2006 Congestion Monitoring Report

Southwest Washington Regional Transportation Council

2006
CONGESTION MONITORING REPORT

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CHAPTER I.
INTRODUCTION

The Congestion Management Process serves as the foundation for monitoring the regional transportation system and for providing ongoing information. The monitoring element of the congestion management process 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 Process is to develop a process that provides for effective management and operation of the Congestion Management System.

This is accomplished through data collection, analysis of system performance, identification of system needs, and implementation of improvement strategies.

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 Process:

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

C. SCOPE

The scope of the congestion management network 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
Fourth Plain – East	Fourth Plain	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.**

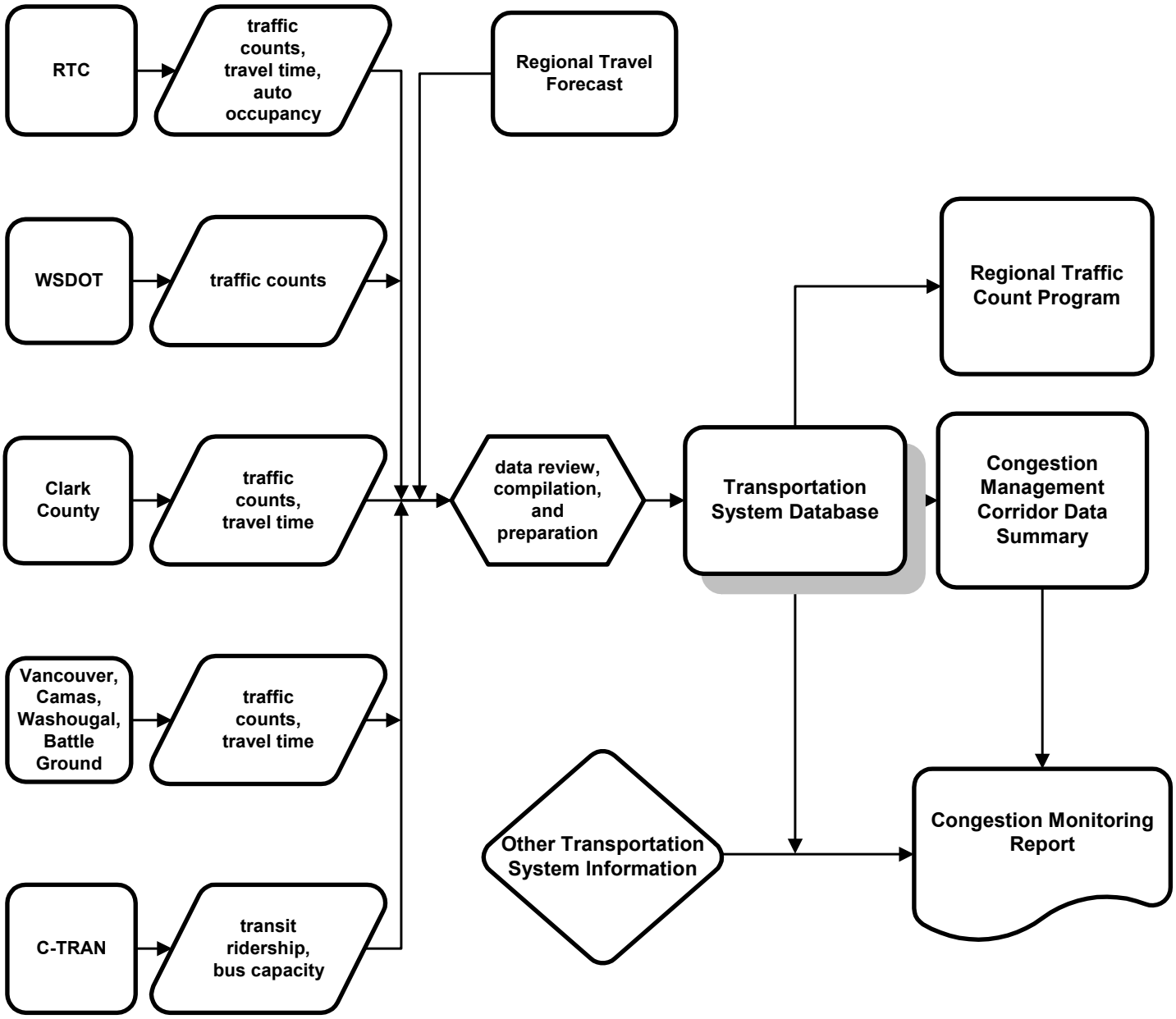
5. DATA ANALYSIS AND SYSTEM PERFORMANCE

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 2006. Part D uses shorter segmental transportation data included in Appendix A. 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.

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 in the AM peak hour include other segments of SR-14 and SR-500, Mill Plain, Fourth Plain, 164th Avenue, SR-503, and Padden Parkway.

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 Andresen Road 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, 112th Avenue, and Fourth Plain East. For Main Street, the AM Peak volumes are significantly 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. 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 South, I-205 South, and SR-14 Central. 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, Fourth Plain East, and SR-503 South.

3. CORRIDOR TRAVEL SPEED

The City of Vancouver, Clark County, and RTC collect travel time data annually. The data is collected using global position units (GPS) and by driving corridors as many times as possible during peak periods (6:30-8:30 a.m. and 4:00-6:00 p.m.). Travel speed is computed from the travel time data. It consists of utilizing the travel time and distance to calculate the average travel speed in the peak period.

In general, facilities with multiple at-grade controlled 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 form congestion. During the AM period, I-5 South, Main Street, SR-503 South, Mill Plain West, Fourth Plain West, and 18th Street display average speeds below 25 mph.

In the PM period, corridors with travel speeds below 25 mph include Highway 99, Hazel Dell, Main Street, 112th Avenue, St. Johns, Andresen Road, 137th Avenue, Fourth Plain, Mill Plain, 78th/76th Street, Burton Rd/28th Street, and 18th Street.

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, I-5 South, Main Street, St. Johns/Ft. Vancouver, SR-503 South, Fourth Plain East, 18th Street, and SR-501/Pioneer Street operate 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, Highway 99, Hazel Dell, Main Street, 112th Avenue, St. Johns/Ft. Vancouver, Andresen Road, 137th Avenue, Fourth Plain, Mill Plain, 78th/76th Street, Burton Road, 18th Street, and Mill Plain East operate at less than 65% of the posted speed.

5. Intersection Delay

The delay at an intersection, for the through movement, was recorded as part of the travel time. Delay time represents the period of time travel speed is below 5 mph due to the intersection control. The delay time at an intersection was averaged for the multiple travel time runs. Intersections with an average delay time of greater than 30, 60, and 90 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 86 intersections that demonstrated this characteristic. Of these intersections, 20 had an average delay between 60-89 seconds and 5 had an average delay greater than 90 seconds. Delay at these intersections add to the overall travel time and increase congestion.

In addition to intersection delay, delay can also occur at freeway off ramps, where high volumes of traffic are loaded onto the arterial system. This can create a significant problem when traffic backs onto the freeway. Locations known to have this characteristic in the PM peak include northbound I-205 off ramp to Mill Plain, and eastbound SR-14 off ramp to 164th Av. In the AM Peak backups regularly occur on SR-500 and SR-14 ramps to I-5 South, and SR-14 ramps to I-205 South.

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, 2003, and 2006 data was collected for the AM, PM, and Midday time periods. (**Table 2**)

Table 2
Average Automobile Occupancy by Time of Day

Facility Type	AM	Mid-Day	PM
[1]Freeway	1.11	1.19	1.17
Arterial	1.11	1.23	1.24

1*Freeway includes I-5, I-205, SR-14, and SR-500*

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. The average midday and PM Peak automobile occupancy rates range from 1.17 to 1.24.

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. It is important to note that trucks often travel outside peak periods to avoid congestion.

Map 11, Page 29: Overall, I-5, I-205, SR-14, SR-501 (Pioneer St.), SR-502, SR-503, and Fourth Plain/Mill Plain west of I-5 display the highest percentage of truck volumes during the PM peak period with truck percentages greater than 4 percent. I-5 North has a truck percentage above 10%.

In the AM Period, the percentage of trucks are generally higher. I-5 North, I-205 Central, and Fourth Plain/Mill Plain west of I-5 all display percentages above 8%.

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 **2005** 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.

Map 12, Page 30: During the AM period, portions of I-5, I-205, Andresen Road, 162nd Avenue, Mill Plain, Fourth Plain, and Burton corridors utilize more than 40% of the available seats.

Map 13, Page 31: In the PM period, I-5, I-205, Highway 99, Main Street, Andresen Road, Mill Plain, and Fourth Plain utilize more than 40% 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 in a corridor.

Map 14, Page 32: 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 (1.7%).

B. OTHER TRANSPORTATION MEASURES

1. HIGHEST VOLUME INTERSECTIONS

Table 3 displays the highest volume intersections in 2006. 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	SR-500	SR-503	75,000
2	Mill Plain	Chkalov Dr.	75,000
3	SR-500	St. Johns Rd.	67,000
4	SR-500	54th Ave.	59,000
5	SR-500	42nd Ave.	58,000
6	Mill Plain	136th Ave.	56,000
7	Fourth Plain	Andresen Rd.	54,000
8	Padden Pkw.	SR-503	54,000
9	78th St.	Highway 99	51,000
10	134th St.	20th Av./Hwy 99	51,000
11	Padden Pkw.	Andresen Rd.	49,000
12	76th St.	SR-503	47,000
13	SE 34th St.	SE 164th Ave.	46,000
14	Mill Plain	123rd/124th Ave.	46,000
15	SR-502	SR-503	46,000

The at-grade intersections along SR-500 make up some of the highest volume intersections with four of the top five 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
2005	132,600	145,900	278,500
2006	131,900	146,100	278,000

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 2006, total river crossings exceed 278,000 vehicles a day, a slight decrease from the 2005 record. The all-time maximum weekday volume on the two Columbia River Bridges exceeded 325,000 vehicles on Friday, July 2, 2004.

3. Transit System Ridership

Table 5 provides 2006 annual C-TRAN patronage by type of service.

Almost 95% of C-TRAN system ridership was made up of fixed route patrons. Urban fixed route service carried almost 82% of C-TRAN's total annual 2006 ridership. Followed by commuter service that carried 13% of the total riders, and C-VAN that carried 3% of the total 2006 riders.

Table 5 - 2006 Ridership by Type of Service

Type of Service	Annual Riders	Percent of Total
Urban/Local	4,627,144	81.9%
Commuter	745,627	13.2%
C-VAN	192,052	3.4%
Connector	77,100	1.4%
Events/Other	5,917	0.1%
Total	**5,647,840**	**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 generally been significantly higher than the population growth rate, except for a few of years.

In 2000, the passage of initiative 695 had a significant impact on transit revenue and C-TRAN had to reduce transit service, resulting in lower ridership. In 2005, C-TRAN restructured transit fares to increase the proportion that fare revenue contributes to service costs. One expected result was a decrease in ridership, particularly on the premium commuter service that had the sharpest fare increases. Ridership was also impacted by service reductions and service uncertainty. In September 2005, voters overwhelmingly supported a 0.2% sales tax increase to support preservation of C-TRAN service levels and restore service that had been cut following passage of Initiative 695 in 2000.

While 2006 had a decrease in overall transit ridership, ridership on the connector service increased significantly with additional connector routes and service hours.

As a result of the Service Redesign Study, completed in early 2007, C-TRAN will implement a number of service improvements in 2007. The first service change will occur in May 2007, the second service change will occur in October 2007 after completion of the 99th Street Transit Center.

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%
2005	391,500	2.7%	5,812,417	1.4%
2006	403,500	3.1%	5,647,840	-2.9%

4. PARK AND RIDE CAPACITY

Park and ride capacity includes lots owned or leased by C-TRAN. 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-TRAN is scheduled to complete construction of the 99th Street Transit Center in September 2007. An additional 610 park and ride spaces will be added to the system.

C-TRAN's park and ride capacity has not changed significantly since 2000. 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	279
Salmon Creek	493
BPA Ross	200
Andresen/KMART	30
Fisher's Landing	563
Camas/Washougal	20
Total	**1,613**

C. 2000-2006 TRENDS

1. VEHICLE VOLUMES

In the six-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, I-205 Central, SR-14 east of I-205, and Padden Parkway. While Mill Plain East had a reduction in PM peak volumes of over 400 vehicles.

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

In the last six years, the region has experienced substantial increase in the overall traffic volumes. This overall increase in traffic volumes is likely due to growth in the regional economy and population.

2. CORRIDOR CAPACITY

Through the six-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:

- Fourth Plain in Orchards
- I-5, Main to 99th St.
- Fourth Plain, Ward to 162nd Av.
- 162nd Av., 39th St. to Ward Rd.
- Burton/28th St., 86th Av. to 144th Av.
- 192nd Avenue (Relieves 162nd Av.)
- Padden Parkway
- SR-500/112th Av. Interchange

3. SPEED

In general, a trend between 2000 and 2006 congestion monitoring reports includes decreased speeds along congestion management corridors. Corridors that had a significant (5 mph or more) decrease in PM peak period speed include: Main Street, I-205 South, St. Johns, Andresen South, SR-14 east of I-205, Fourth Plain west of I-5, Burton Rd., and 18th Street. Significant increase (5 mph or more) in PM peak period speed occurred in corridors that had added capacity since year 2000. This includes I-5 central, 164th Avenue, and SR-500 from Andresen to Fourth Plain.

The AM peak showed similar changes in speed except for a few notable areas with significant reduction in speed, which occurred at I-205 South, SR-503 South, and Mill Plain West.

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 86 intersections. Moreover, 25 of these intersections experienced an average delay of 60 seconds or more and for the through movement. Five intersections experienced an average delay of 90 seconds or more.

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 by local agencies.

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 (Page 15),** cross-references AM and PM volume to capacity areas of concern to transportation solutions identified in current transportation plans.

Map 15, Page 33: 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, Main Street, SR-14, SR-502, 138th Avenue, and 164th Avenue.

Map 16, Page 34: 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, Fourth Plain, Hazel Dell Avenue, Andresen/72nd Avenue, 112th Avenue, 138th Avenue, 164 Avenue, and 18th Street.

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 (Pages 16-17),** 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 intersections that displayed delay greater than 30 seconds.

Map 17, Page 35: In the AM period, speed areas of concern occur along portions of I-5, SR-500, SR-502, SR-503, Highway 99, St. Johns, Andresen, 137th Avenue, 164th Avenue, Mill Plain, 18th Street, 78th Street, Padden Parkway, and 134th Street.

Map 18, Page 36: In the PM period, speed areas of concern occur along portions of most of the congestion management corridors.

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	847	138th Avenue	NE 18th St. to NE 28th St.	TIP: Widen to 5 lanes	2007
Vancouver	2,325	164th Avenue	SR-14 - SE 34th Street	TIP: Double Left-Turn lanes/Traffic Signal Coordinatio	2009
WSDOT	757	SR-502	179th St. - 199th St.	TIP: 219th Street Interchange	2009
WSDOT	1,105	SR-14	NW 6th Av. - Union Rd.	TIP/MTP: Widen to 4 lanes	2011
WSDOT	7,500	I-205	Airport Way - SR-500	TIP: Mill Plain-28th St./MTP: Collector/Distributor Syst	2015/10+ 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	5,568	I-5	Jantzen Beach - SR-500	Strategic MTP: Columbia River Crossing	10-20 Years
Vancouver	770	St. Johns	Ft. Vancouver to SR-500	Intersection/Access Management	10-20 Years
Vancouver	1,146	Main Street	Fourth Plain to 39th Street	None	

PM Volume to Capacity Ratio Greater Than 0.9					
Jurisdiction	**Peak Hour Volume**	**Corridor**	**Segment**	**Identified Improvement**	**Estimated Completion**
Vancouver	760	138th Avenue	18th Street - 28th Street	TIP: Widen to 5 lanes	2007
Vancouver	1,528	112th Avenue	49th Street - SR-500	TIP: NE 49th St. Intersection Improvements	2007
Clark County	853	72nd Avenue	St. Johns to NE 88th St.	TIP: Widen to 5 lanes	2008
WSDOT	958	SR-502	179th St. - 219th St.	TIP: 219th Street Interchange	2009
Vancouver	2,248	164th Avenue	SR-14 - SE 34th Street	TIP: Double Left-Turn lanes/Traffic Signal Coordinatio	2009
WSDOT	1,269	SR-14	6th Avenue - 32nd Street	TIP: Widen to 4 lanes with Interchanges	2011/10+
WSDOT	7,483	I-205	Airport Way - SR-500	TIP: Mill Plain-28th St./MTP: Collector/Distributor Syst	2015/10+ Years
Clark County	990	Hazel Dell Ave.	63rd Street - 78th Street	Stripe for center turn lane	1-5 Years
Vancouver	772	18th Street	137th Av. - 162nd Av.	MTP: 18th Street Corridor	5-10 Years
WSDOT	2,187	SR-500	54th Avenue - Andresen Rd.	MTP: Interchanges and Auxiliary Lanes	10-20 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	1,784	SR-503	Fourth Plain - 99th St.	MTP: Intersection Improvements and Access Control	10-20 Years
Vancouver	2,067	Fourth Plain	SR-503 - 137th Av.	Stategic MTP: SR-503/Fourth Plain Under Study	20+ Years
WSDOT	5,400	I-5	Jantzen Beach - Main Street	Strategic MTP: Columbia River Crossing	20+ Years
Vancouver	1,638	Andresen Rd.	Fourth Plain - SR-500	None	

