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Attachment #5

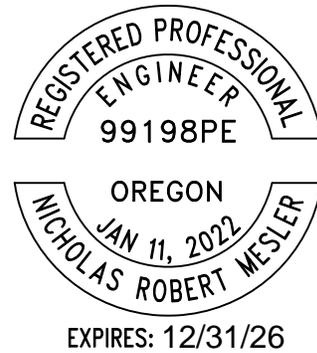
Memorandum

To: **Barbara Fryer, City of Cornelius**

From: **Nick Mesler, PE**

Date: **February 12, 2026**

Subject: **Laurel Crown Subdivision
Transportation Impact Study Addendum & Comment Response**



Introduction

This memorandum serves as an addendum to the Transportation Impact Study (TIS) prepared for the Laurel Crown Subdivision and is written in response to a comment letter from Joseph Auth dated January 19, 2026. A revised, complete TIS dated February 10, 2026, incorporates changes resulting from the updated analysis.

This addendum provides responses to the comments and details where changes can be found in the revised report. Each comment is restated (*italics*) in summary form below, followed by a technical response.

Comment & Response

Comment 1 Summary: *S 26th Avenue/S Beech Street (west leg)*

The S 26th Avenue/S Beech Street (west leg) intersection should have been included in the TIS pursuant to City of Cornelius Municipal Code (CMC) 18.143.030(D), as users are likely to experience a change in traffic flow.

The comment asserts that school-related traffic from the proposed subdivision will increase turning movements and exacerbate existing queuing and delay near Free Orchards Elementary School.

Response 1:

In response to this comment, updated weekday morning and evening peak hour turning movement counts were conducted on Thursday, January 29, 2026, at the following intersections:

- S 26th Avenue/E Baseline Street
- S 26th Avenue/S Beech Street (west leg)

These counts were collected during a typical school session day. Field observations of queuing and intersection operations were conducted concurrently with the morning peak count, which captures school drop-off activity. School dismissal occurs prior to the weekday PM commuter peak hour and therefore does not overlap with the analyzed PM peak condition.

The S 26th Avenue/S Beech Street (west leg) intersection was evaluated using standard operational metrics, including level of service (LOS), volume-to-capacity (v/c) ratios, and queueing analysis. The results of the

updated analysis are generally consistent with the findings of the original TIS and do not indicate operational deficiencies attributable to project-generated traffic.

Observed operations in the vicinity of Free Orchards Elementary School and at the west leg of the S Beech Street/S 26th Avenue intersection are consistent with the intended function of a designated school zone, including a marked and heavily used school crossing. While short-duration congestion occurs during the morning school drop-off period, traffic was observed to be slow-moving and orderly. No unsafe operational characteristics were documented during field review.

Although eastbound queuing on S Beech Street during school arrival can extend toward the school driveway, the surrounding street network provides adequate connectivity for neighborhood circulation. Alternate routes are available via S Dogwood Street, S 20th Avenue, and S 26th Avenue. The short duration and localized nature of the school peak do not materially affect broader system operations.

Consistent with CMC 18.143.030(D), the updated analysis confirms that users of the surrounding transportation system are not expected to experience a substantive change in quality of traffic flow as a result of the proposed development.

In addition, the City is pursuing pedestrian safety improvements at the S 26th Avenue / S Beech Street intersection. These improvements are expected to improve overall operational performance along S 26th Avenue, particularly at the Beech intersection, and pedestrian safety at adjacent school crossings.

The City is also pursuing potential improvements at the 345th Avenue / TV Highway intersection and the future S Dogwood Street connection to 345th Avenue.

The updated operational analysis does not identify a capacity or safety deficiency at the S 26th Avenue/S Beech Street (west leg) intersection under interim conditions prior to the 345th Avenue connection. As such, additional interim mitigation is not warranted based on adopted operational criteria.

Comment 2 Summary: Trip Distribution

The TIS assumed that 45 percent of site traffic would travel west on S Dogwood Street west of S 26th Avenue and 30 percent would travel west of S 20th Avenue. The comment questions whether these percentages are realistic, whether they were verified by a travel demand model, and whether reuse of 2016 Laurel Woods distribution data complies with Municipal Code 18.143.030(E)(4). The comment also asserts that in-process Laurel Woods trips should be redistributed and suggests additional trips should be assigned to S 26th Avenue and the Beech intersection.



Response 2:

The original TIS referenced prior trip distribution assumptions from the Laurel Woods development. In response to this comment, the trip distribution was reviewed and modified to reflect more current traffic conditions and observed turning movement data collected in January 2026.

Trip distribution was refined based on:

- Updated turning movement counts
- Observed directional travel patterns
- Regional land use context
- Established travel behavior patterns within the surrounding Collector and Arterial network

Under the revised distribution:

- Westbound travel on S Dogwood Street was reduced to approximately 10 percent of site trips in the AM peak hour and 15 percent in the PM peak hour

A regional travel demand model was not utilized for this analysis. Given the scale of the proposed development and the availability of recent, intersection-specific turning movement data, the use of localized traffic counts and observed directional travel patterns provides a more appropriate and reliable basis for trip distribution assumptions. The revised distribution reflects current operating conditions and travel behavior within the immediate study area.

This adjustment reflects current observed patterns and reduces the proportion of trips assumed to travel westbound along S Dogwood Street compared to the original analysis.

Municipal Code 18.143.030(E)(4) requires that trip distribution be based on Washington County, Metro, or Oregon Department of Transportation (ODOT) local traffic patterns no more than 12 months old, or alternative data approved by the City Engineer. The revised distribution incorporates current traffic count data collected within 12 months and reflects existing observed travel behavior.

With respect to in-process Laurel Woods trips, these trips were redistributed consistent with the updated distribution assumptions and to account for the new roadway connection associated with the project. The redistribution reflects the revised network configuration and current directional patterns.

Following redistribution and updated analysis, results remain generally consistent with the findings of the original TIS. No additional study intersections or mitigation measures are warranted as a result of the modified distribution.

The TIS evaluates the full buildout of the Laurel Crown Subdivision. Separate operational analyses by individual phase were not performed, as the development is planned to proceed in succession and the total site-generated traffic was evaluated under cumulative buildout conditions. This approach provides a conservative assessment of long-term operational performance. The updated analysis confirms that conclusions remain consistent under the evaluated buildout condition.



Comment 3 Summary: Traffic Counts

The TIS utilized traffic counts from 2024. The comment suggests that normal practice is to use counts less than 12 months old and requests newer counts.

Response 3:

Updated weekday morning and evening peak hour turning movement counts were collected on Thursday, January 29, 2026, at:

- S 26th Avenue/E Baseline Street
- S 26th Avenue/S Beech Street (west leg)

These counts were conducted within 12 months of TIS submittal and reflect current operating conditions during a typical school session day.

The updated counts were incorporated into the revised operational analysis. Results of the updated analysis are generally consistent with the conclusions of the original TIS and do not identify new operational deficiencies attributable to the proposed development.

Accordingly, the traffic count data used in the revised analysis satisfies standard practice and is consistent with the requirements of Municipal Code 18.143.030(E)(4).





**lancaster
mobley**

Laurel Crown Subdivision

Transportation Impact
Study

Cornelius, Oregon

Date:

February 12, 2026

Prepared for:

Joe Schiewe

Holt Homes

Prepared by:

Todd Mobley, PE

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EXPIRES: 06/30/27

2/12/2026

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Executive Summary

1. The proposed Laurel Crown Subdivision will include the development of 181 single-family detached housing units and 59 single-family attached housing units located at 305 SW 345th Avenue in Cornelius, Oregon. Access to the site will be provided via a total of five proposed public street connections to S Alpine Street, S Dogwood Street, S 29th Avenue, S 30th Avenue, and SW 345th Avenue. The project will be constructed in three phases, with the final phase connecting to SW 345th Avenue. A site plan is attached in the appendix.
2. The trip generation calculations show that the proposed project is projected to generate an additional 155 morning peak hour trips, 204 evening peak hour trips, and 2,130 average weekday trips.
3. Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended.
4. Traffic signal warrants are not projected to be met at the intersection of SW Tualatin Valley Highway (OR 8) & SW 345th Avenue under year 2029 conditions, regardless of whether or not the proposed development is constructed. Therefore, no new traffic signals are necessary or recommended as part of the proposed development application.
5. All study intersections are currently operating acceptably per the agency standards and are projected to continue operating acceptably through the 2029 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections.
6. A street connection to SW 345th Avenue will result in a significant redistribution of existing and background trips, which will trigger the need for separate northbound left and right-turn lanes on SW 345th Avenue at SW Tualatin Valley Highway. These improvements will be needed at the time of the eventual street connection, even without trips from the proposed Laurel Crown subdivision.
7. In general, changes in 95th percentile queuing between the year 2029 background and buildout conditions are anticipated to be small. Although several of the 95th percentile queues are estimated to extend beyond available storage, most of the queues would be present under both background and buildout conditions. The proposed Laurel Crown Subdivision will not measurably change any of these queues.

Project Description

Introduction

The proposed Laurel Crown Subdivision will include the development of 181 single-family detached housing units and 59 single-family attached housing units located at 305 SW 345th Avenue in Cornelius, Oregon. Access to the site will be provided via a total of five proposed public street connections to S Alpine Street, S Dogwood Street, S 29th Avenue, S Ginger Street, and SW 345th Avenue. The project will be constructed in three phases, with the final phase connecting the drive access to SW 345th Avenue. A site plan is attached in the appendix.

The report conducts safety and capacity/level of service analyses at the following intersections during the morning and evening peak hours:

1. SW Tualatin Valley Highway (OR 8) & S 20th Avenue
2. SW Tualatin Valley Highway (OR 8) & S 26th Avenue
3. S Beech Street & S 26th Avenue
4. S Dogwood Street & S 26th Avenue
5. SW Tualatin Valley Highway (OR 8) & SW 345th Avenue

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendices to this report.

Location Description

The project site is located southwest of the intersection of SW Tualatin Valley Highway at SW 345th Avenue in Cornelius, Oregon. The site consists of a single property (Tax Lot: 1S303A000100) which encompasses an approximate total area of 36.94 acres. The site is surrounded by residential uses to the west and south, agriculture and residential uses to the east, and commercial uses to the north of the site. The project will be constructed in three phases, with ultimately two street connections provided to SW 345th Avenue. The timing of those connections is dependent on the timing of the City-led improvement of SW 345th Avenue. Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow. A site plan is included in Appendix A.





Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Vicinity Streets

The proposed development is expected to impact six roadways near the site. Table 1 provides a description of these vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification ¹	Cross-Section	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
SW Tualatin Valley Highway (OR 8)	ODOT	Statewide Highway (STA ²) City Arterial	5 Lanes	40/50	Partially Both Sides	Not Permitted	Both Sides
S Beech Street (West Leg)	City	Local	2 Lanes	25	Both Sides	Partial Permitted	None
S Dogwood Street	City	Collector	2 Lanes	25	Partial Both Sides	Permitted	None
S 20 th Avenue	City	Collector	2 Lanes	25/30	Partial Both Sides	Partial Permitted	None
S 26 th Avenue	City	Collector	2 Lanes	25	Partial Both Sides	Partial Permitted	None
S 29 th Boulevard	City	Collector	2 Lanes	25	Both Sides	Permitted	East Side (Multi-Use Path)
SW 345 th Avenue	City/County	Local/Collector	2 Lanes	25	None	Not Permitted	None

Notes:

1. Functional Classification from Figure 8-1 in the 2020 Cornelius Transportation System Plan.

2. STA = Special Transportation Area, west of S 20th Avenue.



Study Intersections

Based on coordination with agency staff, four intersections were identified for analysis. A summarized description of these study intersections, under their future planned/proposed lane configurations, is provided in Table 2.

Table 2: Study Intersection Descriptions

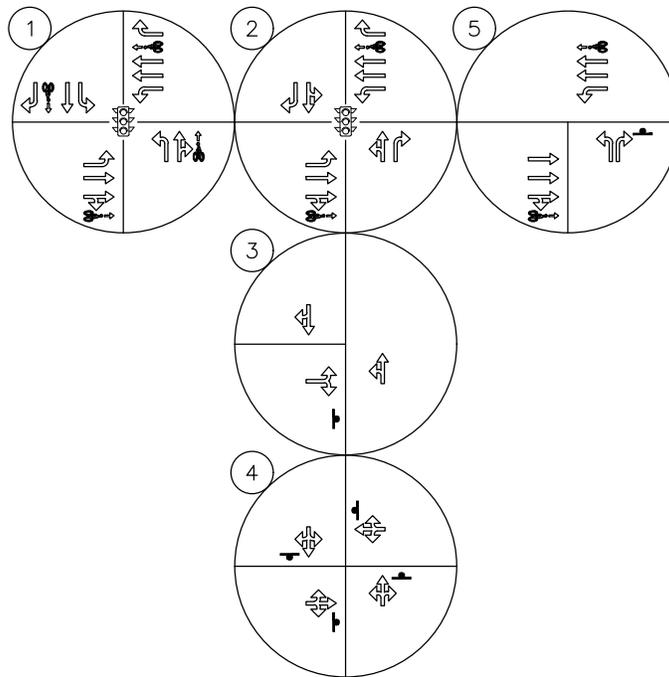
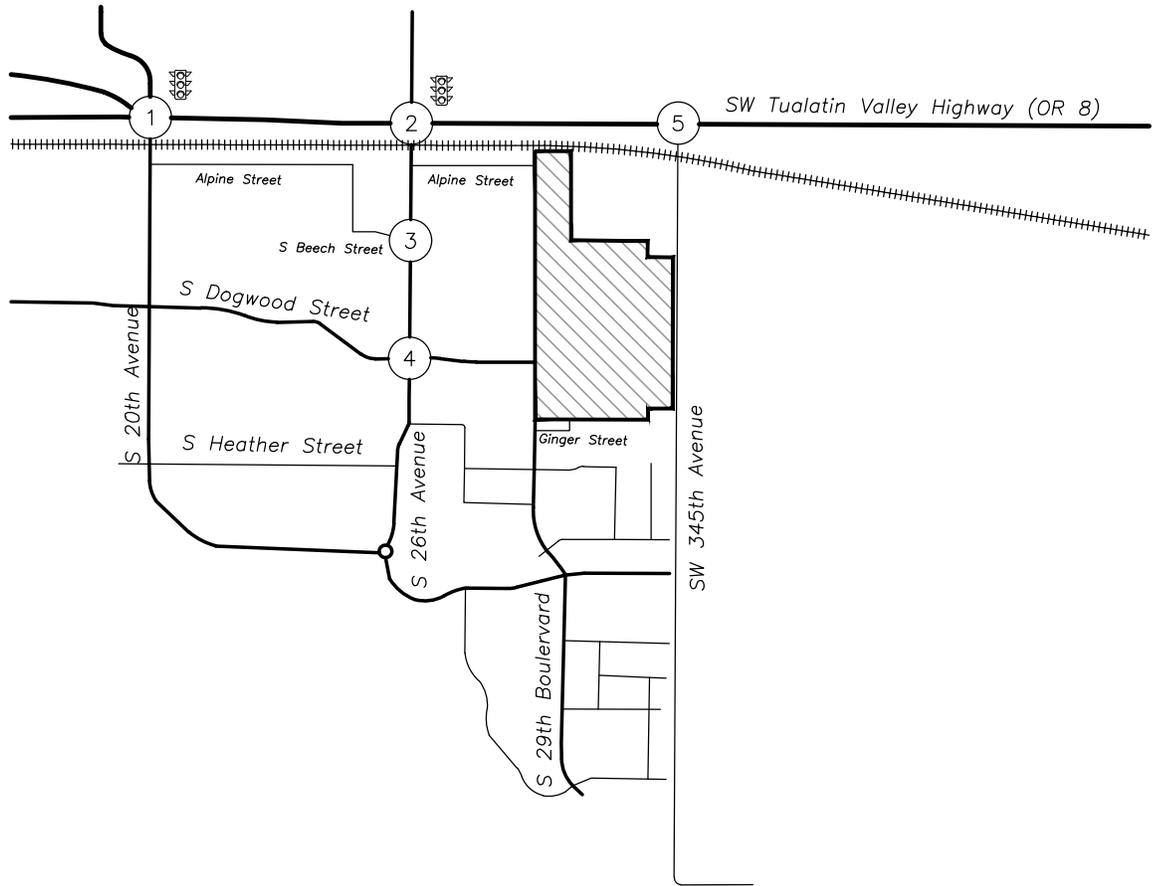
	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	SW Tualatin Valley Highway (OR 8) & S 20 th Avenue	Four-Legged	Signalized	EB/WB Protected Left-turns, NB/SB Permitted Left-turns
2	SW Tualatin Valley Highway (OR 8) & S 26 th Avenue	Four-Legged	Signalized	EB/WB Protected & FYA Left-turns, NB/SB Permitted Left-turns
3	S Beech Street (West leg) & S 26 th Avenue	Three-Legged	Stop-Controlled	Stop-Controlled EB Approach
3	S Dogwood Street (OR 8) & S 26 th Avenue	Four-Legged	Stop-Controlled	All-Way Stop Control
4	SW Tualatin Valley Highway (OR 8) & SW 345 th Avenue	Three-Legged	Stop-Controlled	Stop-Controlled NB Approach

* The school driveway is an entrance only but some vehicles were observed exiting the driveway.

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.

LEGEND

-  STUDY INTERSECTION
-  TRAFFIC SIGNAL
-  PROJECT SITE
-  ARTERIAL ROADWAY
-  COLLECTOR ROADWAY
-  LOCAL ROADWAY
-  RAILROAD TRACKS



Site Trips

Trip Generation

The proposed development will include the construction of 181 single-family detached and 59 single-family attached housing units while removing the existing single-family detached house. The project will be completed over three phases. Phase 1 will include the construction of 85 single-family detached and 30 single-family attached housing units with the proposed access along Dogwood Street, S 29th Avenue, and S 30th Avenue. Phase 2 will include the construction of 62 single-family detached and 16 single-family attached housing units with additional access along Alpine Street. Phase 3 will include the construction of 34 single-family detached and 13 single-family housing units with additional access along SW 345th Avenue.

To estimate the number of trips that will be generated by the existing and proposed uses, rates from the *Trip Generation Manual*¹ were used. Data from Land Use Code (LUC) 210, *Single-Family Detached Housing* and LUC 215, *Single-Family Attached Housing* were used to estimate trip generation of the existing and proposed uses based on the number of dwelling units.

The project will be constructed in three phases, with the final phase providing connections to SW 345th Avenue. Based on this, there will be the highest impact at the intersections of S 20th Avenue and S 26th Avenue along SW Tualatin Valley Highway after the completion of Phase 2, and then this impact will be spread to SW 345th Avenue after the completion of phase 3 with access to SW 345th Avenue. To compare the benefit of the SW 345th Avenue connection at full buildout, analysis was done both with and without this connection in place. Therefore, these three separate scenarios will be analyzed for the buildout conditions.

The trip generation calculations show that the proposed project is projected to generate an additional 155 morning peak hour trips, 204 evening peak hour trips, and 2,130 average weekday trips. The trip generation estimates are summarized in Table 3. Detailed trip generation calculations are included in the technical appendix.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

Table 3: Trip Generation Summary

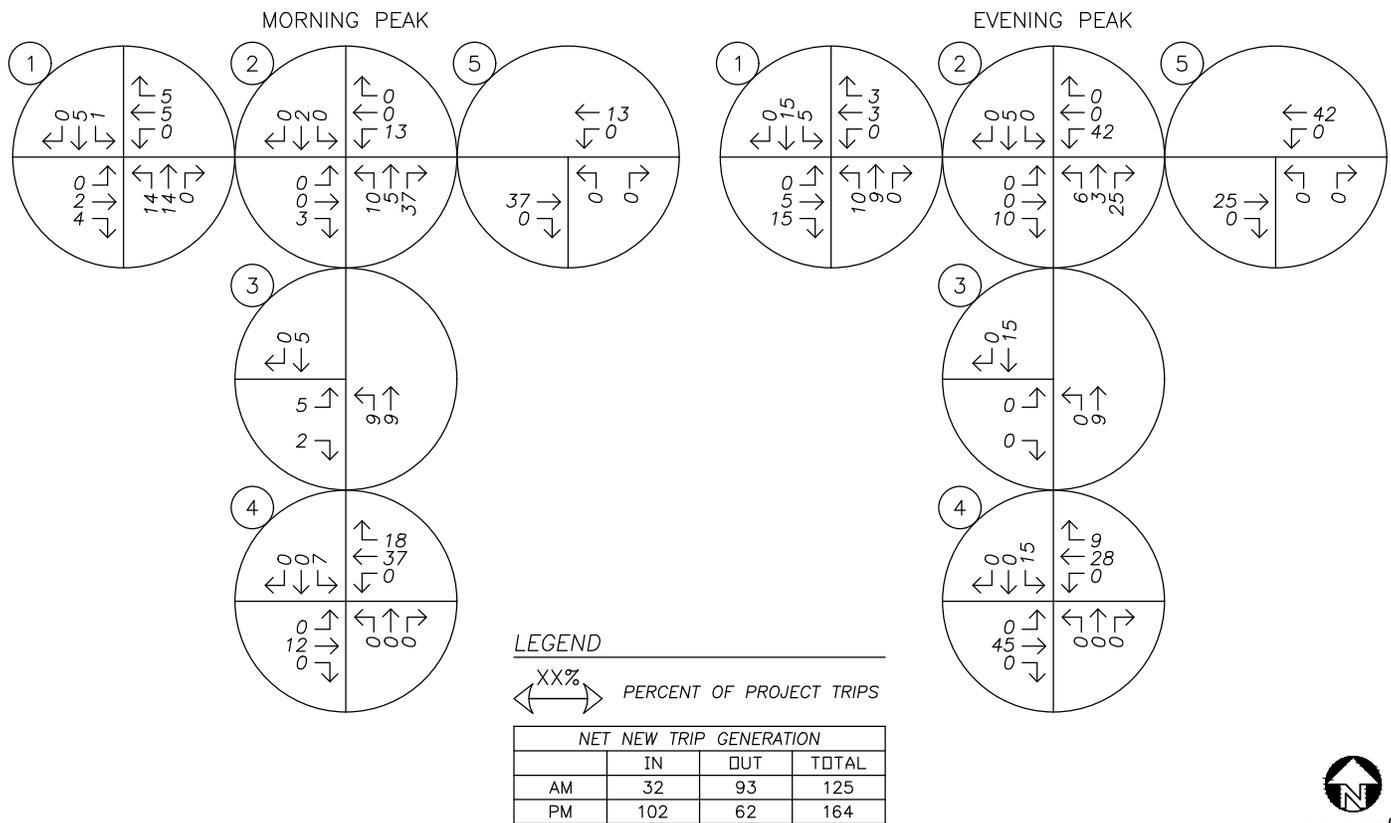
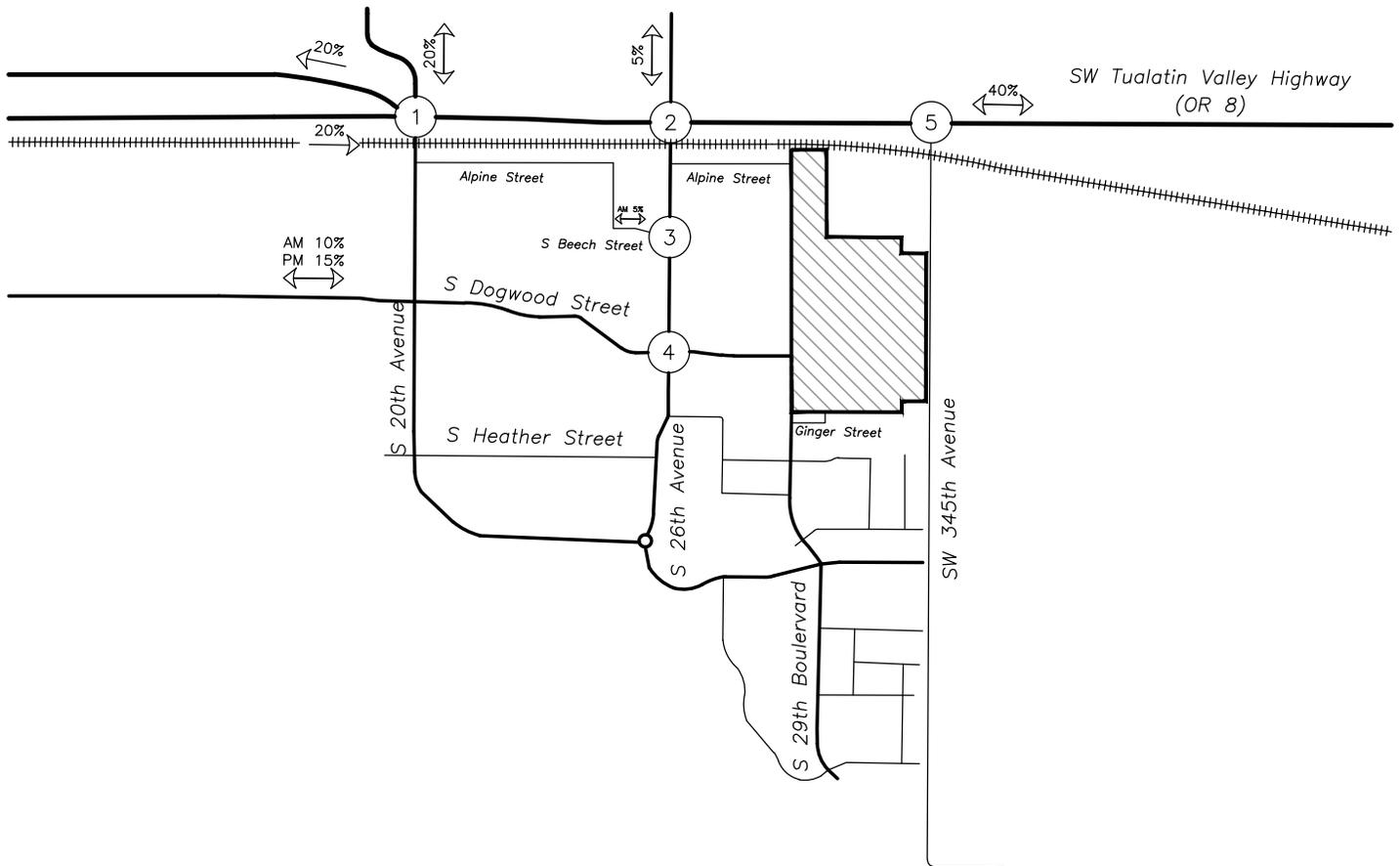
Land Use Assumption (ITE Code)	Intensity	Morning Peak Hour			Evening Peak Hour			Weekday Trips
		In	Out	Total	In	Out	Total	
Phases 1 & 2								
Single-Family Detached Housing (210)	147 units	26	77	103	87	51	138	1,386
Single-Family Attached Housing (215)	46 unit	6	16	22	15	11	26	332
Total Trips		32	93	125	102	62	164	1,718
Phase 3								
Single-Family Detached Housing (210)	34 units	6	18	24	20	12	32	320
Single-Family Attached Housing (215)	13 unit	1	5	6	5	3	8	92
Total Trips		7	23	30	25	15	40	412
Total Net New Trips		39	116	155	127	77	204	2,130

