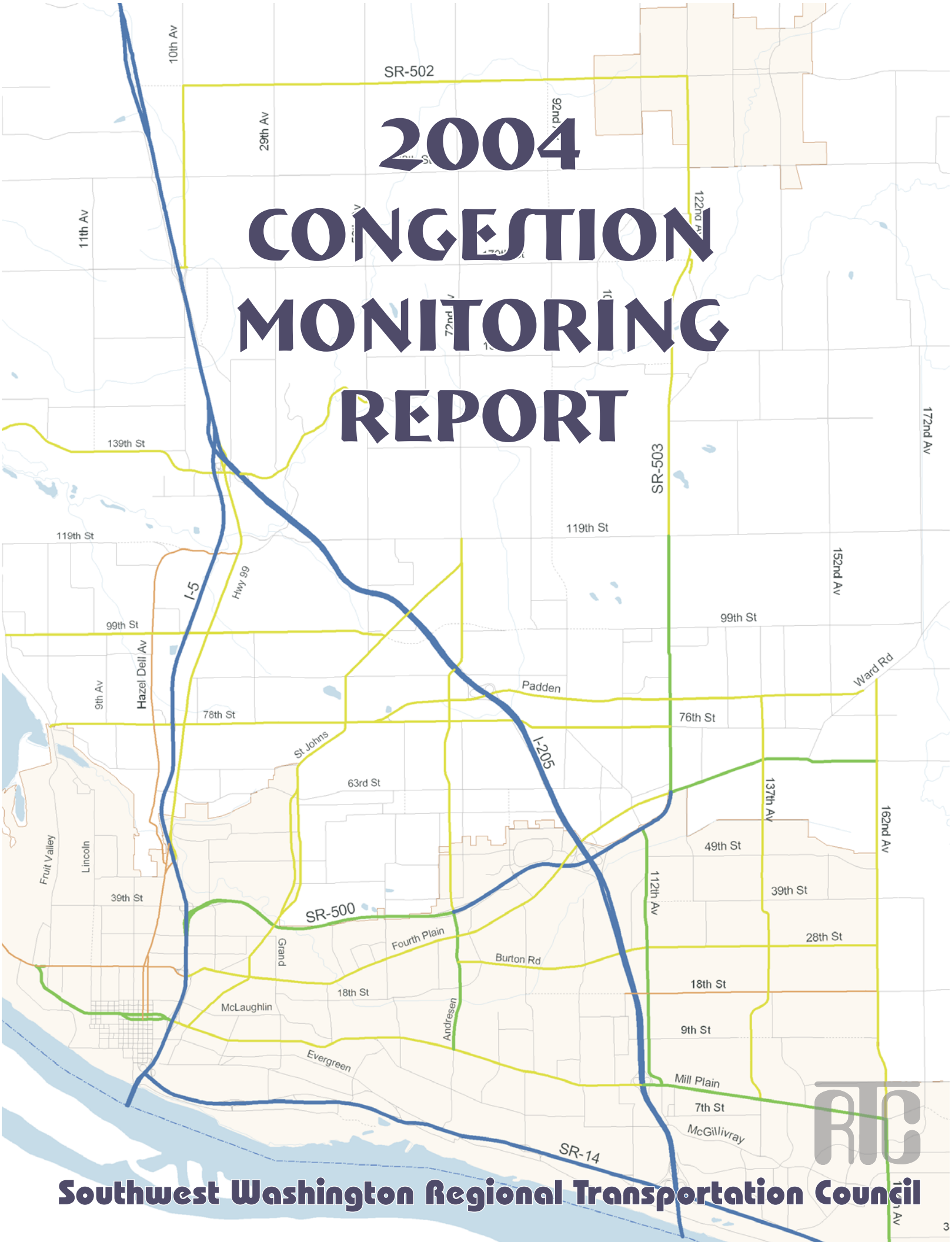

2004 CONGESTION MONITORING REPORT

Southwest Washington Regional Transportation Council

2004
CONGESTION MONITORING REPORT

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CHAPTER I.
INTRODUCTION

The Congestion Management System serves as the foundation for monitoring the regional transportation system and for providing ongoing information. The monitoring element of the congestion management network is designed as an informational tool to be used within the decision-making process. It is also intended to provide an understanding of the transportation system's operating conditions and deficiencies and to assess the impacts of alternative improvement strategies. In this way, it will help to focus efforts while allowing flexibility in the project selection process.

RTC's first Congestion Monitoring Report was initiated as a result of the 1991 Intermodal Surface Transportation Efficiency Act, which required regions like the Vancouver/Clark County urban area to develop management systems. The federal interest in a congestion management system was to have the regional planning process develop better analysis tools for evaluating alternative strategies for addressing traffic congestion problems.

A. PURPOSE AND NEED

The purpose of the Congestion Management System is to improve how transportation system performance is measured and analyzed to better identify transportation congestion needs.

This is accomplished through data collection, analysis of system performance, identification of system needs, and reporting of findings.

Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. Through the congestion management monitoring process, the decision-making process is improved by identifying current congestion along the transportation system.

B. GOALS

The following goals were used to guide the development of the Congestion Management System:

- Focus upon congestion
- Be practical and easy to apply
- Emphasize regional travel perspective

C. SCOPE

The scope of the congestion management system includes 30 regionally significant transportation corridors within the Clark County, Washington region.

The congestion monitoring process originally began with an emphasis on traffic volumes and transportation facility capacity to monitor transportation system congestion through the development of a corridor capacity ratio. In order to provide a more comprehensive analysis of the operation of the transportation system, the congestion monitoring process was expanded to include additional data elements.

The congestion management system has evolved to incorporate time-based and other multimodal measures to improve knowledge regarding the operation of the transportation system and the characteristics of regional travel.

D. CONGESTION MANAGEMENT SYSTEM

1. CORRIDOR CONCEPT

An important step in defining the congestion management network was to define the basic unit for describing the network and performing analysis. For the Vancouver/Clark County congestion management network, transportation corridors were selected as that unit. Where appropriate, individual corridors are made up of more than one transportation facility. The multi-facility corridors occur where there are parallel facilities serving the same function and to support the concept that transit or transportation demand management impacts a corridor rather than a single facility.

Although data is reported for individual facilities for the multiple facility corridors, they are still grouped by the congestion management corridor they are associated with and by a set of specific endpoints. These constituent facilities are defined as those major regional facilities (i.e., principal arterials and freeways) that run in parallel and may be used as alternative routes. It should be noted that a corridor might consist of only one facility if there are no alternative facilities in close proximity. The endpoints for each corridor represent locations where the characteristics of the corridor change significantly.

Each facility within a corridor is further divided into a series of segments. A segment is the portion of roadway between major intersections or interchanges. To allow for consistent operational analysis, corridor segments were developed such that the capacity and number of lanes remain the same within each segment.

2. CONGESTION MANAGEMENT NETWORK

The boundaries of the Vancouver/Clark County Congestion Management System were set as the Vancouver metropolitan area. The exceptions to this definition are the major inter-regional corridors and major arterial corridors connecting other cities to the base congestion management network, (I-5, SR-14, SR-501, SR-502, SR-503, and La Center Road). This included the addition of congestion management corridors to connect Battle Ground, Ridgefield, and La Center with the base network.

Within these boundaries, the first step in defining the network was to identify a set of candidate facilities and corridors. Only regionally significant corridors were considered as candidates for the network. Regionally significant corridors were defined as facilities that are part of the Regional Transportation System as identified in the Metropolitan Transportation Plan (MTP).

The initial congestion management network was refined from the list of candidate corridors. Using federal guidelines to include facilities with "existing or potential recurring congestion," professional judgment was used to identify those corridors that are currently or are likely to become congested.

The original congestion management network was made up of twenty-one transportation corridors. The current congestion management network is comprised of thirty corridors. The primary reasons for inclusion of additional corridors have been to provide more logical breakpoints, to connect to other significant urban areas, recognize new connections, or increasing congestion.

The existing Congestion Management Network is listed in **Table 1** and illustrated on **Map 1** (Page 19).

Table 1 – Corridors in the Congestion Management Network

Corridor Name	Facilities	Endpoints	
I-5 – North	I-5	County Line	I-205 Interchange
I-5 – Central	I-5, Hwy 99, Hazel Dell	I-205 Interchange	Main St.
I-5 - South	I-5, Main Street	Main St. Interchange	Jantzen Beach
I-205 – Central	I-205	I-5 interchange	SR 500
I-205 – South	I-205, 112th Avenue	SR 500	Airport Way
St. Johns	St. Johns Rd./St. James Rd., Fort Vancouver Way	NE 72nd Ave.	Mill Plain Blvd.
Andresen - North	Andresen Rd. / N.E. 72nd Avenue.	119th St	SR 500
Andresen - South	Andresen Rd.	SR 500	Mill Plain Blvd.
SR-503 North	SR 503	SR 502	119th St.
SR 503 South	SR 503	119th St.	Fourth Pl./SR 500
137th Avenue	136th/137th/138th Avenue	Padden Parkway	Mill Plain Blvd.
162nd Av. North	162nd/164th Avenue	Ward Rd.	Mill Plain Blvd.
164th Av. South	164th Avenue	Mill Plain Blvd.	SR-14
SR 14 West	SR 14	I-5	I-205
SR 14 Central	SR 14	I-205	164th Ave.
SR 14 East	SR 14	164th Ave.	Evergreen Hwy.
SR-501/Fourth Plain	SR-501/Mill Plain, Fourth Plain	I-5	NW 26th Street
Mill Plain West	Mill Plain Blvd.	I-5	I-205
Mill Plain East	Mill Plain Blvd.	I-205	164th Ave.
Fourth Plain West	Fourth Plain	I-5	Andresen Rd.
SR 500 – West	SR 500	I-5	Andresen Rd.
Fourth Plain /SR-500 Central	SR 500, Fourth Plain	Andresen Rd.	SR 503
SR 500 – East	SR 500	SR 503	162nd Ave.
78th/Padden Parkway	78th St./76th St., Padden Parkway	Lakeshore Ave.	Ward Rd.
99th Street	99th St.	Lakeshore Ave.	St. Johns Blvd.
28th/18th Street	28th Street, Burton Rd, 18th Street	Andresen Rd.	164th Avenue
134th Street	134th St./139th St./Salmon Creek Ave.	NW 36th Ave.	WSU Entrance
SR-502	SR 502	I-5	SR 503
SR 501	SR 501	I-5	9th St. (Ridgefield)
La Center Road	La Center Rd.	I-5	E. Fork Lewis Rv.

3. DATA ELEMENTS

Collected data elements include traffic counts, travel time, automobile occupancy, and transit ridership. In addition, RTC compiles and collects other measures of system performance including highest volume intersections, Columbia River bridge volumes, and park and ride capacity.

This collected data serves as the basis for developing vehicle volumes, Columbia River crossing, capacity ratio, truck percentage, travel speed, speed as percent of posted speed limit, intersection delay, automobile occupancy, transit ridership by type of service, transit seat capacity, and transit seat percent of lane capacity.

4. DATA COLLECTION

RTC is responsible for setting up a process for the collection of congestion data. Some of the needed data is regularly collected by other transportation agencies within the Clark County region. RTC organized a process for collecting existing data on a regular basis and initiated the collection of additional data needs.

Except for the traffic count program, there had been a lack of easily accessible transportation congestion data that supported the congestion management monitoring process. In order to provide a more comprehensive analysis of the operation of the transportation system, RTC coordinated with local transportation agencies or contracted to collect needed transportation data.

The City of Vancouver and Clark County collect extensive travel time data in the p.m. period along concurrency corridors. RTC reviewed the corridors covered and contracts to collect the additional travel time for corridors not part of the City's or County's effort. In addition, RTC collects a.m. travel time data.

RTC coordinates with C-TRAN for the collection of peak period passenger counts for transit routes along the congestion management corridors.

RTC also initiated an effort for the collection of automobile occupancy information at 15 key locations on various regional transportation facilities within the region. A representative automobile occupancy rate by facility type and geographic area was developed based on this analysis.

The flow for the collection of transportation data is illustrated on **Figure 1.**

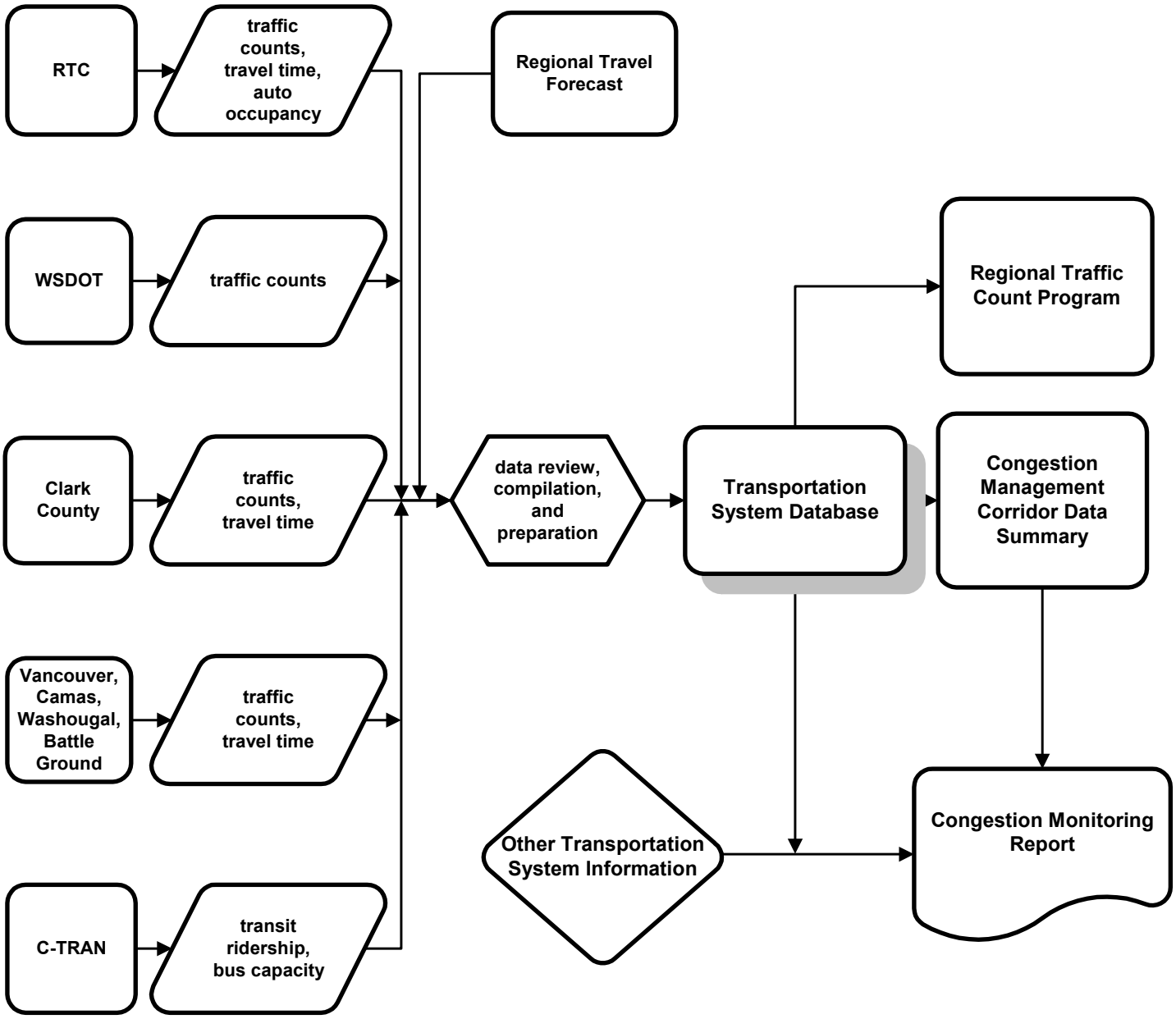
5. DATA ANALYSIS AND SYSTEM PERFORMANCE

Transportation data is analyzed and validated for use in the congestion monitoring process. The collected data is then applied to develop system performance measures for the transportation corridors. System performance data is then illustrated through tables and maps. The system performance data and maps are then used to identify system deficiencies and needs.

6. REPORTING

The congestion monitoring results are displayed through the annual development of a Congestion Monitoring Report. The intent of the report is to provide transportation system performance information to staff and decision-makers that must identify the most cost-effective strategies for addressing transportation congestion and improving mobility. The Congestion Monitoring Report is available through RTC in print or the internet at www.rtc.wa.gov

Figure 1 - Transportation Data Flow



CHAPTER II.
SUMMARY OF PERFORMANCE

This section contains a discussion and display of data information contained in the Congestion Monitoring Report.

Part A consists of the data compiled and collected for the congestion monitoring process and comprised of data that is configured to match the congestion management corridor delineation. Part B consists of other transportation information and data elements that do not necessarily match the congestion management corridors, although in some cases makes use of the data developed in Part A. Part C includes a summary of the corridor trends between year 2000 and 2004. Part D uses segmental transportation data included in Appendix A rather than corridor summary data. Part D identifies specific areas with congestion concerns.

The primary cause of congestion is an imbalance between transportation demand and available capacity. The difficulty in defining congestion is that congestion varies by how people accept delay. One simple definition of congestion is the delay of travel in excess of what is normally experienced under light traffic conditions. Four related factors that are often used to quantify the severity of traffic congestion include duration, extent, intensity, and reliability.

There are many sources of congestion including bottlenecks, traffic incidents, bad weather, construction, poor signal timing, and other events. The source of congestion can vary from one corridor to another, such that the strategies to improve capacity must be tailored to each corridor.

This report attempts to measure and quantify average weekday AM and PM peak period "congestion" consistently across the congestion management corridors, through the use of performance measures. This report does not attempt to measure non-recurrent congestion created by a traffic incident or bad weather.

Through analysis of transportation system performance, strategies can be identified to improve mobility and lessen delay in the peak period.

It is important to remember that the congestion monitoring report focuses on a regional system-wide framework for analyzing congestion.

A. CONGESTION MANAGEMENT CORRIDORS

1. VEHICLE VOLUMES

AM and PM peak hour vehicle volumes were compiled from the regional traffic count database. Volumes represent traffic counts within each corridor and provides a good comparison of the relative difference in travel demand among the congestion management corridors.

Peak hour traffic volumes for the congestion management corridors are delineated by four volume range categories. These categories are intended to provide a regional picture of travel flows for the Clark County region.

Map 2, Page 20: During the AM peak, I-5 and I-205 and portions of SR-14 and SR-500 display volumes greater than 3,000 vehicles per hour. Within the region, facilities carrying more than 1,500 vehicles per hour include other segments of SR-14 and SR-500, and Mill Plain east

of I-205, 164th Avenue north of SR-14, Padden Parkway, and Main Street.

Map 3, Page 21: PM peak hour trends for traffic volumes for most of the congestion management corridors are similar to AM peak; although, most congestion management corridors carry higher volumes during the PM peak. Additional corridors carrying more than 1,500 vehicles per hour include Mill Plain west of I-5, Andresen Road south, SR-503 south, SR-500 east, and 112th Avenue. The corridors with the highest peak hour volume difference (at least 500 additional vehicles) between the AM and PM peak include: I-5, Main Street, and 112th Avenue. For Main Street the AM Peak volumes are higher that the PM Peak volumes.

2. CORRIDOR CAPACITY RATIO

The corridor capacity ratio is an aggregation of the volume/capacity ratios for the individual general-purpose segments that make up a facility within a corridor. For consistency purposes only general-purpose lanes are considered in the calculated corridor capacity ratio. The corridor capacity ratio is calculated for both the AM and PM peak hours, and for the peak directions of travel within a corridor. For each segment in a corridor, the volume/capacity ratio, vehicle miles traveled, and vehicle miles traveled weighted by volume/capacity ratio (the product of the volume/capacity ratio and vehicle miles traveled) for the peak hour are calculated. The corridor capacity ratio is the sum of the weighted link ratios.

Map 4, Page 22: Both the AM and PM periods show congestion along major facilities such as I-5, I-205, SR-14, Main Street, and Burton Road. Much of the AM period congestion can be attributed to the demand for crossing the two Interstate bridges into Oregon. Generally, the PM period displays higher corridor congestion than that experienced in the AM period. The main exception includes Main Street. On Main Street, congestion can be attributed to morning commuters using Main Street as an alternative to the congested I-5 corridor.

Map 5, Page 23: In the PM period, additional congestion is shown along Mill Plain east, SR-500 east, SR-503-South, 162nd Avenue North, and 18th Street.

The near-term capacity improvement projects along 162nd Avenue, and Burton Road will likely reduce the corridor capacity ratio in these corridors. Other planned projects will also provide future capacity and reduce capacity ratios.

3. CORRIDOR TRAVEL SPEED

The City of Vancouver and Clark County collect PM peak period travel time for concurrency purposes along most of the congestion management corridors. RTC has contracted to collect AM peak and additional PM peak travel time data in corridors not covered by the concurrency data collection effort. Travel speed is computed from the travel time data. It consists of utilizing the travel time and distance to calculate an average travel speed.

In general, facilities with multiple at-grade intersections, display lower speeds. While grade-separated facilities show much faster speeds. Usually the PM period displays lower corridor speed than that experienced in the AM period.

Map 6 & 7, Pages 24-25: One concern is regional facilities that have a travel speed below 25 mph, which may encourage neighborhood cut-through traffic. During the AM period 134th Street, Main Street, Fourth Plain west of I-5, Burton Road and 18th Street display speeds below 25 mph.

In the PM period additional corridors with travel speed below 25 mph include Mill Plain Blvd., 112th Avenue, Andresen

Road, 137th Avenue, and additional portions of Fourth Plain Blvd.

While speed alone is not an indicator of congestion, higher speed facilities are more attractive and generally carry more vehicles.

4. Speed as Percent of Speed Limit

Travel speed was converted to a percent of posted speed limit for each of the congestion management corridors. This was intended to provide another measure of the delay along the corridor.

As development occurs along the corridors, travel speed often decreases because of multiple driveways and additional traffic signals. One of the difficulties is in balancing access to land uses and maintaining the throughput travel speed of arterials.

The speed percentages for the freeway facilities are generally close to 100% of the posted speed limit. While facilities with multiple signalized intersections are generally between 65% and 80% of the posted speed limit.

Map 8, Page 26: In the AM period, only I-5 South, Main Street, and Fourth Plain west of I-5 operates at less than 65% of the posted speed.

Map 9, Page 27: In the PM peak, arterials and freeways generally display lower percentages, due to higher congestion. In the PM period, I-5 South, Mill Plain east, 134th Street, Main Street, SR-500, Andresen Road, Fourth Plain, 112th Avenue, and 137th Avenue operate at less than 65% of the posted speed.

5. Intersection Delay

The time stopped at an intersection, for the through movement was recorded as part of the travel time data. The stop time at an intersection was averaged for the multiple travel time runs. Intersections with an average stop time of greater than 30 seconds and 60 seconds were identified as a location of delay along a corridor. This delay is only calculated for through movement on the congestion management corridor and does not include delay associated with left turns or cross street traffic.

Map 10, Page 28: Generally, intersections that displayed a 30 second or greater delay, for the average through movement on a CMS corridor, were located where two major arterials intersect. Map 10 displays the location of the 52 intersections that demonstrated this delay characteristic (14 of which had a delay greater than 60 seconds). Delay at these intersections add to the overall travel time and reduce the corridor's full capacity and increase travel time.