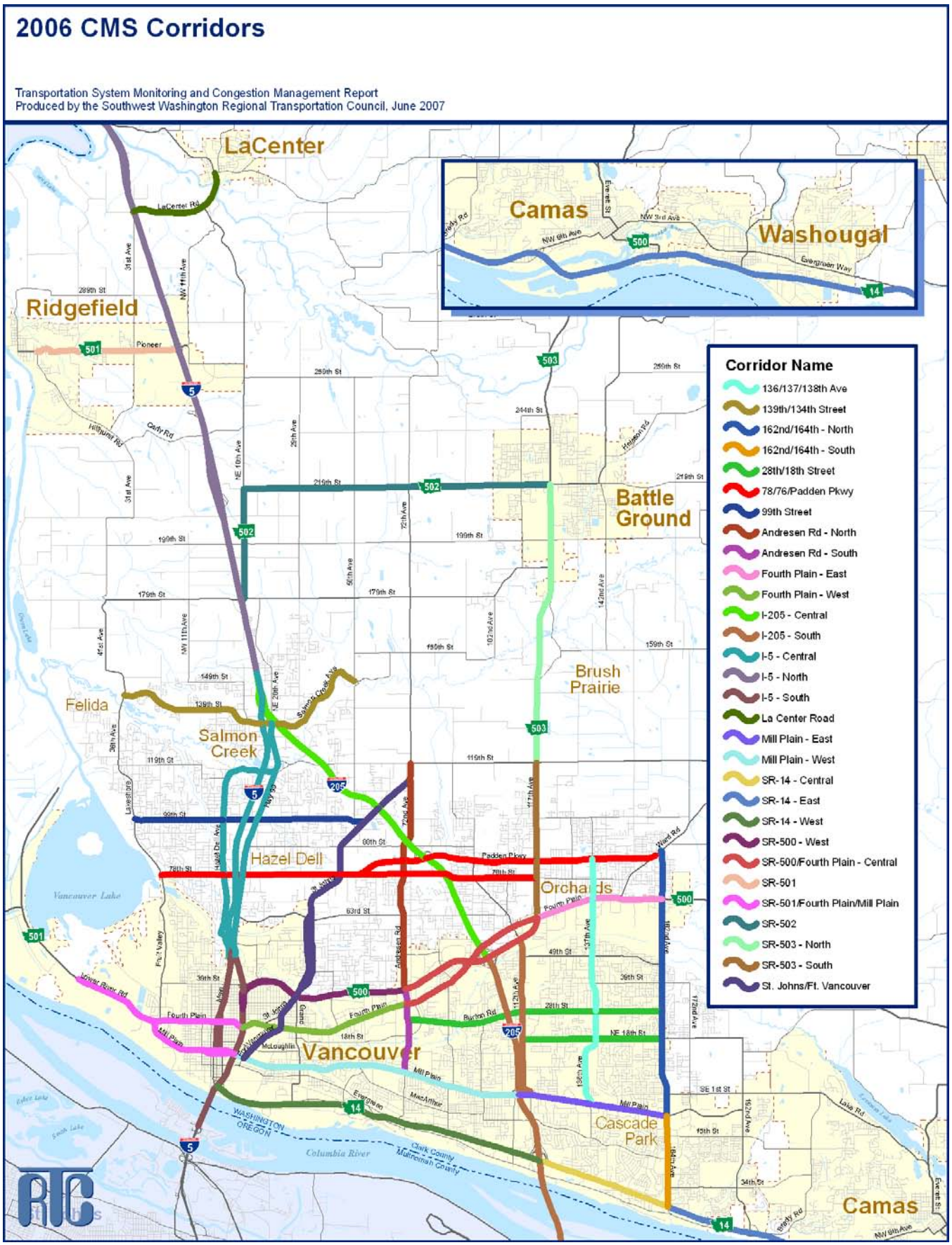
Table 9
Areas of Concern: Speed < 60% of Posted Speed

AM Speed 60% or Less of Posted Speed Limit					
Jurisdiction	**Peak Hour Volume**	**Corridor**	**Segment**	**Identified Improvement**	**Estimated Completion**
Clark County	541	137th Avenue	Fourth Plain to Padden	Traffic Signal Coordination and Timing	2007
Clark County	910	St. Johns	NE 78th St. to NE 50th Av.	Replace Controler/Monitor	2007
Vancouver	1,143	164th Avenue	Mill Plain to SE 1st St.	TIP: Double Left-Turn lanes/Traffic Signal Coordinatio	2008
Clark County	572	Andresen Rd.	Padden Pkwy. to 78th St.	Replace Signal Controler/MTP: Grade Separate	2008/10-20 yrs.
Clark County	1,289	Padden Parkway	Andresen Rd. - I-205	Replace Signal Controler/MTP: Grade Separate	2008/10-20 yrs.
WSDOT	757	SR-502	179th St. - 199th St.	TIP: 219th Street Interchange	2009
Vancouver	450	Fourth Plain	I-205 to Gher Rd.	Traffic Signal Coordination and Timing	2009
Vancouver	1,245	Fourth Plain	137th Av. to Ward Rd.	Traffic Signal Coordination and Timing	2009
Vancouver	852	112th Avenue	Mill Plain to NE 9th St.	TIP: I-205?Mill Plain Exit to 112th Av.	2009
Vancouver	970	Mill Plain Blvd.	104th Ave. to I-205	Traffic Signal Coordination and Timing	1-3 Years
Vancouver	1,103	St. Johns	SR-500 - NE 44th St.	MTP: SR-500/St. Johns Interchange	2010
WSDOT	1,763	SR-500	St. Johns to Falk	TIP: SR-500/St. Johns Interchange	2010
Clark County	999	134th Street	NE 10th Av. to I-205	MTP: I-5/Salmon Creek Interchange	2012
Clark County	493	Highway 99	NE 78th St. to NE 63rd St.	Rebuild Intersection	5-10 Years
Vancouver	568	18th Street	112th Av. - 162nd Av.	TIP: 18th St. Corridor Improvements	5-10 Years
Vancouver	877	Mill Plain Blvd.	Lieser - 98th Avenue	MTP: Signal Coordination/Realignment of 86th/Lieser	10-20 Years
WSDOT	1,821	SR-500	Stapleton to Andresen	MTP: SR-500/42nd & 54th Grade Seperation	10-20 Years
WSDOT	1,482	SR-503	76th Street - Fourth Plain	MTP: Intersection Improvements and Access Control	10-20 Years
WSDOT	1,478	SR-503	Padden Pkwy. to 99th St.	MTP: Intersection Improvements and Access Control	10-20 Years
Vancouver	2,325	162nd Avenue	SE 34th St. to SR-14	MTP: SR-14 Widening	10-20 Years
Clark County	1,259	Fourth Plain	Gher Rd. - SR-503	Strategic MTP: Fourth Plain/SR-503 Intersection	20+ Years
WSDOT	5,568	I-5	NE 78th St. to Jantzen Beach	Strategic MTP: Columbia River Crossing	20+ Years
Vancouver	720	Mill Plain Blvd.	I-5 to Reserve St.	Strategic MTP: Columbia River Crossing	20+ Years
Vancouver	637	Main Street	Mill Plain to Fourth Plain	Traffic Signal Coordination and Timing	Ongoing
Clark County	955	78th Street	Hazel Dell - Hwy. 99	None (Close Proximity of Signals)	

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

PM Speed 60% or Less of Posted Speed Limit					
Jurisdiction	**Peak Hour Volume**	**Corridor**	**Segment**	**Identified Improvement**	**Estimated Completion**
Clark County	569	Hazel Dell Ave.	NE 99th St. to Hwy 99	Finish Construction	2007
Vancouver	545	Fourth Plain	Main St. - Kaufman	Traffic Signal Coordination and Timing	2007
Vancouver	974	Fourth Plain	Falk Rd. - Andresen	Traffic Signal Coordination and Timing	2007
Clark County	489	78th Street	Padden to Andresen	Traffic Signal Maintenance	2007
Vancouver	1,528	112th Avenue	49th Street - SR-500	TIP: 49th St. Intersection Improvement	2007
Vancouver	760	138th Avenue	18th Street - 28th Street	TIP: Widen to 5 lanes/Signal Coordination	2007
Vancouver	975	112th Avenue	18th Street - 28th Street	TIP: Signal Coordination/Intersection Imp.	2008
Clark County	1,335	Andresen Road	78th Street to NE 88th St.	Replace Signal Controler/72nd Improvement	2008
Vancouver	1,658	164th Avenue	SE 34th Street - McGillivray	TIP: Double Left-Turn lanes/Traffic Signal Coordinatio	2008
Clark County	760	Padden Parkway	78th Street to Andresen Road	Replace Signal Controler/MTP: Grade Separate	2008/10-20 Yrs.
Vancouver	2,637	Mill Plain Blvd.	Lieser - 162nd Av.	TIP: Multiple Strategies-Interchanges/signal timing	2008-2012
Vancouver	650	137th Avenue	49th Street to Padden Pkwy.	MTP: Widening 137th Av. and Traffic Signal Timing	2008/10-20 Yrs.
Vancouver	2,067	Fourth Plain	I-205 to 137th Av.	Traffic Signal Coordination and Timing	2009
Vancouver	929	Fourth Plain	Ward Rd. - 162nd Av.	Traffic Signal Coordination and Timing	2009
Clark County	1,396	134th Street	NE 10th Ave. - I-205	TIP: I-5/Salmon Creek Interchange	2011
Clark County	1,134	Highway 99	117th Av. to 134th St.	TIP: I-5/Salmon Creek Interchange	2011
Vancouver	1,036	St. Johns	Ft. Vancouver - 44th St.	MTP: SR-500/St. Johns Interchange	2013
WSDOT	5,286	I-205	Mill Plain to SR-500	TIP: Mill Plain-28th St./MTP: Collector/Distributor Syst	2013/10+ Years
Vancouver	772	NE 18th Street	112th Av. to 162nd Av.	MTP: 18th Street Corridor	5-10 Years
Clark County	1,078	Highway 99	Ross to NE 63rd St.	Intersection Improvement	5-10 Years
Clark County	1,473	NE 72nd Av.	St. Johns to NE 119th St.	Intersection Improvement	5-10 Years
WSDOT	1,106	SR-503	199th Street - SR-502	Traffic Signal Coordination and Timing/Access Contro	5-10 Years
Clark County	994	78th Street	NE 25th Av. to St. Johns	Intersection Improvement	10-20 Years
Clark County	460	76th Street	Covington to SR-503	Intersection Improvements	10-20 Years
Clark County	1,450	Fourth Plain	Gher Rd. - SR-503	Strategic MTP: Fourth Plain/SR-503 Intersection	20+ Years
WSDOT	2,445	SR-500	112th Av. to Fourth Plain	Strategic MTP: Under Study	20+ Years
Vancouver	1,103	Mill Plain Blvd.	I-5 - Ft. Vancouver Way	Strategic MTP: Columbia River Crossing	20+ Years
WSDOT	1,640	SR-503	Fourth Plain. - Padden Pkwy.	Traffic Signal Coordination and Timing	Ongoing
Vancouver	1,638	Andresen Road	18th Street - SR-500	Traffic Signal Coordination and Timing	Ongoing
Vancouver	361	Main Street	Mill Plain to Fourth Plain	Traffic Signal Coordination and Timing	Ongoing
Vancouver	711	Burton Road	Andresen Rd. to 86th Av.	Traffic Signal Coordination and Timing	Ongoing
Vancouver	389	Fourth Plain	Mill Plain to 0.2 miles west	Traffic Signal Coordination and Timing	Ongoing
Vancouver	733	Mill Plain Blvd.	Lincoln to I-5	Traffic Signal Coordination and Timing	Ongoing
Van/Clark Co	1,224	Andresen Road	Van Mall Dr. to 63rd St.	Traffic Signal Coordination and Timing	Ongoing
Vancouver	1,098	162nd Avenue	39th St. to Fourth Plain	Traffic Signal Coordination and Timming	Ongoing
Clark County	2,056	Padden Parkway	I-205 to SR-503	Monitor	
Clark County	764	78th Street	NW 9th Av. - Hwy. 99	None (Close Proximity of Signals)	
Clark County	1,244	99th Street	Hazel Dell - Hwy. 99	None (Close Proximity of Signals)	