Trip Distribution

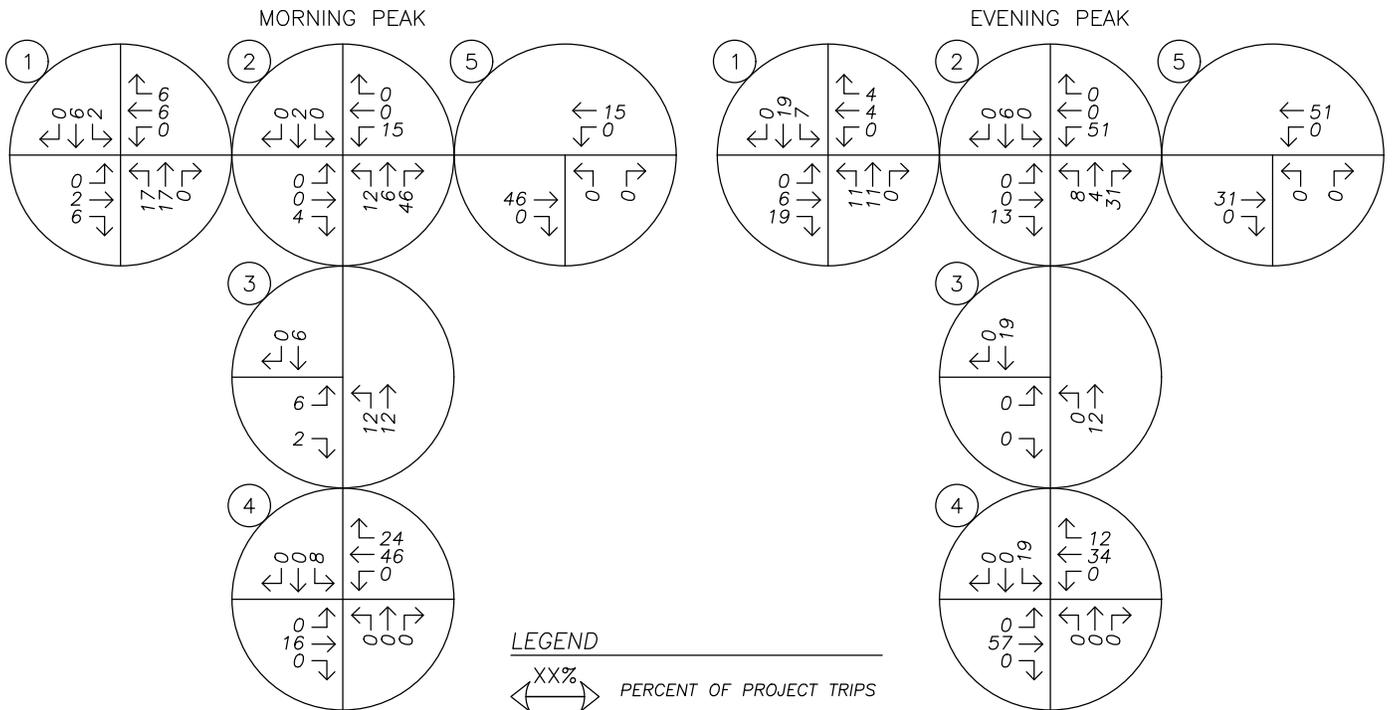
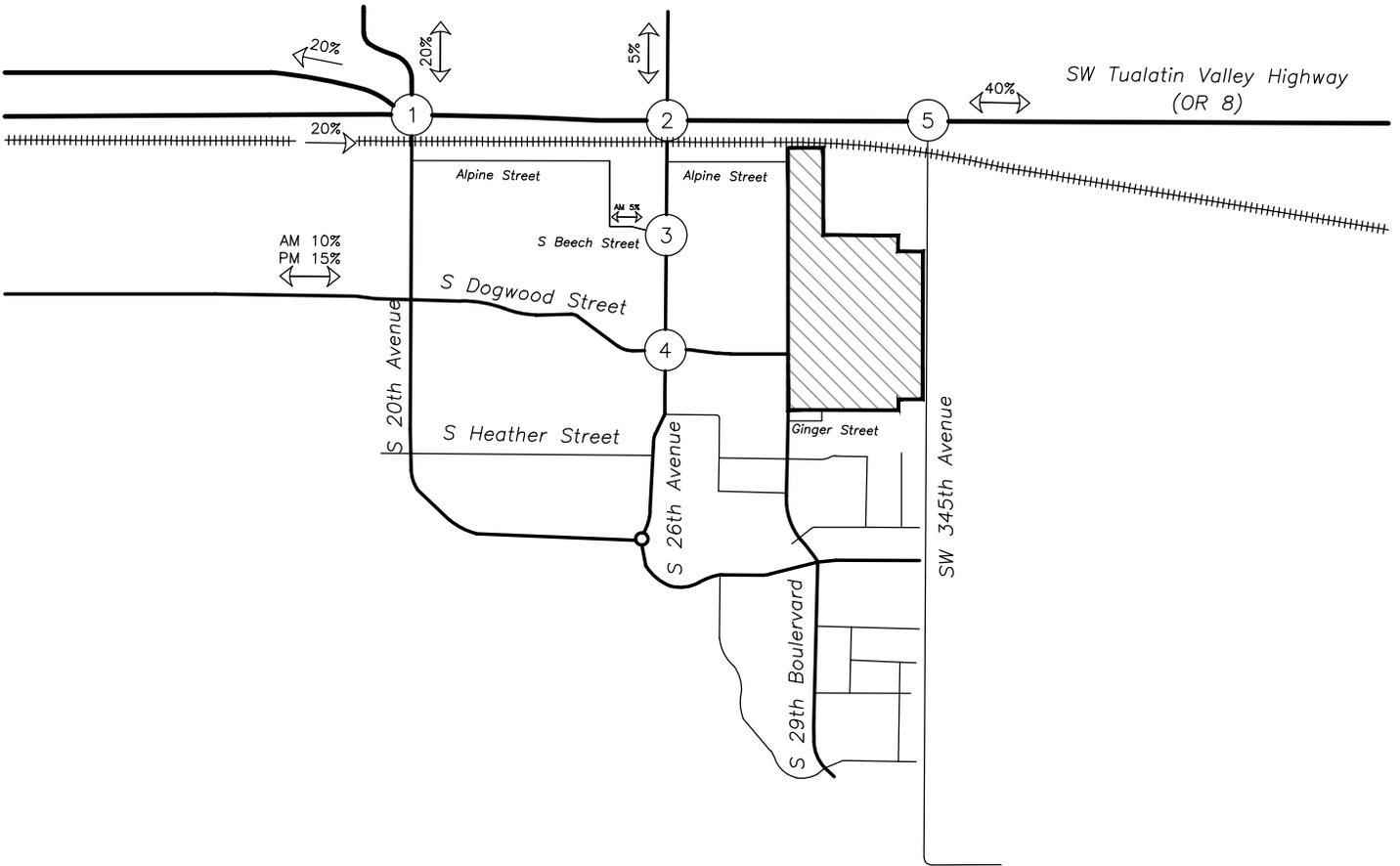
The trip distribution for the site was estimated based on the existing travel patterns at the study intersections. The following trip distribution was estimated and used for analysis:

- Approximately 40 percent of trips will travel to/from the east along SW Tualatin Valley Highway
- Approximately 20 percent of trips will travel to/from the north along N 20th Avenue
- Approximately 20 percent of trips will travel to/from the west along SW Tualatin Valley Highway
- Approximately 10 percent and 15 percent of trips during the morning and evening peak hours, respectively, will travel to/from the west along S Dogwood Street
- Approximately 5 percent of trips will travel to/from the north along N 26th Avenue
- Approximately 5 percent of trips will travel to/from Free Orchards Elementary School during the morning peak hour

The trip distribution and assignment for the site trips generated during the morning and evening peak hours for three scenarios are shown in Figure 3, Figure 4, and Figure 5.




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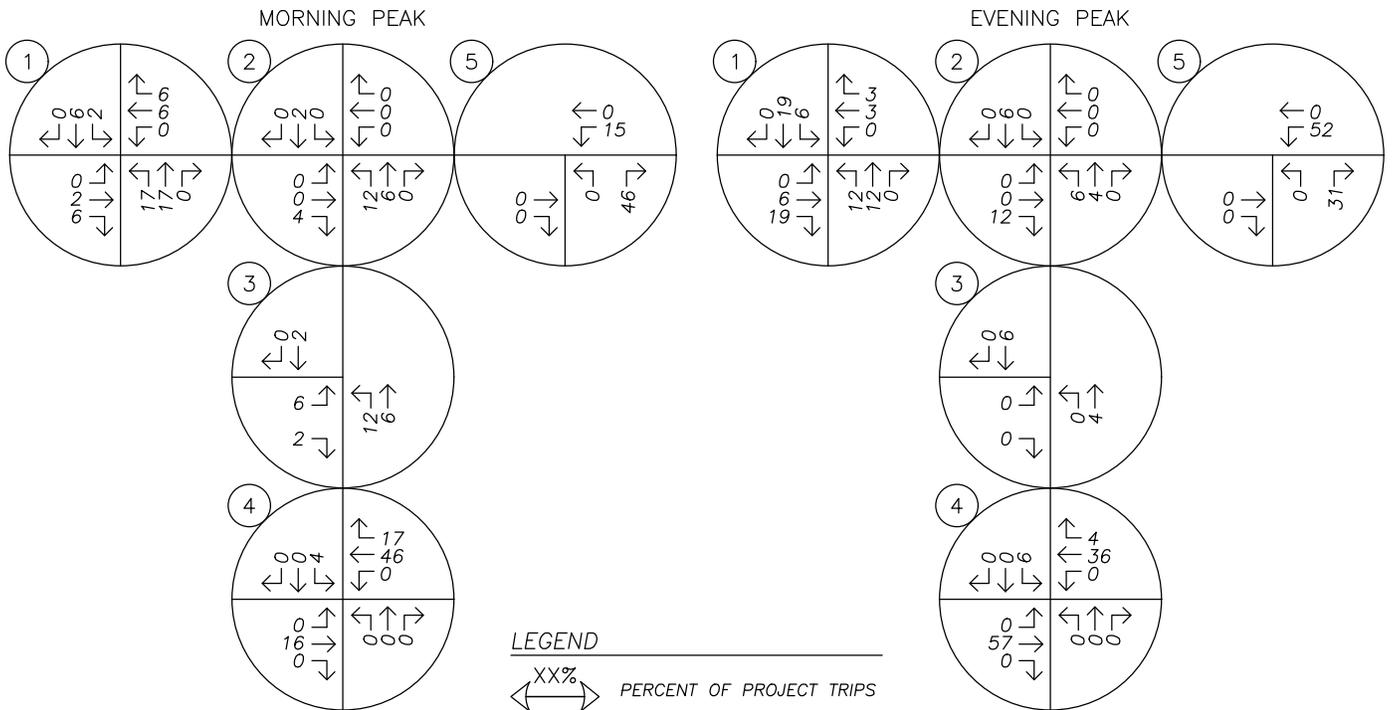
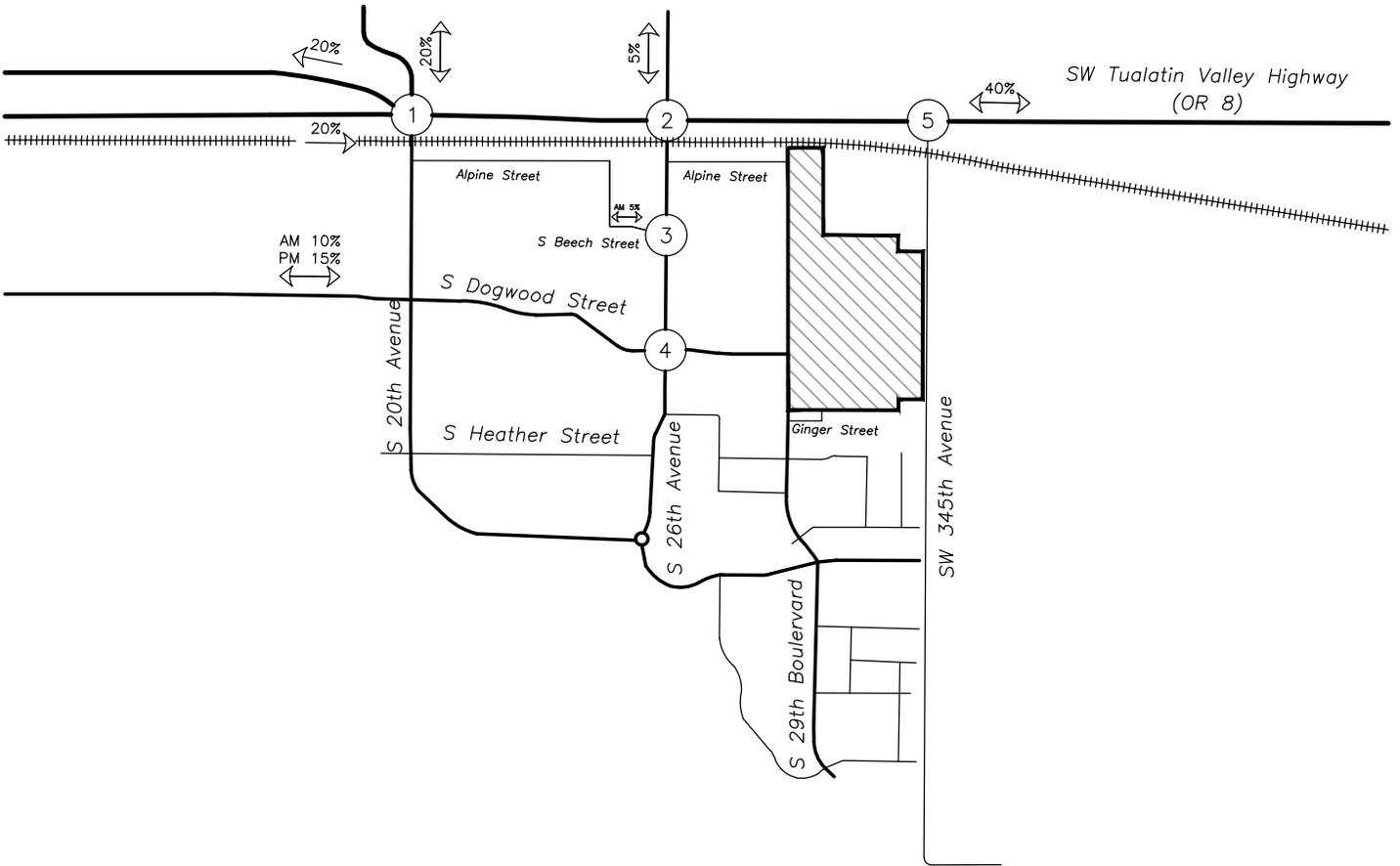


LEGEND
 XX% PERCENT OF PROJECT TRIPS

NET NEW TRIP GENERATION			
	IN	OUT	TOTAL
AM	39	116	155
PM	127	77	204



no scale



LEGEND

XX% PERCENT OF PROJECT TRIPS

NET NEW TRIP GENERATION			
	IN	OUT	TOTAL
AM	39	116	155
PM	127	77	204



no scale

Traffic Volumes

Existing Conditions

Traffic counts were conducted at the study intersections from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM on the following dates.

- SW Tualatin Valley Highway (OR 8) & S 20th Avenue (Tuesday, September 10, 2024)
- SW Tualatin Valley Highway (OR 8) & S 26th Avenue (Thursday, January 29, 2026)
- S Beech Street & S 26th Avenue (Thursday, January 29, 2026)
- S Dogwood Street & S 26th Avenue (Tuesday-Thursday, December 3-5, 2024)
- SW Tualatin Valley Highway (OR 8) & SW 345th Avenue (Tuesday, July 15, 2025)

Data was used from each intersection's morning and evening peak hours. For the intersection at S Dogwood Street along S 26th Avenue, tube counts were conducted along S Dogwood Street on the dates presented above. Traffic volumes along S 26th Avenue were estimated via volume balancing with the intersections of SW Tualatin Valley Highway and S Heather Street (Collected on Tuesday, September 10, 2024) along S 26th Avenue. Raw count data is included in Appendix C.

In order to approximate the existing year 2025 traffic volumes, a conservative compounded growth rate of three percent per year over a one-year period was applied to the traffic counts collected in 2024.

Figure 6 shows the year 2025 existing traffic volumes at the study intersections during the morning and evening peak hours.

Background Conditions

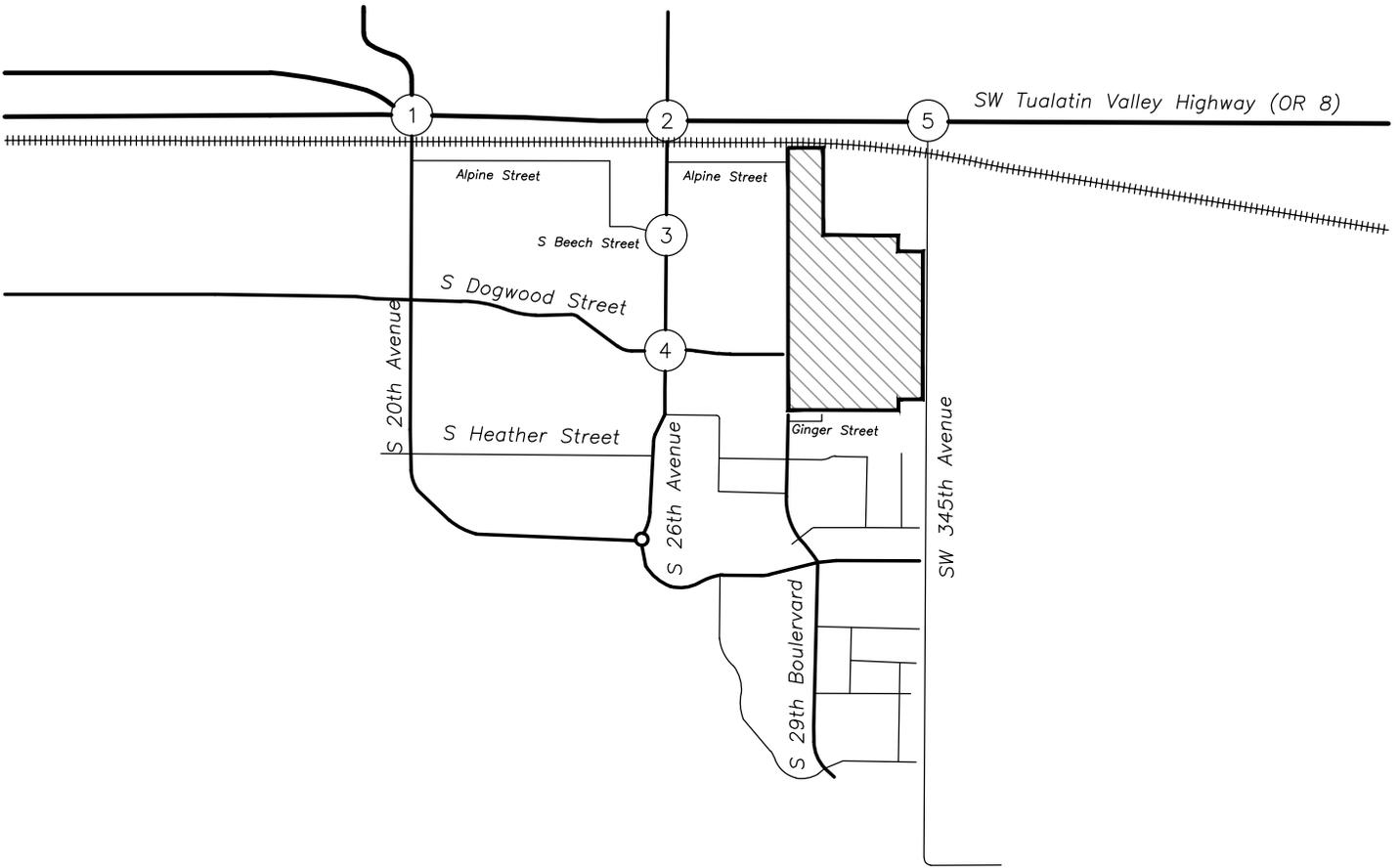
To provide an analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. It is expected that phase 1 and phase 2 will be constructed and in operation by year 2028, and phase 3 with the site access to SW 345th Avenue will be constructed and in operation by year 2029. In order to approximate the future year 2028 and 2029 traffic volumes at the study intersections, a conservative compounded growth rate of three percent per year over a three and four-year period, respectively, were applied to all turning movements and study intersections. To compare the impact of SW 345th Avenue connection with full buildout condition, with and without SW 345th Avenue connection scenarios were evaluated under the future year 2029 condition. In addition to the general growth, traffic from the remaining phases of the Laurel Woods and Laurel Gardens developments were added to the network volumes.

Figure 7, Figure 8, and Figure 9 show the morning and evening peak hours volumes under the year 2028, year 2029 background conditions without, and with SW 345th Connection.

Buildout Conditions

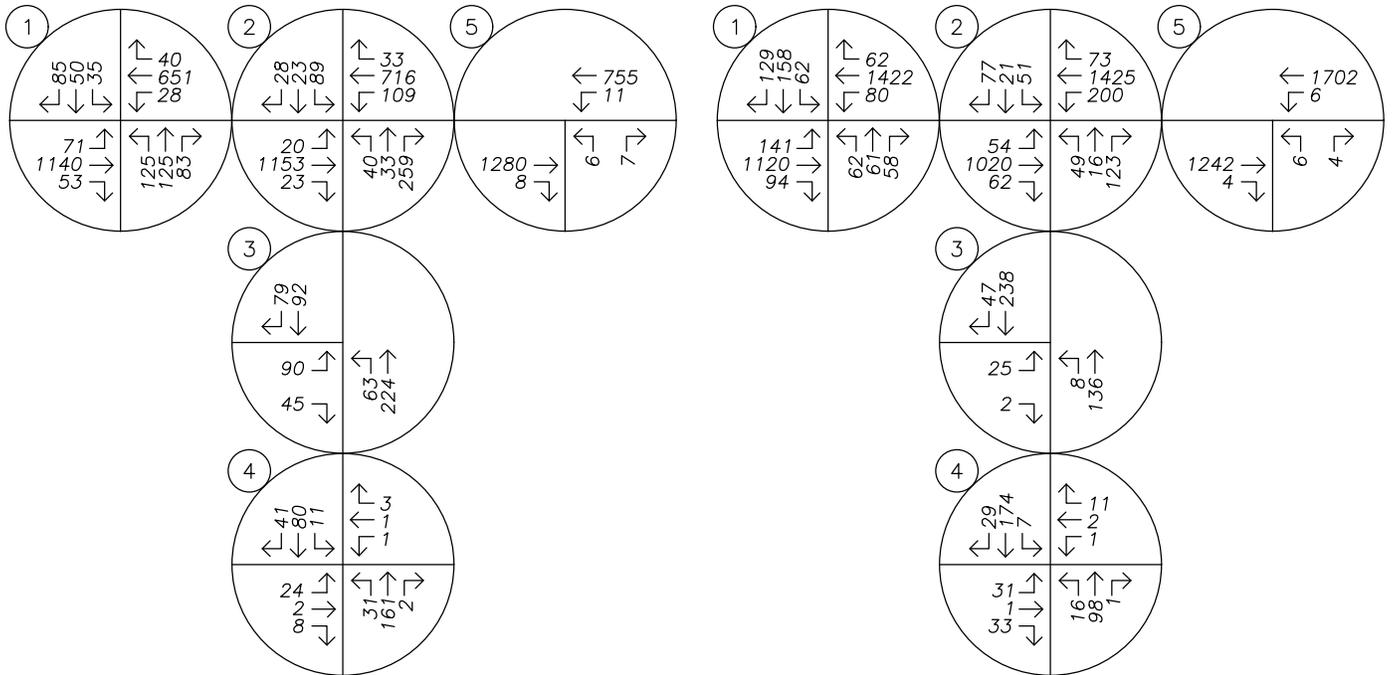
The net new peak hour trips calculated to be generated by the proposed development, as described earlier in the *Site Trips* section, were added to the projected background traffic volumes to obtain the expected 2028 and 2029 site buildout volumes. Three scenarios were considered for the buildout conditions. The first scenario was the completion of phase 1 and phase 2 without the site access to SW 345th Avenue in 2028. The second scenario was the full buildout without the site access to SW 345th Avenue in 2029. The third scenario was the full buildout with the site access to SW 345th Avenue in 2029.

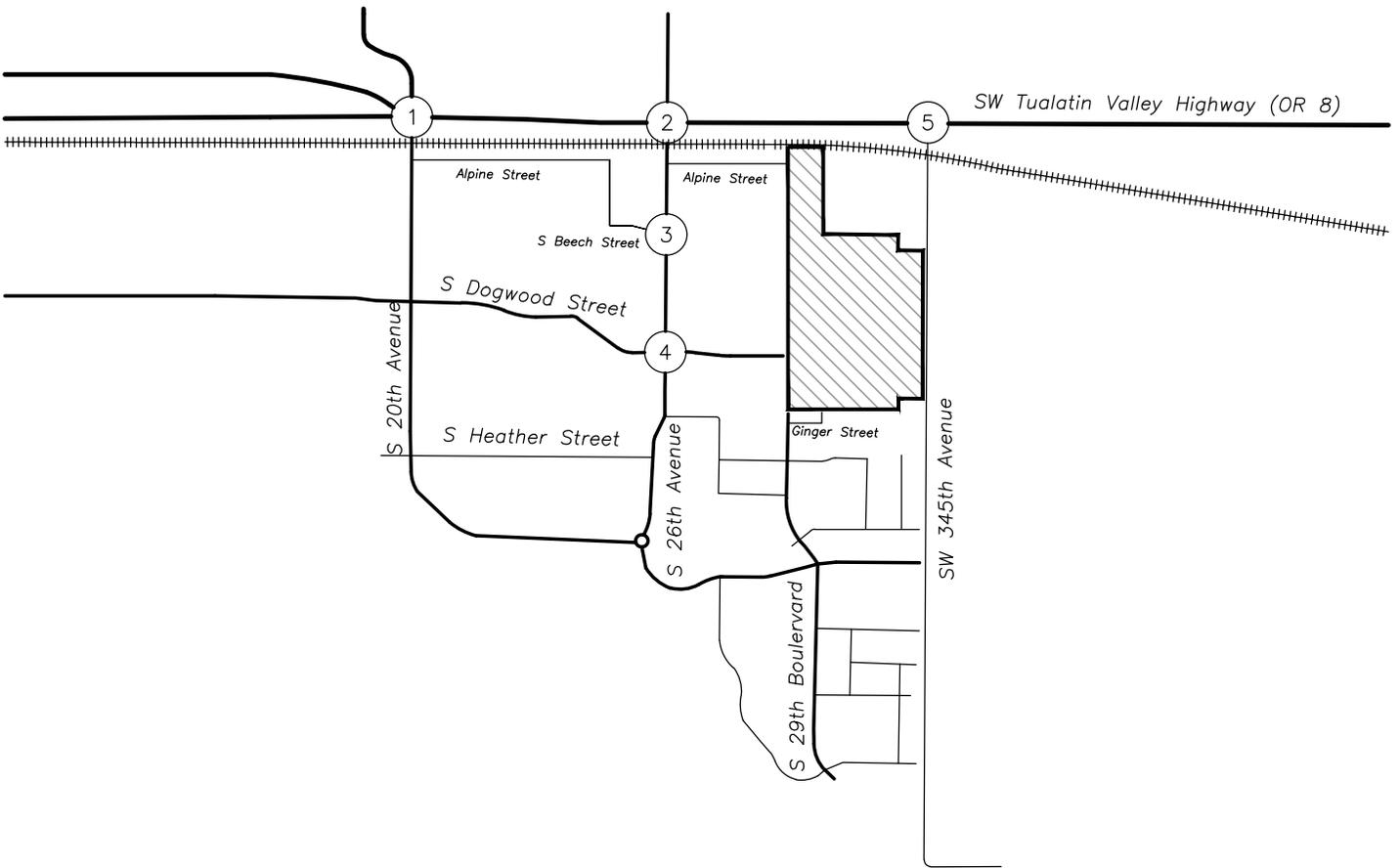
Figure 10, Figure 11, and Figure 12 show the morning and evening peak hour volumes under the year 2028, year 2029 buildout conditions without, and with SW 345th Connection.



