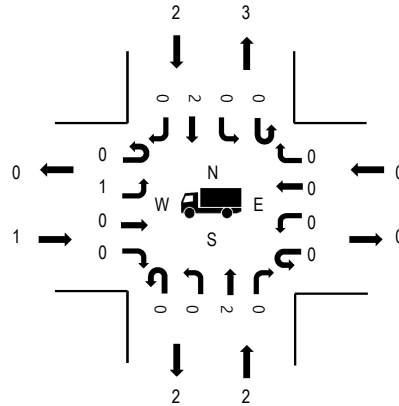
Motorized Vehicles



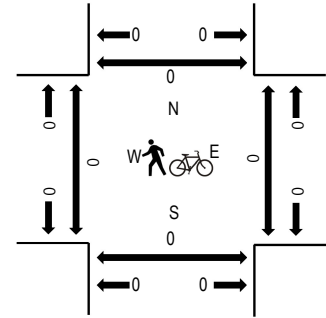
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.8%	0.70
WB	0.0%	0.00
NB	1.9%	0.58
SB	2.8%	0.85
All	2.2%	0.72

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NW SPENCER RD Eastbound				NW SPENCER RD Westbound				NW TIMMEN RD Northbound				NW TIMMEN RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	15	0	1	0	0	0	0	0	0	24	0	0	0	13	4	57	207
4:15 PM	0	11	0	0	0	0	0	0	0	0	24	0	0	0	12	5	52	230
4:30 PM	0	12	0	0	0	0	0	0	0	1	19	0	0	0	17	5	54	230
4:45 PM	0	11	0	0	0	0	0	0	0	0	14	0	0	0	14	5	44	228
5:00 PM	0	21	0	1	0	0	0	0	0	0	45	0	0	0	9	4	80	223
5:15 PM	0	16	0	1	0	0	0	0	0	0	20	0	0	0	11	4	52	
5:30 PM	0	7	0	0	0	0	0	0	0	0	22	0	0	0	19	4	52	
5:45 PM	0	6	0	0	0	0	0	0	0	0	17	0	0	0	12	4	39	
Count Total	0	99	0	3	0	0	0	0	0	1	185	0	0	0	107	35	430	
Peak Hour	0	55	0	1	0	0	0	0	0	1	102	0	0	0	52	19	230	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	1	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	1	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	0	2	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	1	0	0	1	5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
Count Total	3	4	0	4	11	Count Total	0	1	0	2	3	Count Total	0	0	1	0	1
Peak Hour	1	2	0	2	5	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	11-Jul-23 Tue	NB	SB							Total
12:00 AM		47	50							97
01:00		32	42							74
02:00		16	48							64
03:00		19	62							81
04:00		39	127							166
05:00		48	299							347
06:00		132	454							586
07:00		187	586							773
08:00		257	451							708
09:00		260	395							655
10:00		258	407							665
11:00		288	384							672
12:00 PM		383	344							727
01:00		377	343							720
02:00		429	352							781
03:00		501	330							831
04:00		645	394							1039
05:00		650	370							1020
06:00		521	295							816
07:00		380	214							594
08:00		302	211							513
09:00		251	125							376
10:00		146	107							253
11:00		94	73							167
Total		6262	6463							12725
Percent		49.2%	50.8%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	288	586	-	-	-	-	-	-	773
PM Peak	-	17:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	650	394	-	-	-	-	-	-	1039

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	12-Jul-23 Wed	NB	SB							Total
12:00 AM		61	53							114
01:00		34	55							89
02:00		33	53							86
03:00		28	48							76
04:00		35	123							158
05:00		44	305							349
06:00		122	490							612
07:00		198	549							747
08:00		254	448							702
09:00		224	396							620
10:00		247	410							657
11:00		284	352							636
12:00 PM		368	327							695
01:00		347	380							727
02:00		422	364							786
03:00		531	366							897
04:00		612	338							950
05:00		633	341							974
06:00		547	245							792
07:00		373	236							609
08:00		346	179							525
09:00		273	133							406
10:00		151	105							256
11:00		104	55							159
Total		6271	6351							12622
Percent		49.7%	50.3%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	284	549	-	-	-	-	-	-	747
PM Peak	-	17:00	13:00	-	-	-	-	-	-	17:00
Vol.	-	633	380	-	-	-	-	-	-	974

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	13-Jul-23 Thu	NB	SB							Total
12:00 AM		41	50							91
01:00		32	44							76
02:00		26	41							67
03:00		27	65							92
04:00		28	118							146
05:00		56	314							370
06:00		113	467							580
07:00		166	576							742
08:00		252	477							729
09:00		224	417							641
10:00		304	383							687
11:00		318	354							672
12:00 PM		340	313							653
01:00		383	344							727
02:00		397	319							716
03:00		465	323							788
04:00		598	342							940
05:00		694	339							1033
06:00		457	268							725
07:00		334	175							509
08:00		259	150							409
09:00		188	114							302
10:00		132	87							219
11:00		90	70							160
Total		5924	6150							12074
Percent		49.1%	50.9%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	318	576	-	-	-	-	-	-	742
PM Peak	-	17:00	13:00	-	-	-	-	-	-	17:00
Vol.	-	694	344	-	-	-	-	-	-	1033
Grand Total		18457	18964							37421
Percent		49.3%	50.7%							
ADT		ADT 12,474	AADT 12,474							

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/11/23	0	40	5	0	2	0	0	0	0	0	0	0	0	47
01:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32
02:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
03:00	0	17	1	0	0	0	0	0	1	0	0	0	0	19
04:00	0	30	7	0	0	1	0	0	1	0	0	0	0	39
05:00	2	33	10	0	2	0	0	1	0	0	0	0	0	48
06:00	5	93	26	1	4	1	0	2	0	0	0	0	0	132
07:00	4	138	32	1	8	2	1	1	0	0	0	0	0	187
08:00	6	174	60	1	10	1	3	2	0	0	0	0	0	257
09:00	0	198	41	0	14	1	0	5	0	0	0	0	1	260
10:00	7	183	50	3	11	2	0	1	1	0	0	0	0	258
11:00	3	218	51	0	10	2	1	2	1	0	0	0	0	288
12 PM	6	296	58	2	17	2	0	2	0	0	0	0	0	383
13:00	1	300	58	1	9	3	0	3	0	0	0	0	2	377
14:00	0	334	81	1	9	2	0	1	0	1	0	0	0	429
15:00	7	398	77	0	13	2	0	3	0	1	0	0	0	501
16:00	4	501	119	0	17	0	0	4	0	0	0	0	0	645
17:00	5	496	122	0	25	0	0	2	0	0	0	0	0	650
18:00	6	410	88	1	14	0	0	2	0	0	0	0	0	521
19:00	5	313	55	0	7	0	0	0	0	0	0	0	0	380
20:00	3	245	46	0	6	0	0	1	1	0	0	0	0	302
21:00	0	209	38	0	3	0	0	1	0	0	0	0	0	251
22:00	0	125	19	0	2	0	0	0	0	0	0	0	0	146
23:00	0	83	11	0	0	0	0	0	0	0	0	0	0	94
Day Total	64	4877	1060	11	183	19	5	33	5	2	0	0	3	6262
Percent	1.0%	77.9%	16.9%	0.2%	2.9%	0.3%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	10:00	09:00	07:00	08:00	09:00	03:00				09:00	11:00
Vol.	7	218	60	3	14	2	3	5	1				1	288
PM Peak	15:00	16:00	17:00	12:00	17:00	13:00		16:00	20:00	14:00			13:00	17:00
Vol.	7	501	122	2	25	3		4	1	1			2	650

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/12/23	0	52	7	0	2	0	0	0	0	0	0	0	0	61
01:00	1	31	2	0	0	0	0	0	0	0	0	0	0	34
02:00	0	26	6	0	1	0	0	0	0	0	0	0	0	33
03:00	0	23	3	0	2	0	0	0	0	0	0	0	0	28
04:00	2	27	4	0	1	0	0	0	1	0	0	0	0	35
05:00	5	31	3	0	4	0	0	1	0	0	0	0	0	44
06:00	2	93	21	0	4	0	0	2	0	0	0	0	0	122
07:00	8	125	47	2	8	2	0	5	0	1	0	0	0	198
08:00	4	179	50	1	14	0	2	4	0	0	0	0	0	254
09:00	0	169	42	0	7	2	0	2	1	1	0	0	0	224
10:00	1	194	45	0	4	1	0	1	0	1	0	0	0	247
11:00	3	210	52	0	8	1	1	5	3	1	0	0	0	284
12 PM	1	279	76	1	9	0	0	2	0	0	0	0	0	368
13:00	2	275	54	2	10	1	0	3	0	0	0	0	0	347
14:00	3	319	83	0	11	3	0	1	0	1	0	0	1	422
15:00	6	418	91	1	9	3	0	3	0	0	0	0	0	531
16:00	3	471	111	0	23	0	0	2	2	0	0	0	0	612
17:00	9	493	108	1	17	0	0	4	1	0	0	0	0	633
18:00	8	429	95	0	10	1	0	3	1	0	0	0	0	547
19:00	3	298	57	0	13	0	1	1	0	0	0	0	0	373
20:00	5	271	62	0	8	0	0	0	0	0	0	0	0	346
21:00	2	238	28	0	3	0	0	1	1	0	0	0	0	273
22:00	1	136	12	0	1	0	0	1	0	0	0	0	0	151
23:00	1	98	5	0	0	0	0	0	0	0	0	0	0	104
Day Total	70	4885	1064	8	169	14	4	41	10	5	0	0	1	6271
Percent	1.1%	77.9%	17.0%	0.1%	2.7%	0.2%	0.1%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	07:00	08:00	07:00	08:00	07:00	11:00	07:00				11:00
Vol.	8	210	52	2	14	2	2	5	3	1				284
PM Peak	17:00	17:00	16:00	13:00	16:00	14:00	19:00	17:00	16:00	14:00			14:00	17:00
Vol.	9	493	111	2	23	3	1	4	2	1			1	633

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/13/23	0	37	4	0	0	0	0	0	0	0	0	0	0	41
01:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
02:00	1	17	7	0	1	0	0	0	0	0	0	0	0	26
03:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
04:00	1	23	3	0	1	0	0	0	0	0	0	0	0	28
05:00	1	43	10	0	0	0	0	2	0	0	0	0	0	56
06:00	3	85	17	2	3	2	0	1	0	0	0	0	0	113
07:00	6	111	36	1	5	3	1	0	2	1	0	0	0	166
08:00	1	171	65	2	9	1	0	1	2	0	0	0	0	252
09:00	2	161	45	0	14	1	0	0	1	0	0	0	0	224
10:00	2	229	60	0	6	0	1	5	1	0	0	0	0	304
11:00	5	230	63	0	14	3	0	2	0	1	0	0	0	318
12 PM	3	251	63	0	15	3	2	1	1	0	0	0	1	340
13:00	6	289	67	0	11	1	2	6	1	0	0	0	0	383
14:00	1	321	60	0	11	2	1	0	1	0	0	0	0	397
15:00	2	344	106	0	12	0	1	0	0	0	0	0	0	465
16:00	4	460	113	0	15	1	1	3	1	0	0	0	0	598
17:00	4	532	133	0	22	1	0	1	0	1	0	0	0	694
18:00	3	369	71	0	10	1	0	3	0	0	0	0	0	457
19:00	4	269	54	0	5	1	0	1	0	0	0	0	0	334
20:00	3	209	42	0	4	0	0	1	0	0	0	0	0	259
21:00	0	164	17	0	6	0	0	1	0	0	0	0	0	188
22:00	0	111	20	0	0	0	0	1	0	0	0	0	0	132
23:00	0	83	7	0	0	0	0	0	0	0	0	0	0	90
Day Total	52	4563	1068	5	164	20	9	29	10	3	0	0	1	5924
Percent	0.9%	77.0%	18.0%	0.1%	2.8%	0.3%	0.2%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	08:00	06:00	09:00	07:00	07:00	10:00	07:00	07:00				11:00
Vol.	6	230	65	2	14	3	1	5	2	1				318
PM Peak	13:00	17:00	17:00		17:00	12:00	12:00	13:00	12:00	17:00			12:00	17:00
Vol.	6	532	133		22	3	2	6	1	1			1	694
Grand Total	186	14325	3192	24	516	53	18	103	25	10	0	0	5	18457
Percent	1.0%	77.6%	17.3%	0.1%	2.8%	0.3%	0.1%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/11/23	0	43	5	0	0	2	0	0	0	0	0	0	0	50
01:00	2	31	5	0	1	1	0	1	1	0	0	0	0	42
02:00	0	37	8	0	1	0	0	0	2	0	0	0	0	48
03:00	0	51	10	0	0	1	0	0	0	0	0	0	0	62
04:00	1	84	32	0	5	1	0	2	2	0	0	0	0	127
05:00	0	208	79	0	10	0	0	2	0	0	0	0	0	299
06:00	3	315	100	0	32	2	1	1	0	0	0	0	0	454
07:00	2	462	101	1	17	1	0	2	0	0	0	0	0	586
08:00	0	354	78	1	11	4	1	2	0	0	0	0	0	451
09:00	2	302	66	0	21	1	1	2	0	0	0	0	0	395
10:00	5	313	65	3	15	3	2	1	0	0	0	0	0	407
11:00	1	310	51	0	16	1	0	3	2	0	0	0	0	384
12 PM	4	262	54	0	15	4	2	2	1	0	0	0	0	344
13:00	2	261	58	1	11	4	0	4	0	0	0	0	2	343
14:00	4	268	60	1	14	2	1	2	0	0	0	0	0	352
15:00	2	260	54	0	7	3	1	2	1	0	0	0	0	330
16:00	4	327	51	0	9	1	0	1	1	0	0	0	0	394
17:00	3	283	68	2	10	0	0	4	0	0	0	0	0	370
18:00	3	239	40	0	9	2	0	2	0	0	0	0	0	295
19:00	4	170	31	0	3	3	1	2	0	0	0	0	0	214
20:00	3	178	21	0	5	2	1	0	1	0	0	0	0	211
21:00	2	104	15	0	1	2	0	0	1	0	0	0	0	125
22:00	0	92	12	0	1	0	0	0	2	0	0	0	0	107
23:00	0	63	6	0	3	1	0	0	0	0	0	0	0	73
Day Total	47	5017	1070	9	217	41	11	35	14	0	0	0	2	6463
Percent	0.7%	77.6%	16.6%	0.1%	3.4%	0.6%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	10:00	06:00	08:00	10:00	11:00	02:00					07:00
Vol.	5	462	101	3	32	4	2	3	2					586
PM Peak	12:00	16:00	17:00	17:00	12:00	12:00	12:00	13:00	22:00				13:00	16:00
Vol.	4	327	68	2	15	4	2	4	2				2	394

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/12/23	1	45	4	0	0	1	0	0	2	0	0	0	0	53
01:00	3	46	1	0	0	5	0	0	0	0	0	0	0	55
02:00	2	38	9	0	2	2	0	0	0	0	0	0	0	53
03:00	0	43	4	0	0	0	0	1	0	0	0	0	0	48
04:00	1	86	28	0	6	1	0	1	0	0	0	0	0	123
05:00	1	204	79	0	16	1	0	4	0	0	0	0	0	305
06:00	2	345	109	0	28	2	0	3	1	0	0	0	0	490
07:00	0	421	97	0	24	1	2	4	0	0	0	0	0	549
08:00	1	355	75	1	9	2	1	2	2	0	0	0	0	448
09:00	3	322	52	0	12	4	0	3	0	0	0	0	0	396
10:00	1	312	67	2	14	7	0	4	2	0	0	0	1	410
11:00	0	274	57	0	8	6	2	2	3	0	0	0	0	352
12 PM	1	260	48	2	5	4	1	4	1	1	0	0	0	327
13:00	3	291	66	3	8	4	0	3	2	0	0	0	0	380
14:00	3	288	53	1	9	2	5	3	0	0	0	0	0	364
15:00	1	291	50	2	12	4	1	3	2	0	0	0	0	366
16:00	3	263	57	0	12	1	1	1	0	0	0	0	0	338
17:00	3	266	61	0	7	1	0	2	1	0	0	0	0	341
18:00	1	205	30	0	9	0	0	0	0	0	0	0	0	245
19:00	5	183	38	0	5	3	0	2	0	0	0	0	0	236
20:00	1	157	17	0	4	0	0	0	0	0	0	0	0	179
21:00	0	116	16	0	1	0	0	0	0	0	0	0	0	133
22:00	2	88	11	0	1	1	0	2	0	0	0	0	0	105
23:00	1	43	8	0	2	0	0	0	1	0	0	0	0	55
Day Total	39	4942	1037	11	194	52	13	44	17	1	0	0	1	6351
Percent	0.6%	77.8%	16.3%	0.2%	3.1%	0.8%	0.2%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	07:00	06:00	10:00	06:00	10:00	07:00	05:00	11:00				10:00	07:00
Vol.	3	421	109	2	28	7	2	4	3				1	549
PM Peak	19:00	13:00	13:00	13:00	15:00	12:00	14:00	12:00	13:00	12:00				13:00
Vol.	5	291	66	3	12	4	5	4	2	1				380

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/13/23	1	44	1	0	2	1	0	0	1	0	0	0	0	50
01:00	3	35	3	0	0	2	0	0	1	0	0	0	0	44
02:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
03:00	2	43	15	0	3	1	0	1	0	0	0	0	0	65
04:00	0	80	31	0	5	1	0	1	0	0	0	0	0	118
05:00	3	215	71	0	19	4	0	1	1	0	0	0	0	314
06:00	2	319	113	2	21	3	0	6	1	0	0	0	0	467
07:00	1	457	100	1	14	1	0	2	0	0	0	0	0	576
08:00	1	379	74	1	13	4	1	3	1	0	0	0	0	477
09:00	2	321	70	1	16	1	0	4	1	0	0	0	1	417
10:00	2	295	69	0	10	2	1	2	0	1	0	0	1	383
11:00	0	295	43	0	9	2	2	2	1	0	0	0	0	354
12 PM	1	255	41	0	12	1	0	2	1	0	0	0	0	313
13:00	3	271	54	1	11	2	0	1	1	0	0	0	0	344
14:00	3	257	52	0	6	0	0	1	0	0	0	0	0	319
15:00	1	262	48	0	9	1	0	2	0	0	0	0	0	323
16:00	0	263	58	0	15	1	3	2	0	0	0	0	0	342
17:00	3	268	55	2	9	1	0	1	0	0	0	0	0	339
18:00	2	215	38	1	7	3	1	1	0	0	0	0	0	268
19:00	4	144	20	0	3	1	1	2	0	0	0	0	0	175
20:00	1	124	22	0	0	1	0	2	0	0	0	0	0	150
21:00	1	98	12	1	2	0	0	0	0	0	0	0	0	114
22:00	1	69	15	0	2	0	0	0	0	0	0	0	0	87
23:00	1	61	6	0	0	2	0	0	0	0	0	0	0	70
Day Total	38	4807	1015	10	188	35	9	36	9	1	0	0	2	6150
Percent	0.6%	78.2%	16.5%	0.2%	3.1%	0.6%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	07:00	06:00	06:00	06:00	05:00	11:00	06:00	00:00	10:00			09:00	07:00
Vol.	3	457	113	2	21	4	2	6	1	1			1	576
PM Peak	19:00	13:00	16:00	17:00	16:00	18:00	16:00	12:00	12:00					13:00
Vol.	4	271	58	2	15	3	3	2	1					344
Grand Total	124	14766	3122	30	599	128	33	115	40	2	0	0	5	18964
Percent	0.7%	77.9%	16.5%	0.2%	3.2%	0.7%	0.2%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
		20	25	30	35	40	45	50	55	60	65	70	75	999			
07/11/23	0	0	0	2	6	13	13	9	3	1	0	0	0	0	47	36-45	26
01:00	0	0	0	1	5	8	12	3	2	1	0	0	0	0	32	36-45	20
02:00	0	0	0	0	1	7	8	0	0	0	0	0	0	0	16	36-45	15
03:00	0	0	0	0	0	5	7	5	1	0	1	0	0	0	19	36-45	12
04:00	0	0	0	3	4	12	11	8	0	0	0	1	0	0	39	36-45	23
05:00	0	0	0	0	0	8	25	12	3	0	0	0	0	0	48	41-50	37
06:00	7	0	0	1	4	31	59	26	2	1	0	0	0	1	132	36-45	90
07:00	13	0	0	0	11	49	82	28	4	0	0	0	0	0	187	36-45	131
08:00	11	0	0	2	27	79	112	24	0	1	0	0	0	1	257	36-45	191
09:00	2	0	0	1	19	82	122	30	4	0	0	0	0	0	260	36-45	204
10:00	14	0	2	6	30	78	95	27	3	1	0	2	0	0	258	36-45	173
11:00	5	1	2	5	35	116	102	19	2	0	0	0	0	1	288	36-45	218
12 PM	8	0	1	3	17	97	191	62	3	1	0	0	0	0	383	36-45	288
13:00	4	0	2	2	19	91	198	57	3	0	1	0	0	0	377	36-45	289
14:00	4	0	5	0	15	95	213	89	8	0	0	0	0	0	429	36-45	308
15:00	1	0	0	1	11	80	284	119	3	0	0	0	1	1	501	41-50	403
16:00	2	0	0	0	17	134	352	134	6	0	0	0	0	0	645	36-45	486
17:00	4	0	0	5	18	122	334	153	13	1	0	0	0	0	650	41-50	487
18:00	1	0	0	0	13	100	273	122	11	1	0	0	0	0	521	41-50	395
19:00	0	0	0	1	14	71	187	93	12	2	0	0	0	0	380	41-50	280
20:00	2	0	0	0	18	87	128	62	4	1	0	0	0	0	302	36-45	215
21:00	0	0	0	0	31	67	119	29	4	0	1	0	0	0	251	36-45	186
22:00	0	0	0	1	12	41	65	24	2	1	0	0	0	0	146	36-45	106
23:00	0	0	1	1	2	25	46	14	2	3	0	0	0	0	94	36-45	71
Total	78	1	13	35	329	1498	3038	1149	95	15	3	3	1	4	6262		
Percent	1.2%	0.0%	0.2%	0.6%	5.3%	23.9%	48.5%	18.3%	1.5%	0.2%	0.0%	0.0%	0.0%	0.1%			
AM Peak	10:00	11:00	10:00	10:00	11:00	11:00	09:00	09:00	07:00	00:00	03:00	10:00		06:00		11:00	
Vol.	14	1	2	6	35	116	122	30	4	1	1	2		1		288	
PM Peak	12:00		14:00	17:00	21:00	16:00	16:00	17:00	17:00	23:00	13:00		15:00	15:00		17:00	
Vol.	8		5	5	31	134	352	153	13	3	1		1	1		650	

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Date Start: 11-Jul-23
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NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/12/23	1	0	0	1	5	23	20	10	1	0	0	0	0	0	61	36-45	43
01:00	0	0	0	0	1	9	13	6	4	1	0	0	0	0	34	36-45	22
02:00	1	0	0	1	1	10	11	5	3	0	0	0	0	1	33	36-45	21
03:00	0	0	0	0	6	5	12	4	1	0	0	0	0	0	28	36-45	17
04:00	2	0	0	2	3	6	15	6	1	0	0	0	0	0	35	36-45	21
05:00	2	0	1	0	1	13	18	7	2	0	0	0	0	0	44	36-45	31
06:00	4	0	0	0	5	34	49	26	2	1	1	0	0	0	122	36-45	83
07:00	12	0	1	4	16	58	93	12	2	0	0	0	0	0	198	36-45	151
08:00	11	5	0	8	15	72	116	23	4	0	0	0	0	0	254	36-45	188
09:00	3	1	1	8	13	75	97	25	1	0	0	0	0	0	224	36-45	172
10:00	1	0	0	1	21	61	115	48	0	0	0	0	0	0	247	36-45	176
11:00	2	0	0	4	21	81	129	43	3	0	0	1	0	0	284	36-45	210
12 PM	0	0	0	5	15	88	190	64	6	0	0	0	0	0	368	36-45	278
13:00	0	0	1	1	20	88	164	70	3	0	0	0	0	0	347	36-45	252
14:00	1	0	0	5	10	97	230	75	4	0	0	0	0	0	422	36-45	327
15:00	4	0	1	1	10	146	268	95	5	1	0	0	0	0	531	36-45	414
16:00	2	0	0	1	4	132	303	157	12	0	1	0	0	0	612	41-50	460
17:00	3	0	0	0	16	149	323	125	15	1	0	0	1	0	633	36-45	472
18:00	4	0	0	0	8	90	311	123	11	0	0	0	0	0	547	41-50	434
19:00	0	0	5	0	22	106	160	67	10	1	0	0	1	1	373	36-45	266
20:00	4	0	2	7	14	93	162	56	8	0	0	0	0	0	346	36-45	255
21:00	0	0	0	1	23	100	120	27	2	0	0	0	0	0	273	36-45	220
22:00	0	0	0	2	7	46	66	22	4	1	2	1	0	0	151	36-45	112
23:00	1	0	0	2	8	37	38	14	4	0	0	0	0	0	104	36-45	75
Total	58	6	12	54	265	1619	3023	1110	108	6	4	2	2	2	6271		
Percent	0.9%	0.1%	0.2%	0.9%	4.2%	25.8%	48.2%	17.7%	1.7%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	05:00	08:00	10:00	11:00	11:00	10:00	01:00	01:00	06:00	11:00		02:00	11:00		
Vol.	12	5	1	8	21	81	129	48	4	1	1	1		1	284		
PM Peak	15:00		19:00	20:00	21:00	17:00	17:00	16:00	17:00	15:00	22:00	22:00	17:00	19:00	17:00		
Vol.	4		5	7	23	149	323	157	15	1	2	1	1	1	633		

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Date Start: 11-Jul-23
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NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/13/23	0	0	0	3	3	12	12	7	2	2	0	0	0	0	41	36-45	24
01:00	0	0	0	0	6	9	12	3	2	0	0	0	0	0	32	36-45	21
02:00	0	0	0	0	3	5	12	4	1	1	0	0	0	0	26	36-45	17
03:00	0	0	0	1	4	6	10	5	1	0	0	0	0	0	27	36-45	16
04:00	0	0	1	0	4	7	11	5	0	0	0	0	0	0	28	36-45	18
05:00	0	0	0	0	5	13	26	10	2	0	0	0	0	0	56	36-45	39
06:00	2	1	0	0	10	32	35	26	5	1	1	0	0	0	113	36-45	67
07:00	3	2	0	2	7	29	84	35	4	0	0	0	0	0	166	41-50	119
08:00	2	0	0	2	14	75	126	32	0	0	0	0	0	1	252	36-45	201
09:00	6	1	0	3	11	59	94	41	8	1	0	0	0	0	224	36-45	153
10:00	1	0	2	7	14	75	145	55	3	0	0	1	0	1	304	36-45	220
11:00	7	0	2	8	13	81	147	52	7	1	0	0	0	0	318	36-45	228
12 PM	5	0	0	7	32	99	124	67	6	0	0	0	0	0	340	36-45	223
13:00	1	13	13	1	21	86	168	70	9	1	0	0	0	0	383	36-45	254
14:00	1	0	2	1	11	94	214	67	4	1	0	1	1	0	397	36-45	308
15:00	3	0	0	1	24	115	234	85	3	0	0	0	0	0	465	36-45	349
16:00	3	0	2	2	24	149	318	89	9	0	2	0	0	0	598	36-45	467
17:00	1	1	0	1	19	214	352	102	4	0	0	0	0	0	694	36-45	566
18:00	18	9	2	3	12	106	217	77	12	1	0	0	0	0	457	36-45	323
19:00	1	0	2	1	14	88	154	67	6	1	0	0	0	0	334	36-45	242
20:00	0	3	1	3	10	69	110	56	7	0	0	0	0	0	259	36-45	179
21:00	0	0	2	1	21	57	81	22	3	1	0	0	0	0	188	36-45	138
22:00	1	0	0	2	11	37	56	21	4	0	0	0	0	0	132	36-45	93
23:00	0	0	0	3	5	25	36	16	5	0	0	0	0	0	90	36-45	61
Total	55	30	29	52	298	1542	2778	1014	107	11	3	2	1	2	5924		
Percent	0.9%	0.5%	0.5%	0.9%	5.0%	26.0%	46.9%	17.1%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	10:00	11:00	08:00	11:00	11:00	10:00	09:00	00:00	06:00	10:00		08:00	11:00		
Vol.	7	2	2	8	14	81	147	55	8	2	1	1		1	318		
PM Peak	18:00	13:00	13:00	12:00	12:00	17:00	17:00	17:00	18:00	13:00	16:00	14:00	14:00		17:00		
Vol.	18	13	13	7	32	214	352	102	12	1	2	1	1		694		
Total	191	37	54	141	892	4659	8839	3273	310	32	10	7	4	8	18457		
Percent	1.0%	0.2%	0.3%	0.8%	4.8%	25.2%	47.9%	17.7%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 36 MPH
50th Percentile : 41 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Stats
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 13498
Percent in Pace : 73.1%
Number of Vehicles > 50 MPH : 371
Percent of Vehicles > 50 MPH : 2.0%
Mean Speed(Average) : 42 MPH

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Date Start: 11-Jul-23
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NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/11/23	1	0	0	1	3	12	17	13	2	1	0	0	0	0	50	41-50	30
01:00	1	0	3	2	6	12	11	3	4	0	0	0	0	0	42	36-45	23
02:00	1	0	0	0	5	12	18	10	2	0	0	0	0	0	48	36-45	30
03:00	7	0	0	1	1	21	16	14	1	0	1	0	0	0	62	36-45	37
04:00	5	0	0	2	13	27	32	37	9	2	0	0	0	0	127	41-50	69
05:00	10	0	0	0	4	24	134	104	20	1	0	0	2	0	299	41-50	238
06:00	16	0	1	3	4	53	210	144	20	3	0	0	0	0	454	41-50	354
07:00	14	8	13	13	10	99	282	133	14	0	0	0	0	0	586	41-50	415
08:00	15	1	5	12	34	104	199	69	9	2	0	1	0	0	451	36-45	303
09:00	9	3	4	16	13	83	189	71	5	0	1	0	0	1	395	36-45	272
10:00	12	0	6	24	47	132	140	38	6	2	0	0	0	0	407	36-45	272
11:00	10	1	2	7	57	130	137	36	3	0	0	0	0	1	384	36-45	267
12 PM	12	0	1	7	14	111	126	60	10	1	2	0	0	0	344	36-45	237
13:00	4	0	2	10	18	81	164	57	6	0	0	0	0	1	343	36-45	245
14:00	9	1	3	7	19	72	166	64	5	3	1	0	1	1	352	36-45	238
15:00	10	0	4	5	8	70	160	65	6	1	0	0	0	1	330	36-45	230
16:00	14	0	0	1	14	88	194	68	12	2	0	0	0	1	394	36-45	282
17:00	6	1	0	6	18	74	168	85	11	1	0	0	0	0	370	41-50	253
18:00	5	0	2	3	3	55	139	80	4	2	1	0	0	1	295	41-50	219
19:00	6	4	1	3	5	47	95	45	5	1	0	0	0	2	214	36-45	142
20:00	4	0	3	6	16	35	102	39	3	1	1	0	0	1	211	41-50	141
21:00	0	3	0	7	8	39	44	21	3	0	0	0	0	0	125	36-45	83
22:00	0	0	0	3	7	26	45	22	4	0	0	0	0	0	107	36-45	71
23:00	0	0	0	6	6	24	22	10	4	1	0	0	0	0	73	36-45	46
Total	171	22	50	145	333	1431	2810	1288	168	24	7	1	3	10	6463		
Percent	2.6%	0.3%	0.8%	2.2%	5.2%	22.1%	43.5%	19.9%	2.6%	0.4%	0.1%	0.0%	0.0%	0.2%			
AM Peak	06:00	07:00	07:00	10:00	11:00	10:00	07:00	06:00	05:00	06:00	03:00	08:00	05:00	09:00	07:00		
Vol.	16	8	13	24	57	132	282	144	20	3	1	1	2	1	586		
PM Peak	16:00	19:00	15:00	13:00	14:00	12:00	16:00	17:00	16:00	14:00	12:00		14:00	19:00	16:00		
Vol.	14	4	4	10	19	111	194	85	12	3	2		1	2	394		