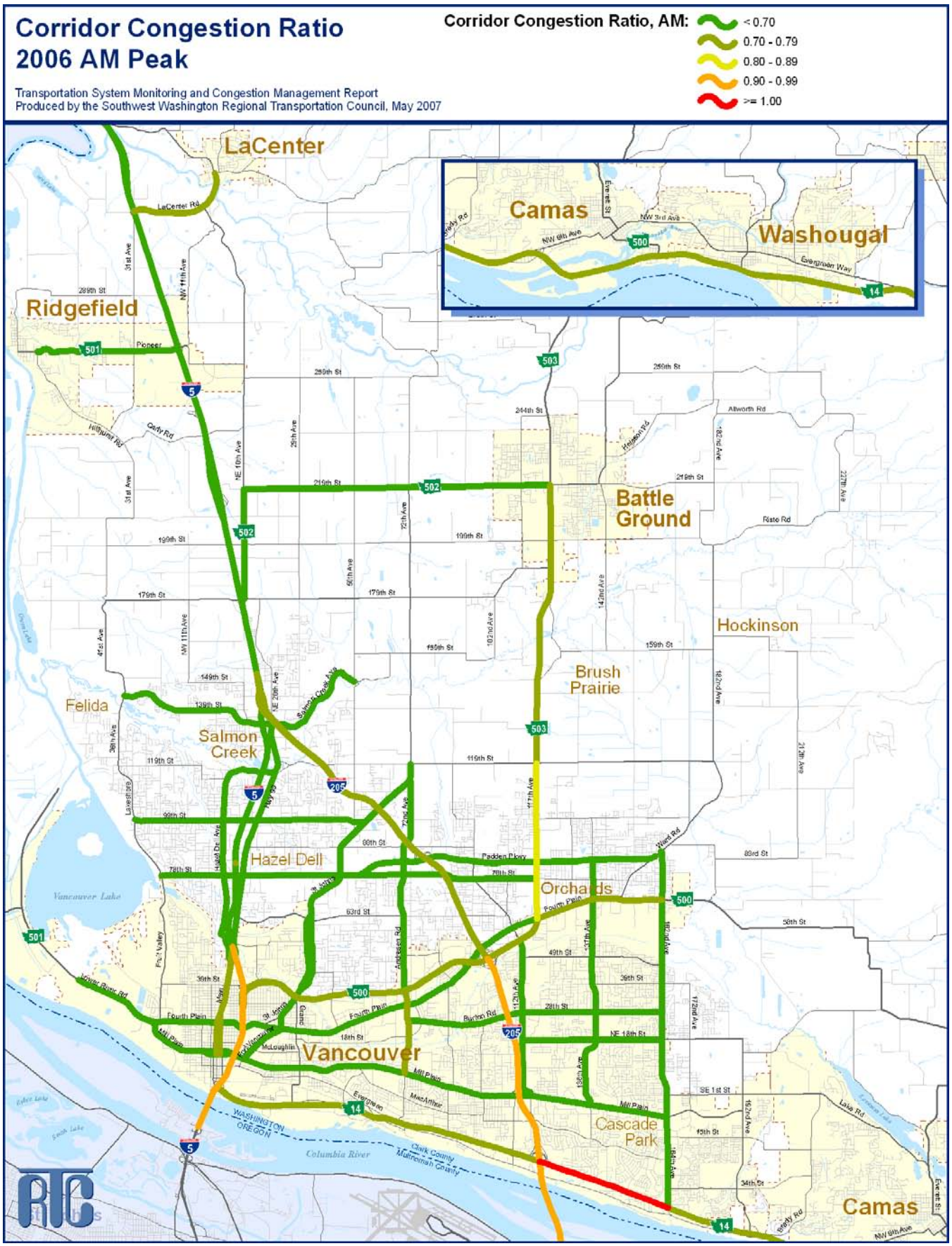
Map 1 – Congestion Management Network



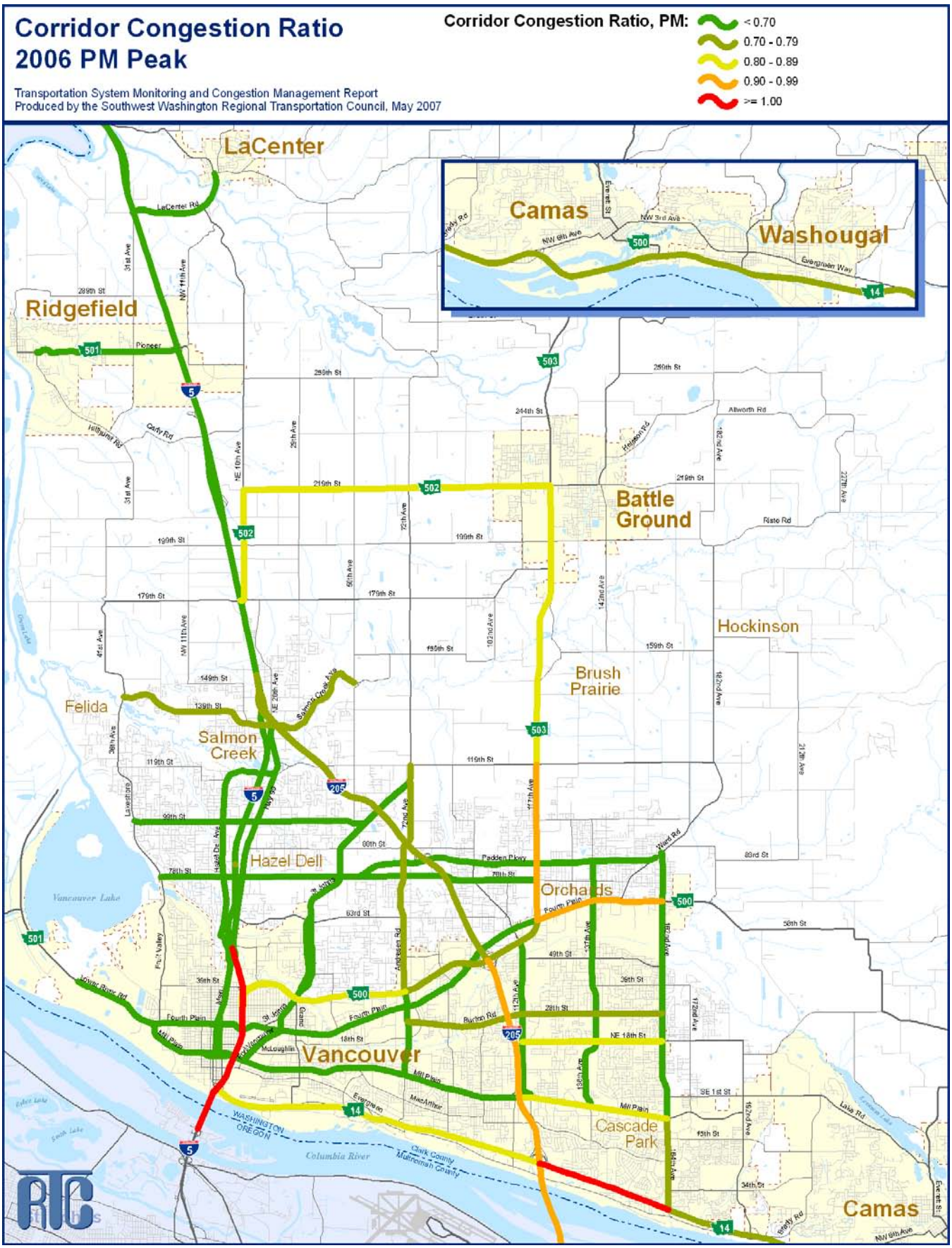
Map 2 – AM Vehicle Volumes

Map 3 – PM Vehicle Volumes

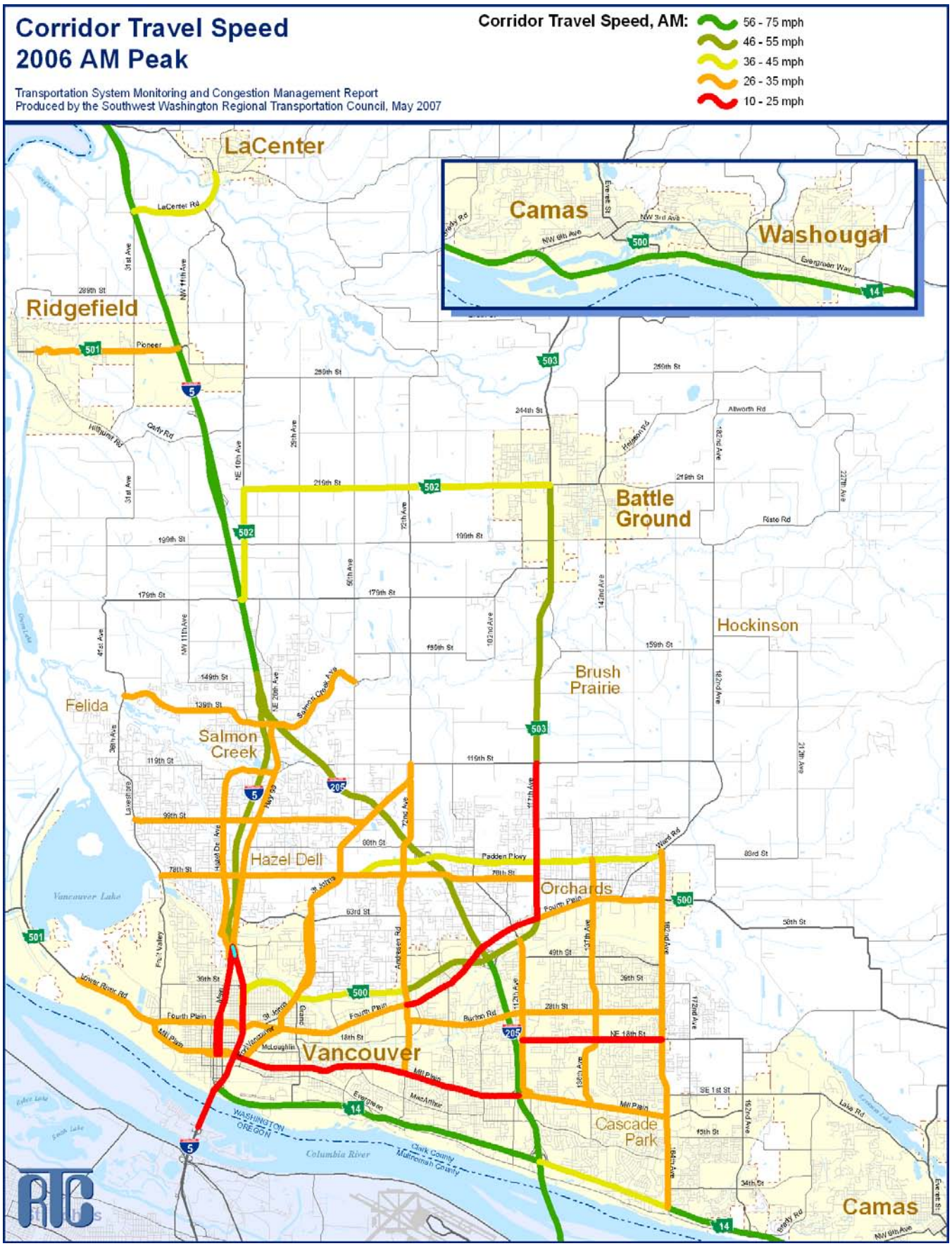
Map 4 – AM Capacity Ratio



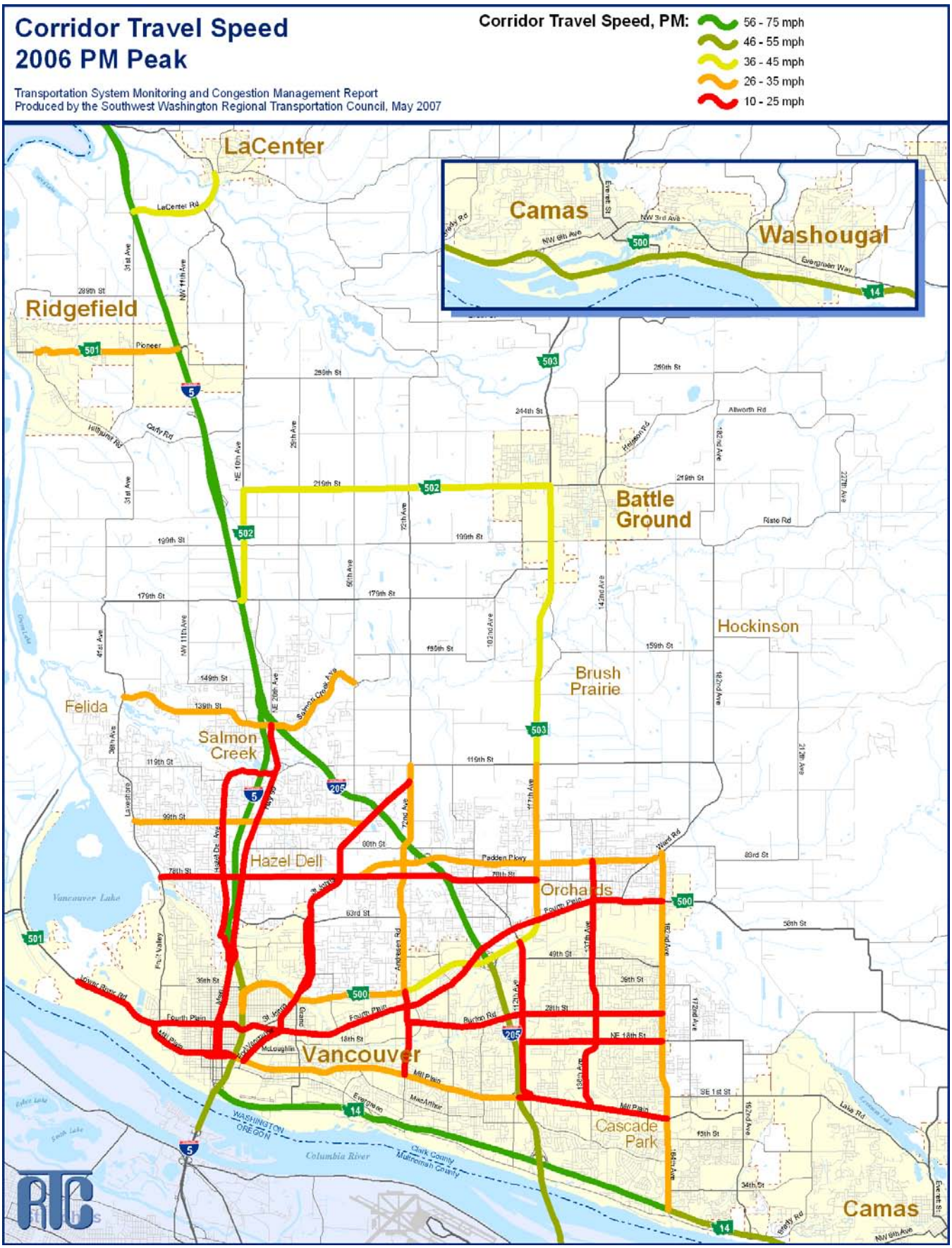
Map 5 – PM Capacity Ratio



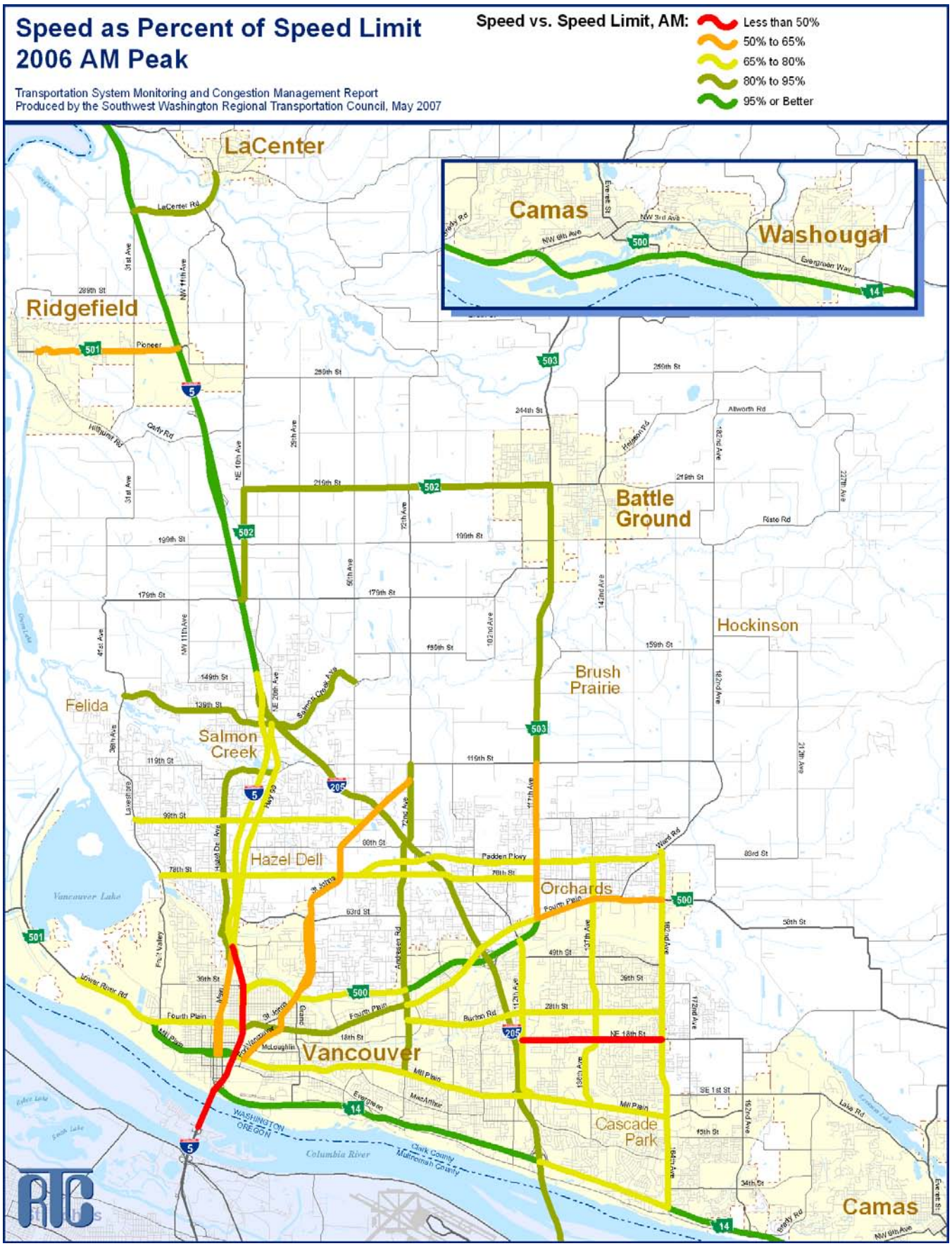
Map 6 – AM Corridor Travel Speed



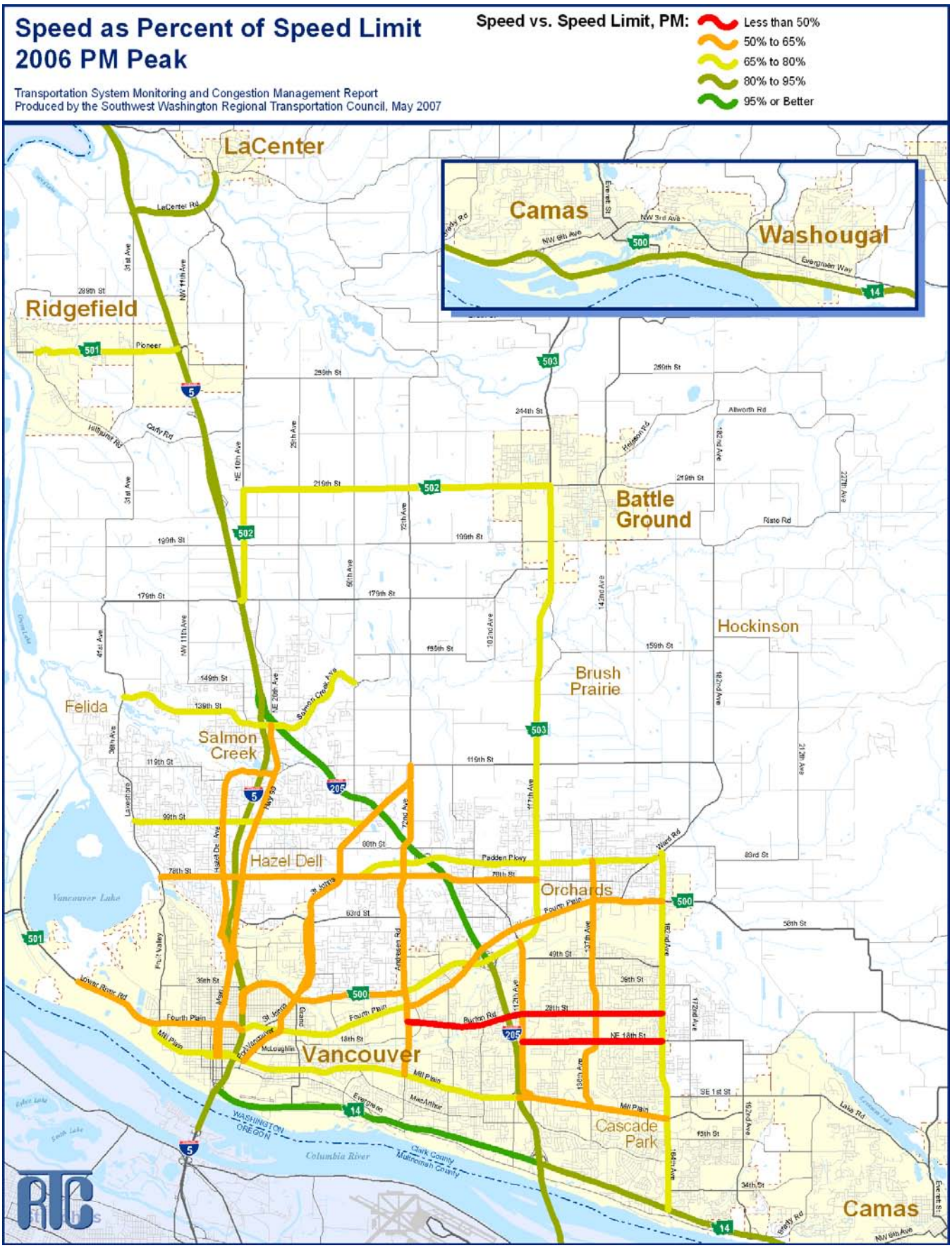
Map 7 – PM Corridor Travel Speed



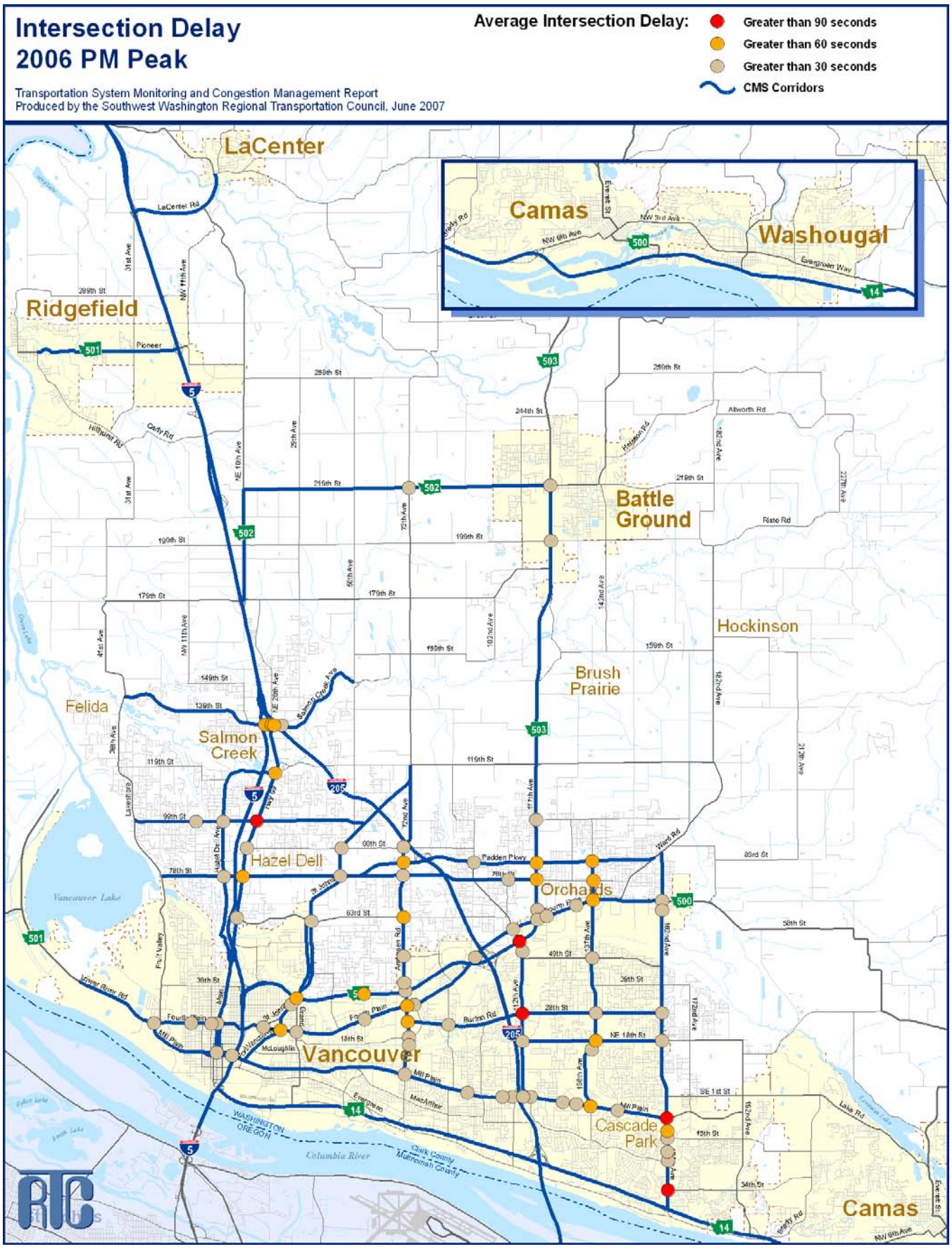
Map 8 – AM Speed as Percent of Speed Limit