MORNING PEAK

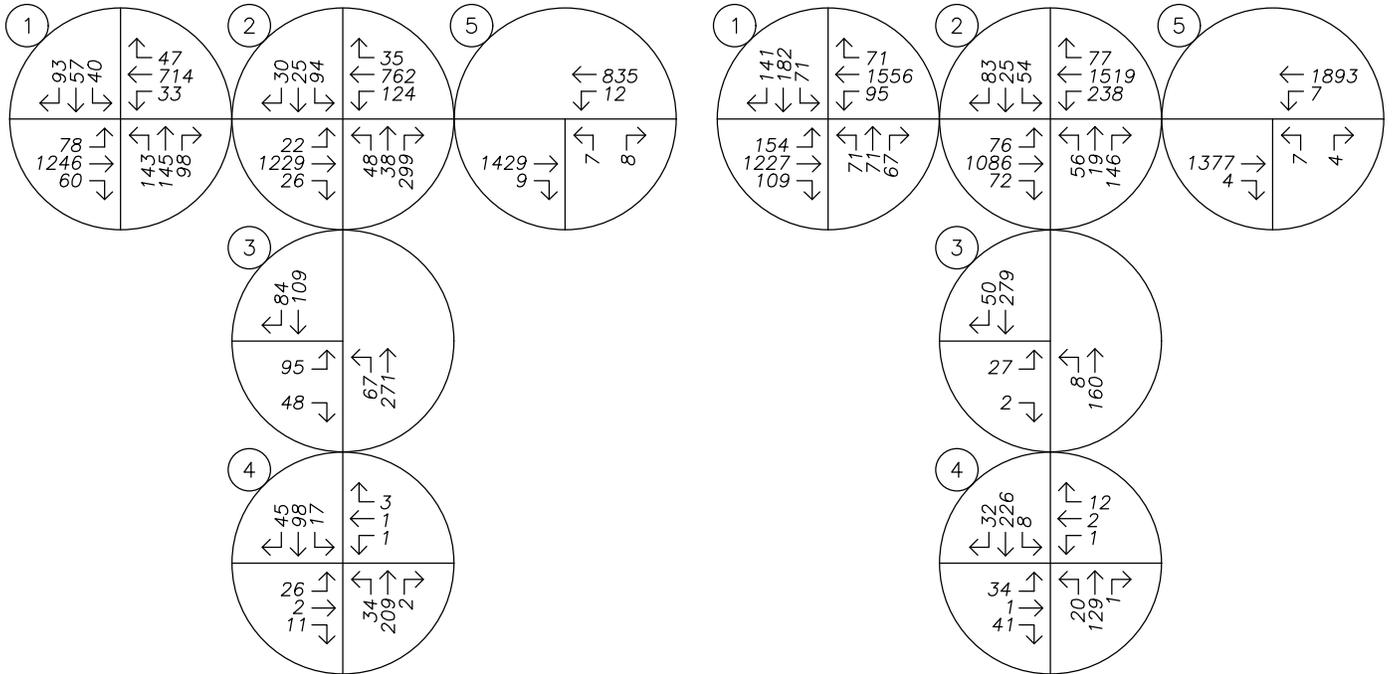
EVENING PEAK



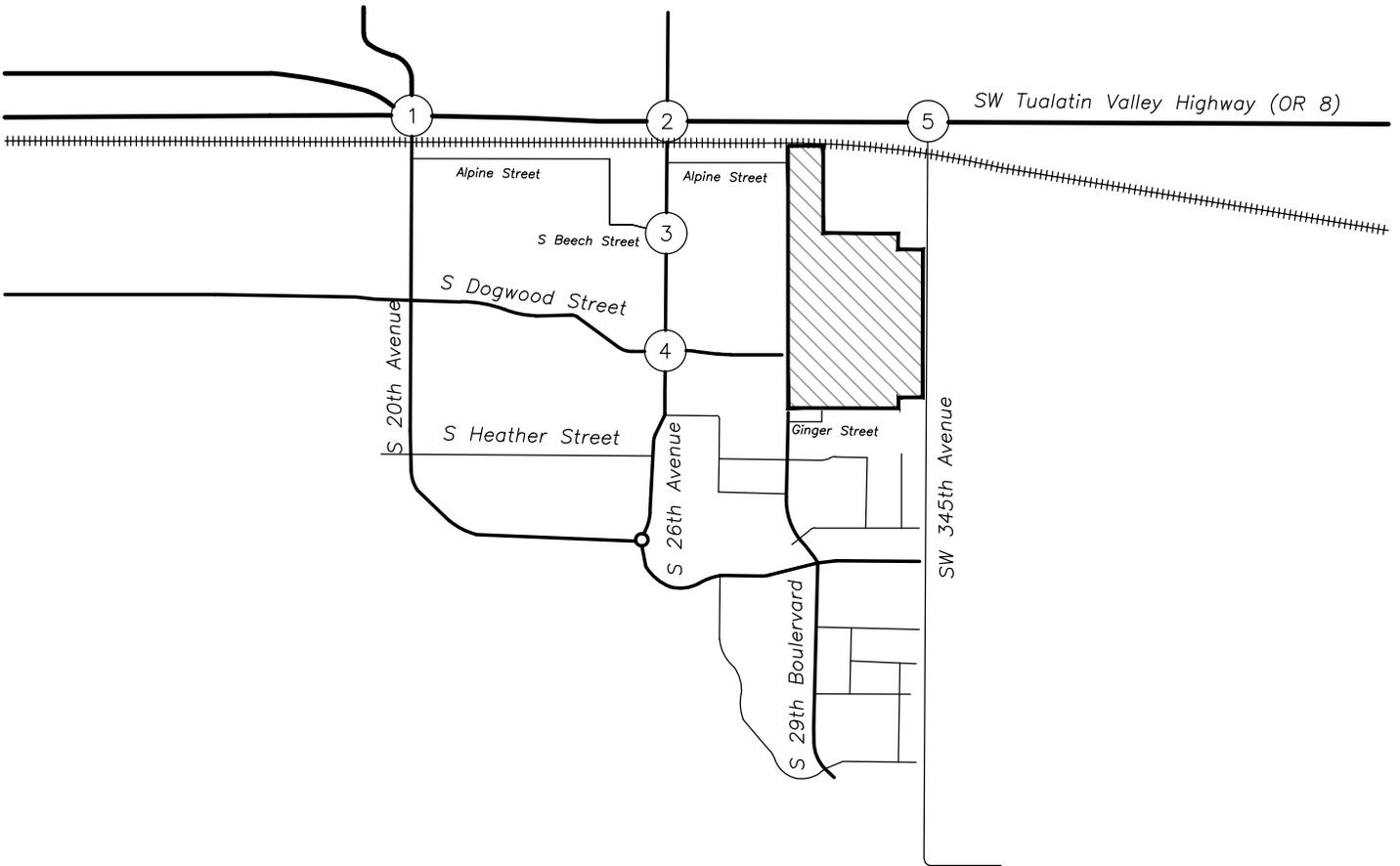


MORNING PEAK

EVENING PEAK

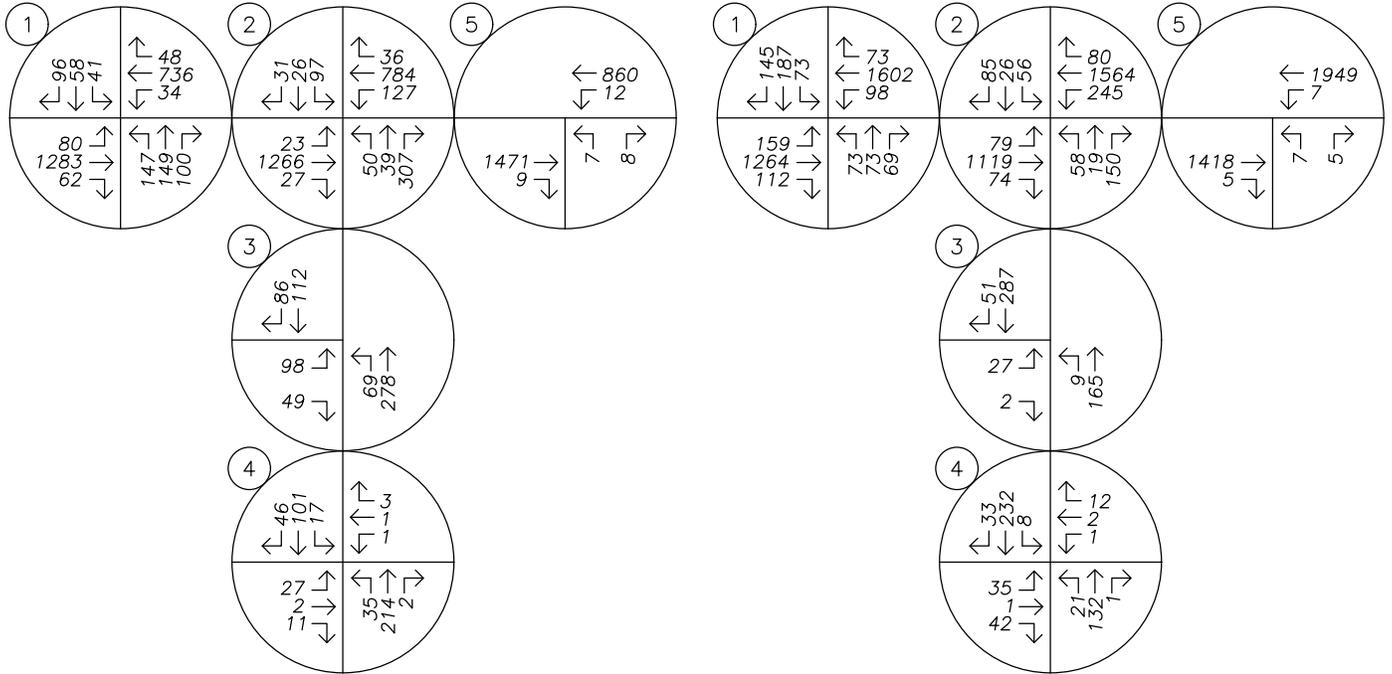


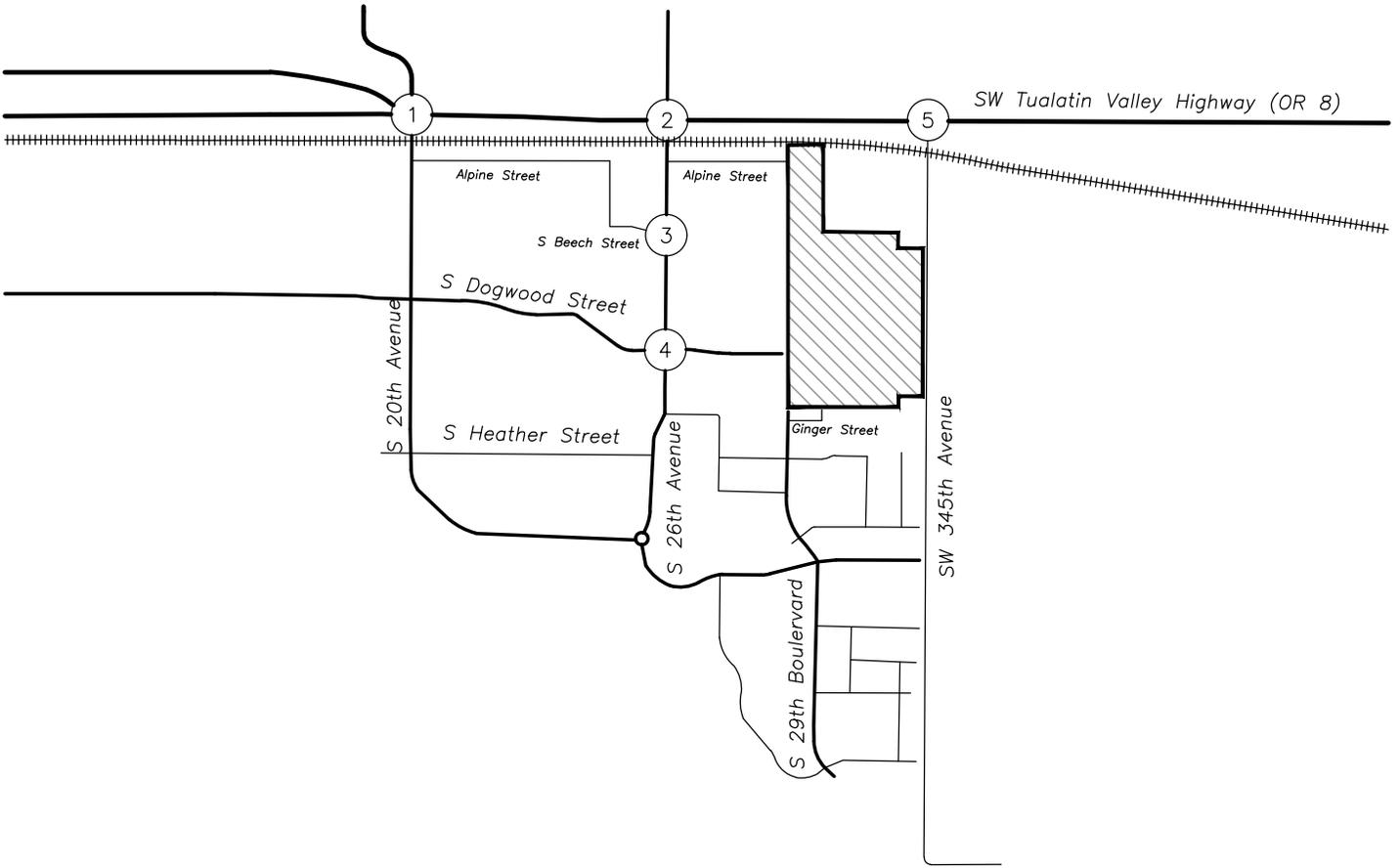
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MORNING PEAK

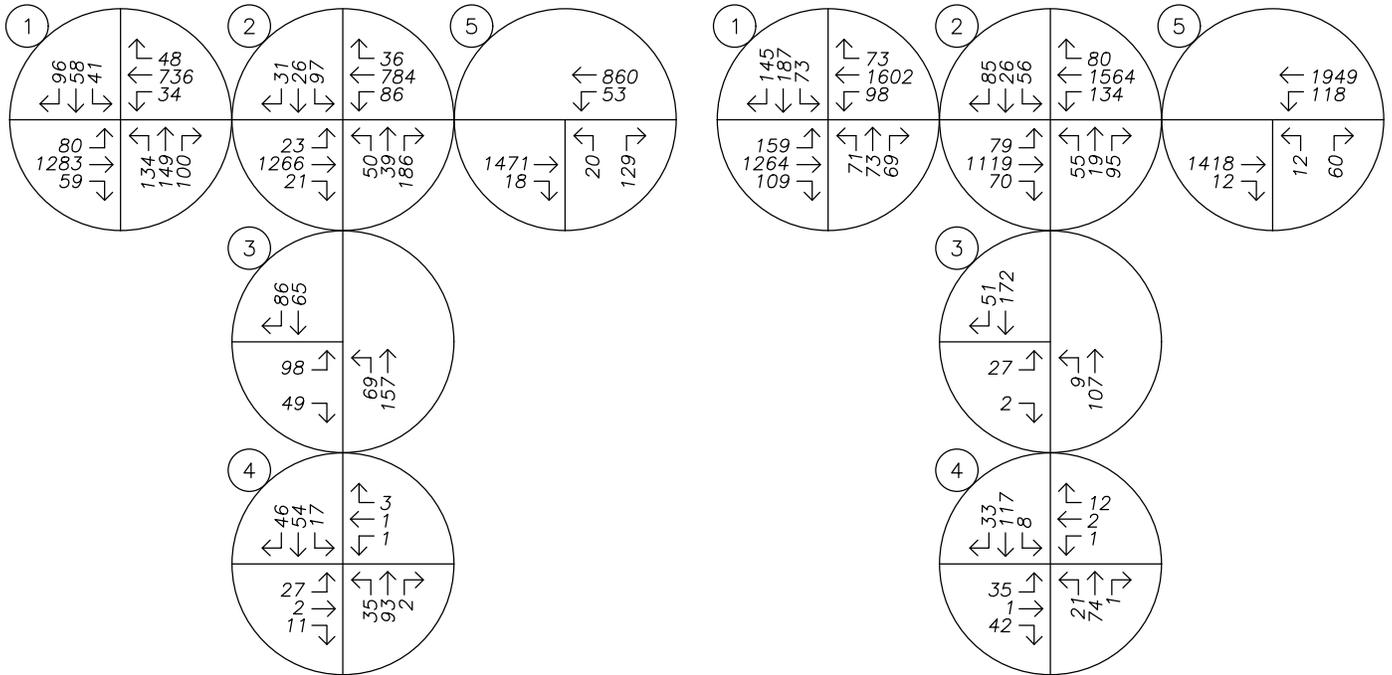
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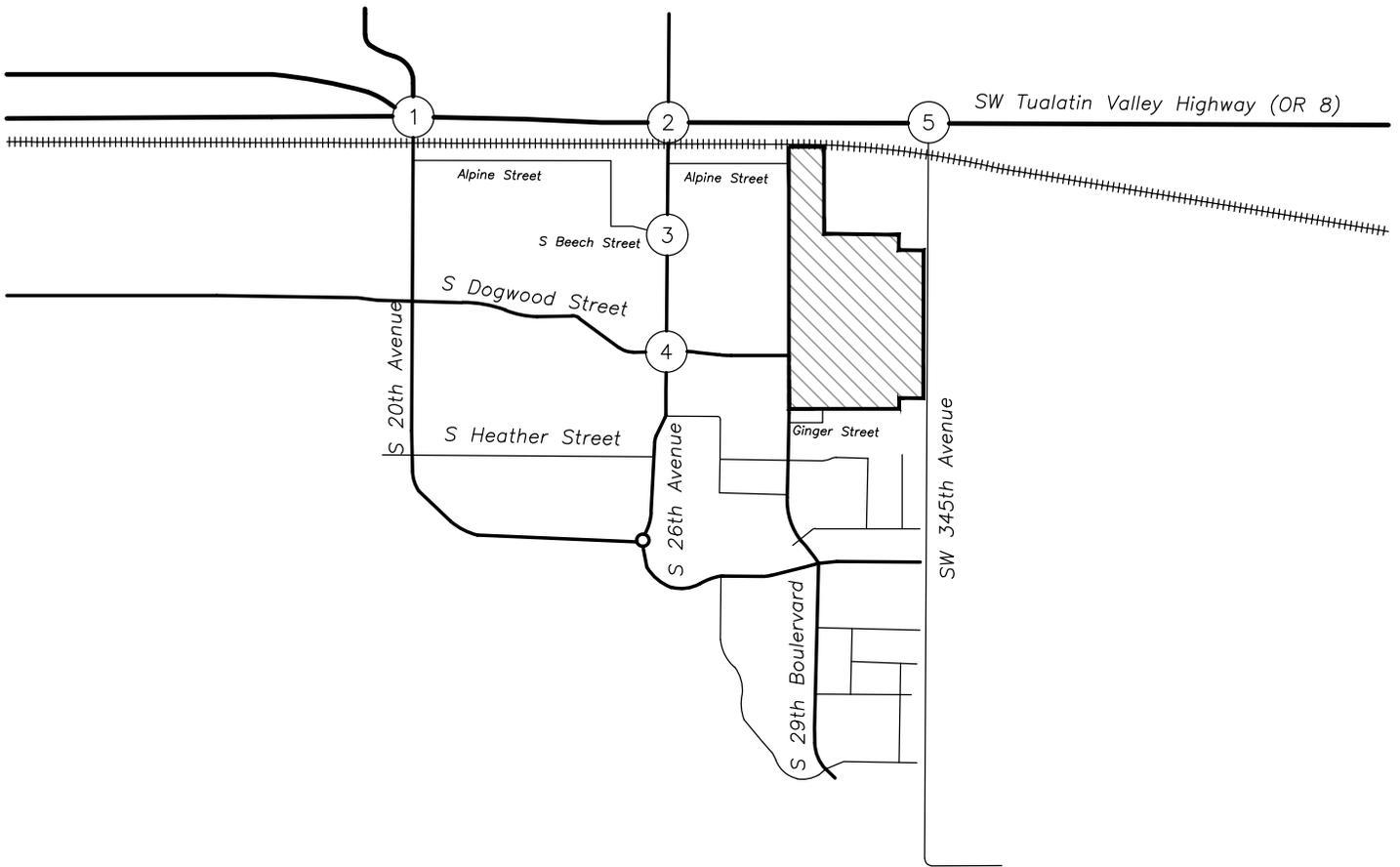