In addition to intersection delay, delay can also occur at freeway off ramps, where high volumes of traffic are loaded on to the arterial system.

6. Automobile Occupancy

Average automobile occupancy is calculated by observing passenger cars at a given location and the number of people in each vehicle. The number of people divided by the number of passenger cars is the average automobile occupancy for that location. Trucks, buses, and other commercial vehicles are excluded from average automobile occupancy. In 2002 and 2003, data was collected for the AM, PM, and Midday time periods. (**Table 2**)

Table 2
2002/2003 Average Automobile Occupancy by Time of Day

Facility Type	AM	Mid-Day	PM
[1]Freeway	[2]1.10	1.19	1.12
Arterial	1.11	1.23	1.24

1*Freeway includes I-5, I-205, and SR-14*
2Includes I-5 HOV lane (Rate is 1.07 without I-5)

The AM time period displays the lowest average automobile occupancy for all facility types, with the AM average automobile occupancy generally at 1.11 persons per vehicle or lower. The one exception was along west 139th Street near the Vancouver Schools (High, Middle, and elementary). This high vehicle occupancy can be attributed to school trips where children are frequently transported by parents or friends. The I-205 and SR-14 corridors have the lowest AM automobile occupancy all at 1.03.

In the PM peak, SR-14, I-205 south, and I-5 south have the lowest average automobile occupancy rates (1.03 to 1.08). The Fourth Plain, Mill Plain, and Highway 99 corridors have the highest PM average automobile occupancy rates (1.31-1.34). This may be due to a higher percentage of non-commute trips in these corridors.

Overall, the midday automobile occupancy rates are near 1.23, with a lower variation between corridors.

It may be that the AM peak period is more of a traditional commute time. The PM and the midday time periods likely have a greater percentage of discretionary trips such as shopping where drive alone trips are less prominent.

7. Truck Percentage

Collected traffic counts include several locations that classified vehicles according to the number of axles. This is a measure of trucks as a percentage of all vehicles traveling on the roadway. Trucks are defined as vehicles with more than two axles, such as typical tractor/trailer rigs, traveling on the roadway during the peak period.

Overall, the state facilities, Fourth Plain, and Mill Plain west of I-5 display the highest percentage of truck volumes during the PM peak period. The exception to this is on SR-500, which has truck percentages similar to major arterials, such as Andresen Road and 164th Avenue. I-5, I-205, SR-14, SR-502, Mill Plain, and Fourth Plain corridors have truck percentages of 5% or higher. I-5 North has a truck percentage above 10%.

8. Transit Seat Capacity Used

Transit capacity used includes transit riders divided by the transit capacity at a defined location. Transit seat capacity is based on 2003 bus service and represents the percentage of seats that are occupied during the two-hour peak period. C-TRAN collected ridership at specific locations along the congestion management corridors. RTC compiled this data and calculated bus capacity, based on the vehicle type and frequency of service. This process has allowed for the estimation of transit patronage and capacity for congestion management corridors.

Appendix B, Map 15, Page 55: During the AM period, portions of I-5, I-205, SR-14, 162nd Avenue, Fourth Plain, and Burton corridors utilize more than 45% of the available seats.

Appendix B, Map 16, Page 56: In the PM period, I-5, I-205, Hazel Dell, Mill Plain, Fourth Plain, and Andresen utilize more than 45% of the available seat capacity.

9. Transit Seats As Percentage of Lane Capacity

This measure is intended as a planning analysis tool. It utilizes the transit seat capacity data to calculate transit seat capacity as a percentage of vehicle capacity per lane on the congestion management corridors. It provides a picture of how much transit service is in a corridor in relation to the road capacity and presents an idea of the potential of

transit to mitigate or manage auto demand on the congestion management corridors.

Appendix B, Map 17, Page 57: The PM map shows that the I-5 corridor has the highest percentage of transit seats due to the high level of vehicles accessing both I-5 and Main Street (30%). In contrast, SR-14 between I-5 and I-205 has only one bus during the two-hour peak period (1.8%).

B. Other Transportation Measures

1. Highest Volume Intersections

Table 3 displays the highest volume intersections in 2004. It is based on the total number of vehicles entering an intersection on an average weekday. At-grade intersections along SR-500, Mill Plain, SR-503, and Padden Parkway dominate the list.

Table 3 - Highest Volume Intersections

Rank	East/West	North/South	Volume
1	Mill Plain	Chkalov Dr.	78,000
2	SR-500	St. Johns Rd.	64,000
3	SR-500	SR-503.	64,000
4	SR-500	54th Ave.	59,000
5	Mill Plain	136th Ave.	58,000
6	SR-500	42nd Ave.	58,000
7	SE 34th St.	SE 164th Ave.	58,000
8	Fourth Plain	Andresen Rd.	55,000
9	Padden Pkw.	SR-503	54,000
10	Padden Pkw.	Andresen Rd.	49,000
11	78th St.	Highway 99	48,000
12	76th St.	SR-503	46,000
13	Mill Plain	104th/105th Ave.	45,000
14	Padden Pkw.	94th Ave.	45,000
15	134th St.	Highway 99	44,000

The at-grade intersections along SR-500 make up some of the highest volume intersections with four of the top six intersections.

2. Columbia River Bridge Vehicle Volumes

A good indicator of change to bi-state travel is the amount of vehicle travel across the Columbia River bridges. **Table 4** shows the historical growth in Columbia River bridge crossings since 1980.

Table 4 - Average Weekday Traffic Across the Columbia River

Year	I-5	I-205	Total
1980	108,600	N/A	108,600
1985	91,400	52,600	144,000
1990	95,400	87,100	182,500
1995	116,600	106,100	222,700
2000	126,900	132,100	259,000
2004	130,300	143,300	273,600

In 1980, the only highway across the Columbia River was the Interstate Bridge that carried 108,600 vehicles a day. By 1985, with the opening of the Glenn Jackson Bridge in 1983, Interstate Bridge volumes decreased to 91,400 vehicles a day. However, the new Glenn Jackson Bridge carried 52,600 day for a combined river crossing of 144,000 vehicles a day. By 1995, total river crossings (222,700) had more than doubled compared to 1980 (108,600).

While traffic on both bridges has continued to grow since 1990, the Interstate Bridge is at or near capacity about six hours a day. As a result, in 1999 the Glenn Jackson Bridge traffic volumes exceeded the Interstate Bridge traffic volumes on a daily basis. This trend continues today. In 2004, total river crossings exceed 270,000 vehicles a day. The all-time maximum weekday volume on the two Columbia River Bridges exceeded 325,000 vehicles on Friday, July 2, 2004.

Future growth is expected to continue on both bridges. However, growth on the Glenn Jackson Bridge will grow at a faster rate than that of the Interstate Bridge.

3. TRANSIT SYSTEM RIDERSHIP

Table 5 provides information on 2004 annual C-TRAN patronage by type of service.

Almost 96% of C-TRAN system ridership was made up of fixed route service. Urban fixed route service carries 75% of C-TRAN's total annual ridership. Followed by commuter service that carries 19% of the total riders.

Table 5 - 2004 Ridership by Type of Service

Type of Service	Annual Riders	Percent of Total
Rural	133,417	1.9%
Urban	5,274,966	75.0%
Commuter	1,337,739	19.0%
Events/Other	58,450	0.8%
C-VAN	178,041	2.5%
Demand Response	22,047	0.3%
Vanpool	26,318	0.4%
Total	**7,030,978**	**100.0%**

Table 6 compares growth in Clark County population with changes to C-TRAN system ridership during the same period. The average annual growth rate in Clark County population since 1985 has ranged from 2.8% to 4.5% per year depending on the time period. Over the same time periods, C-TRAN ridership growth rate has been higher than the population growth rate.

The passage of Initiative 695 had a major impact on transit service in Clark County in 2000. The impact to operating revenue resulted in more than a 25% reduction in service levels from 1999. Even with reductions, C-TRAN ridership has continued to grow. Although, failure to pass a sales tax rate increase during the November 2004 general election will result in additional service cuts in 2005.

Table 6 – Historical Population and Patronage Growth

Year	Population	Annual Growth Rate	System Passenger Trips	Annual Growth Rate
1985	206,744		1,765,423	
1990	238,053	3.0%	2,840,724	12.2%
1995	291,000	4.4%	4,327,291	10.5%
2000	345,238	3.7%	5,437,084	5.1%
2004	383,300	2.8%	7,030,978	7.3%

4. PARK AND RIDE CAPACITY

In 2000, the opening of the Fisher's Landing Transit Center added 560 spaces to the total park and ride spaces available through the County. However, reductions in service levels constrained total ridership and park and ride use, with standing passengers occurring on many commuter routes. Clark County park and ride capacity is shown in **Table 7**.

Table 7 - Clark County Park and Ride Capacity

Facility	Lot Capacity
Battle Ground	28
Evergreen	271
Salmon Creek	495
BPA Ross	200
Andresen Kmart	30
Fisher's Landing	563
Camas/Washougal	20
7th Street	0
Total	**1,607**

Park and ride capacity includes Park and Ride Lots, Transit Centers, and other parking agreements. Although the 7th

Street transit center does not provide parking spaces, parking is available in a nearby paid parking garage. Vancouver Mall Transit Center does not provide park and ride capacity.

C-TRAN is scheduled to construct the 99th Street Transit Center in 2006 with 610 park and ride spaces.

In addition to the capacity shown in Table 7, there are informal park and ride and park and pool facilities located throughout the County.

C. 2000-2004 TRENDS

1. VEHICLE VOLUMES

In the four-year period, several corridors have shown a significant increase in peak hour vehicle volumes. Corridors that had a vehicle volume increase of over 400 vehicles in the PM peak hour include: I-5 Central, I-205 Central, SR-14 east of I-205, Mill Plain west of I-5 and east of I-205, Fourth Plain Central, and Padden Parkway.

In addition, I-5 South, Main Street, I-205 Central, Mill Plain west of I-5, and Padden Parkway had a vehicle volume increase of over 400 vehicles in the AM peak.

The last couple of years the region experienced moderate increase in the overall traffic volumes. However, in 2004, the region experienced substantial increased traffic volumes region wide. This overall increase in traffic volumes is likely due to growth in the regional economy and new home construction.

2. CORRIDOR CAPACITY

Through the four-year period, both the AM and PM peak periods had increased congestion along congestion management corridors. However, congestion decreased along corridors where capacity has been added to the system. The change in corridor capacity (volume to capacity ratio) has been especially reflective of road improvements. In the past few years, capacity has been added with transportation improvements along many of the congestion management corridors. Some of the major improvements include:

- I-5, Main St. to 99th St.
- Mill Plain Extension
- Fourth Plain, 102nd Av. to SR-503
- Padden Parkway
- SR-500/Thurston Way Interchange
- SR-500/112th Avenue Interchange
- Fishers Landing Transit Center

3. SPEED

In general, a trend between 2000 and 2004 congestion monitoring reports includes decreased speeds along congestion management corridors. Corridors that had a significant decrease in peak period speed include: I-205 Central, SR-14 Central, Main Street, and 134th Street. Significant increase in peak period speed occurred in corridors that had construction in year 2000.

4. INTERSECTION DELAY

In the last couple years, the intersection delay for through movements has increased. Intersections with an average delay of 30 seconds or greater has increased from 26 intersections to 53 intersections. Moreover, 13 of these intersections experienced an average delay of 60 seconds or more for the through movement.

D. AREAS OF CONCERN

Using the individual CMS corridor segment data, areas of concerns were identified. Areas of concern are defined as segments within an individual corridor that has volume to capacity (V/C) ratio

greater that 0.9 or a travel speed 60% or less of the posted speed limit.

This section does not attempt to develop solutions to these areas of concern, but takes these segments and cross-references to the transportation solutions identified in a Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), or other plans. These areas of concerns warrant further analysis and monitoring.

1. VOLUME TO CAPACITY RATIO

The volume to capacity ratio identifies road segments where current volumes are approaching road capacity. This limitation on road capacity leads to congestion. **Table 8** cross-references AM and PM volume to capacity areas of concern to transportation solutions identified in current transportation plans.

Map 16, Page 34: Most of the AM period volume to capacity ratio areas of concern are related to bottlenecks at the two interstate bridges. The AM period shows congestion on portions of I-5, I-205, SR-14, 138th Avenue, 164th Avenue, Burton Road, and St. Johns Blvd.

Map 17, Page 35: In the PM period, additional volume to capacity ratio areas of concern occurred. The PM period shows congestion on portions of I-5, I-205, SR-14, SR-500, SR-502, SR-503, Hazel Dell Avenue, Andresen/72nd Avenue, 112th Avenue, 137th Avenue, 162nd/164 Avenue, 18th Street, and Burton Road.

2. SPEED

A travel speed lower than 60% of the posted speed limit is an indicator of delay, which can result in congestion. **Table 9** cross-references AM and PM speed areas of concern to transportation solutions identified in current transportation plans.

Often these speed areas of concern correlate with locations within close proximity of multiple traffic signals or an intersection that displayed greater than 30 seconds of delay.

Map 18, Page 36: In the AM period, speed areas of concern occur along portions of I-5, Main Street, SR-500, SR-503, St. Johns Road, Andresen/72nd Avenue, 162nd Avenue, Mill Plain Boulevard, 18th Street, Padden Parkway, and 134th Street.

Map 19, Page 37: In the PM period, speed areas of concern occur along portions of I-5 Bridge, I-205 Bridge, SR-500, SR-502, SR-503, Main Street, Hazel Dell Avenue, Highway 99, St. Johns Road, Andresen/72nd Avenue, 112th Avenue, 137th Avenue, 164th Avenue, Mill Plain Boulevard, Fourth Plain Boulevard, Burton Road, 78th Street, 99th Street, Padden Parkway, and 134th Street.

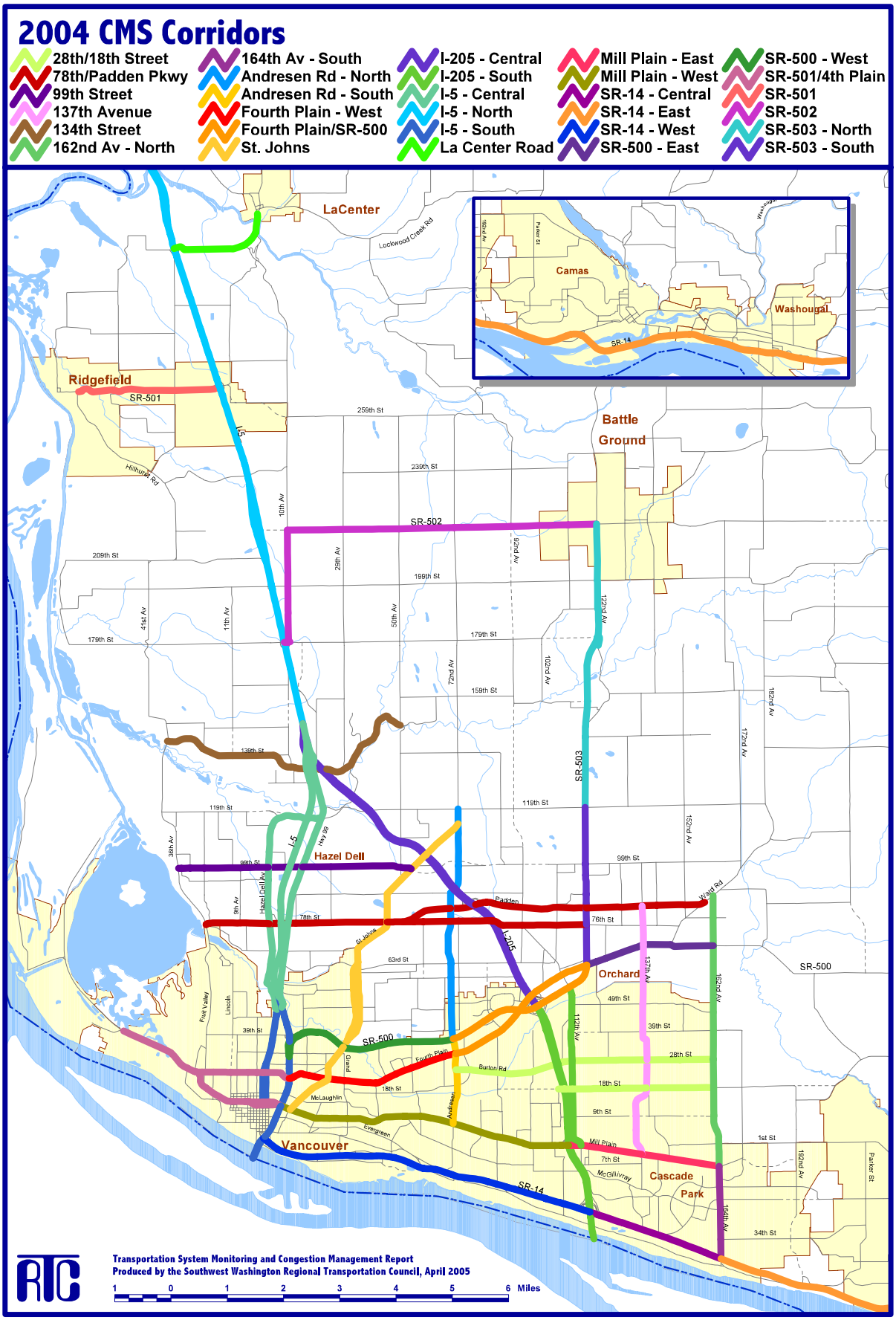
Table 8
Areas of Concern: Volume to Capacity Ratio > 0.9

AM Volume to Capacity Ratio Index Greater Than 0.9					
Jurisdiction	**Peak Hour Volume**	**Corridor**	**Segment**	**Identified Improvement**	**Estimated Completion**
Vancouver	2,325	164th Avenue	SR-14 - SE 34th Street	TIP: Construct 192nd Avenue	2005
Vancouver	742	28th Street	86th Av. - 137th Av.	TIP: Widen to 3 lanes	2005/2006
Vancouver	847	138th Avenue	NE 18th St. to NE 28th St.	TIP: Widen to 5 lanes	2006
WSDOT	757	SR-502	179th St. - 199th St.	TIP: 219th Street Interchange	2007
Vancouver	770	St. Johns	Ft. Vancouver to SR-500	Intersection/Access Management	5-10 Years
WSDOT	7,454	I-205	State Line - SR-500	MTP: Collector/Distributor System	10-20 Years
WSDOT	3,488	I-205	SR-500 - 83rd Street	MTP: Widen to 6 lanes	10-20 Years
WSDOT	3,710	SR-14	I-205 - 164th Avenue	MTP: Widen to 6 lanes	10-20 Years
WSDOT	5,444	I-5	State Line - SR-500	Strategic MTP: Columbia River Crossing Bridge	20+ Years
PM Volume to Capacity Ratio Greater Than 0.9					
Jurisdiction	**Peak Hour Volume**	**Corridor**	**Segment**	**Identified Improvement**	**Estimated Completion**
Clark County	1,099	162nd Avenue	39th Street -Ward Road	TIP: Widen to 5 lanes	2005
Vancouver	2,248	164th Avenue	SR-14 - SE 34th Street	TIP: Construct 192nd Avenue	2005
WSDOT	962	SR-500	Ward Rd. - 162nd Av.	TIP: Widen to 5 lanes	2005
Vancouver	944	28th Street	86th Av. - 137th Av.	TIP: Widen to 3 lanes	2005/2006
Vancouver	1,528	112th Avenue	49th Street - SR-500	TIP: NE 49th St. Intersection Improvements	2006
Vancouver	760	137th Avenue	18th Street - 28th Street	TIP: Widen to 5 lanes	2006
Vancouver	772	18th Street	137th Av. - 162nd Av.	TIP: 18th St./137th Av. Intersection improvements	2006
Clark County	853	72nd Avenue	St. Johns to I-205	TIP: Widen to 5 lanes	2007
WSDOT	958	SR-502	179th St. - 199th St.	TIP: 219th Street Interchange	2007
WSDOT	1,269	SR-14	6th Avenue - 32nd Street	MTP: Widen to 4 lanes with Interchanges	2009/10+
Clark County	751	Hazel Dell Ave.	63rd Street - 78th Street	Stripe for center turn lane	1-5 Years
WSDOT	2,149	SR-500	54th Avenue - Andresen Rd.	MTP: Interchanges and Auxiliary Lanes	2012/10+ Years
WSDOT	7,377	I-205	State Line - SR-500	MTP: Collector/Distributor System	2013/10+ Years
WSDOT	3,647	I-205	SR-500 - 83rd Street	MTP: Widen to 6 lanes	10-20 Years
WSDOT	3,760	SR-14	I-205 - 164th Avenue	MTP: Widen to 6 lanes	10-20 Years
WSDOT	1,806	SR-500	SR-503 - 137th Av.	MTP: Intersection Improvements and Signal Timing	10-20 Years
WSDOT	1,844	SR-503	Fourth Plain - 76th St.	MTP: Intersection Improvements and Access Control	10-20 Years
WSDOT	5,176	I-5	State Line - SR-500	Strategic MTP: Collector/Distributor System	20+ Years
Vancouver	1,652	Andresen Rd.	Fourth Plain - SR-500	None	

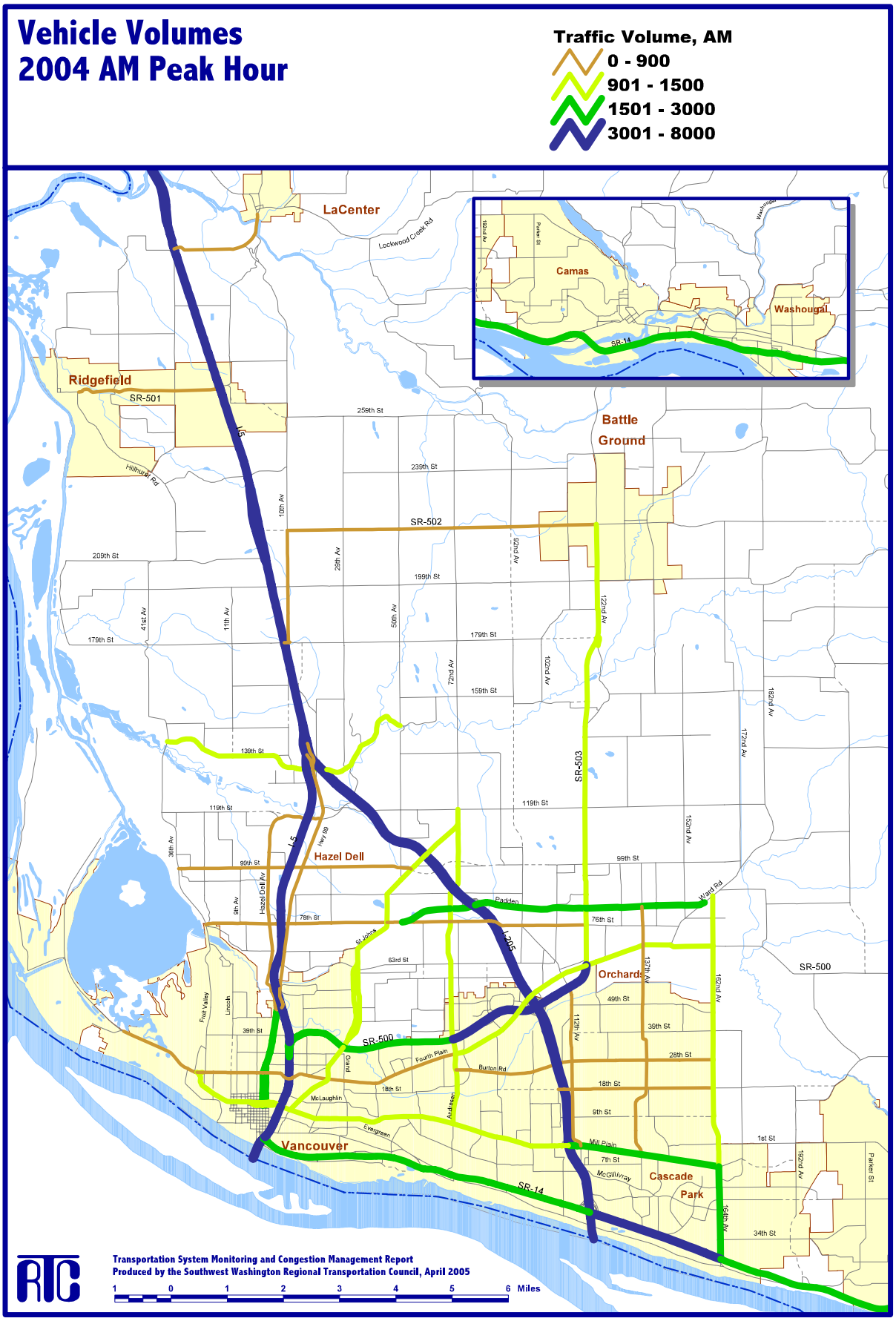
Table 9
Areas of Concern: Speed < 60% of Posted Speed