Map 9 – PM Speed as Percent of Speed Limit

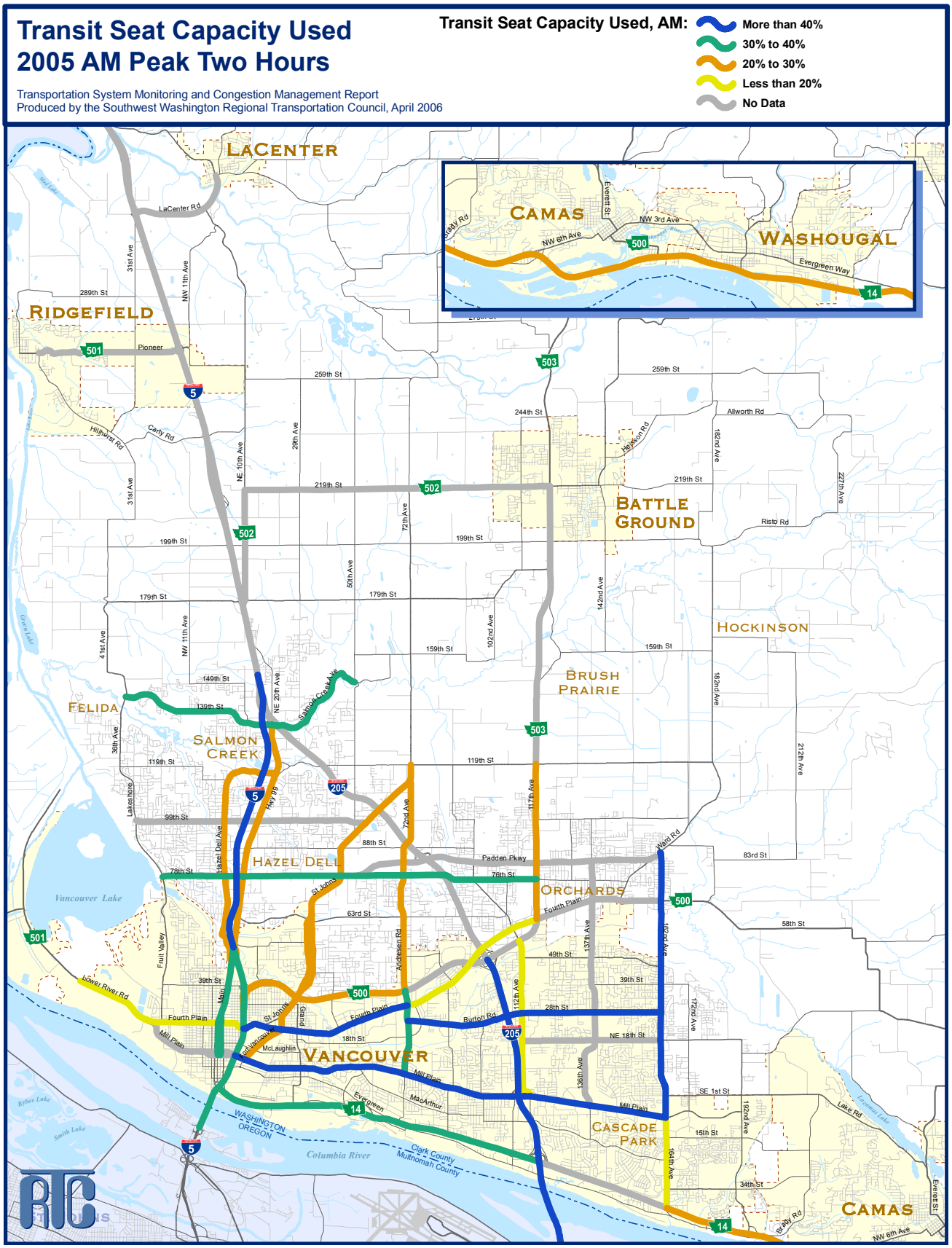


Map 10 – PM Intersection Delay

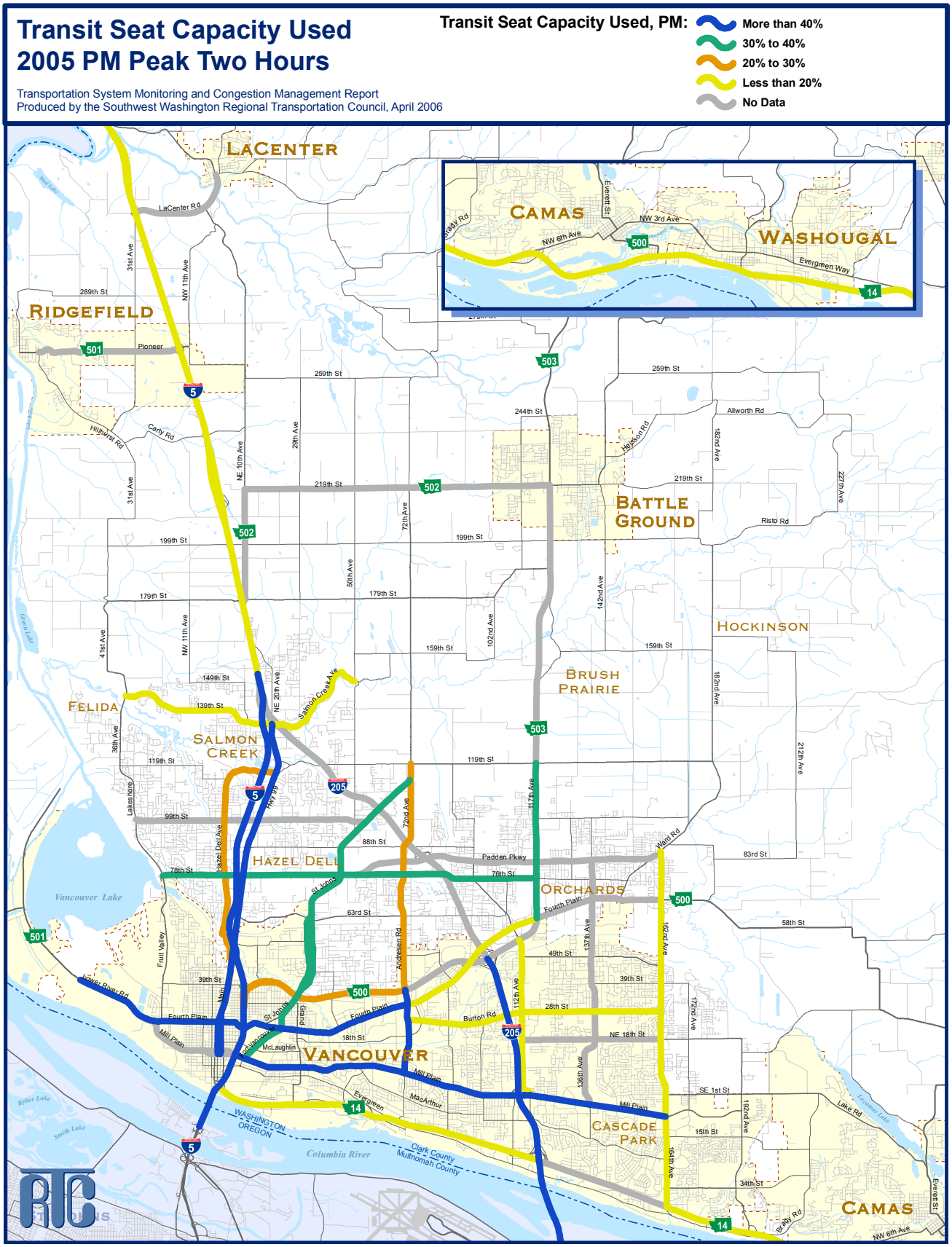


Map 11 – PM Truck Percentage

Map 12 – AM Transit Seat Capacity Used

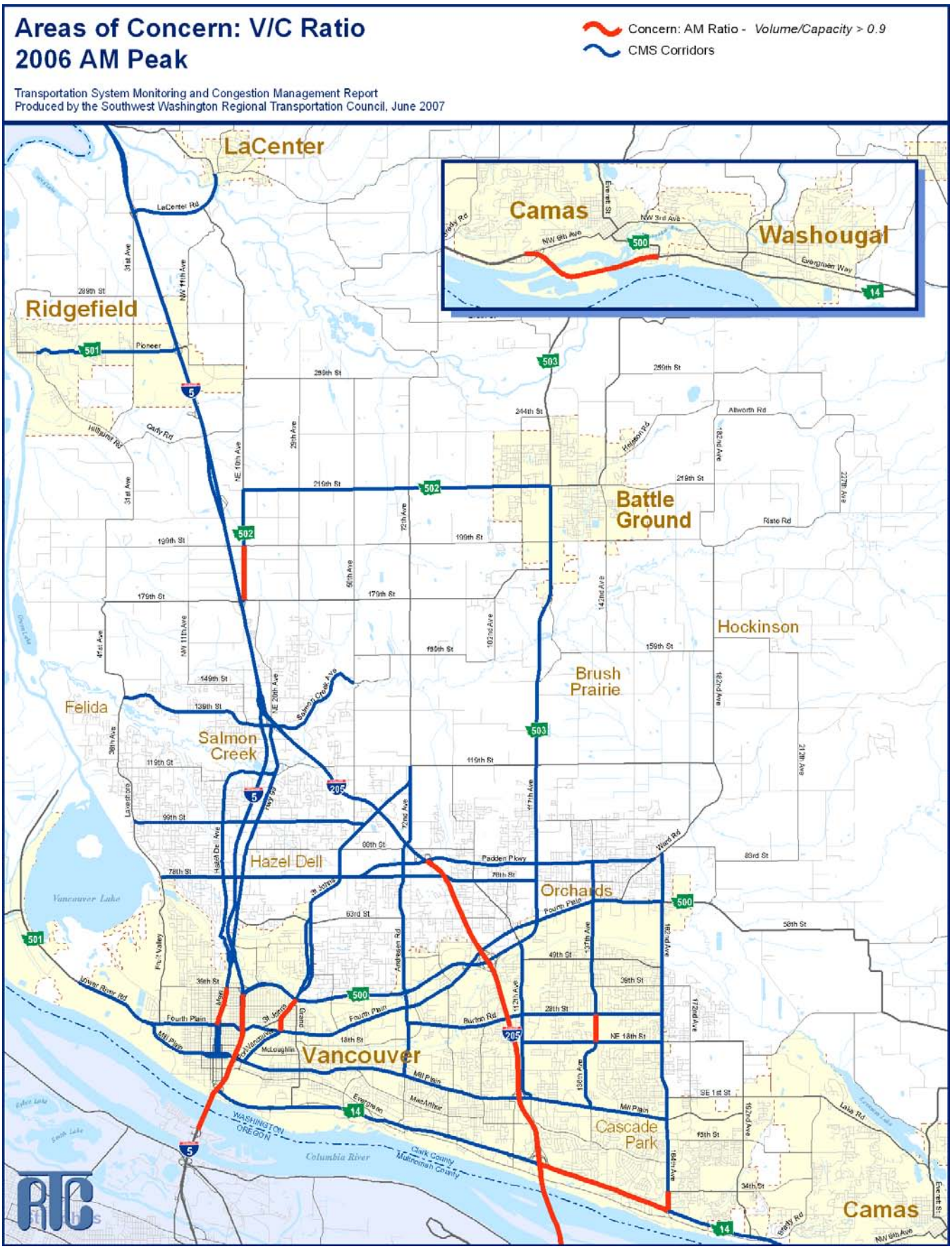


Map 13 – PM Transit Seat Capacity Used

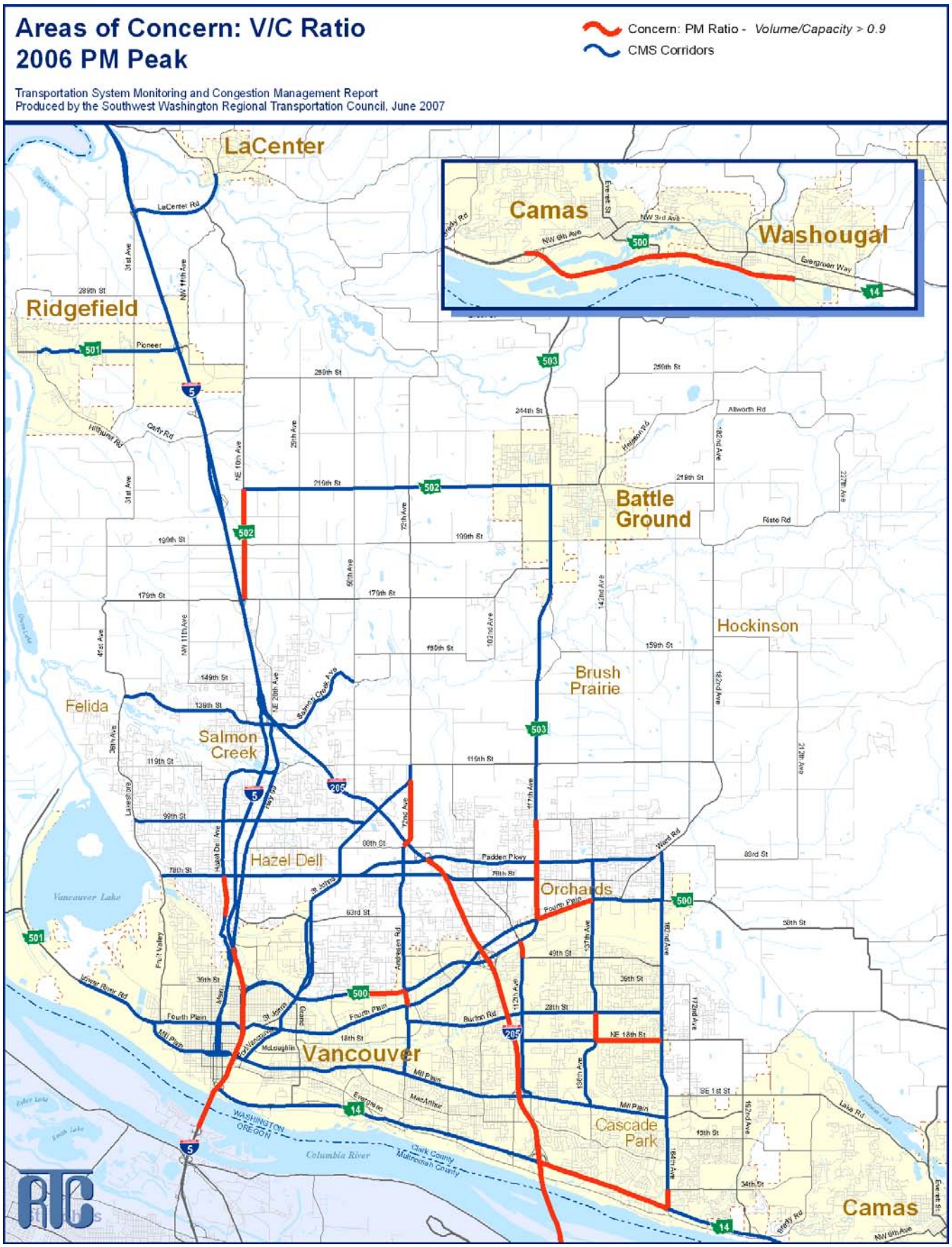


Map 14 – PM Transit Seats as Percent of Lane Capacity

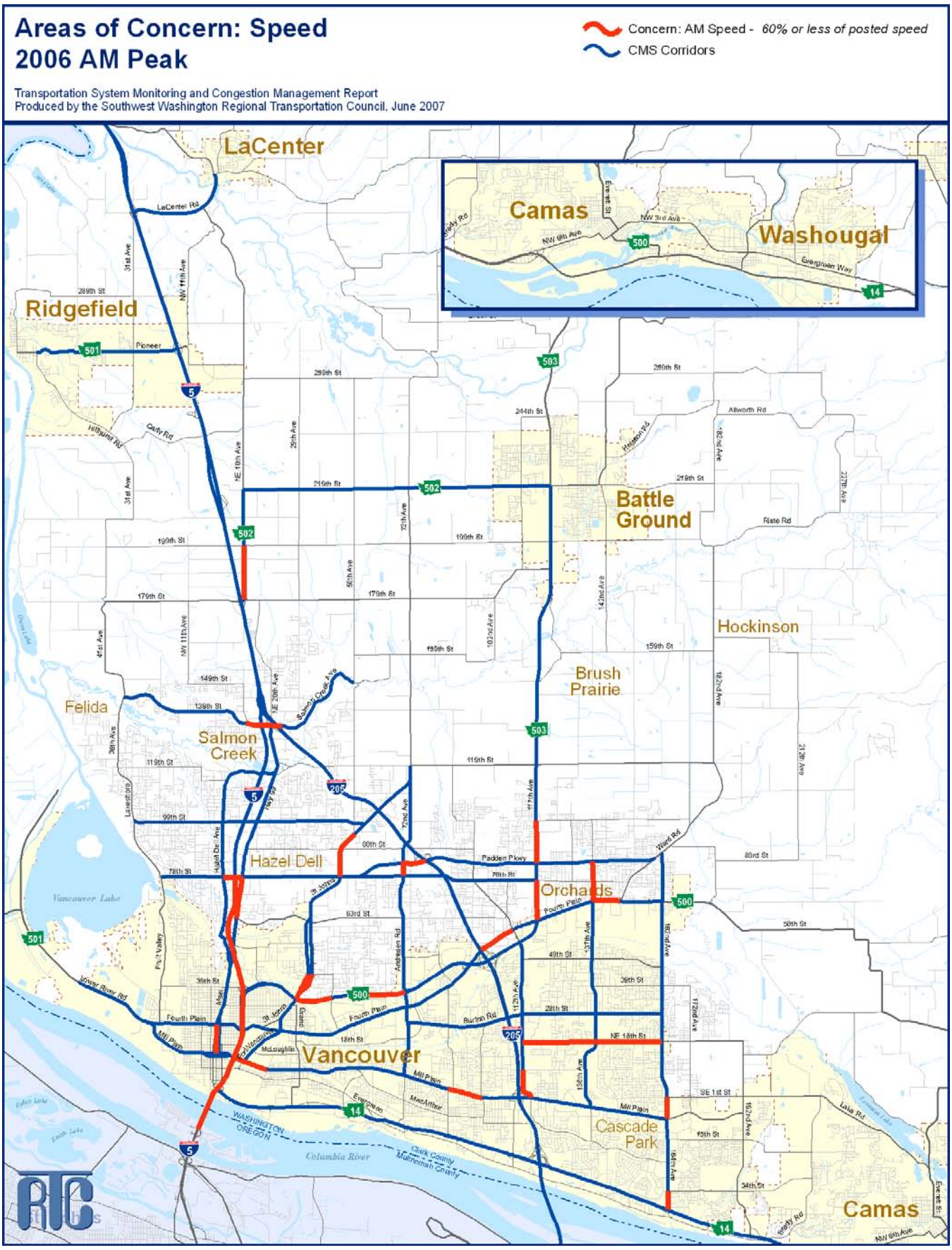
Map 15 – AM Areas of Concern: Volume to Capacity Ratio