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EVENING PEAK

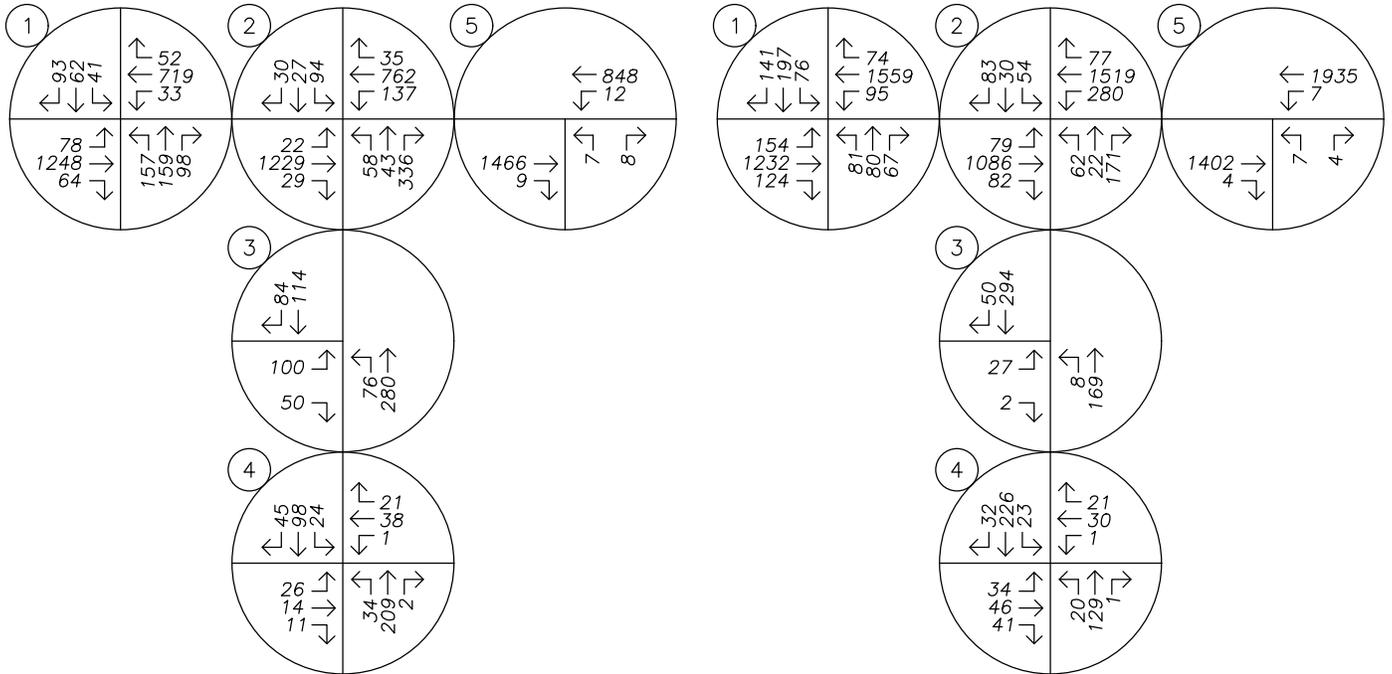


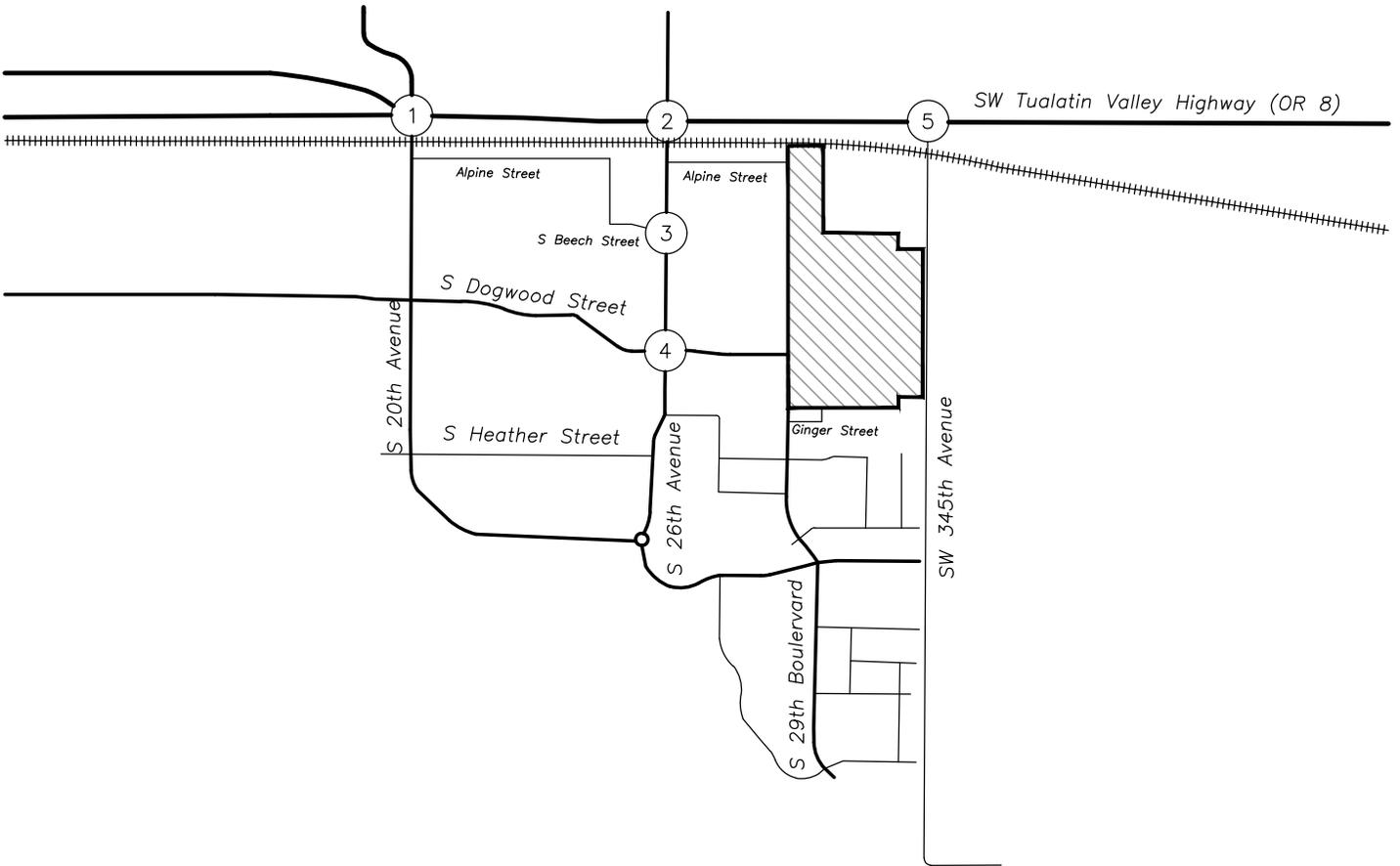
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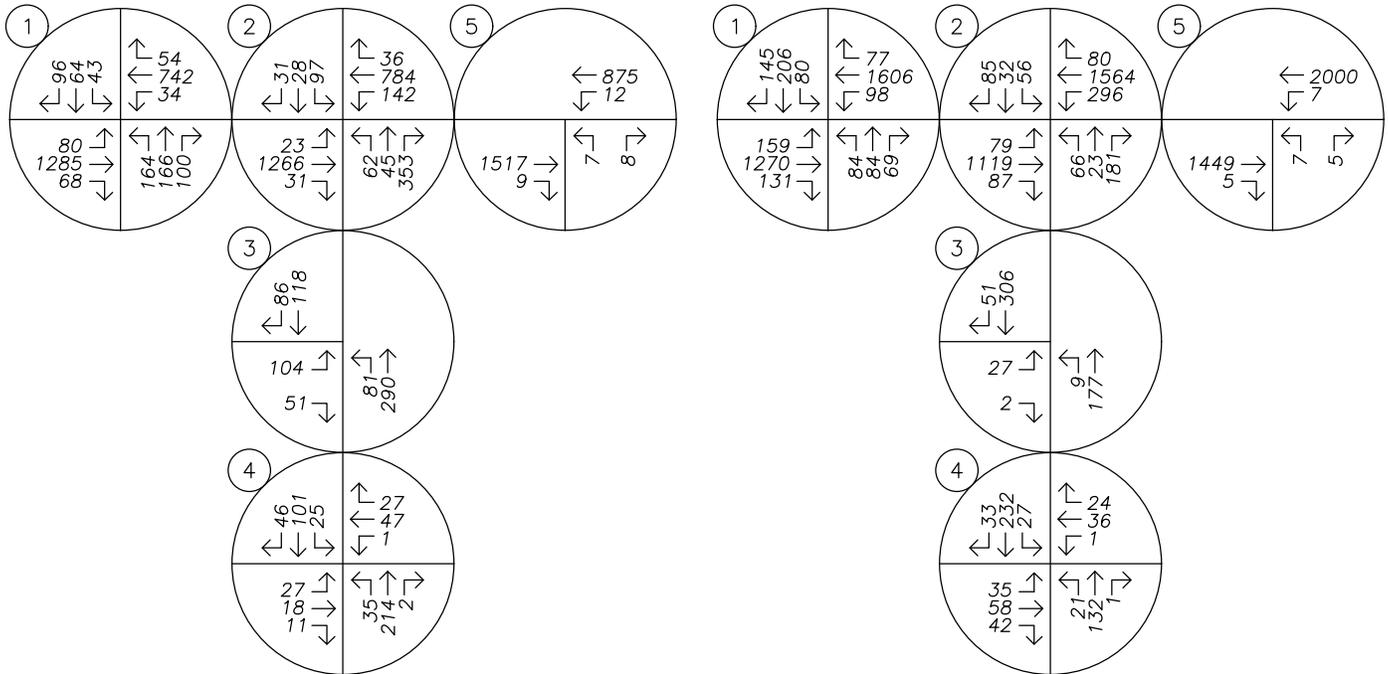
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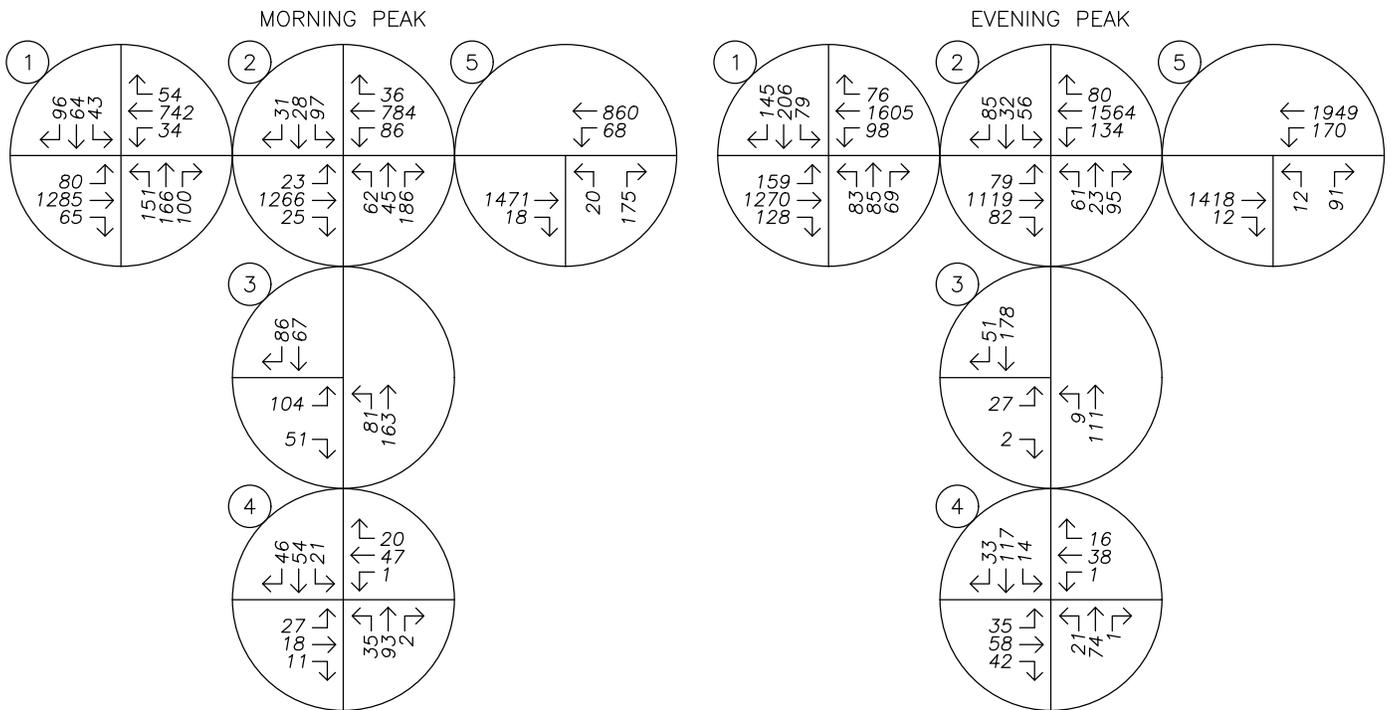
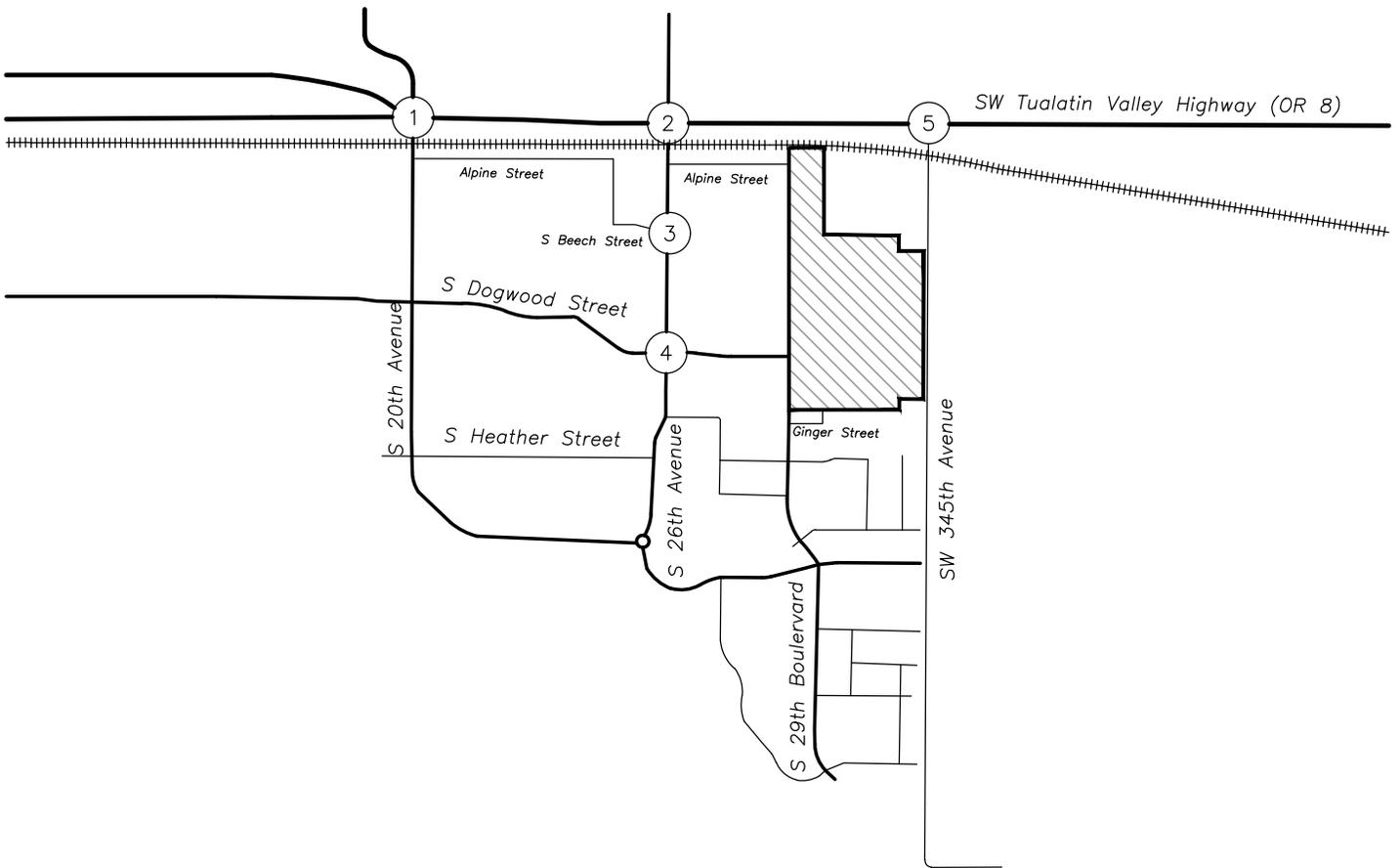




MORNING PEAK

EVENING PEAK





Safety Analysis

Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2019 through December 2023) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the crash, and includes five categories:

- Property Damage Only (PDO)
- Possible Injury (Injury C)
- Suspected Minor Injury (Injury B)
- Suspected Serious Injury (Injury A)
- Fatal Injury

The study intersections adhere to the crash analysis methodologies within ODOT's APM. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates in excess of their respective 90th percentile crash rates should be "flagged for further analysis". Crash rates in excess of 90th percentile crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

For intersections in urban settings, the following 90th percentile rates are applicable to the study intersections:

- Unsignalized, three-leg intersection: 0.293 CMEV;
- Signalized, three-leg intersection: 0.509 CMEV;
- Unsignalized, four-leg intersection: 0.408 CMEV; and
- Signalized, four-leg intersection: 0.860 CMEV.

Table 4 provides a summary of crash types while Table 5 summarizes crash severities and rates for each of the study intersections. Detailed crash data reports are provided in Appendix D.



Table 4: Crash Type Summary

Intersection		Crash Type							Total Crashes
		Rear End	Turn	Angle	Side Swipe	Fixed Object	Other	Ped/Bike	
1	SW Tualatin Valley Highway (OR 8) & S 20 th Avenue	9	0	1	1	0	0	0	11
2	SW Tualatin Valley Highway (OR 8) & S 26 th Avenue	18	6	0	0	2	0	2	28
3	S Beech Street (West Leg) & S 26 th Avenue	1	0	0	0	0	0	0	1
3	S Dogwood Street (OR 8) & S 26 th Avenue	0	0	0	1	0	0	0	1
4	SW Tualatin Valley Highway (OR 8) & SW 345 th Avenue	0	0	0	0	0	0	0	0

Table 5: Crash Severity and Rate Summary

Intersection		Severity					Total Crashes	Est. ADT	Crash Rate
		PDO	C	B	A	Fatal			
1	SW Tualatin Valley Highway (OR 8) & S 20 th Avenue	4	5	2	0	0	11	34,490	0.175
2	SW Tualatin Valley Highway (OR 8) & S 26 th Avenue	10	8	9	1	0	28	31,890	0.481
3	S Beech Street (West Leg) & S 26 th Avenue	1	0	0	0	0	1	4,560	0.120
3	S Dogwood Street (OR 8) & S 26 th Avenue	1	0	0	0	0	1	4,040	0.136
4	SW Tualatin Valley Highway (OR 8) & SW 345 th Avenue	0	0	0	0	0	0	29,640	0

Crash Severity

None of the crashes reported in the five-year analysis period resulted in a fatality but a crash resulted in a Suspected Serious Injury (Injury A) at the intersection of SW Tualatin Valley Highway (OR 8) at S 26th Avenue. The crash occurred when a driver of westbound vehicle ran off the road while another driver of westbound vehicle was performing an avoidance maneuver and struck an animal, traffic signal, and hydrant.

Pedestrian and Bicycle Collisions

Two crashes at the intersection of SW Tualatin Valley Highway (OR 8) at S 26th Avenue involved a pedestrian within the five-year analysis period as described below:



- The first pedestrian-related crash occurred when the driver of a southbound right-turning vehicle failed to yield right-of-way and struck a pedestrian at the intersection. The crash was classified as *Injury B*.
- The second pedestrian-related crash occurred when the driver of a northbound left-turning vehicle failed to yield right-of-way and struck a bicyclist at the intersection. The crash was classified as *Injury B*.

Based on the review of crash history, no geometric deficiencies are evident at any study intersections. None of the study intersections were identified to have crash rates exceeding 1.00 or ODOT 90th percentile crash rates for similar intersections. Accordingly, no safety mitigation is necessary or recommended at these intersections.

Warrant Analysis

Preliminary traffic signal warrant was examined for the study intersection of SW Tualatin Valley Highway (OR 8) & SW 345th Avenue to determine whether the installation of a new traffic signal will be warranted at the intersection by the 2029 future year. Based on the preliminary analysis following a review of Warrant 1 in the *Manual on Uniform Traffic Control Devices*, or MUTCD, traffic signal warrants are not projected to be met at the unsignalized study intersection of SW Tualatin Valley Highway (OR 8) & SW 345th Avenue under year 2029 conditions, regardless of whether or not the proposed development is constructed with access to SW 345th Avenue. Therefore, no new traffic signals are necessary or recommended as part of the proposed development application. Detailed information on the warrants analyses is included in Appendix D.



Operational Analysis

An operational analysis was conducted for each of the study intersections per the signalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)². Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

The study area includes intersections under the jurisdiction of the City of Cornelius and ODOT. The following performance standards apply:

- Per Cornelius Municipal Code (CMC) section 18.143.020, "City street intersections shall maintain a level of service (LOS) of "D" during the p.m. peak hour of the day. An LOS of "E" may be accepted for local street approaches or driveway access points that intersect with collector or arterial streets if these intersections are found to operate safely".
- OR 8 (SW Tualatin Valley Highway) within the study area is part of a Regional Center and is also designated as a Special Transportation Area. Per the Oregon Highway Plan Table 7, the performance target is 1.1 for the 1st highest hour and 0.99 for the second highest hour.

Delay & Capacity Analysis

The LOS, delay and v/c results of the capacity analysis are shown in Table 6 for the morning and evening peak hours. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

² Transportation Research Board, *Highway Capacity Manual* 7th Edition, 2022.

Table 6: Capacity Analysis Summary

Intersection & Scenario	Performance Standard	AM Peak Hour			PM Peak Hour		
		LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
1. SW Tualatin Valley Highway & S 20th Avenue							
2025 Existing	1.1/0.99 (ODOT)	B	16	0.66	B	15	0.74
2028 Background		B	19	0.74	B	17	0.81
2029 Background		B	19	0.75	C	21	0.85
2029 Background w/ access to SW 345 th		B	19	0.75	C	21	0.84
2028 Buildout - Ph 1&2		B	20	0.75	C	21	0.83
2029 Buildout - Ph 1,2,&3 w/o access to SW 345 th		C	20	0.77	C	22	0.86
2029 Buildout - Ph 1,2,&3 w/ access to SW 345 th		C	20	0.77	C	22	0.86
2. SW Tualatin Valley Highway & S 26th Avenue							
2025 Existing	1.1/0.99 (ODOT)	C	35	0.71	B	13	0.65
2028 Background		D	44	0.79	B	16	0.71
2029 Background		D	46	0.82	B	17	0.73
2029 Background w/ access to SW 345 th		D	37	0.77	B	16	0.70
2028 Buildout - Ph 1&2		D	51	0.84	B	18	0.72
2029 Buildout - Ph 1,2,&3 w/o access to SW 345 th		E	58	0.88	C	21	0.75
2029 Buildout - Ph 1,2,&3 w/ access to SW 345 th		D	43	0.79	B	17	0.71
3. S Beech Street & S 26th Avenue							
2025 Existing	LOS D	C	16	0.35	B	12	0.05
2028 Background		C	19	0.42	B	13	0.06
2029 Background		C	20	0.44	B	13	0.07
2029 Background w/ access to SW 345 th		C	15	0.34	B	11	0.05
2028 Buildout - Ph 1&2		C	21	0.47	B	13	0.07
2029 Buildout - Ph 1,2,&3 w/o access to SW 345 th		C	23	0.50	B	13	0.07
2029 Buildout - Ph 1,2,&3 w/ access to SW 345 th		C	16	0.38	B	11	0.05



Table 6: Capacity Analysis Summary (Continued)

Intersection & Scenario	Performance Standard	AM Peak Hour			PM Peak Hour		
		LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
4. S Dogwood Street & S 26th Avenue							
2025 Existing	LOS D	A	8	0.29	A	9	0.28
2028 Background		A	9	0.37	A	9	0.36
2029 Background		A	9	0.38	A	9	0.37
2029 Background w/ access to SW 345 th		A	8	0.20	A	8	0.21
2028 Buildout - Ph 1&2		A	10	0.40	A	10	0.40
2029 Buildout - Ph 1,2,&3 w/o access to SW 345 th		A	10	0.41	B	10	0.43
2029 Buildout - Ph 1,2,&3 w/ access to SW 345 th		A	8	0.21	A	9	0.23
5. SW Tualatin Valley Highway & SW 345th Avenue							
2025 Existing	1.1/0.99 (ODOT)	C	23	0.07	D	27	0.06
2028 Background		D	27	0.09	D	33	0.08
2029 Background		D	27	0.07	D	32	0.07
2029 Background w/ access to SW 345 th		D	29	0.45	D	26	0.28
2028 Buildout - Ph 1&2		D	28	0.09	D	34	0.08
2029 Buildout - Ph 1,2,&3 w/o access to SW 345 th		D	30	0.10	D	34	0.09
2029 Buildout - Ph 1,2,&3 w/ access to SW 345 th		D	35	0.61	D	27	0.40

Notes: Locations that do not meet standards are **BOLDED**.

Based on the results of the operational analysis, all study intersections are currently operating acceptably per agency standards and are projected to continue operating acceptably through the 2029 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections.

A street connection to SW 345th Avenue will result in a significant redistribution of existing and background trips, which will trigger the need for separate northbound left and right-turn lanes on SW 345th Avenue at SW Tualatin Valley Highway. These improvements will be needed at the time of the eventual street connection, even without trips from the proposed Laurel Crown subdivision.

Queuing Analysis

An analysis of projected queuing was conducted for the study intersections. The 95th percentile queue lengths were estimated based on the SimTraffic simulations. The 95th percentile queue is a statistical measurement



which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95th percentile queue length may theoretically never be met or observed in the field.

All queues more than 5 feet longer than a multiple of 25 were rounded up. Those that were 5 feet or less were rounded down since 5 feet is equivalent to the space between queued vehicles.

The 95th percentile queue lengths reported in the simulation are presented in Table 7 for the morning and evening peak hours. Detailed queuing analysis reports are included in Appendix E.

Table 7: 95th Percentile Queuing Analysis Summary

Intersection Movement	Available Storage (ft)	Background (ft) (AM/PM)			Buildout (ft) (AM/PM)		
		2028	2029 (w/o 345 th Access)	2029 (w/ 345 th Access)	2028 – Ph1&2	2029 – Full (w/o 345 th Access)	2029 – Full (w/ 345 th Access)
1. SW Tualatin Valley Highway & S 20th Avenue							
EB Approach	>1,000	375/500	375/525	400/500	400/475	375/525	400/500
WB Approach	780	250/600	225/625	225/650	225/675	250/725	225/700
NB Approach	130	250/175	300/200	275/175	275/225	250/300	275/200
SB Approach	>1,000	100/250	100/275	100/275	100/275	100/325	100/300
2. SW Tualatin Valley Highway & S 26th Avenue							
EB Approach	850	425/325	400/375	350/350	475/400	400/375	350/350
WB Approach	920	150/325	175/325	175/325	150/325	150/375	150/375
NB Approach	70	325/125	275/125	175/125	325/150	375/150	175/125
SB Approach	>1,000	175/100	150/125	175/125	175/125	175/150	150/125
3. S Beech Street & S 26th Avenue							
EB Approach	250	100/50	75/50	75/50	100/50	100/50	100/50
NB Approach	110	75/25	75/25	50/25	75/25	75/25	75/25
SB Approach	30	25/25	25/25	25/0	25/0	25/25	25/25
4. S Dogwood Street & S 26th Avenue							
EB Approach	450	50/75	50/50	50/75	50/75	50/75	50/75
WB Approach	300	25/50	25/50	25/50	50/50	50/50	50/50
NB Approach	220	75/75	75/75	75/50	75/75	100/75	75/50
SB Approach	660	75/100	75/100	75/75	75/100	75/100	75/75

Notes: **BOLDED** text indicates queue length exceeding storage capacity.

*The available storage is from the intersection to railroad crossing.



Table 7: 95th Percentile Queueing Analysis Summary (Continued)

Intersection Movement	Available Storage (ft)	Background (ft) (AM/PM)			Buildout (ft) (AM/PM)		
		2028	2029 (w/o 345 th Access)	2029 (w/ 345 th Access)	2028 – Ph1&2	2029 – Full (w/o 345 th Access)	2029 – Full (w/ 345 th Access)
5. SW Tualatin Valley Highway & SW 345th Avenue							
EB Approach	120	25/0	0/25	25/25	25/0	0/0	25/0
WB Approach	720	50/25	25/50	75/100	25/50	25/25	100/150
NB Approach	170	75/125	50/75	150/150	50/150	50/125	200/125

Notes: **BOLDED** text indicates queue length exceeding storage capacity.

*The available storage is from the intersection to railroad crossing.

In general, changes in 95th percentile queuing between the year 2029 background and 2029 buildout conditions are anticipated to be small. Most queues can be accommodated within the available storage with four exceptions:

SW Tualatin Valley Highway at S 20th Avenue

The queue for northbound approach at the intersection is expected to spill over the available storage length. There is a railroad crossing located approximately 130 feet south of the intersection with appropriate traffic controls including railroad crossing bar and a regulatory sign.

SW Tualatin Valley Highway at S 26th Avenue

The queue for the northbound at the intersection is expected to spill over the available storage length with the project completion. There is a railroad crossing located approximately 70 feet south of the intersection with appropriate traffic controls including railroad crossing bar and a regulatory sign. Under the full buildout scenario with the site access to SW 345th Avenue, the queue for the northbound traffic is anticipated to be reduced.

SW Tualatin Valley Highway at SW 345th Avenue

The queue for the northbound approach at the intersection is expected to spill over the available storage length. There is a railroad crossing located approximately 170 feet south of the intersection. It is recommended that the City install appropriate traffic control on the railroad crossing at the completion time of SW 345th Avenue improvements.

Summary

Although several of the 95th percentile queues are estimated to extend beyond available storage, most of the queues would be present under both background and buildout conditions. The proposed Laurel Crown Subdivision will not measurably change any of these queues.

Traffic Volume Summary

To compare traffic volumes along nearby streets where traffic volumes will increase, an analysis over the average daily traffic volume (ADT) for each of the scenarios was examined. The streets included in the



comparison are S Dogwood Street, S 26th Avenue and SW 345th Avenue. The volumes are measured and estimated in the following locations:

S Dogwood Street: Immediately east of S 26th Avenue

S 26th Avenue: Immediately south of SW Tualatin Valley Highway

SW 345th Avenue: Immediately south of SW Tualatin Valley Highway

Table 8 below shows a summary of the findings. City of Cornelius engineering standards and the Transportation System Plan do not identify or regulate traffic volumes on streets by functional classification, but the acceptable volume ranges shown are typical guidelines used in the Portland Metro area and throughout Oregon.