AM Speed 60% or Less of Posted Speed Limit					
Jurisdiction	**Peak Hour Volume**	**Corridor**	**Segment**	**Identified Improvement**	**Estimated Completion**
Clark County	560	162nd Avenue	SR-500 - Ward Road	TIP: Widen/Intersection Improvements	2005
Clark County	1,058	Andresen Rd.	I-205 - 83rd Street	Replace Signal Controler/MTP: Grade Separate	2005/10-20 yrs.
Clark County	1,289	Padden Parkway	Andresen Rd. - I-205	Replace Signal Controler/MTP: Grade Separate	2005/10-20 yrs.
Vancouver	568	18th Street	137th Av. - 162nd Av.	TIP: 18th St./137th Av. Intersection improvements	2006
Clark County	900	134th Street	I-5 to I-205	MTP: I-5/Salmon Creek Interchange	2011
Vancouver	1,103	St. Johns	SR-500 - NE 44th St.	MTP: SR-500/St. Johns Interchange	2013
Vancouver	877	Mill Plain Blvd.	Lieser - 98th Avenue	MTP: Signal Coordination/Realignment of 86th/Lieser	10-20 Years
WSDOT	1,853	SR-500	Gher Rd. - SR-503	MTP: SR-500/SR-503 Intersection Improvement	10-20 Years
WSDOT	1,349	SR-503	76th Street - Fourth Plain	MTP: Intersection Improvements and Access Control	10-20 Years
Clark County	811	Padden Parkway	SR-503 - 137th Av.	MTP: Padden/SR-503 Grade Seperation	10-20 Years
WSDOT	5,444	I-5	SR-500 to Jantzen Beach	Strategic MTP: Collector/Distributor System	20+ Years
Vancouver	1,204	Andresen Rd.	Van Mall Dr. - Fourth Plain	Traffic Signal Coordination and Timing	UnProgrammed
Vancouver	970	Mill Plain Blvd.	104th Ave. to I-205	Traffic Signal Coordination and Timing	UnProgrammed
Clark County	509	99th Street	Hwy. 99 to NE 25th Ave.	Monitor	
Clark County	541	137th Avenue	SR-500 to Padden Parkway	Monitor	
PM Speed 60% or Less of Posted Speed Limit					
Jurisdiction	**Peak Hour Volume**	**Corridor**	**Segment**	**Identified Improvement**	**Estimated Completion**
WSDOT	2,008	SR-500	Gher Rd. - SR-503	TIP: 112th Avenue Interchange	Completed
Clark County	1,335	Andresen Road	78th Street to I-205	Replace Signal Controler/MTP: Grade Separate	2005/10-20 yrs.
Clark County	1,626	Padden Parkway	78th Street to I-205	Replace Signal Controler/MTP: Grade Separate	2005/10-20 yrs.
Vancouver	2,248	164th Avenue	SR-14 - SE 34th Street	TIP: Construct 192nd Avenue/Signal Coordination	2005
WSDOT	962	SR-500	Ward Rd. - 162nd Av.	TIP: Road Improvements/Signal Coordination	2005
Vancouver	975	112th Avenue	18th Street - 28th Street	TIP: Signal Coordination/Intersection Imp.	2005
Vancouver	944	Burton Road	Andresen Rd. - 112th Av.	TIP: Road Improvements/Signal Coordination	2005/2006
Vancouver	1,528	112th Avenue	49th Street - SR-500	TIP: Signal Coordination/Intersection Imp.	2006
Vancouver	760	138th Avenue	18th Street - 28th Street	TIP: Widen to 5 lanes/Signal Coordination	2006
Vancouver	2,637	Mill Plain Blvd.	97th Ave. - 162nd Av.	TIP: I-205 interchanges at 112th Av. and 18th St.	2008/2012
Clark County	751	Hazel Dell Ave.	63rd Street - 78th Street	Stripe for center turn lane	1-5 Years
Clark County	1,396	134th Street	NE 10th Ave. - I-205	TIP: I-5/Salmon Creek Interchange	2011
Clark County	978	Highway 99	117th Av. to 134th St.	TIP: I-5/Salmon Creek Interchange	2011
WSDOT	1,805	SR-500	St. Johns to I-5	MTP: SR-500/St. Johns Interchange	2013
Vancouver	464	St. Johns	Ft. Vancouver - SR-500	MTP: SR-500/St. Johns Interchange	2013
WSDOT	1,106	SR-502	92nd Av. - SR-503	MTP: Road Widening/Signal Coordination	2015
Clark County	1,450	Fourth Plain	I-205 - SR-503	MTP: SR-503/SR-500 Intersection Improvement	10-20 Years
WSDOT	2,112	SR-500	42nd Av. to 54th Av.	MTP: Grade Seperation	10-20 Years
WSDOT	7,377	I-205	Airport Way to SR-14	MTP: Collector/Distributor System	10-20 Years
WSDOT	1,844	SR-503	Fourth Plain - Padden Pkwy.	MTP: Intersection Improvements and Access Control	10-20 Years
Vancouver	612	137th Avenue	28th Street to Padden Pkwy.	MTP: Widening 137th Av. and Traffic Signal Timing	10-20 Years
WSDOT	5,176	I-5	Jantzen Beach to SR-14	Strategic MTP: Columbia River Crossing Bridge	20+ Years
Vancouver	1,652	Andresen Road	18th Street - Van Mall Dr.	Traffic Signal Coordination and Timing	UnProgrammed
Vancouver	545	Fourth Plain	Main St. - Kaufman	Traffic Signal Coordination and Timing	UnProgrammed
Vancouver	1,181	Fourth Plain	Falk Rd. - Thurston Way	Traffic Signal Coordination and Timing	UnProgrammed
Vancouver	687	Main Street	Fourth Plain - 39th Street	Traffic Signal Coordination and Timing	UnProgrammed
Vancouver	1,820	Mill Plain Blvd.	Lincoln - Ft. Vancouver Way	Traffic Signal Coordination and Timing	UnProgrammed
Clark County	1,094	78th Street	Hazel Dell - Hwy. 99	None (Close Proximity of Signals)	
Clark County	1,244	99th Street	Hazel Dell - Hwy. 99	None (Close Proximity of Signals)	
WSDOT	963	SR-503	199th Street - SR-502	None	