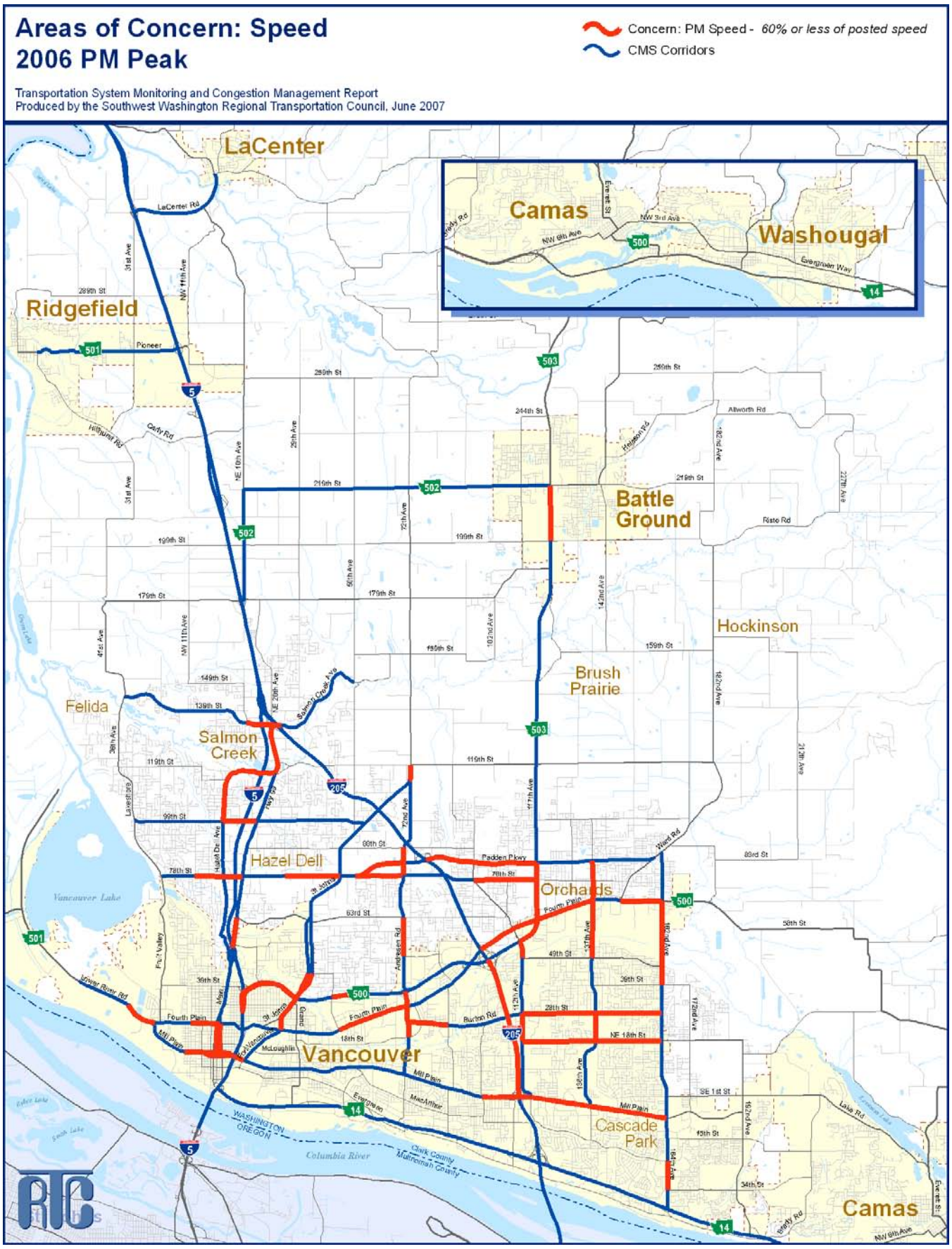
Map 16 – PM Areas of Concern: Volume to Capacity Ratio



Map 17 – AM Areas of Concern: Speed



Map 18 – 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

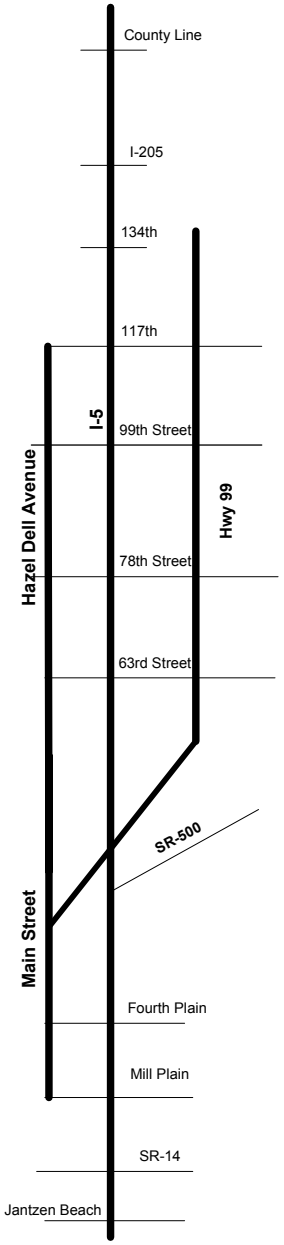
99th Street

28th/18th Streets

134th/139th Streets

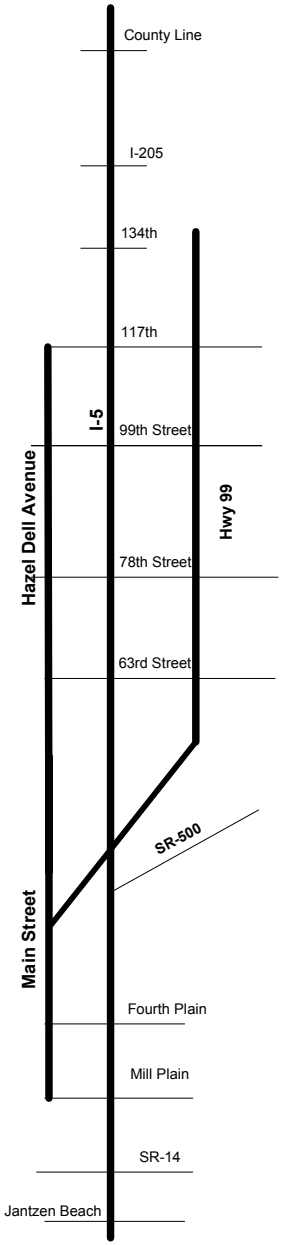
SR-502

SR-501 & La Center Road



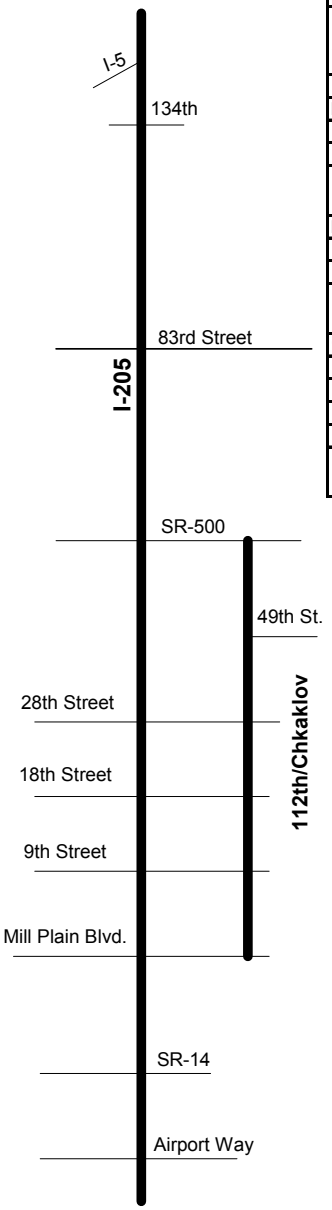
I-5 Corridor

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	2019	0.37	13%		218	65					
319th St.	- SR 501/Pioneer	2.64	5400	2952	0.55	13%		138	69					
SR 501/Pioneer	- SR 502/179th St.	4.72	5400	2925	0.54	13%	1.12	245	70					
SR 502/179th St.	- I-205	1.10	5400	3350	0.62	8%		64	62	173	0	40	0.0%	
		12.42		**3350**	**0.51**	**12%**	**1.12**	**664**	**67**	**173**	**0**	**40**	**0.0%**	**1.1%**
I-5														
I-205	- 134th St.	1.07	3400	1765	0.52			67	57					
134th St.	- 99th St.	1.18	6000	3312	0.55	8%		84	51					
99th St.	78th St.	1.06	6000	3802	0.63	6%		72	53	134,173	179	440	40.7%	
78th St.	- Main St.	0.84	6000	3856	0.64	6%		90	34					
		4.15		**3856**	**0.59**	**7%**	**1.11**	**313**	**48**	**134,173**	**179**	**440**	**40.7%**	**11.0%**
Hwy 99														
134th St.	- 117th St.	0.89	1700	805	0.47	9%		105	31					
117th St.	- 99th St.	0.91	1700	376	0.22	7%		98	33					
99th St.	- 78th St.	1.03	1700	356	0.21	6%		109	34					
78th St.	- 63rd St.	0.74	1700	493	0.29	6%	1.12	134	20	71	50	210	23.8%	
63rd St.	- Ross St.	0.41	1700	741	0.44	5%		37	40					
		3.98		**805**	**0.35**	**7%**	**1.12**	**483**	**30**	**71**	**50**	**210**	**23.8%**	**12.4%**
Hazel Dell														
117th St.	- 99th St.	1.70	800	424	0.53	3%		197	31					
99th St.	- 78th St.	1.00	1700	426	0.25	2%		149	24					
78th St.	- 63rd St.	0.73	800	496	0.62	3%		87	30	6	25	120	20.8%	
		3.43		**496**	**0.47**	**3%**	**1.11**	**433**	**29**	**6**	**25**	**120**	**20.8%**	**7.5%**
I-5														
Main St.	- 39th St.	0.74	5400	4453	0.82	6%		202	13	134, 157, 173, 190	201	560	35.9%	
39th St.	- 4th Plain	0.70	5700	5346	0.94	6%	1.24	253	10					
4th Plain	- Mill Plain	0.32	5700	5265	0.92	6%		106	11					
Mill Plain	- SR 14	0.67	5400	5345	0.99	6%	1.17	150	16					
SR 14	- Jantzen Beach	1.18	5400	5568	1.03	7%		168	25	105,114,134,157,173	343	960	35.7%	
		3.61		**5568**	**0.96**	**6%**	**1.21**	**879**	**15**	**105,114,134,157,**	**343**	**960**	**35.7%**	**26.7%**
Main Street														
Ross St.	- 39th St.	1.52	1700	1238	0.73	3%		176	31					
39th St.	- Fourth Plain	0.69	1200	1146	0.96	6%		133	19	6, 71	104	330	31.5%	
Fourth Plain	- Mill Plain	0.57	800	637	0.80			211	10					
		2.78		**1238**	**0.80**	**5%**	**1.11**	**520**	**19**	**6, 71**	**104**	**330**	**31.5%**	**27.5%**



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	2536	0.47	16%		223	69					
	319th St.	- SR 501/Pioneer	2.59	5400	3216	0.60	13%		143	65					
	SR 501/Pioneer	- SR 502/179th St.	4.76	5400	3223	0.60	13%		263	65					
	SR 502/179th St.	- I-205	1.47	5400	4420	0.82	9%	1.23	93	57	173	5	40	12.5%	
			13.07		**4420**	**0.60**	**13%**	**1.23**	**722**	**65**	**173**	**5**	**40**	**12.5%**	**1.1%**
I-5															
	I-205	- 134th St.	0.75	3400	2250	0.66	9%		48	56					
	134th St.	- 99th St.	1.92	6000	3000	0.50	9%	1.17	127	54					
	99th St.	78th St.	1.08	6000	4020	0.67	5%		66	59	134,173	357	440	81.1%	
	78th St.	- Main St.	1.31	6000	4511	0.75	6%		79	60					
			5.06		**4511**	**0.64**	**7%**	**1.17**	**320**	**57**	**134,173**	**357**	**440**	**81.1%**	**7.3%**
Hwy 99															
	134th St.	- 117th St.	0.89	1700	1134	0.67	2%		165	19					
	117th St.	- 99th St.	0.91	1700	759	0.45	2%		108	30					
	99th St.	- 78th St.	1.03	1700	910	0.54	2%		133	28					
	78th St.	- 63rd St.	0.74	1700	990	0.58	2%	1.31	120	22	71	120	210	50.0%	
	63rd St.	- Ross St.	0.41	1700	1078	0.63	2%		64	23					
			3.98		**1134**	**0.57**	**2%**	**1.31**	**590**	**24**	**71**	**120**	**210**	**50.0%**	**14.1%**
Hazel Dell															
	117th St.	- 99th St.	1.68	800	569	0.71	1%		329	18					
	99th St.	- 78th St.	0.94	1700	739	0.43	1%		117	29					
	78th St.	- 63rd St.	0.74	800	751	0.94	1%		104	26	6	25	120	20.8%	
			3.36		**751**	**0.68**	**1%**	**1.24**	**550**	**22**	**6**	**25**	**120**	**20.8%**	**7.5%**
I-5															
	Main St.	- 39th St.	0.72	5700	6240	1.09	5%		42	62	134, 157, 173, 190	426	640	66.6%	
	39th St.	- 4th Plain	0.16	6300	6650	1.06	4%	1.08	10	58					
	4th Plain	- Mill Plain	0.95	5700	5762	1.01	4%		62	55					
	Mill Plain	- SR 14	0.45	5400	5348	0.99	3%	1.21	28	58					
	SR 14	- Jantzen Beach	0.73	5400	5400	1.00	5%		80	33	105,114,134,157,173,	593	1120	52.9%	
			3.01		**6650**	**1.03**	**4%**	**1.15**	**222**	**49**	**105,114,134,157,**	**593**	**1120**	**52.9%**	**31.1%**
Main Street															
	Ross St.	- 39th St.	0.85	1700	641	0.38	3%		92	33					
	39th St.	- Fourth Plain	0.69	1200	506	0.42	2%		134	19	6, 71	172	360	47.8%	
	Fourth Plain	- Mill Plain	0.57	800	361	0.45	2%		176	12					
			2.11		**641**	**0.41**	**2%**	**1.24**	**402**	**19**	**6, 71**	**172**	**360**	**47.8%**	**30.0%**

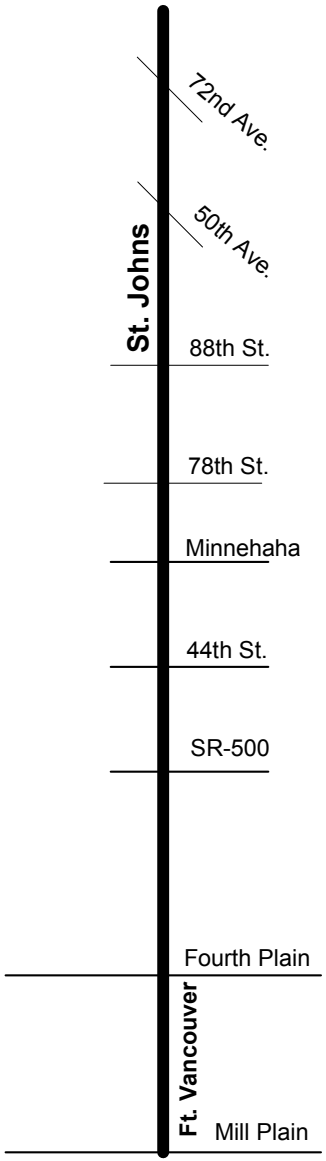


I-205 Corridor

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.	0.75	3800	1900	0.50	9%		45	60					
134th St. - 83rd St.	2.89	3800	2670	0.70	7%		177	59					
83rd St. - SR 500	2.01	3800	3488	0.92		1.10	156	46					
	5.65		**3488**	**0.78**	**8%**	**1.10**	**378**	**54**					
I-205													
SR 500 - Mill Plain	2.73	5800	5196	0.90			176	56					
Mill Plain - SR 14	1.03	6400	6099	0.95		1.03	62	60	177	48	80	60.0%	
SR 14 - Airport Way	2.62	7400	7500	1.01	4%		170	55	164, 165, 177	284	560	50.7%	
	6.38		**7500**	**0.96**	**4%**	**1.03**	**408**	**56**	**164, 165, 177**	**284**	**560**	**51.0%**	**11.4%**
112th Ave. NE / Chkalov Drive / Gher Road													
SR 500 - 49th St.	0.31	1600	895	0.56			36	31					
49th St. - 28th St.	0.99	1600	845	0.53			112	32	80	24	120	20.0%	
28th St. - 18th St.	0.50	1600	745	0.47	5%		64	28					
18th St. - 9th St.	0.50	1600	739	0.46			77	23					
9th St. - Mill Plain	0.58	1600	852	0.53			100	21					
	2.88		**895**	**0.51**	**5%**	**1.11**	**389**	**27**	**80**	**24**	**120**	**20.0%**	**7.5%**