Table 8: Traffic Volume Summary (ADT) along Project Collectors

Street	Functional Classification	Acceptable Volume (ADT)	Daily Traffic Volumes		
			Existing	2029 Buildout w/o 345th	2029 Buildout w/ 345th
S Dogwood Street	Collector	1,500 – 10,000	230	1,470	1,119
S 26 th Avenue	Collector	1,500 – 10,000	4,710	6,850	4,270
SW 345 th Avenue	Collector	1,500 – 10,000	200	240	2,540



Conclusions

The following key findings relate to transportation:

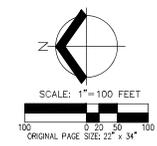
- Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended.
- Traffic signal warrants are not projected to be met at the intersection of SW Tualatin Valley Highway (OR 8) & SW 345th Avenue under year 2029 conditions, regardless of whether or not the proposed development is constructed. Therefore, no new traffic signals are necessary or recommended as part of the proposed development application.
- All study intersections are currently operating acceptably per the agency standards and are projected to continue operating acceptably through the 2029 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections.
- A street connection to SW 345th Avenue will result in a significant redistribution of existing and background trips, which will trigger the need for separate northbound left and right-turn lanes on SW 345th Avenue at SW Tualatin Valley Highway. These improvements will be needed at the time of the eventual street connection, even without trips from the proposed Laurel Crown Subdivision.
- In general, changes in 95th percentile queuing between the year 2029 background and buildout conditions are anticipated to be small. Although several of the 95th percentile queues are estimated to extend beyond available storage, most of the queues would be present under both background and buildout conditions. The proposed Laurel Crown Subdivision will not measurably change any of these queues.



Appendix A

Site Plan





COLOR	MIN. LOT DIMENSIONS	HOUSE TYPE	LOADING	PHASE 1	PHASE 2	PHASE 3	TOTAL	PERCENTAGE
[Purple]	(20 x 95)	TOWNHOUSES	FRONT	17	8	4	29	13%
[Orange]	(25 x 95)	DUPLEX UNITS	FRONT	12	6	8	26	11%
[Light Blue]	(34 x 95)	SF DETACHED	FRONT	10	16	13	39	17%
[Dark Blue]	(34 x 92)	SF DETACHED	ALLEY	17	0	0	17	7%
[Light Green]	(40 x 92)	SF DETACHED	ALLEY	29	0	0	29	13%
[Yellow]	(40 x 95)	SF DETACHED	FRONT	12	24	12	48	21%
[Light Purple]	(50 x 95)	SF DETACHED	FRONT	8	15	4	27	12%
[Light Orange]	(60 x 95)	SF DETACHED	FRONT	6	6	3	15	7%
				111	76	44	230	

DENSITY CALCULATIONS

DISTRICT	HOUSING TYPE	GROSS AREA (SF)	GROSS AREA (ACRES)	NET AREA (ACRES)	MAX. DENSITY (DU/ACRE)	MIN. DENSITY (DU/ACRE)	CALCULATED MAX DENSITY (UNITS)	CALCULATED MIN DENSITY (UNITS)
R-7	Detached	464,529	10.66	5.73	5	4	29	23
	Attached			0.00	20	4	0	0
A-2	Detached	806,297	20.58	10.81	14	8	151	87
	Attached			3.07	25	8	77	25
TOTAL		1,360,826	31.24	19.6			257	134

PROPOSED # OF UNITS: 230 UNITS
 PROPOSED DENSITY: 11.7 DU/ACRE

OPEN SPACE REQUIRED (300 sf/unit): 69,000 sf
 OPEN SPACE PROVIDED: 70,075 sf

AKS DRAWING FILE: AKS-105 LAYOUT/BLDG LAYOUT: LA009

DATE: 8/14/2025 AKS JOB: 4636-05

AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503-563-6151
 WWW.AKS-ENG.COM



ENGINEERING • SURVEYING • NATURAL RESOURCES
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CONCEPT LAYOUT 6 LAUREL WOODS NORTH

HOLT HOMES
 CORNELIUS, OREGON

Appendix B

Trip Generation Calculations





TRIP GENERATION CALCULATIONS
 Source: Trip Generation Manual, 11th Edition

Land Use: Single-Family Detached Housing
Land Use Code: 210
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **147**

AM PEAK HOUR

Trip Rate: 0.7

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	26	77	103

PM PEAK HOUR

Trip Rate: 0.94

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	87	51	138

WEEKDAY

Trip Rate: 9.43

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	693	693	1,386

SATURDAY

Trip Rate: 9.48

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	697	697	1,394

Source: Trip Generation Manual, 11th Edition



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: Single-Family Attached Housing
Land Use Code: 215
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **46**

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	6	16	22

PM PEAK HOUR

Trip Rate: 0.57

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	15	11	26

WEEKDAY

Trip Rate: 7.2

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	166	166	332

SATURDAY

Trip Rate: 8.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	201	201	402

Source: Trip Generation Manual, 11th Edition



TRIP GENERATION CALCULATIONS
 Source: Trip Generation Manual, 11th Edition

Land Use: Single-Family Detached Housing
Land Use Code: 210
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **181**

AM PEAK HOUR

Trip Rate: 0.7

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	32	95	127

PM PEAK HOUR

Trip Rate: 0.94

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	107	63	170

WEEKDAY

Trip Rate: 9.43

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	853	853	1,706

SATURDAY

Trip Rate: 9.48

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	858	858	1,716

Source: Trip Generation Manual, 11th Edition



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: Single-Family Attached Housing
Land Use Code: 215
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 59

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	7	21	28

PM PEAK HOUR

Trip Rate: 0.57

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	20	14	34

WEEKDAY

Trip Rate: 7.2

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	212	212	424

SATURDAY

Trip Rate: 8.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	258	258	516

Source: Trip Generation Manual, 11th Edition

Appendix C

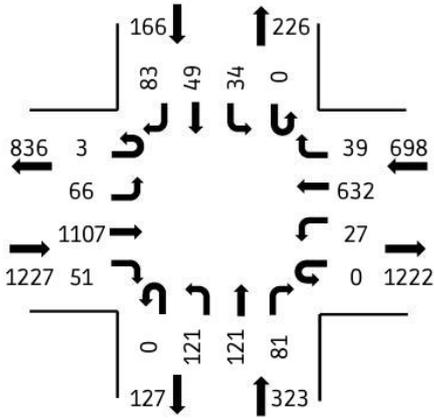
Traffic Counts



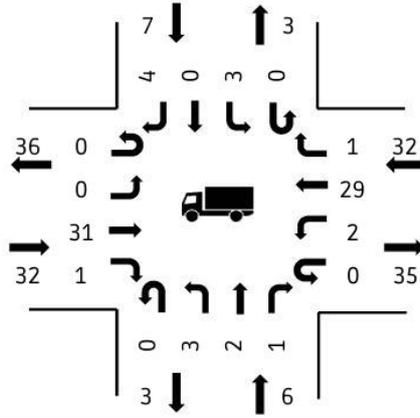


Location: S 20th Avenue & TV Hwy
 Date: 2024-09-10
 Peak Hour Start: 07:15 AM
 Peak 15 Minute Start: 07:30 AM
 Peak Hour Factor: 0.92

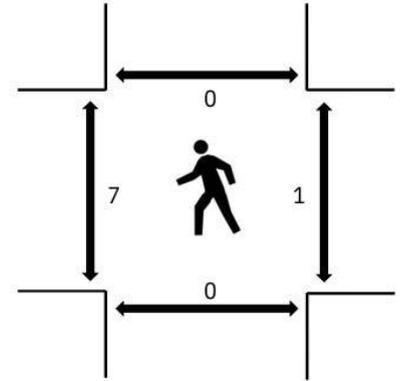
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (S 20th Avenue)					SB (S 20th Avenue)					EB (TV Hwy)					WB (TV Hwy)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	5	11	13	0	0	3	3	3	0	0	6	70	0	0	0	1	25	6	0	0		
07:05:00 AM	6	15	2	0	0	2	2	3	0	0	6	93	3	0	0	0	52	1	0	0		
07:10:00 AM	6	12	3	0	0	2	1	3	0	0	4	81	6	0	0	1	45	3	0	0	498	
07:15:00 AM	9	6	6	0	0	1	6	7	0	0	8	97	5	0	0	2	56	6	0	0	561	
07:20:00 AM	8	13	8	0	0	2	0	6	0	0	10	94	3	0	0	4	33	3	0	0	560	
07:25:00 AM	5	6	6	0	0	0	9	9	0	0	3	105	6	0	0	2	40	2	0	0	586	
07:30:00 AM	4	6	6	0	0	1	4	9	0	0	2	141	6	0	0	2	41	3	0	0	602	
07:35:00 AM	11	19	5	0	0	2	6	5	0	0	4	101	3	0	0	1	66	2	0	0	643	
07:40:00 AM	12	11	5	0	0	1	5	10	0	0	5	102	5	0	0	2	44	1	0	0	653	
07:45:00 AM	19	14	8	0	0	3	4	4	0	0	7	91	4	0	0	0	53	3	0	0	638	
07:50:00 AM	18	13	13	0	0	4	3	7	0	0	5	106	7	0	0	2	54	6	0	0	651	
07:55:00 AM	13	7	10	0	0	8	5	7	0	0	4	61	3	0	0	4	65	3	0	0	638	2375
08:00:00 AM	6	13	5	0	0	2	1	5	0	0	2	70	4	0	0	2	59	3	0	0	600	2401
08:05:00 AM	12	5	2	0	0	1	2	4	0	0	5	67	3	2	0	2	65	2	0	0	534	2388
08:10:00 AM	4	8	7	0	0	9	4	10	0	0	11	72	2	1	0	4	56	5	0	0	537	2414
08:15:00 AM	3	8	6	0	0	5	6	9	0	0	5	72	10	0	0	0	54	2	0	0	545	2385
08:20:00 AM	8	2	3	0	0	3	4	4	0	0	5	83	5	0	0	2	61	4	0	0	557	2385
08:25:00 AM	2	6	4	0	0	5	1	4	0	0	7	65	4	0	0	2	53	2	0	0	519	2347
08:30:00 AM	3	2	4	0	0	3	3	8	0	0	4	62	4	1	0	5	36	3	0	0	477	2260
08:35:00 AM	5	2	2	0	0	3	1	6	0	0	8	99	8	0	0	1	71	4	0	0	503	2245
08:40:00 AM	8	4	2	0	0	7	0	7	0	0	5	60	2	0	0	1	40	1	0	0	485	2179
08:45:00 AM	4	3	3	0	0	2	1	8	0	0	7	104	3	0	0	3	75	2	0	0	562	2184
08:50:00 AM	5	4	4	0	0	3	1	4	0	0	6	118	1	0	0	0	63	3	0	0	564	2158
08:55:00 AM	5	4	3	0	0	1	0	6	0	0	11	84	4	0	0	2	36	3	0	0	586	2127

Car Volumes

Time	NB (S 20th Avenue)					SB (S 20th Avenue)					EB (TV Hwy)					WB (TV Hwy)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	5	10	13	0	0	3	3	2	0	0	6	66	0	0	0	1	23	6	0	0		
07:05:00 AM	6	15	2	0	0	2	2	3	0	0	6	87	3	0	0	0	44	1	0	0		
07:10:00 AM	5	12	3	0	0	2	1	3	0	0	4	79	4	0	0	1	39	3	0	0	465	
07:15:00 AM	8	6	6	0	0	1	6	7	0	0	8	94	5	0	0	2	53	6	0	0	529	
07:20:00 AM	7	13	8	0	0	2	0	5	0	0	10	92	3	0	0	3	30	3	0	0	534	
07:25:00 AM	5	6	6	0	0	0	9	9	0	0	3	101	6	0	0	2	38	2	0	0	565	
07:30:00 AM	4	6	6	0	0	1	4	9	0	0	2	139	5	0	0	2	41	3	0	0	585	
07:35:00 AM	11	19	5	0	0	2	6	5	0	0	4	98	3	0	0	1	62	2	0	0	627	
07:40:00 AM	11	11	4	0	0	1	5	8	0	0	5	98	5	0	0	2	44	1	0	0	635	
07:45:00 AM	19	12	8	0	0	2	4	4	0	0	7	88	4	0	0	0	50	3	0	0	614	
07:50:00 AM	18	13	13	0	0	4	3	6	0	0	5	104	7	0	0	2	52	6	0	0	629	
07:55:00 AM	13	7	10	0	0	6	5	7	0	0	4	59	3	0	0	4	63	3	0	0	618	2283
08:00:00 AM	6	13	5	0	0	2	1	5	0	0	2	70	4	0	0	1	53	3	0	0	582	2310
08:05:00 AM	12	5	2	0	0	1	2	4	0	0	5	64	3	2	0	2	64	2	0	0	517	2307
08:10:00 AM	4	8	7	0	0	9	4	10	0	0	11	69	2	1	0	4	53	4	0	0	519	2337
08:15:00 AM	3	8	6	0	0	4	6	8	0	0	5	70	10	0	0	0	49	2	0	0	525	2306
08:20:00 AM	8	1	3	0	0	3	4	4	0	0	5	80	4	0	0	2	59	4	0	0	534	2307
08:25:00 AM	2	5	4	0	0	3	1	4	0	0	7	63	3	0	0	2	49	2	0	0	493	2265
08:30:00 AM	3	2	4	0	0	3	3	8	0	0	4	60	4	1	0	5	35	3	0	0	457	2178
08:35:00 AM	5	2	2	0	0	2	1	6	0	0	7	96	7	0	0	1	67	4	0	0	480	2160
08:40:00 AM	7	3	2	0	0	7	0	6	0	0	5	60	1	0	0	1	36	1	0	0	464	2094
08:45:00 AM	4	3	3	0	0	2	1	7	0	0	7	100	2	0	0	3	74	2	0	0	537	2101
08:50:00 AM	5	4	4	0	0	3	1	4	0	0	6	114	1	0	0	0	62	3	0	0	544	2075
08:55:00 AM	5	4	3	0	0	1	0	6	0	0	11	83	3	0	0	2	35	3	0	0	571	2047

Truck Volumes

Time	NB (S 20th Avenue)					SB (S 20th Avenue)					EB (TV Hwy)					WB (TV Hwy)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	1	0	0	0	0	0	1	0	0	0	4	0	0	0	0	2	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	8	0	0	0		
07:10:00 AM	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	6	0	0	0	33	
07:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	32	
07:20:00 AM	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	3	0	0	0	26	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	21	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	17	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	16	
07:40:00 AM	1	0	1	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	18	
07:45:00 AM	0	2	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	0	0	0	24	
07:50:00 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	22	
07:55:00 AM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	20	92
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	18	91
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	17	81
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	18	77
08:15:00 AM	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	5	0	0	0	20	79
08:20:00 AM	0	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	2	0	0	0	23	78
08:25:00 AM	0	1	0	0	0	2	0	0	0	0	0	2	1	0	0	0	4	0	0	0	26	82
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	20	82
08:35:00 AM	0	0	0	0	0	1	0	0	0	0	1	3	1	0	0	0	4	0	0	0	23	85
08:40:00 AM	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	0	0	0	21	85
08:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	4	1	0	0	0	1	0	0	0	25	83
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	20	83
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	15	80

Bike Volumes

Time	NB (S 20th Avenue)					SB (S 20th Avenue)					EB (TV Hwy)					WB (TV Hwy)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:35:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

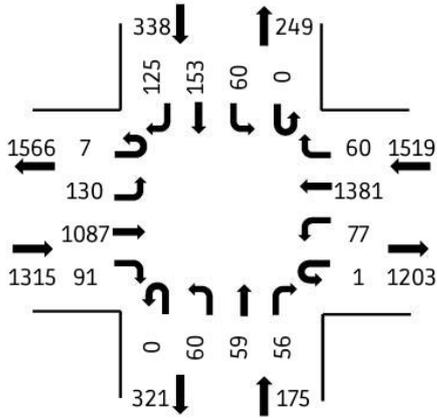
Pedestrian Volumes

Time	Pedestrians				Totals	
	NB	SB	EB	WB	15min	1hr
07:00:00 AM	0	0	1	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	1	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	
07:25:00 AM	0	0	4	0	4	
07:30:00 AM	0	0	0	0	4	
07:35:00 AM	0	0	0	0	4	
07:40:00 AM	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	5
08:00:00 AM	0	0	0	0	0	4
08:05:00 AM	0	0	2	1	3	7
08:10:00 AM	0	0	1	0	4	8
08:15:00 AM	0	0	0	0	4	8
08:20:00 AM	0	1	0	1	3	10
08:25:00 AM	0	0	1	1	4	8
08:30:00 AM	0	0	0	0	4	8
08:35:00 AM	0	0	0	0	2	8
08:40:00 AM	0	0	2	0	2	10
08:45:00 AM	1	0	0	1	4	12
08:50:00 AM	0	0	0	0	4	12
08:55:00 AM	0	0	0	0	2	12

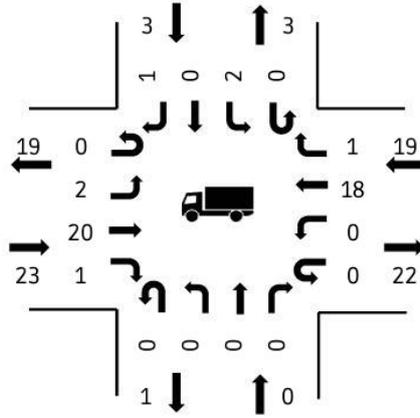


Location: S 20th Avenue & TV Hwy
 Date: 2024-09-10
 Peak Hour Start: 04:15 PM
 Peak 15 Minute Start: 04:35 PM
 Peak Hour Factor: 0.95

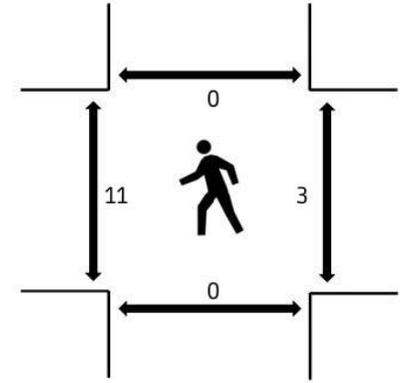
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (S 20th Avenue)					SB (S 20th Avenue)					EB (TV Hwy)					WB (TV Hwy)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	7	2	4	0	0	8	10	10	0	0	5	70	10	0	0	7	75	4	1	0		
04:05:00 PM	6	8	3	0	0	8	6	10	0	0	3	93	17	0	0	6	83	10	1	0		
04:10:00 PM	6	3	1	0	0	3	8	5	0	0	9	101	17	0	0	3	116	6	0	0	745	
04:15:00 PM	5	6	2	0	0	5	10	16	0	0	13	73	7	2	0	4	120	6	0	0	801	
04:20:00 PM	6	2	3	0	0	7	9	9	0	0	20	94	5	1	0	9	97	3	0	0	812	
04:25:00 PM	4	2	5	0	0	5	13	13	0	0	10	80	7	0	0	4	131	4	1	0	813	
04:30:00 PM	4	3	4	0	0	2	26	8	0	0	11	85	7	0	0	6	104	3	0	0	807	
04:35:00 PM	4	5	4	0	0	8	17	10	0	0	8	110	9	1	0	5	109	9	0	0	841	
04:40:00 PM	7	9	1	0	0	7	14	9	0	0	14	123	8	0	0	6	107	2	0	0	869	
04:45:00 PM	7	6	9	0	0	4	10	3	0	0	10	87	10	0	0	3	122	6	0	0	883	
04:50:00 PM	5	9	7	0	0	1	9	14	0	0	8	79	8	0	0	5	112	9	0	0	850	
04:55:00 PM	4	3	4	0	0	8	16	10	0	0	12	95	8	0	0	10	124	4	0	0	841	3268
05:00:00 PM	5	8	4	0	0	6	5	12	0	0	7	80	7	0	0	9	109	2	0	0	818	3309
05:05:00 PM	6	4	5	0	0	4	12	12	0	0	9	78	8	2	0	10	109	4	0	0	815	3318
05:10:00 PM	3	2	8	0	0	3	12	9	0	0	8	103	7	1	0	6	137	8	0	0	824	3347
05:15:00 PM	4	4	7	0	0	5	13	8	0	0	3	69	10	0	0	4	132	9	0	0	838	3346
05:20:00 PM	7	3	5	0	0	6	12	10	0	0	13	82	11	1	0	6	93	2	0	0	826	3332
05:25:00 PM	4	6	5	0	0	3	7	7	0	0	15	91	4	0	0	8	117	5	0	0	791	3325
05:30:00 PM	4	5	4	0	0	9	7	9	0	0	4	100	6	0	0	10	120	4	0	0	805	3344
05:35:00 PM	3	9	10	0	0	1	9	8	0	0	10	76	5	0	0	5	114	3	0	0	807	3298
05:40:00 PM	9	6	5	0	0	1	9	16	0	0	3	99	12	0	0	8	86	6	0	0	795	3251
05:45:00 PM	11	5	3	0	0	2	14	9	0	0	8	86	4	0	0	5	122	2	0	0	784	3245
05:50:00 PM	5	8	4	0	0	9	11	9	0	0	10	66	9	0	0	7	82	3	0	0	754	3202
05:55:00 PM	4	3	4	0	0	3	5	10	0	0	4	90	11	0	0	6	99	6	0	0	739	3149

Car Volumes

Time	NB (S 20th Avenue)					SB (S 20th Avenue)					EB (TV Hwy)					WB (TV Hwy)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	7	2	4	0	0	8	9	10	0	0	5	68	10	0	0	7	74	4	1	0		
04:05:00 PM	5	8	3	0	0	8	6	10	0	0	3	91	16	0	0	6	82	10	1	0		
04:10:00 PM	6	3	1	0	0	3	8	5	0	0	9	99	17	0	0	3	112	6	0	0	730	
04:15:00 PM	5	6	2	0	0	5	10	16	0	0	13	71	7	2	0	4	117	5	0	0	784	
04:20:00 PM	6	2	3	0	0	7	9	9	0	0	20	91	5	1	0	9	97	3	0	0	797	
04:25:00 PM	4	2	5	0	0	4	13	12	0	0	9	79	7	0	0	4	131	4	1	0	800	
04:30:00 PM	4	3	4	0	0	1	26	8	0	0	11	83	7	0	0	6	103	3	0	0	796	
04:35:00 PM	4	5	4	0	0	8	17	10	0	0	8	109	9	1	0	5	106	9	0	0	829	
04:40:00 PM	7	9	1	0	0	7	14	9	0	0	13	122	8	0	0	6	103	2	0	0	855	
04:45:00 PM	7	6	9	0	0	4	10	3	0	0	10	85	10	0	0	3	121	6	0	0	870	
04:50:00 PM	5	9	7	0	0	1	9	14	0	0	8	79	8	0	0	5	111	9	0	0	840	
04:55:00 PM	4	3	4	0	0	8	16	10	0	0	12	91	8	0	0	10	124	4	0	0	833	3218
05:00:00 PM	5	8	4	0	0	6	5	12	0	0	7	79	7	0	0	9	107	2	0	0	810	3260
05:05:00 PM	6	4	5	0	0	4	12	12	0	0	9	76	7	2	0	10	108	4	0	0	804	3270
05:10:00 PM	3	2	8	0	0	3	12	9	0	0	8	102	7	1	0	6	135	8	0	0	814	3302
05:15:00 PM	4	4	7	0	0	5	13	8	0	0	3	68	10	0	0	4	132	9	0	0	830	3306
05:20:00 PM	7	3	5	0	0	6	12	10	0	0	13	81	11	1	0	6	93	2	0	0	821	3294
05:25:00 PM	4	6	5	0	0	3	7	7	0	0	15	91	4	0	0	8	115	5	0	0	787	3289
05:30:00 PM	3	5	4	0	0	9	7	9	0	0	4	99	6	0	0	10	119	4	0	0	799	3309
05:35:00 PM	3	9	10	0	0	1	9	8	0	0	10	75	5	0	0	5	112	3	0	0	799	3264
05:40:00 PM	9	6	5	0	0	1	9	16	0	0	3	98	12	0	0	8	85	6	0	0	787	3221
05:45:00 PM	11	5	3	0	0	2	14	9	0	0	8	85	4	0	0	5	121	2	0	0	777	3216
05:50:00 PM	5	8	4	0	0	9	11	9	0	0	10	66	9	0	0	7	80	3	0	0	748	3172
05:55:00 PM	4	3	4	0	0	3	5	10	0	0	4	90	11	0	0	6	98	6	0	0	734	3122

Truck Volumes

Time	NB (S 20th Avenue)					SB (S 20th Avenue)					EB (TV Hwy)					WB (TV Hwy)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0		
04:05:00 PM	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	15	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	1	0	0	17	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	15	
04:25:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	13	
04:30:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	11	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	12	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	0	0	0	14	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	13	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	50
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	8	49
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	11	48
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	10	45
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	40
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	38
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	36
05:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	6	35
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	8	34
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	8	30
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	7	29
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	30
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	27

Bike Volumes

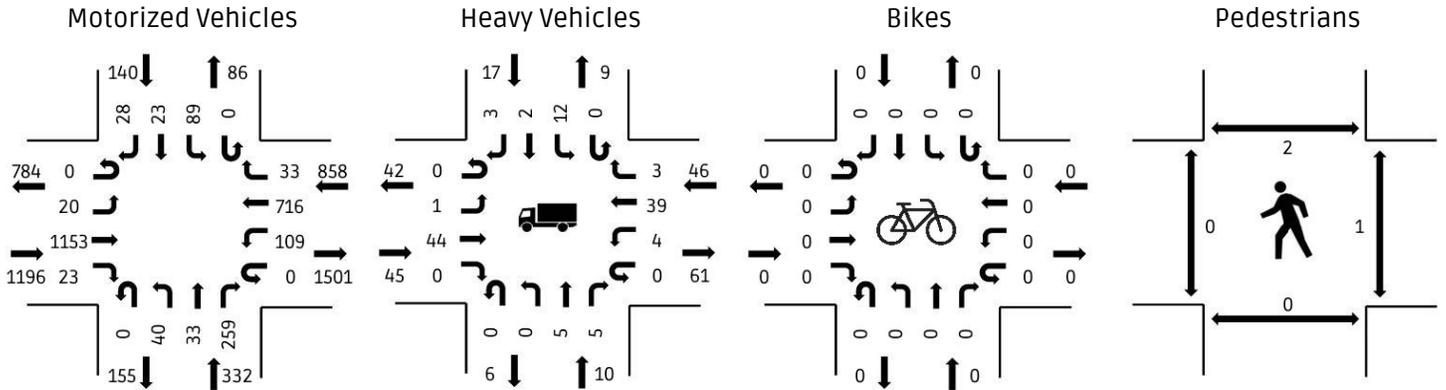
Time	NB (S 20th Avenue)					SB (S 20th Avenue)					EB (TV Hwy)					WB (TV Hwy)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:00:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4