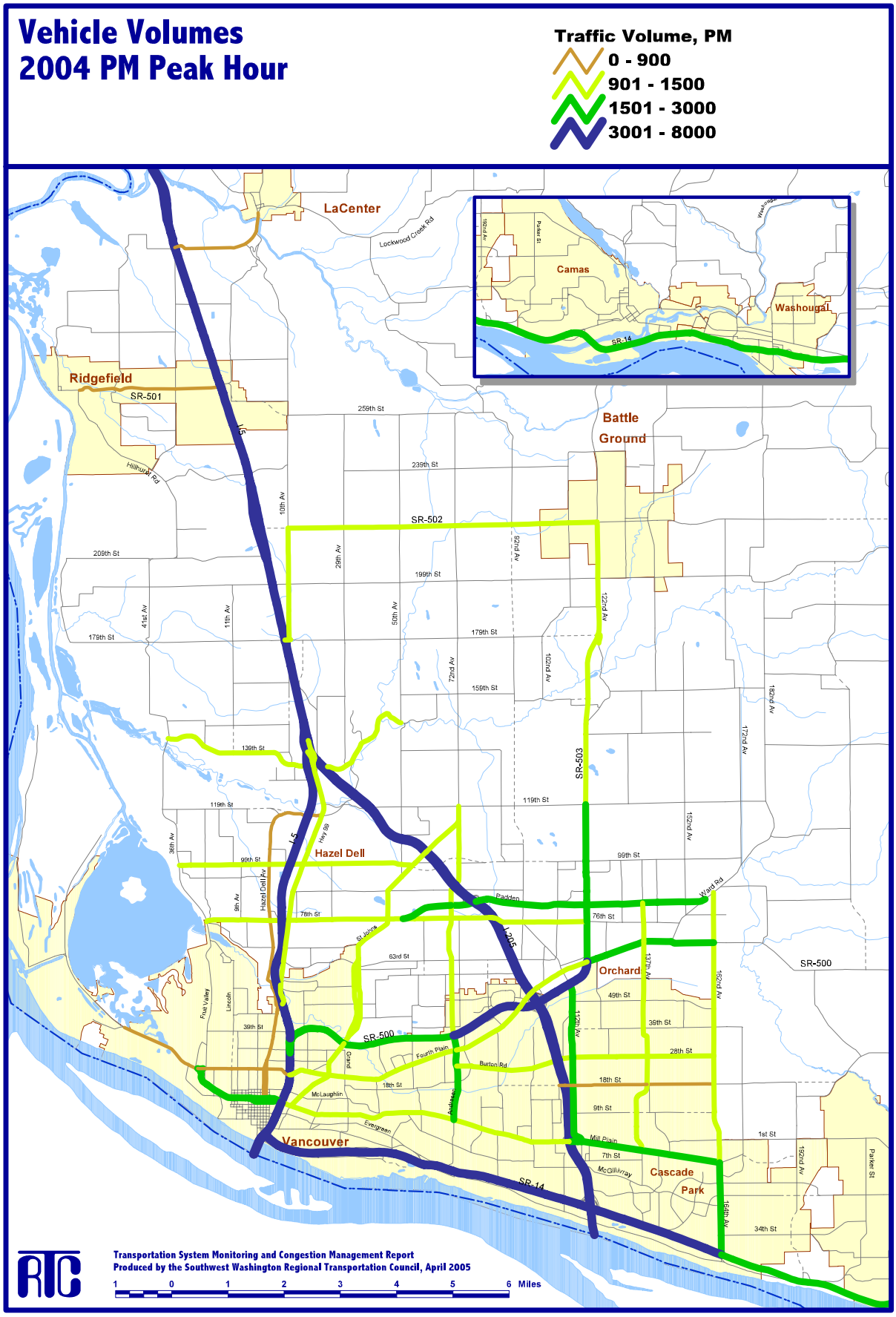
Map 1 – Congestion Management Network



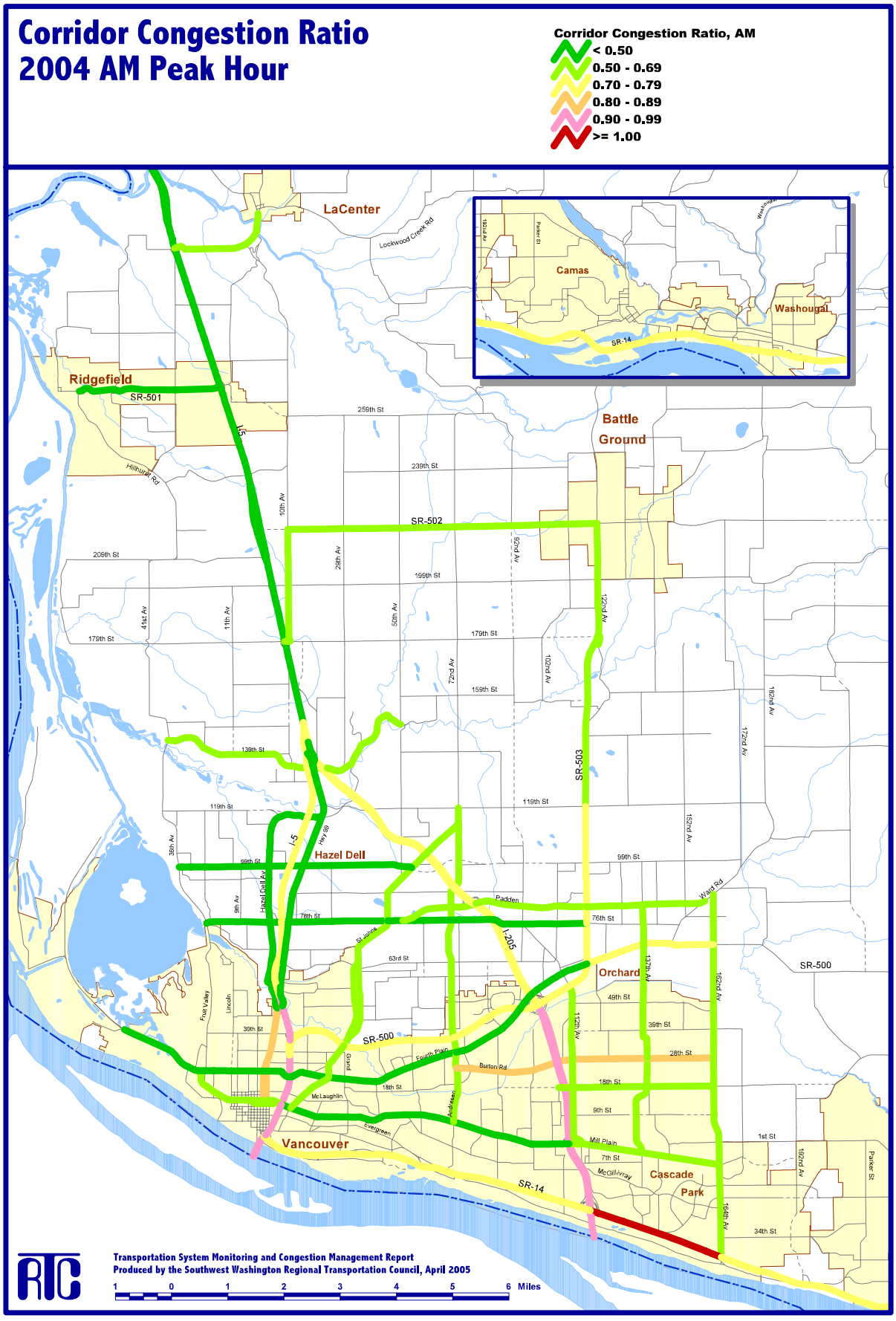
Map 2 – AM Vehicle Volumes



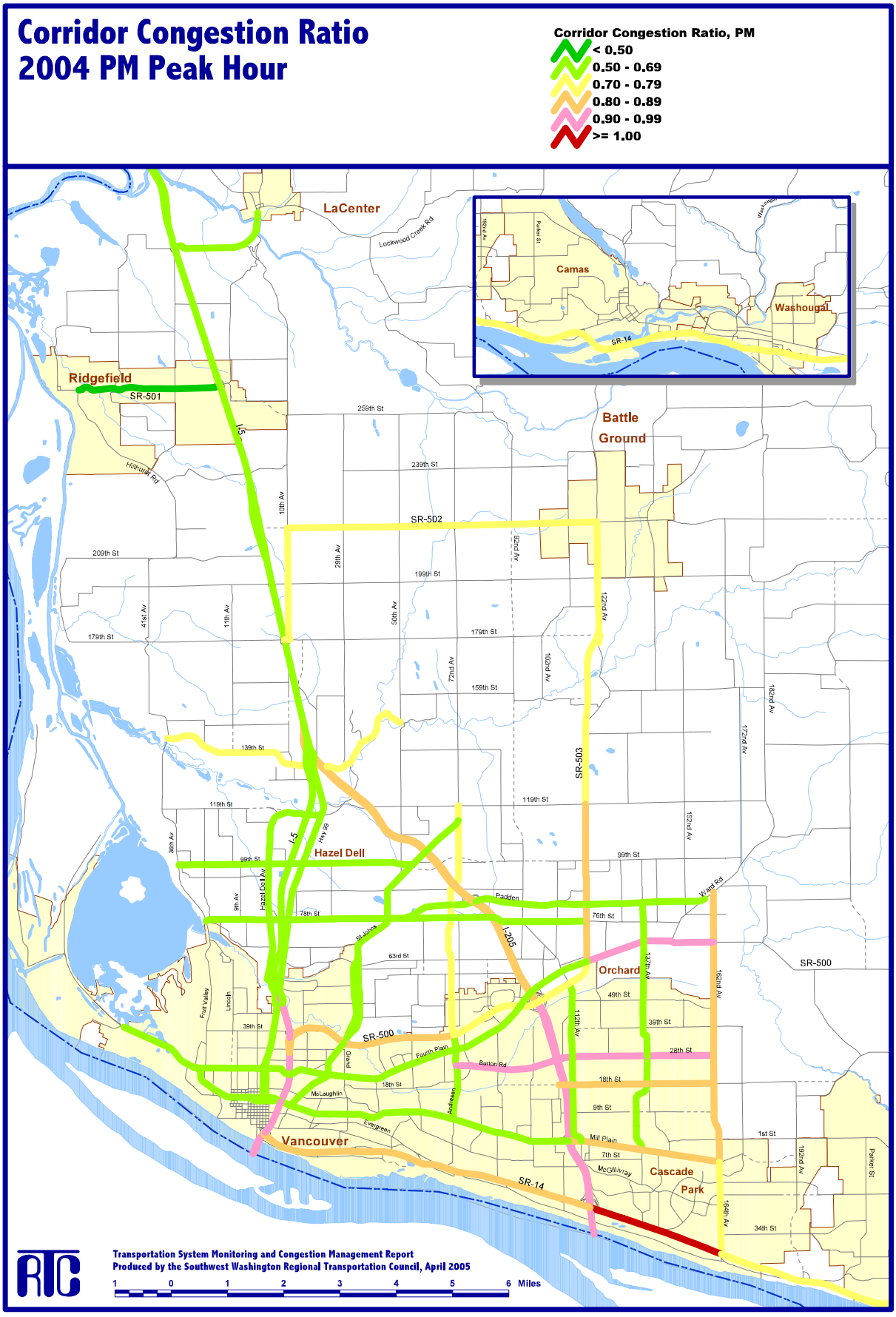
Map 3 – PM Vehicle Volumes



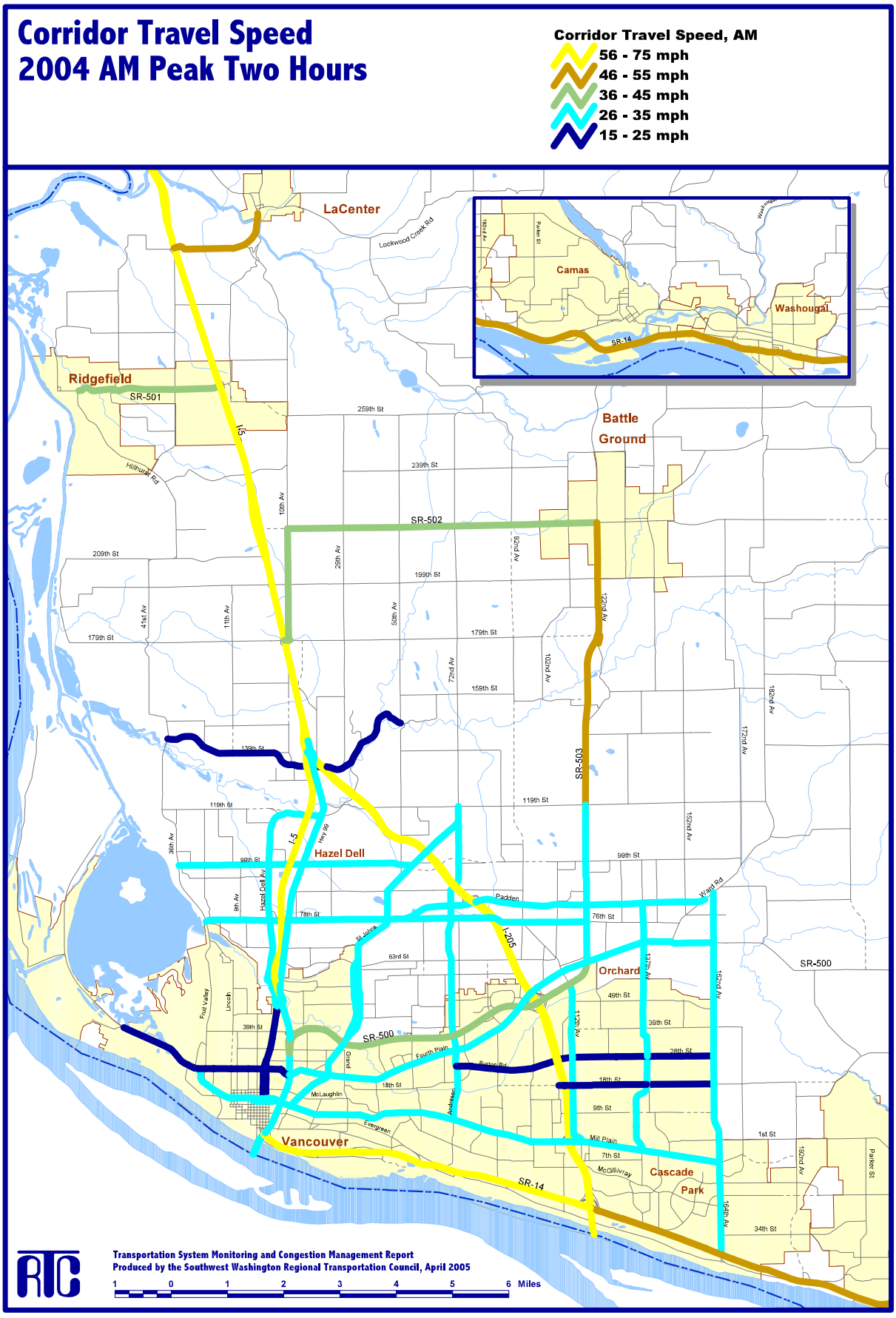
Map 4 – AM Capacity Ratio



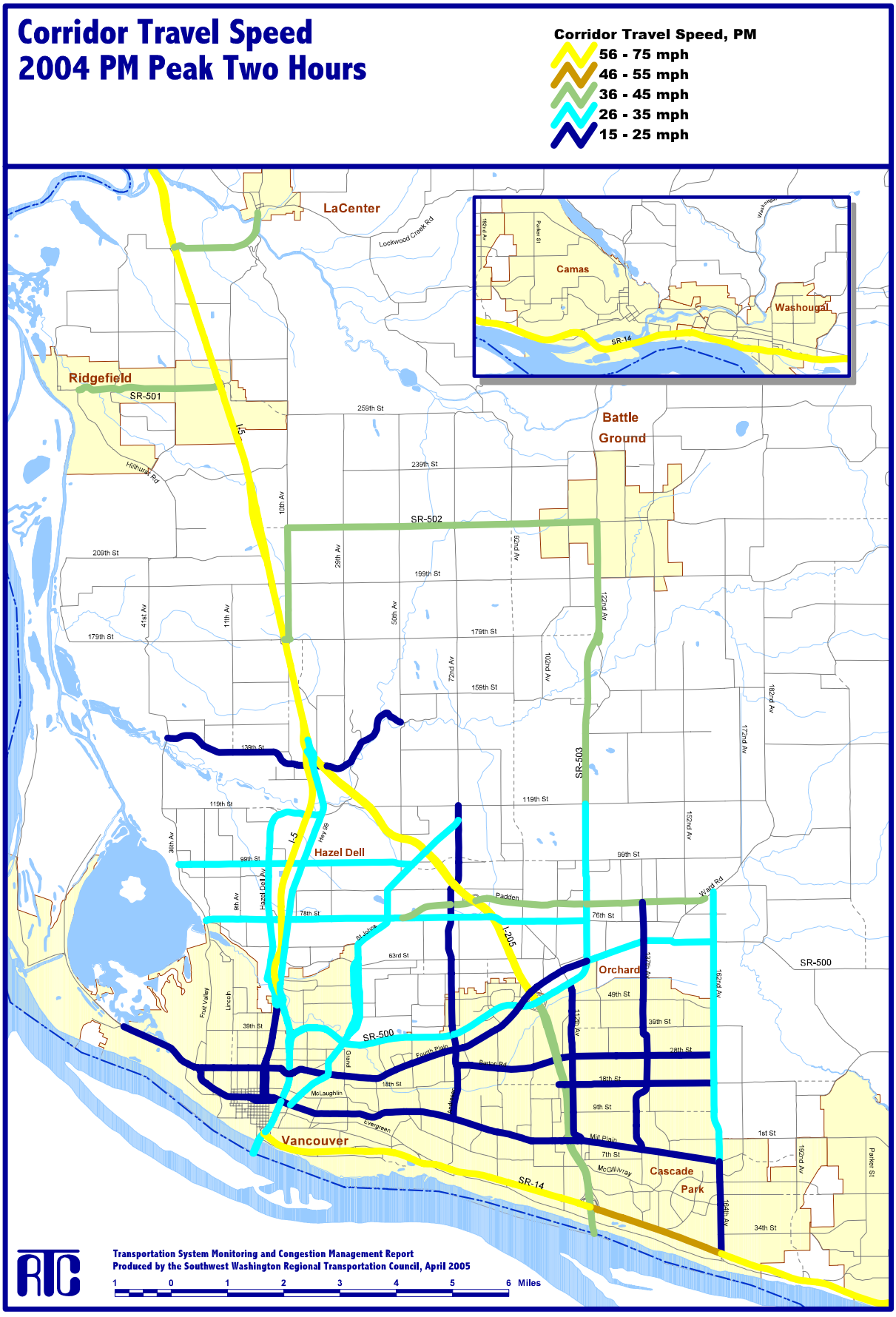
Map 5 – PM Capacity Ratio



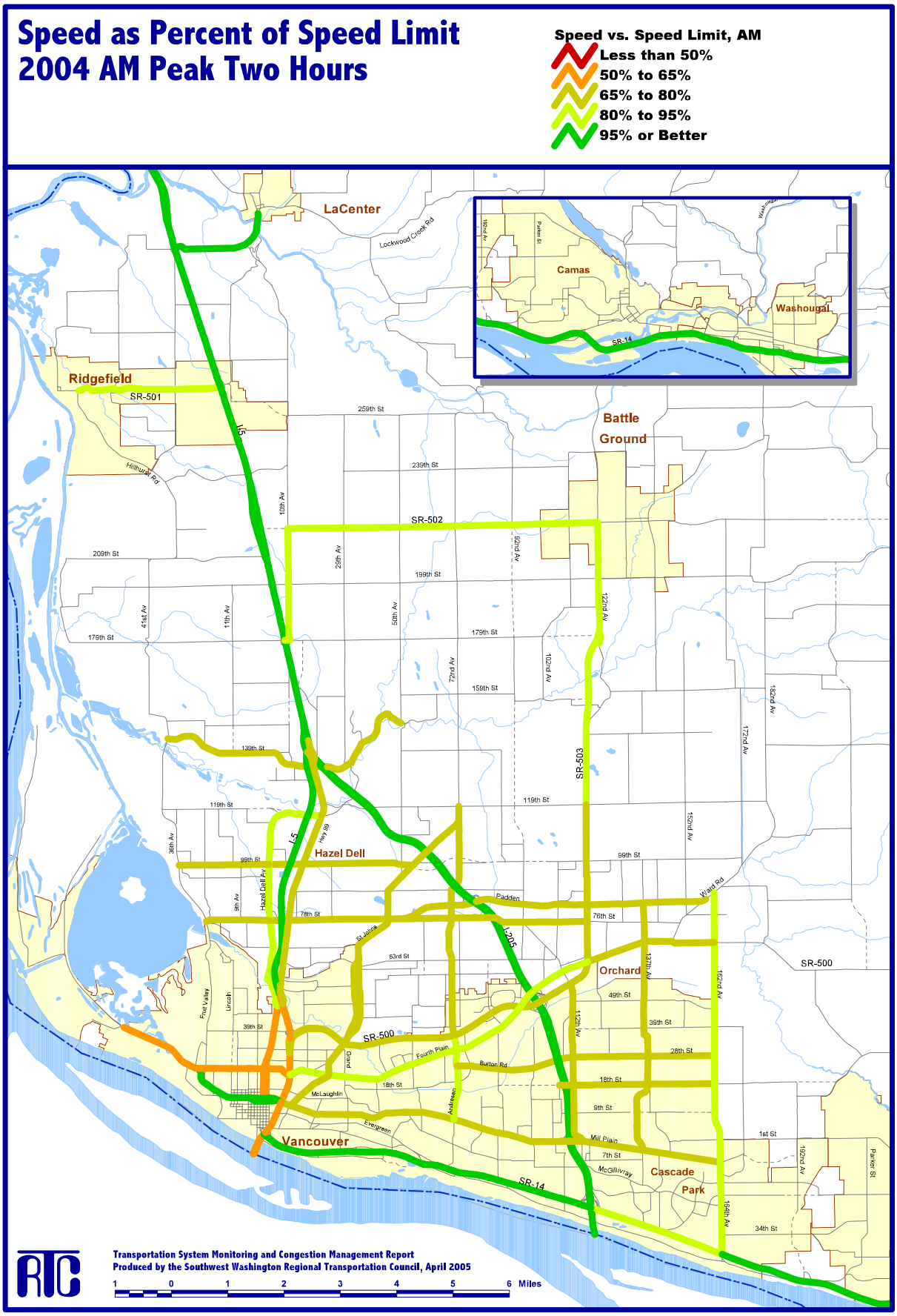
Map 6 – AM Corridor Travel Speed



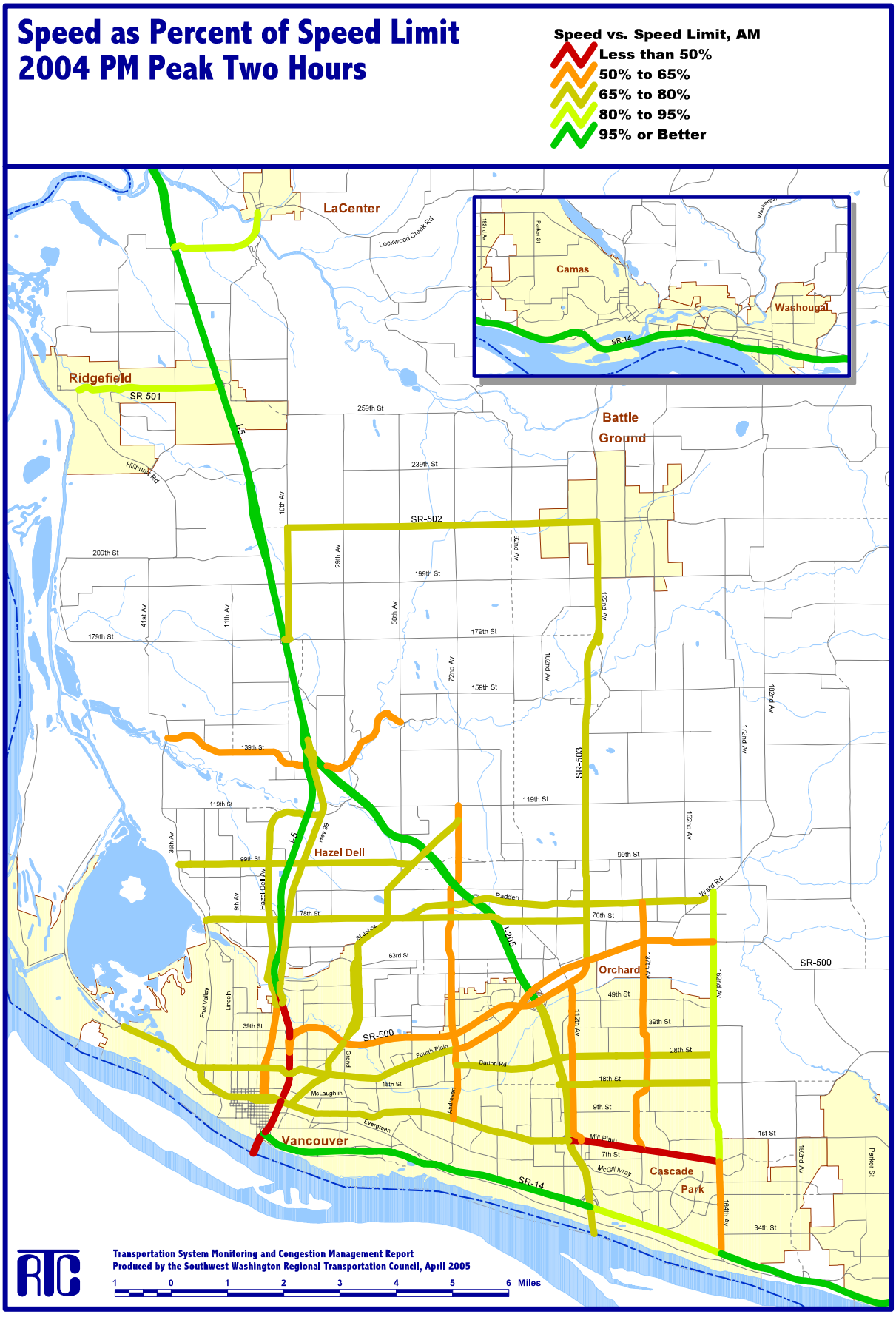
Map 7 – PM Corridor Travel Speed



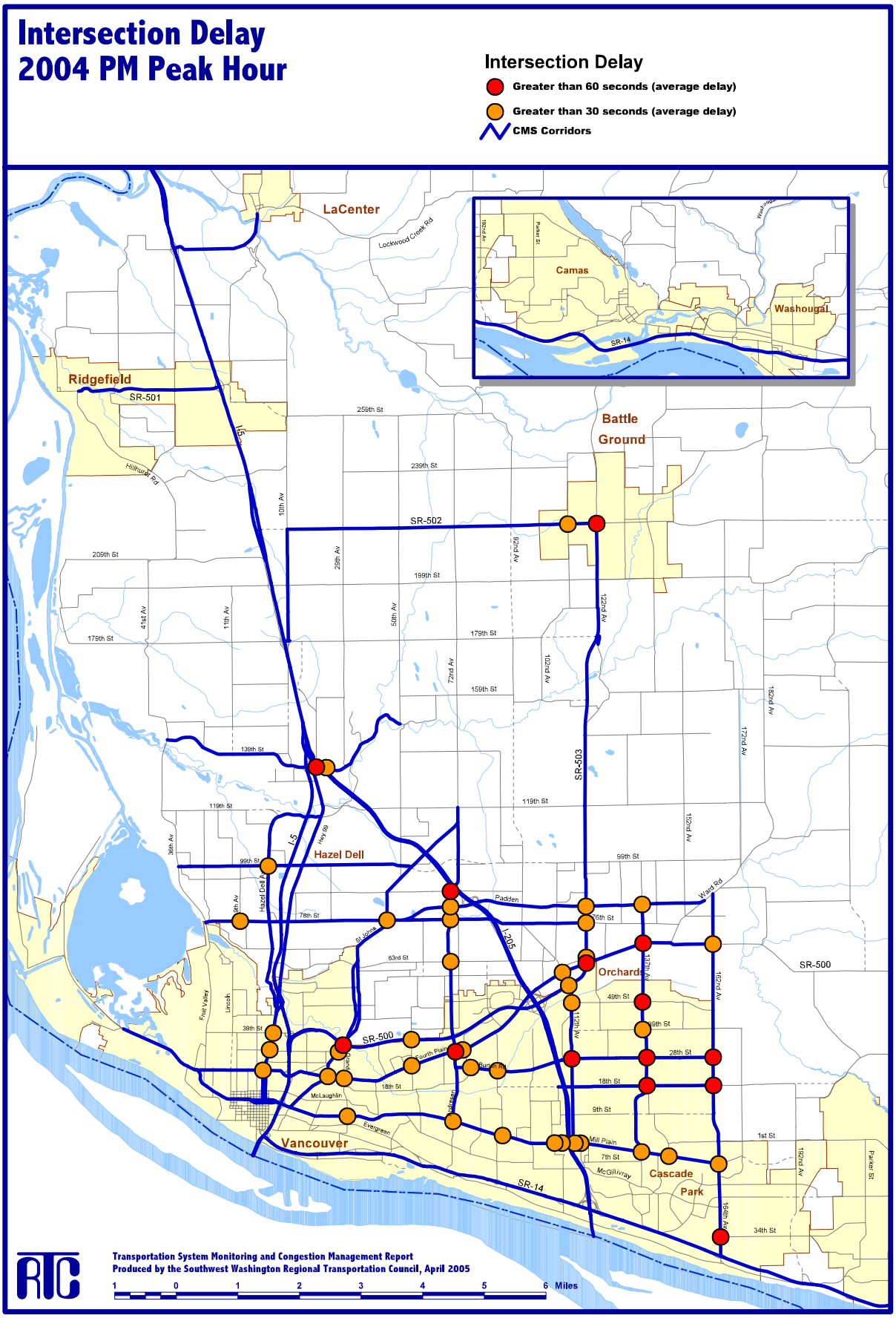
Map 8 – AM Speed as Percent of Speed Limit



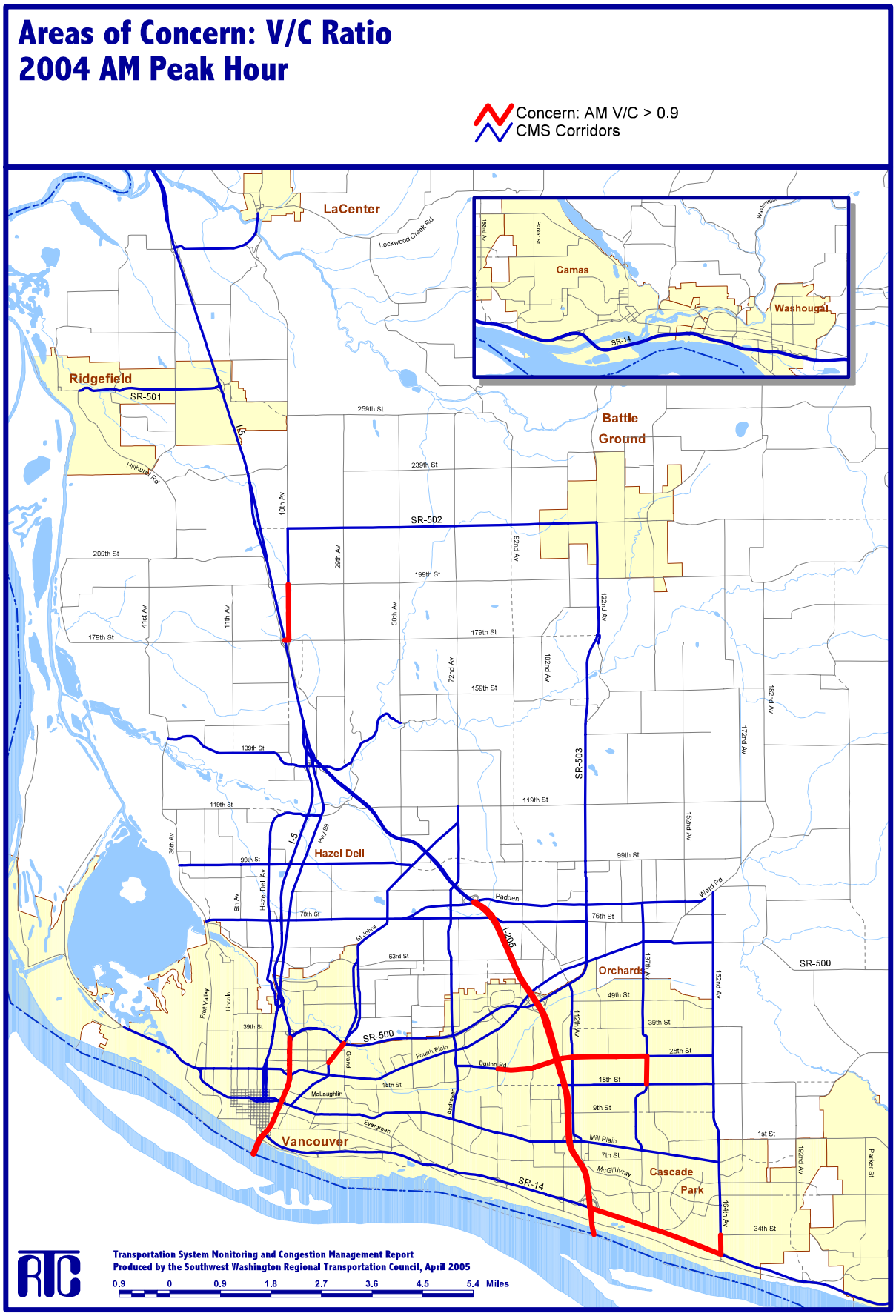
Map 9 – PM Speed as Percent of Speed Limit



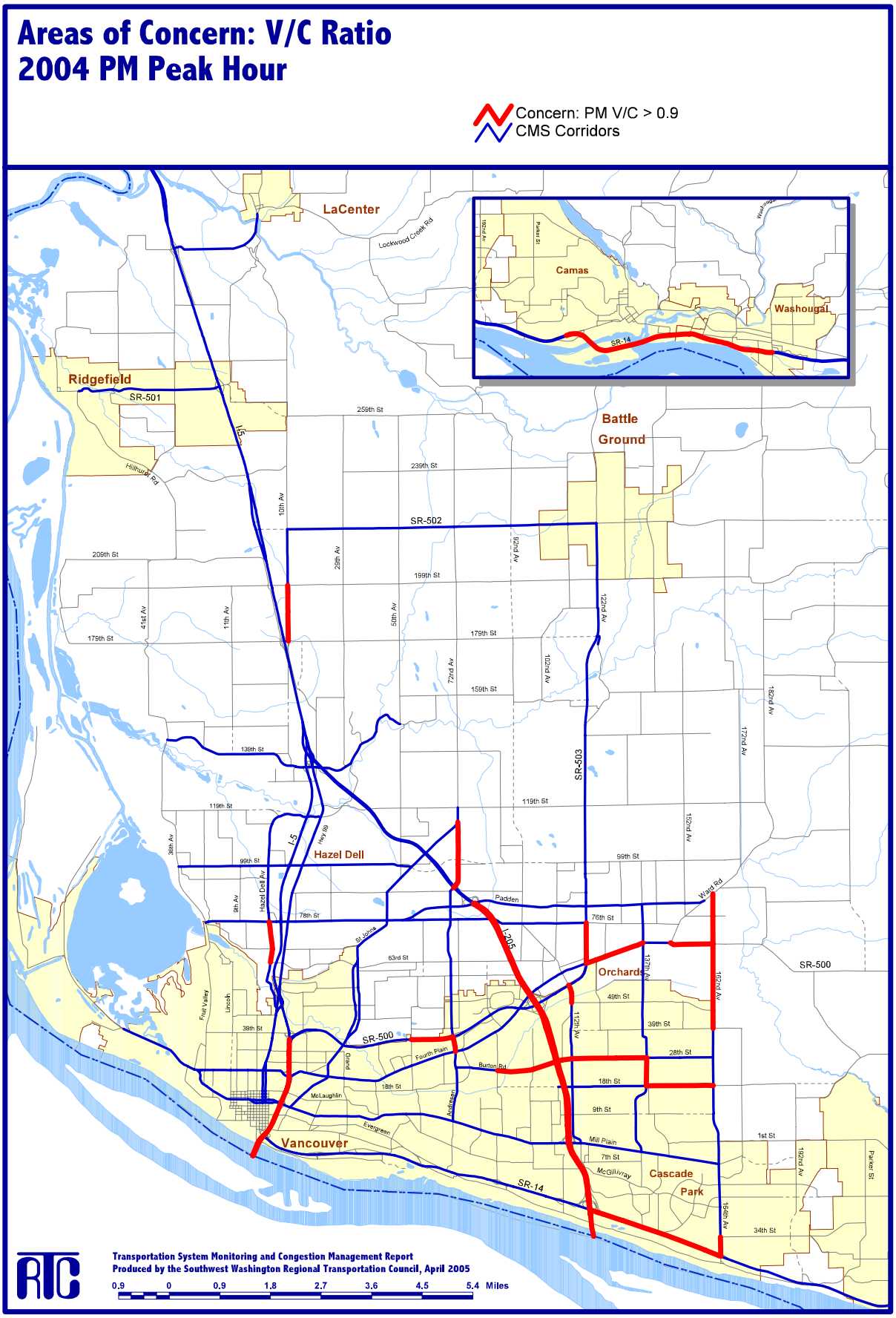
Map 10 – PM Intersection Delay



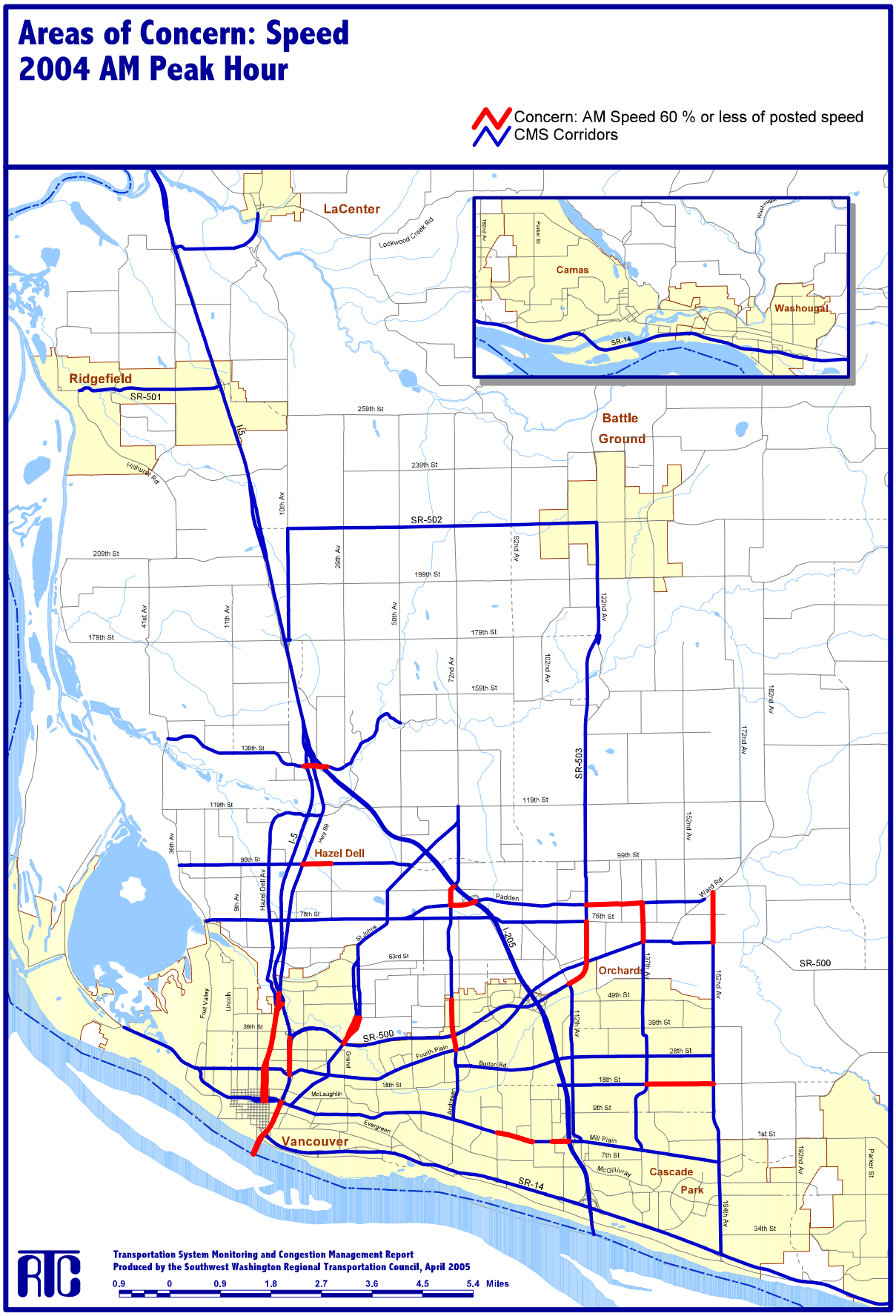
Map 11 – AM Areas of Concern: Volume to Capacity Ratio