All Traffic Data Services, Inc.
alltrafficdata.net

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
														999			
07/12/23	1	0	2	1	3	12	22	7	5	0	0	0	0	0	53	36-45	34
01:00	0	0	5	5	5	12	17	8	3	0	0	0	0	0	55	36-45	29
02:00	2	0	2	3	2	11	21	8	4	0	0	0	0	0	53	36-45	32
03:00	3	0	0	0	3	10	20	12	0	0	0	0	0	0	48	40-49	32
04:00	7	4	2	1	4	19	48	30	6	1	0	1	0	0	123	41-50	78
05:00	1	0	3	3	6	44	161	74	11	2	0	0	0	0	305	41-50	235
06:00	15	0	2	5	4	49	275	129	9	1	0	0	0	1	490	41-50	404
07:00	17	2	1	6	23	96	284	103	15	0	1	0	1	0	549	41-50	387
08:00	16	0	1	3	19	78	228	89	10	1	2	1	0	0	448	41-50	317
09:00	6	0	2	4	24	82	169	95	14	0	0	0	0	0	396	41-50	264
10:00	7	0	2	8	25	113	171	70	13	0	0	0	0	1	410	36-45	284
11:00	2	0	1	3	25	81	171	63	5	0	0	0	0	1	352	36-45	252
12 PM	7	0	0	10	23	74	150	55	7	1	0	0	0	0	327	36-45	224
13:00	11	1	1	6	29	89	161	65	11	2	1	2	0	1	380	36-45	250
14:00	7	0	14	9	27	92	149	48	10	7	0	0	0	1	364	36-45	241
15:00	10	0	1	6	19	86	160	76	6	2	0	0	0	0	366	36-45	246
16:00	15	0	1	0	14	74	149	66	13	3	0	0	0	3	338	36-45	223
17:00	11	0	2	3	9	72	167	64	5	3	1	0	0	4	341	36-45	239
18:00	9	0	0	0	12	56	105	59	3	0	0	0	0	1	245	41-50	164
19:00	7	2	5	2	14	63	99	38	5	1	0	0	0	0	236	36-45	162
20:00	4	0	1	1	7	58	71	36	1	0	0	0	0	0	179	36-45	129
21:00	0	0	0	2	6	35	65	20	3	1	1	0	0	0	133	36-45	100
22:00	0	0	0	0	6	38	35	20	4	2	0	0	0	0	105	36-45	73
23:00	0	0	3	3	5	8	27	7	1	1	0	0	0	0	55	36-45	35
Total	158	9	51	84	314	1352	2925	1242	164	28	6	4	1	13	6351		
Percent	2.5%	0.1%	0.8%	1.3%	4.9%	21.3%	46.1%	19.6%	2.6%	0.4%	0.1%	0.1%	0.0%	0.2%			
AM Peak	07:00	04:00	01:00	10:00	10:00	10:00	07:00	06:00	07:00	05:00	08:00	04:00	07:00	06:00	07:00		
Vol.	17	4	5	8	25	113	284	129	15	2	2	1	1	1	549		
PM Peak	16:00	19:00	14:00	12:00	13:00	14:00	17:00	15:00	16:00	14:00	13:00	13:00		17:00	13:00		
Vol.	15	2	14	10	29	92	167	76	13	7	1	2		4	380		

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/13/23	0	0	2	4	6	15	15	8	0	0	0	0	0	0	50	36-45	30
01:00	2	1	2	0	5	10	11	10	1	1	1	0	0	0	44	36-45	21
02:00	0	0	0	2	5	13	16	4	1	0	0	0	0	0	41	36-45	29
03:00	0	0	1	3	3	17	21	13	5	2	0	0	0	0	65	36-45	38
04:00	2	0	0	0	1	17	49	43	6	0	0	0	0	0	118	41-50	92
05:00	4	0	3	4	8	34	117	120	18	5	0	1	0	0	314	41-50	237
06:00	14	0	8	6	10	21	183	184	34	4	2	1	0	0	467	41-50	367
07:00	17	1	3	5	24	97	252	154	20	3	0	0	0	0	576	41-50	406
08:00	10	0	2	9	14	84	228	118	7	5	0	0	0	0	477	41-50	346
09:00	6	1	2	8	18	72	205	96	8	1	0	0	0	0	417	41-50	301
10:00	6	0	0	11	21	72	177	80	12	2	2	0	0	0	383	41-50	257
11:00	9	0	0	10	20	73	161	69	10	2	0	0	0	0	354	36-45	234
12 PM	9	1	1	4	16	83	132	52	12	3	0	0	0	0	313	36-45	215
13:00	7	0	1	5	8	63	164	84	6	1	0	1	0	4	344	41-50	248
14:00	12	0	4	3	7	64	135	79	10	3	1	1	0	0	319	41-50	214
15:00	13	0	1	0	4	53	152	84	14	0	0	1	0	1	323	41-50	236
16:00	14	1	0	10	17	58	149	75	13	2	1	0	0	2	342	41-50	224
17:00	36	3	1	4	7	53	158	60	12	1	1	1	0	2	339	41-50	218
18:00	14	0	3	2	3	61	107	64	11	3	0	0	0	0	268	41-50	171
19:00	3	1	1	3	7	39	81	32	7	1	0	0	0	0	175	36-45	120
20:00	2	0	3	1	5	37	66	32	4	0	0	0	0	0	150	36-45	103
21:00	0	0	0	1	7	33	49	23	1	0	0	0	0	0	114	36-45	82
22:00	1	0	0	1	11	22	37	14	1	0	0	0	0	0	87	36-45	59
23:00	2	0	1	3	10	20	23	9	2	0	0	0	0	0	70	36-45	43
Total	183	9	39	99	237	1111	2688	1507	215	39	8	6	0	9	6150		
Percent	3.0%	0.1%	0.6%	1.6%	3.9%	18.1%	43.7%	24.5%	3.5%	0.6%	0.1%	0.1%	0.0%	0.1%			
AM Peak	07:00	01:00	06:00	10:00	07:00	07:00	07:00	06:00	06:00	05:00	06:00	05:00				07:00	
Vol.	17	1	8	11	24	97	252	184	34	5	2	1				576	
PM Peak	17:00	17:00	14:00	16:00	16:00	12:00	13:00	13:00	15:00	12:00	14:00	13:00		13:00	13:00		
Vol.	36	3	4	10	17	83	164	84	14	3	1	1		4	344		
Total	512	40	140	328	884	3894	8423	4037	547	91	21	11	4	32	18964		
Percent	2.7%	0.2%	0.7%	1.7%	4.7%	20.5%	44.4%	21.3%	2.9%	0.5%	0.1%	0.1%	0.0%	0.2%			

15th Percentile : 36 MPH
50th Percentile : 42 MPH
85th Percentile : 47 MPH
95th Percentile : 49 MPH

Stats
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 12460
Percent in Pace : 65.7%
Number of Vehicles > 50 MPH : 706
Percent of Vehicles > 50 MPH : 3.7%
Mean Speed(Average) : 42 MPH

Int #	Intersection	Time	Peak Hours	System Peak
1	NW La Center Road / NW Timmen Road	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
2	NW La Center Road / W 3rd Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
4	NW Pacific Highway / W 5th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
5	NW Pacific Highway / W 10th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
6	NW Pacific Highway / W D Avenue	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
7	NW Pacific Highway / NW Larsen Drive / NW 14th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
8	NW Pacific Highway / NW 15th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
9	W 4th Street / Aspen Avenue / E 4th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
10	E 4th Street / E Cedar Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
13	NE Lockwood Creek Road / E Spruce Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
14	Aspen Avenue / E 5th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
15	Aspen Avenue / W 5th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
16	NW Timmen Road / NW Spencer Road	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM

Intersection Peaks	Frequency
04:15 PM - 05:15 PM	10
04:00 PM - 05:00 PM	6

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

2023 Count Volumes															
Int #	Intersection	Time	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	
1	NW La Center Road / NW Timmen Road	PM	0	0	0	29	0	120	0	630	21	59	373	0	
2	NW La Center Road / W 3rd Street	PM	7	0	12	1	0	5	9	754	3	3	426	4	
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	0	0	0	294	0	33	0	214	550	32	137	0	
4	NW Pacific Highway / W 5th Street	PM	1	0	4	16	0	8	7	228	12	8	150	0	Count volumes adjusted to match System Peak
5	NW Pacific Highway / W 10th Street	PM	0	0	0	18	0	13	0	198	16	14	119	0	Count volumes adjusted to match System Peak
6	NW Pacific Highway / W D Avenue	PM	0	0	0	13	0	1	0	190	22	0	120	0	Count volumes adjusted to match System Peak
7	NW Pacific Highway / NW Larson Drive / NW 14th Street	PM	1	0	4	36	0	1	8	128	50	1	73	2	Count volumes adjusted to match System Peak
8	NW Pacific Highway / NW 15th Street	PM	7	0	33	0	0	61	69	0	0	0	43	9	Count volumes adjusted to match System Peak
9	W 4th Street / Aspen Avenue / E 4th Street	PM	168	415	0	0	238	19	0	0	0	14	0	72	
10	E 4th Street / E Cedar Avenue	PM	33	396	0	0	231	7	0	0	0	25	0	25	
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	122	289	1	1	181	3	5	1	2	2	0	65	
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	0	217	69	0	2	0	48	0	19	15	137	0	
13	NE Lockwood Creek Road / E Spruce Avenue	PM	21	201	0	0	125	2	0	0	0	1	0	23	
14	Aspen Avenue / E 5th Street	PM	0	0	0	0	19	0	11	0	161	21	12	78	Count volumes adjusted to match System Peak
15	Aspen Avenue / W 5th Street	PM	5	0	2	0	0	0	7	177	0	0	83	14	
16	NW Timmen Road / NW Spencer Road	PM	55	0	1	0	0	0	1	102	0	0	52	19	
17	NW Pacific Hwy / NW 11th Ct/NW 9th Ave	PM	1	0	0	0	0	1	2	187	2	1	117	0	Count volumes estimated based on int. #6 & #7, and ITE Trip Generation Manual, 11th ed.
18	NW Pacific Hwy / W Golden Eagle Ave	PM	1	0	0	1	0	9	16	186	2	2	116	1	Count volumes estimated based on int. #6 & #7, and ITE Trip Generation Manual, 11th ed.

2023 Rounded Count Volumes															
Int #	Intersection	Time	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	
1	NW La Center Road / NW Timmen Road	PM	0	0	0	30	0	120	0	630	20	60	375	0	
2	NW La Center Road / W 3rd Street	PM	5	0	10	0	0	5	10	755	5	5	425	5	
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	0	0	0	295	0	35	0	215	550	30	135	0	
4	NW Pacific Highway / W 5th Street	PM	0	0	5	15	0	10	5	230	10	10	150	0	
5	NW Pacific Highway / W 10th Street	PM	0	0	0	20	0	15	0	200	15	15	120	0	
6	NW Pacific Highway / W D Avenue	PM	0	0	0	15	0	0	0	190	20	0	120	0	
7	NW Pacific Highway / NW Larson Drive / NW 14th Street	PM	0	0	5	35	0	0	10	130	50	0	75	0	
8	NW Pacific Highway / NW 15th Street	PM	5	0	35	0	0	0	60	70	0	0	45	10	
9	W 4th Street / Aspen Avenue / E 4th Street	PM	170	415	0	0	240	20	0	0	0	15	0	70	
10	E 4th Street / E Cedar Avenue	PM	35	395	0	0	230	5	0	0	0	25	0	25	
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	120	290	0	0	180	5	5	0	0	0	0	65	
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	0	215	70	0	0	50	0	20	15	135	0		
13	NE Lockwood Creek Road / E Spruce Avenue	PM	20	200	0	0	125	0	0	0	0	0	0	25	
14	Aspen Avenue / E 5th Street	PM	0	0	0	20	0	10	0	160	20	10	80	0	
15	Aspen Avenue / W 5th Street	PM	5	0	0	0	0	5	175	0	0	0	85	15	
16	NW Timmen Road / NW Spencer Road	PM	55	0	0	0	0	0	0	100	0	0	50	20	
17	NW Pacific Hwy / NW 11th Ct/NW 9th Ave	PM	0	0	0	0	0	0	0	185	0	0	115	0	
18	NW Pacific Hwy / W Golden Eagle Ave	PM	0	0	0	0	0	10	15	185	0	0	115	0	

Note - for analysis purpose, all zero turning movement volumes have been added as 5 in Synchro/SIDRA model if the movement is permitted.






HCM 6th TWSC

1: NW La Center Rd & NW Timmen Rd

02/23/2024

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	120	630	20	60	375
Future Vol, veh/h	30	120	630	20	60	375
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	0	0	2	2
Mvmt Flow	33	130	685	22	65	408

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1236	698	0
Stage 1	697	-	-
Stage 2	539	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	193	437	-
Stage 1	490	-	-
Stage 2	581	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	179	436	-
Mov Cap-2 Maneuver	179	-	-
Stage 1	490	-	-
Stage 2	538	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	179	436
HCM Lane V/C Ratio	-	-	0.182	0.299
HCM Control Delay (s)	-	-	29.5	16.7
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	0.6	1.2

HCM 6th TWSC
2: NW La Center Rd & W 3rd St

02/23/2024

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	5	5	10	0	5	5	10	755	5	5	425	5
Future Vol, veh/h	5	5	10	0	5	5	10	755	5	5	425	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	6	6	11	0	6	6	11	839	6	6	472	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1359	1356	477	-	1356	844	479	0	0	846	0	0
Stage 1	488	488	-	-	865	-	-	-	-	-	-	-
Stage 2	871	868	-	-	491	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	-	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	127	151	592	0	151	366	1089	-	-	795	-	-
Stage 1	565	553	-	0	374	-	-	-	-	-	-	-
Stage 2	349	372	-	0	552	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	119	147	591	-	147	365	1088	-	-	794	-	-
Mov Cap-2 Maneuver	119	147	-	-	147	-	-	-	-	-	-	-
Stage 1	554	548	-	-	367	-	-	-	-	-	-	-
Stage 2	332	365	-	-	547	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.7		23.1		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1088	-	-	215	210	794	-
HCM Lane V/C Ratio	0.01	-	-	0.103	0.053	0.007	-
HCM Control Delay (s)	8.3	0	-	23.7	23.1	9.6	-
HCM Lane LOS	A	A	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-

HCM 6th Roundabout
3: NW La Center Rd/NW Pacific Hwy & W 4th St

02/23/2024

Intersection				
Intersection Delay, s/veh	6.6			
Intersection LOS	A			
Approach	WB	NB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	375	869	187	
Demand Flow Rate, veh/h	383	877	191	
Vehicles Circulating, veh/h	246	35	342	
Vehicles Exiting, veh/h	35	498	287	
Ped Vol Crossing Leg, #/h	8	0	8	
Ped Cap Adj	0.999	1.000	0.999	
Approach Delay, s/veh	7.1	6.6	5.7	
Approach LOS	A	A	A	
Lane	Left	Left	Bypass	Left
Designated Moves	LR	T	R	LT
Assumed Moves	LR	T	R	LT
RT Channelized			Yield	
Lane Util	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	631	4.976
Entry Flow, veh/h	383	246	1331	191
Cap Entry Lane, veh/h	1074	1331	0.990	974
Entry HV Adj Factor	0.979	0.990	625	0.979
Flow Entry, veh/h	375	244	1318	187
Cap Entry, veh/h	1050	1318	0.474	952
V/C Ratio	0.357	0.185	7.5	0.196
Control Delay, s/veh	7.1	4.3	A	5.7
LOS	A	A	3	A
95th %tile Queue, veh	2	1		1

HCM 6th TWSC
4: NW Pacific Hwy & W 5th St

02/23/2024

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	15	5	10	5	230	10	10	150	5
Future Vol, veh/h	5	5	5	15	5	10	5	230	10	10	150	5
Conflicting Peds, #/hr	1	0	1	1	0	0	1	0	1	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	6	6	6	19	6	13	6	288	13	13	188	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	535	532	193	532	529	297	195	0	0	302	0	0
Stage 1	218	218	-	308	308	-	-	-	-	-	-	-
Stage 2	317	314	-	224	221	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	459	456	854	461	458	747	1384	-	-	1265	-	-
Stage 1	789	726	-	706	664	-	-	-	-	-	-	-
Stage 2	698	660	-	783	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	440	447	852	446	449	746	1383	-	-	1264	-	-
Mov Cap-2 Maneuver	440	447	-	446	449	-	-	-	-	-	-	-
Stage 1	784	717	-	702	660	-	-	-	-	-	-	-
Stage 2	676	656	-	761	715	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		12.5		0.2		0.5	
HCM LOS	B		B					





Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	528	516	1264	-
HCM Lane V/C Ratio	0.005	-	-	0.036	0.073	0.01	-
HCM Control Delay (s)	7.6	0	-	12.1	12.5	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

HCM 6th TWSC
5: NW Pacific Hwy & W 10th St

02/23/2024

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	15	200	15	15	120
Future Vol, veh/h	20	15	200	15	15	120
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	24	18	238	18	18	143

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	428	249	0
Stage 1	248	-	-
Stage 2	180	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	588	795	-
Stage 1	798	-	-
Stage 2	856	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	578	793	-
Mov Cap-2 Maneuver	578	-	-
Stage 1	797	-	-
Stage 2	842	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	578	793
HCM Lane V/C Ratio	-	-	0.041	0.023
HCM Control Delay (s)	-	-	11.5	9.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
6: W D Ave & NW Pacific Hwy

02/23/2024

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	120	5	5	190	20	15	5	5	5	5	5
Future Vol, veh/h	5	120	5	5	190	20	15	5	5	5	5	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	6	138	6	6	218	23	17	6	6	6	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	145	0	0	403	408	143	403	400	232
Stage 1	-	-	-	-	-	-	154	154	-	243	243	-
Stage 2	-	-	-	-	-	-	249	254	-	160	157	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1330	-	-	1443	-	-	562	536	910	562	541	812
Stage 1	-	-	-	-	-	-	853	774	-	765	708	-
Stage 2	-	-	-	-	-	-	759	701	-	847	772	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1329	-	-	1442	-	-	548	530	908	549	535	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	530	-	549	535	-
Stage 1	-	-	-	-	-	-	848	769	-	760	704	-
Stage 2	-	-	-	-	-	-	743	697	-	830	767	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.4			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	591	1329	-	-	1442	-	-	609
HCM Lane V/C Ratio	0.049	0.004	-	-	0.004	-	-	0.028
HCM Control Delay (s)	11.4	7.7	0	-	7.5	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	5	5	5	35	5	5	10	130	50	5	75	5
Future Vol, veh/h	5	5	5	35	5	5	10	130	50	5	75	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	5	5	38	5	5	11	140	54	5	81	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	288	310	84	288	285	167	86	0	0	194	0	0
Stage 1	94	94	-	189	189	-	-	-	-	-	-	-
Stage 2	194	216	-	99	96	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	668	608	981	666	626	880	1517	-	-	1385	-	-
Stage 1	918	821	-	815	746	-	-	-	-	-	-	-
Stage 2	812	728	-	910	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	654	601	981	652	618	880	1517	-	-	1385	-	-
Mov Cap-2 Maneuver	654	601	-	652	618	-	-	-	-	-	-	-
Stage 1	911	818	-	808	740	-	-	-	-	-	-	-
Stage 2	795	722	-	896	814	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		10.8		0.4		0.4	
HCM LOS	B		B					





Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	712	667	1385	-
HCM Lane V/C Ratio	0.007	-	-	0.023	0.073	0.004	-
HCM Control Delay (s)	7.4	0	-	10.2	10.8	7.6	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

HCM 6th TWSC
8: NW Pacific Hwy & W 15th St

02/23/2024

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	35	60	70	45	10
Future Vol, veh/h	5	35	60	70	45	10
Conflicting Peds, #/hr	2	2	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	2	1	1
Mvmt Flow	6	40	68	80	51	11






Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	277	61	64	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	717	1010	1538	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	1006	1535	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	3.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	950	-	-
HCM Lane V/C Ratio	0.044	-	0.048	-	-
HCM Control Delay (s)	7.5	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	170	415	240	20	15	70
Future Vol, veh/h	170	415	240	20	15	70
Conflicting Peds, #/hr	7	0	0	14	14	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	183	446	258	22	16	75




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	294	0	0 1109 290
Stage 1	-	-	- 283 -
Stage 2	-	-	- 826 -
Critical Hdwy	4.11	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.209	-	- 3.509 3.309
Pot Cap-1 Maneuver	1273	-	- 233 752
Stage 1	-	-	- 767 -
Stage 2	-	-	- 432 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1256	-	- 194 737
Mov Cap-2 Maneuver	-	-	- 194 -
Stage 1	-	-	- 647 -
Stage 2	-	-	- 426 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1256	-	-	-	194	737
HCM Lane V/C Ratio	0.146	-	-	-	0.083	0.102
HCM Control Delay (s)	8.4	-	-	-	25.2	10.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	0.3

Intersection









Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	395	230	5	25	25
Future Vol, veh/h	35	395	230	5	25	25
Conflicting Peds, #/hr	12	0	0	9	9	12
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	37	420	245	5	27	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	262	0	0 763 272
Stage 1	-	-	- 260 -
Stage 2	-	-	- 503 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1314	-	- 375 772
Stage 1	-	-	- 788 -
Stage 2	-	-	- 612 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1299	-	- 353 754
Mov Cap-2 Maneuver	-	-	- 353 -
Stage 1	-	-	- 750 -
Stage 2	-	-	- 605 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1299	-	-	-	481
HCM Lane V/C Ratio	0.029	-	-	-	0.111
HCM Control Delay (s)	7.9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	290	5	5	180	5	5	5	5	5	5	65
Future Vol, veh/h	120	290	5	5	180	5	5	5	5	5	5	65
Conflicting Peds, #/hr	0	0	5	5	0	0	5	0	5	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	-	125	-	-	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	132	319	5	5	198	5	5	5	5	5	5	71
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	329	0	0	845	804	332	807	804	206
Stage 1	-	-	-	-	-	-	591	591	-	211	211	-
Stage 2	-	-	-	-	-	-	254	213	-	596	593	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1375	-	-	1236	-	-	285	319	714	302	319	840
Stage 1	-	-	-	-	-	-	497	498	-	796	731	-
Stage 2	-	-	-	-	-	-	755	730	-	494	497	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	1230	-	-	235	286	707	271	286	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	286	-	271	286	-
Stage 1	-	-	-	-	-	-	447	448	-	720	728	-
Stage 2	-	-	-	-	-	-	679	727	-	436	447	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0.2			16.3			11		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	235	407	1375	-	-	1230	-	-	271	735		
HCM Lane V/C Ratio	0.023	0.027	0.096	-	-	0.004	-	-	0.02	0.105		
HCM Control Delay (s)	20.7	14.1	7.9	-	-	7.9	-	-	18.6	10.5		
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B		
HCM 95th %tile Q(veh)	0.1	0.1	0.3	-	-	0	-	-	0.1	0.3		

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	215	70	15	135	5	50	5	20	5	5	5
Future Vol, veh/h	5	215	70	15	135	5	50	5	20	5	5	5
Conflicting Peds, #/hr	0	0	12	12	0	0	12	0	12	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	6	262	85	18	165	6	61	6	24	6	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	359	0	0	551	536	329	548	575	180
Stage 1	-	-	-	-	-	-	329	329	-	204	204	-
Stage 2	-	-	-	-	-	-	222	207	-	344	371	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1412	-	-	1205	-	-	448	454	717	450	431	868
Stage 1	-	-	-	-	-	-	688	650	-	803	737	-
Stage 2	-	-	-	-	-	-	785	734	-	676	623	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1412	-	-	1191	-	-	422	439	701	418	417	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	439	-	418	417	-
Stage 1	-	-	-	-	-	-	677	640	-	799	724	-
Stage 2	-	-	-	-	-	-	751	722	-	636	613	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			14.4			12.4		
HCM LOS							B			B		




Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	473	1412	-	-	1191	-	-	504
HCM Lane V/C Ratio	0.193	0.004	-	-	0.015	-	-	0.036
HCM Control Delay (s)	14.4	7.6	0	-	8.1	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.1

HCM 6th TWSC
13: NE Lockwood Creek Rd & E Spruce Ave

02/23/2024

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	200	125	5	5	25
Future Vol, veh/h	20	200	125	5	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	11	222	139	6	6	28

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	145	0	386
Stage 1	-	-	142
Stage 2	-	-	244
Critical Hdwy	4.11	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.209	-	3.5
Pot Cap-1 Maneuver	1443	-	621
Stage 1	-	-	890
Stage 2	-	-	801
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1443	-	615
Mov Cap-2 Maneuver	-	-	615
Stage 1	-	-	882
Stage 2	-	-	801

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.4
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1443	-	-	-	843
HCM Lane V/C Ratio	0.008	-	-	-	0.04
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
14: Aspen Ave & E 5th St

02/23/2024

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	10	160	25	10	80
Future Vol, veh/h	20	10	160	25	10	80
Conflicting Peds, #/hr	4	1	0	4	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	1	1	0	0
Mvmt Flow	21	10	167	26	10	83

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	291	185	0
Stage 1	184	-	-
Stage 2	107	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	698	855	-
Stage 1	845	-	-
Stage 2	915	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	687	851	-
Mov Cap-2 Maneuver	687	-	-
Stage 1	842	-	-
Stage 2	904	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.8
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	734	1383
HCM Lane V/C Ratio	-	-	0.043	0.008
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
15: Aspen Ave & W 5th St

02/23/2024

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	175	85	15
Future Vol, veh/h	5	5	5	175	85	15
Conflicting Peds, #/hr	4	5	5	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	5	5	5	186	90	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	303	108	111
Stage 1	103	-	-
Stage 2	200	-	-
Critical Hdwy	6.4	6.2	4.11
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.209
Pot Cap-1 Maneuver	693	951	1485
Stage 1	926	-	-
Stage 2	838	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	683	942	1478
Mov Cap-2 Maneuver	683	-	-
Stage 1	918	-	-
Stage 2	834	-	-

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




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	792	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
16: NW Spencer Rd & NW Timmen Rd

02/23/2024

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	20	5	100	55	5
Future Vol, veh/h	50	20	5	100	55	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	69	28	7	139	76	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	97
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1503
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1503
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	1503	-
HCM Lane V/C Ratio	0.109	-	-	0.005	-
HCM Control Delay (s)	10.3	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	120	5	5	185	5	5	5	5	5	5	5
Future Vol, veh/h	5	120	5	5	185	5	5	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	130	5	5	201	5	5	5	5	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	135	0	0	362	359	133	362	359	204
Stage 1	-	-	-	-	-	-	143	143	-	214	214	-
Stage 2	-	-	-	-	-	-	219	216	-	148	145	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1365	-	-	1449	-	-	594	568	916	594	568	837
Stage 1	-	-	-	-	-	-	860	779	-	788	725	-
Stage 2	-	-	-	-	-	-	783	724	-	855	777	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	1449	-	-	582	563	916	583	563	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	563	-	583	563	-
Stage 1	-	-	-	-	-	-	857	776	-	785	722	-
Stage 2	-	-	-	-	-	-	769	721	-	841	774	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			10.6			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1365	-	-	1449	-	-	640
HCM Lane V/C Ratio	0.025	0.004	-	-	0.004	-	-	0.025
HCM Control Delay (s)	10.6	7.6	0	-	7.5	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
18: W Golden Eagle Ave & NW Pacific Hwy

02/23/2024

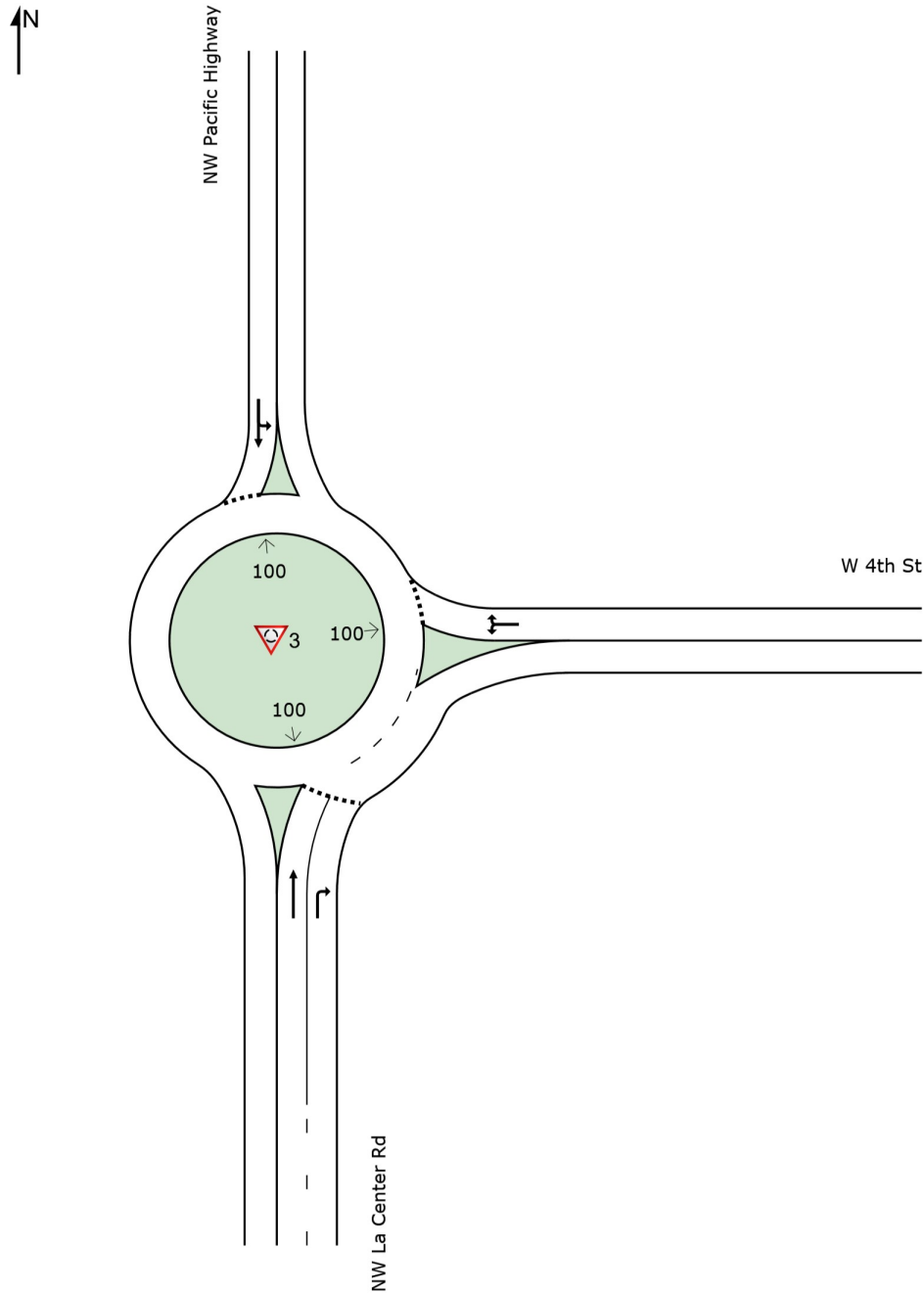
Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	115	5	5	185	15	5	5	10	5	5	5
Future Vol, veh/h	5	115	5	5	185	15	5	5	10	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	125	5	5	201	16	5	5	11	5	5	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	130	0	0	362	365	128	365	359	209
Stage 1	-	-	-	-	-	-	138	138	-	219	219	-
Stage 2	-	-	-	-	-	-	224	227	-	146	140	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1353	-	-	1455	-	-	594	563	922	591	568	831
Stage 1	-	-	-	-	-	-	865	782	-	783	722	-
Stage 2	-	-	-	-	-	-	779	716	-	857	781	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	1455	-	-	582	558	922	576	563	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	558	-	576	563	-
Stage 1	-	-	-	-	-	-	862	779	-	780	719	-
Stage 2	-	-	-	-	-	-	765	713	-	838	778	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			10.3			10.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	704	1353	-	-	1455	-	-	636				
HCM Lane V/C Ratio	0.031	0.004	-	-	0.004	-	-	0.026				
HCM Control Delay (s)	10.3	7.7	0	-	7.5	0	-	10.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