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%		48	60					
134th St. - 83rd St.	3.66	3800	2676	0.70	9%		216	61					
83rd St. - SR 500	2.23	3800	3647	0.96	9%	1.24	135	59					
	6.68		**3647**	**0.80**	**9%**	**1.24**	**399**	**60**					
I-205													
SR 500 - Mill Plain	2.45	5800	5286	0.91	6%		149	59					
Mill Plain - SR 14	0.89	6400	6343	0.99	9%	1.04	58	55	177	50	160	31.3%	
SR 14 - Airport Way	2.10	7200	7483	1.04	4%		169	45	164, 165, 177	396	760	52.1%	
	5.44		**7483**	**0.98**	**6%**	**1.04**	**376**	**52**	**164, 165, 177**	**396**	**760**	**52.1%**	**15.8%**
112th Ave. NE / Chkalov Drive / Gher Road													
SR 500 - 49th St.	0.31	1600	1528	0.96	2%		155	7					
49th St. - 28th St.	0.73	1600	1124	0.70	3%		77	34	80	16	120	13.3%	
28th St. - 18th St.	0.50	1600	975	0.61	1%		142	13					
18th St. - 9th St.	0.49	1600	952	0.60	1%		60	29					
9th St. - Mill Plain	0.38	1600	920	0.58	2%		45	30					
	2.41		**1528**	**0.69**	**2%**	**1.24**	**479**	**18**	**80**	**16**	**120**	**13.3%**	**7.5%**

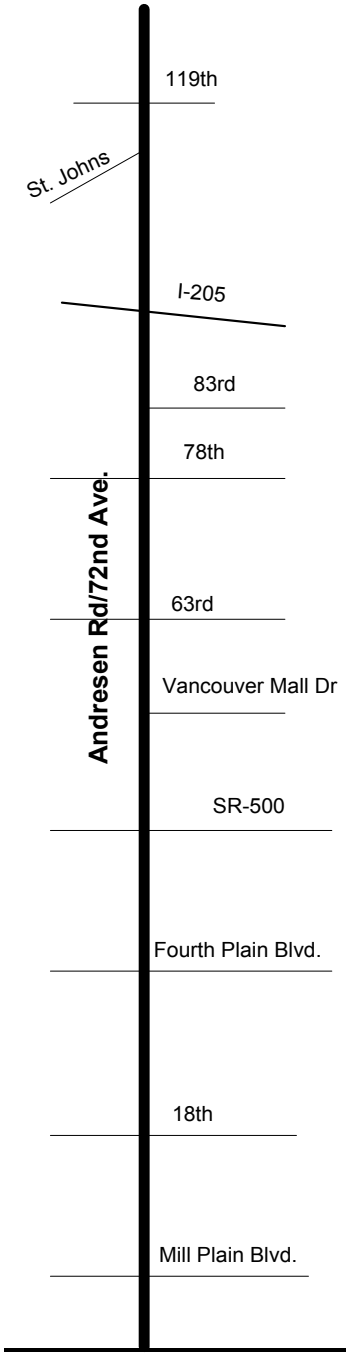


Grand/St. Johns Corridor

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%		118	42					
50th Ave. - NE 88th St.	0.35	1800	910	0.51			58	22					
NE 88th St. - NE 78th St.	0.49	1800	900	0.50	6%		83	21					
NE 78th St. - NE Minnehaha St.	0.97	1800	820	0.46	8%		100	35					
St. Johns Rd./St. James Rd.													
NE Minnehaha St. - NE 44th St.	0.72	1800	1073	0.60			76	34	25	33	120	27.5%	
NE 44th St. - SR 500	0.74	1800	1103	0.61	4%		143	19					
St. Johns Blvd.													
SR-500 - Ft. Vancouver	0.44	800	770	0.96			69	23					
Ft. Vancouver Way													
St. Johns - Fourth Plain	0.22	800	329	0.41			51	16					
Fourth Plain - Mill Plain	0.86	1800	419	0.23			166	19					
	6.16		**1103**	**0.56**	**5%**	**1.11**	**864**	**26**	**25**	**33**	**120**	**27.5%**	**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.	1.37	800	566	0.71	4%		122	40					
50th Ave. - NE 88th St.	0.35	1800	841	0.47	3%		31	41					
NE 88th St. - NE 78th St.	0.49	1800	671	0.37	3%		70	25					
NE 78th St. - NE Minnehaha St.	1.70	1800	866	0.48	3%		204	30					
St. Johns Rd./St. James Rd.													
NE Minnehaha St. - NE 44th St.	0.84	1800	870	0.48	3%		101	30	25	42	120	35.0%	
NE 44th St. - SR 500	0.54	1800	1036	0.58	3%		193	10					
St. Johns Blvd.													
SR-500 - Ft. Vancouver	0.82	800	464	0.58	2%		140	21					
Ft. Vancouver Way													
St. Johns - Fourth Plain	0.22	800	508	0.64	2%		55	14					
Fourth Plain - Mill Plain	0.86	1800	555	0.31	2%		198	16					
	7.19		**1036**	**0.51**	**3%**	**1.24**	**1114**	**23**	**25**	**42**	**120**	**35.0%**	**6.7%**

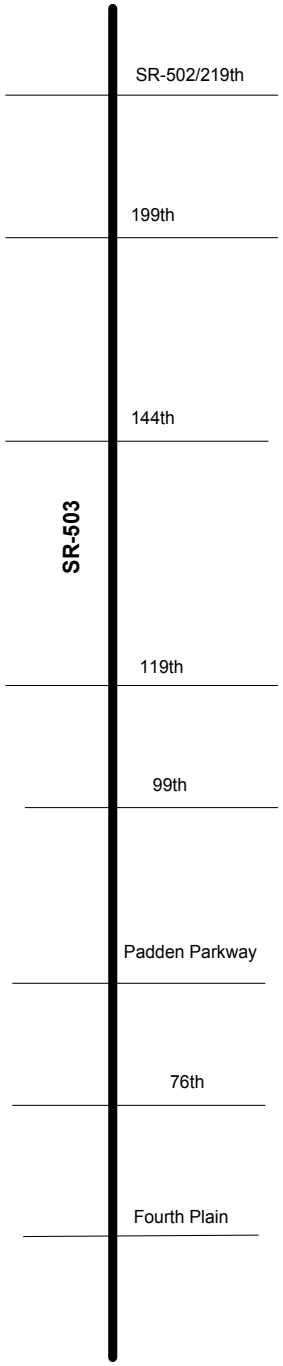


Andresen Rd./72nd Av. Corridor

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.	0.29	1800	1062	0.59	4%		31	34					
St. Johns Rd. - 88th St.	1.24	800	682	0.85	5%		115	39					
88th St. - Padden Parkway	0.28	1800	1058	0.59	4%		34	30					
Padden Parkway - 78th St.	0.23	1800	572	0.32			39	21					
78th St. - 63rd St.	0.76	1800	674	0.37	7%		74	37					
63rd St. - Vancouver Mall Dr.	0.70	1800	904	0.50	4%		62	41	7, 76, 78	55	270	20.4%	
Vancouver Mall - SR 500	0.62	1800	1493	0.83			81	28					
	4.12		**1493**	**0.66**	**5%**	**1.11**	**436**	**34**	**7, 76, 78**	**55**	**270**	**20.4%**	**15.0%**
Andresen Rd.													
SR 500 - Fourth Plain Blvd.	0.27	1800	1498	0.83	4%		42	23					
Fourth Plain Blvd. - 18th St.	0.55	1800	1305	0.73	5%		74	27					
18th St. - Mill Plain Blvd.	0.68	1800	1156	0.64			77	32	32	66	150	44.0%	
	1.50		**1498**	**0.71**	**5%**	**1.11**	**193**	**28**	**32**	**66**	**150**	**44.0%**	**8.3%**

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.	0.29	1800	1473	0.82	4%		43	24					
St. Johns Rd. - 88th St.	1.24	800	853	1.07	3%		111	40					
88th St. - Padden Parkway	0.28	1800	1335	0.74	3%		41	25					
Padden Parkway - 78th St.	0.23	1800	813	0.45	3%		75	11					
78th St. - 63rd St.	0.76	1800	986	0.55	3%		93	29					
63rd St. - Vancouver Mall Dr.	0.70	1800	1224	0.68	3%		108	23	7, 76, 78	61	270	22.6%	
Vancouver Mall - SR 500	0.62	1800	1271	0.71	3%		78	29					
	4.12		**1473**	**0.76**	**3%**	**1.24**	**549**	**27**	**7, 76, 78**	**61**	**270**	**22.6%**	**15.0%**
Andresen Rd.													
SR 500 - Fourth Plain Blvd.	0.27	1800	1638	0.91	3%		48	20					
Fourth Plain Blvd. - 18th St.	0.56	1800	951	0.53	2%		155	13					
18th St. - Mill Plain Blvd.	0.68	1800	895	0.50	2%		94	26	32	66	120	55.0%	
	1.51		**1638**	**0.62**	**2%**	**1.24**	**297**	**18**	**32**	**66**	**120**	**55.0%**	**6.7%**

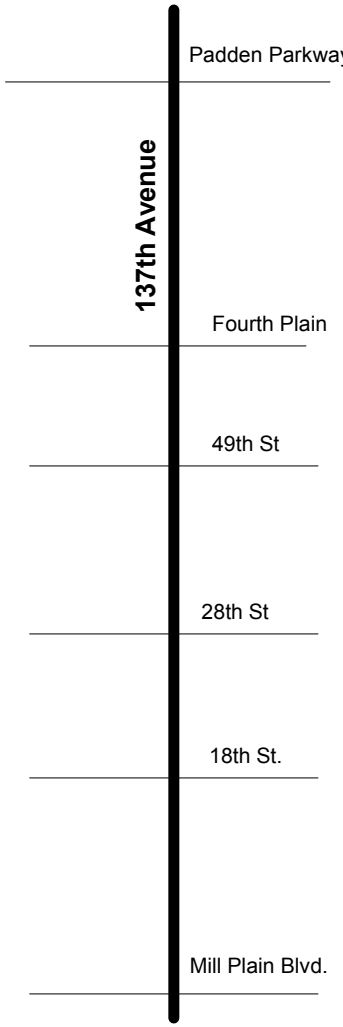


SR-503 Corridor

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.	0.99	1800	1593	0.89	7%		104	34					
99th St.	- Padden Parkway	0.77	1800	1478	0.82	7%		126	22	7	26	90	28.9%	
Padden Parkway	- 76th St.	0.29	1800	1399	0.78	7%		41	25					
76th St.	- Fourth Plain	0.72	1800	1482	0.82		1.06	171	15					
		2.77		**1593**	**0.84**	**7%**	**1.06**	**442**	**23**	**7**	**26**	**90**	**28.9%**	**5.0%**
SR 503														
SR-502	- 199th St.	0.99	1800	1031	0.57	5%		103	35					
199th St.	- 149th St.	2.54	1800	1380	0.77	4%	1.11	180	51					
149th St.	- 119th St.	1.49	1800	1595	0.89	3%		111	48					
		5.02		**1595**	**0.78**	**4%**	**1.11**	**394**	**46**					

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.	0.99	1800	1479	0.82	4%		101	35					
99th St.	- Padden Parkway	0.77	1800	1784	0.99	3%		81	34	7	31	90	34.4%	
Padden Parkway	- 76th St.	0.29	1800	1626	0.90	2%		48	22					
76th St.	- Fourth Plain	0.72	1800	1640	0.91	2%	1.23	133	19					
		2.77		**1784**	**0.91**	**3%**	**1.23**	**363**	**27**	**7**	**31**	**90**	**34.4%**	**5.0%**
SR 503														
SR-502	- 199th St.	0.99	1800	1106	0.61	4%		119	30					
199th St.	- 149th St.	2.54	1800	1552	0.86	4%	1.23	237	39					
149th St.	- 119th St.	1.49	1800	1460	0.81	4%		127	42					
		5.02		**1552**	**0.81**	**4%**	**1.23**	**483**	**37**					

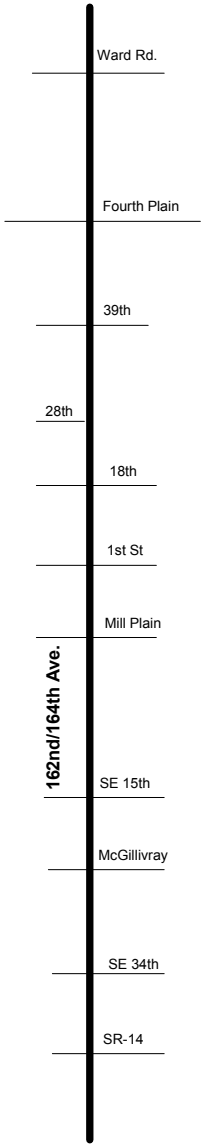


136/137/138th Avenue Corridor

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 - Fourth Plain	0.71	1200	541	0.45	5%		131	20					
Fourth Plain - 49th St.	1.05	800	481	0.60			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**	**0.58**	**5%**	**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	0.69	1200	556	0.46	3%		193	13					
SR-500 - 49th St.	1.03	800	650	0.81	2%		162	23					
49th St. - 28th St.	1.00	800	597	0.75	5%		150	24					
28th St. - 18th St.	0.49	800	760	0.95	2%		93	19					
18th St. - Mill Plain	1.27	1800	956	0.53	2%		196	23					
	4.48		**956**	**0.67**	**3%**	**1.23**	**794**	**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.	- Fourth Plain	0.87	1800	902	0.50	7%		98	32					
Fourth Plain	- 39th St.	1.49	1800	995	0.55	7%		150	36					
39th St.	- 28th St.	0.51	1800	784	0.44	5%		60	31					
28th St.	- 18th St.	0.49	1800	1012	0.56	6%		65	27	30	74	120	61.7%	
18th St.	- 1st St.	1.01	1800	1025	0.57	5%		100	36					
1st St.	- Mill Plain	0.39	1800	1143	0.64	6%		66	21					
		4.76		**1143**	**0.55**	**6%**	**1.11**	**539**	**32**	**30**	**74**	**120**	**61.7%**	**6.7%**
162nd/164th Ave.														
Mill Plain	- 15th St.	0.36	2400	1144	0.48	6%		38	34					
15th St.	- McGillvray	0.40	2400	974	0.41	6%	1.10	48	30					
McGillvray	- 34th St.	0.52	2400	1222	0.51	5%		66	28	30, 37, 80	85	480	17.7%	
34th St.	- SR 14	0.34	2400	2325	0.97	3%		41	30					
		1.62		**2325**	**0.65**	**5%**	**1.10**	**193**	**30**	**30, 37, 80**	**85**	**480**	**17.4%**	**30.0%**

162nd/164th Avenue Corridor

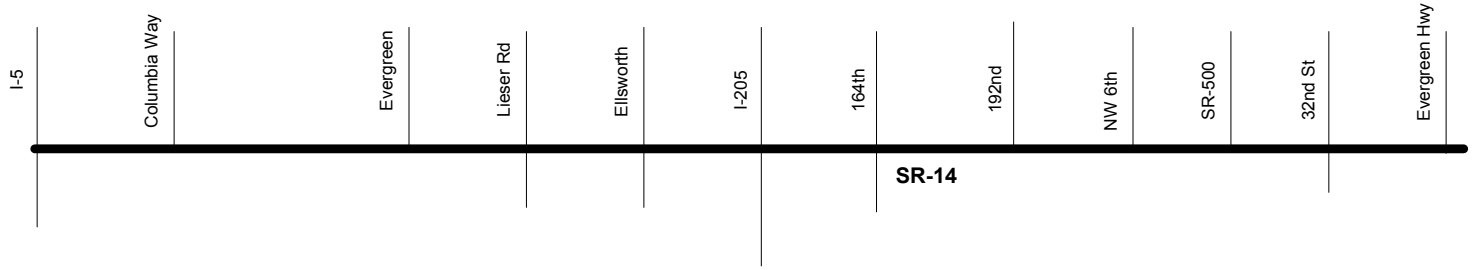
PM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	PM - Nouthbound/Eastbound										
162nd/164th Ave.														
Ward Rd.	- Fourth Plain	0.87	1800	907	0.50	3%		94	33					
Fourth Plain	- 39th St.	1.49	1800	1098	0.61	2%		233	23					
39th St.	- 28th St.	0.51	1800	1088	0.60	2%		67	27					
28th St.	- 18th St.	0.50	1800	1228	0.68	3%		45	40	30	23	120	19.2%	
18th St.	- 1st St.	0.40	1800	1235	0.69	3%		35	41					
1st St.	- Mill Plain	0.57	1800	1346	0.75	2%		64	32					
		4.34		**1346**	**0.63**	**3%**	**1.24**	**538**	**29**	**30**	**23**	**120**	**19.2%**	**6.7%**
162nd/164th Ave.														
Mill Plain	- 15th St.	0.36	2400	1488	0.62	2%		40	32					
15th St.	- McGillvray	0.26	2400	1203	0.50	3%	1.23	28	33					
McGillvray	- 34th St.	0.52	2400	1658	0.69	2%		81	23	30, 37, 80	91	480	19.0%	
34th St.	- SR 14	0.31	2400	2248	0.94	2%		42	27					
		1.45		**2248**	**0.72**	**2%**	**1.23**	**191**	**27**	**30, 37, 80**	**91**	**480**	**19.0%**	**30.0%**