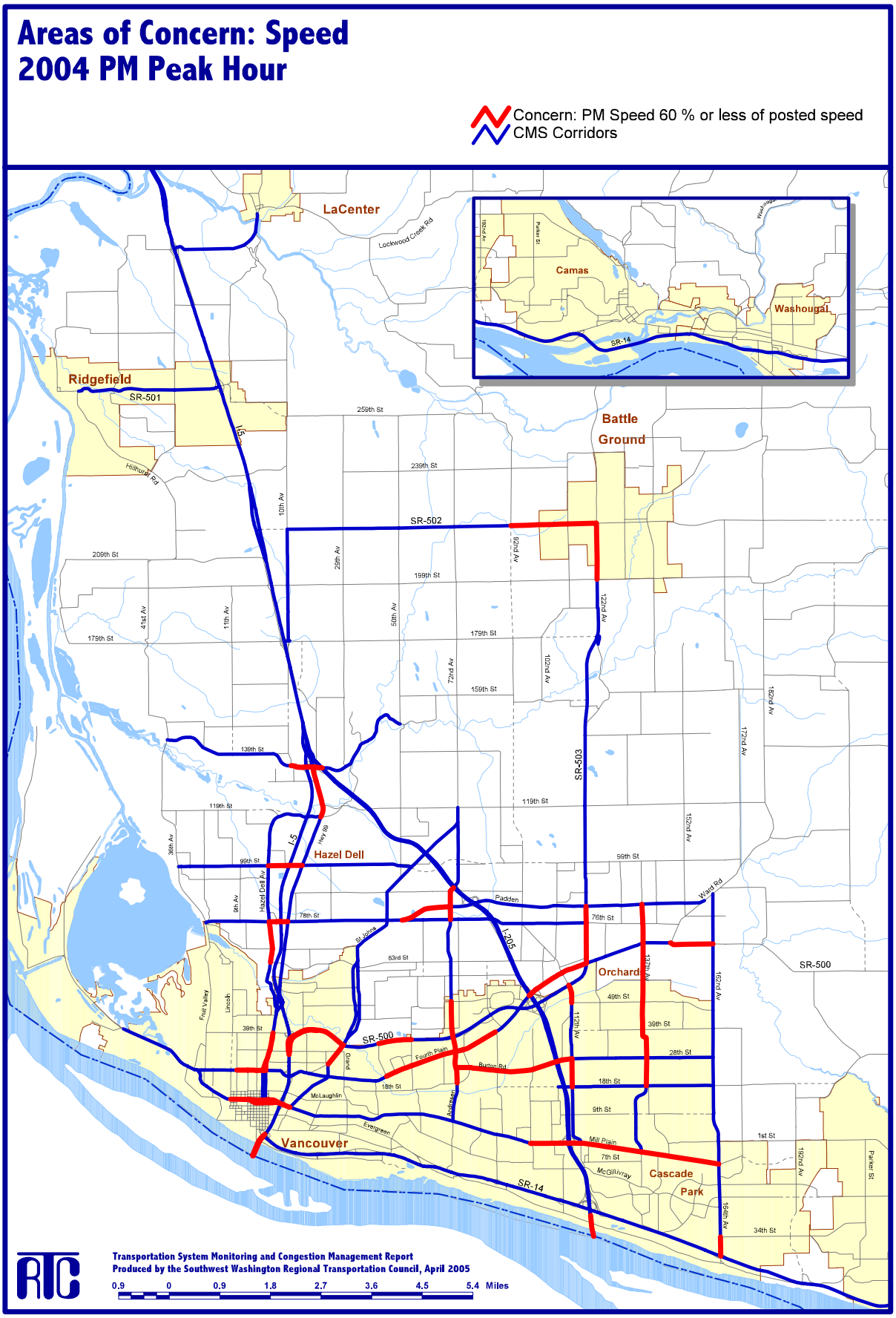
Map 12 – PM Areas of Concern: Volume to Capacity Ratio



Map 13 – AM Areas of Concern: Speed



Map 14 – PM Areas of Concern: Speed



CHAPTER IV.
PERFORMANCE MONITORING AND IMPLEMENTATION

The purpose of the Congestion Management System is to develop a better tool that provides information on the performance of the transportation system and identify strategies to alleviate congestion and enhance mobility.

This report contains the data for the continuing development and updating of information to track the performance of the regional transportation system.

The congestion management database and Report will accomplish several objectives. It will support the local decision-making process, increase public awareness of transportation issues and tradeoffs, improve calibration efforts related to the regional travel forecasting model, and facilitate the means to develop tools for a more comprehensive and innovative analysis of the transportation system.

The subsequent phase of the congestion monitoring development is to: 1) continue the enhanced data collection process, 2) identify additional data collection needs, 3) improve the data collection process, 4) and initiate a more seamless process to update and distribute data.

The congestion management system is intended to be a continuing systematic process that provides information on transportation system performance.

Continued coordination with local jurisdictions and local agencies is another key activity to ensure consistency of data collection, data factoring, and ease of data storage/retrieval. This will also ensure the traffic count and turn movement and other data elements support local and regional transportation planning studies and concurrency management programs.

Congestion monitoring is a key component of the regional transportation planning process. The congestion management system for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The congestion management system element is closely related to the data management and travel forecasting model elements.

Existing data elements will continue to be reviewed. The continued data collection need will be identified. Existing data collection activities in the region will be identified that can provide support for the congestion management system, such as corridor travel times for concurrency and will be utilized for application to the congestion management system. Additional data collection needs will be identified and initiated. These may include filling missing data from previous years, developing a process for ongoing transit ridership and travel time information, adding information on roadway lane density, and vehicle classification counts for the congestion management corridors.

APPENDICES

APPENDIX A.
INDIVIDUAL CORRIDOR DATA

Appendix A considers and displays the transportation data by individual segment along each of the CMS corridors. The detailed data was used to develop the congestion management corridor summaries in the previous chapters and provides a comprehensive set of transportation data for the individual segments and facilities that comprise the corridors.

The purpose of considering transportation data by individual segments is to identify specific locations where congestion is occurring, which may or may not be affecting the operation of the corridor as a whole.

This section contains detailed transportation data for each of the congestion management corridors, for both the AM and PM peak periods. Information by corridor contains an individual data sheet and a schematic map of the corridor.

The detailed transportation data is provided for the following corridors:

I-5

I-205

St. Johns

Andresen Road/72nd Avenue

SR-503

137th Avenue

162nd/164th Avenue

SR-14

Mill Plain Boulevard

Fourth Plain Boulevard

SR-500

78th/Padden Parkway

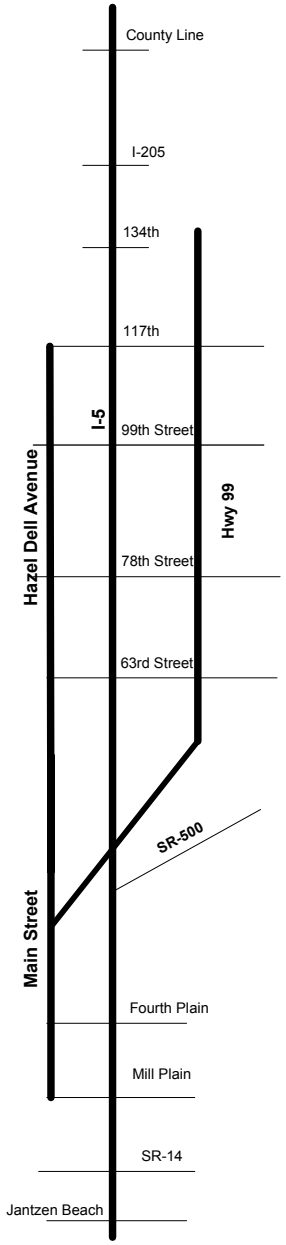
99th Street

28th/18th Streets

134th/139th Streets

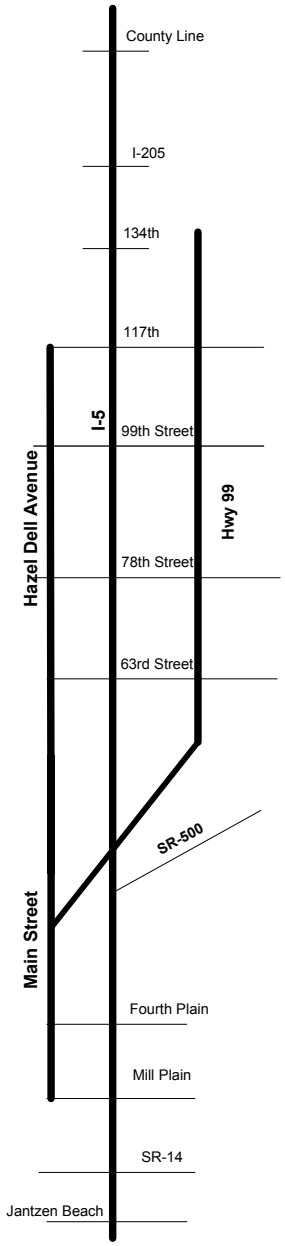
SR-502

SR-501 & La Center Road



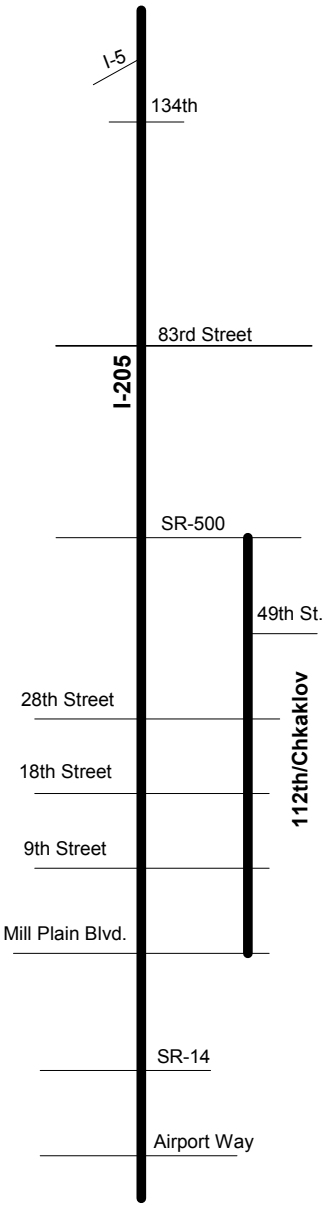
I-5 Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
I-5														
County Line	- 319th St.	3.95	5400	1911	0.35	13%		218	65					
319th St.	- SR 501/Pioneer	2.64	5400	2170	0.40	13%		138	69					
SR 501/Pioneer	- SR 502/179th St.	4.72	5400	2430	0.45	13%	1.12	245	70					
SR 502/179th St.	- I-205	1.54	5400	3430	0.64	13%		91	61					
		12.85		**3430**	**0.45**	**13%**	**1.12**	**691**	**67**					
I-5														
I-205	- 134th St.	0.17	3400	1765	0.52			10	64	134,173				
134th St.	- 99th St.	2.31	3800	3312	0.87	10%		138	61					
99th St.	78th St.	0.98	6000	3802	0.63			57	62					
78th St.	- Main St.	1.22	6000	3856	0.64	6%		74	59		236	470	50.2%	
		4.68		**3856**	**0.75**	**8%**	**1.15**	**278**	**61**	**134,173**	**236**	**470**	**53.33%**	**13.8%**
Hwy 99														
134th St.	- 117th St.	0.92	1700	752	0.44	9%		135	25	71	14	175	8.0%	
117th St.	- 99th St.	0.93	1700	376	0.22	6%		119	28	71	18	175	10.3%	
99th St.	- 78th St.	1.05	1700	496	0.29	6%		121	31	71	28	175	16.0%	
78th St.	- 63rd St.	0.75	1700	495	0.29	6%	1.12	95	28	21,71	80	295	27.1%	
63rd St.	- Ross St.	0.40	1700	741	0.44			38	38	21,71	88	295	29.8%	
		4.05		**752**	**0.35**	**7%**	**1.12**	**508**	**29**	**21,71**	**88**	**295**	**29.8%**	**17.4%**
Hazel Dell														
117th St.	- 99th St.	1.70	800	424	0.53			197	31	6	34	175	19.4%	
99th St.	- 78th St.	1.00	1700	426	0.25			149	24	6	38	175	21.7%	
78th St.	- 63rd St.	0.73	800	496	0.62	3%		87	30	6				
		3.43		**496**	**0.47**	**3%**	**1.11**	**433**	**29**	**6**	**48**	**175**	**27.4%**	**10.9%**
I-5														
Main St.	- 39th St.	0.75	5400	3684	0.68	6%		61	45	134,154,155				
39th St.	- 4th Plain	0.67	5700	5427	0.95	6%	1.24	70	34	134,154,155				
4th Plain	- Mill Plain	0.48	5700	5265	0.92	6%		45	38	134,154,155				
Mill Plain	- SR 14	0.54	5400	5239	0.97	6%		64	30	134,154,155	294	600	49.0%	
SR 14	- Jantzen Beach	1.12	5400	5444	1.01	7%		125	32	105,134,154,155	558	1040	53.7%	
		3.56		**5444**	**0.93**	**6%**	**1.24**	**365**	**35**	**105,134,154,155**	**558**	**1040**	**53.7%**	**28.9%**
Main Street														
Ross St.	- 39th St.	0.84	1700	1503	0.88	3%		166	18	6,21,71,173	146	500	29.2%	
39th St.	- Fourth Plain	0.69	1200	979	0.82			138	18	3,6,21,71,173	169	590	28.6%	
Fourth Plain	- Mill Plain	0.57	800	637	0.80			120	17	3,6,21,71,173	169	590	28.6%	
		2.10		**1503**	**0.85**	**3%**	**1.11**	**424**	**18**	**3, 6,21,71,173**	**169**	**590**	**28.6%**	**24.6%**



I-5 Corridor

PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
I-5														
County Line	- 319th St.	4.25	5400	2498	0.46	16%		223	69					
319th St.	- SR 501/Pioneer	2.59	5400	2833	0.52	13%		143	65					
SR 501/Pioneer	- SR 502/179th St.	4.76	5400	2865	0.53	13%		263	65					
SR 502/179th St.	- I-205	1.66	5400	4140	0.77	13%	1.23	96	62					
		13.26		**4140**	**0.55**	**14%**	**1.23**	**724**	**66**					
I-5														
I-205	- 134th St.	0.60	3400	2250	0.66	9%		32	67					
134th St.	- 99th St.	1.89	3800	2609	0.69	9%	1.17	103	66					
99th St.	78th St.	1.05	6000	3623	0.60	9%		59	64					
78th St.	- Main St.	1.29	6000	4511	0.75	6%		83	56	134,173	144	270	53%	
		4.82		**4511**	**0.69**	**8%**	**1.17**	**277**	**63**	**134,173**	**144**	**270**	**53%**	**7.9%**
Hwy 99														
134th St.	- 117th St.	0.90	1700	978	0.58	2%		177	18	71	13	175	7%	
117th St.	- 99th St.	0.92	1700	759	0.45	2%		103	32	71	13	175	7%	
99th St.	- 78th St.	0.98	1700	1145	0.67	2%		111	32	71	38	175	22%	
78th St.	- 63rd St.	0.81	1700	849	0.50	2%	1.31	97	30	21,71	78	295	26%	
63rd St.	- Ross St.	0.39	1700	993	0.58	2%		56	25	21,71	92	295	31%	
		4.00		**1145**	**0.57**	**2%**	**1.31**	**543**	**27**	**21,71**	**92**	**295**	**31%**	**17.4%**
Hazel Dell														
117th St.	- 99th St.	1.69	800	569	0.71	1%		180	34	6	19	210	9%	
99th St.	- 78th St.	1.00	1700	560	0.33	1%		157	23	6	20	210	10%	
78th St.	- 63rd St.	0.74	800	751	0.94	1%		141	19	6	32	210	15%	
		3.42		**751**	**0.67**	**1%**	**1.24**	**478**	**26**	6	**32**	**210**	**15%**	**13.1%**
I-5														
Main St.	- 39th St.	0.67	5700	4846	0.85	5%		41	59	134,154,155				
39th St.	- 4th Plain	1.19	6300	6281	1.00	4%	1.08	79	54	134,154,155				
4th Plain	- Mill Plain	0.55	5700	5762	1.01	4%		38	52	134,154,155				
Mill Plain	- SR 14	0.09	5400	5390	1.00	6%		9	36	134,154,155	241	680	35%	
SR 14	- Jantzen Beach	0.81	5400	5176	0.96	5%		187	16	105,134,154,155	413	1120	37%	
		3.31		**6281**	**0.96**	**5%**	**1.08**	**355**	**34**	**105,134,154,155**	**413**	**1120**	**37%**	**31.1%**
Main Street														
Ross St.	- 39th St.	0.86	1700	725	0.43	3%		110	28	6,21,71,173	176	535	33%	
39th St.	- Fourth Plain	0.70	1200	687	0.57	2%		160	16	3,6,21,71,173	199	595	33%	
Fourth Plain	- Mill Plain	0.58	800	435	0.54	2%		140	15	3, 6,21,71,173	199	595	33%	
		2.15		**725**	**0.50**	**2%**	**1.24**	**410**	**19**	**3, 6,21,71,173**	**199**	**595**	**33%**	**24.8%**

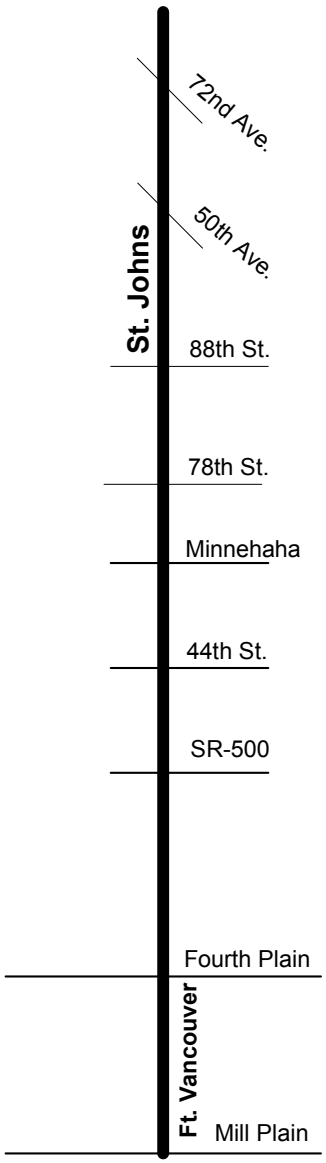


I-205 Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
I-205														
I-5	- 134th St.	0.52	3800	1900	0.50	9%		32	58					
134th St.	- 83rd St.	3.70	3800	2670	0.70	7%		212	63					
83rd St.	- SR 500	1.94	3800	3488	0.92		1.10	116	60					
		6.16		**3488**	**0.77**	**8%**	**1.10**	**361**	**62**					
I-205														
SR 500	- Mill Plain	2.72	5800	5314	0.92			155	63	176	35	200	18%	
Mill Plain	- SR 14	1.06	6400	6099	0.95		1.03	58	66	175,176,177	238	720	33%	
SR 14	- Airport Way	2.58	7400	7454	1.01	4%		161	58	175,176,177	238	720	33%	
		6.37		**7454**	**0.97**	**4%**	**1.03**	**374**	**61**	**175,176,177**	**238**	**720**	**33%**	**20.0%**
112th Ave. NE / Chkalov Drive / Gher Road														
SR 500	- 49th St.	0.32	1600	895	0.56			44	26	12	21	140	15%	
49th St.	- 28th St.	1.00	1600	845	0.53			139	26	12	50	140	36%	
28th St.	- 18th St.	0.51	1600	745	0.47	5%		53	34	12	49	140	35%	
18th St.	- 9th St.	0.50	1600	739	0.46			53	34	12	49	140	35%	
9th St.	- Mill Plain	0.56	1600	852	0.53			91	22	12	43	140	31%	
		2.89		**895**	**0.51**	**5%**	**1.11**	**380**	**27**	**12**	**50**	**140**	**36%**	**8.8%**