Pedestrian Volumes

Time	Pedestrians				Totals	
	NB	SB	EB	WB	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	1	1	
04:15:00 PM	0	0	0	1	2	
04:20:00 PM	0	0	2	1	5	
04:25:00 PM	0	0	0	0	4	
04:30:00 PM	0	0	2	0	5	
04:35:00 PM	0	0	3	0	5	
04:40:00 PM	0	0	0	0	5	
04:45:00 PM	0	0	0	0	3	
04:50:00 PM	0	0	1	1	2	
04:55:00 PM	0	0	0	0	2	12
05:00:00 PM	0	0	2	0	4	14
05:05:00 PM	0	0	1	0	3	15
05:10:00 PM	0	0	0	0	3	14
05:15:00 PM	0	0	0	0	1	13
05:20:00 PM	0	0	4	0	4	14
05:25:00 PM	0	0	0	0	4	14
05:30:00 PM	0	0	0	0	4	12
05:35:00 PM	0	0	0	0	0	9
05:40:00 PM	0	0	0	2	2	11
05:45:00 PM	1	1	0	0	4	13
05:50:00 PM	0	0	2	0	6	13
05:55:00 PM	1	0	0	0	5	14



Location: S 26th Ave & Baseline St
 Date: 2026-01-29
 Peak Hour Start: 07:15 AM
 Peak 15 Minute Start: 07:40 AM
 Peak Hour Factor: 0.83



(peak hour)

Percent Heavy Vehicles

Northbound (S 26th Ave)					Southbound (S 26th Ave)					Eastbound (Baseline St)					Westbound (Baseline St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	15	2	0	0	14	9	11	0	0	5	4	0	0	0	4	5	9	0	0

All Vehicle Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (Baseline St)					WB (Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	3	0	14	0	0	9	0	0	0	0	2	78	2	0	0	3	53	2	0	0		
07:05:00 AM	4	0	22	0	0	6	0	1	0	0	0	77	0	0	0	8	53	1	0	0		
07:10:00 AM	3	0	12	0	0	4	0	2	0	0	1	68	1	0	0	9	44	0	0	0	482	
07:15:00 AM	8	1	18	0	0	5	0	1	0	0	0	105	2	0	0	7	51	2	0	0	516	
07:20:00 AM	4	2	19	0	0	8	0	2	0	0	1	96	5	0	0	8	44	0	0	0	533	
07:25:00 AM	2	1	18	0	0	6	1	3	0	0	1	99	4	0	0	8	48	3	0	0	583	
07:30:00 AM	3	3	27	0	0	11	0	1	0	0	0	99	2	0	0	9	77	1	0	0	616	
07:35:00 AM	4	1	31	0	0	9	6	2	0	0	3	81	1	0	0	14	38	0	0	0	617	
07:40:00 AM	1	5	21	0	0	7	2	3	0	0	3	101	1	0	0	12	62	3	0	0	644	
07:45:00 AM	4	4	27	0	0	7	3	6	0	0	2	138	2	0	0	5	83	8	0	0	700	
07:50:00 AM	2	5	21	0	0	11	5	1	0	0	0	119	3	0	0	6	74	2	0	0	759	
07:55:00 AM	2	6	21	0	0	8	3	0	0	0	3	94	0	0	0	10	69	3	0	0	757	2466
08:00:00 AM	4	1	19	0	0	8	0	3	0	0	1	68	0	0	0	13	61	3	0	0	649	2481
08:05:00 AM	4	1	20	0	0	4	2	2	0	0	3	65	0	0	0	9	51	3	0	0	564	2473
08:10:00 AM	2	3	17	0	0	5	1	4	0	0	3	88	3	0	0	8	58	5	0	0	542	2526
08:15:00 AM	4	1	11	0	0	2	1	3	0	0	4	61	2	0	0	5	83	2	0	0	540	2505
08:20:00 AM	5	1	14	0	0	4	0	5	0	0	3	80	3	0	0	6	56	1	0	0	554	2494
08:25:00 AM	3	0	6	0	0	2	1	4	0	0	2	87	5	0	0	4	71	0	0	0	542	2485
08:30:00 AM	4	0	15	0	0	4	0	1	0	0	2	89	3	0	0	7	67	5	0	0	560	2449
08:35:00 AM	6	0	7	0	0	4	0	2	0	0	2	80	4	0	0	7	62	2	0	0	558	2435
08:40:00 AM	3	1	11	0	0	3	2	2	0	0	4	85	1	0	0	10	66	1	0	0	562	2403
08:45:00 AM	2	0	7	0	0	3	0	1	0	0	4	98	3	0	0	8	55	1	0	0	547	2296
08:50:00 AM	3	1	8	0	0	3	2	2	0	0	3	68	0	0	0	5	54	1	0	0	521	2197
08:55:00 AM	1	0	12	0	0	4	0	0	0	0	5	68	1	0	0	11	60	2	0	0	496	2142

Car Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (Baseline St)					WB (Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	3	0	13	0	0	9	0	0	0	0	2	77	2	0	0	3	46	1	0	0		
07:05:00 AM	3	0	22	0	0	6	0	1	0	0	0	76	0	0	0	8	52	1	0	0		
07:10:00 AM	3	0	12	0	0	4	0	2	0	0	1	65	1	0	0	9	41	0	0	0	463	
07:15:00 AM	8	1	18	0	0	4	0	1	0	0	0	102	2	0	0	7	46	2	0	0	498	
07:20:00 AM	4	2	18	0	0	7	0	2	0	0	1	95	5	0	0	8	40	0	0	0	511	
07:25:00 AM	2	0	17	0	0	4	1	3	0	0	1	92	4	0	0	6	41	2	0	0	546	
07:30:00 AM	3	3	27	0	0	11	0	1	0	0	0	95	2	0	0	9	76	1	0	0	583	
07:35:00 AM	4	1	31	0	0	9	5	2	0	0	3	75	1	0	0	14	37	0	0	0	583	
07:40:00 AM	1	5	20	0	0	7	2	3	0	0	3	96	1	0	0	11	58	3	0	0	620	
07:45:00 AM	4	2	26	0	0	7	3	6	0	0	2	133	2	0	0	5	81	7	0	0	670	
07:50:00 AM	2	4	20	0	0	8	4	1	0	0	0	118	3	0	0	6	74	2	0	0	730	
07:55:00 AM	2	6	21	0	0	6	3	0	0	0	3	91	0	0	0	10	65	3	0	0	730	2359
08:00:00 AM	4	1	19	0	0	6	0	2	0	0	0	65	0	0	0	13	52	2	0	0	616	2367
08:05:00 AM	4	1	20	0	0	3	2	2	0	0	3	63	0	0	0	8	49	3	0	0	532	2356
08:10:00 AM	2	2	17	0	0	5	1	2	0	0	3	84	3	0	0	8	58	5	0	0	512	2408
08:15:00 AM	4	1	11	0	0	2	1	3	0	0	4	58	2	0	0	5	72	2	0	0	513	2382
08:20:00 AM	5	0	14	0	0	3	0	5	0	0	3	77	3	0	0	6	53	1	0	0	525	2370
08:25:00 AM	2	0	6	0	0	2	1	4	0	0	1	79	5	0	0	4	63	0	0	0	502	2364
08:30:00 AM	4	0	15	0	0	4	0	1	0	0	2	86	3	0	0	7	64	5	0	0	528	2327
08:35:00 AM	5	0	7	0	0	3	0	1	0	0	2	79	4	0	0	7	57	2	0	0	525	2312
08:40:00 AM	3	1	11	0	0	3	2	2	0	0	3	80	1	0	0	10	61	1	0	0	536	2280
08:45:00 AM	2	0	7	0	0	3	0	1	0	0	3	91	3	0	0	8	50	1	0	0	514	2171
08:50:00 AM	3	1	8	0	0	3	1	2	0	0	3	63	0	0	0	5	54	1	0	0	491	2073
08:55:00 AM	1	0	12	0	0	4	0	0	0	0	4	65	1	0	0	11	57	2	0	0	470	2020

Truck Volumes

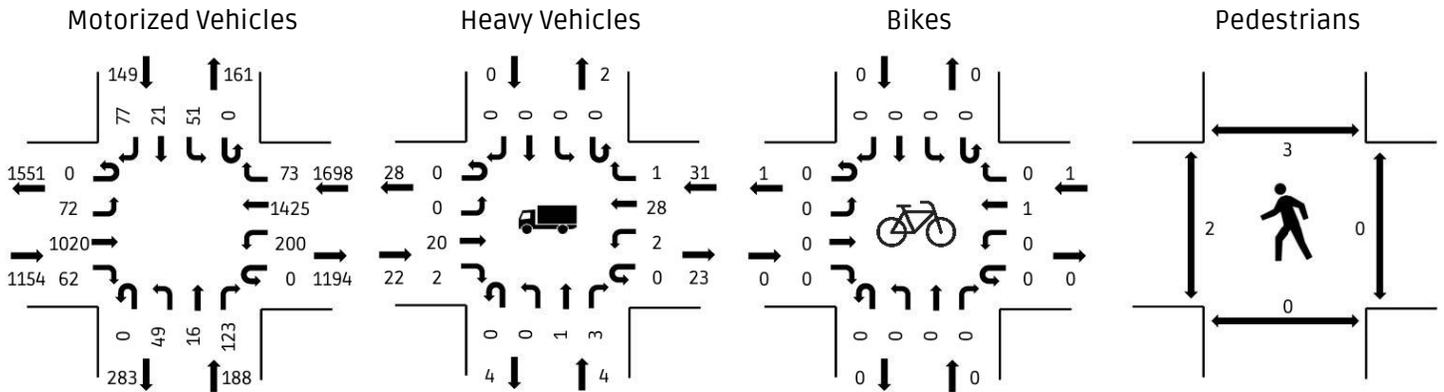
Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (Baseline St)					WB (Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	7	1	0	0		
07:05:00 AM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	19	
07:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	5	0	0	0	18	
07:20:00 AM	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	4	0	0	0	22	
07:25:00 AM	0	1	1	0	0	2	0	0	0	0	0	7	0	0	0	2	7	1	0	0	37	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	33	
07:35:00 AM	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	1	0	0	0	34	
07:40:00 AM	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	4	0	0	0	24	
07:45:00 AM	0	2	1	0	0	0	0	0	0	0	0	5	0	0	0	0	2	1	0	0	30	
07:50:00 AM	0	1	1	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	29	
07:55:00 AM	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	4	0	0	0	27	107
08:00:00 AM	0	0	0	0	0	2	0	1	0	0	1	3	0	0	0	0	9	1	0	0	33	114
08:05:00 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	1	2	0	0	0	32	117
08:10:00 AM	0	1	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	30	118
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	11	0	0	0	27	123
08:20:00 AM	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	0	0	0	29	124
08:25:00 AM	1	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	8	0	0	0	40	121
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	32	122
08:35:00 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	5	0	0	0	33	123
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	5	0	0	0	26	123
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	5	0	0	0	33	125
08:50:00 AM	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	30	124
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	3	0	0	0	26	122

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	1	0	1	0	2	
07:20:00 AM	0	0	0	0	2	
07:25:00 AM	0	0	0	0	2	
07:30:00 AM	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	1	0	0	0	1	3
08:00:00 AM	0	0	0	0	1	3
08:05:00 AM	0	0	0	0	1	3
08:10:00 AM	0	0	0	0	0	3
08:15:00 AM	0	0	0	1	1	2
08:20:00 AM	1	0	0	0	2	3
08:25:00 AM	0	0	0	0	2	3
08:30:00 AM	0	0	0	0	1	3
08:35:00 AM	0	0	0	0	0	3
08:40:00 AM	0	0	0	0	0	3
08:45:00 AM	0	0	0	1	1	4
08:50:00 AM	0	0	0	0	1	4
08:55:00 AM	0	0	0	0	1	3



Location: S 26th Ave & Baseline St
 Date: 2026-01-29
 Peak Hour Start: 04:25 PM
 Peak 15 Minute Start: 05:05 PM
 Peak Hour Factor: 0.96



(peak hour)

Percent Heavy Vehicles

Northbound (S 26th Ave)					Southbound (S 26th Ave)					Eastbound (Baseline St)					Westbound (Baseline St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	2	0	0	0	0	0	0	0	0	2	3	0	0	1	2	1	0	0

All Vehicle Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (Baseline St)					WB (Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	5	1	10	0	0	8	2	8	0	0	5	78	5	0	0	20	97	10	0	0		
04:05:00 PM	0	3	10	0	0	4	2	4	0	0	7	69	12	0	0	11	122	7	0	0		
04:10:00 PM	5	3	12	0	0	9	2	10	0	0	5	80	8	0	0	17	102	8	0	0	761	
04:15:00 PM	4	0	9	0	0	9	0	5	0	0	5	126	10	0	0	15	125	4	0	0	824	
04:20:00 PM	7	1	8	0	0	3	1	5	0	0	9	67	4	0	0	24	88	7	0	0	797	
04:25:00 PM	1	1	9	0	0	7	0	8	0	0	1	95	9	0	0	19	130	5	0	0	821	
04:30:00 PM	3	2	17	0	0	3	2	3	0	0	7	77	3	0	0	22	96	8	0	0	752	
04:35:00 PM	3	2	16	0	0	4	2	6	0	0	4	76	3	0	0	14	119	8	0	0	785	
04:40:00 PM	2	0	7	0	0	7	2	7	0	0	9	90	2	0	0	15	87	5	0	0	733	
04:45:00 PM	3	2	7	0	0	0	0	6	0	0	6	107	5	0	0	14	147	5	0	0	792	
04:50:00 PM	11	3	8	0	0	3	3	4	0	0	9	87	3	0	0	12	107	11	0	0	796	
04:55:00 PM	5	0	4	0	0	3	0	4	0	0	5	87	1	0	0	16	135	6	0	0	829	3144
05:00:00 PM	2	2	7	0	0	5	4	7	0	0	3	68	10	0	0	16	124	4	0	0	779	3147
05:05:00 PM	4	1	8	0	0	1	2	6	0	0	9	100	7	0	0	19	117	8	0	0	800	3178
05:10:00 PM	4	2	18	0	0	6	4	10	0	0	6	64	7	0	0	17	113	4	0	0	789	3172
05:15:00 PM	5	0	5	0	0	6	0	8	0	0	4	101	5	0	0	18	138	5	0	0	832	3155
05:20:00 PM	6	1	17	0	0	6	2	8	0	0	9	68	7	0	0	18	112	4	0	0	808	3189
05:25:00 PM	2	0	9	0	0	2	0	8	0	0	4	85	4	0	0	23	129	8	0	0	827	3178
05:30:00 PM	3	0	12	0	0	7	1	9	0	0	4	88	5	0	0	10	85	8	0	0	764	3167
05:35:00 PM	3	0	13	0	0	7	2	5	0	0	13	82	5	0	0	14	92	4	1	0	747	3151
05:40:00 PM	3	2	11	0	0	4	0	7	0	0	3	75	5	0	0	27	85	11	0	0	706	3151
05:45:00 PM	6	3	8	0	0	4	0	7	0	0	11	98	5	0	0	15	98	6	0	0	735	3110
05:50:00 PM	6	1	11	0	0	1	5	3	0	0	3	68	3	0	0	22	89	9	0	0	715	3070
05:55:00 PM	3	2	3	0	0	0	2	2	0	0	9	83	3	0	0	13	82	10	0	0	694	3016

Car Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (Baseline St)					WB (Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	5	1	9	0	0	8	2	8	0	0	5	74	5	0	0	20	95	10	0	0		
04:05:00 PM	0	3	9	0	0	4	2	4	0	0	7	67	12	0	0	10	119	7	0	0		
04:10:00 PM	5	3	12	0	0	9	2	10	0	0	5	77	8	0	0	16	97	8	0	0	738	
04:15:00 PM	4	0	8	0	0	7	0	5	0	0	5	123	10	0	0	15	122	3	0	0	798	
04:20:00 PM	7	1	8	0	0	3	1	5	0	0	9	64	4	0	0	24	87	7	0	0	774	
04:25:00 PM	1	1	8	0	0	7	0	8	0	0	1	91	9	0	0	19	129	4	0	0	800	
04:30:00 PM	3	2	17	0	0	3	2	3	0	0	7	74	3	0	0	22	94	8	0	0	736	
04:35:00 PM	3	1	15	0	0	4	2	6	0	0	4	76	3	0	0	14	116	8	0	0	768	
04:40:00 PM	2	0	7	0	0	7	2	7	0	0	9	87	2	0	0	15	86	5	0	0	719	
04:45:00 PM	3	2	7	0	0	0	0	6	0	0	6	106	4	0	0	14	144	5	0	0	778	
04:50:00 PM	11	3	8	0	0	3	3	4	0	0	9	85	3	0	0	12	104	11	0	0	782	
04:55:00 PM	5	0	4	0	0	3	0	4	0	0	5	86	1	0	0	15	133	6	0	0	815	3072
05:00:00 PM	2	2	7	0	0	5	4	7	0	0	3	66	10	0	0	15	123	4	0	0	766	3078
05:05:00 PM	4	1	8	0	0	1	2	6	0	0	9	99	6	0	0	19	115	8	0	0	788	3112
05:10:00 PM	4	2	18	0	0	6	4	10	0	0	6	64	7	0	0	17	112	4	0	0	780	3114
05:15:00 PM	5	0	4	0	0	6	0	8	0	0	4	100	5	0	0	18	134	5	0	0	821	3101
05:20:00 PM	6	1	17	0	0	6	2	8	0	0	9	66	7	0	0	18	107	4	0	0	794	3132
05:25:00 PM	2	0	9	0	0	2	0	8	0	0	4	85	4	0	0	23	127	8	0	0	812	3126
05:30:00 PM	3	0	12	0	0	7	1	9	0	0	4	86	5	0	0	10	84	8	0	0	752	3117
05:35:00 PM	2	0	13	0	0	7	2	5	0	0	13	81	5	0	0	14	91	4	1	0	739	3103
05:40:00 PM	3	2	10	0	0	4	0	7	0	0	3	74	5	0	0	27	83	11	0	0	696	3103
05:45:00 PM	6	3	8	0	0	4	0	7	0	0	11	97	5	0	0	15	98	6	0	0	727	3066
05:50:00 PM	6	1	11	0	0	1	5	3	0	0	3	67	3	0	0	22	89	9	0	0	709	3030
05:55:00 PM	3	2	2	0	0	0	2	2	0	0	9	82	3	0	0	13	81	10	0	0	689	2977

Truck Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (Baseline St)					WB (Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	5	0	0	0	23	
04:15:00 PM	0	0	1	0	0	2	0	0	0	0	0	3	0	0	0	0	3	1	0	0	26	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	23	
04:25:00 PM	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	1	1	0	0	21	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	16	
04:35:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	17	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	14	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	0	0	14	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	14	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	14	72
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	13	69
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	12	66
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	9	58
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	11	54
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	14	57
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	15	52
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	12	50
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	8	48
05:40:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	10	48
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	44
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	40
05:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	5	39

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
04:00:00 PM	1	0	0	0		
04:05:00 PM	0	1	1	3		
04:10:00 PM	0	0	0	0	6	
04:15:00 PM	0	0	0	0	5	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	2	0	0	0	2	
04:45:00 PM	0	0	0	0	2	
04:50:00 PM	0	0	0	1	3	
04:55:00 PM	0	0	0	0	1	9
05:00:00 PM	1	0	0	0	2	9
05:05:00 PM	0	0	0	0	1	4
05:10:00 PM	0	0	0	0	1	4
05:15:00 PM	0	0	0	1	1	5
05:20:00 PM	0	0	0	0	1	5
05:25:00 PM	0	0	0	0	1	5
05:30:00 PM	2	0	0	0	2	7
05:35:00 PM	0	0	0	0	2	7
05:40:00 PM	0	0	0	0	2	5
05:45:00 PM	0	0	0	0	0	5
05:50:00 PM	0	0	0	0	0	4
05:55:00 PM	0	0	0	0	0	4

All Vehicle Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (S Beech St)					WB (S Beech St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	20	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0		
07:05:00 AM	1	12	0	0	0	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	15	0	0	0	0	8	2	0	0	1	0	1	0	0	0	0	0	0	0	80	
07:15:00 AM	0	17	0	0	0	0	7	3	0	0	3	0	0	0	0	0	0	0	0	0	81	
07:20:00 AM	0	20	0	0	0	0	10	2	0	0	2	0	0	0	0	0	0	0	0	0	91	
07:25:00 AM	6	24	0	0	0	0	6	7	0	0	2	0	0	0	0	0	0	0	0	0	109	
07:30:00 AM	13	20	0	0	0	0	4	9	0	0	10	0	9	0	0	0	0	0	0	0	144	
07:35:00 AM	6	27	0	0	0	0	8	14	0	0	10	0	4	0	0	0	0	0	0	0	179	
07:40:00 AM	7	13	0	0	0	0	4	11	0	0	16	0	1	0	0	0	0	0	0	0	186	
07:45:00 AM	11	17	0	0	0	0	3	8	0	0	11	0	6	0	0	0	0	0	0	0	177	
07:50:00 AM	12	19	0	0	0	0	7	10	0	0	10	0	12	0	0	0	0	0	0	0	178	
07:55:00 AM	6	15	0	0	0	0	8	7	0	0	16	0	9	0	0	0	0	0	0	0	187	562
08:00:00 AM	2	16	0	0	0	0	9	3	0	0	5	0	2	0	0	0	0	0	0	0	168	570
08:05:00 AM	0	21	0	0	0	0	10	4	0	0	2	0	2	0	0	0	0	0	0	0	137	585
08:10:00 AM	0	20	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	106	588
08:15:00 AM	0	16	0	0	0	0	7	5	0	0	2	0	0	0	0	0	0	0	0	0	99	588
08:20:00 AM	0	16	0	0	0	0	18	1	0	0	4	0	0	0	0	0	0	0	0	0	99	593
08:25:00 AM	3	7	0	0	0	0	4	3	0	0	2	0	2	0	0	0	0	0	0	0	90	569
08:30:00 AM	1	10	0	0	0	0	13	4	0	0	7	0	0	0	0	0	0	0	0	0	95	539
08:35:00 AM	2	8	0	0	0	0	11	1	0	0	3	0	2	0	0	0	0	0	0	0	83	497
08:40:00 AM	0	14	0	0	0	0	9	2	0	0	3	0	0	0	0	0	0	0	0	0	90	473
08:45:00 AM	0	7	0	0	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	69	431
08:50:00 AM	1	7	0	0	0	0	8	1	0	0	2	0	0	0	0	0	0	0	0	0	61	380
08:55:00 AM	1	13	0	0	0	0	14	1	0	0	2	0	0	0	0	0	0	0	0	0	64	350

Car Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (S Beech St)					WB (S Beech St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	20	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0		
07:05:00 AM	1	12	0	0	0	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	15	0	0	0	0	8	2	0	0	1	0	1	0	0	0	0	0	0	0	80	
07:15:00 AM	0	17	0	0	0	0	6	3	0	0	3	0	0	0	0	0	0	0	0	0	80	
07:20:00 AM	0	20	0	0	0	0	9	2	0	0	2	0	0	0	0	0	0	0	0	0	89	
07:25:00 AM	6	23	0	0	0	0	4	6	0	0	2	0	0	0	0	0	0	0	0	0	103	
07:30:00 AM	13	20	0	0	0	0	4	9	0	0	10	0	9	0	0	0	0	0	0	0	139	
07:35:00 AM	6	27	0	0	0	0	8	14	0	0	10	0	4	0	0	0	0	0	0	0	175	
07:40:00 AM	7	12	0	0	0	0	4	11	0	0	15	0	1	0	0	0	0	0	0	0	184	
07:45:00 AM	10	17	0	0	0	0	3	8	0	0	11	0	6	0	0	0	0	0	0	0	174	
07:50:00 AM	10	19	0	0	0	0	6	9	0	0	10	0	12	0	0	0	0	0	0	0	171	
07:55:00 AM	6	15	0	0	0	0	8	7	0	0	16	0	9	0	0	0	0	0	0	0	182	549
08:00:00 AM	2	16	0	0	0	0	9	3	0	0	5	0	2	0	0	0	0	0	0	0	164	557
08:05:00 AM	0	21	0	0	0	0	9	4	0	0	2	0	2	0	0	0	0	0	0	0	136	571
08:10:00 AM	0	19	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	104	573
08:15:00 AM	0	16	0	0	0	0	7	5	0	0	2	0	0	0	0	0	0	0	0	0	97	574
08:20:00 AM	0	15	0	0	0	0	16	1	0	0	4	0	0	0	0	0	0	0	0	0	95	577
08:25:00 AM	3	6	0	0	0	0	4	3	0	0	2	0	2	0	0	0	0	0	0	0	86	556
08:30:00 AM	1	10	0	0	0	0	13	4	0	0	7	0	0	0	0	0	0	0	0	0	91	526
08:35:00 AM	2	7	0	0	0	0	11	1	0	0	3	0	2	0	0	0	0	0	0	0	81	483
08:40:00 AM	0	14	0	0	0	0	9	2	0	0	3	0	0	0	0	0	0	0	0	0	89	461
08:45:00 AM	0	7	0	0	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	68	420
08:50:00 AM	1	7	0	0	0	0	6	1	0	0	2	0	0	0	0	0	0	0	0	0	59	371
08:55:00 AM	1	13	0	0	0	0	14	1	0	0	2	0	0	0	0	0	0	0	0	0	62	341

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	6	0	0	6	
07:25:00 AM	0	0	0	0	6	
07:30:00 AM	0	2	0	0	8	
07:35:00 AM	0	5	0	0	7	
07:40:00 AM	0	8	0	7	22	
07:45:00 AM	0	8	0	6	34	
07:50:00 AM	0	2	0	2	33	
07:55:00 AM	0	2	0	0	20	48
08:00:00 AM	0	0	0	0	6	48
08:05:00 AM	0	0	0	0	2	48
08:10:00 AM	0	0	0	0	0	48
08:15:00 AM	0	0	0	0	0	48
08:20:00 AM	0	0	0	0	0	42
08:25:00 AM	0	0	0	0	0	42
08:30:00 AM	0	0	0	3	3	43
08:35:00 AM	0	0	0	3	6	41
08:40:00 AM	0	0	0	4	10	30
08:45:00 AM	0	0	0	0	7	16
08:50:00 AM	0	0	0	1	5	13
08:55:00 AM	0	0	0	1	2	12

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
04:00:00 PM	0	2	0	0		
04:05:00 PM	0	2	0	2		
04:10:00 PM	0	8	0	0	14	
04:15:00 PM	0	0	0	0	12	
04:20:00 PM	0	0	0	0	8	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	2	0	0	2	
04:35:00 PM	0	0	0	0	2	
04:40:00 PM	0	0	0	0	2	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	1	1	17
05:00:00 PM	0	0	0	0	1	15
05:05:00 PM	0	0	0	0	1	11
05:10:00 PM	0	0	0	0	0	3
05:15:00 PM	0	0	0	0	0	3
05:20:00 PM	0	0	0	0	0	3
05:25:00 PM	0	2	0	0	2	5
05:30:00 PM	0	2	0	0	4	5
05:35:00 PM	0	2	0	0	6	7
05:40:00 PM	0	0	0	0	4	7
05:45:00 PM	0	0	0	0	2	7
05:50:00 PM	0	0	0	0	0	7
05:55:00 PM	0	0	0	0	0	6