SR-14 Corridor

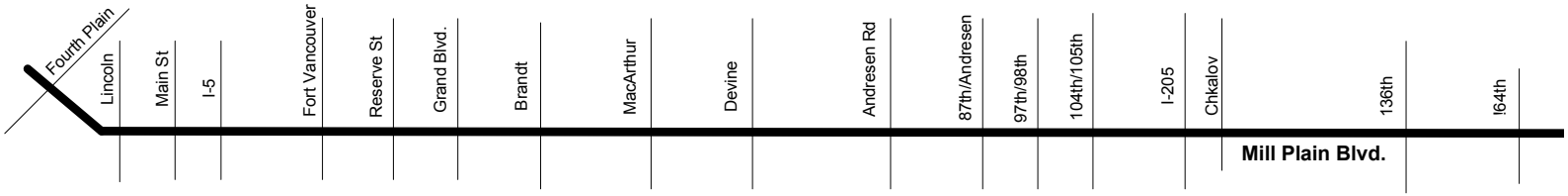
AM Peak		Segment		Traffic Volume	CCI	Truck Percent	AVO	Travel Time (Seconds)	Speed (MPH)	Transit Lines on CMS links	Transit Riders	Transit Seat Capacity	Transit Capacity Used	Transit Seats/Lane Capacity
		Length	Capacity	AM - Southbound/Westbound										
SR 14														
I-5	- Columbia Way	1.80	3600	2111	0.59	4%		118	55					
Columbia Way	- Evergreen Blvd.	1.70	3600	2951	0.82		1.13	105	58					
Evergreen Blvd.	- Lieser Rd.	0.86	3600	2899	0.81			54	57	114	15	40	37.5%	
Lieser Rd.	- Ellsworth Rd.	0.76	3600	2955	0.82			48	57					
Ellsworth Rd.	- I-205	0.77	3600	2676	0.74	4%		46	60					
		5.89		**2955**	**0.75**	**4%**	**1.13**	**371**	**57**	**114**	**15**	**40**	**37.5%**	**1.1%**
SR 14														
I-205	- 164th Ave.	2.04	3600	3710	1.03	4%	1.04	181	41					
		2.04		**3710**	**1.03**	**4%**	**1.04**	**181**	**41**					
SR 14														
164th Ave.	- 192nd Ave.	0.96	3600	2344	0.65			61	57	92, 114	36	160	22.5%	
192nd Ave.	6th Ave. NW	2.04	2400	1940	0.81			127	58					
6th Ave. NW	- SR 500	2.21	1200	1105	0.92	8%		155	51					
SR 500	- 32nd St.	2.39	1200	987	0.82	4%		207	42					
32nd St.	- Evergreen Hwy.	1.82	1200	241	0.20	10%		131	50					
		9.89		**2344**	**0.72**	**7%**	**1.10**	**720**	**49**	**92, 114**	**36**	**160**	**22.5%**	**4.4%**

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	0.67	3600	3056	0.85	4%		41	59					
Columbia Way	- Evergreen Blvd.	2.49	3600	2897	0.80	4%	1.21	156	57					
Evergreen Blvd.	- Lieser Rd.	0.93	3600	3043	0.85	4%		60	56	114	6	40	15.0%	
Lieser Rd.	- Ellsworth Rd.	1.12	3600	2966	0.82	4%		70	58					
Ellsworth Rd.	- I-205	0.77	3600	2628	0.73	3%		46	60					
		5.98		**3056**	**0.81**	**4%**	**1.21**	**373**	**58**	**114**	**6**	**40**	**15.0%**	**1.1%**
SR 14														
I-205	- 164th Ave.	2.03	3600	3760	1.04	3%	1.11	130	56					
		2.03		**3760**	**1.04**	**3%**	**1.11**	**130**	**56**					
SR 14														
164th Ave.	- 192nd Ave.	0.99	3600	2257	0.63	5%		61	58	92, 114	30	160	18.8%	
192nd Ave.	6th Ave. NW	2.13	3600	2257	0.63	5%		129	59					
6th Ave. NW	- SR 500	2.56	1200	1269	1.06	8%		202	46					
SR 500	- 32nd St.	2.39	1200	1189	0.99	5%		223	39					
32nd St.	- Evergreen Hwy.	1.82	1000	290	0.29	10%		123	53					
		9.89		**2257**	**0.79**	**7%**	**1.11**	**738**	**48**	**92, 114**	**30**	**160**	**18.8%**	**4.4%**

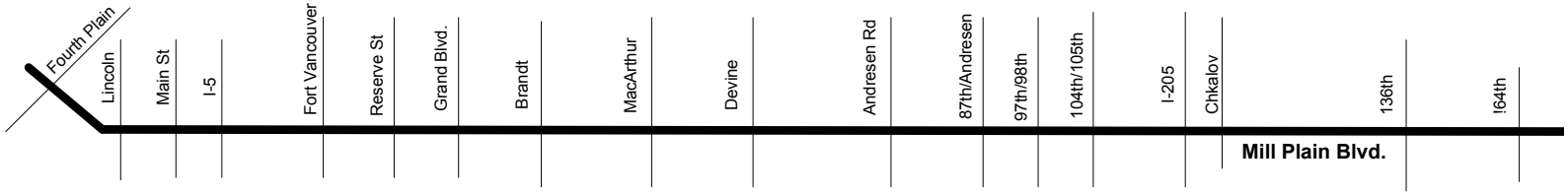


Mill Plain Blvd. Corridor														
AM Peak		**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
		Length	**Capacity**	**AM - Southbound/Westbound**										
Mill Plain/SR 501														
I-5	- Main St.	0.34	2400	1138	0.47	9%		46	27					
Main St.	- Lincoln	0.58	1700	1016	0.60	16%		77	27					
Lincoln	- Fourth Plain	0.81	1800	438	0.24	26%	1.10	76	39					
		1.73		**1138**	**0.47**	**17%**	**1.10**	**199**	**31**					
Mill Plain														
I-5	- Ft. Vancouver	0.17	1800	720	0.40	2%		60	10					
Ft. Vancouver	- Reserve St.	0.46	1800	623	0.35	3%		93	18					
Reserve St.	- Grand Blvd.	0.57	1800	585	0.33	1%		62	33	37	143	240	59.6%	
Grand Blvd.	- Brandt Rd.	0.57	1800	516	0.29	6%		76	27					
Brandt Rd.	- MacArthur Blvd.	0.50	1800	527	0.29	3%		56	32	37, 39	148	300	49.3%	
MacArthur Blvd.	- Devine Rd.	0.24	1800	666	0.37	4%		26	33					
Devine Rd.	- Andresen Rd.	0.59	1800	776	0.43	3%	1.17	66	32					
Andresen Rd.	- 87th/Leiser Rd.	0.81	1800	676	0.38	3%		116	25					
87th/Leiser Rd.	- 97/98th Ave.	0.62	1800	877	0.49	3%		122	18					
97/98th Ave.	- 104/105th Ave.	0.40	1800	767	0.43	3%		40	36					
104/105th Ave.	- I-205	0.29	1800	970	0.54	3%		47	22					
		5.22		**970**	**0.40**	**3%**	**1.17**	**764**	**25**	**37, 39**	**148**	**300**	**49.3%**	**16.7%**
Mill Plain														
I-205	- Chkalov Drive	0.21	3000	2230	0.74			25	30	37	116	340	48.3%	
Chkalov Drive	136th Ave.	1.07	2400	1214	0.51		1.13	155	25					
136th Ave.	- 164th Ave.	1.37	2400	1636	0.68	5%		183	27					
		2.65		**2230**	**0.63**	**5%**	**1.13**	**363**	**26**	**37**	**116**	**340**	**48.3%**	**12.0%**

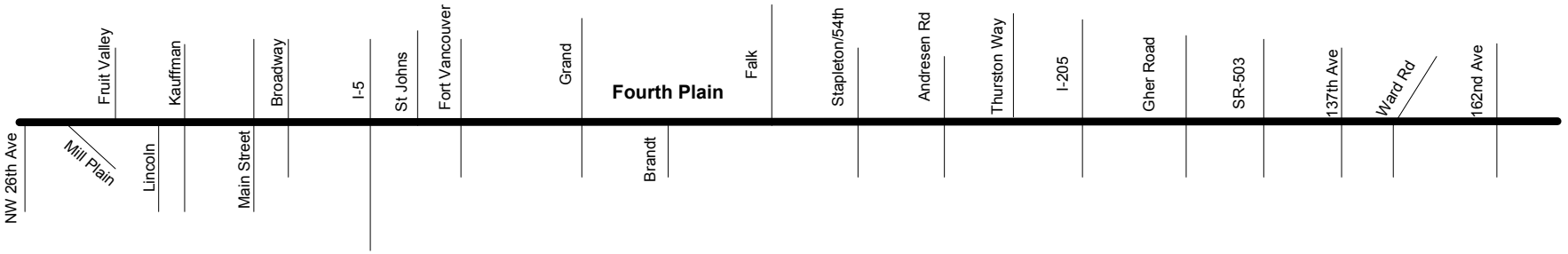


Mill Plain Blvd. Corridor

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.	0.32	2400	1554	0.65	2%		66	17					
Main St.	- Lincoln	0.58	1700	1040	0.61	9%		124	17					
Lincoln	- Fourth Plain	1.02	1800	305	0.17	13%	1.13	146	25					
		1.92		**1554**	**0.53**	**8%**	**1.13**	**336**	**21**					
Mill Plain														
I-5	- Ft. Vancouver	0.08	1800	1103	0.61	1%		14	21					
Ft. Vancouver	- Reserve St.	0.45	1800	828	0.46	2%		61	27					
Reserve St.	- Grand Blvd.	0.57	1800	757	0.42	1%		73	28	37	126	240	52.5%	
Grand Blvd.	- Brandt Rd.	0.57	1800	702	0.39	2%		79	26					
Brandt Rd.	- MacArthur Blvd.	0.50	1800	828	0.46	2%		47	38	37, 39	127	300	42.3%	
MacArthur Blvd.	- Devine Rd.	0.24	1800	989	0.55	1%		23	38					
Devine Rd.	- Andresen Rd.	0.59	1800	965	0.54	1%	1.34	77	28					
Andresen Rd.	- 87th/Leiser Rd.	0.90	1800	1133	0.63	1%		104	31					
87th/Leiser Rd.	- 97/98th Ave.	0.53	1800	1277	0.71	1%		70	27					
97/98th Ave.	- 104/105th Ave.	0.40	1800	1216	0.68	1%		114	13					
104/105th Ave.	- I-205	0.25	1800	1458	0.81	1%		63	14					
		5.08		**1458**	**0.58**	**1%**	**1.34**	**725**	**25**	**37, 39**	**127**	**300**	**42.3%**	**16.7%**
Mill Plain														
I-205	- Chkalov Drive	0.21	3000	2637	0.88	1%		95	8	37	112	240	46.7%	
Chkalov Drive	136th Ave.	1.07	2400	1958	0.82	2%	1.25	181	21					
136th Ave.	- 164th Ave.	1.08	2400	1889	0.79	2%		227	17					
164th Ave.	- 192nd Ave.	1.43	2400	1889	0.79	2%		187	28					
		3.79		**2637**	**0.80**	**2%**	**1.25**	**690**	**20**	**37**	**112**	**240**	**46.7%**	**12.0%**

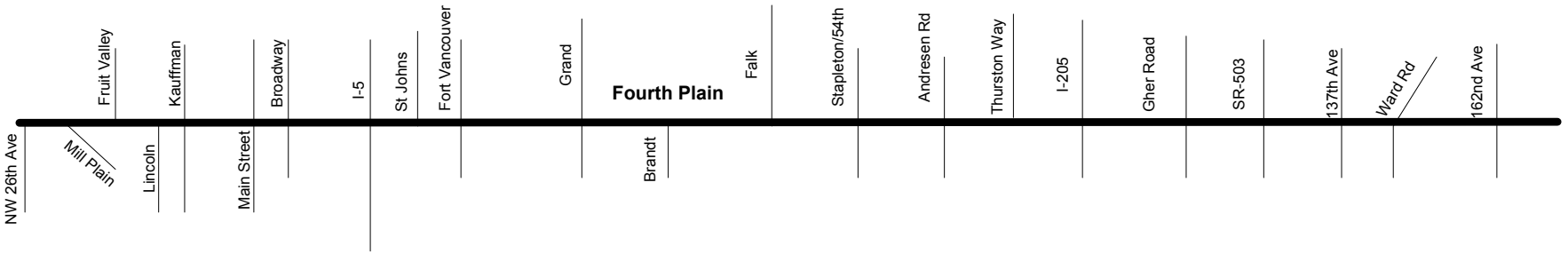


Fourth Plain Blvd. Corridor														
AM Peak		**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
		Length	**Capacity**	**AM - Southbound/Westbound**										
Fourth Plain														
I-5	- Main St.	0.49	1000	495	0.50	9%		91	19					
Main St.	- Kaufman	0.45	1000	381	0.38	13%		60	27					
Kaufman	- Fruit Valley Rd.	0.56	1000	456	0.46	15%	1.09	71	28					
Fruit Valley Rd.	- Mill Plain	0.13	1000	553	0.55	10%	1.03	17	28	1	19	120	15.8%	
Mill Plain	- NW 26th St.	0.20	1000	436	0.44	36%		24	30					
		1.83		**553**	**0.46**	**17%**	**1.06**	**263**	**25**	**1**	**19**	**120**	**15.8%**	**6.0%**
Fourth Plain														
I-5	- St. Johns Blvd.	0.36	1700	456	0.27			45	29					
St. Johns Blvd.	- Ft. Vancouver	0.34	1700	394	0.23			36	34					
Ft. Vancouver	- Grand Blvd.	0.29	1700	453	0.27	4%		35	30	4, 39	133	300	44.3%	
Grand Blvd.	- Brandt Rd.	0.57	1700	473	0.28			71	29					
Brandt Rd.	- Falk Rd.	0.21	1700	476	0.28			21	36					
Falk Rd.	- Stapleton Rd.	0.48	1700	447	0.26			57	30					
Stapleton Rd.	- Andresen Rd.	0.79	1700	690	0.41	6%	1.14	119	24					
		3.04		**690**	**0.31**	**5%**	**1.14**	**384**	**29**	**4, 39**	**133**	**300**	**44.3%**	**17.6%**
Fourth Plain														
Andresen Rd.	- Thurston Way	0.92	1800	798	0.44	5%		156	21					
Thurston Way	- Van Mall Dr.	0.76	1800	553	0.31	4%		71	39					
Van Mall Dr.	- Gher Rd.	0.32	1800	450	0.25	7%		97	12	72, 80	38	240	15.8%	
Gher Rd.	- SR 503	0.45	1800	1259	0.70			46	35					
		2.45		**1259**	**0.48**	**5%**	**1.11**	**370**	**24**	**72, 80**	**38**	**240**	**15.8%**	**13.3%**
Fourth Plain														
SR 503	- 137th Ave.	1.06	1800	1538	0.85	3%		156	24					
137th Ave.	- Ward Rd.	0.49	1800	1245	0.69			70	25					
Ward Rd.	- 162nd Ave.	0.75	1800	758	0.42	3%		69	39					
		2.30		**1538**	**0.73**	**3%**	**1.11**	**295**	**28**					



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.	0.48	1000	733	0.73	4%		69	25					
Main St.	- Kaufman	0.50	1000	545	0.55	5%		106	17					
Kaufman	- Fruit Valley Rd.	0.55	1000	404	0.40	5%	1.22	76	26					
Fruit Valley Rd.	- Mill Plain	0.13	1000	480	0.48	5%		22	21	1	59	120	49.2%	
Mill Plain	- NW 26th St.	0.20	1000	389	0.39	7%	1.18	105	7					
		1.86		**733**	**0.56**	**5%**	**1.20**	**378**	**18**	**1**	**59**	**120**	**49.2%**	**6.0%**
Fourth Plain														
I-5	- St. Johns Blvd.	0.36	1700	760	0.45	2%		38	34					
St. Johns Blvd.	- Ft. Vancouver	0.34	1700	701	0.41	2%		57	21					
Ft. Vancouver	- Grand Blvd.	0.29	1700	869	0.51	2%		52	20	4, 39	160	300	53.5%	
Grand Blvd.	- Brandt Rd.	0.57	1700	743	0.44	2%		79	26					
Brandt Rd.	- Falk Rd.	0.21	1700	977	0.57	2%		24	32					
Falk Rd.	- Stapleton Rd.	0.49	1700	947	0.56	2%		92	19					
Stapleton Rd.	- Andresen Rd.	0.79	1700	974	0.57	2%	1.32	156	18					
		3.05		**977**	**0.51**	**2%**	**1.32**	**498**	**22**	**4, 39**	**160**	**300**	**53.5%**	**17.6%**
Fourth Plain														
Andresen Rd.	- Thurston Way	0.92	1800	1194	0.66	2%		144	23					
Thurston Way	- Van Mall Dr.	0.76	1800	1182	0.66	2%		89	31					
Van Mall Dr.	- Gher Rd.	0.68	1800	746	0.41	2%		198	12	72, 80	38	240	15.8%	
Gher Rd.	- SR 503	0.45	1800	1450	0.81	2%		173	9					
		2.81		**1450**	**0.65**	**2%**	**1.24**	**604**	**17**	**72, 80**	**38**	**240**	**15.8%**	**13.3%**
Fourth Plain														
SR 503	- 137th Ave.	1.06	1800	2067	1.15	3%		181	21					
137th Ave.	- Ward Rd.	0.49	1800	1391	0.77	2%		54	33					
Ward Rd.	- 162nd Ave.	0.75	1800	929	0.52	2%		125	22					
		2.30		**2067**	**0.95**	**2%**	**1.24**	**360**	**23**					

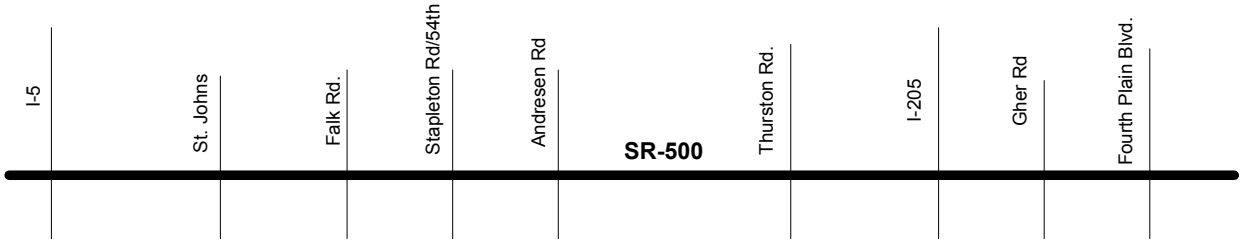


SR-500 Corridor

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	1.21	2400	1863	0.78	5%		82	53					
St. Johns/Grand	- Falk Rd.	0.64	2400	1763	0.73	4%		89	26	157, 190	25	90	27.8%	
Falk Rd.	- Stapleton Rd./54th	0.57	2400	1944	0.81			44	47					
Stapleton Rd./54th	- Andresen Rd.	0.35	2400	1821	0.76		1.14	41	31					
		2.77		**1944**	**0.77**	**5%**	**1.14**	**256**	**39**	157, 190	**25.00**	**90**	**27.8%**	**3.8%**
SR 500														
Andresen Rd.	- Thurston Way	0.74	3600	2138	0.59			47	57					
Thurston Way	- I-205	0.63	3600	2684	0.75	3%		39	58					
I-205	- Gher Rd.	0.81	3600	3163	0.88	5%		53	55					
Gher Rd.	- SR 503	0.33	3000	2054	0.68			27	44					
		2.51		**3163**	**0.75**	**4%**	**1.11**	**166**	**54**					