I-205 Corridor

PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
I-205														
I-5	- 134th St.	0.79	3800	2146	0.56	10%		42	68					
134th St.	- 83rd St.	3.81	3800	2676	0.70	9%		215	64					
83rd St.	- SR 500	2.47	3800	3647	0.96	9%	1.24	170	52					
		7.06		**3647**	**0.80**	**9%**	**1.24**	**428**	**59**					
I-205														
SR 500	- Mill Plain	2.21	5800	5140	0.89	6%		133	60	176	23	160	14%	
Mill Plain	- SR 14	1.01	6400	6343	0.99	9%	1.04	69	53	175,176,177	205	800	26%	
SR 14	- Airport Way	2.25	7200	7377	1.02	4%		250	32	175,176,177	205	800	26%	
		5.47		**7377**	**0.97**	**6%**	**1.04**	**452**	**44**	**175,176,177**	**205**	**800**	**26%**	**22.2%**
112th Ave. NE / Chkalov Drive / Gher Road														
SR 500	- 49th St.	0.32	1600	1528	0.96	2%		89	13	12	40	140	29%	
49th St.	- 28th St.	1.00	1600	1124	0.70	3%		134	27	12	35	140	25%	
28th St.	- 18th St.	0.49	1600	975	0.61	1%		95	19	12	30	140	21%	
18th St.	- 9th St.	0.50	1600	952	0.60	1%		73	25	12	30	140	21%	
9th St.	- Mill Plain	0.59	1600	920	0.58	2%		75	29	12	29	140	21%	
		2.91		**1528**	**0.69**	**2%**	**1.24**	**466**	**22**	**12**	**40**	**140**	**29%**	**8.8%**

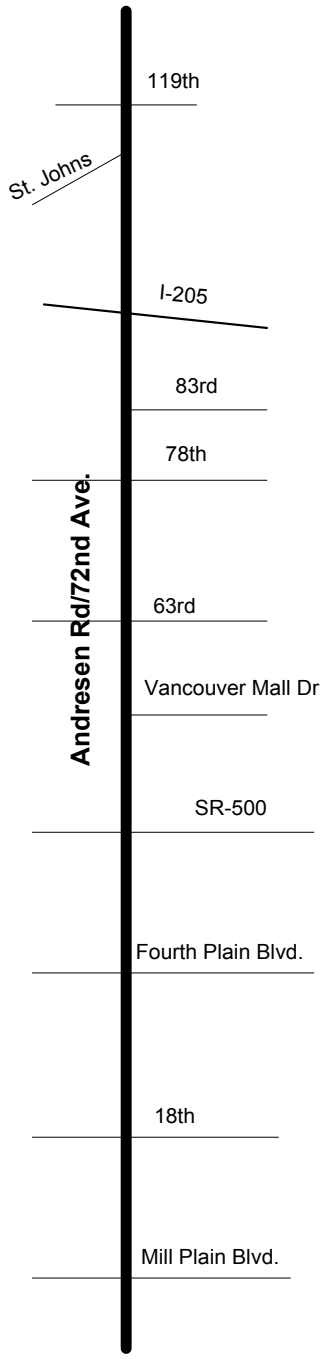


Grand/St. Johns Corridor

AM Peak	Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
	Length	Capacity	AM - Southbound/Westbound										
St. Johns Rd.													
NE 72nd Ave. - 50th Ave.	1.37	800	494	0.62	3%		109	45					
50th Ave. - NE 88th St.	0.38	1800	1088	0.60			48	28	25	18	120	15%	
NE 88th St. - NE 78th St.	0.50	1800	827	0.46	6%		50	36	25	22	120	18%	
NE 78th St. - NE Minnehaha St.	1.07	1800	820	0.46	8%		96	40	25	22	120	18%	
St. Johns Rd./St. James Rd.													
NE Minnehaha St. - NE 44th St.	0.97	1800	786	0.44			111	31	25	43	120	36%	
NE 44th St. - SR 500	0.51	1800	1103	0.61	4%		112	16	25	45	120	38%	
St. Johns Blvd.													
SR-500 - Ft. Vancouver	0.45	800	770	0.96			65	25	25	41	120	34%	
Ft. Vancouver Way													
St. Johns - Fourth Plain	0.24	800	673	0.84			49	17	25	46	120	38%	
Fourth Plain - Mill Plain	0.86	1800	911	0.51			140	22					
	6.34		**1103**	**0.56**	**5%**	**1.11**	**781**	**29**	**25**	**35**	**120**	**29%**	**6.7%**

Grand/St. Johns Corridor

PM Peak	Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
	Length	Capacity	PM - Nouthbound/Eastbound										
St. Johns Rd.													
NE 72nd Ave. - 50th Ave.	1.36	800	575	0.72	4%		118	42					
50th Ave. - NE 88th St.	0.38	1800	961	0.53	3%		34	40	25	7	120	6%	
NE 88th St. - NE 78th St.	0.50	1800	774	0.43	3%		58	31	25	9	120	8%	
NE 78th St. - NE Minnehaha St.	1.07	1800	841	0.47	3%		139	28	25	8	120	7%	
St. Johns Rd./St. James Rd.													
NE Minnehaha St. - NE 44th St.	0.94	1800	947	0.53	3%		126	27	25	9	120	8%	
NE 44th St. - SR 500	0.55	1800	1036	0.58	3%		57	35	25	31	120	26%	
St. Johns Blvd.													
SR-500 - Ft. Vancouver	0.45	800	464	0.58	2%		165	10	25	35	120	29%	
Ft. Vancouver Way													
St. Johns - Fourth Plain	0.22	800	508	0.64	2%		36	22	25	34	120	28%	
Fourth Plain - Mill Plain	0.88	1800	555	0.31	2%		139	23					
	6.35		**1036**	**0.53**	**3%**	**1.24**	**872**	**26**	**25**	**35**	**120**	**29%**	**6.7%**

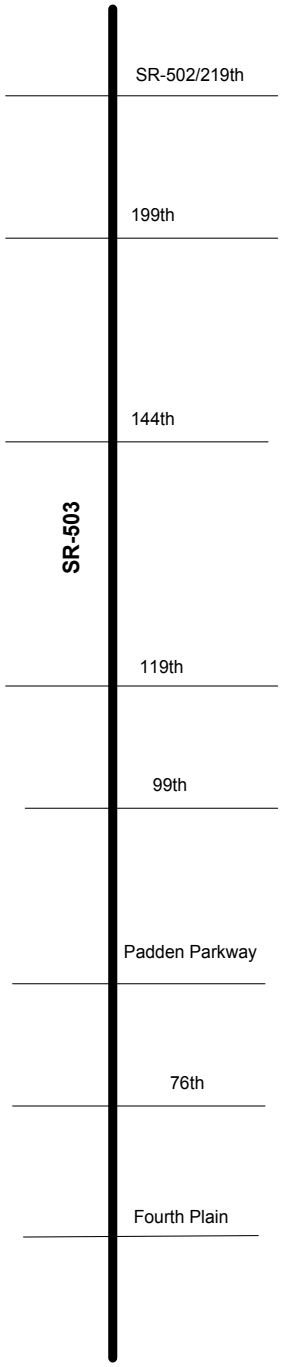


Andresen Rd./72nd Av. Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
Andresen Rd. / N.E. 72nd Avenue.														
119th St.	- St. Johns Rd.	0.30	1800	1062	0.59	4%		34	32					
St. Johns Rd.	- 88th St.	1.16	800	682	0.85	5%		100	42					
88th St.	- Padden Parkway	0.37	1800	1058	0.59			82	16					
Padden Parkway	- 78th St.	0.23	1800	572	0.32			31	27	99	1	120	1%	
78th St.	- 63rd St.	0.77	1800	674	0.37	7%		82	34	7,78,99	32	360	9%	
63rd St.	- Vancouver Mall Dr.	0.71	1800	904	0.50	4%		64	40	7,78,99	32	360	9%	
Vancouver Mall	- SR 500	0.63	1800	1176	0.65			109	21	32	19	140	14%	
		4.17		**1176**	**0.60**	**5%**	**1.11**	**501**	**30**	**7,78,99**	**32**	**360**	**9%**	**20.0%**
Andresen Rd.														
SR 500	- Fourth Plain Blvd.	0.26	1800	1204	0.67	4%		50	19	32	18	140	13%	
Fourth Plain Blvd.	- 18th St.	0.56	1800	858	0.48	5%		64	32	32	26	140	19%	
18th St.	- Mill Plain Blvd.	0.68	1800	804	0.45			72	34	32	46	140	33%	
		1.51		**1204**	**0.51**	**5%**	**1.11**	**185**	**29**	**32**	**46**	**140**	**33%**	**7.8%**

Andresen Rd./72nd Av. Corridor

PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
Andresen Rd. / N.E. 72nd Avenue.														
119th St.	- St. Johns Rd.	0.28	1800	1473	0.82	4%		31	33	n/a				
St. Johns Rd.	- 88th St.	1.24	800	853	1.07	3%		117	38	n/a				
88th St.	- Padden Parkway	0.28	1800	1335	0.74	3%		89	11	n/a				
Padden Parkway	- 78th St.	0.23	1800	813	0.45	3%		67	13	99	17	120	14%	
78th St.	- 63rd St.	0.77	1800	908	0.50	3%		103	27	7,78,99	67	360	19%	
63rd St.	- Vancouver Mall Dr.	0.71	1800	1166	0.65	3%		89	29	7,78,99	66	360	18%	
Vancouver Mall	- SR 500	0.64	1800	1496	0.83	3%		105	22	32	26	360	7%	
		4.15		**1496**	**0.78**	**3%**	**1.24**	**601**	**25**	**7,78,99**	**67**	**360**	**19%**	**20.0%**
Andresen Rd.														
SR 500	- Fourth Plain Blvd.	0.25	1800	1652	0.92	3%		43	21	32	29	140	21%	
Fourth Plain Blvd.	- 18th St.	0.56	1800	1162	0.65	2%		138	15	32	31	140	22%	
18th St.	- Mill Plain Blvd.	0.70	1800	1038	0.58	2%		82	31	32	33	140	24%	
		1.51		**1652**	**0.68**	**2%**	**1.24**	**263**	**21**	**32**	**33**	**140**	**24%**	**7.8%**

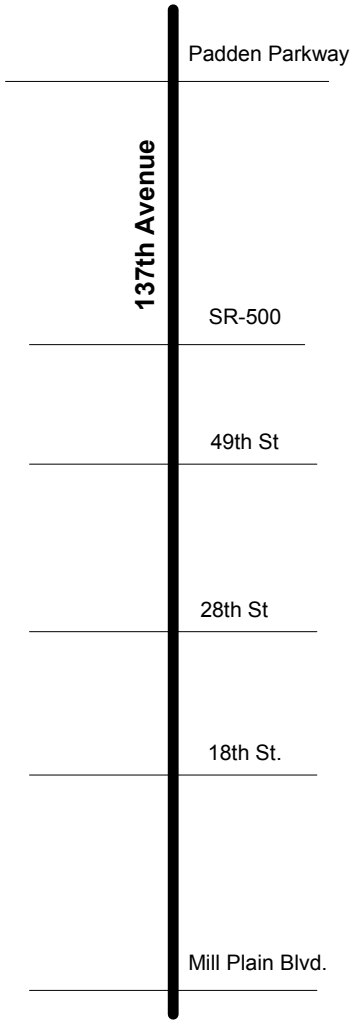


SR-503 Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
SR 503														
119th St.	- 99th St.	1.01	1800	1409	0.78	5%		95	38	7	21	90	23%	
99th St.	- Padden Parkway	0.78	1800	1478	0.82			93	30	7	21	90	23%	
Padden Parkway	- 76th St.	0.30	1800	1248	0.69	7%		30	35	7	21	90	23%	
76th St.	- Fourth Plain/SR 500	0.72	1800	1349	0.75		1.09	123	21	31	13	90	14%	
		2.80		**1478**	**0.78**	**6%**	**1.09**	**341**	**30**	**7**	**21**	**90**	**23%**	**5.0%**
SR 503														
SR-502	- 199th St.	1.01	1800	929	0.52	5%		74	49	7	22	90	24%	
199th St.	- 149th St.	2.56	1800	1173	0.65		1.11	181	51	7	22	90	24%	
149th St.	- 119th St.	1.51	1800	1331	0.74	3%		139	39	7	23	90	26%	
		5.08		**1331**	**0.66**	**4%**	**1.11**	**393**	**46**	**7**	**23**	**90**	**26%**	**5.0%**

SR-503 Corridor

PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
SR 503														
119th St.	- 99th St.	0.98	1800	1151	0.64	4%		81	44	7	31	90	34%	
99th St.	- Padden Parkway	0.79	1800	1488	0.83	3%		77	37	7	32	90	36%	
Padden Parkway	- 76th St.	0.30	1800	1425	0.79	2%		64	17	7	27	90	30%	
76th St.	- Fourth Plain/SR 500	0.73	1800	1844	1.02	2%	1.26	154	17	31				
		2.80		**1844**	**0.84**	**3%**	**1.26**	**375**	**27**	**7**	**32**	**90**	**36%**	**5.0%**
SR 503														
SR-502	- 199th St.	0.98	1800	963	0.54	4%		166	21	7	28	90	31%	
199th St.	- 149th St.	2.56	1800	1253	0.70	4%	1.23	209	44	7	28	90	31%	
149th St.	- 119th St.	1.52	1800	1474	0.82	4%		122	45	7	30	90	33%	
		5.06		**1474**	**0.72**	**4%**	**1.23**	**496**	**37**	**7**	**30**	**90**	**33%**	**5.0%**

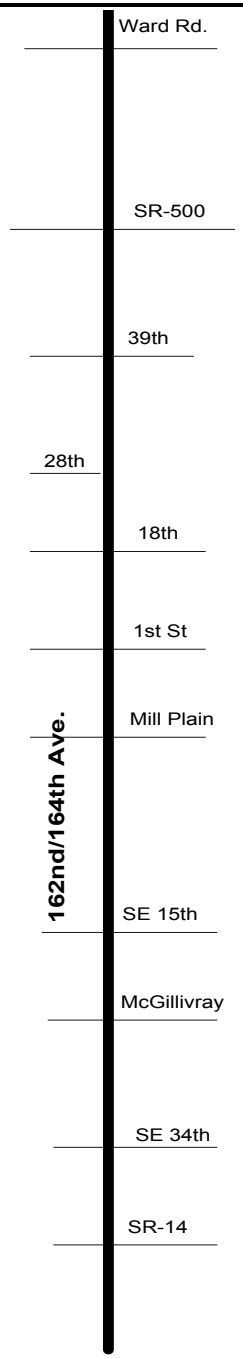


136/137/138th Avenue Corridor

AM Peak	Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
	Length	Capacity	AM - Southbound/Westbound										
136/137/138th Ave.													
Padden Parkway - SR-500	0.71	800	541	0.68			131	20					
SR-500 - 49th St.	1.05	800	424	0.53			112	34					
49th St. - 28th St.	1.00	800	441	0.55			137	26					
28th St. - 18th St.	0.51	800	847	1.06	4%		87	21					
18th St. - Mill Plain	1.28	1800	733	0.41			177	26					
	4.55		**847**	**0.60**	**4%**	**1.11**	**643**	**26**					

136/137/138th Avenue Corridor

PM Peak	Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
	Length	Capacity	PM - Nouthbound/Eastbound										
136/137/138th Ave.													
Padden Parkway - SR-500	0.72	800	612	0.77	3%		122	21					
SR-500 - 49th St.	1.06	800	538	0.67	2%		162	23					
49th St. - 28th St.	1.02	800	597	0.75	5%		182	20					
28th St. - 18th St.	0.49	800	760	0.95	2%		102	17					
18th St. - Mill Plain	1.30	1800	956	0.53	2%		183	26					
	4.59		**956**	**0.68**	**3%**	**1.23**	**750**	**22**					



162nd/164th Avenue Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
162nd/164th Ave.														
Ward Rd.	- SR 500	0.88	800	560	0.70			149	21					
SR 500	- 39th St.	1.51	1000	791	0.79			132	41					
39th St.	- 28th St.	0.51	1800	784	0.44			43	42	18	7	90	8%	
28th St.	- 18th St.	0.47	1800	1007	0.56	8%		42	41	18	7	90	8%	
18th St.	- 1st St.	1.03	1800	1070	0.59	6%		103	36	18	7	90	8%	
1st St.	- Mill Plain	0.39	1800	1143	0.64	5%		42	33	18				
		4.78		**1143**	**0.65**	**6%**	**1.11**	**512**	**34**	**18**	**7**	**90**	**8%**	**5.0%**
162nd/164th Ave.														
Mill Plain	- 15th St.	0.37	2400	1144	0.48	5%		39	35	41	18	120	15%	
15th St.	- McGillvray	0.41	2400	974	0.41	6%	1.10	39	38	41	20	120	17%	
McGillvray	- 34th St.	0.52	2400	1222	0.51	4%		58	32	41	19	120	16%	
34th St.	- SR 14	0.35	2400	2325	0.97	3%		36	35	41	19	120	16%	
		1.65		**2325**	**0.65**	**5%**	**1.10**	**171**	**35**	**41**	**20**	**120**	**17%**	**7.1%**

162nd/164th Avenue Corridor

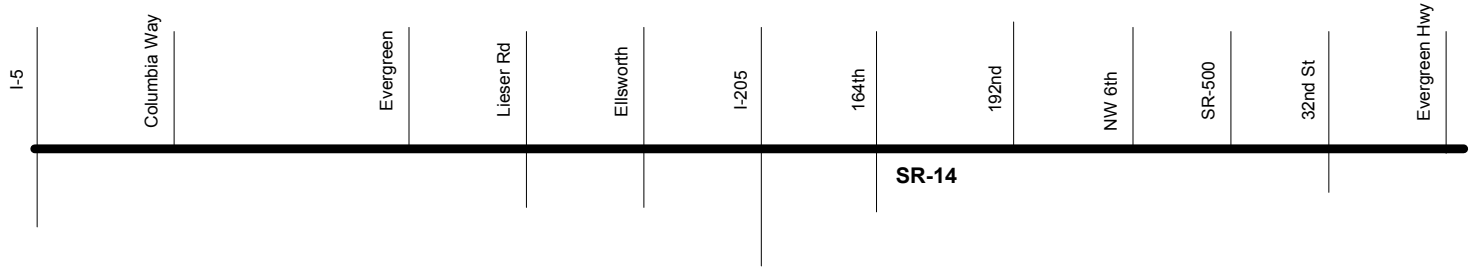
PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
162nd/164th Ave.														
Ward Rd.	- SR 500	0.87	800	880	1.10	3%		94	33	n/a				
SR 500	- 39th St.	1.51	1000	1099	1.10	2%		192	28	n/a				
39th St.	- 28th St.	0.50	1800	1120	0.62	2%		62	30	18	10	100	10%	
28th St.	- 18th St.	0.50	1800	1417	0.79	3%		47	38	18	9	100	9%	
18th St.	- 1st St.	1.02	1800	1201	0.67	3%		98	37	18	8	100	8%	
1st St.	- Mill Plain	0.38	1800	1346	0.75	2%		39	35	18	3	100	3%	
		4.78		**1417**	**0.88**	**3%**	**1.24**	**532**	**32**	**18**	**10**	**100**	**10%**	**5.6%**
162nd/164th Ave.														
Mill Plain	- 15th St.	0.37	2400	1488	0.62	2%		38	35	18,41	32	220	15%	
15th St.	- McGillvray	0.40	2400	1203	0.50	3%	1.23	51	28	18,41	32	220	15%	
McGillvray	- 34th St.	0.53	2400	1658	0.69	2%		63	30	18,41	32	220	15%	
34th St.	- SR 14	0.35	2400	2248	0.94	2%		133	9	41	29	120	24%	
		1.64		**2248**	**0.71**	**2%**	**1.23**	**285**	**21**	**18,41**	**32**	**220**	**15%**	**12.9%**

SR-14 Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
SR 14														
I-5	- Columbia Way	1.58	3600	2111	0.59	4%		97	59	114	16	40	40%	
Columbia Way	- Evergreen Blvd.	1.36	3600	2951	0.82		1.03	83	59	114	16	40	40%	
Evergreen Blvd.	- Lieser Rd.	0.39	3600	2899	0.81			24	58	114	16	40	40%	
Lieser Rd.	- Ellsworth Rd.	1.18	3600	2955	0.82			73	58	114	16	40	40%	
Ellsworth Rd.	- I-205	1.34	3600	2676	0.74	4%		78	62	114	16	40	40%	
		5.86		**2955**	**0.75**	**4%**	**1.03**	**355**	**59**	**114**	**16**	**40**	**40%**	**1.2%**
SR 14														
I-205	- 164th Ave.	2.23	3600	3710	1.03	4%	1.04	163	49	114	16	40	40%	
		2.23		**3710**	**1.03**	**4%**	**1.04**	**163**	**49**	**114**	**16**	**40**	**40%**	**1.2%**
SR 14														
164th Ave.	- 6th Ave. NW	3.72	3600	2344	0.65			207	65	41,114	36	160	23%	
6th Ave. NW	- SR 500	2.23	1200	1014	0.85	8%		149	54					
SR 500	- 32nd St.	2.42	1200	987	0.82	4%		203	43					
32nd St.	- Evergreen Hwy.	1.85	1200	255	0.21	10%		117	57					
		10.22		**2344**	**0.70**	**7%**	**1.10**	**676**	**54**	**41,114**	**36**	**160**	**23%**	**4.7%**

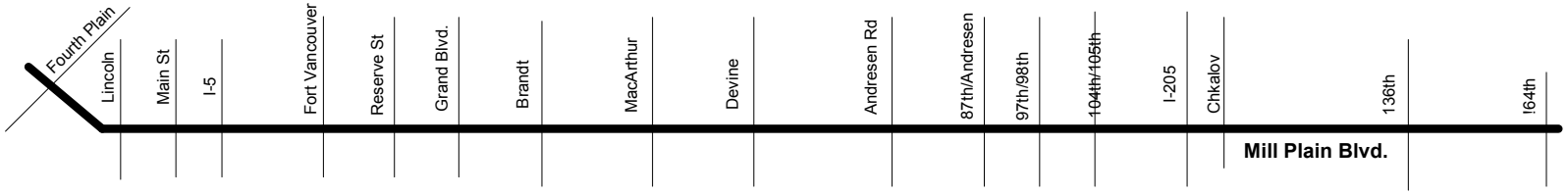
SR-14 Corridor

PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
SR 14														
I-5	- Columbia Way	1.08	3600	3056	0.85	4%		67	58	114	15	40	38%	
Columbia Way	- Evergreen Blvd.	1.92	3600	2897	0.80	4%		111	62	114	15	40	38%	
Evergreen Blvd.	- Lieser Rd.	1.35	3600	3043	0.85	4%		90	54	114	15	40	38%	
Lieser Rd.	- Ellsworth Rd.	1.23	3600	2966	0.82	4%		82	54	114	15	40	38%	
Ellsworth Rd.	- I-205	0.47	3600	2628	0.73	3%		31	55	114	15	40	38%	
		6.06		**3056**	**0.82**	**4%**	**1.03**	**382**	**57**	**114**	**15**	**40**	**38%**	**1.2%**
SR 14														
I-205	- 164th Ave.	2.43	3600	3760	1.04	3%	1.11	158	55	114	15	40	38%	
		2.43		**3760**	**1.04**	**3%**	**1.11**	**158**	**55**	**114**	**15**	**40**	**38%**	**1.2%**
SR 14														
164th Ave.	- 6th Ave. NW	3.79	3600	2257	0.63	5%		211	65	41,114	42	160	26%	
6th Ave. NW	- SR 500	2.51	1200	1269	1.06	8%		155	58					
SR 500	- 32nd St.	2.43	1200	1189	0.99	5%		184	47					
32nd St.	- Evergreen Hwy.	1.80	1000	290	0.29	10%		107	61					
		10.53		**2257**	**0.78**	**7%**	**1.04**	**657**	**58**	**41,114**	**42**	**160**	**26%**	**4.7%**