SITE LAYOUT

 **Site: 3 [NW La Center Rd @ W 4th St (Site Folder: General)]**

Existing PM Peak
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

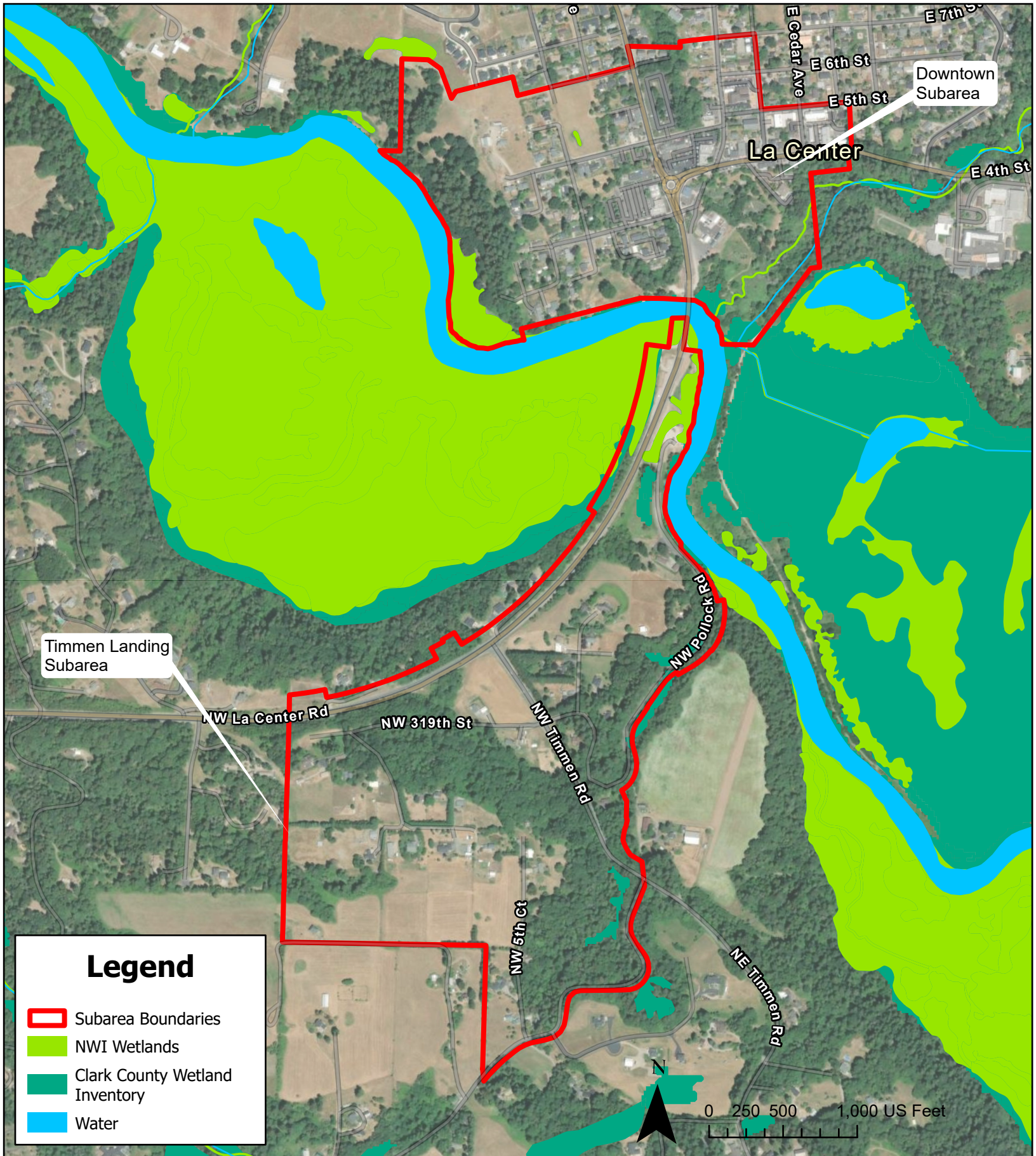
 **Site: 3 [NW La Center Rd @ W 4th St (Site Folder: General)]**

Existing PM Peak
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: NW La Center Rd														
8	T1	215	1.0	244	1.0	0.227	2.6	LOS A	1.3	32.8	0.37	0.35	0.37	19.7
18	R2	550	0.0	625	0.0	0.437	6.1	LOS A	3.3	82.6	0.42	0.61	0.42	16.2
Approach		765	0.3	869	0.3	0.437	5.2	LOS A	3.3	82.6	0.41	0.54	0.41	17.1
East: W 4th St														
1	L2	295	1.0	335	1.0	0.347	7.4	LOS A	2.0	51.4	0.47	0.63	0.47	16.4
16	R2	35	3.0	40	3.0	0.347	6.7	LOS A	2.0	51.4	0.47	0.63	0.47	17.0
Approach		330	1.2	375	1.2	0.347	7.3	LOS A	2.0	51.4	0.47	0.63	0.47	16.5
North: NW Pacific Highway														
7	L2	125	3.0	142	3.0	0.181	7.9	LOS A	1.0	26.8	0.54	0.63	0.54	17.5
4	T1	30	2.0	33	2.0	0.181	3.7	LOS A	1.0	26.8	0.54	0.63	0.54	16.8
Approach		155	2.8	175	2.8	0.181	7.1	LOS A	1.0	26.8	0.54	0.63	0.54	17.4
All Vehicles		1250	0.8	1419	0.8	0.437	6.0	LOS A	3.3	82.6	0.44	0.57	0.44	16.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

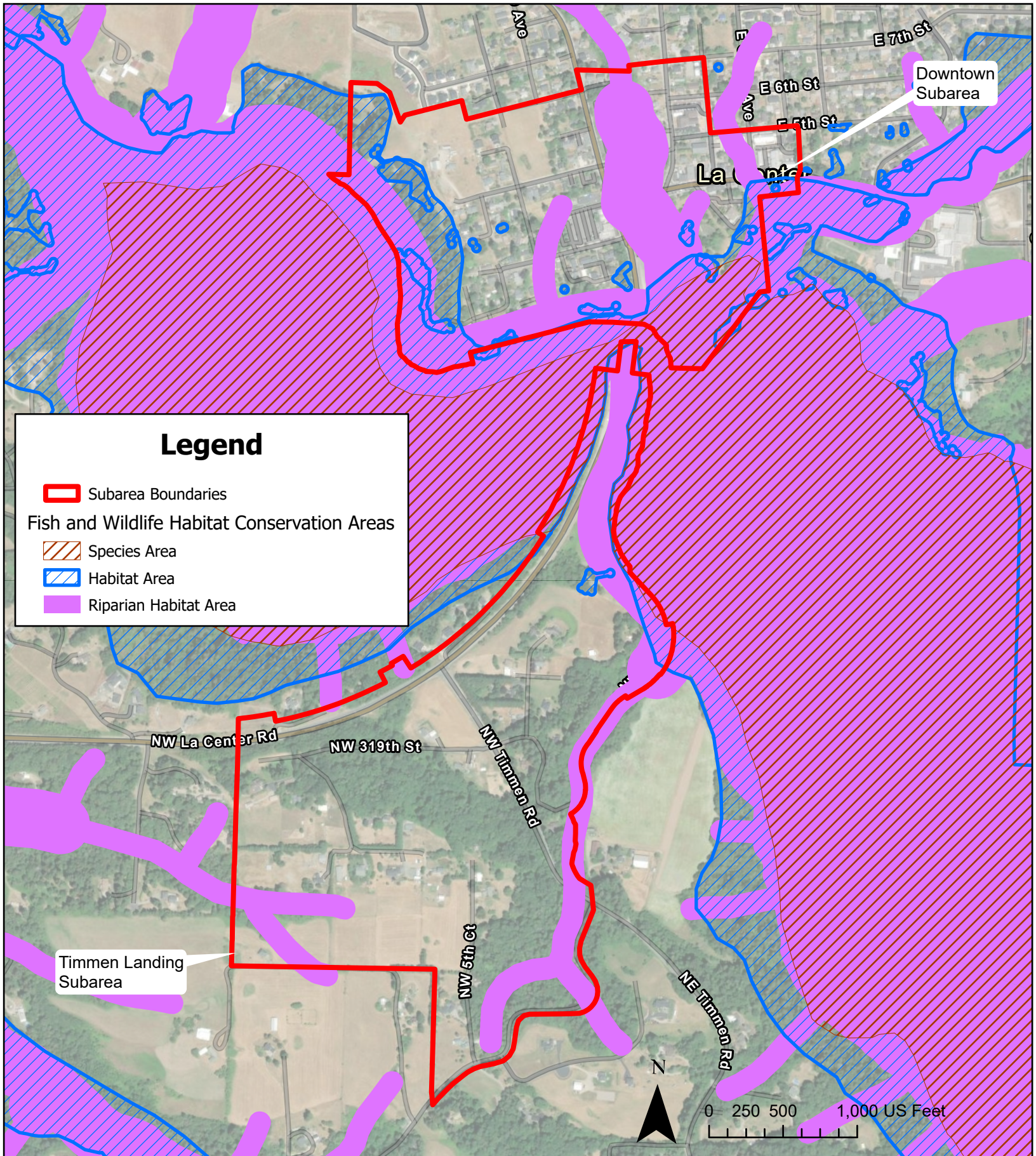
APPENDIX E: MAPS OF CRITICAL AREAS



Wetlands

Existing Conditions | City of La Center | March 2024






Fish and Wildlife Habitat Conservation Areas
Existing Conditions | City of La Center | March 2024



Legend

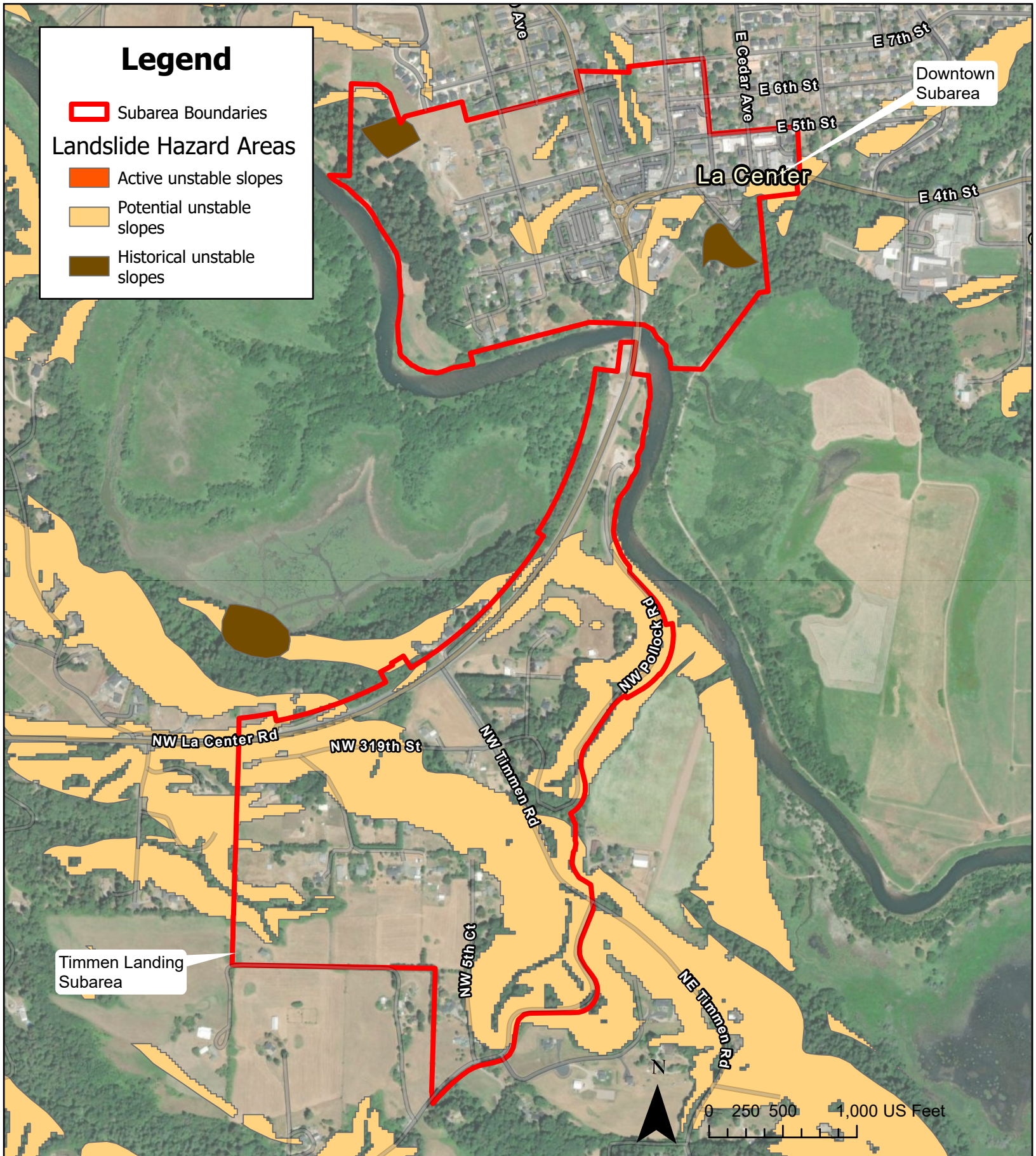
 Subarea Boundaries

Landslide Hazard Areas

 Active unstable slopes

 Potential unstable slopes

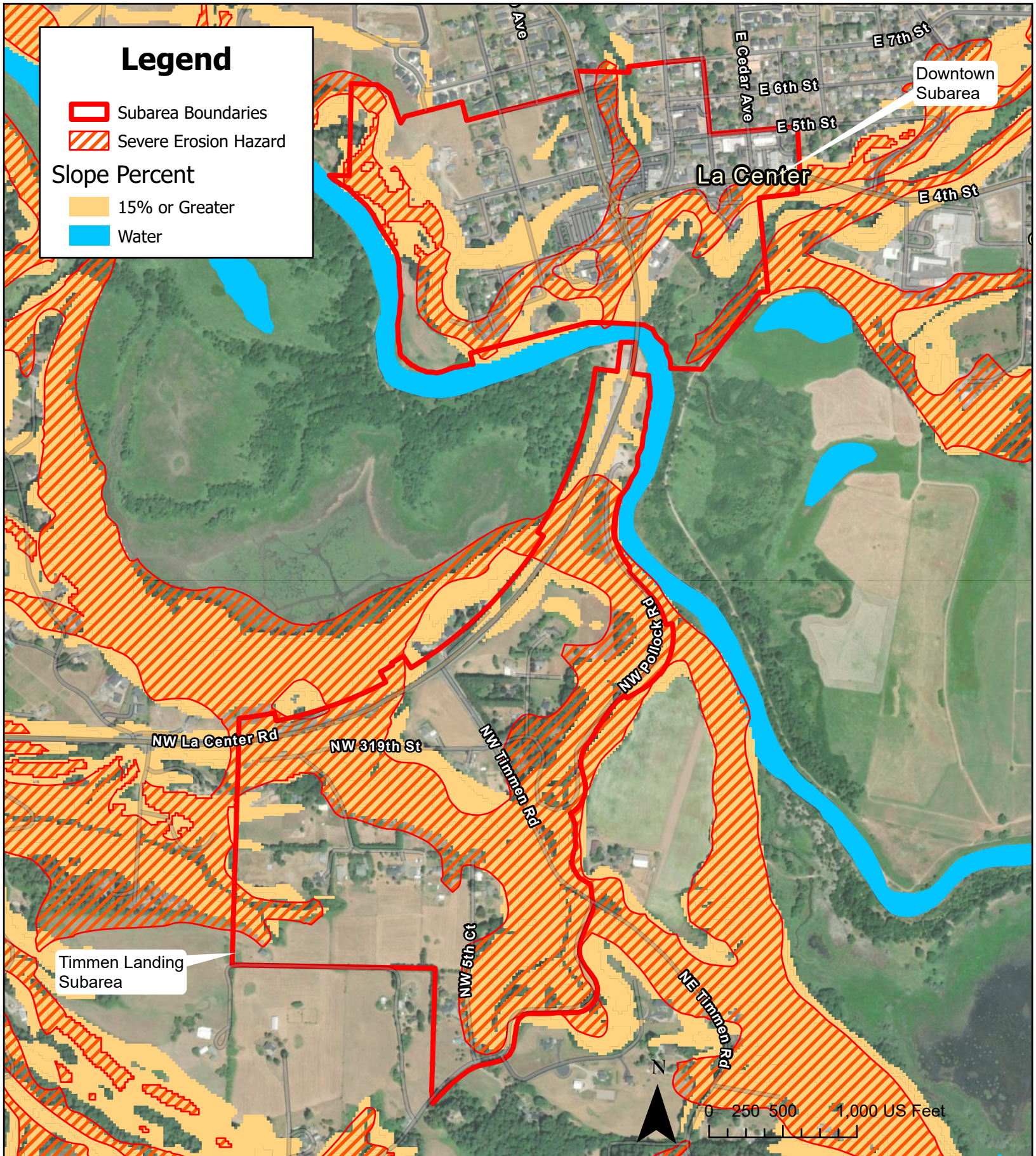
 Historical unstable slopes



Landslide Hazard Areas

Existing Conditions | City of La Center | March 2024






Erosion Hazard Areas






Existing Conditions | City of La Center | March 2024

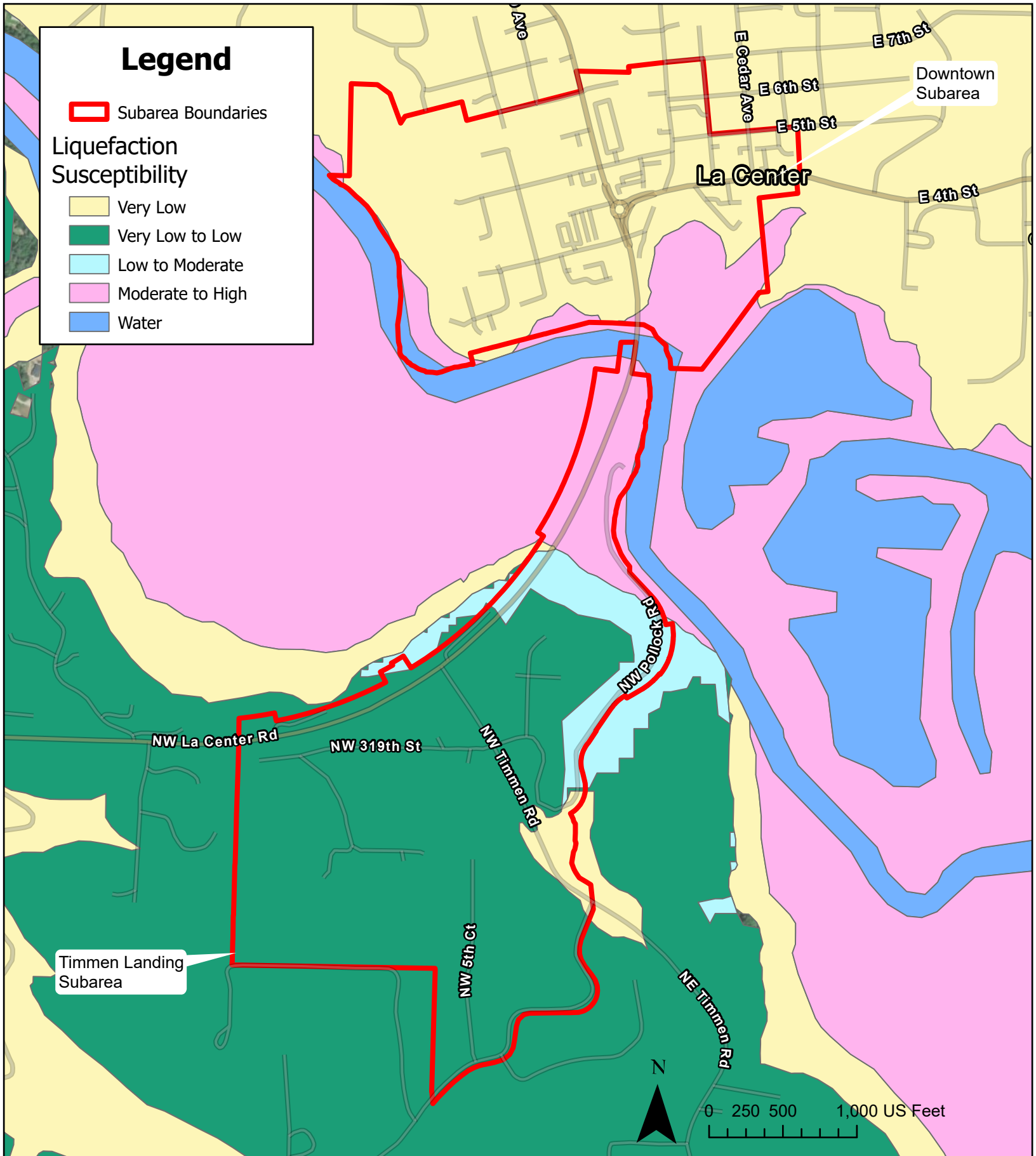


Legend

 Subarea Boundaries

Liquefaction Susceptibility

-  Very Low
-  Very Low to Low
-  Low to Moderate
-  Moderate to High
-  Water






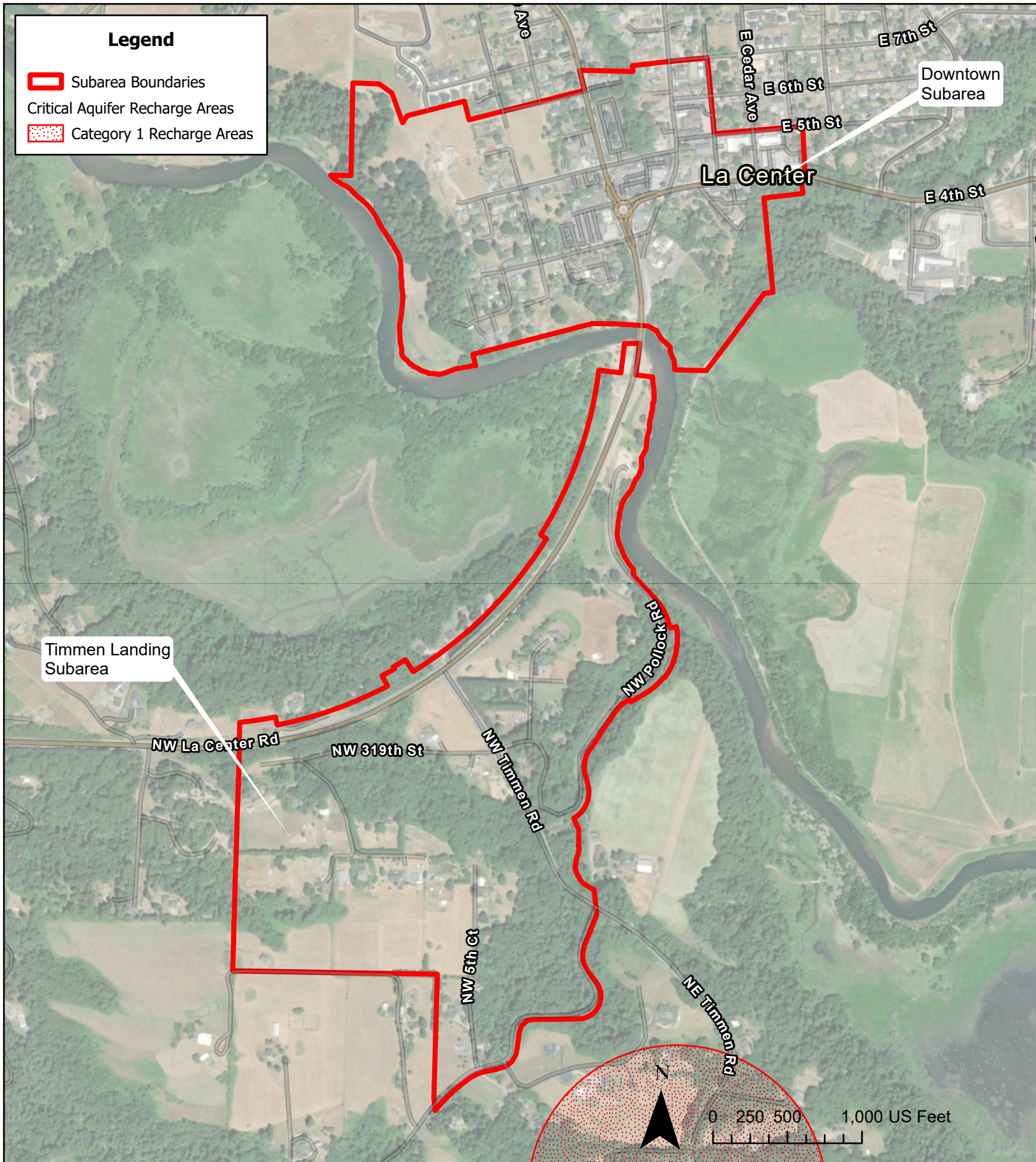
Seismic Hazard Areas

Existing Conditions | City of La Center | March 2024



Legend

-  Subarea Boundaries
-  Critical Aquifer Recharge Areas
-  Category 1 Recharge Areas

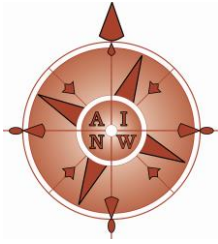


Critical Aquifer Recharge Areas

Existing Conditions | City of La Center | March 2024



APPENDIX F: CULTURAL RESOURCES MEMO



Archaeological Investigations Northwest, Inc.

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Vancouver Phone (360) 696-7473
E-mail: ainw@ainw.com
Web: www.ainw.com

MEMO

Date: February 27, 2024

To: Scott Keillor, AICP, Senior Vice President, Planning, WSP USA

From: Nicholas Smits, M.A., R.P.A., Senior Archaeologist
Andrea Blaser, M.S., Senior Architectural Historian/Historian
Julia Flauaus, B.A./B.S., Architectural Historian
Tara Seaver, M.S., Architectural Historian/Staff Archaeologist

Re: Timmen Landing and Downtown Planned Action Areas Project,
La Center, Clark County, Washington
Review of Existing Conditions for Archaeological and Historic Resources
AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

INTRODUCTION

The City of La Center (City) is developing subarea plans for Timmen Landing and downtown La Center. The two subareas are separated by a bridge over the East Fork Lewis River. The two subarea plans will be combined into a single planned action ordinance under the Washington State Environmental Policy Act (SEPA), with the objective of encouraging economic development in the subareas. Timmen Landing is currently characterized by low-density residential development and low-intensity agricultural uses, while downtown La Center is characterized by a mixture of commercial, civic, and residential development.

Archaeological Investigations Northwest, Inc. (AINW), is assisting the City and WSP USA with planning for future development in the subareas by providing information regarding existing conditions and professional recommendations for archaeological and historic resources. Future development in the two subareas will likely be subject to compliance review for cultural resources under La Center's municipal code and other laws and regulations that may be applicable.

- Under La Center's municipal code (Chapter 18.360), the City provides procedures and standards for identifying, documenting, and preserving cultural resources that include archaeological and historic resources.
- If future development projects within the Timmen Landing and Downtown subareas involve federal funding or federal permitting, those developments may be subject to review for cultural resources under Section 106 of the National Historic Preservation Act (NHPA). Federally funded transportation projects are also subject to review under Section 4(f) of the U.S. Department of Transportation Act.

Scott Keillor, WSP USA

Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

- If future development projects within the Timmen Landing and Downtown subareas involve state capital funding, those developments may be subject to review for cultural resources under Governor's Executive Order (GEO) 21-02.
- Washington state laws regarding archaeological sites and permitting through the Washington State Department of Archaeology and Historic Preservation (DAHP) (Chapter 27.53 RCW) may be applicable for locations where archaeological sites are identified. Washington state laws also protect Indian graves and records (Chapter 27.44 RCW) and abandoned and historic cemeteries and historic graves (Chapter 68.60 RCW).

This report summarizes the results of background research and a field reconnaissance done to review existing conditions and identify documented and potential cultural resources within the two subareas. Recommendations are provided for additional cultural resource investigations that may be needed prior to development in the subareas. Information in this report is intended to be included in an Environmental Impact Statement (EIS) for the project under SEPA.

METHODOLOGY

AINW conducted a review of records available in DAHP's online database, known as the Washington Information System for Architectural and Archaeological Records Data (WISAARD). Existing cultural resources documentation from WISAARD is summarized below and supplemented with data collected during field reconnaissance of the subareas performed on August 4 and 5, 2023, by Senior Architectural Historian/Historian Andrea Blaser, M.S., and Senior Archaeologist Nicholas Smits, M.A., R.P.A., and on February 20, 2024, by Architectural Historian/Staff Archaeologist Tara Seaver, M.S., and Architectural Historian Julia Flauaus, B.A./B.S. The work was directed and performed by AINW staff who meet the Secretary of the Interior's Professional Qualifications Standards for Archaeology, History, and Architectural History. For archaeology, the purpose of the field reconnaissance was to verify areas where previous archaeological work has been completed and to assess the archaeological potential in the two subareas. For historic resources, the purpose of the field reconnaissance was to identify buildings and structures constructed in or before 1978 that may be eligible for listing in the National Register of Historic Places (NRHP).

CULTURAL RESOURCES

Archaeological Resources

The two subareas are on ancestral lands of Native Americans who have lived in this area since time immemorial. Pre-contact (Native American) archaeological sites are common in the La Center area near the East Fork Lewis River as it approaches its confluence with the mainstem Lewis River and the Columbia River approximately 0.8 kilometer (0.5 mile) to the west. Historic-period archaeological sites are also common, particularly along transportation corridors and historically developed areas.

Timmen Landing

The Timmen Landing subarea encompasses terrace and hillside landforms that slope down to the northeast toward the bottomlands along the East Fork Lewis River. Washington's statewide archaeological predictive model (available on WISAARD) indicates that most of the Timmen Landing subarea falls within the category labeled "Archaeological Survey Highly Advised: Very High Risk" for archaeological resources. The northwestern portion of the Timmen Landing subarea, where the terrain is steeper in the vicinity of NW La Center Road and NW 319th Street, falls within categories labeled "Survey Recommended: Moderate Risk" to "Survey Contingent Upon Project Parameters: Low Risk" for archaeological resources.

Most of the Timmen Landing subarea has not been previously studied for archaeological resources. The few archaeological studies previously completed in the subarea consist mainly of limited survey or predetermination-level investigations done for installation of buried utilities that include a fiber optic line (Cooper 2001), water lines (Cowan and Tisdale 2016; Freed 2011; Taber and Roulette 2022), and a natural gas meter station (Lorain and Trost 2021). No archaeological resources were identified as a result of these previous investigations, which were all located on or near major roads in the subarea.

There is one recorded archaeological site within the Timmen Landing subarea. The site consists of pre-contact lithic artifacts and historic-period artifacts identified on a terrace landform adjacent to the East Fork Lewis River.

Also within the Timmen Landing subarea is John Pollock's Grave located at 32324 NW Pollock Road (Photo 1). The grave site is listed in the Washington Heritage Register, but it has not been evaluated for eligibility to be listed in the NRHP (Woolridge n.d.). The site includes a modern vinyl fence, assumed to enclose the location of John Pollock's remains, and a granite marker. The fence and marker were installed in 2009 (Woolridge n.d.). Pollock was reportedly buried at this location in 1868.

At the northern end of the subarea, timber pilings are visible in the water along both banks of the East Fork Lewis River (Photo 2). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Several steamboats are known to have sunk in this vicinity (La Center Historical Museum 2023).

Downtown

The Downtown subarea encompasses terrace and hillside landforms that slope down to the south and west toward the East Fork Lewis River. Brezee Creek and an unnamed drainage flow southward through the subarea toward their confluence with the East Fork Lewis River. Washington's statewide archaeological predictive model indicates that most of the Downtown subarea falls within the category labeled "Archaeological Survey Highly Advised: Very High Risk" for archaeological resources. Steeper

terrain in the vicinity of Brezee Creek falls within categories labeled “Survey Highly Advised: High Risk” to “Survey Recommended: Moderate Risk” for archaeological resources.

Most of the Downtown subarea has not been previously studied for archaeological resources. Previously completed studies that overlap the subarea consist of survey-level or predetermination-level investigations in support of floodplain restoration and habitat mitigation projects along the East Fork Lewis River (Gall and Smith 2011; Solimano et al. 2015), construction of a roundabout on 4th Street (Mastrangelo and Holschuh 2014), upgrades to the City’s wastewater treatment plant (Freed 2007), installation of a fiber optic line along NW La Center Road (Cooper 2001), widening of E 4th Street and replacing a culvert on Brezee Creek (Williams-Larson et al. 2020), construction of the Kays Subdivision (Easton 2007), installation of a stormwater outfall from the Kays Subdivision to the East Fork Lewis River (Holschuh 2015), a four-plex housing project on Parcel 63663620000 (Cogley and Gall 2021), and an archaeological predetermination for what is now Sternwheeler Park (Mills 2002a).

Though no pre-contact archaeological sites have been recorded within the subarea, there are three pre-contact archaeological sites and one isolated artifact that have been identified and recorded within about 220 meters (725 feet) of the subarea. An isolated flaked cobble is recorded to the north of the subarea. Two archaeological sites are to the east of the subarea near the course of Brezee Creek, and one site is southeast of the subarea on the southeast side of the East Fork Lewis River Levee.

There is one recorded historic-period archaeological site within the Downtown subarea (Mills 2002). As it was recorded, the site consisted of a scatter of historic-period artifacts and architectural debris, including fragments of brick, glass, ceramics, bone, metal, and concrete. Temporally diagnostic artifacts indicated that the items were manufactured between circa 1890 and 1930, and the deposit was interpreted to be the remnants of two buildings that were destroyed by fire in the 1930s and subsequently pushed over the edge of the terrace (Mills 2002b). The boundary of the site has not been delineated, and the site has not been evaluated for NRHP eligibility.