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	1.09	2400	1805	0.75	3%		145	27					
St. Johns/Grand	- Falk Rd.	0.65	2400	1902	0.79	3%		66	35	157, 190	32	150	21.3%	
Falk Rd.	- Stapleton Rd./54th	0.57	2400	2112	0.88	2%		86	24					
Stapleton Rd./54th	- Andresen Rd.	0.98	2400	2187	0.91	2%	1.21	68	52					
		3.29		**2187**	**0.84**	**2%**	**1.21**	**365**	**32**	157, 190	**32**	**150**	**21.3%**	**6.3%**
SR 500														
Andresen Rd.	- Thurston Way	0.79	3600	2518	0.70	2%		52	55					
Thurston Way	- I-205	0.54	3600	2907	0.81	2%		34	57					
I-205	- Gher Rd.	0.36	3600	2333	0.65	5%		23	56					
Gher Rd.	- SR 503	0.88	3000	2445	0.82	3%		129	25					
		2.57		**2907**	**0.76**	**3%**	**1.21**	**238**	**39**					

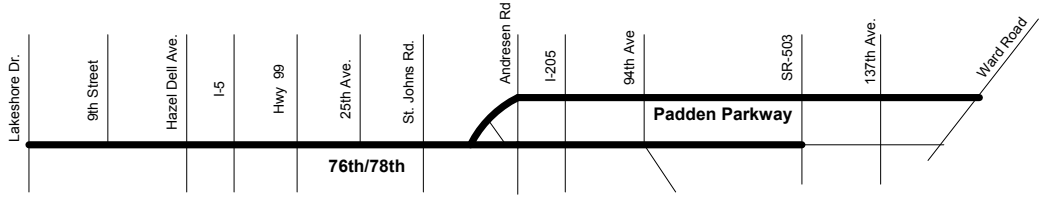


78th/76th/Padden Parkway Corridor

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.	0.60	1800	494	0.27	7%		72	30					
NW 9th Av.	- Hazel Dell Av.	0.51	1800	723	0.40	7%		50	37					
Hazel Dell Av.	- I-5	0.21	1800	899	0.50	6%		39	19					
I-5	- Hwy 99	0.12	1800	955	0.53	7%		25	17					
Hwy 99	- 25th Ave.	0.76	1800	708	0.39	8%		94	29	78	18	60	30.0%	
25th Ave.	- St. Johns Rd.	0.98	1800	715	0.40	7%		83	43					
St. Johns Rd.	- 78th St.	0.45	1800	812	0.45	7%		54	30					
78th St.	- Andresen Rd.	0.73	800	361	0.45	6%		96	27					
Andresen Rd.	- Covington/94th	1.29	800	343	0.43	5%		161	29	7	29	90	32.2%	
Covington/94th	SR-503 (117th)	1.14	800	460	0.58	5%		130	32					
		6.79		**955**	**0.43**	**7%**	**1.11**	**804**	**30**	**7**	**29**	**90**	**32.2%**	**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			69	21					
I-205	- 94th Av.	0.86	2400	1730	0.72	3%		70	44					
94th Av.	- SR 503 (117th)	1.12	2400	1532	0.64			101	40					
SR-503	- 137th Av.	0.99	2400	811	0.34			107	33					
137th Av.	- Ward Rd.	1.11	1200	655	0.55			110	36					
		4.49		**1730**	**0.59**	**3%**	**1.11**	**457**	**35**					

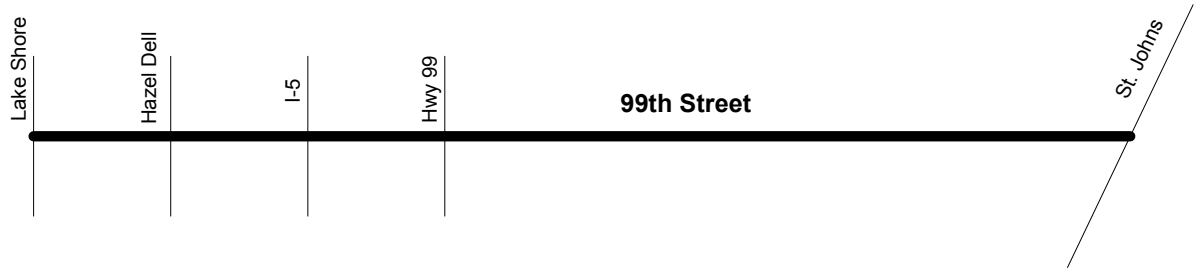
78th/76th/Padden Parkway Corridor

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.	0.60	1800	404	0.22	3%		64	34					
NW 9th Av.	- Hazel Dell Av.	0.51	1800	764	0.42	3%		99	19					
Hazel Dell Av.	- I-5	0.21	1800	1081	0.60	3%		40	19					
I-5	- Hwy 99	0.12	1800	1450	0.81	3%		54	8					
Hwy 99	- 25th Ave.	0.76	1800	1215	0.68	3%		89	31	78	16	60	26.7%	
25th Ave.	- St. Johns Rd.	0.98	1800	994	0.55	3%		142	25					
St. Johns Rd.	- 78th St.	0.46	1800	1134	0.63	4%		56	30					
78th St.	- Andresen Rd.	0.69	800	489	0.61	6%		136	18					
Andresen Rd.	- Covington/94th	1.27	800	410	0.51	4%		117	39	7	32	90	35.6%	
Covington/94th	SR-503 (117th)	1.12	800	460	0.58	5%		175	23					
		6.72		**1450**	**0.57**	**4%**	**1.24**	**972**	**25**	**7**	**32**	**90**	**35.6%**	**3.3%**
Padden Parkway														
78th St.	- Andresen Rd.	0.71	2400	760	0.32	3%		121	21					
Andresen Rd.	- I-205	0.41	2400	1626	0.68	4%		47	31					
I-205	- 94th Av.	0.86	2400	2056	0.86	3%		116	27					
94th Av.	- SR 503 (117th)	1.12	2400	1738	0.72	3%		140	29					
SR-503	- 137th Av.	0.99	2400	1273	0.53	3%		95	38					
137th Av.	- Ward Rd.	1.11	1200	831	0.69	3%		94	43					
		4.49		**2056**	**0.68**	**3%**	**1.24**	**492**	**33**					



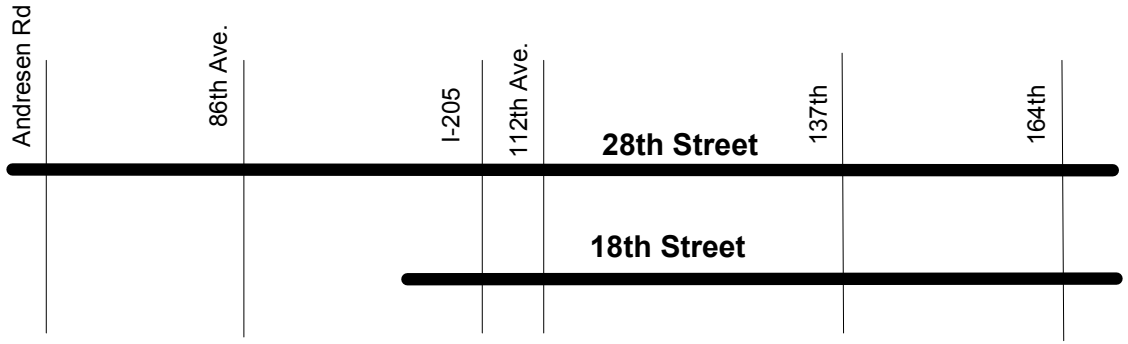
99th Street Corridor														
AM Peak		**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
		Length	**Capacity**	**AM - Southbound/Westbound**										
99th Street														
Lake Shore Av.	- NW 9th Av.	1.11	1100	740	0.67	2%		136	29					
NW 9th Av.	- Hazel Dell Av.	0.50	1800	765	0.43	2%		67	27					
Hazel Dell Av.	- I-5	0.37	1800	900	0.50	4%		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	3%		81	22					
25th Ave.	St. Johns Rd.	1.45	1200	447	0.37	2%		171	30					
		4.13		**900**	**0.48**	**3%**	**1.11**	**545**	**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%		133	30					
NW 9th Av.	- Hazel Dell Av.	0.49	1800	1041	0.58	2%		68	26					
Hazel Dell Av.	- I-5	0.38	1800	1128	0.63	1%		90	15					
I-5	- Hwy 99	0.22	1800	1244	0.69	2%		58	14					
Hwy 99	- 25th Ave.	0.50	1800	853	0.47	2%		58	31					
25th Ave.	St. Johns Rd.	1.43	1200	710	0.59	2%		178	29					
		4.11		**1244**	**0.64**	**2%**	**1.24**	**585**	**25**					



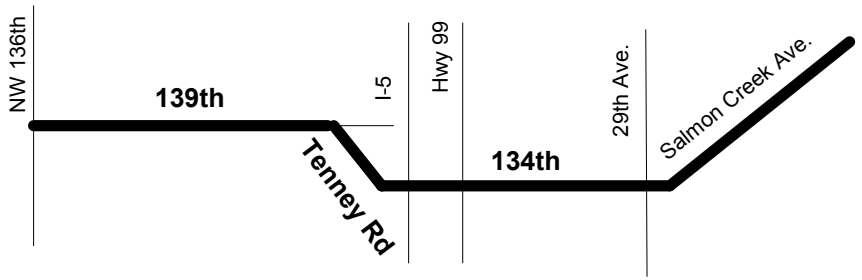
28th/18th Street Corridor														
AM Peak		**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
		Length	**Capacity**	**AM - Southbound/Westbound**										
28th Street														
Andresen Rd.	- 86th Ave.	0.74	1200	679	0.57			96	28	30	74	120	61.7%	
86th Ave.	- 112th Ave.	1.37	1200	742	0.62	3%		153	32					
112th Ave.	- 137th Ave.	1.32	1200	855	0.71			217	22					
137th Ave.	- 164th Ave.	1.20	800	524	0.66	5%		198	22					
		4.62		**855**	**0.65**	**4%**	**1.11**	**665**	**25**	**30**	**74**	**120**	**61.7%**	**5.0%**
18th Street														
112th Ave.	- 137th Ave.	1.30	800	465	0.58	3%		383	12					
137th Ave.	- 164th Ave.	1.17	800	568	0.71	5%		199	21					
		2.47		**568**	**0.65**	**4%**	**1.11**	**582**	**15**					

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%		172	15	30	23	120	19.2%	
86th Ave.	- 112th Ave.	1.24	1200	944	0.79	2%		199	22					
112th Ave.	- 137th Ave.	1.30	1200	904	0.75	3%		319	15					
137th Ave.	- 164th Ave.	1.18	800	560	0.70	2%		341	12					
		4.45		**944**	**0.73**	**2%**	**1.24**	**1031**	**16**	**30**	**23**	**120**	**19.2%**	**10.0%**
18th Street														
112th Ave.	- 137th Ave.	1.30	800	635	0.79	2%		452	10					
137th Ave.	- 164th Ave.	1.17	800	772	0.97	2%		203	21					
		2.47		**772**	**0.88**	**2%**	**1.24**	**655**	**14**					



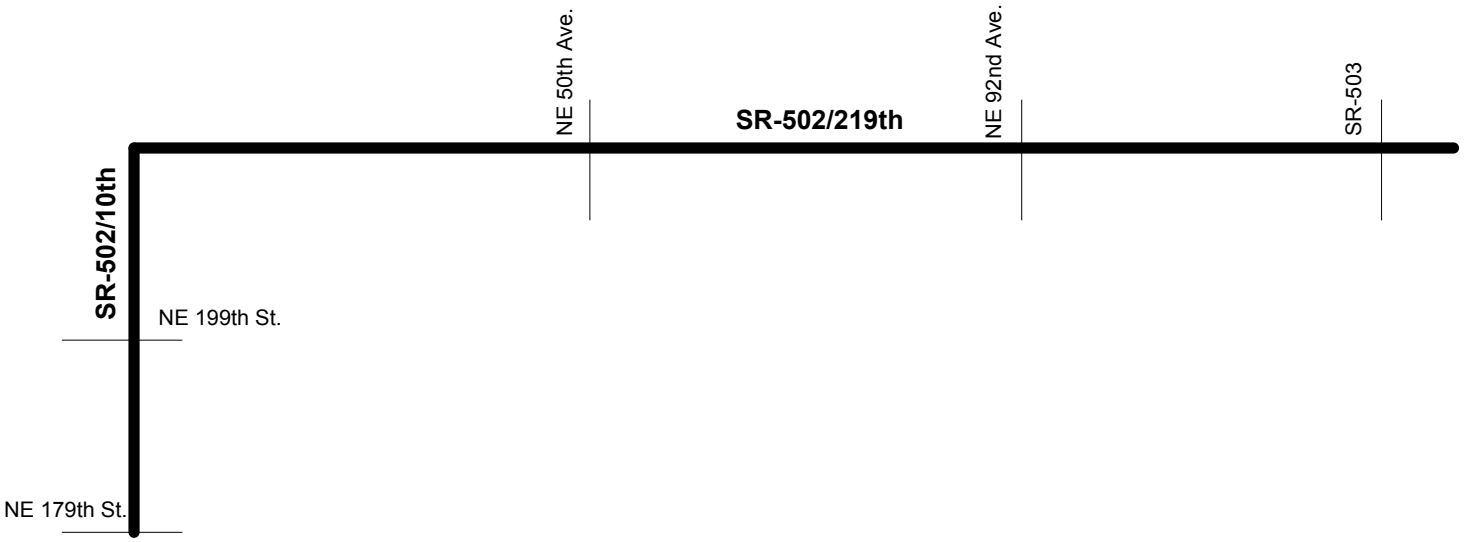
134th/139th Street Corridor													
AM Peak	**Segment**		**Traffic Volume**	**CCI**	**Truck Percent**	**AVO**	**Travel Time (Seconds)**	**Speed (MPH)**	**Transit Lines on CMS links**	**Transit Riders**	**Transit Seat Capacity**	**Transit Capacity Used**	**Transit Seats/Lane Capacity**
	Length	**Capacity**	**AM - Southbound/Westbound**										
134th St./139th St./Salmon Creek Ave.													
NW 36th Ave. - NW 11th Ave.	1.24	1200	592	0.49	3%	1.27	156	29					
NW 11th Ave. - NE 10th Ave.	1.13	1800	993	0.55	6%		110	37	2	35	90	38.9%	
NE 10th Ave. - I-5	0.28	1800	999	0.56	5%		33	31					
I-5 - I-205 NB Ramp	0.38	1800	900	0.50	5%		117	12					
I-205 NB Ramp - Salmon Cr. Ave.	0.44	1800	490	0.27	4%		47	34					
Salmon Cr. Ave. - 50th Ave.	1.42	1200	256	0.21	4%		121	42					
	4.89		**999**	**0.47**	**5%**	**1.27**	**584**	**30**	**2**	**35**	**90**	**38.9%**	**5.0%**

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.	1.24	1200	1038	0.87	2%	1.27	138	32					
NW 11th Ave. - NE 10th Ave.	1.13	1800	1396	0.78	2%		138	29	2	9	90	10.0%	
NE 10th Ave. - I-5	0.28	1800	1396	0.78	2%		56	18					
I-5 - I-205 NB Ramp	0.38	1800	798	0.44	2%		140	10					
I-205 NB Ramp - Salmon Cr. Ave.	0.44	1800	798	0.44	2%		46	34					
Salmon Cr. Ave. - 50th Ave.	1.42	1200	205	0.17	1%		146	35					
	4.89		**1396**	**0.71**	**2%**	**1.27**	**664**	**27**	**2**	**9**	**90**	**10.0%**	**5.0%**



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%		146	24					
199th St.	219th St.	0.99	800	640	0.80	8%		78	46					
10th Ave.	- 50th Ave.	1.96	800	478	0.60	7%		146	48					
50th Ave.	- 92nd Ave	1.97	800	475	0.59	6%	1.09	172	41					
92nd Ave.	- SR-503	1.51	1700	751	0.44	5%		135	40					
		7.41		**757**	**0.64**	**6%**	**1.09**	**677**	**39**					

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.	0.98	800	958	1.20	5%		91	39					
199th St.	219th St.	0.99	800	737	0.92	7%		83	43					
10th Ave.	- 50th Ave.	1.96	800	578	0.72	6%		152	46					
50th Ave.	- 92nd Ave	1.97	800	645	0.81	7%	1.22	204	35					
92nd Ave.	- SR-503	1.51	1800	1199	0.67	3%		171	32					
		7.41		**1199**	**0.82**	**6%**	**1.22**	**701**	**38**					



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.	0.80	800	486	0.61	8%		82	35					
NW 31st Ave.	- 9th St.	1.75	800	383	0.48	7%		233	27					
		2.55		**486**	**0.53**	**8%**	**1.11**	**315**	**29**					
La Center Rd.														
I-5	- E. Fork Lewis Rv.	1.78	800	574	0.72	3%		146	44					
		1.78		**574**	**0.72**	**3%**	**1.11**	**146**	**44**					

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.	0.80	800	511	0.64	10%		76	38					
NW 31st Ave.	- 9th St.	1.75	800	391	0.49	7%		211	30					
		2.55		**511**	**0.54**	**9%**	**1.24**	**287**	**32**					
La Center Rd.														
I-5	- E. Fork Lewis Rv.	1.78	800	637	0.62	3%		149	43					
		1.78		**637**	**0.62**	**3%**	**1.24**	**149**	**43**