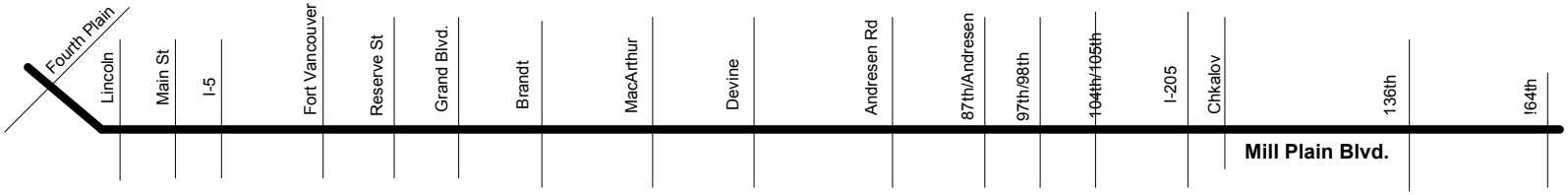
Mill Plain Blvd. Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
Mill Plain/SR 501														
I-5	- Main St.	0.34	2400	1470	0.61	9%		46	27					
Main St.	- Lincoln	0.58	1700	1016	0.60	16%		77	27					
Lincoln	- Fourth Plain	0.81	1800	287	0.16	26%	1.11	76	39					
		1.73		**1470**	**0.53**	**17%**	**1.11**	**199**	**31**					
Mill Plain														
I-5	- Ft. Vancouver	0.17	1800	720	0.40	2%		19	33	37	54	240	23%	
Ft. Vancouver	- Reserve St.	0.46	1800	623	0.35	3%		76	22	37,38	115	380	30%	
Reserve St.	- Grand Blvd.	0.58	1800	585	0.33	1%		58	36	37,38	125	380	33%	
Grand Blvd.	- Brandt Rd.	0.57	1800	516	0.29	6%		57	36	37,38	118	380	31%	
Brandt Rd.	- MacArthur Blvd.	0.51	1800	527	0.29	3%		52	36	37,38	115	380	30%	
MacArthur Blvd.	- Devine Rd.	0.25	1800	666	0.37	4%		26	34	37	66	240	28%	
Devine Rd.	- Andresen Rd.	0.60	1800	776	0.43	3%	1.17	65	33	37	73	240	30%	
Andresen Rd.	- 87th/Leiser Rd.	0.81	1800	676	0.38	3%		108	27	37	69	240	29%	
87th/Leiser Rd.	- 97/98th Ave.	0.63	1800	877	0.49	3%		115	20	37	38	240	16%	
97/98th Ave.	- 104/105th Ave.	0.37	1800	767	0.43	3%		43	31	37	34	240	14%	
104/105th Ave.	- I-205	0.29	1800	970	0.54	3%		72	14	37	27	240	11%	
		5.24		**970**	**0.40**	**3%**	**1.17**	**690**	**27**	**37,38**	**125**	**380**	**33%**	**21.1%**
Mill Plain														
I-205	- Chkalov Drive	0.21	3000	2230	0.74			29	26	37,175	52	440	12%	
Chkalov Drive	136th Ave.	1.09	2400	1214	0.51		1.13	142	27	37,175	48	440	11%	
136th Ave.	- 164th Ave.	1.40	2400	1636	0.68	5%		168	30	41	19	120	16%	
		2.69		**2230**	**0.63**	**5%**	**1.13**	**339**	**29**	**37,175**	**52**	**440**	**12%**	**27.5%**

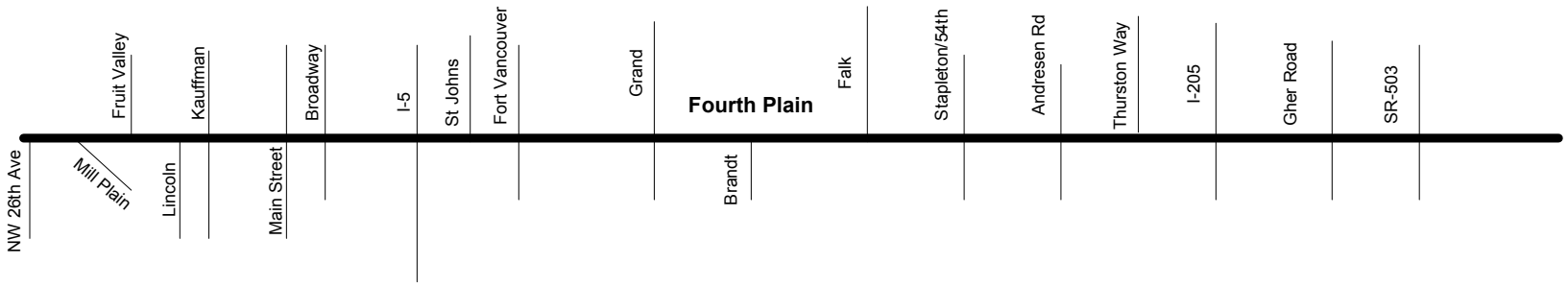


Mill Plain Blvd. Corridor

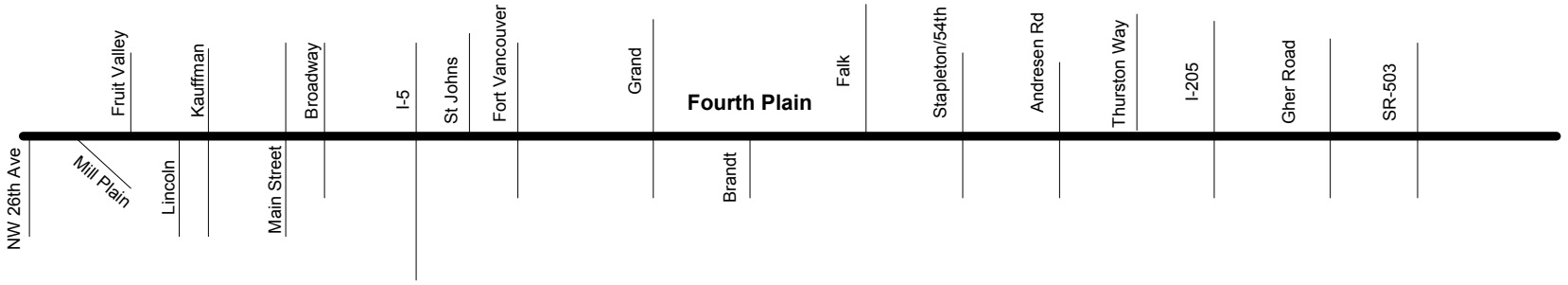
PM Peak			Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
			Length	Capacity	PM - Nouthbound/Eastbound										
Mill Plain/SR 501															
I-5	-	Main St.	0.33	2400	1820	0.76	3%		71	17					
Main St.	-	Lincoln	0.58	1700	1040	0.61	5%		124	17					
Lincoln	-	Fourth Plain	0.84	1800	287	0.16	13%	1.17	74	41					
			1.75		**1820**	**0.60**	**7%**	**1.17**	**269**	**23**					
Mill Plain															
I-5	-	Ft. Vancouver	0.16	1800	1103	0.61	1%		37	16	37	108	240	45%	
Ft. Vancouver	-	Reserve St.	0.46	1800	828	0.46	2%		58	29	37,38	151	380	40%	
Reserve St.	-	Grand Blvd.	0.58	1800	757	0.42	1%		85	25	37,38	142	380	37%	
Grand Blvd.	-	Brandt Rd.	0.58	1800	702	0.39	2%		59	35	37,38	137	380	36%	
Brandt Rd.	-	MacArthur Blvd.	0.50	1800	828	0.46	2%		48	38	37,38	137	380	36%	
MacArthur Blvd.	-	Devine Rd.	0.25	1800	989	0.55	1%		35	26	37	102	240	43%	
Devine Rd.	-	Andresen Rd.	0.58	1800	965	0.54	1%	1.34	79	26	37	100	240	42%	
Andresen Rd.	-	87th/Leiser Rd.	0.92	1800	1133	0.63	1%		135	25	37	86	240	36%	
87th/Leiser Rd.	-	97/98th Ave.	0.54	1800	1277	0.71	1%		84	23	37	69	240	29%	
97/98th Ave.	-	104/105th Ave.	0.40	1800	1216	0.68	1%		88	17	37	54	240	23%	
104/105th Ave.	-	I-205	0.26	1800	1458	0.81	1%		69	14	37	58	240	24%	
			5.24		**1458**	**0.58**	**1%**	**1.34**	**775**	**24**	**37,38**	**151**	**380**	**40%**	**21.1%**
Mill Plain															
I-205	-	Chkalov Drive	0.20	3000	2637	0.88	1%		85	9	37,175	80	440	18%	
Chkalov Drive		136th Ave.	1.07	2400	1958	0.82	2%	1.25	208	19	37,175	69	440	16%	
136th Ave.	-	164th Ave.	1.38	2400	1889	0.79	2%		218	23	41	35	120	29%	
			2.66		**2637**	**0.81**	**2%**	**1.25**	**511**	**19**	**37,175**	**80**	**440**	**18%**	**27.5%**



Fourth Plain Blvd. Corridor														
AM Peak		**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
		Length	**Capacity**	**AM - Southbound/Westbound**										
Fourth Plain														
I-5	- Main St.	0.45	1000	495	0.50	9%		87	19					
Main St.	- Kaufman	0.47	1000	381	0.38	13%		73	23					
Kaufman	- Fruit Valley Rd.	0.56	1000	432	0.43	15%	1.09	61	33	1	17	105	16%	
Fruit Valley Rd.	- Mill Plain	0.13	1000	553	0.55	10%	1.03	52	9					
Mill Plain	- NW 26th St.	0.46	1000	436	0.44	36%								
		2.07		**553**	**0.45**	**17%**	**1.06**	**273**	**21**	**1**	**17**	**105**	**16%**	**6.2%**
Fourth Plain														
I-5	- St. Johns Blvd.	0.44	1700	456	0.27			61	26	4	148	320	46%	
St. Johns Blvd.	- Ft. Vancouver	0.33	1700	394	0.23			34	35	4	142	320	44%	
Ft. Vancouver	- Grand Blvd.	0.29	1700	453	0.27	4%		38	28	4	145	320	45%	
Grand Blvd.	- Brandt Rd.	0.57	1700	542	0.32			78	27	4	142	320	44%	
Brandt Rd.	- Falk Rd.	0.21	1700	476	0.28			24	32	4	132	320	41%	
Falk Rd.	- Stapleton Rd.	0.49	1700	447	0.26			58	30	4	104	320	33%	
Stapleton Rd.	- Andresen Rd.	0.82	1700	704	0.41		1.14	119	25	4	91	320	28%	
		3.16		**704**	**0.33**	**4%**	**1.14**	**412**	**28**	**4**	**148**	**320**	**46%**	**18.8%**
Fourth Plain														
Andresen Rd.	- Thurston Way	0.92	1800	589	0.33	5%		113	29	4	72	320	23%	
Thurston Way	- Van Mall Dr.	0.60	1800	553	0.31	4%		64	34	31	16	90	18%	
Van Mall Dr.	- Gher Rd.	0.87	1800	450	0.25	4%		102	31	31	20	90	22%	
Gher Rd.	- SR 503	0.46	1800	1259	0.70			68	24	31	17	90	19%	
		2.85		**1259**	**0.42**	**4%**	**1.11**	**347**	**30**	**4**	**72**	**320**	**23%**	**17.8%**



Fourth Plain Blvd. Corridor														
PM Peak		**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
		Length	**Capacity**	**PM - Nouthbound/Eastbound**										
Fourth Plain														
I-5	- Main St.	0.45	1000	733	0.73	4%		61	26					
Main St.	- Kaufman	0.51	1000	545	0.55	5%		90	21					
Kaufman	- Fruit Valley Rd.	0.57	1000	565	0.57	5%	1.22	72	28	1	14	140	10%	
Fruit Valley Rd.	- Mill Plain	0.13	1000	480	0.48	5%		25	18					
Mill Plain	- NW 26th St.	0.47	1000	389	0.39	7%	1.18	67	25					
		2.12		**733**	**0.58**	**5%**	**1.20**	**316**	**24**	**1**	**14**	**140**	**10%**	**8.2%**
Fourth Plain														
I-5	- St. Johns Blvd.	0.39	1700	760	0.45	2%		61	23	4	179	320	56%	
St. Johns Blvd.	- Ft. Vancouver	0.32	1700	701	0.41	2%		45	25	4	187	320	58%	
Ft. Vancouver	- Grand Blvd.	0.30	1700	869	0.51	2%		54	20	4	190	320	59%	
Grand Blvd.	- Brandt Rd.	0.57	1700	875	0.51	2%		70	30	4	179	320	56%	
Brandt Rd.	- Falk Rd.	0.22	1700	977	0.57	2%		23	34	4	178	320	56%	
Falk Rd.	- Stapleton Rd.	0.49	1700	947	0.56	2%		94	19	4	151	320	47%	
Stapleton Rd.	- Andresen Rd.	0.80	1700	1181	0.69	2%	1.32	143	20	4	138	320	43%	
		3.09		**1181**	**0.57**	**2%**	**1.32**	**489**	**23**	**4**	**190**	**320**	**59%**	**18.8%**
Fourth Plain														
Andresen Rd.	- Thurston Way	0.94	1800	1147	0.64	2%		181	19	4	108	320	34%	
Thurston Way	- Van Mall Dr.	0.76	1800	1182	0.66	2%		89	31	31	48	120	40%	
Van Mall Dr.	- Gher Rd.	0.69	1800	956	0.53	2%		141	18	31	42	120	35%	
Gher Rd.	- SR 503	0.44	1800	1450	0.81	2%		118	14	31	34	120	28%	
		2.84		**1450**	**0.65**	**2%**	**1.24**	**529**	**19**	**4**	**108**	**320**	**34%**	**17.8%**

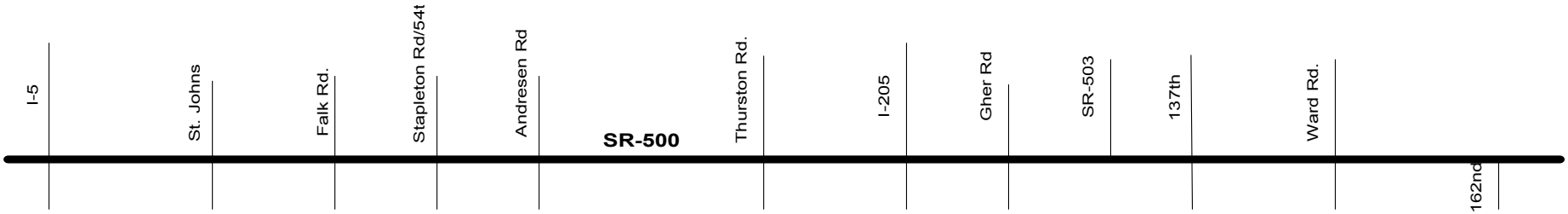


SR-500 Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
SR 500														
I-5	- St. Johns/Grand	0.46	2400	1863	0.78	5%		34	49					
St. Johns/Grand	- Falk Rd.	0.64	2400	1763	0.73	4%		64	36					
Falk Rd.	- Stapleton Rd./54th	0.59	2400	1944	0.81			51	42					
Stapleton Rd./54th	- Andresen Rd.	0.35	2400	1968	0.82		1.14	29	44					
		2.05		**1968**	**0.78**	**5%**	**1.14**	**177**	**42**					
SR 500														
Andresen Rd.	- Thurston Way	0.69	3600	1897	0.53			44	56	190				
Thurston Way	- I-205	0.69	3600	2414	0.67	3%		43	58	12	22	140	15.7%	
I-205	- Gher Rd.	0.67	3600	3140	0.87	5%		49	49	12	20	140	14.3%	
Gher Rd.	- SR 503	0.54	3000	1853	0.62			83	23					
		2.59		**3140**	**0.70**	**4%**	**1.11**	**219**	**43**	**12**	**22**	**140**	**15.7%**	**4.7%**
SR 500														
SR 503	- 137th Ave.	1.56	1800	1477	0.82			183	31	31				
137th Ave.	- Ward Rd.	0.56	1800	1197	0.67			49	40	31				
Ward Rd.	- 162nd Ave.	0.20	1000	719	0.72	3%		20	35					
		2.31		**1477**	**0.78**	**3%**	**1.11**	**253**	**33**	**31**				

SR-500 Corridor

PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
SR 500														
I-5	- St. Johns/Grand	1.27	2400	1805	0.75	4%		163	28	190,191	16	80	20%	
St. Johns/Grand	- Falk Rd.	0.66	2400	1902	0.79	3%		58	41		16	80	20%	
Falk Rd.	- Stapleton Rd./54th	0.58	2400	2112	0.88	2%		83	25		16	80	20%	
Stapleton Rd./54th	- Andresen Rd.	0.73	2400	2149	0.90	2%	1.21	62	42		16	80	20%	
		3.25		**2149**	**0.82**	**3%**	**1.21**	**366**	**32**	**190,191**	**16**	**80**	**20%**	**3.3%**
SR 500														
Andresen Rd.	- Thurston Way	0.78	3600	2214	0.62	2%		46	61	190,191	16	80	20%	
Thurston Way	- I-205	0.86	3600	3004	0.83	2%		51	61	12	57	140	41%	
I-205	- Gher Rd.	0.66	3600	3172	0.88	5%		189	13	12	57	140	41%	
Gher Rd.	- SR 503	0.52	3000	2008	0.67	3%		78	24					
		2.83		**3172**	**0.77**	**3%**	**1.24**	**364**	**28**	**12**	**57**	**140**	**41%**	**4.7%**
SR 500														
SR 503	- 137th Ave.	1.08	1800	1806	1.00	3%		148	26	31	34	120	28%	
137th Ave.	- Ward Rd.	0.50	1800	1384	0.77	2%		48	38	31	29	120	24%	
Ward Rd.	- 162nd Ave.	0.73	1000	962	0.96	2%		117	23					
		2.31		**1806**	**0.95**	**2%**	**1.24**	**313**	**27**	**31**	**34**	**120**	**28%**	**6.7%**

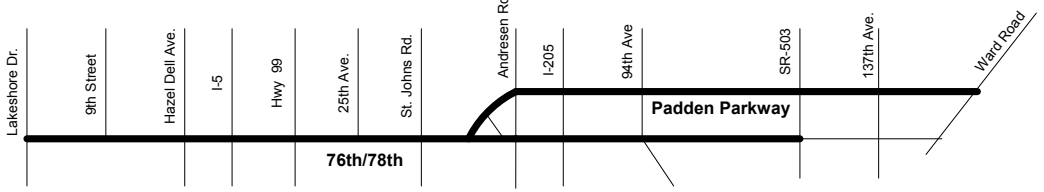


78th/76th/Padden Parkway Corridor

AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
78th St./76th St.														
Lake Shore Av.	- NW 9th Av.	0.59	1800	494	0.27	7%		68	31					
NW 9th Av.	- Hazel Dell Av.	0.52	1800	723	0.40	7%		52	36	78	12	150	8%	
Hazel Dell Av.	- I-5	0.21	1800	899	0.50	7%		25	30	78	12	150	8%	
I-5	- Hwy 99	0.12	1800	692	0.38	7%		17	26	78	12	150	8%	
Hwy 99	- 25th Ave.	0.77	1800	463	0.26	8%		95	29	78	13	150	9%	
25th Ave.	- St. Johns Rd.	1.00	1800	715	0.40	7%		81	45	78	11	150	7%	
St. Johns Rd.	- 78th St.	0.45	1800	812	0.45	7%		54	30	78	11	150	7%	
78th St.	- Andresen Rd.	0.73	800	361	0.45	6%		98	27					
Andresen Rd.	- Covington/94th	1.29	800	343	0.43	5%		161	29	7	22	90	24%	
Covington/94th	SR-503 (117th)	1.14	800	460	0.58	5%		130	32	7	22	90	24%	
		6.83		**899**	**0.42**	**7%**	**1.11**	**781**	**31**	**7**	**22**	**90**	**24%**	**5.6%**
Padden Parkway														
78th St.	- Andresen Rd.	0.72	2400	665	0.28			55	47					
Andresen Rd.	- I-205	0.41	2400	1289	0.54			78	19					
I-205	- 94th Av.	0.89	2400	1730	0.72	3%		68	47					
94th Av.	- SR 503 (117th)	1.14	2400	1532	0.64			93	44					
SR-503	- 137th Av.	1.00	2400	811	0.34			125	29					
137th Av.	- Ward Rd.	0.99	1200	655	0.55			91	39					
		4.42		**1730**	**0.59**	**3%**	**1.11**	**455**	**35**					

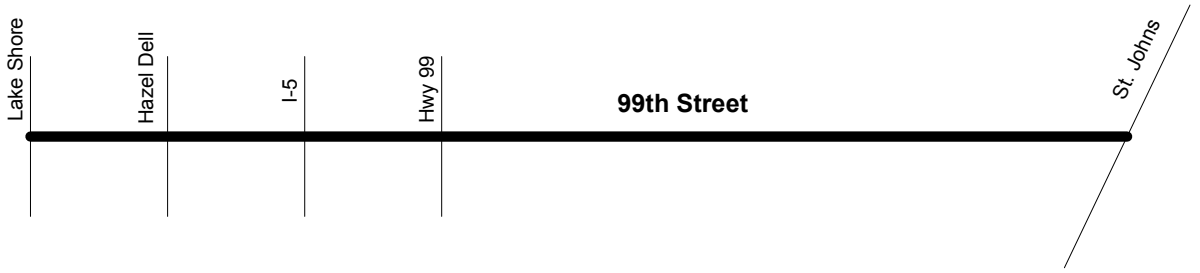
78th/76th/Padden Parkway Corridor

PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
78th St./76th St.														
Lake Shore Av.	- NW 9th Av.	0.59	1800	404	0.22	3%		64	33					
NW 9th Av.	- Hazel Dell Av.	0.52	1800	764	0.42	3%		57	33	78	12	150	8%	
Hazel Dell Av.	- I-5	0.22	1800	1081	0.60	3%		75	10	78	12	150	8%	
I-5	- Hwy 99	0.13	1800	1094	0.61	3%		34	14	78	8	150	5%	
Hwy 99	- 25th Ave.	0.77	1800	836	0.46	3%		80	35	78	16	150	11%	
25th Ave.	- St. Johns Rd.	1.00	1800	994	0.55	3%		122	30	78	11	150	7%	
St. Johns Rd.	- 78th St.	0.47	1800	1134	0.63	4%		44	38	78	16	150	11%	
78th St.	- Andresen Rd.	1.16	800	489	0.61	6%		136	31					
Andresen Rd.	- Covington/94th	1.29	800	410	0.51	4%		161	29	7	29	90	32%	
Covington/94th	SR-503 (117th)	1.14	800	460	0.58	5%		130	32	7	31	90	34%	
		7.29		**1134**	**0.53**	**4%**	**1.24**	**902**	**29**	**7**	**31**	**90**	**34%**	**5.6%**
Padden Parkway														
78th St.	- Andresen Rd.	0.72	2400	760	0.32	3%		107	24					
Andresen Rd.	- I-205	0.40	2400	1626	0.68	4%		47	31					
I-205	- 94th Av.	0.90	2400	2056	0.86	3%		88	37					
94th Av.	- SR 503 (117th)	1.12	2400	1738	0.72	3%		118	34					
SR-503	- 137th Av.	1.01	2400	1273	0.53	3%		98	37					
137th Av.	- Ward Rd.	1.26	1200	831	0.69	3%		94	48					
		4.71		**2056**	**0.68**	**3%**	**1.24**	**446**	**38**					