Timber piles are visible along both banks of the East Fork Lewis River, which forms the southern and western boundary of the Downtown subarea (Photo 2). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Other historic-period archaeological sites are likely present in the historically developed parts of La Center.

Historic Resources

Timmen Landing

Reconnaissance of the Timmen Landing area indicates there is a section of the former Pacific Highway that was paved in 1921 and now operates as NW Pollock Road (Fortin and Smits 2016). Historic-period bollards, gutters, and curbing were observed in the area between NW Pollock Road’s intersection with

NW 4th Court to the road's terminus at the John Pollock Water Trail Park to the northeast (Photo 3). This section of the former highway is likely to meet minimum eligibility requirements for listing in the NRHP.

The Timmen Landing area is characterized by semi-rural residential development. Most buildings within the area appear to have been constructed within the last 50 years and are set back from adjacent roadways. Private drives limited the extent to which the Timmen Landing area could be observed for the presence of historic resources with potential to be eligible for listing in the NRHP. It is unlikely that a historic district is present in this subarea, unless the section of the Pacific Highway along NW Pollock Road is found to be part of an overarching linear historic district relating to the Pacific Highway.

Downtown

Within the Downtown Subarea, there are three historic buildings and one structure that have been previously documented.

- In 1994, Giovanni's Pizza Granita & Espresso was documented as having been constructed circa 1925 at 320 NW Pacific Highway (Garris 1994a). At the time of documentation, the building was noted as having poor integrity. The building has since been modified and is unlikely to have the aspects of integrity required to support eligibility for listing in the NRHP (Photo 4).
- The building at 318 Pacific Highway NW was constructed circa 1915 and was documented in 1994 as having moderate integrity (Garris 1994b). The building has since been extensively altered and is unlikely to be eligible for listing in the NRHP (Photo 4).
- The East Fork Lewis River Levee is located south of Sternwheeler Park and east of the East Fork Lewis River. Constructed circa 1941, the levee was determined to be not eligible for listing in the NRHP by the Bonneville Power Administration in 2015 (Goodwin 2015).
- The La Center Grange at 328 W 5th Street was previously documented in 1978, at which time it was theorized as having been constructed as early as 1875 (Pundt 1978). However, local students later reported that the building was constructed in 1900 (Davis et al. 2000). The building is currently unevaluated but likely to meet minimum eligibility requirements for listing in the NRHP due to its adequate historical integrity and association with the social history of La Center near the turn of the twentieth century.

Reconnaissance of the Downtown area revealed a mixture of historic-period residences and commercial buildings with civic buildings, parks, recreation facilities, and residences constructed within the last 50 years. Due to the mixture of building uses and dates of construction, the potential for a historic district to be present in the Downtown area and meet minimum eligibility requirements for listing in the NRHP is limited. However, there are two clusters of historic-period buildings that likely merit further investigation of potential eligibility for listing in the NRHP, both individually and collectively.

- Five commercial buildings along E 4th Street (103-127) are clustered between Aspen Avenue to the west and E Birch Avenue to the east (Photo 5). The buildings appear to date to the early to mid-twentieth century.
- Four houses along Aspen Avenue (530-630) are clustered on the west side of the street between E 5th Street to the south and E 7th Street to the north (Photo 6). Three of the four appear to have been constructed near the turn of the twentieth century, with the fourth house appearing to have been constructed circa 1940.

Individual buildings were also identified as having potential to be eligible for listing in the NRHP under Criterion C, as they exhibit distinctive characteristics of their type and period of construction and appear to retain adequate historical integrity. Additional research would be needed to discern potential associations with significant events (Criterion A) or people (Criterion B) of the past, in addition to assessing potential for each building to be a principal source of important information about the past (Criterion D).

- A house at 420 E Birch Avenue that appears to have been constructed circa 1900
- A bank building at 214 E 4th Street that appears to have been constructed circa 1976
- A house at 510 W 5th Street that was constructed circa 1944
- The Barnhart farm at 555 W 5th Street. Clark County records document the house as having been constructed circa 1912; a barn and shed were constructed circa 1924.
- A small building, likely a residence at 105 W 6th Street, that was constructed circa 1920

KEY CONSIDERATIONS FOR SUBAREA PLANS

Timmen Landing

Archaeological predetermination-level or survey-level studies (depending on compliance requirements) are recommended for areas that have not yet been investigated and where future developments are proposed. Avoidance of the one recorded archaeological site and John Pollock's Grave site is recommended. Timber pilings observed in the East Fork Lewis River are considered an archaeological site and should be documented and recorded. If an archaeological site is identified that cannot be avoided by future development, additional archaeological investigations may be needed, and a permit from DAHP may also be needed.

For historic resources, a primary concern is the potential for projects within the Timmen Landing area to affect the former Pacific Highway alignment (present-day NW Pollock Road). The section of roadway between NW 4th Court and the John Pollock Water Trail Park is likely eligible for listing in the NRHP and has not yet been documented in DAHP's WISAARD database. The section of road is notable for its retention of historical integrity and original design features, and it contributes to the historical feeling of the John Pollock Grave and John Pollock Water Trail Park area.

Downtown

Archaeological predetermination-level or survey-level studies (depending on compliance requirements) are recommended for areas that have not yet been investigated and where future developments are proposed. Avoidance of the one recorded archaeological site is recommended. Timber pilings observed in the East Fork Lewis River are considered an archaeological site and should be documented and recorded. If an archaeological site is identified that cannot be avoided by future development, additional archaeological investigations may be needed, and a permit from DAHP may also be needed.

Scott Keillor, WSP USA

Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

There is limited potential for a historic district to be present within the Downtown area that would meet minimum eligibility requirements for listing in the NRHP. There are two notable clusters of historic buildings, one consisting of commercial buildings along E 4th Street and another of residences along Aspen Avenue, that merit further study of their individual and collective potential to be eligible for listing in the NRHP. However, these clusters are limited to no more than five buildings. There is a greater likelihood that most buildings within each cluster would be determined eligible for listing in the NRHP on an individual basis rather than as part of an overarching district resource.

Outside of the clusters of commercial buildings on E 4th Street and houses of Aspen Avenue, there are five individual buildings and one farm grouping that may also be eligible for listing in the NRHP. The most notable of these buildings is the La Center Grange at 328 W 5th Street, which is associated with the social history of La Center at the turn of the twentieth century. Previously documented buildings along NW Pacific Highway are unlikely to be eligible for listing in the NRHP. The East Fork Lewis River Levee has been determined not eligible for listing in the NRHP.

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Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

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Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

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Woolridge, Thomas W.

February 27, 2024

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Scott Keillor, WSP USA

Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

- n.d. Washington Heritage Register Form for John Pollock's Grave, 32324 NW Pollock Road, La Center, Clark County. On file, Washington Department of Archaeology and Historic Preservation, Olympia.

APPENDIX D: TRANSPORTATION IMPACT ANALYSIS DATA

DRAFT

OFFICER REPORTED CRASHES THAT OCCURRED *at OR in the vicinity of* MULTIPLE INTERSECTIONS IN THE CITY OF LA CENTER

01/01/2018 - 12/31/2022 See 2nd tab below for road info

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST
City Street	Clark	La Center	E 4TH ST	0	E CEDAR AVE					
City Street	Clark	La Center	E 4TH ST	0	NE HIGHLAND RD					
City Street	Clark	La Center	NE HIGHLAND RD	400		157	F	N	E 4TH ST	
City Street	Clark	La Center	NE LOCKWOOD CREEK RD	1800	E SPRUCE AVE					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LACENTER RD	32100		100	F	NE	NW TIMMEN RD	
City Street	Clark	La Center	NW PACIFIC HWY	0	NW LARSON DR					
City Street	Clark	La Center	NW PACIFIC HWY	0	W 10TH ST					
City Street	Clark	La Center	NW PACIFIC HWY	0	W 3RD ST					
City Street	Clark	La Center	NW PACIFIC HWY	0	W D AVE					
City Street	Clark	La Center	NW PACIFIC HWY	34200		200	F	SE	NW LARSON DR	
City Street	Clark	La Center	NW TIMMEN RD	31986	NW LA CENTER RD					
City Street	Clark	La Center	NW TIMMEN RD	0	NW LACENTER RD					
City Street	Clark	La Center	NW TIMMEN RD	31600		100	F	NW	NW SPENCER RD	
City Street	Clark	La Center	W 4TH ST		NW PACIFIC HWY					
City Street	Clark	La Center	W 4TH ST	0	NW PACIFIC HWY					

A/B	SR ONLY HISTORY/ SUSPENSE	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I N J	# F A T	# V E H	# P E D	# B I K E S	VEHICLE 1 TYPE
	No	E760159	01/06/2018	15:50	Possible Injury	2	0	2	0	0	Passenger Car
	No	E826699	06/14/2018	11:25	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E795549	03/22/2018	14:59	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EB67457	08/02/2021	12:58	No Apparent Injury	0	0	1	0	0	Passenger Car
	No	EB92925	11/20/2021	15:30	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EB98726	12/09/2021	13:23	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	ED04764	10/21/2022	12:36	Suspected Minor Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E837059	09/11/2018	16:05	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	EA27197	01/29/2020	19:45	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	EA27195	03/30/2020	01:00	No Apparent Injury	0	0	1	0	0	Passenger Car
	No	E794883	05/04/2018	15:20	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	E918933	04/13/2019	17:50	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EA44289	06/25/2020	00:28	Suspected Minor Injury	1	0	1	0	0	Passenger Car
	No	EC15297	12/18/2021	23:24	Suspected Minor Injury	1	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E839247	08/29/2018	19:45	Possible Injury	1	0	2	0	0	Passenger Car
	No	EA00050	12/12/2019	16:00	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	ED06718	11/19/2022	20:09	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer
	No	E996098	12/14/2019	18:21	No Apparent Injury	0	0	2	0	0	Passenger Car

VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION
Pickup,Panel Truck or Vanette under 10,000 lb	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Wet
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry
Passenger Car	Not at Intersection and Not Related	Raining	Wet
	At Intersection and Not Related	Clear or Partly Cloudy	Dry
Pickup,Panel Truck or Vanette under 10,000 lb	At Driveway within Major Intersection	Clear	Dry
	At Intersection and Not Related	Overcast	Wet
Passenger Car	At Intersection and Related	Raining	Wet
Pickup,Panel Truck or Vanette under 10,000 lb	Not at Intersection and Not Related	Raining	Wet
	At Intersection and Not Related	Overcast	Wet
	At Intersection and Not Related	Raining	Wet
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet
	Not at Intersection and Not Related	Clear	Dry
	At Intersection and Related	Snowing	Wet
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry
	Not at Intersection and Not Related	Clear	Dry
	Circulating Roundabout	Clear	Dry
Not Stated	Circulating Roundabout	Fog or Smog or Smoke	Wet

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION
Daylight	From same direction - both going straight - one stopped - rear-end	Stopped for Traffic
Daylight	Entering at angle	Going Straight Ahead
Daylight	From opposite direction - both going straight - sideswipe	Going Straight Ahead
Daylight	Fence	Overtaking and Passing
Daylight	Entering at angle	Going Straight Ahead
Daylight	Vehicle Strikes Deer	Going Straight Ahead
Daylight	From same direction - both going straight - both moving - rear-end	Slowing
Daylight	From same direction - both going straight - both moving - rear-end	Slowing
Dark-Street Lights On	Roadway Ditch	Going Straight Ahead
Dark-Street Lights On	Tree or Stump (stationary)	Going Straight Ahead
Daylight	Entering at angle	Making Left Turn
Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
Dark-Street Lights On	Roadway Ditch	Going Straight Ahead
Dark-Street Lights On	Guardrail - Through, Over or Under	Going Straight Ahead
Dusk	Entering at angle	Other*
Dusk	Guardrail - Face	Going Straight Ahead
Dark-Street Lights On	Retaining Wall (concrete, rock, brick, etc.)	Making Left Turn
Dark-Street Lights On	From opposite direction - all others	Making Right Turn

VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)
Going Straight Ahead	West	Vehicle Stopped	West	East	None
Going Straight Ahead	North	South	East	West	Did Not Grant RW to Vehicle
Going Straight Ahead	North	Northeast	North	South	Exceeding Reas. Safe Speed
	West	East			Improper Passing
Making Right Turn	Southwest	Northeast	Northwest	Southwest	None
	Southwest	Northeast			None
Going Straight Ahead	West	East	West	East	None
Slowing	Southwest	Northeast	Southeast	Northwest	None
	Northwest	Southeast			Overcorrecting / Oversteering
	Northwest	Southeast			Operating Defective Equipment
Going Straight Ahead	West	North	North	South	Did Not Grant RW to Vehicle
Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped	Exceeding Reas. Safe Speed
	North	South			Under Influence of Alcohol
	Southeast	Northwest			Under Influence of Alcohol
Going Straight Ahead	North	West	West	East	Did Not Grant RW to Vehicle
	North	South			None
	South	West			None
Going Wrong Way on Divided Hwy	South	Northeast			None

MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)
		Follow Too Closely		
		None		
		None		
		Unknown Distraction		
		Other Distractions	Follow Too Closely	
		Apparently Fatigued		
		None		
Follow Too Closely		None		
Operating Handheld Cell Phone	Disregard Traffic Sign and Signals			
		Driver Not Distracted		
		Other Contributing Circ Not Listed		

FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Lane of Primary Trafficway	1087877.30	200600.07
Lane of Primary Trafficway	1089710.55	200594.81
Lane of Primary Trafficway	1089723.25	200753.93
Past the Outside Shoulder of Primary Trafficway	1092222.94	199937.35
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085845.40	197363.28
Past the Outside Shoulder of Primary Trafficway	1083698.97	203100.84
Past the Outside Shoulder of Primary Trafficway	1086370.04	201862.37
Lane of Primary Trafficway	1087018.91	200201.99
Lane of Primary Trafficway	1086224.03	201921.26
Past the Outside Shoulder of Primary Trafficway	1083833.96	202953.75
Other Location (City/County/Misc. Trafficway)	1085769.12	197298.37
Lane of Primary Trafficway	1085768.80	197299.71
Outside Shoulder of Primary Trafficway	1086707.18	195762.02
Median Shoulder of Primary Trafficway	1086951.62	200418.80
Lane of Primary Trafficway	1087021.99	200383.21

CRASH DATA SUMMARIES BY INTERSECTION

Crash Summary by Intersection, 2018-2022

Intersection	2018	2019	2020	2021	2022	Total
NW Lacenter Road/NW Timmen Road	2	-	-	3	1	6
NW Pacific Highway/W 3rd Street	1	-	-	-	-	1
NW Pacific Highway/W 4th Street	-	1	-	-	1	2
NW Pacific Highway/W 5th Street	-	-	-	-	-	0
NW Pacific Highway/10th Street	-	-	1	-	-	1
NW Pacific Highway/D Avenue	-	1	-	-	-	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	-	-	2	-	2
NW Pacific Highway/W 15th Street	-	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	-	0
E 4th Street/E Cedar Avenue	1	-	-	-	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	2	-	-	-	-	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	-	-	1	-	1
Aspen Avenue/E 5th Street	-	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	1	-	-	-	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	1	-	1	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	-	0
Total	6	4	1	7	2	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records

Crash Summary by Severity, Cumulative 5-Year, 2018-2022

Intersection	Fatality	Possible Injury	Minor Injury	PDO	Total
NW Lacenter Road/NW Timmen Road	-	1	2	3	6
NW Pacific Highway/W 3rd Street	-	-	-	1	1
NW Pacific Highway/W 4th Street	-	-	-	2	2
NW Pacific Highway/W 5th Street	-	-	-	-	0
NW Pacific Highway/10th Street	-	-	-	1	1
NW Pacific Highway/D Avenue	-	-	-	1	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	-	1	1	2
NW Pacific Highway/W 15th Street	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	0
E 4th Street/E Cedar Avenue	-	1	-	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	-	-	-	2	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	-	-	1	1
Aspen Avenue/E 5th Street	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	-	-	1	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	1	1	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	0
Total	0	3	4	13	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records

Crash Summary by Crash Type, Cumulative 5-Year, 2018-2022

Intersection	Angle	Fix Object/ Off-Road	Head- on	Rear-end	Sideswipe	Total
NW Lacerter Road/NW Timmen Road	2	2	-	2	-	6
NW Pacific Highway/W 3rd Street	1	-	-	-	-	1
NW Pacific Highway/W 4th Street	-	1	1	-	-	2
NW Pacific Highway/W 5th Street	-	-	-	-	-	0
NW Pacific Highway/10th Street	-	1	-	-	-	1
NW Pacific Highway/D Avenue	-	-	-	1	-	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	2	-	-	-	2
NW Pacific Highway/W 15th Street	-	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	-	0
E 4th Street/E Cedar Avenue	-	-	-	1	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	1	-	-	-	1	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	1	-	-	-	1
Aspen Avenue/E 5th Street	-	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	1	-	-	-	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	-	-	-	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	-	0
Total	4	8	1	4	1	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records

Location: 1 NW LACENTER RD & NW TIMMEN RD PM

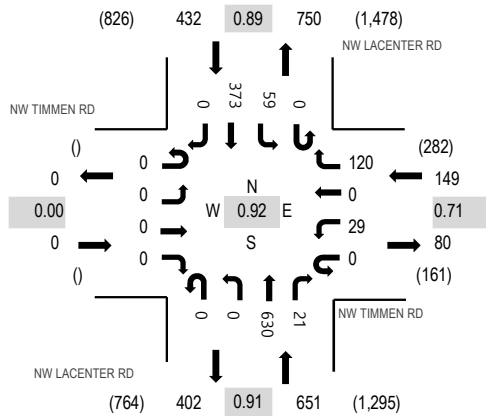
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

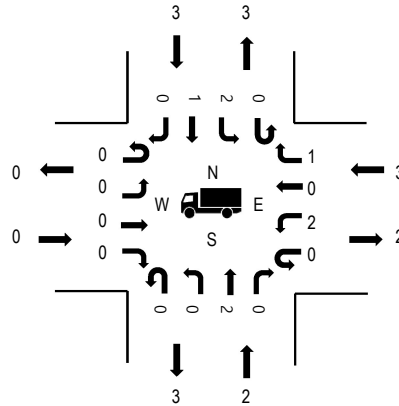
Motorized Vehicles



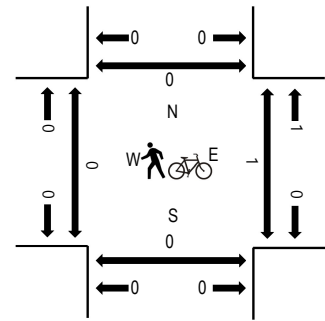
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	2.0%	0.71
NB	0.3%	0.91
SB	0.7%	0.89
All	0.6%	0.92

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NW TIMMEN RD Eastbound				NW TIMMEN RD Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	10	0	30	0	0	133	3	0	16	82	0	274	1,208
4:15 PM	0	0	0	0	0	5	0	33	0	0	174	3	0	15	106	0	336	1,232
4:30 PM	0	0	0	0	0	9	0	21	0	0	147	6	0	17	92	0	292	1,217
4:45 PM	0	0	0	0	0	5	0	23	0	0	171	8	0	14	85	0	306	1,214
5:00 PM	0	0	0	0	0	10	0	43	0	0	138	4	0	13	90	0	298	1,195
5:15 PM	0	0	0	0	0	5	0	34	0	0	166	5	0	11	100	0	321	
5:30 PM	0	0	0	0	0	4	0	26	0	0	146	10	0	15	88	0	289	
5:45 PM	0	0	0	0	0	3	0	21	0	0	172	9	0	12	70	0	287	
Count Total	0	0	0	0	0	51	0	231	0	0	1,247	48	0	113	713	0	2,403	
Peak Hour	0	0	0	0	0	29	0	120	0	0	630	21	0	59	373	0	1,232	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	2	2	5	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	2	1	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
5:00 PM	0	0	2	0	2	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	0	1	1	1	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	1	1	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	6	7	8	21	Count Total	0	0	0	1	1	Count Total	0	0	1	0	1
Peak Hour	0	2	3	3	8	Peak Hour	0	0	0	1	1	Peak Hour	0	0	1	0	1



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Location: 2 NW LACENTER RD & W 3RD ST PM

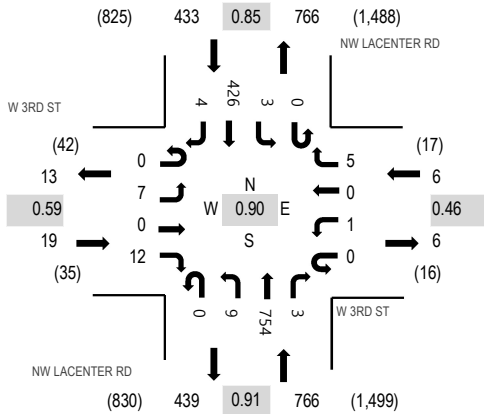
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

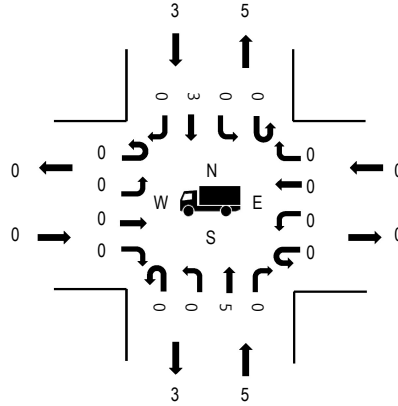
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

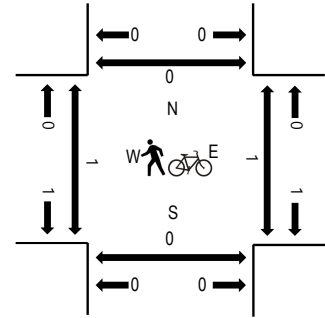
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.59
WB	0.0%	0.46
NB	0.7%	0.91
SB	0.7%	0.85
All	0.7%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	W 3RD ST Eastbound				W 3RD ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	3	0	0	0	6	0	1	161	0	0	3	94	2	270	1,201
4:15 PM	0	1	0	2	0	0	0	0	0	1	208	1	0	2	123	3	341	1,224
4:30 PM	0	3	0	5	0	1	0	3	0	5	170	1	0	1	100	0	289	1,203
4:45 PM	0	2	0	3	0	0	0	1	0	2	191	0	0	0	101	1	301	1,198
5:00 PM	0	1	0	2	0	0	0	1	0	1	185	1	0	0	102	0	293	1,175
5:15 PM	0	2	0	1	0	0	0	3	0	5	191	2	0	2	112	2	320	
5:30 PM	0	1	0	6	0	0	0	0	0	9	171	1	0	2	94	0	284	
5:45 PM	0	1	0	2	0	1	0	1	0	7	185	0	0	0	78	3	278	
Count Total	0	11	0	24	0	2	0	15	0	31	1,462	6	0	10	804	11	2,376	
Peak Hour	0	7	0	12	0	1	0	5	0	9	754	3	0	3	426	4	1,224	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	2	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	5	0	1	6	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	0	0	1
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
Count Total	0	9	0	7	16	Count Total	0	0	0	1	1	Count Total	2	0	1	0	3
Peak Hour	0	5	0	3	8	Peak Hour	0	0	0	1	1	Peak Hour	1	0	1	0	2



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Location: 3 NW LACENTER RD & W 4TH ST PM

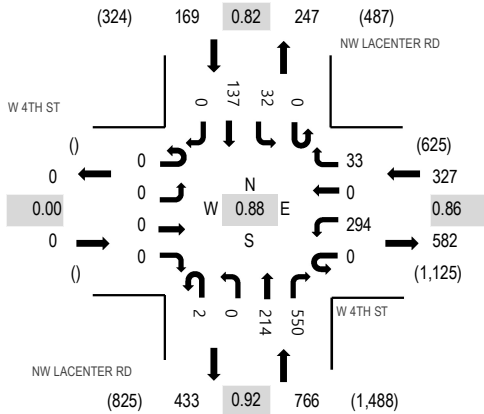
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

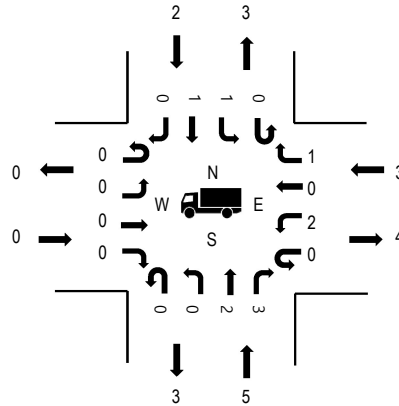
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

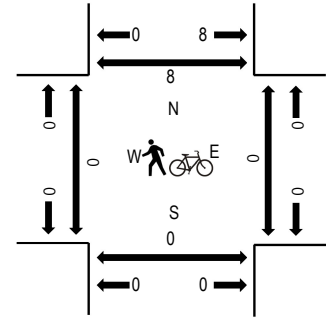
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.9%	0.86
NB	0.7%	0.92
SB	1.2%	0.82
All	0.8%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	W 4TH ST Eastbound				W 4TH ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	64	0	9	0	0	44	123	0	7	35	0	282	1,243
4:15 PM	0	0	0	0	0	83	0	12	1	0	63	145	0	10	44	0	358	1,262
4:30 PM	0	0	0	0	0	65	0	10	1	0	46	129	0	4	35	0	290	1,229
4:45 PM	0	0	0	0	0	70	0	7	0	0	59	135	0	10	32	0	313	1,228
5:00 PM	0	0	0	0	0	76	0	4	0	0	46	141	0	8	26	0	301	1,194
5:15 PM	0	0	0	0	0	76	0	10	1	0	68	127	0	4	39	0	325	
5:30 PM	0	0	0	0	1	69	0	8	1	0	45	126	0	13	26	0	289	
5:45 PM	0	0	0	0	0	58	0	3	1	0	53	133	0	9	22	0	279	
Count Total	0	0	0	0	1	561	0	63	5	0	424	1,059	0	65	259	0	2,437	
Peak Hour	0	0	0	0	0	294	0	33	2	0	214	550	0	32	137	0	1,262	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	2	2
4:15 PM	0	5	2	1	8	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:30 PM	0	0	1	1	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	5	5
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	2	2
Count Total	0	9	4	5	18	Count Total	0	0	0	1	1	Count Total	0	0	0	13	13
Peak Hour	0	5	3	2	10	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	8	8



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Location: 4 NW LACENTER RD & W 5TH ST PM

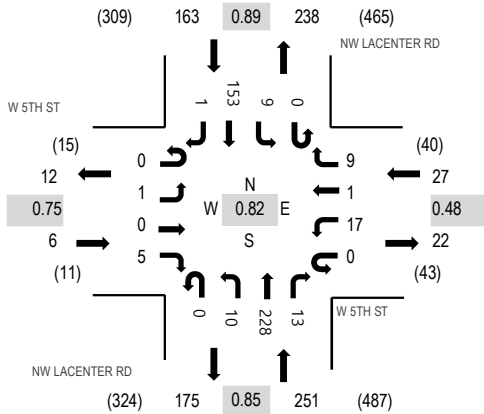
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

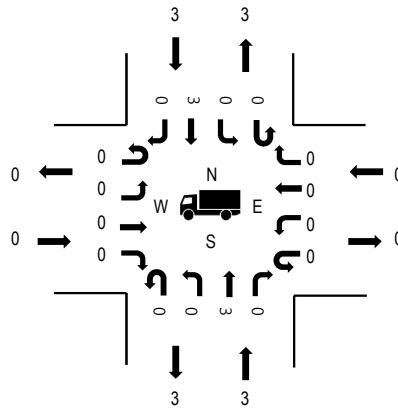
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

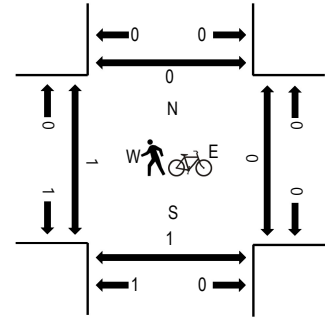
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.48
NB	1.2%	0.85
SB	1.8%	0.89
All	1.3%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	W 5TH ST Eastbound				W 5TH ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	1	0	4	1	1	0	3	49	2	0	4	35	1	101	447
4:15 PM	0	1	0	1	0	10	0	4	0	1	67	6	0	1	45	0	136	434
4:30 PM	0	0	0	1	0	2	0	1	0	1	53	3	0	3	36	0	100	424
4:45 PM	0	0	0	2	0	1	0	3	0	5	59	2	0	1	37	0	110	419
5:00 PM	0	0	0	0	0	3	0	0	0	0	49	1	0	3	32	0	88	400
5:15 PM	0	1	0	1	0	4	0	2	0	0	74	3	0	2	39	0	126	
5:30 PM	0	0	1	1	0	1	0	1	0	2	47	3	0	2	37	0	95	
5:45 PM	0	0	0	1	0	1	0	1	0	1	52	4	0	2	29	0	91	
Count Total	0	2	1	8	0	26	1	13	0	13	450	24	0	18	290	1	847	
Peak Hour	0	1	0	5	0	17	1	9	0	10	228	13	0	9	153	1	447	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	0	0	Count Total	1	1	0	0	2
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	1	1	0	0	2



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Location: 5 NW PACIFIC HWY & W 10TH ST PM

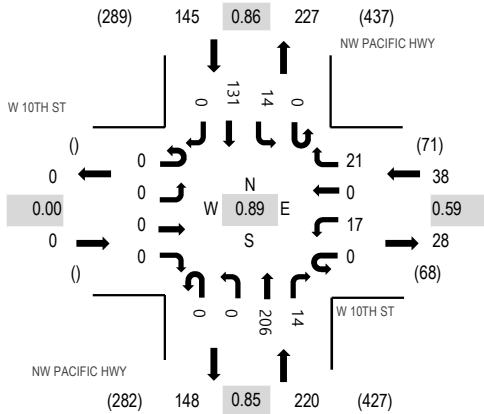
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

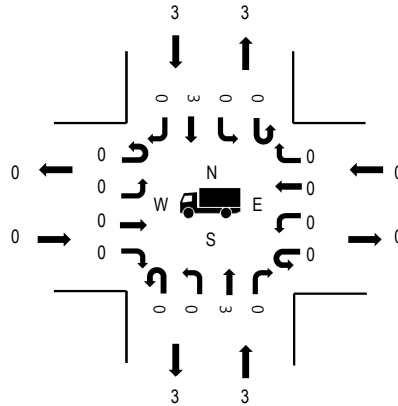
Motorized Vehicles



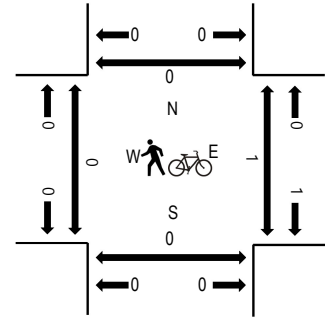
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.59
NB	1.4%	0.85
SB	2.1%	0.86
All	1.5%	0.89

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	5	0	11	0	0	51	0	0	6	36	0	109	403
4:15 PM	0	0	0	0	0	5	0	7	0	0	56	9	0	3	33	0	113	378
4:30 PM	0	0	0	0	0	5	0	2	0	0	50	2	0	4	28	0	91	383
4:45 PM	0	0	0	0	0	2	0	1	0	0	49	3	0	1	34	0	90	388
5:00 PM	0	0	0	0	0	6	0	3	0	0	43	2	0	6	24	0	84	384
5:15 PM	0	0	0	0	0	6	0	8	0	0	63	5	0	4	32	0	118	
5:30 PM	0	0	0	0	0	0	0	7	1	0	41	5	0	9	33	0	96	
5:45 PM	0	0	0	0	0	1	0	2	0	0	43	4	0	5	31	0	86	
Count Total	0	0	0	0	0	30	0	41	1	0	396	30	0	38	251	0	787	
Peak Hour	0	0	0	0	0	17	0	21	0	0	206	14	0	14	131	0	403	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	1	1	Count Total	0	0	3	0	3
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	1	0	2
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	1	1	Count Total	1	0	2	0	3
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1

Location: 7 NW PACIFIC HWY & NW 14TH AVE/LARSEN DR PM

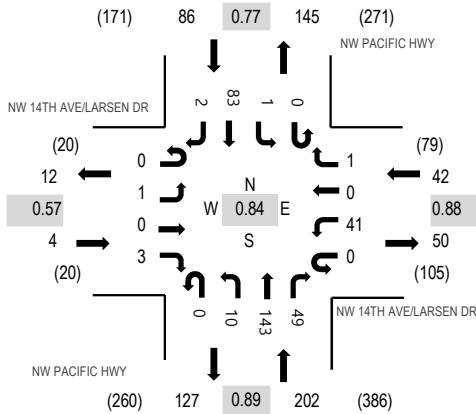
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour

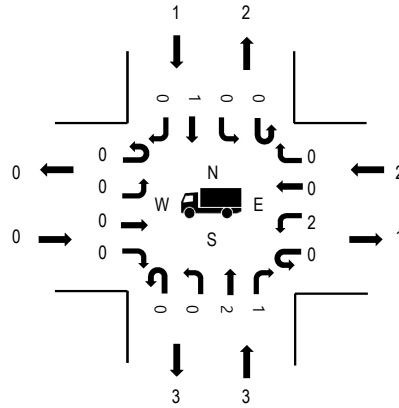
Motorized Vehicles



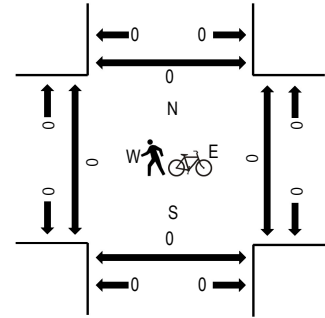
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.57
WB	4.8%	0.88
NB	1.5%	0.89
SB	1.2%	0.77
All	1.8%	0.84

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NW 14TH AVE/LARSEN DR Eastbound				NW 14TH AVE/LARSEN DR Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	2	0	12	0	0	0	3	42	12	0	0	28	0	99	334
4:15 PM	0	1	0	0	0	7	0	1	0	3	41	11	0	0	18	0	82	304
4:30 PM	0	0	0	1	0	10	0	0	0	3	28	15	0	0	21	1	79	315
4:45 PM	0	0	0	0	0	12	0	0	0	1	32	11	0	1	16	1	74	321
5:00 PM	0	0	0	3	0	7	0	0	0	1	27	13	0	0	18	0	69	322
5:15 PM	0	1	0	3	0	7	0	0	0	4	36	19	0	1	22	0	93	
5:30 PM	0	3	0	4	0	14	0	0	0	3	31	11	0	0	19	0	85	
5:45 PM	0	0	0	2	0	9	0	0	0	0	28	11	0	0	25	0	75	
Count Total	0	5	0	15	0	78	0	1	0	18	265	103	0	2	167	2	656	
Peak Hour	0	1	0	3	0	41	0	1	0	10	143	49	0	1	83	2	334	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	4	1	9	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	3	2	1	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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Location: 8 NW PACIFIC HWY & W 15TH ST PM

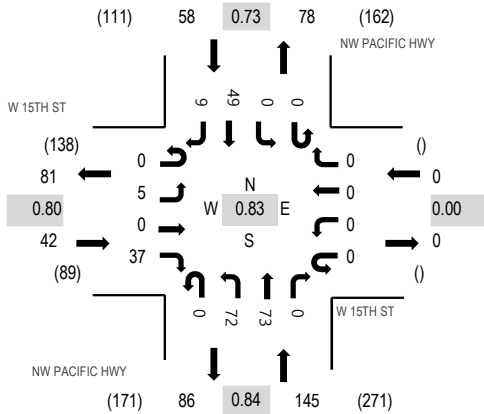
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

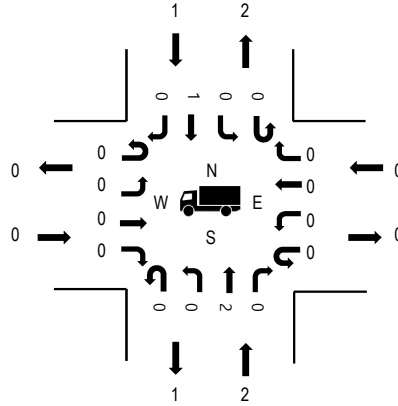
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour

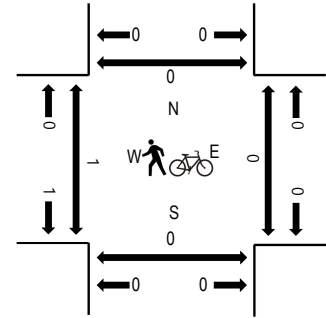
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.80
WB	0.0%	0.00
NB	1.4%	0.84
SB	1.7%	0.73
All	1.2%	0.83

Traffic Counts - Motorized Vehicles

Interval Start Time	W 15TH ST Eastbound				W 15TH ST Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	1	0	11	0	0	0	0	0	20	22	0	0	0	17	3	74	245
4:15 PM	0	1	0	6	0	0	0	0	0	18	25	0	0	0	12	1	63	222
4:30 PM	0	1	0	10	0	0	0	0	0	15	13	0	0	0	12	2	53	223
4:45 PM	0	2	0	10	0	0	0	0	0	19	13	0	0	0	8	3	55	225
5:00 PM	0	3	0	7	0	0	0	0	0	9	18	0	0	0	11	3	51	226
5:15 PM	0	3	0	12	0	0	0	0	0	14	23	0	0	0	11	1	64	
5:30 PM	0	0	0	9	0	0	0	0	0	12	22	0	0	0	10	2	55	
5:45 PM	0	2	0	11	0	0	0	0	0	15	13	0	0	0	14	1	56	
Count Total	0	13	0	76	0	0	0	0	0	122	149	0	0	0	95	16	471	
Peak Hour	0	5	0	37	0	0	0	0	0	72	73	0	0	0	49	9	245	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	0	0	1
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	3	0	1	4	Count Total	0	0	0	1	1	Count Total	2	0	0	0	2
Peak Hour	0	2	0	1	3	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1

Location: 9 ASPEN AVE & E 4TH ST PM

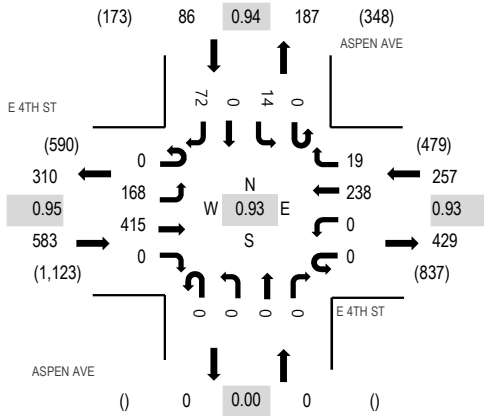
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

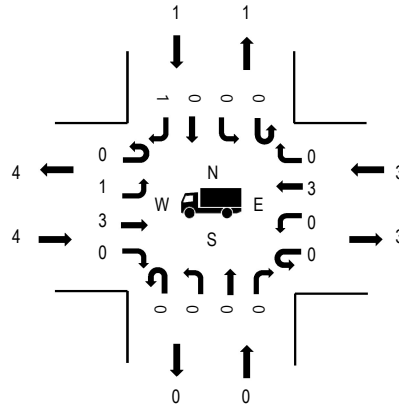
Motorized Vehicles



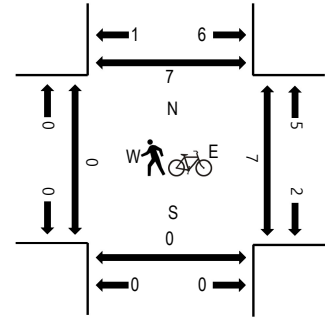
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.95
WB	1.2%	0.93
NB	0.0%	0.00
SB	1.2%	0.94
All	0.9%	0.93

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				ASPEN AVE Northbound				ASPEN AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	31	100	0	1	0	49	9	0	0	0	0	0	2	0	16	208	896
4:15 PM	0	42	109	0	0	0	66	3	0	0	0	0	0	3	0	25	248	926
4:30 PM	0	47	92	0	0	0	57	4	0	0	0	0	0	3	0	13	216	898
4:45 PM	0	38	101	0	0	0	57	7	0	0	0	0	0	5	0	16	224	894
5:00 PM	0	41	113	0	0	0	58	5	0	0	0	0	0	3	0	18	238	879
5:15 PM	0	46	83	0	0	0	65	3	0	0	0	0	0	2	0	21	220	
5:30 PM	0	27	107	0	0	0	53	1	0	0	0	0	0	3	0	21	212	
5:45 PM	0	40	106	0	0	0	37	4	0	0	0	0	0	4	0	18	209	
Count Total	0	312	811	0	1	0	442	36	0	0	0	0	0	25	0	148	1,775	
Peak Hour	0	168	415	0	0	0	238	19	0	0	0	0	0	14	0	72	926	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	4	0	2	0	6	4:15 PM	0	0	0	0	0	4:15 PM	0	0	2	1	3
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	5	0	5
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	6	6
5:15 PM	1	0	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	2	2
5:30 PM	2	0	0	0	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	2	2
5:45 PM	2	0	0	0	2	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	1	2
Count Total	9	0	4	2	15	Count Total	0	0	0	0	0	Count Total	1	0	7	12	20
Peak Hour	4	0	3	1	8	Peak Hour	0	0	0	0	0	Peak Hour	0	0	7	7	14



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Location: 10 E CEDAR AVE & E 4TH ST PM

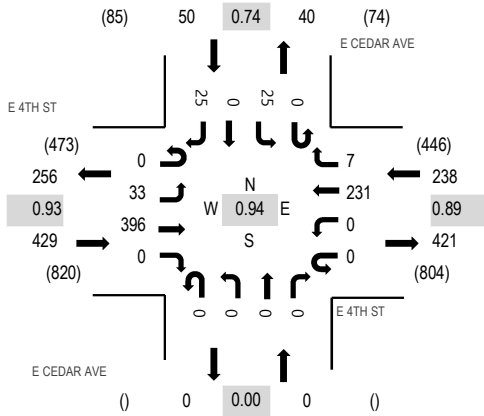
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

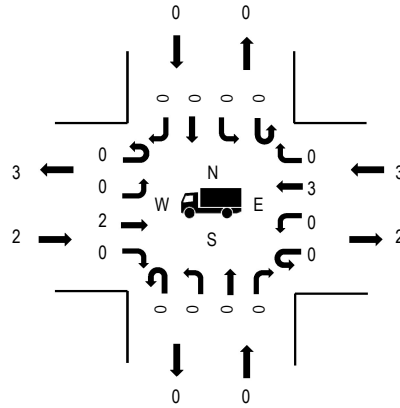
Motorized Vehicles



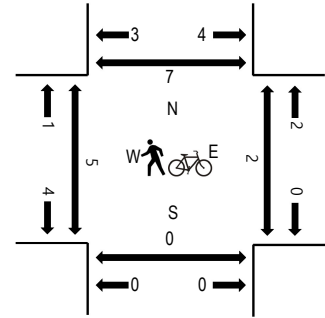
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.93
WB	1.3%	0.89
NB	0.0%	0.00
SB	0.0%	0.74
All	0.7%	0.94

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				E CEDAR AVE Northbound				E CEDAR AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	5	94	0	0	0	52	4	0	0	0	0	0	5	0	7	167	698
4:15 PM	0	10	104	0	0	0	64	3	0	0	0	0	0	6	0	4	191	717
4:30 PM	0	6	88	0	0	0	51	1	0	0	0	0	0	9	0	8	163	677
4:45 PM	0	9	97	0	0	0	61	3	0	0	0	0	0	3	0	4	177	682
5:00 PM	0	8	107	0	0	0	55	0	0	0	0	0	0	7	0	9	186	653
5:15 PM	0	8	70	0	0	0	60	4	0	0	0	0	0	1	0	8	151	
5:30 PM	0	3	105	0	0	0	50	3	0	0	0	0	0	5	0	2	168	
5:45 PM	0	7	99	0	0	0	35	0	0	0	0	0	0	4	0	3	148	
Count Total	0	56	764	0	0	0	428	18	0	0	0	0	0	40	0	45	1,351	
Peak Hour	0	33	396	0	0	0	231	7	0	0	0	0	0	25	0	25	717	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	2	1	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:15 PM	1	0	3	0	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	3	3
4:30 PM	1	0	0	0	1	4:30 PM	1	0	0	0	1	4:30 PM	5	0	2	3	10
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	5	0	5	1	11	Count Total	1	0	0	0	1	Count Total	5	0	2	9	16
Peak Hour	2	0	3	0	5	Peak Hour	1	0	0	0	1	Peak Hour	5	0	2	7	14



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Location: 11 NE HIGHLAND AVE & E 4TH ST PM

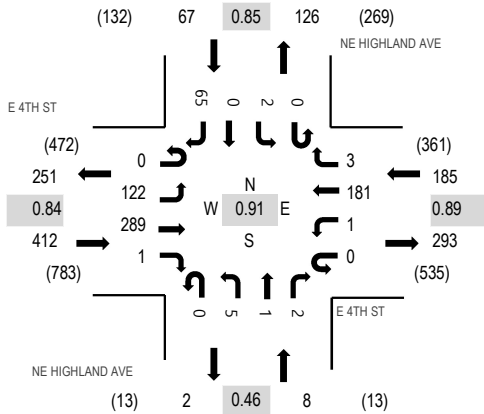
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

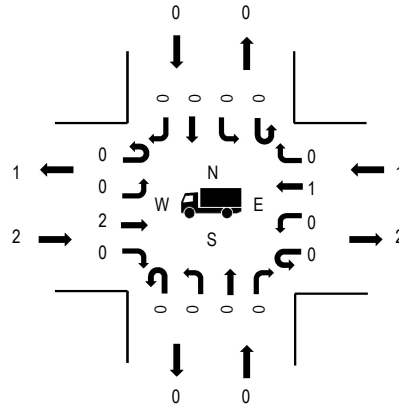
Motorized Vehicles



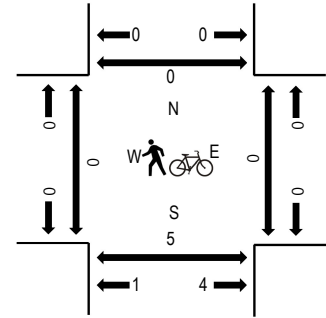
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.84
WB	0.5%	0.89
NB	0.0%	0.46
SB	0.0%	0.85
All	0.4%	0.91

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				NE HIGHLAND AVE Northbound				NE HIGHLAND AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	25	64	1	0	1	44	0	0	1	0	2	0	0	0	17	155	643
4:15 PM	0	30	82	0	0	1	52	0	0	1	0	0	0	1	0	16	183	672
4:30 PM	0	25	64	0	0	0	44	1	0	1	0	0	0	1	0	13	149	625
4:45 PM	0	25	63	1	0	0	44	1	0	3	1	2	0	0	0	16	156	650
5:00 PM	0	42	80	0	0	0	41	1	0	0	0	0	0	0	0	20	184	646
5:15 PM	0	22	49	1	0	0	49	1	0	1	0	0	0	0	0	13	136	
5:30 PM	0	44	65	2	0	0	36	7	0	0	0	1	0	0	0	19	174	
5:45 PM	0	36	58	4	0	2	29	7	0	0	0	0	1	3	0	12	152	
Count Total	0	249	525	9	0	4	339	18	0	7	1	5	1	5	0	126	1,289	
Peak Hour	0	122	289	1	0	1	181	3	0	5	1	2	0	2	0	65	672	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	2	1	4	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	3	0	0	3
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	5	0	2	7
Count Total	5	0	4	1	10	Count Total	0	0	0	0	0	Count Total	0	12	0	2	14
Peak Hour	2	0	1	0	3	Peak Hour	0	0	0	0	0	Peak Hour	0	5	0	0	5



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Location: 12 NE JOHN STORM AVE & NE LOCKWOOD CREEK RD PM

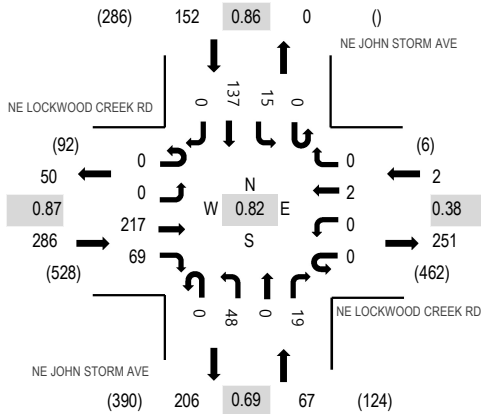
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

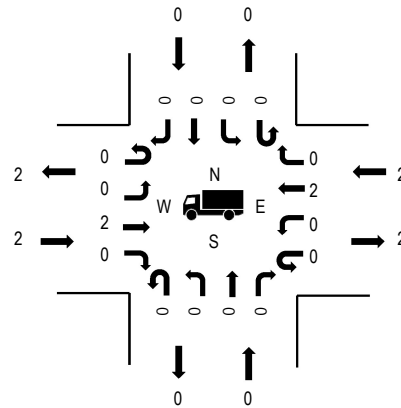
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

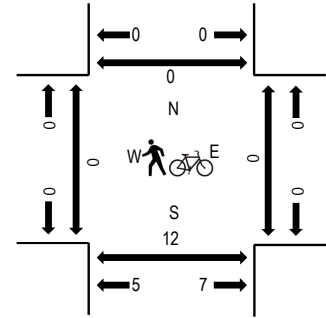
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.87
WB	100.0%	0.38
NB	0.0%	0.69
SB	0.0%	0.86
All	0.8%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	NE LOCKWOOD CREEK RD Eastbound				NE LOCKWOOD CREEK RD Westbound				NE JOHN STORM AVE Northbound				NE JOHN STORM AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	47	18	0	0	2	0	0	9	0	7	0	4	35	0	122	499
4:15 PM	0	0	58	24	0	0	1	0	0	20	0	8	0	7	36	0	154	507
4:30 PM	0	0	47	14	0	0	0	0	0	13	0	6	0	3	26	0	109	462
4:45 PM	0	0	52	12	0	0	0	0	0	10	0	4	0	2	34	0	114	461
5:00 PM	0	0	60	19	0	0	1	0	0	5	0	1	0	3	41	0	130	445
5:15 PM	0	0	41	12	0	0	2	0	0	14	0	4	0	6	30	0	109	
5:30 PM	0	0	54	13	0	0	0	0	0	11	0	5	0	1	24	0	108	
5:45 PM	0	0	38	19	0	0	0	0	0	4	0	3	0	1	33	0	98	
Count Total	0	0	397	131	0	0	6	0	0	86	0	38	0	27	259	0	944	
Peak Hour	0	0	217	69	0	0	2	0	0	48	0	19	0	15	137	0	507	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	2	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	5	0	0	5
4:15 PM	1	0	1	0	2	4:15 PM	2	0	0	0	2	4:15 PM	0	5	0	0	5
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	3	0	0	3
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	3	0	0	3
5:15 PM	0	0	2	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	4	0	6	0	10	Count Total	2	0	0	0	2	Count Total	0	17	0	0	17
Peak Hour	2	0	2	0	4	Peak Hour	2	0	0	0	2	Peak Hour	0	12	0	0	12

Location: 13 E SPRUCE AVE & NE LOCKWOOD CREEK RD PM

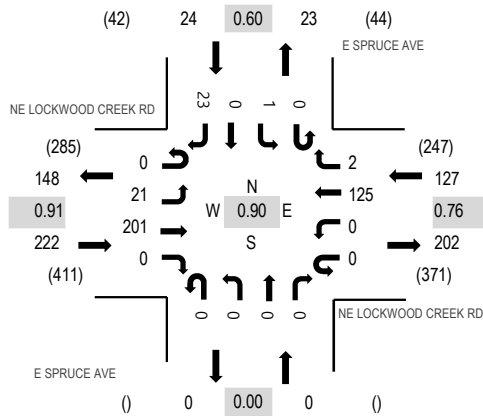
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

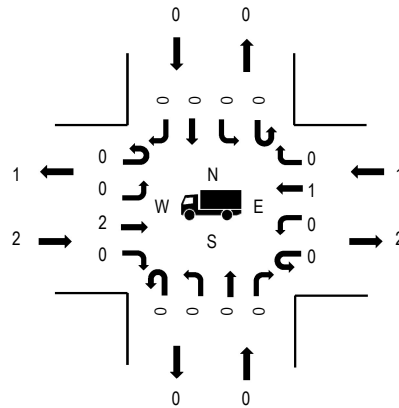
Motorized Vehicles



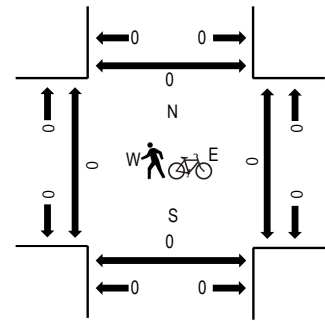
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.9%	0.91
WB	0.8%	0.76
NB	0.0%	0.00
SB	0.0%	0.60
All	0.8%	0.90

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NE LOCKWOOD CREEK RD Eastbound				NE LOCKWOOD CREEK RD Westbound				E SPRUCE AVE Northbound				E SPRUCE AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	50	0	0	0	38	0	0	0	0	0	0	0	0	3	95	365
4:15 PM	0	9	52	0	0	0	31	2	0	0	0	0	0	0	0	10	104	373
4:30 PM	0	2	46	0	0	0	25	0	0	0	0	0	0	0	0	3	76	350
4:45 PM	0	2	54	0	0	0	27	0	0	0	0	0	0	0	0	7	90	354
5:00 PM	0	8	49	0	0	0	42	0	0	0	0	0	0	1	0	3	103	335
5:15 PM	1	7	35	0	0	0	29	1	0	0	0	0	0	1	0	7	81	
5:30 PM	1	4	50	0	0	0	24	0	0	0	0	0	0	0	0	1	80	
5:45 PM	0	4	33	0	0	0	27	1	0	0	0	0	0	0	0	6	71	
Count Total	2	40	369	0	0	0	243	4	0	0	0	0	0	2	0	40	700	
Peak Hour	0	21	201	0	0	0	125	2	0	0	0	0	0	1	0	23	373	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	3	0	3	0	6	Count Total	1	0	0	0	1	Count Total	0	0	0	0	0
Peak Hour	2	0	1	0	3	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

Location: 14 ASPEN AVE & E 5TH ST PM

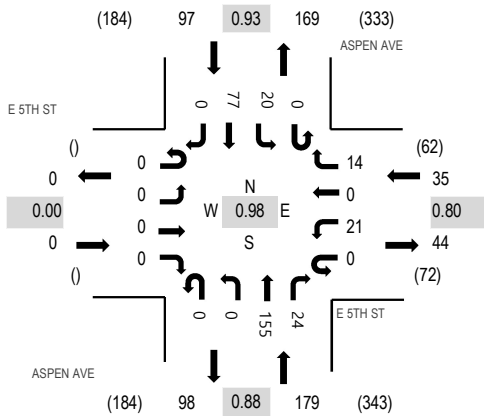
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

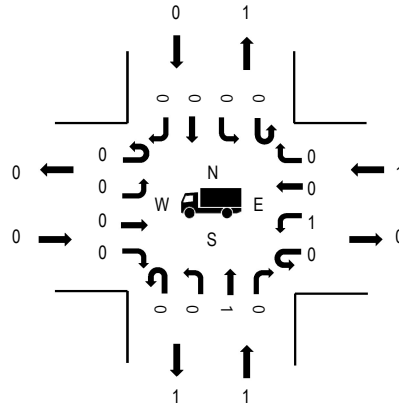
Peak Hour

Motorized Vehicles

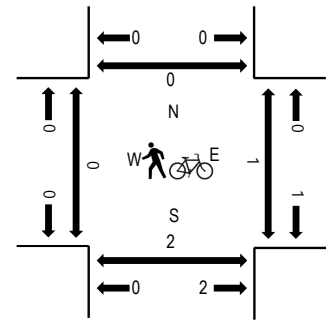


	HV%	PHF
EB	0.0%	0.00
WB	2.9%	0.80
NB	0.6%	0.88
SB	0.0%	0.93
All	0.6%	0.98

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 5TH ST Eastbound				E 5TH ST Westbound				ASPEN AVE Northbound				ASPEN AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	4	0	7	0	0	34	8	0	8	16	0	77	311
4:15 PM	0	0	0	0	0	7	0	4	0	0	41	1	0	1	25	0	79	302
4:30 PM	0	0	0	0	0	2	0	2	0	0	43	10	0	6	16	0	79	302
4:45 PM	0	0	0	0	0	8	0	1	0	0	37	5	0	5	20	0	76	284
5:00 PM	0	0	0	0	0	2	0	4	0	0	40	5	0	0	17	0	68	278
5:15 PM	0	0	0	0	0	4	0	3	0	0	44	3	0	5	20	0	79	
5:30 PM	0	0	0	0	0	6	0	4	0	0	26	3	0	4	18	0	61	
5:45 PM	0	0	0	0	0	2	0	2	0	0	41	2	0	6	17	0	70	
Count Total	0	0	0	0	0	35	0	27	0	0	306	37	0	35	149	0	589	
Peak Hour	0	0	0	0	0	21	0	14	0	0	155	24	0	20	77	0	311	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	2	0	0	2
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	2	0	0	2
Count Total	0	2	1	0	3	Count Total	0	0	0	0	0	Count Total	0	7	1	0	8
Peak Hour	0	1	1	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	2	1	0	3



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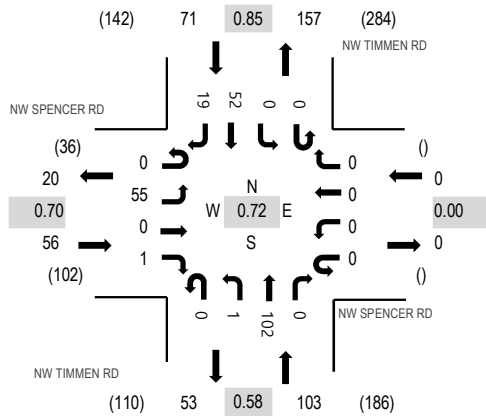
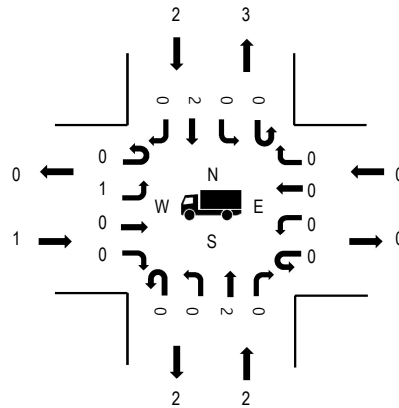
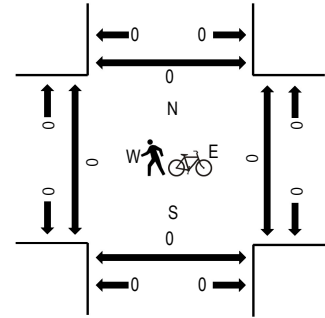
www.alltrafficdata.net

Location: 16 NW TIMMEN RD & NW SPENCER RD PM

Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour**Motorized Vehicles****Heavy Vehicles****Pedestrians/Bicycles in Crosswalk**

Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.8%	0.70
WB	0.0%	0.00
NB	1.9%	0.58
SB	2.8%	0.85
All	2.2%	0.72

Traffic Counts - Motorized Vehicles

Interval Start Time	NW SPENCER RD Eastbound				NW SPENCER RD Westbound				NW TIMMEN RD Northbound				NW TIMMEN RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	15	0	1	0	0	0	0	0	0	24	0	0	0	13	4	57	207
4:15 PM	0	11	0	0	0	0	0	0	0	0	24	0	0	0	12	5	52	230
4:30 PM	0	12	0	0	0	0	0	0	0	1	19	0	0	0	17	5	54	230
4:45 PM	0	11	0	0	0	0	0	0	0	0	14	0	0	0	14	5	44	228
5:00 PM	0	21	0	1	0	0	0	0	0	0	45	0	0	0	9	4	80	223
5:15 PM	0	16	0	1	0	0	0	0	0	0	20	0	0	0	11	4	52	
5:30 PM	0	7	0	0	0	0	0	0	0	0	22	0	0	0	19	4	52	
5:45 PM	0	6	0	0	0	0	0	0	0	0	17	0	0	0	12	4	39	
Count Total	0	99	0	3	0	0	0	0	0	1	185	0	0	0	107	35	430	
Peak Hour	0	55	0	1	0	0	0	0	0	1	102	0	0	0	52	19	230	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	1	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	1	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	0	2	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	1	0	0	1	5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
Count Total	3	4	0	4	11	Count Total	0	1	0	2	3	Count Total	0	0	1	0	1
Peak Hour	1	2	0	2	5	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	11-Jul-23 Tue	NB	SB							Total
12:00 AM		47	50							97
01:00		32	42							74
02:00		16	48							64
03:00		19	62							81
04:00		39	127							166
05:00		48	299							347
06:00		132	454							586
07:00		187	586							773
08:00		257	451							708
09:00		260	395							655
10:00		258	407							665
11:00		288	384							672
12:00 PM		383	344							727
01:00		377	343							720
02:00		429	352							781
03:00		501	330							831
04:00		645	394							1039
05:00		650	370							1020
06:00		521	295							816
07:00		380	214							594
08:00		302	211							513
09:00		251	125							376
10:00		146	107							253
11:00		94	73							167
Total		6262	6463							12725
Percent		49.2%	50.8%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	288	586	-	-	-	-	-	-	773
PM Peak	-	17:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	650	394	-	-	-	-	-	-	1039

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	12-Jul-23 Wed	NB	SB							Total
12:00 AM		61	53							114
01:00		34	55							89
02:00		33	53							86
03:00		28	48							76
04:00		35	123							158
05:00		44	305							349
06:00		122	490							612
07:00		198	549							747
08:00		254	448							702
09:00		224	396							620
10:00		247	410							657
11:00		284	352							636
12:00 PM		368	327							695
01:00		347	380							727
02:00		422	364							786
03:00		531	366							897
04:00		612	338							950
05:00		633	341							974
06:00		547	245							792
07:00		373	236							609
08:00		346	179							525
09:00		273	133							406
10:00		151	105							256
11:00		104	55							159
Total		6271	6351							12622
Percent		49.7%	50.3%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	284	549	-	-	-	-	-	-	747
PM Peak	-	17:00	13:00	-	-	-	-	-	-	17:00
Vol.	-	633	380	-	-	-	-	-	-	974

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	13-Jul-23 Thu	NB	SB							Total
12:00 AM		41	50							91
01:00		32	44							76
02:00		26	41							67
03:00		27	65							92
04:00		28	118							146
05:00		56	314							370
06:00		113	467							580
07:00		166	576							742
08:00		252	477							729
09:00		224	417							641
10:00		304	383							687
11:00		318	354							672
12:00 PM		340	313							653
01:00		383	344							727
02:00		397	319							716
03:00		465	323							788
04:00		598	342							940
05:00		694	339							1033
06:00		457	268							725
07:00		334	175							509
08:00		259	150							409
09:00		188	114							302
10:00		132	87							219
11:00		90	70							160
Total		5924	6150							12074
Percent		49.1%	50.9%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	318	576	-	-	-	-	-	-	742
PM Peak	-	17:00	13:00	-	-	-	-	-	-	17:00
Vol.	-	694	344	-	-	-	-	-	-	1033
Grand Total		18457	18964							37421
Percent		49.3%	50.7%							
ADT		ADT 12,474	AADT 12,474							

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/11/23	0	40	5	0	2	0	0	0	0	0	0	0	0	47
01:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32
02:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
03:00	0	17	1	0	0	0	0	0	1	0	0	0	0	19
04:00	0	30	7	0	0	1	0	0	1	0	0	0	0	39
05:00	2	33	10	0	2	0	0	1	0	0	0	0	0	48
06:00	5	93	26	1	4	1	0	2	0	0	0	0	0	132
07:00	4	138	32	1	8	2	1	1	0	0	0	0	0	187
08:00	6	174	60	1	10	1	3	2	0	0	0	0	0	257
09:00	0	198	41	0	14	1	0	5	0	0	0	0	1	260
10:00	7	183	50	3	11	2	0	1	1	0	0	0	0	258
11:00	3	218	51	0	10	2	1	2	1	0	0	0	0	288
12 PM	6	296	58	2	17	2	0	2	0	0	0	0	0	383
13:00	1	300	58	1	9	3	0	3	0	0	0	0	2	377
14:00	0	334	81	1	9	2	0	1	0	1	0	0	0	429
15:00	7	398	77	0	13	2	0	3	0	1	0	0	0	501
16:00	4	501	119	0	17	0	0	4	0	0	0	0	0	645
17:00	5	496	122	0	25	0	0	2	0	0	0	0	0	650
18:00	6	410	88	1	14	0	0	2	0	0	0	0	0	521
19:00	5	313	55	0	7	0	0	0	0	0	0	0	0	380
20:00	3	245	46	0	6	0	0	1	1	0	0	0	0	302
21:00	0	209	38	0	3	0	0	1	0	0	0	0	0	251
22:00	0	125	19	0	2	0	0	0	0	0	0	0	0	146
23:00	0	83	11	0	0	0	0	0	0	0	0	0	0	94
Day Total	64	4877	1060	11	183	19	5	33	5	2	0	0	3	6262
Percent	1.0%	77.9%	16.9%	0.2%	2.9%	0.3%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	10:00	09:00	07:00	08:00	09:00	03:00				09:00	11:00
Vol.	7	218	60	3	14	2	3	5	1				1	288
PM Peak	15:00	16:00	17:00	12:00	17:00	13:00		16:00	20:00	14:00			13:00	17:00
Vol.	7	501	122	2	25	3		4	1	1			2	650