Car Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (S Heather St)					WB (S Heather St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	1	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	7	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	27	
07:15:00 AM	0	4	0	0	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	33	
07:20:00 AM	0	14	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	46	
07:25:00 AM	0	12	0	0	0	0	2	2	0	0	3	0	0	0	0	0	0	0	0	0	57	
07:30:00 AM	0	12	0	0	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	70	
07:35:00 AM	2	19	0	0	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	77	
07:40:00 AM	0	15	0	0	0	0	8	1	0	0	2	0	0	0	0	0	0	0	0	0	84	
07:45:00 AM	0	14	0	0	0	0	4	1	0	0	2	0	0	0	0	0	0	0	0	0	79	
07:50:00 AM	1	14	0	0	0	0	9	1	0	0	4	0	0	0	0	0	0	0	0	0	76	
07:55:00 AM	1	10	0	0	0	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	71	239
08:00:00 AM	0	2	0	0	0	0	5	1	0	0	3	0	1	0	0	0	0	0	0	0	62	244
08:05:00 AM	0	9	0	0	0	0	0	3	0	0	4	0	0	0	0	0	0	0	0	0	49	248
08:10:00 AM	0	4	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	36	248
08:15:00 AM	0	4	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	32	243
08:20:00 AM	0	5	0	0	0	0	4	5	0	0	2	0	0	0	0	0	0	0	0	0	32	234
08:25:00 AM	0	5	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	37	228
08:30:00 AM	0	4	0	0	0	0	4	2	0	0	3	0	0	0	0	0	0	0	0	0	42	215
08:35:00 AM	0	8	0	0	0	0	2	3	0	0	4	0	0	0	0	0	0	0	0	0	43	200
08:40:00 AM	0	4	0	0	0	0	2	2	0	0	3	0	0	0	0	0	0	0	0	0	41	185
08:45:00 AM	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	34	170
08:50:00 AM	0	2	0	0	0	0	1	3	0	0	1	0	1	0	0	0	0	0	0	0	25	149
08:55:00 AM	0	3	0	0	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	23	137

Truck Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (S Heather St)					WB (S Heather St)					Totals		
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
07:20:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
07:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
08:20:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
08:45:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
08:50:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
08:55:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	

Bike Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (S Heather St)					WB (S Heather St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Pedestrian Volumes

Time	Pedestrians				Totals	
	NB	SB	EB	WB	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	1	0		
07:10:00 AM	0	0	0	0	1	
07:15:00 AM	0	0	0	0	1	
07:20:00 AM	0	0	2	0	2	
07:25:00 AM	0	0	0	0	2	
07:30:00 AM	0	0	0	0	2	
07:35:00 AM	0	2	3	0	5	
07:40:00 AM	0	0	0	0	5	
07:45:00 AM	0	0	1	0	6	
07:50:00 AM	0	0	0	0	1	
07:55:00 AM	0	0	0	0	1	9
08:00:00 AM	0	0	0	0	0	9
08:05:00 AM	0	0	0	0	0	8
08:10:00 AM	0	0	0	0	0	8
08:15:00 AM	0	0	0	0	0	8
08:20:00 AM	0	0	0	0	0	6
08:25:00 AM	0	0	0	0	0	6
08:30:00 AM	0	0	0	0	0	6
08:35:00 AM	0	0	0	0	0	1
08:40:00 AM	0	0	0	0	0	1
08:45:00 AM	4	0	0	0	4	4
08:50:00 AM	0	0	0	0	4	4
08:55:00 AM	0	0	1	0	5	5

Bike Volumes

Time	NB (S 26th Ave)					SB (S 26th Ave)					EB (S Heather St)					WB (S Heather St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

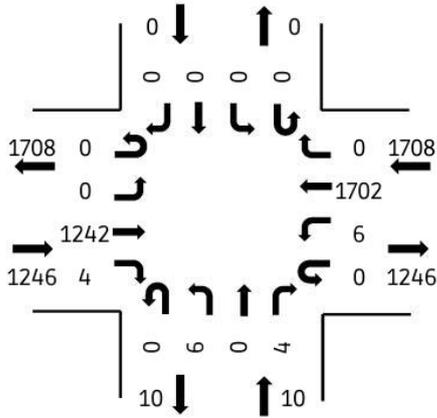
Pedestrian Volumes

Time	Pedestrians				Totals	
	NB	SB	EB	WB	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	1	0		
04:10:00 PM	0	0	0	0	1	
04:15:00 PM	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	1	1	0	2	3
05:00:00 PM	0	0	0	0	2	3
05:05:00 PM	0	0	0	0	2	2
05:10:00 PM	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	2
05:20:00 PM	0	0	0	0	0	2
05:25:00 PM	0	0	0	0	0	2
05:30:00 PM	0	0	0	0	0	2
05:35:00 PM	0	0	0	0	0	2
05:40:00 PM	0	0	0	0	0	2
05:45:00 PM	0	0	0	0	0	2
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	0

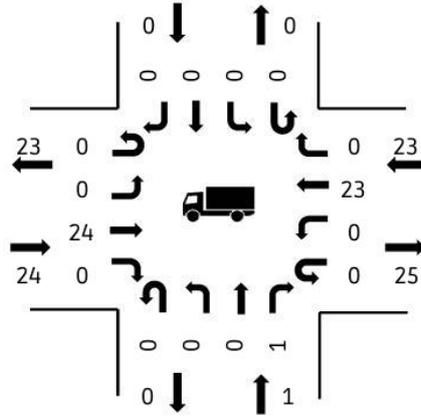


Location: SW 345th Ave & E Baseline St
 Date: 2025-07-15
 Peak Hour Start: 04:30 PM
 Peak 15 Minute Start: 05:05 PM
 Peak Hour Factor: 0.95

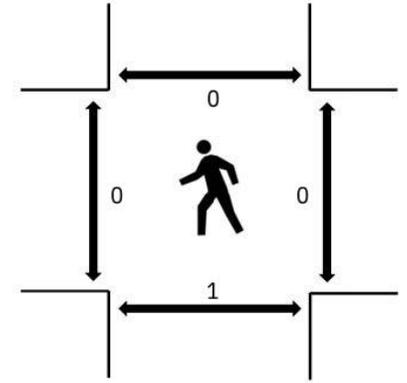
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (SW 345th Ave)					SB (SW 345th Ave)					EB (E Baseline St)					WB (E Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	1	0	2	0	0	0	0	0	0	0	0	96	2	0	0	0	117	0	0	0		
03:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	104	1	0	0	0	96	0	0	0		
03:10:00 PM	0	0	2	0	0	0	0	0	0	0	0	95	1	0	0	2	93	0	0	0	613	
03:15:00 PM	1	0	1	0	0	0	0	0	0	0	0	85	0	0	0	1	117	0	0	0	600	
03:20:00 PM	1	0	1	0	0	0	0	0	0	0	0	108	0	0	0	2	132	0	0	0	642	
03:25:00 PM	0	0	1	0	0	0	0	0	0	0	0	119	1	0	0	0	133	0	0	0	703	
03:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	121	0	0	0	1	143	0	0	0	764	
03:35:00 PM	1	0	1	0	0	0	0	0	0	0	0	131	0	0	0	1	128	0	0	0	782	
03:40:00 PM	0	0	1	0	0	0	0	0	0	0	0	85	0	0	0	1	115	0	0	0	730	
03:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	99	0	0	0	0	142	0	0	0	706	
03:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	98	0	0	0	0	129	0	0	0	672	
03:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	94	1	0	0	0	135	0	0	0	701	2747
04:00:00 PM	2	0	0	0	0	0	0	0	0	0	0	80	1	0	0	0	113	0	0	0	655	2725
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	97	0	0	0	0	148	0	0	0	672	2768
04:10:00 PM	1	0	1	0	0	0	0	0	0	0	0	101	0	0	0	1	133	0	0	0	678	2812
04:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	100	0	0	0	1	117	0	0	0	701	2826
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	91	0	0	0	1	130	0	0	0	678	2804
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	91	0	0	0	1	143	0	0	0	676	2785
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	119	0	0	0	1	117	0	0	0	694	2756
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	116	0	0	0	0	130	0	0	0	718	2740
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	0	132	0	0	0	713	2768
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	99	1	0	0	0	124	0	0	0	701	2751
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	114	3	0	0	1	148	0	0	0	721	2789
04:55:00 PM	1	0	1	0	0	0	0	0	0	0	0	96	0	0	0	0	138	0	0	0	727	2794
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	92	0	0	0	0	154	0	0	0	749	2845
05:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	102	0	0	0	0	143	0	0	0	729	2846
05:10:00 PM	2	0	0	0	0	0	0	0	0	0	0	96	0	0	0	2	173	0	0	0	766	2882
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	99	0	0	0	0	164	0	0	0	782	2926
05:20:00 PM	1	0	1	0	0	0	0	0	0	0	0	99	0	0	0	2	142	0	0	0	781	2949
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	112	0	0	0	0	137	0	0	0	758	2964
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	0	133	0	0	0	700	2932
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	119	0	0	0	0	110	0	0	0	684	2915
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	120	0	0	0	654	2905
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	105	1	0	0	0	128	0	0	0	683	2914
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	93	0	0	0	1	110	0	0	0	660	2854
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	103	1	0	0	0	123	0	0	0	667	2845

Car Volumes

Time	NB (SW 345th Ave)					SB (SW 345th Ave)					EB (E Baseline St)					WB (E Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	1	0	2	0	0	0	0	0	0	0	0	95	1	0	0	0	117	0	0	0		
03:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	99	0	0	0	0	96	0	0	0		
03:10:00 PM	0	0	1	0	0	0	0	0	0	0	0	90	1	0	0	2	93	0	0	0	599	
03:15:00 PM	1	0	1	0	0	0	0	0	0	0	0	80	0	0	0	1	113	0	0	0	579	
03:20:00 PM	1	0	1	0	0	0	0	0	0	0	0	105	0	0	0	1	128	0	0	0	619	
03:25:00 PM	0	0	1	0	0	0	0	0	0	0	0	115	1	0	0	0	126	0	0	0	675	
03:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	119	0	0	0	1	142	0	0	0	742	
03:35:00 PM	1	0	1	0	0	0	0	0	0	0	0	126	0	0	0	1	126	0	0	0	761	
03:40:00 PM	0	0	1	0	0	0	0	0	0	0	0	81	0	0	0	1	110	0	0	0	711	
03:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	99	0	0	0	0	141	0	0	0	689	
03:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	96	0	0	0	0	128	0	0	0	659	
03:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	93	1	0	0	0	132	0	0	0	693	2678
04:00:00 PM	2	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	110	0	0	0	644	2654
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	89	0	0	0	0	145	0	0	0	653	2692
04:10:00 PM	1	0	1	0	0	0	0	0	0	0	0	97	0	0	0	1	132	0	0	0	658	2737
04:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	99	0	0	0	1	116	0	0	0	683	2758
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	88	0	0	0	1	127	0	0	0	665	2738
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	91	0	0	0	1	138	0	0	0	663	2725
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	114	0	0	0	1	116	0	0	0	677	2693
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	115	0	0	0	0	129	0	0	0	705	2682
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	96	0	0	0	0	130	0	0	0	701	2715
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	99	1	0	0	0	121	0	0	0	691	2695
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	112	3	0	0	1	144	0	0	0	707	2730
04:55:00 PM	1	0	1	0	0	0	0	0	0	0	0	95	0	0	0	0	136	0	0	0	714	2736
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	90	0	0	0	0	154	0	0	0	738	2789
05:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	98	0	0	0	0	142	0	0	0	719	2796
05:10:00 PM	2	0	0	0	0	0	0	0	0	0	0	96	0	0	0	2	169	0	0	0	755	2833
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	97	0	0	0	0	162	0	0	0	769	2875
05:20:00 PM	1	0	1	0	0	0	0	0	0	0	0	95	0	0	0	2	140	0	0	0	767	2898
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	111	0	0	0	0	136	0	0	0	746	2916
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	70	0	0	0	0	129	0	0	0	686	2884
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	119	0	0	0	0	110	0	0	0	676	2869
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	0	119	0	0	0	645	2860
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	101	1	0	0	0	125	0	0	0	673	2866
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	92	0	0	0	1	109	0	0	0	648	2810
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	103	1	0	0	0	122	0	0	0	657	2803

Truck Volumes

Time	NB (SW 345th Ave)					SB (SW 345th Ave)					EB (E Baseline St)					WB (E Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0		
03:10:00 PM	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	14	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	4	0	0	0	21	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	0	0	23	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	7	0	0	0	28	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	22	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	21	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	0	0	0	19	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	17	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	13	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	8	69
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	11	71
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	3	0	0	0	19	76
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	20	75
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	18	68
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	13	66
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	13	60
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	17	63
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	13	58
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	12	53
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	10	56
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	14	59
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	13	58
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11	56
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	10	50
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	11	49
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	13	51
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	14	51
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	12	48
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	14	48
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	46
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	9	45
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0	0	0	10	48
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	12	44
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	42

Bike Volumes

Time	NB (SW 345th Ave)					SB (SW 345th Ave)					EB (E Baseline St)					WB (E Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	1	0	0	1	1
04:00:00 PM	0	0	0	0	1	1
04:05:00 PM	0	0	0	0	1	1
04:10:00 PM	0	0	0	0	0	1
04:15:00 PM	0	0	0	0	0	1
04:20:00 PM	0	1	0	0	1	2
04:25:00 PM	0	0	0	0	1	2
04:30:00 PM	0	0	0	0	1	2
04:35:00 PM	0	1	0	0	1	3
04:40:00 PM	0	0	0	0	1	3
04:45:00 PM	0	0	0	0	1	3
04:50:00 PM	0	0	0	0	0	3
04:55:00 PM	0	0	0	0	0	2
05:00:00 PM	0	0	0	0	0	2
05:05:00 PM	0	0	0	0	0	2
05:10:00 PM	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	2
05:20:00 PM	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

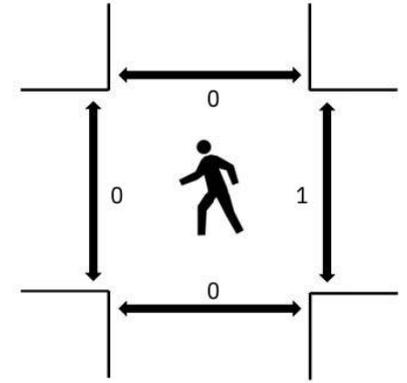
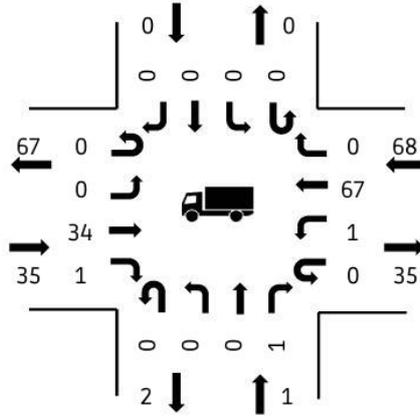
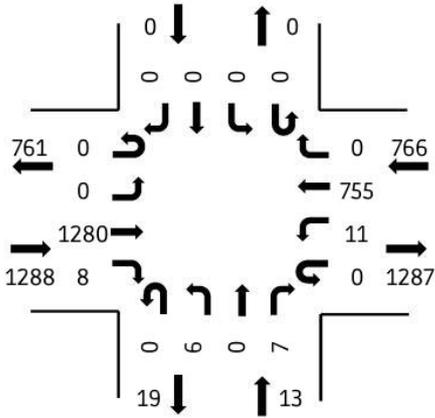


Location: SW 345th Ave & E Baseline St
 Date: 2025-07-15
 Peak Hour Start: 07:30 AM
 Peak 15 Minute Start: 07:45 AM
 Peak Hour Factor: 0.92

Motorized Vehicles

Heavy Vehicles

Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (SW 345th Ave)					SB (SW 345th Ave)					EB (E Baseline St)					WB (E Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:00:00 AM	1	0	0	0	0	0	0	0	0	0	0	79	1	0	0	0	26	0	0	0		
06:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	69	0	0	0	0	51	0	0	0		
06:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	72	1	0	0	0	43	0	0	0	343	
06:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	78	0	0	0	0	49	0	0	0	364	
06:20:00 AM	2	0	1	0	0	0	0	0	0	0	0	94	1	0	0	0	56	0	0	0	398	
06:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	102	1	0	0	0	30	0	0	0	415	
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	82	0	0	0	1	54	0	0	0	424	
06:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	94	0	0	0	0	50	0	0	0	414	
06:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	113	1	0	0	1	59	0	0	0	455	
06:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	124	1	0	0	0	68	0	0	0	512	
06:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	92	0	0	0	2	53	0	0	0	515	
06:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	84	0	0	0	0	56	0	0	0	481	1694
07:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	79	0	0	0	1	55	0	0	0	423	1723
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	97	1	0	0	0	38	0	0	0	412	1739
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	95	1	0	0	0	55	0	0	0	423	1774
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	96	1	0	0	0	54	0	0	0	438	1797
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	104	0	0	0	0	52	0	0	0	458	1799
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	90	0	0	0	1	50	0	0	0	448	1807
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	124	0	0	0	0	41	0	0	0	462	1835
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	117	0	0	0	0	66	0	0	0	489	1874
07:40:00 AM	1	0	0	0	0	0	0	0	0	0	0	106	0	0	0	1	56	0	0	0	512	1864
07:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	119	1	0	0	0	58	0	0	0	526	1849
07:50:00 AM	1	0	0	0	0	0	0	0	0	0	0	119	1	0	0	1	63	0	0	0	528	1887
07:55:00 AM	1	0	0	0	0	0	0	0	0	0	0	122	0	0	0	1	72	0	0	0	560	1943
08:00:00 AM	1	0	0	0	0	0	0	0	0	0	0	103	2	0	0	2	49	0	0	0	538	1964
08:05:00 AM	1	0	1	0	0	0	0	0	0	0	0	90	3	0	0	3	85	0	0	0	536	2011
08:10:00 AM	1	0	1	0	0	0	0	0	0	0	0	91	0	0	0	0	65	0	0	0	498	2018
08:15:00 AM	0	0	3	0	0	0	0	0	0	0	0	80	1	0	0	1	67	0	0	0	493	2019
08:20:00 AM	0	0	1	0	0	0	0	0	0	0	0	99	0	0	0	0	72	0	0	0	482	2035
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	2	61	0	0	0	497	2067
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	1	47	0	0	0	491	2048
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	107	1	0	0	0	73	0	0	0	500	2046
08:40:00 AM	3	0	1	0	0	0	0	0	0	0	0	95	0	0	0	1	56	0	0	0	483	2038
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	93	1	0	0	0	71	0	0	0	502	2024
08:50:00 AM	1	0	2	0	0	0	0	0	0	0	0	105	2	0	0	0	70	0	0	0	501	2019
08:55:00 AM	1	0	1	0	0	0	0	0	0	0	0	65	0	0	0	1	62	0	0	0	475	1953

Car Volumes

Time	NB (SW 345th Ave)					SB (SW 345th Ave)					EB (E Baseline St)					WB (E Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:00:00 AM	1	0	0	0	0	0	0	0	0	0	0	70	1	0	0	0	26	0	0	0		
06:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	0	50	0	0	0		
06:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	67	1	0	0	0	43	0	0	0	323	
06:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	78	0	0	0	0	48	0	0	0	352	
06:20:00 AM	2	0	1	0	0	0	0	0	0	0	0	90	1	0	0	0	51	0	0	0	383	
06:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	98	1	0	0	0	30	0	0	0	401	
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	77	0	0	0	0	53	0	0	0	404	
06:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	93	0	0	0	0	45	0	0	0	397	
06:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	110	1	0	0	1	56	0	0	0	436	
06:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	122	1	0	0	0	64	0	0	0	494	
06:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	89	0	0	0	2	50	0	0	0	497	
06:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	81	0	0	0	0	52	0	0	0	462	1622
07:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	77	0	0	0	1	51	0	0	0	404	1654
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	94	1	0	0	0	35	0	0	0	393	1670
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	91	1	0	0	0	50	0	0	0	402	1701
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	93	0	0	0	0	52	0	0	0	417	1719
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	0	42	0	0	0	427	1714
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	87	0	0	0	1	46	0	0	0	419	1719
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	122	0	0	0	0	37	0	0	0	433	1748
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	115	0	0	0	0	57	0	0	0	465	1782
07:40:00 AM	1	0	0	0	0	0	0	0	0	0	0	103	0	0	0	1	46	0	0	0	482	1765
07:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	117	1	0	0	0	53	0	0	0	495	1749
07:50:00 AM	1	0	0	0	0	0	0	0	0	0	0	118	1	0	0	1	59	0	0	0	503	1788
07:55:00 AM	1	0	0	0	0	0	0	0	0	0	0	120	0	0	0	1	66	0	0	0	540	1843
08:00:00 AM	1	0	0	0	0	0	0	0	0	0	0	98	2	0	0	1	46	0	0	0	516	1861
08:05:00 AM	1	0	1	0	0	0	0	0	0	0	0	88	2	0	0	3	79	0	0	0	510	1905
08:10:00 AM	1	0	1	0	0	0	0	0	0	0	0	90	0	0	0	0	58	0	0	0	472	1913
08:15:00 AM	0	0	2	0	0	0	0	0	0	0	0	75	1	0	0	1	63	0	0	0	466	1910
08:20:00 AM	0	0	1	0	0	0	0	0	0	0	0	95	0	0	0	0	69	0	0	0	457	1935
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	105	0	0	0	2	55	0	0	0	469	1963
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	93	0	0	0	1	46	0	0	0	467	1944
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	103	1	0	0	0	69	0	0	0	475	1945
08:40:00 AM	3	0	1	0	0	0	0	0	0	0	0	95	0	0	0	1	53	0	0	0	466	1947
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	90	1	0	0	0	66	0	0	0	483	1932
08:50:00 AM	1	0	2	0	0	0	0	0	0	0	0	99	2	0	0	0	67	0	0	0	481	1923
08:55:00 AM	1	0	1	0	0	0	0	0	0	0	0	65	0	0	0	1	59	0	0	0	455	1862

Truck Volumes

Time	NB (SW 345th Ave)					SB (SW 345th Ave)					EB (E Baseline St)					WB (E Baseline St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0		
06:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0		
06:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	20	
06:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12	
06:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	0	0	0	15	
06:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	14	
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	1	0	0	0	20	
06:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	17	
06:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	19	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	18	
06:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	18	
06:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	19	72
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	19	69
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	19	69
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	0	0	0	21	73
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	2	0	0	0	21	78
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	10	0	0	0	31	85
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	29	88
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	29	87
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	9	0	0	0	24	92
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	10	0	0	0	30	99
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	31	100
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	25	99
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	20	100
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	3	0	0	0	22	103
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	6	0	0	0	26	106
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	0	0	0	26	105
08:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	4	0	0	0	27	109
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0	0	0	25	100
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	6	0	0	0	28	104
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	24	104
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	25	101
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	17	91
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	0	0	0	19	92
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	3	0	0	0	20	96
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	20	91

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
06:00:00 AM	0	0	0	0		
06:05:00 AM	0	0	0	0		
06:10:00 AM	0	0	0	0	0	
06:15:00 AM	0	0	0	0	0	
06:20:00 AM	0	0	0	0	0	
06:25:00 AM	0	1	0	0	1	
06:30:00 AM	0	0	0	0	1	
06:35:00 AM	0	0	0	0	1	
06:40:00 AM	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	
06:50:00 AM	0	0	0	0	0	
06:55:00 AM	0	0	0	0	0	1
07:00:00 AM	0	0	0	0	0	1
07:05:00 AM	0	0	0	0	0	1
07:10:00 AM	0	0	0	0	0	1
07:15:00 AM	0	0	0	0	0	1
07:20:00 AM	0	0	0	0	0	1
07:25:00 AM	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0
07:35:00 AM	0	0	0	0	0	0
07:40:00 AM	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0
07:50:00 AM	0	0	0	0	0	0
07:55:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0
08:10:00 AM	0	0	1	0	1	1
08:15:00 AM	0	0	0	0	1	1
08:20:00 AM	0	0	0	0	1	1
08:25:00 AM	0	0	0	0	0	1
08:30:00 AM	0	0	0	0	0	1
08:35:00 AM	0	0	0	0	0	1
08:40:00 AM	0	0	0	0	0	1
08:45:00 AM	0	0	0	0	0	1
08:50:00 AM	0	0	0	0	0	1
08:55:00 AM	0	0	0	0	0	1

Appendix D

Crash History Data

Preliminary Traffic Signal Warrants



Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: SW TV HWY (OR 8)	Minor Street: SW 345th Avenue
Project: 25113 - Laurel Woods North	City/County: Cornelius
Year: 2029	Alternative: AM

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	24170	N
	Minor	1	1850	200	
Case B	Major	2	11100	24170	N
	Minor	1	950	200	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: SW TV Hwy (OR 8)	Minor Street: SW 345th Avenue
Project: 25113 - Laurel Woods North	City/County: Cornelius
Year: 2029	Alternative: PM

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	35490	N
	Minor	1	1850	120	
Case B	Major	2	11100	35490	N
	Minor	1	950	120	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Appendix E