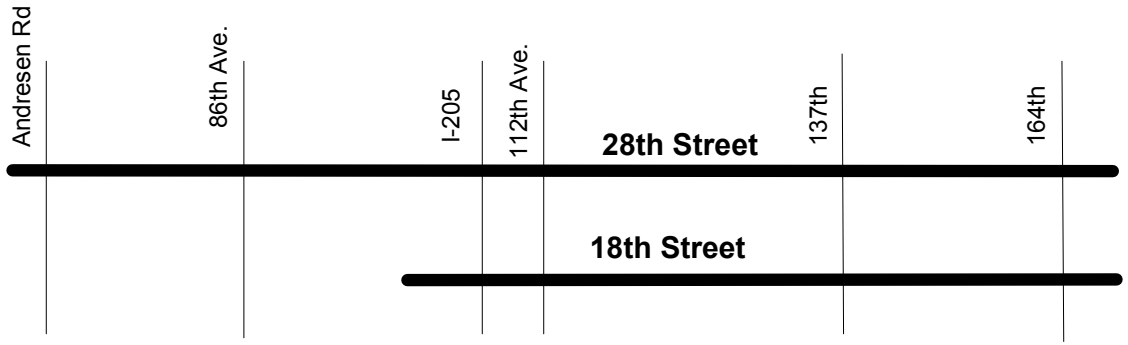
99th Street Corridor													
AM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**AM - Southbound/Westbound**										
99th Street													
Lake Shore Av. - NW 9th Av.	1.11	1100	740	0.67			136	29					
NW 9th Av. - Hazel Dell Av.	0.50	1800	765	0.43			67	27					
Hazel Dell Av. - I-5	0.37	1800	900	0.50			62	21					
I-5 - Hwy 99	0.22	1800	678	0.38	4%		28	28					
Hwy 99 - 25th Ave.	0.49	1800	509	0.28			91	20					
25th Ave. St. Johns Rd.	1.45	1200	447	0.37			171	30					
	4.13		**900**	**0.48**	**4%**	**1.11**	**555**	**27**					

99th Street Corridor													
PM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**PM - Nouthbound/Eastbound**										
99th Street													
Lake Shore Av. - NW 9th Av.	1.09	1100	886	0.81	2%		130	30					
NW 9th Av. - Hazel Dell Av.	0.50	1800	1041	0.58	2%		58	31					
Hazel Dell Av. - I-5	0.40	1800	1128	0.63	1%		93	15					
I-5 - Hwy 99	0.23	1800	1244	0.69	2%		51	16					
Hwy 99 - 25th Ave.	0.51	1800	853	0.47	2%		53	35					
25th Ave. St. Johns Rd.	1.45	1200	710	0.59	2%		152	34					
	4.18		**1244**	**0.64**	**2%**	**1.24**	**536**	**28**					



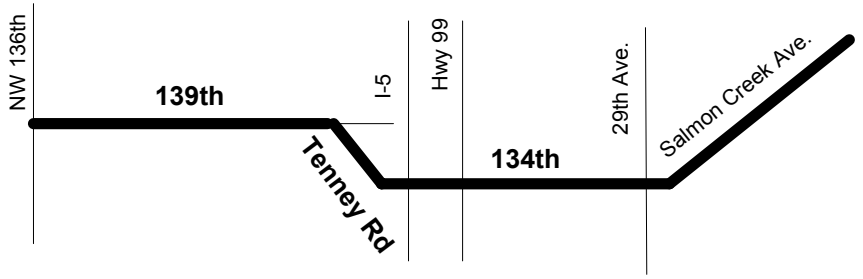
28th/18th Street Corridor													
AM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**AM - Southbound/Westbound**										
28th Street													
Andresen Rd. - 86th Ave.	0.74	1200	679	0.57			96	28	30	42	175	24%	
86th Ave. - 112th Ave.	1.37	800	742	0.93	3%		153	32	30	34	175	19%	
112th Ave. - 137th Ave.	1.32	800	855	1.07			217	22	30	24	175	14%	
137th Ave. - 164th Ave.	1.20	800	524	0.66			198	22					
	4.62		**855**	**0.87**	**3%**	**1.11**	**665**	**25**	**30**	**42**	**175**	**24%**	**10.9%**
18th Street													
112th Ave. - 137th Ave.	1.32	800	465	0.58	3%		159	30	30(pm only), 177	176	320	55%	
137th Ave. - 164th Ave.	1.20	800	568	0.71	6%		236	18	n/a				
	2.52		**568**	**0.65**	**5%**	**1.11**	**395**	**23**	**30(pm only), 177**	**176**	**320**	**55%**	**20.0%**

28th/18th Street Corridor													
PM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**PM - Nouthbound/Eastbound**										
28th Street													
Andresen Rd. - 86th Ave.	0.73	1200	711	0.59	2%		157	17	30	61	210	29%	
86th Ave. - 112th Ave.	1.35	800	944	1.18	2%		245	20					
112th Ave. - 137th Ave.	1.32	800	904	1.13	3%		203	23					
137th Ave. - 164th Ave.	1.19	800	560	0.70	2%		187	23					
	4.58		**944**	**0.99**	**2%**	**1.24**	**792**	**21**	**30**	**61**	**210**	**29%**	**13.1%**
18th Street													
112th Ave. - 137th Ave.	1.31	800	635	0.79	2%		190	25	30, 177	40	210	19%	
137th Ave. - 164th Ave.	1.18	800	772	0.97	2%		177	24					
	2.50		**772**	**0.88**	**2%**	**1.24**	**367**	**24**	**30, 177**	**40**	**210**	**19%**	**13.1%**



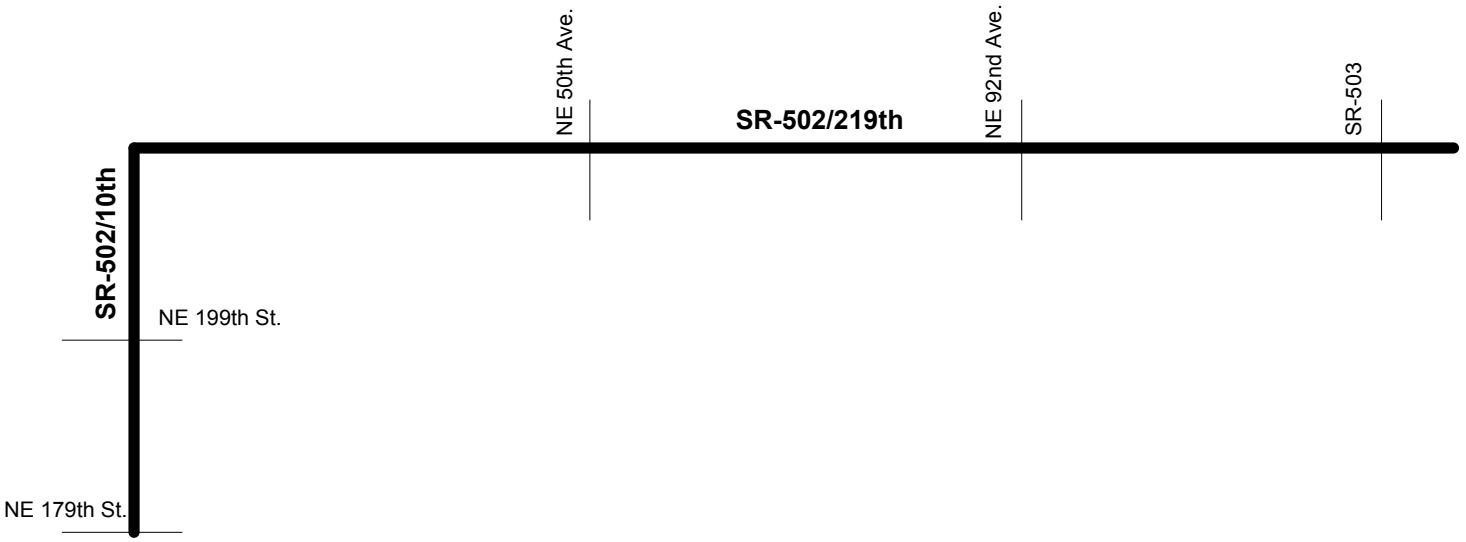
134th/139th Street Corridor													
AM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**AM - Southbound/Westbound**										
134th St./139th St./Salmon Creek Ave.													
NW 36th Ave. - NW 11th Ave.	1.27	1200	885	0.74	3%	1.27	209	22	21	21	120	18%	
NW 11th Ave. - NE 10th Ave.	1.14	1800	993	0.55	6%		187	22	21	16	120	13%	
NE 10th Ave. - I-5	0.27	1800	999	0.56			44	22	21	16	120	13%	
I-5 - I-205 NB Ramp	0.37	1800	900	0.50			105	13		1	120	1%	
I-205 NB Ramp - Salmon Cr. Ave.	0.47	1800	490	0.27	5%		48	35	25	1	120	1%	
Salmon Cr. Ave. - 50th Ave.	1.43	1200	256	0.21	4%		127	41	25	2	120	2%	
	4.95		**999**	**0.55**	**5%**	**1.27**	**720**	**25**	**21**	**21**	**120**	**18%**	**7.5%**

134th/139th Street Corridor													
PM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**PM - Nouthbound/Eastbound**										
134th St./139th St./Salmon Creek Ave.													
NW 36th Ave. - NW 11th Ave.	1.27	1200	1038	0.87	2%	1.27	119	38	21	6	120	5%	
NW 11th Ave. - NE 10th Ave.	1.14	1800	1396	0.78	2%		136	30	21	6	120	5%	
NE 10th Ave. - I-5	0.27	1800	1396	0.78	2%		59	16	21	6	120	5%	
I-5 - I-205 NB Ramp	0.30	1800	798	0.44	2%		427	3	25	9	120	8%	
I-205 NB Ramp - Salmon Cr. Ave.	0.48	1800	798	0.44	2%		54	32	25	9	120	8%	
Salmon Cr. Ave. - 50th Ave.	1.44	1200	205	0.17	1%		143	36	25	8	120	7%	
	4.89		**1396**	**0.71**	**2%**	**1.27**	**938**	**19**	**25**	**9**	**120**	**8%**	**7.5%**



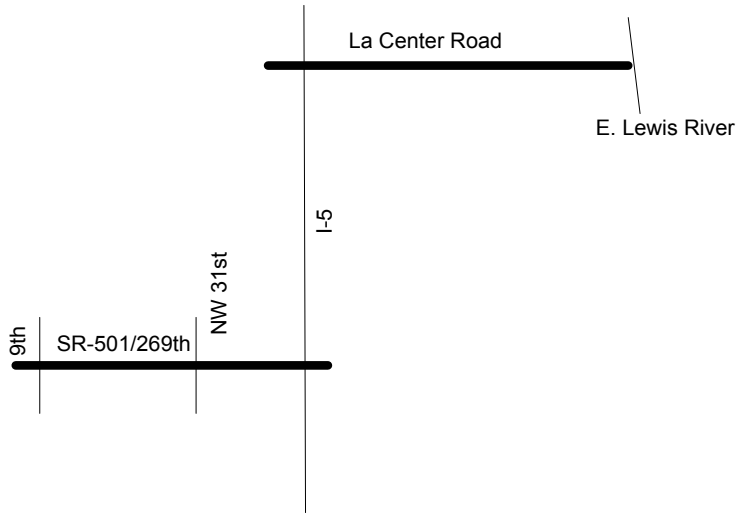
SR-502/219th St. Corridor													
AM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**AM - Southbound/Westbound**										
SR 502													
179th St. - 199th St.	0.98	800	757	0.95	5%		94	38	173	11	30	37%	
199th St. 219th St.	1.01	800	650	0.81	7%		76	48	173	11	30	37%	
10th Ave. - 50th Ave.	1.99	800	478	0.60			147	49	173	11	30	37%	
50th Ave. - 92nd Ave	2.00	800	475	0.59		1.09	162	45	173	11	30	37%	
92nd Ave. - SR-503	1.54	1700	572	0.34	5%		151	37	173	11	30	37%	
	7.53		**757**	**0.64**	**5%**	**1.09**	**628**	**43**	**173**	**11**	**30**	**37%**	**1.9%**

SR-502/219th St. Corridor													
PM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**PM - Nouthbound/Eastbound**										
SR 502													
179th St. - 199th St.	0.99	800	958	1.20	5%		83	43	173	8	30	27%	
199th St. 219th St.	0.99	800	698	0.87	6%		81	44	173	8	30	27%	
10th Ave. - 50th Ave.	1.99	800	578	0.72	6%		150	48	173	8	30	27%	
50th Ave. - 92nd Ave	1.99	800	595	0.74	5%	1.22	188	38	173	8	30	27%	
92nd Ave. - SR-503	1.52	1800	1106	0.61	3%		229	24	173	8	30	27%	
	7.48		**1106**	**0.79**	**5%**	**1.22**	**732**	**37**	**173**	**8**	**30**	**26%**	**1.9%**

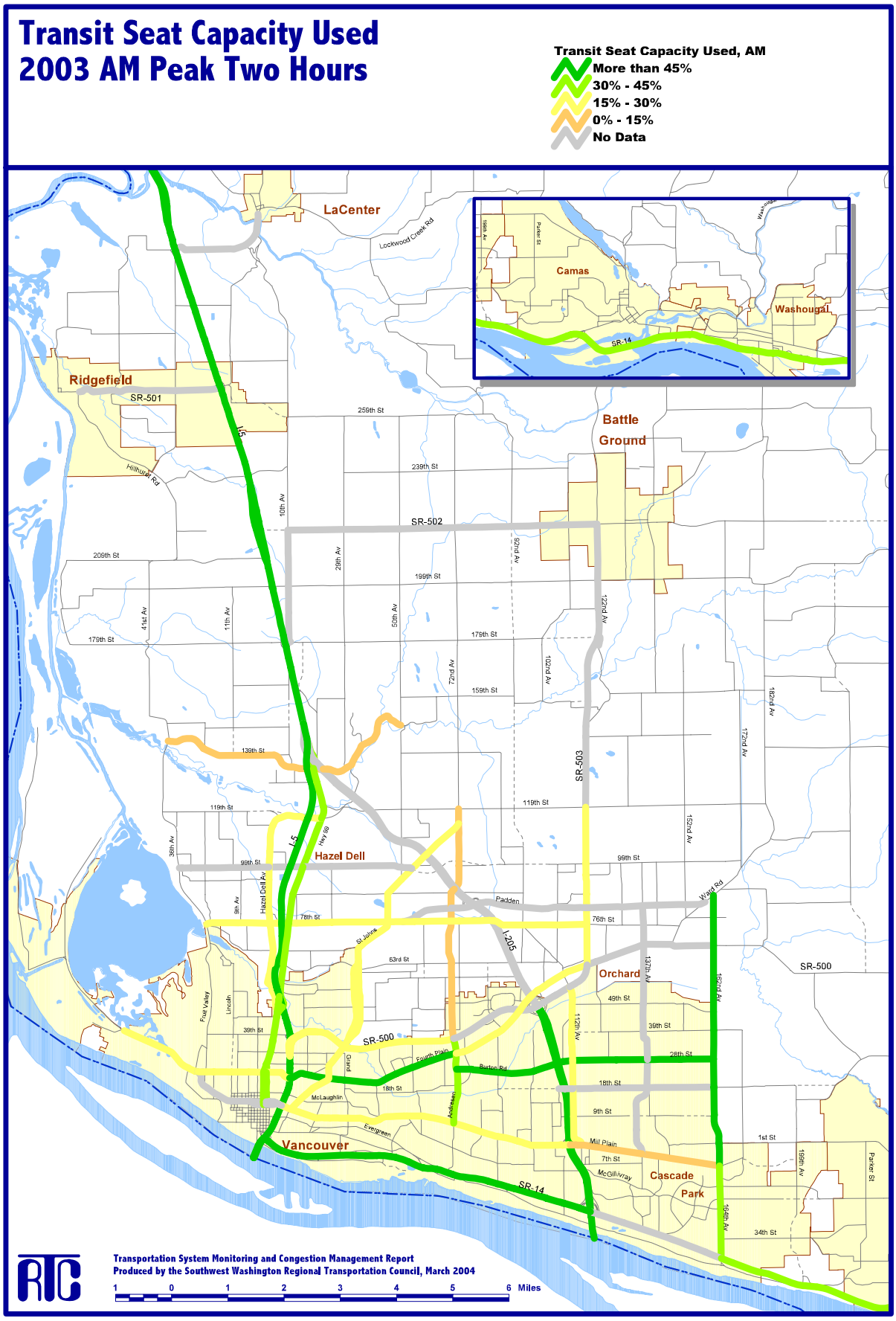


SR-501 & La Center Road Corridors														
AM Peak		**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
		Length	**Capacity**	**AM - Southbound/Westbound**										
SR 501														
I-5	- NW 31st Ave.	0.72	800	429	0.54	14%		58	45	8	1	70	1%	
NW 31st Ave.	- 9th St.	1.79	800	254	0.32	5%		156	41	8	7	70	10%	
		2.51		**429**	**0.41**	**10%**	**1.11**	**213**	**42**	**8**	**7**	**70**	**10%**	**4.4%**
La Center Rd.														
I-5	- E. Fork Lewis Rv.	1.76	800	492	0.62	3%		127	50	8	7	70	10%	
		1.76		**492**	**0.62**	**3%**	**1.11**	**127**	**50**	**8**	**7**	**70**	**10%**	**4.4%**

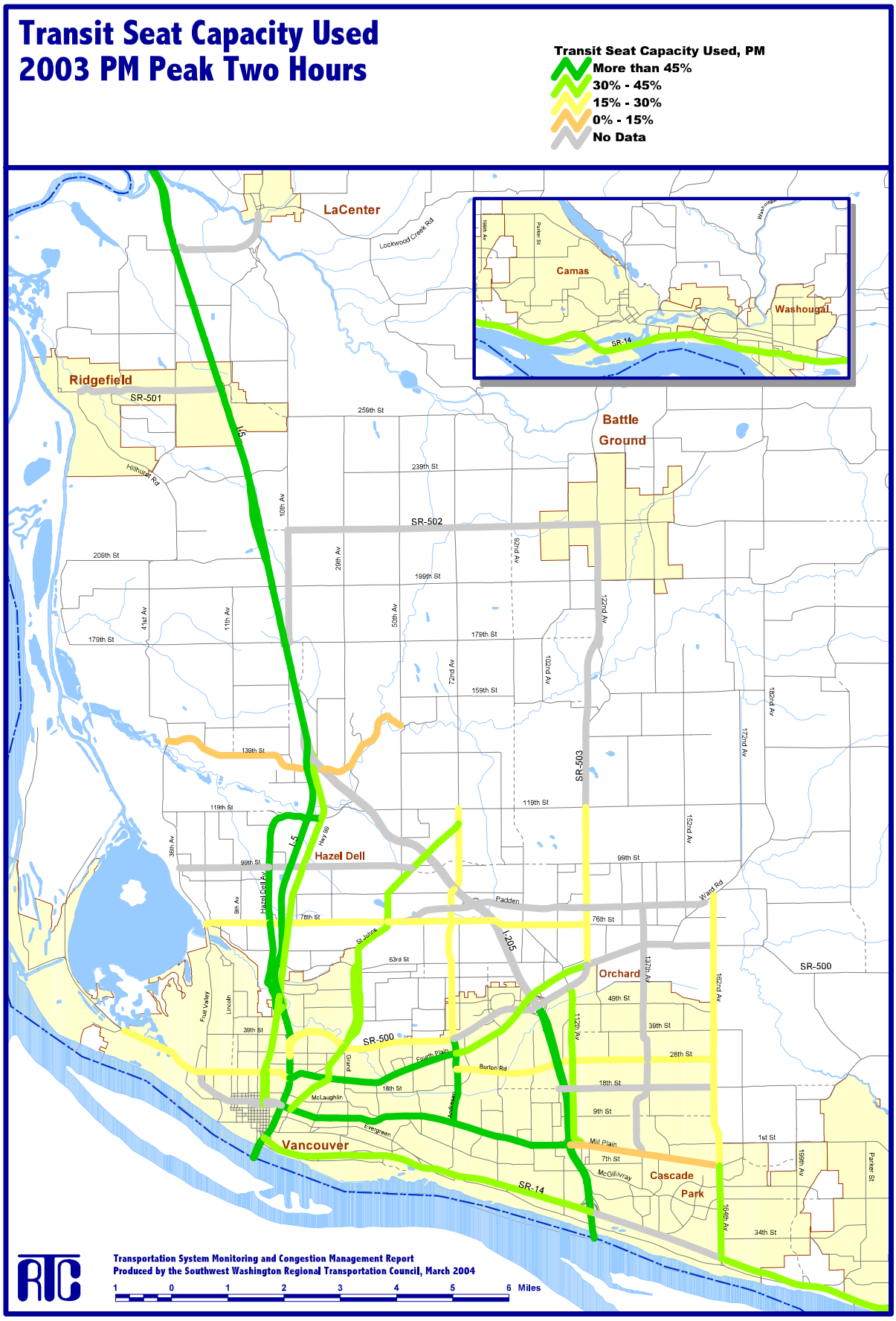
SR-501 & La Center Road Corridors														
PM Peak		**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
		Length	**Capacity**	**PM - Nouthbound/Eastbound**										
SR 501														
I-5	- NW 31st Ave.	0.74	800	429	0.54	6%		60	45	8	9	50	18%	
NW 31st Ave.	- 9th St.	1.77	800	295	0.37	3%		142	45	8	9	50	18%	
		2.51		**429**	**0.43**	**5%**	**1.24**	**202**	**45**	**8**	**9**	**50**	**18%**	**3.1%**
La Center Rd.														
I-5	- E. Fork Lewis Rv.	1.83	800	573	0.62	3%		150	44	8	5	50	10%	
		1.83		**573**	**0.62**	**3%**	**1.24**	**150**	**44**	**8**	**5**	**50**	**10%**	**3.1%**



Map 15 – AM Transit Seat Capacity Used



Map 16 – PM Transit Seat Capacity Used



Map 17 – PM Transit Seats as Percent of Lane Capacity