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/12/23	0	52	7	0	2	0	0	0	0	0	0	0	0	61
01:00	1	31	2	0	0	0	0	0	0	0	0	0	0	34
02:00	0	26	6	0	1	0	0	0	0	0	0	0	0	33
03:00	0	23	3	0	2	0	0	0	0	0	0	0	0	28
04:00	2	27	4	0	1	0	0	0	1	0	0	0	0	35
05:00	5	31	3	0	4	0	0	1	0	0	0	0	0	44
06:00	2	93	21	0	4	0	0	2	0	0	0	0	0	122
07:00	8	125	47	2	8	2	0	5	0	1	0	0	0	198
08:00	4	179	50	1	14	0	2	4	0	0	0	0	0	254
09:00	0	169	42	0	7	2	0	2	1	1	0	0	0	224
10:00	1	194	45	0	4	1	0	1	0	1	0	0	0	247
11:00	3	210	52	0	8	1	1	5	3	1	0	0	0	284
12 PM	1	279	76	1	9	0	0	2	0	0	0	0	0	368
13:00	2	275	54	2	10	1	0	3	0	0	0	0	0	347
14:00	3	319	83	0	11	3	0	1	0	1	0	0	1	422
15:00	6	418	91	1	9	3	0	3	0	0	0	0	0	531
16:00	3	471	111	0	23	0	0	2	2	0	0	0	0	612
17:00	9	493	108	1	17	0	0	4	1	0	0	0	0	633
18:00	8	429	95	0	10	1	0	3	1	0	0	0	0	547
19:00	3	298	57	0	13	0	1	1	0	0	0	0	0	373
20:00	5	271	62	0	8	0	0	0	0	0	0	0	0	346
21:00	2	238	28	0	3	0	0	1	1	0	0	0	0	273
22:00	1	136	12	0	1	0	0	1	0	0	0	0	0	151
23:00	1	98	5	0	0	0	0	0	0	0	0	0	0	104
Day Total	70	4885	1064	8	169	14	4	41	10	5	0	0	1	6271
Percent	1.1%	77.9%	17.0%	0.1%	2.7%	0.2%	0.1%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	07:00	08:00	07:00	08:00	07:00	11:00	07:00				11:00
Vol.	8	210	52	2	14	2	2	5	3	1				284
PM Peak	17:00	17:00	16:00	13:00	16:00	14:00	19:00	17:00	16:00	14:00			14:00	17:00
Vol.	9	493	111	2	23	3	1	4	2	1			1	633

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/13/23	0	37	4	0	0	0	0	0	0	0	0	0	0	41
01:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
02:00	1	17	7	0	1	0	0	0	0	0	0	0	0	26
03:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
04:00	1	23	3	0	1	0	0	0	0	0	0	0	0	28
05:00	1	43	10	0	0	0	0	2	0	0	0	0	0	56
06:00	3	85	17	2	3	2	0	1	0	0	0	0	0	113
07:00	6	111	36	1	5	3	1	0	2	1	0	0	0	166
08:00	1	171	65	2	9	1	0	1	2	0	0	0	0	252
09:00	2	161	45	0	14	1	0	0	1	0	0	0	0	224
10:00	2	229	60	0	6	0	1	5	1	0	0	0	0	304
11:00	5	230	63	0	14	3	0	2	0	1	0	0	0	318
12 PM	3	251	63	0	15	3	2	1	1	0	0	0	1	340
13:00	6	289	67	0	11	1	2	6	1	0	0	0	0	383
14:00	1	321	60	0	11	2	1	0	1	0	0	0	0	397
15:00	2	344	106	0	12	0	1	0	0	0	0	0	0	465
16:00	4	460	113	0	15	1	1	3	1	0	0	0	0	598
17:00	4	532	133	0	22	1	0	1	0	1	0	0	0	694
18:00	3	369	71	0	10	1	0	3	0	0	0	0	0	457
19:00	4	269	54	0	5	1	0	1	0	0	0	0	0	334
20:00	3	209	42	0	4	0	0	1	0	0	0	0	0	259
21:00	0	164	17	0	6	0	0	1	0	0	0	0	0	188
22:00	0	111	20	0	0	0	0	1	0	0	0	0	0	132
23:00	0	83	7	0	0	0	0	0	0	0	0	0	0	90
Day Total	52	4563	1068	5	164	20	9	29	10	3	0	0	1	5924
Percent	0.9%	77.0%	18.0%	0.1%	2.8%	0.3%	0.2%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	08:00	06:00	09:00	07:00	07:00	10:00	07:00	07:00				11:00
Vol.	6	230	65	2	14	3	1	5	2	1				318
PM Peak	13:00	17:00	17:00		17:00	12:00	12:00	13:00	12:00	17:00			12:00	17:00
Vol.	6	532	133		22	3	2	6	1	1			1	694
Grand Total	186	14325	3192	24	516	53	18	103	25	10	0	0	5	18457
Percent	1.0%	77.6%	17.3%	0.1%	2.8%	0.3%	0.1%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/11/23	0	43	5	0	0	2	0	0	0	0	0	0	0	50
01:00	2	31	5	0	1	1	0	1	1	0	0	0	0	42
02:00	0	37	8	0	1	0	0	0	2	0	0	0	0	48
03:00	0	51	10	0	0	1	0	0	0	0	0	0	0	62
04:00	1	84	32	0	5	1	0	2	2	0	0	0	0	127
05:00	0	208	79	0	10	0	0	2	0	0	0	0	0	299
06:00	3	315	100	0	32	2	1	1	0	0	0	0	0	454
07:00	2	462	101	1	17	1	0	2	0	0	0	0	0	586
08:00	0	354	78	1	11	4	1	2	0	0	0	0	0	451
09:00	2	302	66	0	21	1	1	2	0	0	0	0	0	395
10:00	5	313	65	3	15	3	2	1	0	0	0	0	0	407
11:00	1	310	51	0	16	1	0	3	2	0	0	0	0	384
12 PM	4	262	54	0	15	4	2	2	1	0	0	0	0	344
13:00	2	261	58	1	11	4	0	4	0	0	0	0	2	343
14:00	4	268	60	1	14	2	1	2	0	0	0	0	0	352
15:00	2	260	54	0	7	3	1	2	1	0	0	0	0	330
16:00	4	327	51	0	9	1	0	1	1	0	0	0	0	394
17:00	3	283	68	2	10	0	0	4	0	0	0	0	0	370
18:00	3	239	40	0	9	2	0	2	0	0	0	0	0	295
19:00	4	170	31	0	3	3	1	2	0	0	0	0	0	214
20:00	3	178	21	0	5	2	1	0	1	0	0	0	0	211
21:00	2	104	15	0	1	2	0	0	1	0	0	0	0	125
22:00	0	92	12	0	1	0	0	0	2	0	0	0	0	107
23:00	0	63	6	0	3	1	0	0	0	0	0	0	0	73
Day Total	47	5017	1070	9	217	41	11	35	14	0	0	0	2	6463
Percent	0.7%	77.6%	16.6%	0.1%	3.4%	0.6%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	10:00	06:00	08:00	10:00	11:00	02:00					07:00
Vol.	5	462	101	3	32	4	2	3	2					586
PM Peak	12:00	16:00	17:00	17:00	12:00	12:00	12:00	13:00	22:00				13:00	16:00
Vol.	4	327	68	2	15	4	2	4	2				2	394

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/12/23	1	45	4	0	0	1	0	0	2	0	0	0	0	53
01:00	3	46	1	0	0	5	0	0	0	0	0	0	0	55
02:00	2	38	9	0	2	2	0	0	0	0	0	0	0	53
03:00	0	43	4	0	0	0	0	1	0	0	0	0	0	48
04:00	1	86	28	0	6	1	0	1	0	0	0	0	0	123
05:00	1	204	79	0	16	1	0	4	0	0	0	0	0	305
06:00	2	345	109	0	28	2	0	3	1	0	0	0	0	490
07:00	0	421	97	0	24	1	2	4	0	0	0	0	0	549
08:00	1	355	75	1	9	2	1	2	2	0	0	0	0	448
09:00	3	322	52	0	12	4	0	3	0	0	0	0	0	396
10:00	1	312	67	2	14	7	0	4	2	0	0	0	1	410
11:00	0	274	57	0	8	6	2	2	3	0	0	0	0	352
12 PM	1	260	48	2	5	4	1	4	1	1	0	0	0	327
13:00	3	291	66	3	8	4	0	3	2	0	0	0	0	380
14:00	3	288	53	1	9	2	5	3	0	0	0	0	0	364
15:00	1	291	50	2	12	4	1	3	2	0	0	0	0	366
16:00	3	263	57	0	12	1	1	1	0	0	0	0	0	338
17:00	3	266	61	0	7	1	0	2	1	0	0	0	0	341
18:00	1	205	30	0	9	0	0	0	0	0	0	0	0	245
19:00	5	183	38	0	5	3	0	2	0	0	0	0	0	236
20:00	1	157	17	0	4	0	0	0	0	0	0	0	0	179
21:00	0	116	16	0	1	0	0	0	0	0	0	0	0	133
22:00	2	88	11	0	1	1	0	2	0	0	0	0	0	105
23:00	1	43	8	0	2	0	0	0	1	0	0	0	0	55
Day Total	39	4942	1037	11	194	52	13	44	17	1	0	0	1	6351
Percent	0.6%	77.8%	16.3%	0.2%	3.1%	0.8%	0.2%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	07:00	06:00	10:00	06:00	10:00	07:00	05:00	11:00				10:00	07:00
Vol.	3	421	109	2	28	7	2	4	3				1	549
PM Peak	19:00	13:00	13:00	13:00	15:00	12:00	14:00	12:00	13:00	12:00				13:00
Vol.	5	291	66	3	12	4	5	4	2	1				380

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/13/23	1	44	1	0	2	1	0	0	1	0	0	0	0	50
01:00	3	35	3	0	0	2	0	0	1	0	0	0	0	44
02:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
03:00	2	43	15	0	3	1	0	1	0	0	0	0	0	65
04:00	0	80	31	0	5	1	0	1	0	0	0	0	0	118
05:00	3	215	71	0	19	4	0	1	1	0	0	0	0	314
06:00	2	319	113	2	21	3	0	6	1	0	0	0	0	467
07:00	1	457	100	1	14	1	0	2	0	0	0	0	0	576
08:00	1	379	74	1	13	4	1	3	1	0	0	0	0	477
09:00	2	321	70	1	16	1	0	4	1	0	0	0	1	417
10:00	2	295	69	0	10	2	1	2	0	1	0	0	1	383
11:00	0	295	43	0	9	2	2	2	1	0	0	0	0	354
12 PM	1	255	41	0	12	1	0	2	1	0	0	0	0	313
13:00	3	271	54	1	11	2	0	1	1	0	0	0	0	344
14:00	3	257	52	0	6	0	0	1	0	0	0	0	0	319
15:00	1	262	48	0	9	1	0	2	0	0	0	0	0	323
16:00	0	263	58	0	15	1	3	2	0	0	0	0	0	342
17:00	3	268	55	2	9	1	0	1	0	0	0	0	0	339
18:00	2	215	38	1	7	3	1	1	0	0	0	0	0	268
19:00	4	144	20	0	3	1	1	2	0	0	0	0	0	175
20:00	1	124	22	0	0	1	0	2	0	0	0	0	0	150
21:00	1	98	12	1	2	0	0	0	0	0	0	0	0	114
22:00	1	69	15	0	2	0	0	0	0	0	0	0	0	87
23:00	1	61	6	0	0	2	0	0	0	0	0	0	0	70
Day Total	38	4807	1015	10	188	35	9	36	9	1	0	0	2	6150
Percent	0.6%	78.2%	16.5%	0.2%	3.1%	0.6%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	07:00	06:00	06:00	06:00	05:00	11:00	06:00	00:00	10:00			09:00	07:00
Vol.	3	457	113	2	21	4	2	6	1	1			1	576
PM Peak	19:00	13:00	16:00	17:00	16:00	18:00	16:00	12:00	12:00					13:00
Vol.	4	271	58	2	15	3	3	2	1					344
Grand Total	124	14766	3122	30	599	128	33	115	40	2	0	0	5	18964
Percent	0.7%	77.9%	16.5%	0.2%	3.2%	0.7%	0.2%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Date Start: 11-Jul-23
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NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/11/23	0	0	0	2	6	13	13	9	3	1	0	0	0	0	47	36-45	26
01:00	0	0	0	1	5	8	12	3	2	1	0	0	0	0	32	36-45	20
02:00	0	0	0	0	1	7	8	0	0	0	0	0	0	0	16	36-45	15
03:00	0	0	0	0	0	5	7	5	1	0	1	0	0	0	19	36-45	12
04:00	0	0	0	3	4	12	11	8	0	0	0	1	0	0	39	36-45	23
05:00	0	0	0	0	0	8	25	12	3	0	0	0	0	0	48	41-50	37
06:00	7	0	0	1	4	31	59	26	2	1	0	0	0	1	132	36-45	90
07:00	13	0	0	0	11	49	82	28	4	0	0	0	0	0	187	36-45	131
08:00	11	0	0	2	27	79	112	24	0	1	0	0	0	1	257	36-45	191
09:00	2	0	0	1	19	82	122	30	4	0	0	0	0	0	260	36-45	204
10:00	14	0	2	6	30	78	95	27	3	1	0	2	0	0	258	36-45	173
11:00	5	1	2	5	35	116	102	19	2	0	0	0	0	1	288	36-45	218
12 PM	8	0	1	3	17	97	191	62	3	1	0	0	0	0	383	36-45	288
13:00	4	0	2	2	19	91	198	57	3	0	1	0	0	0	377	36-45	289
14:00	4	0	5	0	15	95	213	89	8	0	0	0	0	0	429	36-45	308
15:00	1	0	0	1	11	80	284	119	3	0	0	0	1	1	501	41-50	403
16:00	2	0	0	0	17	134	352	134	6	0	0	0	0	0	645	36-45	486
17:00	4	0	0	5	18	122	334	153	13	1	0	0	0	0	650	41-50	487
18:00	1	0	0	0	13	100	273	122	11	1	0	0	0	0	521	41-50	395
19:00	0	0	0	1	14	71	187	93	12	2	0	0	0	0	380	41-50	280
20:00	2	0	0	0	18	87	128	62	4	1	0	0	0	0	302	36-45	215
21:00	0	0	0	0	31	67	119	29	4	0	1	0	0	0	251	36-45	186
22:00	0	0	0	1	12	41	65	24	2	1	0	0	0	0	146	36-45	106
23:00	0	0	1	1	2	25	46	14	2	3	0	0	0	0	94	36-45	71
Total	78	1	13	35	329	1498	3038	1149	95	15	3	3	1	4	6262		
Percent	1.2%	0.0%	0.2%	0.6%	5.3%	23.9%	48.5%	18.3%	1.5%	0.2%	0.0%	0.0%	0.0%	0.1%			
AM Peak	10:00	11:00	10:00	10:00	11:00	11:00	09:00	09:00	07:00	00:00	03:00	10:00		06:00	11:00		
Vol.	14	1	2	6	35	116	122	30	4	1	1	2		1	288		
PM Peak	12:00		14:00	17:00	21:00	16:00	16:00	17:00	17:00	23:00	13:00		15:00	15:00	17:00		
Vol.	8		5	5	31	134	352	153	13	3	1		1	1	650		

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NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/12/23	1	0	0	1	5	23	20	10	1	0	0	0	0	0	61	36-45	43
01:00	0	0	0	0	1	9	13	6	4	1	0	0	0	0	34	36-45	22
02:00	1	0	0	1	1	10	11	5	3	0	0	0	0	1	33	36-45	21
03:00	0	0	0	0	6	5	12	4	1	0	0	0	0	0	28	36-45	17
04:00	2	0	0	2	3	6	15	6	1	0	0	0	0	0	35	36-45	21
05:00	2	0	1	0	1	13	18	7	2	0	0	0	0	0	44	36-45	31
06:00	4	0	0	0	5	34	49	26	2	1	1	0	0	0	122	36-45	83
07:00	12	0	1	4	16	58	93	12	2	0	0	0	0	0	198	36-45	151
08:00	11	5	0	8	15	72	116	23	4	0	0	0	0	0	254	36-45	188
09:00	3	1	1	8	13	75	97	25	1	0	0	0	0	0	224	36-45	172
10:00	1	0	0	1	21	61	115	48	0	0	0	0	0	0	247	36-45	176
11:00	2	0	0	4	21	81	129	43	3	0	0	1	0	0	284	36-45	210
12 PM	0	0	0	5	15	88	190	64	6	0	0	0	0	0	368	36-45	278
13:00	0	0	1	1	20	88	164	70	3	0	0	0	0	0	347	36-45	252
14:00	1	0	0	5	10	97	230	75	4	0	0	0	0	0	422	36-45	327
15:00	4	0	1	1	10	146	268	95	5	1	0	0	0	0	531	36-45	414
16:00	2	0	0	1	4	132	303	157	12	0	1	0	0	0	612	41-50	460
17:00	3	0	0	0	16	149	323	125	15	1	0	0	1	0	633	36-45	472
18:00	4	0	0	0	8	90	311	123	11	0	0	0	0	0	547	41-50	434
19:00	0	0	5	0	22	106	160	67	10	1	0	0	1	1	373	36-45	266
20:00	4	0	2	7	14	93	162	56	8	0	0	0	0	0	346	36-45	255
21:00	0	0	0	1	23	100	120	27	2	0	0	0	0	0	273	36-45	220
22:00	0	0	0	2	7	46	66	22	4	1	2	1	0	0	151	36-45	112
23:00	1	0	0	2	8	37	38	14	4	0	0	0	0	0	104	36-45	75
Total	58	6	12	54	265	1619	3023	1110	108	6	4	2	2	2	6271		
Percent	0.9%	0.1%	0.2%	0.9%	4.2%	25.8%	48.2%	17.7%	1.7%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	05:00	08:00	10:00	11:00	11:00	10:00	01:00	01:00	06:00	11:00		02:00	11:00		
Vol.	12	5	1	8	21	81	129	48	4	1	1	1		1	284		
PM Peak	15:00		19:00	20:00	21:00	17:00	17:00	16:00	17:00	15:00	22:00	22:00	17:00	19:00	17:00		
Vol.	4		5	7	23	149	323	157	15	1	2	1	1	1	633		

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NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/13/23	0	0	0	3	3	12	12	7	2	2	0	0	0	0	41	36-45	24
01:00	0	0	0	0	6	9	12	3	2	0	0	0	0	0	32	36-45	21
02:00	0	0	0	0	3	5	12	4	1	1	0	0	0	0	26	36-45	17
03:00	0	0	0	1	4	6	10	5	1	0	0	0	0	0	27	36-45	16
04:00	0	0	1	0	4	7	11	5	0	0	0	0	0	0	28	36-45	18
05:00	0	0	0	0	5	13	26	10	2	0	0	0	0	0	56	36-45	39
06:00	2	1	0	0	10	32	35	26	5	1	1	0	0	0	113	36-45	67
07:00	3	2	0	2	7	29	84	35	4	0	0	0	0	0	166	41-50	119
08:00	2	0	0	2	14	75	126	32	0	0	0	0	0	1	252	36-45	201
09:00	6	1	0	3	11	59	94	41	8	1	0	0	0	0	224	36-45	153
10:00	1	0	2	7	14	75	145	55	3	0	0	1	0	1	304	36-45	220
11:00	7	0	2	8	13	81	147	52	7	1	0	0	0	0	318	36-45	228
12 PM	5	0	0	7	32	99	124	67	6	0	0	0	0	0	340	36-45	223
13:00	1	13	13	1	21	86	168	70	9	1	0	0	0	0	383	36-45	254
14:00	1	0	2	1	11	94	214	67	4	1	0	1	1	0	397	36-45	308
15:00	3	0	0	1	24	115	234	85	3	0	0	0	0	0	465	36-45	349
16:00	3	0	2	2	24	149	318	89	9	0	2	0	0	0	598	36-45	467
17:00	1	1	0	1	19	214	352	102	4	0	0	0	0	0	694	36-45	566
18:00	18	9	2	3	12	106	217	77	12	1	0	0	0	0	457	36-45	323
19:00	1	0	2	1	14	88	154	67	6	1	0	0	0	0	334	36-45	242
20:00	0	3	1	3	10	69	110	56	7	0	0	0	0	0	259	36-45	179
21:00	0	0	2	1	21	57	81	22	3	1	0	0	0	0	188	36-45	138
22:00	1	0	0	2	11	37	56	21	4	0	0	0	0	0	132	36-45	93
23:00	0	0	0	3	5	25	36	16	5	0	0	0	0	0	90	36-45	61
Total	55	30	29	52	298	1542	2778	1014	107	11	3	2	1	2	5924		
Percent	0.9%	0.5%	0.5%	0.9%	5.0%	26.0%	46.9%	17.1%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	10:00	11:00	08:00	11:00	11:00	10:00	09:00	00:00	06:00	10:00		08:00	11:00		
Vol.	7	2	2	8	14	81	147	55	8	2	1	1		1	318		
PM Peak	18:00	13:00	13:00	12:00	12:00	17:00	17:00	17:00	18:00	13:00	16:00	14:00	14:00		17:00		
Vol.	18	13	13	7	32	214	352	102	12	1	2	1	1		694		
Total	191	37	54	141	892	4659	8839	3273	310	32	10	7	4	8	18457		
Percent	1.0%	0.2%	0.3%	0.8%	4.8%	25.2%	47.9%	17.7%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 36 MPH
50th Percentile : 41 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Stats
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 13498
Percent in Pace : 73.1%
Number of Vehicles > 50 MPH : 371
Percent of Vehicles > 50 MPH : 2.0%
Mean Speed(Average) : 42 MPH

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NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/11/23	1	0	0	1	3	12	17	13	2	1	0	0	0	0	50	41-50	30
01:00	1	0	3	2	6	12	11	3	4	0	0	0	0	0	42	36-45	23
02:00	1	0	0	0	5	12	18	10	2	0	0	0	0	0	48	36-45	30
03:00	7	0	0	1	1	21	16	14	1	0	1	0	0	0	62	36-45	37
04:00	5	0	0	2	13	27	32	37	9	2	0	0	0	0	127	41-50	69
05:00	10	0	0	0	4	24	134	104	20	1	0	0	2	0	299	41-50	238
06:00	16	0	1	3	4	53	210	144	20	3	0	0	0	0	454	41-50	354
07:00	14	8	13	13	10	99	282	133	14	0	0	0	0	0	586	41-50	415
08:00	15	1	5	12	34	104	199	69	9	2	0	1	0	0	451	36-45	303
09:00	9	3	4	16	13	83	189	71	5	0	1	0	0	1	395	36-45	272
10:00	12	0	6	24	47	132	140	38	6	2	0	0	0	0	407	36-45	272
11:00	10	1	2	7	57	130	137	36	3	0	0	0	0	1	384	36-45	267
12 PM	12	0	1	7	14	111	126	60	10	1	2	0	0	0	344	36-45	237
13:00	4	0	2	10	18	81	164	57	6	0	0	0	0	1	343	36-45	245
14:00	9	1	3	7	19	72	166	64	5	3	1	0	1	1	352	36-45	238
15:00	10	0	4	5	8	70	160	65	6	1	0	0	0	1	330	36-45	230
16:00	14	0	0	1	14	88	194	68	12	2	0	0	0	1	394	36-45	282
17:00	6	1	0	6	18	74	168	85	11	1	0	0	0	0	370	41-50	253
18:00	5	0	2	3	3	55	139	80	4	2	1	0	0	1	295	41-50	219
19:00	6	4	1	3	5	47	95	45	5	1	0	0	0	2	214	36-45	142
20:00	4	0	3	6	16	35	102	39	3	1	1	0	0	1	211	41-50	141
21:00	0	3	0	7	8	39	44	21	3	0	0	0	0	0	125	36-45	83
22:00	0	0	0	3	7	26	45	22	4	0	0	0	0	0	107	36-45	71
23:00	0	0	0	6	6	24	22	10	4	1	0	0	0	0	73	36-45	46
Total	171	22	50	145	333	1431	2810	1288	168	24	7	1	3	10	6463		
Percent	2.6%	0.3%	0.8%	2.2%	5.2%	22.1%	43.5%	19.9%	2.6%	0.4%	0.1%	0.0%	0.0%	0.2%			
AM Peak	06:00	07:00	07:00	10:00	11:00	10:00	07:00	06:00	05:00	06:00	03:00	08:00	05:00	09:00	07:00		
Vol.	16	8	13	24	57	132	282	144	20	3	1	1	2	1	586		
PM Peak	16:00	19:00	15:00	13:00	14:00	12:00	16:00	17:00	16:00	14:00	12:00		14:00	19:00	16:00		
Vol.	14	4	4	10	19	111	194	85	12	3	2		1	2	394		

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SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/12/23	1	0	2	1	3	12	22	7	5	0	0	0	0	0	53	36-45	34
01:00	0	0	5	5	5	12	17	8	3	0	0	0	0	0	55	36-45	29
02:00	2	0	2	3	2	11	21	8	4	0	0	0	0	0	53	36-45	32
03:00	3	0	0	0	3	10	20	12	0	0	0	0	0	0	48	40-49	32
04:00	7	4	2	1	4	19	48	30	6	1	0	1	0	0	123	41-50	78
05:00	1	0	3	3	6	44	161	74	11	2	0	0	0	0	305	41-50	235
06:00	15	0	2	5	4	49	275	129	9	1	0	0	0	1	490	41-50	404
07:00	17	2	1	6	23	96	284	103	15	0	1	0	1	0	549	41-50	387
08:00	16	0	1	3	19	78	228	89	10	1	2	1	0	0	448	41-50	317
09:00	6	0	2	4	24	82	169	95	14	0	0	0	0	0	396	41-50	264
10:00	7	0	2	8	25	113	171	70	13	0	0	0	0	1	410	36-45	284
11:00	2	0	1	3	25	81	171	63	5	0	0	0	0	1	352	36-45	252
12 PM	7	0	0	10	23	74	150	55	7	1	0	0	0	0	327	36-45	224
13:00	11	1	1	6	29	89	161	65	11	2	1	2	0	1	380	36-45	250
14:00	7	0	14	9	27	92	149	48	10	7	0	0	0	1	364	36-45	241
15:00	10	0	1	6	19	86	160	76	6	2	0	0	0	0	366	36-45	246
16:00	15	0	1	0	14	74	149	66	13	3	0	0	0	3	338	36-45	223
17:00	11	0	2	3	9	72	167	64	5	3	1	0	0	4	341	36-45	239
18:00	9	0	0	0	12	56	105	59	3	0	0	0	0	1	245	41-50	164
19:00	7	2	5	2	14	63	99	38	5	1	0	0	0	0	236	36-45	162
20:00	4	0	1	1	7	58	71	36	1	0	0	0	0	0	179	36-45	129
21:00	0	0	0	2	6	35	65	20	3	1	1	0	0	0	133	36-45	100
22:00	0	0	0	0	6	38	35	20	4	2	0	0	0	0	105	36-45	73
23:00	0	0	3	3	5	8	27	7	1	1	0	0	0	0	55	36-45	35
Total	158	9	51	84	314	1352	2925	1242	164	28	6	4	1	13	6351		
Percent	2.5%	0.1%	0.8%	1.3%	4.9%	21.3%	46.1%	19.6%	2.6%	0.4%	0.1%	0.1%	0.0%	0.2%			
AM Peak	07:00	04:00	01:00	10:00	10:00	10:00	07:00	06:00	07:00	05:00	08:00	04:00	07:00	06:00	07:00		
Vol.	17	4	5	8	25	113	284	129	15	2	2	1	1	1	549		
PM Peak	16:00	19:00	14:00	12:00	13:00	14:00	17:00	15:00	16:00	14:00	13:00	13:00		17:00	13:00		
Vol.	15	2	14	10	29	92	167	76	13	7	1	2		4	380		

All Traffic Data Services, Inc.
alltrafficdata.net

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/13/23	0	0	2	4	6	15	15	8	0	0	0	0	0	0	50	36-45	30
01:00	2	1	2	0	5	10	11	10	1	1	1	0	0	0	44	36-45	21
02:00	0	0	0	2	5	13	16	4	1	0	0	0	0	0	41	36-45	29
03:00	0	0	1	3	3	17	21	13	5	2	0	0	0	0	65	36-45	38
04:00	2	0	0	0	1	17	49	43	6	0	0	0	0	0	118	41-50	92
05:00	4	0	3	4	8	34	117	120	18	5	0	1	0	0	314	41-50	237
06:00	14	0	8	6	10	21	183	184	34	4	2	1	0	0	467	41-50	367
07:00	17	1	3	5	24	97	252	154	20	3	0	0	0	0	576	41-50	406
08:00	10	0	2	9	14	84	228	118	7	5	0	0	0	0	477	41-50	346
09:00	6	1	2	8	18	72	205	96	8	1	0	0	0	0	417	41-50	301
10:00	6	0	0	11	21	72	177	80	12	2	2	0	0	0	383	41-50	257
11:00	9	0	0	10	20	73	161	69	10	2	0	0	0	0	354	36-45	234
12 PM	9	1	1	4	16	83	132	52	12	3	0	0	0	0	313	36-45	215
13:00	7	0	1	5	8	63	164	84	6	1	0	1	0	4	344	41-50	248
14:00	12	0	4	3	7	64	135	79	10	3	1	1	0	0	319	41-50	214
15:00	13	0	1	0	4	53	152	84	14	0	0	1	0	1	323	41-50	236
16:00	14	1	0	10	17	58	149	75	13	2	1	0	0	2	342	41-50	224
17:00	36	3	1	4	7	53	158	60	12	1	1	1	0	2	339	41-50	218
18:00	14	0	3	2	3	61	107	64	11	3	0	0	0	0	268	41-50	171
19:00	3	1	1	3	7	39	81	32	7	1	0	0	0	0	175	36-45	120
20:00	2	0	3	1	5	37	66	32	4	0	0	0	0	0	150	36-45	103
21:00	0	0	0	1	7	33	49	23	1	0	0	0	0	0	114	36-45	82
22:00	1	0	0	1	11	22	37	14	1	0	0	0	0	0	87	36-45	59
23:00	2	0	1	3	10	20	23	9	2	0	0	0	0	0	70	36-45	43
Total	183	9	39	99	237	1111	2688	1507	215	39	8	6	0	9	6150		
Percent	3.0%	0.1%	0.6%	1.6%	3.9%	18.1%	43.7%	24.5%	3.5%	0.6%	0.1%	0.1%	0.0%	0.1%			
AM Peak	07:00	01:00	06:00	10:00	07:00	07:00	07:00	06:00	06:00	05:00	06:00	05:00				07:00	
Vol.	17	1	8	11	24	97	252	184	34	5	2	1				576	
PM Peak	17:00	17:00	14:00	16:00	16:00	12:00	13:00	13:00	15:00	12:00	14:00	13:00		13:00	13:00		
Vol.	36	3	4	10	17	83	164	84	14	3	1	1		4	344		
Total	512	40	140	328	884	3894	8423	4037	547	91	21	11	4	32	18964		
Percent	2.7%	0.2%	0.7%	1.7%	4.7%	20.5%	44.4%	21.3%	2.9%	0.5%	0.1%	0.1%	0.0%	0.2%			

15th Percentile : 36 MPH
50th Percentile : 42 MPH
85th Percentile : 47 MPH
95th Percentile : 49 MPH

Stats
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 12460
Percent in Pace : 65.7%
Number of Vehicles > 50 MPH : 706
Percent of Vehicles > 50 MPH : 3.7%
Mean Speed(Average) : 42 MPH

Int #	Intersection	Time	Peak Hours	System Peak
1	NW La Center Road / NW Timmen Road	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
2	NW La Center Road / W 3rd Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
4	NW Pacific Highway / W 5th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
5	NW Pacific Highway / W 10th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
6	NW Pacific Highway / W D Avenue	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
7	NW Pacific Highway / NW Larsen Drive / NW 14th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
8	NW Pacific Highway / NW 15th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
9	W 4th Street / Aspen Avenue / E 4th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
10	E 4th Street / E Cedar Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
13	NE Lockwood Creek Road / E Spruce Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
14	Aspen Avenue / E 5th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
15	Aspen Avenue / W 5th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
16	NW Timmen Road / NW Spencer Road	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM

Intersection Peaks	Frequency
04:15 PM - 05:15 PM	10
04:00 PM - 05:00 PM	6

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

2023 Count Volumes															
Int #	Intersection	Time	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	
1	NW La Center Road / NW Timmen Road	PM	0	0	0	29	0	120	0	630	21	59	373	0	
2	NW La Center Road / W 3rd Street	PM	7	0	12	1	0	5	9	754	3	3	426	4	
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	0	0	0	294	0	33	0	214	550	32	137	0	
4	NW Pacific Highway / W 5th Street	PM	1	0	4	16	0	8	7	228	12	8	150	0	Count volumes adjusted to match System Peak
5	NW Pacific Highway / W 10th Street	PM	0	0	0	18	0	13	0	198	16	14	119	0	Count volumes adjusted to match System Peak
6	NW Pacific Highway / W D Avenue	PM	0	0	0	13	0	1	0	190	22	0	120	0	Count volumes adjusted to match System Peak
7	NW Pacific Highway / NW Larson Drive / NW 14th Street	PM	1	0	4	36	0	1	8	128	50	1	73	2	Count volumes adjusted to match System Peak
8	NW Pacific Highway / NW 15th Street	PM	7	0	33	0	0	61	69	0	0	0	43	9	Count volumes adjusted to match System Peak
9	W 4th Street / Aspen Avenue / E 4th Street	PM	168	415	0	0	238	19	0	0	0	14	0	72	
10	E 4th Street / E Cedar Avenue	PM	33	396	0	0	231	7	0	0	0	25	0	25	
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	122	289	1	1	181	3	5	1	2	2	0	65	
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	0	217	69	0	2	0	48	0	19	15	137	0	
13	NE Lockwood Creek Road / E Spruce Avenue	PM	21	201	0	0	125	2	0	0	0	1	0	23	
14	Aspen Avenue / E 5th Street	PM	0	0	0	0	19	0	11	0	161	21	12	78	Count volumes adjusted to match System Peak
15	Aspen Avenue / W 5th Street	PM	5	0	2	0	0	0	7	177	0	0	83	14	
16	NW Timmen Road / NW Spencer Road	PM	55	0	1	0	0	0	1	102	0	0	52	19	
17	NW Pacific Hwy / NW 11th Ct/NW 9th Ave	PM	1	0	0	0	0	1	2	187	2	1	117	0	Count volumes estimated based on int. #6 & #7, and ITE Trip Generation Manual, 11th ed.
18	NW Pacific Hwy / W Golden Eagle Ave	PM	1	0	0	1	0	9	16	186	2	2	116	1	Count volumes estimated based on int. #6 & #7, and ITE Trip Generation Manual, 11th ed.

2023 Rounded Count Volumes															
Int #	Intersection	Time	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	
1	NW La Center Road / NW Timmen Road	PM	0	0	0	30	0	120	0	630	20	60	375	0	
2	NW La Center Road / W 3rd Street	PM	5	0	10	0	0	5	10	755	5	5	425	5	
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	0	0	0	295	0	35	0	215	550	30	135	0	
4	NW Pacific Highway / W 5th Street	PM	0	0	5	15	0	10	5	230	10	10	150	0	
5	NW Pacific Highway / W 10th Street	PM	0	0	0	20	0	15	0	200	15	15	120	0	
6	NW Pacific Highway / W D Avenue	PM	0	0	0	15	0	0	0	190	20	0	120	0	
7	NW Pacific Highway / NW Larson Drive / NW 14th Street	PM	0	0	5	35	0	0	10	130	50	0	75	0	
8	NW Pacific Highway / NW 15th Street	PM	5	0	35	0	0	0	60	70	0	0	45	10	
9	W 4th Street / Aspen Avenue / E 4th Street	PM	170	415	0	0	240	20	0	0	0	15	0	70	
10	E 4th Street / E Cedar Avenue	PM	35	395	0	0	230	5	0	0	0	25	0	25	
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	120	290	0	0	180	5	5	0	0	0	0	65	
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	0	215	70	0	0	50	0	20	15	135	0		
13	NE Lockwood Creek Road / E Spruce Avenue	PM	20	200	0	0	125	0	0	0	0	0	0	25	
14	Aspen Avenue / E 5th Street	PM	0	0	0	20	0	10	0	160	20	10	80	0	
15	Aspen Avenue / W 5th Street	PM	5	0	0	0	0	5	175	0	0	0	85	15	
16	NW Timmen Road / NW Spencer Road	PM	55	0	0	0	0	0	0	100	0	0	50	20	
17	NW Pacific Hwy / NW 11th Ct/NW 9th Ave	PM	0	0	0	0	0	0	0	185	0	0	115	0	
18	NW Pacific Hwy / W Golden Eagle Ave	PM	0	0	0	0	0	10	15	185	0	0	115	0	

Note - for analysis purpose, all zero turning movement volumes have been added as 5 in Synchro/SIDRA model if the movement is permitted.






HCM 6th TWSC

1: NW La Center Rd & NW Timmen Rd

02/23/2024

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	120	630	20	60	375
Future Vol, veh/h	30	120	630	20	60	375
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	0	0	2	2
Mvmt Flow	33	130	685	22	65	408

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1236	698	0
Stage 1	697	-	-
Stage 2	539	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	193	437	-
Stage 1	490	-	-
Stage 2	581	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	179	436	-
Mov Cap-2 Maneuver	179	-	-
Stage 1	490	-	-
Stage 2	538	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	179	436
HCM Lane V/C Ratio	-	-	0.182	0.299
HCM Control Delay (s)	-	-	29.5	16.7
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	0.6	1.2

HCM 6th TWSC
2: NW La Center Rd & W 3rd St

02/23/2024

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	5	5	10	0	5	5	10	755	5	5	425	5
Future Vol, veh/h	5	5	10	0	5	5	10	755	5	5	425	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	6	6	11	0	6	6	11	839	6	6	472	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1359	1356	477	-	1356	844	479	0	0	846	0	0
Stage 1	488	488	-	-	865	-	-	-	-	-	-	-
Stage 2	871	868	-	-	491	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	-	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	127	151	592	0	151	366	1089	-	-	795	-	-
Stage 1	565	553	-	0	374	-	-	-	-	-	-	-
Stage 2	349	372	-	0	552	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	119	147	591	-	147	365	1088	-	-	794	-	-
Mov Cap-2 Maneuver	119	147	-	-	147	-	-	-	-	-	-	-
Stage 1	554	548	-	-	367	-	-	-	-	-	-	-
Stage 2	332	365	-	-	547	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.7		23.1		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1088	-	-	215 210	794	-	-
HCM Lane V/C Ratio	0.01	-	-	0.103 0.053	0.007	-	-
HCM Control Delay (s)	8.3	0	-	23.7 23.1	9.6	-	-
HCM Lane LOS	A	A	-	C C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3 0.2	0	-	-

HCM 6th Roundabout
3: NW La Center Rd/NW Pacific Hwy & W 4th St

02/23/2024

Intersection				
Intersection Delay, s/veh	6.6			
Intersection LOS	A			
Approach	WB	NB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	375	869	187	
Demand Flow Rate, veh/h	383	877	191	
Vehicles Circulating, veh/h	246	35	342	
Vehicles Exiting, veh/h	35	498	287	
Ped Vol Crossing Leg, #/h	8	0	8	
Ped Cap Adj	0.999	1.000	0.999	
Approach Delay, s/veh	7.1	6.6	5.7	
Approach LOS	A	A	A	
Lane	Left	Left	Bypass	Left
Designated Moves	LR	T	R	LT
Assumed Moves	LR	T	R	LT
RT Channelized			Yield	
Lane Util	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	631	4.976
Entry Flow, veh/h	383	246	1331	191
Cap Entry Lane, veh/h	1074	1331	0.990	974
Entry HV Adj Factor	0.979	0.990	625	0.979
Flow Entry, veh/h	375	244	1318	187
Cap Entry, veh/h	1050	1318	0.474	952
V/C Ratio	0.357	0.185	7.5	0.196
Control Delay, s/veh	7.1	4.3	A	5.7
LOS	A	A	3	A
95th %tile Queue, veh	2	1		1

HCM 6th TWSC
4: NW Pacific Hwy & W 5th St

02/23/2024

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	15	5	10	5	230	10	10	150	5
Future Vol, veh/h	5	5	5	15	5	10	5	230	10	10	150	5
Conflicting Peds, #/hr	1	0	1	1	0	0	1	0	1	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	6	6	6	19	6	13	6	288	13	13	188	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	535	532	193	532	529	297	195	0	0	302	0	0
Stage 1	218	218	-	308	308	-	-	-	-	-	-	-
Stage 2	317	314	-	224	221	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	459	456	854	461	458	747	1384	-	-	1265	-	-
Stage 1	789	726	-	706	664	-	-	-	-	-	-	-
Stage 2	698	660	-	783	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	440	447	852	446	449	746	1383	-	-	1264	-	-
Mov Cap-2 Maneuver	440	447	-	446	449	-	-	-	-	-	-	-
Stage 1	784	717	-	702	660	-	-	-	-	-	-	-
Stage 2	676	656	-	761	715	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		12.5		0.2		0.5	
HCM LOS	B		B					





Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	528	516	1264	-
HCM Lane V/C Ratio	0.005	-	-	0.036	0.073	0.01	-
HCM Control Delay (s)	7.6	0	-	12.1	12.5	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

HCM 6th TWSC
5: NW Pacific Hwy & W 10th St

02/23/2024

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	15	200	15	15	120
Future Vol, veh/h	20	15	200	15	15	120
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	24	18	238	18	18	143

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	428	249	0	0	257
Stage 1	248	-	-	-	-
Stage 2	180	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209
Pot Cap-1 Maneuver	588	795	-	-	1314
Stage 1	798	-	-	-	-
Stage 2	856	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	578	793	-	-	1313
Mov Cap-2 Maneuver	578	-	-	-	-
Stage 1	797	-	-	-	-
Stage 2	842	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 578 793	1313	-
HCM Lane V/C Ratio	-	- 0.041 0.023	0.014	-
HCM Control Delay (s)	-	- 11.5 9.6	7.8	0
HCM Lane LOS	-	- B A	A	A
HCM 95th %tile Q(veh)	-	- 0.1 0.1	0	-

HCM 6th TWSC
6: W D Ave & NW Pacific Hwy

02/23/2024

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	120	5	5	190	20	15	5	5	5	5	5
Future Vol, veh/h	5	120	5	5	190	20	15	5	5	5	5	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	6	138	6	6	218	23	17	6	6	6	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	145	0	0	403	408	143	403	400	232
Stage 1	-	-	-	-	-	-	154	154	-	243	243	-
Stage 2	-	-	-	-	-	-	249	254	-	160	157	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1330	-	-	1443	-	-	562	536	910	562	541	812
Stage 1	-	-	-	-	-	-	853	774	-	765	708	-
Stage 2	-	-	-	-	-	-	759	701	-	847	772	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1329	-	-	1442	-	-	548	530	908	549	535	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	530	-	549	535	-
Stage 1	-	-	-	-	-	-	848	769	-	760	704	-
Stage 2	-	-	-	-	-	-	743	697	-	830	767	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.4			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	591	1329	-	-	1442	-	-	609
HCM Lane V/C Ratio	0.049	0.004	-	-	0.004	-	-	0.028
HCM Control Delay (s)	11.4	7.7	0	-	7.5	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1





Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↙	↘	
Traffic Vol, veh/h	5	5	5	35	5	5	10	130	50	5	75	5
Future Vol, veh/h	5	5	5	35	5	5	10	130	50	5	75	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	5	5	38	5	5	11	140	54	5	81	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	288	310	84	288	285	167	86	0	0	194	0	0
Stage 1	94	94	-	189	189	-	-	-	-	-	-	-
Stage 2	194	216	-	99	96	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	668	608	981	666	626	880	1517	-	-	1385	-	-
Stage 1	918	821	-	815	746	-	-	-	-	-	-	-
Stage 2	812	728	-	910	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	654	601	981	652	618	880	1517	-	-	1385	-	-
Mov Cap-2 Maneuver	654	601	-	652	618	-	-	-	-	-	-	-
Stage 1	911	818	-	808	740	-	-	-	-	-	-	-
Stage 2	795	722	-	896	814	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.2		10.8		0.4		0.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1517	-	-	712	667	1385	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.023	0.073	0.004	-	-				
HCM Control Delay (s)	7.4	0	-	10.2	10.8	7.6	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

HCM 6th TWSC
8: NW Pacific Hwy & W 15th St

02/23/2024

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	35	60	70	45	10
Future Vol, veh/h	5	35	60	70	45	10
Conflicting Peds, #/hr	2	2	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	2	1	1
Mvmt Flow	6	40	68	80	51	11






Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	277	61	64	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	717	1010	1538	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	1006	1535	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	3.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	950	-	-
HCM Lane V/C Ratio	0.044	-	0.048	-	-
HCM Control Delay (s)	7.5	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	170	415	240	20	15	70
Future Vol, veh/h	170	415	240	20	15	70
Conflicting Peds, #/hr	7	0	0	14	14	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	183	446	258	22	16	75




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	294	0	0 1109 290
Stage 1	-	-	- 283 -
Stage 2	-	-	- 826 -
Critical Hdwy	4.11	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.209	-	- 3.509 3.309
Pot Cap-1 Maneuver	1273	-	- 233 752
Stage 1	-	-	- 767 -
Stage 2	-	-	- 432 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1256	-	- 194 737
Mov Cap-2 Maneuver	-	-	- 194 -
Stage 1	-	-	- 647 -
Stage 2	-	-	- 426 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1256	-	-	-	194	737
HCM Lane V/C Ratio	0.146	-	-	-	0.083	0.102
HCM Control Delay (s)	8.4	-	-	-	25.2	10.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	0.3

Intersection









Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	395	230	5	25	25
Future Vol, veh/h	35	395	230	5	25	25
Conflicting Peds, #/hr	12	0	0	9	9	12
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	37	420	245	5	27	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	262	0	0 763 272
Stage 1	-	-	- 260 -
Stage 2	-	-	- 503 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1314	-	- 375 772
Stage 1	-	-	- 788 -
Stage 2	-	-	- 612 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1299	-	- 353 754
Mov Cap-2 Maneuver	-	-	- 353 -
Stage 1	-	-	- 750 -
Stage 2	-	-	- 605 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1299	-	-	-	481
HCM Lane V/C Ratio	0.029	-	-	-	0.111
HCM Control Delay (s)	7.9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	290	5	5	180	5	5	5	5	5	5	65
Future Vol, veh/h	120	290	5	5	180	5	5	5	5	5	5	65
Conflicting Peds, #/hr	0	0	5	5	0	0	5	0	5	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	-	125	-	-	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	132	319	5	5	198	5	5	5	5	5	5	71
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	329	0	0	845	804	332	807	804	206
Stage 1	-	-	-	-	-	-	591	591	-	211	211	-
Stage 2	-	-	-	-	-	-	254	213	-	596	593	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1375	-	-	1236	-	-	285	319	714	302	319	840
Stage 1	-	-	-	-	-	-	497	498	-	796	731	-
Stage 2	-	-	-	-	-	-	755	730	-	494	497	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	1230	-	-	235	286	707	271	286	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	286	-	271	286	-
Stage 1	-	-	-	-	-	-	447	448	-	720	728	-
Stage 2	-	-	-	-	-	-	679	727	-	436	447	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0.2			16.3			11		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	235	407	1375	-	-	1230	-	-	271	735		
HCM Lane V/C Ratio	0.023	0.027	0.096	-	-	0.004	-	-	0.02	0.105		
HCM Control Delay (s)	20.7	14.1	7.9	-	-	7.9	-	-	18.6	10.5		
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B		
HCM 95th %tile Q(veh)	0.1	0.1	0.3	-	-	0	-	-	0.1	0.3		




Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	215	70	15	135	5	50	5	20	5	5	5
Future Vol, veh/h	5	215	70	15	135	5	50	5	20	5	5	5
Conflicting Peds, #/hr	0	0	12	12	0	0	12	0	12	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	6	262	85	18	165	6	61	6	24	6	6	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	359	0	0	551	536	329	548	575	180
Stage 1	-	-	-	-	-	-	329	329	-	204	204	-
Stage 2	-	-	-	-	-	-	222	207	-	344	371	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1412	-	-	1205	-	-	448	454	717	450	431	868
Stage 1	-	-	-	-	-	-	688	650	-	803	737	-
Stage 2	-	-	-	-	-	-	785	734	-	676	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1412	-	-	1191	-	-	422	439	701	418	417	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	439	-	418	417	-
Stage 1	-	-	-	-	-	-	677	640	-	799	724	-
Stage 2	-	-	-	-	-	-	751	722	-	636	613	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			14.4			12.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	473	1412	-	-	1191	-	-	504				
HCM Lane V/C Ratio	0.193	0.004	-	-	0.015	-	-	0.036				
HCM Control Delay (s)	14.4	7.6	0	-	8.1	0	-	12.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.1				

HCM 6th TWSC
13: NE Lockwood Creek Rd & E Spruce Ave

02/23/2024

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	200	125	5	5	25
Future Vol, veh/h	20	200	125	5	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	11	222	139	6	6	28

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	145	0	386
Stage 1	-	-	142
Stage 2	-	-	244
Critical Hdwy	4.11	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.209	-	3.5
Pot Cap-1 Maneuver	1443	-	621
Stage 1	-	-	890
Stage 2	-	-	801
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1443	-	615
Mov Cap-2 Maneuver	-	-	615
Stage 1	-	-	882
Stage 2	-	-	801

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.4
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1443	-	-	-	843
HCM Lane V/C Ratio	0.008	-	-	-	0.04
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
14: Aspen Ave & E 5th St

02/23/2024

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	10	160	25	10	80
Future Vol, veh/h	20	10	160	25	10	80
Conflicting Peds, #/hr	4	1	0	4	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	1	1	0	0
Mvmt Flow	21	10	167	26	10	83

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	291	185	0
Stage 1	184	-	-
Stage 2	107	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	698	855	-
Stage 1	845	-	-
Stage 2	915	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	687	851	-
Mov Cap-2 Maneuver	687	-	-
Stage 1	842	-	-
Stage 2	904	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.8
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	734	1383
HCM Lane V/C Ratio	-	-	0.043	0.008
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
15: Aspen Ave & W 5th St

02/23/2024

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	175	85	15
Future Vol, veh/h	5	5	5	175	85	15
Conflicting Peds, #/hr	4	5	5	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	5	5	5	186	90	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	303	108	111
Stage 1	103	-	-
Stage 2	200	-	-
Critical Hdwy	6.4	6.2	4.11
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.209
Pot Cap-1 Maneuver	693	951	1485
Stage 1	926	-	-
Stage 2	838	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	683	942	1478
Mov Cap-2 Maneuver	683	-	-
Stage 1	918	-	-
Stage 2	834	-	-

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




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	792	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
16: NW Spencer Rd & NW Timmen Rd

02/23/2024

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	20	5	100	55	5
Future Vol, veh/h	50	20	5	100	55	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	69	28	7	139	76	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	97
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1503
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1503
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	1503	-
HCM Lane V/C Ratio	0.109	-	-	0.005	-
HCM Control Delay (s)	10.3	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	120	5	5	185	5	5	5	5	5	5	5
Future Vol, veh/h	5	120	5	5	185	5	5	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	130	5	5	201	5	5	5	5	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	135	0	0	362	359	133	362	359	204
Stage 1	-	-	-	-	-	-	143	143	-	214	214	-
Stage 2	-	-	-	-	-	-	219	216	-	148	145	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1365	-	-	1449	-	-	594	568	916	594	568	837
Stage 1	-	-	-	-	-	-	860	779	-	788	725	-
Stage 2	-	-	-	-	-	-	783	724	-	855	777	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	1449	-	-	582	563	916	583	563	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	563	-	583	563	-
Stage 1	-	-	-	-	-	-	857	776	-	785	722	-
Stage 2	-	-	-	-	-	-	769	721	-	841	774	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			10.6			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1365	-	-	1449	-	-	640
HCM Lane V/C Ratio	0.025	0.004	-	-	0.004	-	-	0.025
HCM Control Delay (s)	10.6	7.6	0	-	7.5	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
18: W Golden Eagle Ave & NW Pacific Hwy

02/23/2024

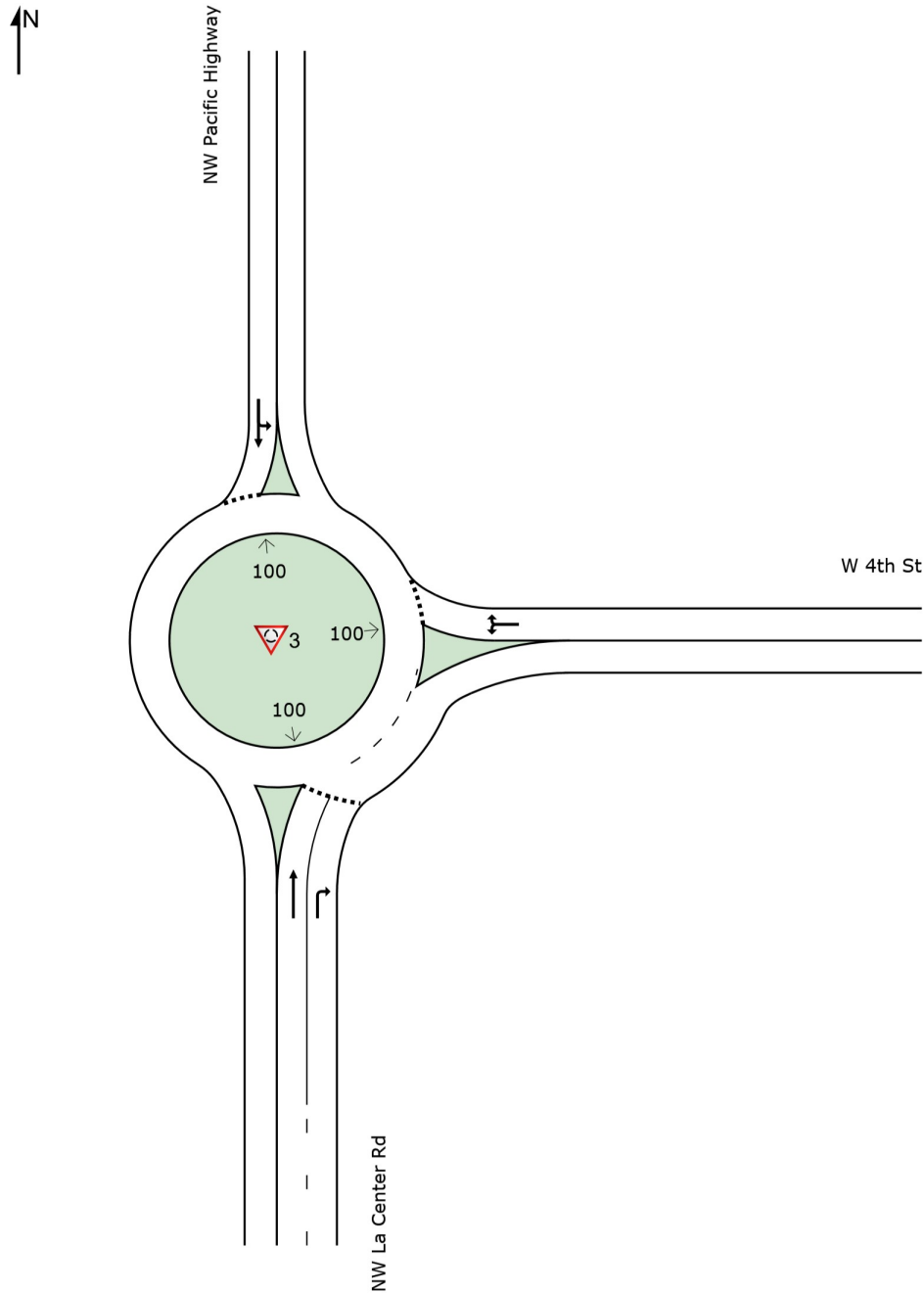
Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	115	5	5	185	15	5	5	10	5	5	5
Future Vol, veh/h	5	115	5	5	185	15	5	5	10	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	125	5	5	201	16	5	5	11	5	5	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	130	0	0	362	365	128	365	359	209
Stage 1	-	-	-	-	-	-	138	138	-	219	219	-
Stage 2	-	-	-	-	-	-	224	227	-	146	140	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1353	-	-	1455	-	-	594	563	922	591	568	831
Stage 1	-	-	-	-	-	-	865	782	-	783	722	-
Stage 2	-	-	-	-	-	-	779	716	-	857	781	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	1455	-	-	582	558	922	576	563	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	558	-	576	563	-
Stage 1	-	-	-	-	-	-	862	779	-	780	719	-
Stage 2	-	-	-	-	-	-	765	713	-	838	778	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			10.3			10.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	704	1353	-	-	1455	-	-	636				
HCM Lane V/C Ratio	0.031	0.004	-	-	0.004	-	-	0.026				
HCM Control Delay (s)	10.3	7.7	0	-	7.5	0	-	10.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

SITE LAYOUT

 **Site: 3 [NW La Center Rd @ W 4th St (Site Folder: General)]**

Existing PM Peak
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 3 [NW La Center Rd @ W 4th St (Site Folder: General)]**

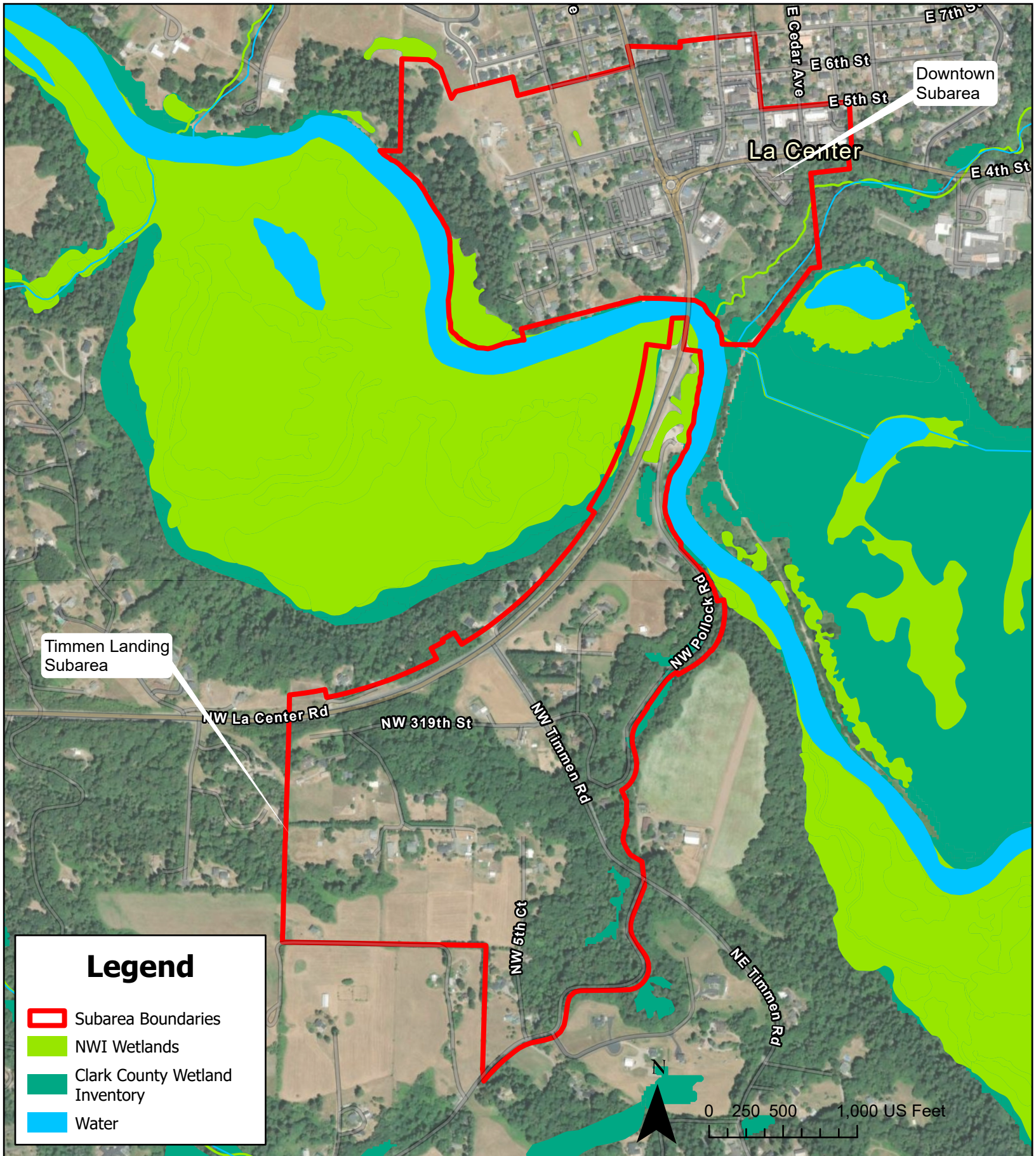
Existing PM Peak
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: NW La Center Rd														
8	T1	215	1.0	244	1.0	0.227	2.6	LOS A	1.3	32.8	0.37	0.35	0.37	19.7
18	R2	550	0.0	625	0.0	0.437	6.1	LOS A	3.3	82.6	0.42	0.61	0.42	16.2
Approach		765	0.3	869	0.3	0.437	5.2	LOS A	3.3	82.6	0.41	0.54	0.41	17.1
East: W 4th St														
1	L2	295	1.0	335	1.0	0.347	7.4	LOS A	2.0	51.4	0.47	0.63	0.47	16.4
16	R2	35	3.0	40	3.0	0.347	6.7	LOS A	2.0	51.4	0.47	0.63	0.47	17.0
Approach		330	1.2	375	1.2	0.347	7.3	LOS A	2.0	51.4	0.47	0.63	0.47	16.5
North: NW Pacific Highway														
7	L2	125	3.0	142	3.0	0.181	7.9	LOS A	1.0	26.8	0.54	0.63	0.54	17.5
4	T1	30	2.0	33	2.0	0.181	3.7	LOS A	1.0	26.8	0.54	0.63	0.54	16.8
Approach		155	2.8	175	2.8	0.181	7.1	LOS A	1.0	26.8	0.54	0.63	0.54	17.4
All Vehicles		1250	0.8	1419	0.8	0.437	6.0	LOS A	3.3	82.6	0.44	0.57	0.44	16.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX E: MAPS OF CRITICAL AREAS

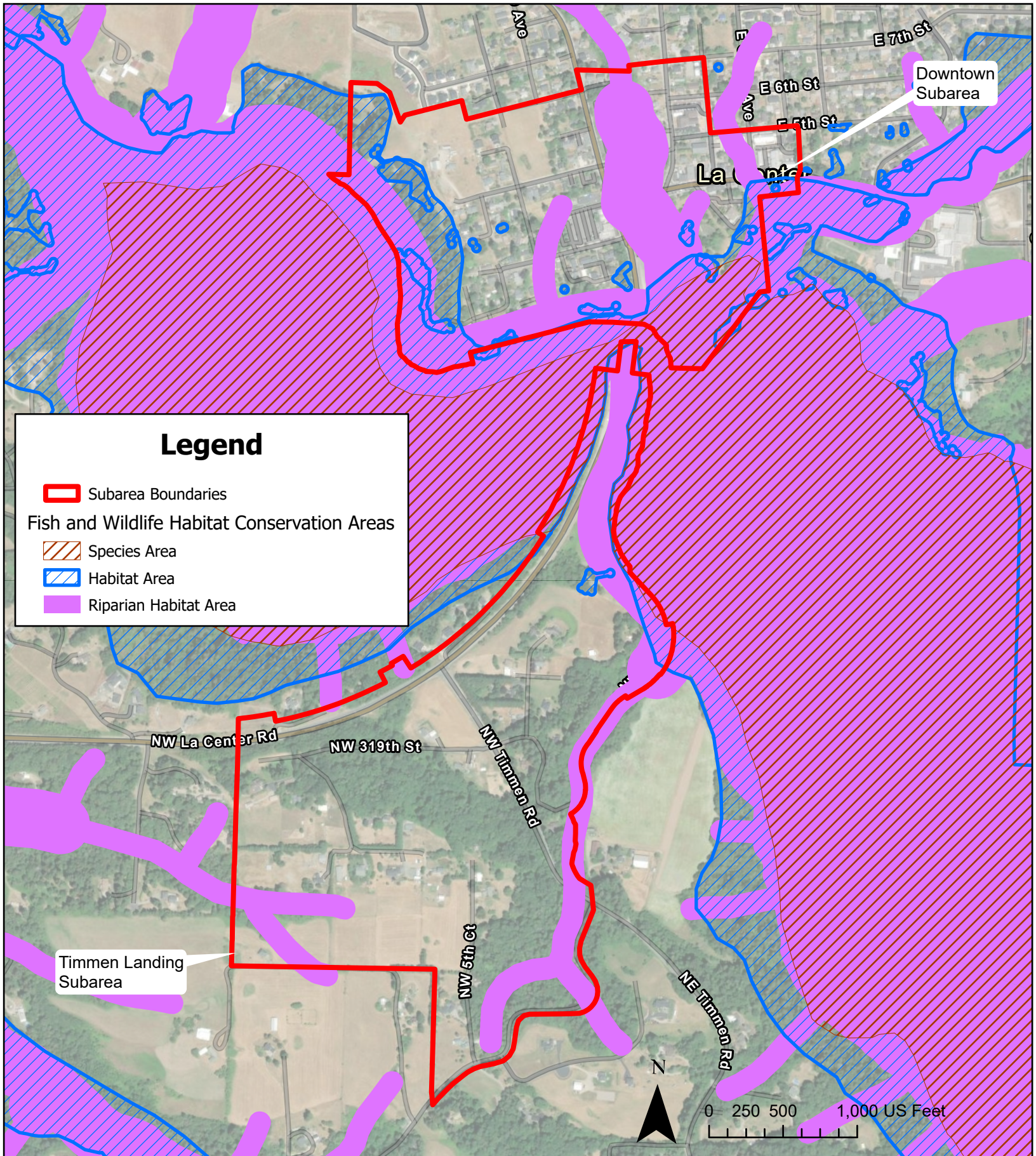
DRAFT



Wetlands

Existing Conditions | City of La Center | March 2024






Fish and Wildlife Habitat Conservation Areas
Existing Conditions | City of La Center | March 2024



Legend

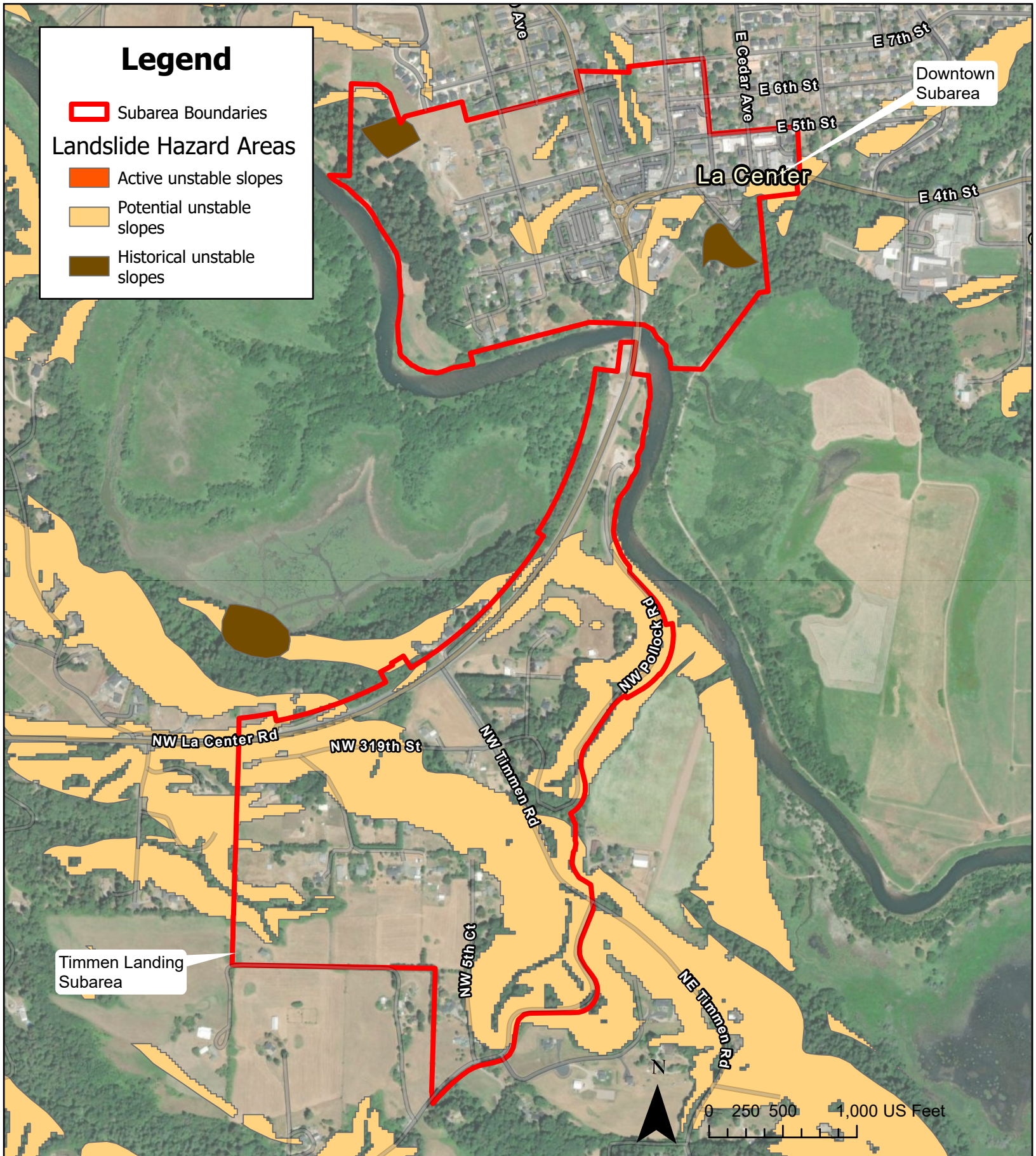
 Subarea Boundaries

Landslide Hazard Areas

 Active unstable slopes

 Potential unstable slopes

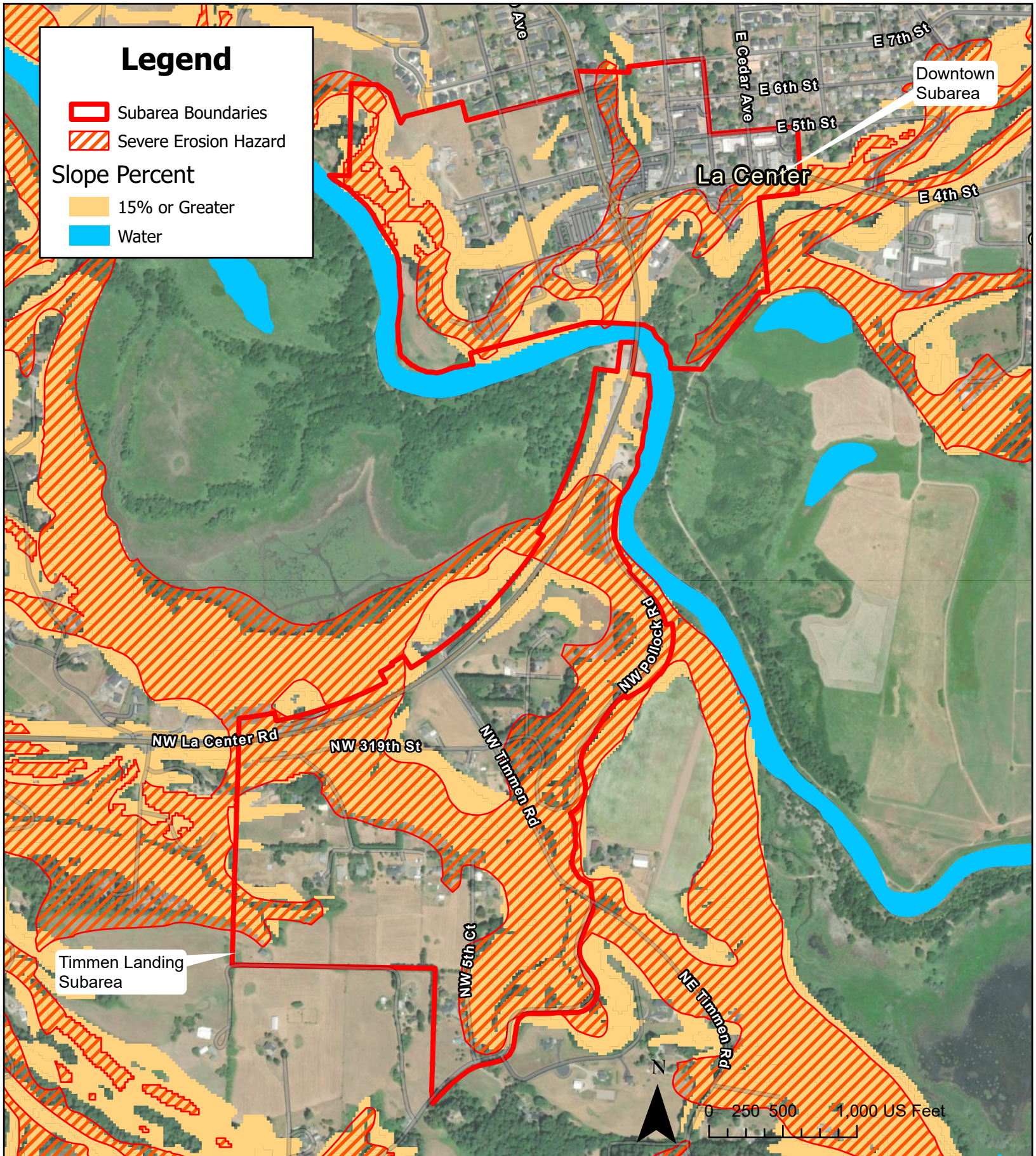
 Historical unstable slopes



Landslide Hazard Areas

Existing Conditions | City of La Center | March 2024






Erosion Hazard Areas






Existing Conditions | City of La Center | March 2024

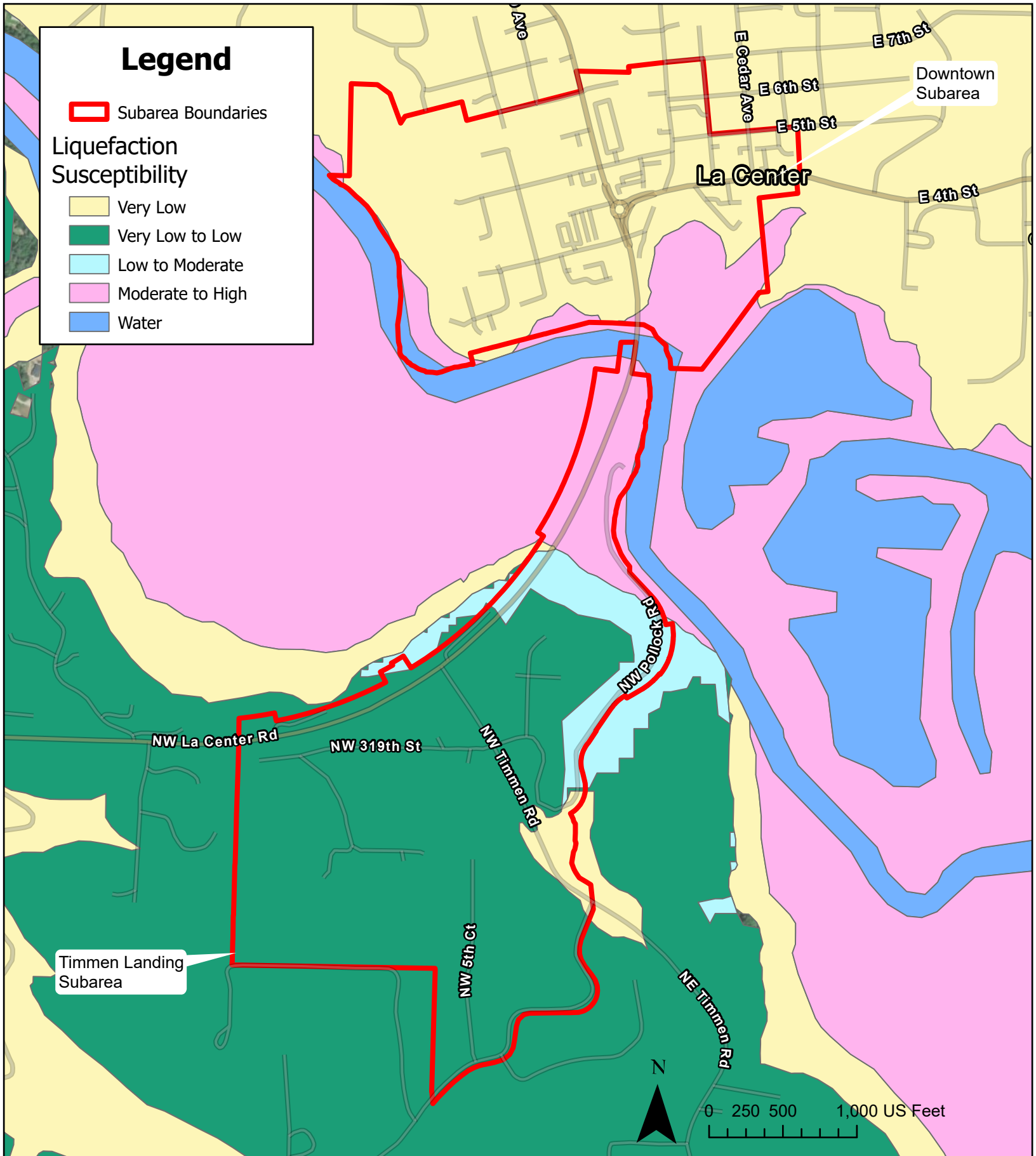


Legend

 Subarea Boundaries

Liquefaction Susceptibility

-  Very Low
-  Very Low to Low
-  Low to Moderate
-  Moderate to High
-  Water






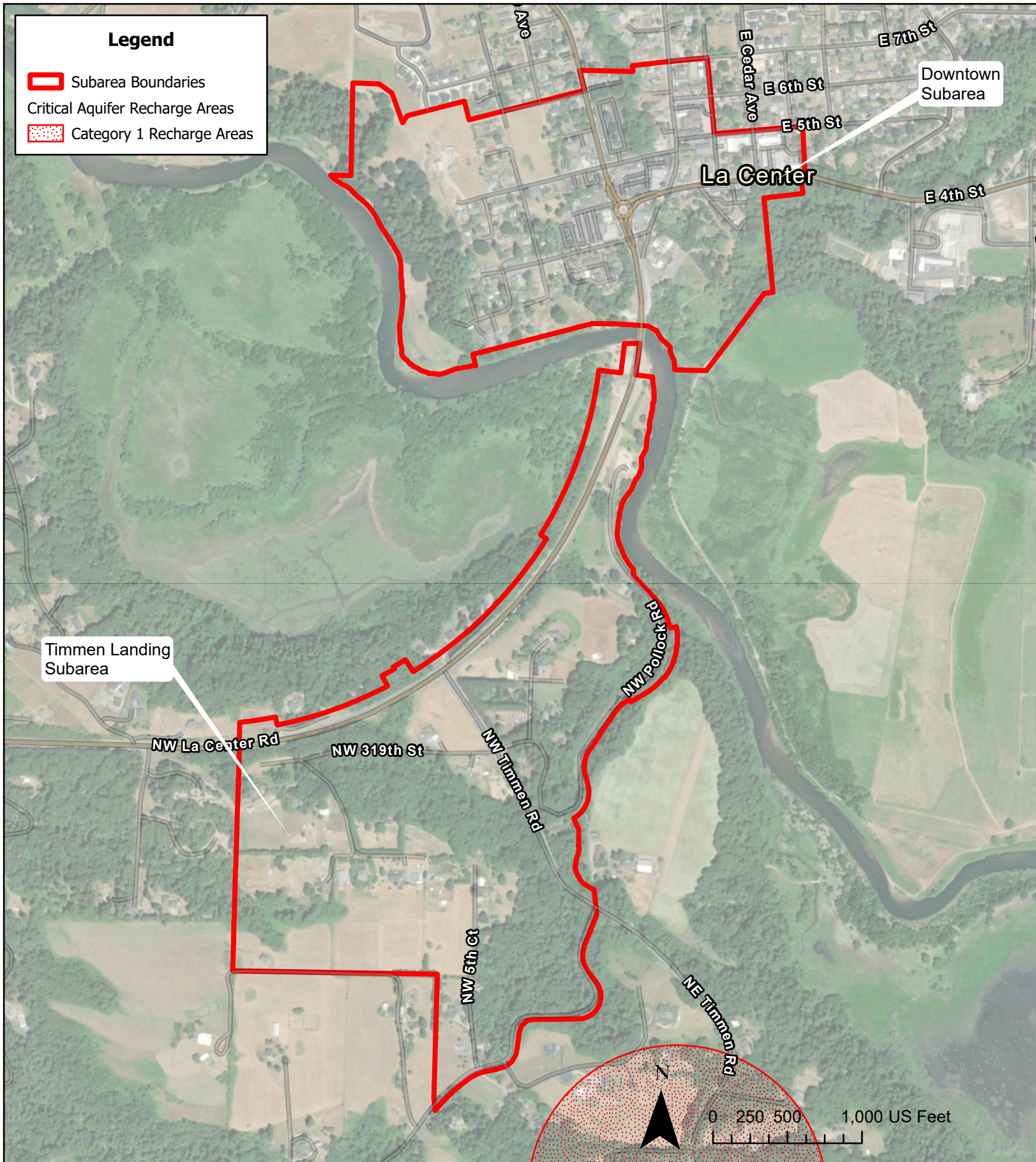
Seismic Hazard Areas

Existing Conditions | City of La Center | March 2024



Legend

-  Subarea Boundaries
-  Critical Aquifer Recharge Areas
-  Category 1 Recharge Areas



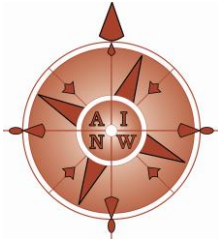
Critical Aquifer Recharge Areas

Existing Conditions | City of La Center | March 2024



APPENDIX F: CULTURAL RESOURCES MEMO

DRAFT



Archaeological Investigations Northwest, Inc.

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Phone (503) 761-6605 • Fax (503) 761-6620

Vancouver Phone (360) 696-7473
E-mail: ainw@ainw.com
Web: www.ainw.com

MEMO

Date: February 27, 2024

To: Scott Keillor, AICP, Senior Vice President, Planning, WSP USA

From: Nicholas Smits, M.A., R.P.A., Senior Archaeologist
Andrea Blaser, M.S., Senior Architectural Historian/Historian
Julia Flauaus, B.A./B.S., Architectural Historian
Tara Seaver, M.S., Architectural Historian/Staff Archaeologist

Re: Timmen Landing and Downtown Planned Action Areas Project,
La Center, Clark County, Washington
Review of Existing Conditions for Archaeological and Historic Resources
AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

INTRODUCTION

The City of La Center (City) is developing subarea plans for Timmen Landing and downtown La Center. The two subareas are separated by a bridge over the East Fork Lewis River. The two subarea plans will be combined into a single planned action ordinance under the Washington State Environmental Policy Act (SEPA), with the objective of encouraging economic development in the subareas. Timmen Landing is currently characterized by low-density residential development and low-intensity agricultural uses, while downtown La Center is characterized by a mixture of commercial, civic, and residential development.

Archaeological Investigations Northwest, Inc. (AINW), is assisting the City and WSP USA with planning for future development in the subareas by providing information regarding existing conditions and professional recommendations for archaeological and historic resources. Future development in the two subareas will likely be subject to compliance review for cultural resources under La Center's municipal code and other laws and regulations that may be applicable.

- Under La Center's municipal code (Chapter 18.360), the City provides procedures and standards for identifying, documenting, and preserving cultural resources that include archaeological and historic resources.
- If future development projects within the Timmen Landing and Downtown subareas involve federal funding or federal permitting, those developments may be subject to review for cultural resources under Section 106 of the National Historic Preservation Act (NHPA). Federally funded transportation projects are also subject to review under Section 4(f) of the U.S. Department of Transportation Act.

Scott Keillor, WSP USA

Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

- If future development projects within the Timmen Landing and Downtown subareas involve state capital funding, those developments may be subject to review for cultural resources under Governor's Executive Order (GEO) 21-02.
- Washington state laws regarding archaeological sites and permitting through the Washington State Department of Archaeology and Historic Preservation (DAHP) (Chapter 27.53 RCW) may be applicable for locations where archaeological sites are identified. Washington state laws also protect Indian graves and records (Chapter 27.44 RCW) and abandoned and historic cemeteries and historic graves (Chapter 68.60 RCW).

This report summarizes the results of background research and a field reconnaissance done to review existing conditions and identify documented and potential cultural resources within the two subareas. Recommendations are provided for additional cultural resource investigations that may be needed prior to development in the subareas. Information in this report is intended to be included in an Environmental Impact Statement (EIS) for the project under SEPA.

METHODOLOGY

AINW conducted a review of records available in DAHP's online database, known as the Washington Information System for Architectural and Archaeological Records Data (WISAARD). Existing cultural resources documentation from WISAARD is summarized below and supplemented with data collected during field reconnaissance of the subareas performed on August 4 and 5, 2023, by Senior Architectural Historian/Historian Andrea Blaser, M.S., and Senior Archaeologist Nicholas Smits, M.A., R.P.A., and on February 20, 2024, by Architectural Historian/Staff Archaeologist Tara Seaver, M.S., and Architectural Historian Julia Flauaus, B.A./B.S. The work was directed and performed by AINW staff who meet the Secretary of the Interior's Professional Qualifications Standards for Archaeology, History, and Architectural History. For archaeology, the purpose of the field reconnaissance was to verify areas where previous archaeological work has been completed and to assess the archaeological potential in the two subareas. For historic resources, the purpose of the field reconnaissance was to identify buildings and structures constructed in or before 1978 that may be eligible for listing in the National Register of Historic Places (NRHP).

CULTURAL RESOURCES

Archaeological Resources

The two subareas are on ancestral lands of Native Americans who have lived in this area since time immemorial. Pre-contact (Native American) archaeological sites are common in the La Center area near the East Fork Lewis River as it approaches its confluence with the mainstem Lewis River and the Columbia River approximately 0.8 kilometer (0.5 mile) to the west. Historic-period archaeological sites are also common, particularly along transportation corridors and historically developed areas.

Timmen Landing

The Timmen Landing subarea encompasses terrace and hillside landforms that slope down to the northeast toward the bottomlands along the East Fork Lewis River. Washington's statewide archaeological predictive model (available on WISAARD) indicates that most of the Timmen Landing subarea falls within the category labeled "Archaeological Survey Highly Advised: Very High Risk" for archaeological resources. The northwestern portion of the Timmen Landing subarea, where the terrain is steeper in the vicinity of NW La Center Road and NW 319th Street, falls within categories labeled "Survey Recommended: Moderate Risk" to "Survey Contingent Upon Project Parameters: Low Risk" for archaeological resources.

Most of the Timmen Landing subarea has not been previously studied for archaeological resources. The few archaeological studies previously completed in the subarea consist mainly of limited survey or predetermination-level investigations done for installation of buried utilities that include a fiber optic line (Cooper 2001), water lines (Cowan and Tisdale 2016; Freed 2011; Taber and Roulette 2022), and a natural gas meter station (Lorain and Trost 2021). No archaeological resources were identified as a result of these previous investigations, which were all located on or near major roads in the subarea.

There is one recorded archaeological site within the Timmen Landing subarea. The site consists of pre-contact lithic artifacts and historic-period artifacts identified on a terrace landform adjacent to the East Fork Lewis River.

Also within the Timmen Landing subarea is John Pollock's Grave located at 32324 NW Pollock Road (Photo 1). The grave site is listed in the Washington Heritage Register, but it has not been evaluated for eligibility to be listed in the NRHP (Woolridge n.d.). The site includes a modern vinyl fence, assumed to enclose the location of John Pollock's remains, and a granite marker. The fence and marker were installed in 2009 (Woolridge n.d.). Pollock was reportedly buried at this location in 1868.

At the northern end of the subarea, timber pilings are visible in the water along both banks of the East Fork Lewis River (Photo 2). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Several steamboats are known to have sunk in this vicinity (La Center Historical Museum 2023).

Downtown

The Downtown subarea encompasses terrace and hillside landforms that slope down to the south and west toward the East Fork Lewis River. Brezee Creek and an unnamed drainage flow southward through the subarea toward their confluence with the East Fork Lewis River. Washington's statewide archaeological predictive model indicates that most of the Downtown subarea falls within the category labeled "Archaeological Survey Highly Advised: Very High Risk" for archaeological resources. Steeper

terrain in the vicinity of Brezee Creek falls within categories labeled “Survey Highly Advised: High Risk” to “Survey Recommended: Moderate Risk” for archaeological resources.

Most of the Downtown subarea has not been previously studied for archaeological resources. Previously completed studies that overlap the subarea consist of survey-level or predetermination-level investigations in support of floodplain restoration and habitat mitigation projects along the East Fork Lewis River (Gall and Smith 2011; Solimano et al. 2015), construction of a roundabout on 4th Street (Mastrangelo and Holschuh 2014), upgrades to the City’s wastewater treatment plant (Freed 2007), installation of a fiber optic line along NW La Center Road (Cooper 2001), widening of E 4th Street and replacing a culvert on Brezee Creek (Williams-Larson et al. 2020), construction of the Kays Subdivision (Easton 2007), installation of a stormwater outfall from the Kays Subdivision to the East Fork Lewis River (Holschuh 2015), a four-plex housing project on Parcel 63663620000 (Cogley and Gall 2021), and an archaeological predetermination for what is now Sternwheeler Park (Mills 2002a).

Though no pre-contact archaeological sites have been recorded within the subarea, there are three pre-contact archaeological sites and one isolated artifact that have been identified and recorded within about 220 meters (725 feet) of the subarea. An isolated flaked cobble is recorded to the north of the subarea. Two archaeological sites are to the east of the subarea near the course of Brezee Creek, and one site is southeast of the subarea on the southeast side of the East Fork Lewis River Levee.

There is one recorded historic-period archaeological site within the Downtown subarea (Mills 2002). As it was recorded, the site consisted of a scatter of historic-period artifacts and architectural debris, including fragments of brick, glass, ceramics, bone, metal, and concrete. Temporally diagnostic artifacts indicated that the items were manufactured between circa 1890 and 1930, and the deposit was interpreted to be the remnants of two buildings that were destroyed by fire in the 1930s and subsequently pushed over the edge of the terrace (Mills 2002b). The boundary of the site has not been delineated, and the site has not been evaluated for NRHP eligibility.

Timber piles are visible along both banks of the East Fork Lewis River, which forms the southern and western boundary of the Downtown subarea (Photo 2). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Other historic-period archaeological sites are likely present in the historically developed parts of La Center.

Historic Resources

Timmen Landing

Reconnaissance of the Timmen Landing area indicates there is a section of the former Pacific Highway that was paved in 1921 and now operates as NW Pollock Road (Fortin and Smits 2016). Historic-period bollards, gutters, and curbing were observed in the area between NW Pollock Road’s intersection with

NW 4th Court to the road's terminus at the John Pollock Water Trail Park to the northeast (Photo 3). This section of the former highway is likely to meet minimum eligibility requirements for listing in the NRHP.

The Timmen Landing area is characterized by semi-rural residential development. Most buildings within the area appear to have been constructed within the last 50 years and are set back from adjacent roadways. Private drives limited the extent to which the Timmen Landing area could be observed for the presence of historic resources with potential to be eligible for listing in the NRHP. It is unlikely that a historic district is present in this subarea, unless the section of the Pacific Highway along NW Pollock Road is found to be part of an overarching linear historic district relating to the Pacific Highway.

Downtown

Within the Downtown Subarea, there are three historic buildings and one structure that have been previously documented.

- In 1994, Giovanni's Pizza Granita & Espresso was documented as having been constructed circa 1925 at 320 NW Pacific Highway (Garris 1994a). At the time of documentation, the building was noted as having poor integrity. The building has since been modified and is unlikely to have the aspects of integrity required to support eligibility for listing in the NRHP (Photo 4).
- The building at 318 Pacific Highway NW was constructed circa 1915 and was documented in 1994 as having moderate integrity (Garris 1994b). The building has since been extensively altered and is unlikely to be eligible for listing in the NRHP (Photo 4).
- The East Fork Lewis River Levee is located south of Sternwheeler Park and east of the East Fork Lewis River. Constructed circa 1941, the levee was determined to be not eligible for listing in the NRHP by the Bonneville Power Administration in 2015 (Goodwin 2015).
- The La Center Grange at 328 W 5th Street was previously documented in 1978, at which time it was theorized as having been constructed as early as 1875 (Pundt 1978). However, local students later reported that the building was constructed in 1900 (Davis et al. 2000). The building is currently unevaluated but likely to meet minimum eligibility requirements for listing in the NRHP due to its adequate historical integrity and association with the social history of La Center near the turn of the twentieth century.

Reconnaissance of the Downtown area revealed a mixture of historic-period residences and commercial buildings with civic buildings, parks, recreation facilities, and residences constructed within the last 50 years. Due to the mixture of building uses and dates of construction, the potential for a historic district to be present in the Downtown area and meet minimum eligibility requirements for listing in the NRHP is limited. However, there are two clusters of historic-period buildings that likely merit further investigation of potential eligibility for listing in the NRHP, both individually and collectively.

- Five commercial buildings along E 4th Street (103-127) are clustered between Aspen Avenue to the west and E Birch Avenue to the east (Photo 5). The buildings appear to date to the early to mid-twentieth century.
- Four houses along Aspen Avenue (530-630) are clustered on the west side of the street between E 5th Street to the south and E 7th Street to the north (Photo 6). Three of the four appear to have been constructed near the turn of the twentieth century, with the fourth house appearing to have been constructed circa 1940.

Individual buildings were also identified as having potential to be eligible for listing in the NRHP under Criterion C, as they exhibit distinctive characteristics of their type and period of construction and appear to retain adequate historical integrity. Additional research would be needed to discern potential associations with significant events (Criterion A) or people (Criterion B) of the past, in addition to assessing potential for each building to be a principal source of important information about the past (Criterion D).

- A house at 420 E Birch Avenue that appears to have been constructed circa 1900
- A bank building at 214 E 4th Street that appears to have been constructed circa 1976
- A house at 510 W 5th Street that was constructed circa 1944
- The Barnhart farm at 555 W 5th Street. Clark County records document the house as having been constructed circa 1912; a barn and shed were constructed circa 1924.
- A small building, likely a residence at 105 W 6th Street, that was constructed circa 1920

KEY CONSIDERATIONS FOR SUBAREA PLANS

Timmen Landing

Archaeological predetermination-level or survey-level studies (depending on compliance requirements) are recommended for areas that have not yet been investigated and where future developments are proposed. Avoidance of the one recorded archaeological site and John Pollock's Grave site is recommended. Timber pilings observed in the East Fork Lewis River are considered an archaeological site and should be documented and recorded. If an archaeological site is identified that cannot be avoided by future development, additional archaeological investigations may be needed, and a permit from DAHP may also be needed.

For historic resources, a primary concern is the potential for projects within the Timmen Landing area to affect the former Pacific Highway alignment (present-day NW Pollock Road). The section of roadway between NW 4th Court and the John Pollock Water Trail Park is likely eligible for listing in the NRHP and has not yet been documented in DAHP's WISAARD database. The section of road is notable for its retention of historical integrity and original design features, and it contributes to the historical feeling of the John Pollock Grave and John Pollock Water Trail Park area.

Downtown

Archaeological predetermination-level or survey-level studies (depending on compliance requirements) are recommended for areas that have not yet been investigated and where future developments are proposed. Avoidance of the one recorded archaeological site is recommended. Timber pilings observed in the East Fork Lewis River are considered an archaeological site and should be documented and recorded. If an archaeological site is identified that cannot be avoided by future development, additional archaeological investigations may be needed, and a permit from DAHP may also be needed.

Scott Keillor, WSP USA

Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

There is limited potential for a historic district to be present within the Downtown area that would meet minimum eligibility requirements for listing in the NRHP. There are two notable clusters of historic buildings, one consisting of commercial buildings along E 4th Street and another of residences along Aspen Avenue, that merit further study of their individual and collective potential to be eligible for listing in the NRHP. However, these clusters are limited to no more than five buildings. There is a greater likelihood that most buildings within each cluster would be determined eligible for listing in the NRHP on an individual basis rather than as part of an overarching district resource.

Outside of the clusters of commercial buildings on E 4th Street and houses of Aspen Avenue, there are five individual buildings and one farm grouping that may also be eligible for listing in the NRHP. The most notable of these buildings is the La Center Grange at 328 W 5th Street, which is associated with the social history of La Center at the turn of the twentieth century. Previously documented buildings along NW Pacific Highway are unlikely to be eligible for listing in the NRHP. The East Fork Lewis River Levee has been determined not eligible for listing in the NRHP.

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