Definitions

Synchro Reports

Queuing Reports





LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↖		↖	↗	↗
Traffic Volume (vph)	71	1140	53	28	651	40	125	125	83	35	50	85
Future Volume (vph)	71	1140	53	28	651	40	125	125	83	35	50	85
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1614	3207		1583	3167	1417	1629	1602		1593	1683	1403
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.72	1.00		0.36	1.00	1.00
Satd. Flow (perm)	1614	3207		1583	3167	1417	1238	1602		607	1683	1403
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	1239	58	30	708	43	136	136	90	38	54	92
RTOR Reduction (vph)	0	3	0	0	0	17	0	28	0	0	0	76
Lane Group Flow (vph)	77	1294	0	30	708	26	136	198	0	38	54	16
Confl. Peds. (#/hr)							1		7	7		7
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	7.4	55.2		4.8	52.6	52.6	15.0	15.0		15.0	15.0	15.0
Effective Green, g (s)	8.4	56.2		5.8	53.6	53.6	16.0	16.0		16.0	16.0	16.0
Actuated g/C Ratio	0.09	0.62		0.06	0.60	0.60	0.18	0.18		0.18	0.18	0.18
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	150	2002		102	1886	843	220	284		107	299	249
v/s Ratio Prot	c0.05	c0.40		0.02	0.22			c0.12			0.03	
v/s Ratio Perm						0.02	0.11			0.06		0.01
v/c Ratio	0.51	0.64		0.29	0.37	0.03	0.61	0.69		0.35	0.18	0.06
Uniform Delay, d1	38.8	10.6		40.1	9.4	7.4	34.1	34.7		32.4	31.4	30.7
Progression Factor	1.00	1.00		0.84	1.06	3.85	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	1.6		1.1	0.5	0.0	4.3	6.7		1.4	0.2	0.0
Delay (s)	41.0	12.2		35.1	10.6	28.9	38.5	41.4		33.9	31.6	30.8
Level of Service	D	B		D	B	C	D	D		C	C	C
Approach Delay (s/veh)		13.8			12.6			40.3			31.7	
Approach LOS		B			B			D			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1140	53	28	651	40	125	125	83	35	50	85
Future Volume (veh/h)	71	1140	53	28	651	40	125	125	83	35	50	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1682	1682	1682	1723	1723	1723	1695	1695	1695
Adj Flow Rate, veh/h	77	1239	58	30	708	0	136	136	90	38	54	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	5	5	5	2	2	2	4	4	4
Cap, veh/h	142	1913	89	93	1843		298	195	129	161	344	285
Arrive On Green	0.09	0.61	0.59	0.12	1.00	0.00	0.20	0.20	0.19	0.20	0.20	0.20
Sat Flow, veh/h	1628	3158	148	1602	3195	1425	1232	963	637	1131	1695	1402
Grp Volume(v), veh/h	77	636	661	30	708	0	136	0	226	38	54	92
Grp Sat Flow(s),veh/h/ln	1628	1624	1682	1602	1598	1425	1232	0	1600	1131	1695	1402
Q Serve(g_s), s	4.1	22.9	23.0	1.5	0.0	0.0	9.2	0.0	11.8	2.9	2.4	5.0
Cycle Q Clear(g_c), s	4.1	22.9	23.0	1.5	0.0	0.0	11.6	0.0	11.8	14.7	2.4	5.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	142	983	1019	93	1843		298	0	325	161	344	285
V/C Ratio(X)	0.54	0.65	0.65	0.32	0.38		0.46	0.00	0.70	0.24	0.16	0.32
Avail Cap(c_a), veh/h	181	983	1019	160	1843		321	0	355	183	377	312
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	11.5	11.6	38.2	0.0	0.0	34.3	0.0	33.5	40.1	29.5	30.6
Incr Delay (d2), s/veh	2.4	3.3	3.2	1.4	0.6	0.0	0.8	0.0	4.8	0.6	0.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.7	8.0	0.6	0.1	0.0	2.8	0.0	5.0	0.8	1.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.8	14.8	14.7	39.5	0.6	0.0	35.1	0.0	38.3	40.7	29.7	31.1
LnGrp LOS	D	B	B	D	A		D		D	D	C	C
Approach Vol, veh/h		1374			738			362			184	
Approach Delay, s/veh		16.3			2.1			37.1			32.7	
Approach LOS		B			A			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	58.5		22.3	11.8	55.9		22.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	48.0		19.0	9.0	47.0		19.0				
Max Q Clear Time (g_c+1), s	3.5	25.0		16.7	6.1	2.0		13.8				
Green Ext Time (p_c), s	0.0	14.3		0.2	0.0	9.5		0.8				

Intersection Summary

HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1153	23	109	716	33	40	33	259	89	23	28
Future Volume (vph)	20	1153	23	109	716	33	40	33	259	89	23	28
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98		1.00	0.98
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00		0.99	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1598	3188		1583	3167	1384		1654	1426		1502	1311
Flt Permitted	0.32	1.00		0.10	1.00	1.00		0.73	1.00		0.71	1.00
Satd. Flow (perm)	541	3188		175	3167	1384		1244	1426		1112	1311
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	24	1389	28	131	863	40	48	40	312	107	28	34
RTOR Reduction (vph)	0	1	0	0	0	14	0	0	156	0	0	28
Lane Group Flow (vph)	24	1416	0	131	863	26	0	88	156	0	135	6
Confl. Peds. (#/hr)	2					2			1	1		1
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	56.0	52.8		66.3	58.1	58.1		13.7	13.7		13.7	13.7
Effective Green, g (s)	58.0	53.8		67.3	59.1	59.1		14.7	14.7		14.7	14.7
Actuated g/C Ratio	0.64	0.60		0.75	0.66	0.66		0.16	0.16		0.16	0.16
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	397	1905		279	2079	908		203	232		181	214
v/s Ratio Prot	0.00	c0.44		c0.05	0.27							
v/s Ratio Perm	0.04			0.30		0.02		0.07	0.11		c0.12	0.00
v/c Ratio	0.06	0.74		0.46	0.41	0.02		0.43	0.67		0.74	0.02
Uniform Delay, d1	5.7	13.1		9.3	7.2	5.4		33.9	35.3		35.8	31.6
Progression Factor	1.50	0.88		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	2.1		0.9	0.6	0.0		1.0	6.8		14.5	0.0
Delay (s)	8.7	13.7		10.2	7.9	5.4		34.9	42.2		50.4	31.6
Level of Service	A	B		B	A	A		C	D		D	C
Approach Delay (s/veh)		13.6			8.1			40.6			46.6	
Approach LOS		B			A			D			D	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	17.2	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.71	B
Actuated Cycle Length (s)	90.0	Sum of lost time (s)
Intersection Capacity Utilization	70.6%	12.0
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1153	23	109	716	33	40	33	259	89	23	28
Future Volume (veh/h)	20	1153	23	109	716	33	40	33	259	89	23	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1709	1709	1709	1586	1586	1586
Adj Flow Rate, veh/h	24	1389	28	131	863	40	48	40	312	107	28	34
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	12	12	12
Cap, veh/h	432	1769	36	437	1896	844	62	33	321	72	10	298
Arrive On Green	0.10	1.00	1.00	0.10	0.59	0.59	0.21	0.22	0.22	0.21	0.22	0.22
Sat Flow, veh/h	1615	3229	65	1602	3195	1423	0	150	1446	0	44	1342
Grp Volume(v), veh/h	24	692	725	131	863	40	88	0	312	135	0	34
Grp Sat Flow(s),veh/h/ln	1615	1611	1684	1602	1598	1423	150	0	1446	44	0	1342
Q Serve(g_s), s	0.5	0.0	0.0	2.7	13.5	1.1	0.0	0.0	19.3	0.0	0.0	1.8
Cycle Q Clear(g_c), s	0.5	0.0	0.0	2.7	13.5	1.1	19.0	0.0	19.3	19.0	0.0	1.8
Prop In Lane	1.00		0.04	1.00		1.00	0.55		1.00	0.79		1.00
Lane Grp Cap(c), veh/h	432	882	922	437	1896	844	93	0	321	81	0	298
V/C Ratio(X)	0.06	0.78	0.79	0.30	0.46	0.05	0.94	0.00	0.97	1.67	0.00	0.11
Avail Cap(c_a), veh/h	510	882	922	443	1896	844	93	0	321	81	0	298
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	0.0	0.0	5.5	10.2	7.7	37.9	0.0	34.7	42.4	0.0	27.9
Incr Delay (d2), s/veh	0.0	5.3	5.1	0.3	0.8	0.1	73.7	0.0	42.1	348.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.3	1.3	0.7	4.2	0.3	3.9	0.0	10.4	9.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	5.3	5.1	5.8	11.0	7.8	111.5	0.0	76.8	390.9	0.0	28.1
LnGrp LOS	A	A	A	A	B	A	F		E	F		C
Approach Vol, veh/h	1441			1034			400			169		
Approach Delay, s/veh	5.2			10.2			84.4			317.9		
Approach LOS	A			B			F			F		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	12.7	53.3	24.0		8.6	57.4	24.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	8.0	48.0	19.0		8.0	48.0	19.0					
Max Q Clear Time (g_c+I1), s	4.7	2.0	21.0		2.5	15.5	21.3					
Green Ext Time (p_c), s	0.1	24.3	0.0		0.0	11.6	0.0					

Intersection Summary												
HCM 7th Control Delay, s/veh	34.7											
HCM 7th LOS	C											

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/05/2026

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	90	45	63	224	92	79
Future Vol, veh/h	90	45	63	224	92	79
Conflicting Peds, #/hr	0	27	15	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	5	5
Mvmt Flow	114	57	80	284	116	100

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	624	208	231	0	0
Stage 1	181	-	-	-	-
Stage 2	443	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	451	834	1336	-	-
Stage 1	852	-	-	-	-
Stage 2	649	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	406	801	1317	-	-
Mov Cap-2 Maneuver	406	-	-	-	-
Stage 1	780	-	-	-	-
Stage 2	640	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.36	1.74	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	395	-	486	-	-
HCM Lane V/C Ratio	0.061	-	0.351	-	-
HCM Control Delay (s/veh)	7.9	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	2	8	1	1	3	31	161	2	11	80	41
Future Vol, veh/h	24	2	8	1	1	3	31	161	2	11	80	41
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	30	3	10	1	1	4	39	204	3	14	101	52
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	7.6	9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	71%	20%	8%
Vol Thru, %	83%	6%	20%	61%
Vol Right, %	1%	24%	60%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	34	5	132
LT Vol	31	24	1	11
Through Vol	161	2	1	80
RT Vol	2	8	3	41
Lane Flow Rate	246	43	6	167
Geometry Grp	1	1	1	1
Degree of Util (X)	0.286	0.058	0.008	0.193
Departure Headway (Hd)	4.19	4.852	4.582	4.156
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	741	784	869
Service Time	2.272	2.861	2.593	2.156
HCM Lane V/C Ratio	0.29	0.058	0.008	0.192
HCM Control Delay, s/veh	9	8.2	7.6	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.2	0	0.7

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1280	8	11	755	6	7
Future Vol, veh/h	1280	8	11	755	6	7
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	8	8
Mvmt Flow	1391	9	12	821	7	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1400	0	1830
Stage 1	-	-	-	-	1396
Stage 2	-	-	-	-	434
Critical Hdwy	-	-	4.28	-	6.96
Critical Hdwy Stg 1	-	-	-	-	5.96
Critical Hdwy Stg 2	-	-	-	-	5.96
Follow-up Hdwy	-	-	2.29	-	3.58
Pot Cap-1 Maneuver	-	-	450	-	64
Stage 1	-	-	-	-	185
Stage 2	-	-	-	-	603
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	450	-	62
Mov Cap-2 Maneuver	-	-	-	-	147
Stage 1	-	-	-	-	185
Stage 2	-	-	-	-	587

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.19	22.71
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	217	-	-	450	-
HCM Lane V/C Ratio	0.065	-	-	0.027	-
HCM Control Delay (s/veh)	22.7	-	-	13.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	1120	94	80	1422	62	62	61	58	62	158	129
Future Volume (vph)	141	1120	94	80	1422	62	62	61	58	62	158	129
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3222		1646	3292	1473	1660	1600		1635	1733	1445
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.44	1.00		0.57	1.00	1.00
Satd. Flow (perm)	1630	3222		1646	3292	1473	771	1600		990	1733	1445
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	148	1179	99	84	1497	65	65	64	61	65	166	136
RTOR Reduction (vph)	0	6	0	0	0	26	0	39	0	0	0	118
Lane Group Flow (vph)	148	1272	0	84	1497	39	65	86	0	65	166	18
Confl. Peds. (#/hr)							3		11	11		11
Confl. Bikes (#/hr)									5			
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	4
Permitted Phases						6	8			4		4
Actuated Green, G (s)	11.2	56.8		7.1	52.7	52.7	11.1	11.1		11.1	11.1	11.1
Effective Green, g (s)	12.2	57.8		8.1	53.7	53.7	12.1	12.1		12.1	12.1	12.1
Actuated g/C Ratio	0.14	0.64		0.09	0.60	0.60	0.13	0.13		0.13	0.13	0.13
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	220	2069		148	1964	878	103	215		133	232	194
v/s Ratio Prot	c0.09	0.39		0.05	c0.45			0.05			c0.10	
v/s Ratio Perm						0.03	0.08			0.07		0.01
v/c Ratio	0.67	0.61		0.56	0.76	0.04	0.63	0.40		0.48	0.71	0.09
Uniform Delay, d1	37.0	9.5		39.2	13.4	7.5	36.8	35.6		36.0	37.3	34.1
Progression Factor	1.00	1.00		0.90	0.71	1.86	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.1	1.3		3.1	2.2	0.0	10.5	0.8		2.0	9.3	0.1
Delay (s)	44.1	10.8		38.8	11.8	14.0	47.3	36.5		38.1	46.6	34.3
Level of Service	D	B		D	B	B	D	D		D	D	C
Approach Delay (s/veh)		14.3			13.2			40.2			40.5	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1120	94	80	1422	62	62	61	58	62	158	129
Future Volume (veh/h)	141	1120	94	80	1422	62	62	61	58	62	158	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1736	1736	1736	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	148	1179	99	84	1497	0	65	64	61	65	166	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	0	0	0	1	1	1
Cap, veh/h	195	1901	159	147	1954		152	125	119	184	270	224
Arrive On Green	0.12	0.62	0.61	0.18	1.00	0.00	0.16	0.16	0.14	0.16	0.16	0.16
Sat Flow, veh/h	1641	3057	256	1654	3299	1471	1085	805	767	1260	1736	1440
Grp Volume(v), veh/h	148	630	648	84	1497	0	65	0	125	65	166	136
Grp Sat Flow(s),veh/h/ln	1641	1637	1677	1654	1650	1471	1085	0	1572	1260	1736	1440
Q Serve(g_s), s	7.9	21.3	21.5	4.2	0.0	0.0	5.4	0.0	6.6	4.5	8.0	7.9
Cycle Q Clear(g_c), s	7.9	21.3	21.5	4.2	0.0	0.0	13.4	0.0	6.6	11.1	8.0	7.9
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	195	1018	1043	147	1954		152	0	245	184	270	224
V/C Ratio(X)	0.76	0.62	0.62	0.57	0.77		0.43	0.00	0.51	0.35	0.61	0.61
Avail Cap(c_a), veh/h	237	1018	1043	184	1954		152	0	245	184	270	224
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	10.5	10.5	35.4	0.0	0.0	41.7	0.0	35.1	40.0	35.5	35.4
Incr Delay (d2), s/veh	9.8	2.8	2.8	1.9	2.1	0.0	1.4	0.0	1.4	0.9	3.7	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.1	7.3	1.6	0.6	0.0	1.5	0.0	2.6	1.4	3.6	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.2	13.3	13.3	37.3	2.1	0.0	43.1	0.0	36.5	40.8	39.2	39.6
LnGrp LOS	D	B	B	D	A		D		D	D	D	D
Approach Vol, veh/h		1426			1581			190			367	
Approach Delay, s/veh		16.9			4.0			38.7			39.6	
Approach LOS		B			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	60.0		18.0	14.7	57.3		18.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	9.0	53.0		13.0	12.0	50.0		13.0				
Max Q Clear Time (g_c+1), s	6.2	23.5		13.1	9.9	2.0		15.4				
Green Ext Time (p_c), s	0.0	16.5		0.0	0.1	27.7		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖		↖	↗		↖	↗
Traffic Volume (vph)	72	1020	62	200	1425	73	49	16	123	51	21	77
Future Volume (vph)	72	1020	62	200	1425	73	49	16	123	51	21	77
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	1.00		1.00	1.00
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		0.99	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00		0.96	1.00
Satd. Flow (prot)	1630	3232		1630	3260	1421		1652	1458		1690	1488
Flt Permitted	0.13	1.00		0.18	1.00	1.00		0.73	1.00		0.74	1.00
Satd. Flow (perm)	224	3232		322	3260	1421		1253	1458		1308	1488
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	75	1062	65	208	1484	76	51	17	128	53	22	80
RTOR Reduction (vph)	0	4	0	0	0	25	0	0	114	0	0	71
Lane Group Flow (vph)	75	1124	0	208	1484	51	0	68	14	0	75	9
Confl. Peds. (#/hr)	3					3	2					
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	62.7	56.3		69.7	59.8	59.8		8.8	8.8		8.8	8.8
Effective Green, g (s)	64.7	57.3		71.7	60.8	60.8		9.8	9.8		9.8	9.8
Actuated g/C Ratio	0.72	0.64		0.80	0.68	0.68		0.11	0.11		0.11	0.11
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	276	2057		414	2202	959		136	158		142	162
v/s Ratio Prot	0.02	0.35		c0.06	c0.46							
v/s Ratio Perm	0.17			0.34		0.04		0.05	0.01		c0.06	0.01
v/c Ratio	0.27	0.54		0.50	0.67	0.05		0.50	0.08		0.52	0.05
Uniform Delay, d1	5.3	9.1		4.7	8.6	4.9		37.7	36.0		37.9	35.9
Progression Factor	1.95	1.32		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.8		0.7	1.6	0.1		2.0	0.1		2.6	0.1
Delay (s)	10.7	12.8		5.4	10.3	5.0		39.8	36.2		40.6	36.0
Level of Service	B	B		A	B	A		D	D		D	D
Approach Delay (s/veh)		12.7			9.5			37.5			38.2	
Approach LOS		B			A			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1020	62	200	1425	73	49	16	123	51	21	77
Future Volume (veh/h)	72	1020	62	200	1425	73	49	16	123	51	21	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1750	1750	1750
Adj Flow Rate, veh/h	75	1062	65	208	1484	76	51	17	128	53	22	80
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	345	2020	124	565	2154	939	70	14	178	68	18	181
Arrive On Green	0.17	1.00	1.00	0.10	0.66	0.66	0.11	0.12	0.12	0.11	0.12	0.12
Sat Flow, veh/h	1641	3133	192	1641	3273	1427	0	115	1453	0	145	1483
Grp Volume(v), veh/h	75	555	572	208	1484	76	68	0	128	75	0	80
Grp Sat Flow(s),veh/h/ln	1641	1637	1688	1641	1637	1427	115	0	1453	145	0	1483
Q Serve(g_s), s	1.1	0.0	0.0	3.3	25.5	1.7	0.0	0.0	7.6	0.0	0.0	4.5
Cycle Q Clear(g_c), s	1.1	0.0	0.0	3.3	25.5	1.7	10.0	0.0	7.6	10.0	0.0	4.5
Prop In Lane	1.00		0.11	1.00		1.00	0.75		1.00	0.71		1.00
Lane Grp Cap(c), veh/h	345	1055	1088	565	2154	939	83	0	178	84	0	181
V/C Ratio(X)	0.22	0.53	0.53	0.37	0.69	0.08	0.82	0.00	0.72	0.89	0.00	0.44
Avail Cap(c_a), veh/h	368	1055	1088	639	2154	939	83	0	178	84	0	181
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	0.0	0.0	3.4	9.6	5.6	42.6	0.0	38.0	42.4	0.0	36.6
Incr Delay (d2), s/veh	0.2	1.4	1.4	0.3	1.8	0.2	45.0	0.0	12.6	62.0	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.4	0.8	7.6	0.5	2.6	0.0	3.3	3.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.0	1.4	1.4	3.7	11.5	5.7	87.6	0.0	50.7	104.3	0.0	37.9
LnGrp LOS	A	A	A	A	B	A	F		D	F		D
Approach Vol, veh/h		1202			1768			196				155
Approach Delay, s/veh		1.8			10.3			63.5				70.0
Approach LOS		A			B			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	62.0		15.0	11.8	63.2		15.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	12.0	53.0		10.0	8.0	57.0		10.0				
Max Q Clear Time (g_c+I1), s	5.3	2.0		12.0	3.1	27.5		12.0				
Green Ext Time (p_c), s	0.4	17.6		0.0	0.1	20.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											13.1	
HCM 7th LOS											B	

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/05/2026

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	25	2	8	136	238	47
Future Vol, veh/h	25	2	8	136	238	47
Conflicting Peds, #/hr	0	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	28	2	9	153	267	53

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	465	300	320	0	-	0
Stage 1	294	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	560	744	1234	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	555	740	1234	-	-	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.72	0.44	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	100	-	566	-	-
HCM Lane V/C Ratio	0.007	-	0.054	-	-
HCM Control Delay (s/veh)	7.9	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	1	33	1	2	11	16	98	1	7	174	29
Future Vol, veh/h	31	1	33	1	2	11	16	98	1	7	174	29
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	1	37	1	2	12	18	110	1	8	196	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	7.5	8.2	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	48%	7%	3%
Vol Thru, %	85%	2%	14%	83%
Vol Right, %	1%	51%	79%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	65	14	210
LT Vol	16	31	1	7
Through Vol	98	1	2	174
RT Vol	1	33	11	29
Lane Flow Rate	129	73	16	236
Geometry Grp	1	1	1	1
Degree of Util (X)	0.158	0.092	0.019	0.276
Departure Headway (Hd)	4.401	4.545	4.369	4.213
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	790	820	859
Service Time	2.417	2.564	2.392	2.213
HCM Lane V/C Ratio	0.158	0.092	0.02	0.275
HCM Control Delay, s/veh	8.2	8	7.5	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.1	1.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1242	4	6	1702	6	4
Future Vol, veh/h	1242	4	6	1702	6	4
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	1	1	10	10
Mvmt Flow	1307	4	6	1792	6	4

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1313	0	2219
Stage 1	-	-	-	-	1310
Stage 2	-	-	-	-	908
Critical Hdwy	-	-	4.12	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.21	-	3.6
Pot Cap-1 Maneuver	-	-	528	-	33
Stage 1	-	-	-	-	202
Stage 2	-	-	-	-	335
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	528	-	33
Mov Cap-2 Maneuver	-	-	-	-	128
Stage 1	-	-	-	-	202
Stage 2	-	-	-	-	331

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.04	26.83
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	175	-	-	528	-
HCM Lane V/C Ratio	0.06	-	-	0.012	-
HCM Control Delay (s/veh)	26.8	-	-	11.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1246	60	33	714	47	143	145	98	40	57	93
Future Volume (vph)	78	1246	60	33	714	47	143	145	98	40	57	93
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1614	3206		1583	3167	1417	1629	1601		1594	1683	1403
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.31	1.00	1.00
Satd. Flow (perm)	1614	3206		1583	3167	1417	1229	1601		520	1683	1403
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	1354	65	36	776	51	155	158	107	43	62	101
RTOR Reduction (vph)	0	3	0	0	0	21	0	28	0	0	0	81
Lane Group Flow (vph)	85	1416	0	36	776	30	155	237	0	43	62	20
Confl. Peds. (#/hr)							1		7	7		7
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	7.1	53.5		4.8	51.2	51.2	16.7	16.7		16.7	16.7	16.7
Effective Green, g (s)	8.1	54.5		5.8	52.2	52.2	17.7	17.7		17.7	17.7	17.7
Actuated g/C Ratio	0.09	0.61		0.06	0.58	0.58	0.20	0.20		0.20	0.20	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	145	1941		102	1836	821	241	314		102	330	275
v/s Ratio Prot	c0.05	c0.44		0.02	0.25			c0.15			0.04	
v/s Ratio Perm						0.02	0.13			0.08		0.01
v/c Ratio	0.58	0.72		0.35	0.42	0.03	0.64	0.75		0.42	0.18	0.07
Uniform Delay, d1	39.3	12.5		40.3	10.5	8.1	33.2	34.0		31.6	30.1	29.4
Progression Factor	1.00	1.00		0.86	1.05	3.16	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	2.4		1.4	0.6	0.0	5.1	9.4		2.0	0.2	0.0
Delay (s)	44.2	14.9		36.4	11.7	25.7	38.3	43.5		33.7	30.3	29.5
Level of Service	D	B		D	B	C	D	D		C	C	C
Approach Delay (s/veh)		16.6			13.5			41.6			30.6	
Approach LOS		B			B			D			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1246	60	33	714	47	143	145	98	40	57	93
Future Volume (veh/h)	78	1246	60	33	714	47	143	145	98	40	57	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1682	1682	1682	1723	1723	1723	1695	1695	1695
Adj Flow Rate, veh/h	85	1354	65	36	776	0	155	158	107	43	62	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	5	5	5	2	2	2	4	4	4
Cap, veh/h	145	1816	87	102	1758		320	217	147	160	385	319
Arrive On Green	0.09	0.58	0.56	0.13	1.00	0.00	0.23	0.23	0.22	0.23	0.23	0.23
Sat Flow, veh/h	1628	3154	151	1602	3195	1425	1215	953	646	1092	1695	1404
Grp Volume(v), veh/h	85	696	723	36	776	0	155	0	265	43	62	101
Grp Sat Flow(s),veh/h/ln	1628	1624	1682	1602	1598	1425	1215	0	1599	1092	1695	1404
Q Serve(g_s), s	4.5	28.6	28.8	1.8	0.0	0.0	10.6	0.0	13.8	3.4	2.6	5.4
Cycle Q Clear(g_c), s	4.5	28.6	28.8	1.8	0.0	0.0	13.2	0.0	13.8	17.3	2.6	5.4
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	145	935	968	102	1758		320	0	363	160	385	319
V/C Ratio(X)	0.58	0.74	0.75	0.35	0.44		0.48	0.00	0.73	0.27	0.16	0.32
Avail Cap(c_a), veh/h	181	935	968	160	1758		328	0	373	167	396	328
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	14.2	14.3	37.6	0.0	0.0	33.2	0.0	32.4	40.2	27.9	29.0
Incr Delay (d2), s/veh	2.7	5.4	5.2	1.4	0.7	0.0	0.8	0.0	6.5	0.7	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.2	10.7	0.7	0.2	0.0	3.2	0.0	6.0	0.9	1.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	19.5	19.5	38.9	0.7	0.0	34.0	0.0	38.9	40.9	28.0	29.4
LnGrp LOS	D	B	B	D	A		C		D	D	C	C
Approach Vol, veh/h		1504			812			420			206	
Approach Delay, s/veh		20.8			2.4			37.1			31.4	
Approach LOS		C			A			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	55.8		24.4	12.0	53.5		24.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	47.0		20.0	9.0	46.0		20.0				
Max Q Clear Time (g_c+I1), s	3.8	30.8		19.3	6.5	2.0		15.8				
Green Ext Time (p_c), s	0.0	12.0		0.1	0.0	10.7		0.8				

Intersection Summary

HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↖	↖		↖	↖
Traffic Volume (vph)	22	1229	26	124	762	35	48	38	299	94	25	30
Future Volume (vph)	22	1229	26	124	762	35	48	38	299	94	25	30
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98		1.00	0.98
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00		0.99	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1598	3187		1583	3167	1384		1653	1426		1502	1311
Flt Permitted	0.29	1.00		0.08	1.00	1.00		0.70	1.00		0.67	1.00
Satd. Flow (perm)	496	3187		136	3167	1384		1200	1426		1061	1311
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	27	1481	31	149	918	42	58	46	360	113	30	36
RTOR Reduction (vph)	0	2	0	0	0	15	0	0	147	0	0	30
Lane Group Flow (vph)	27	1510	0	149	918	27	0	104	213	0	143	6
Confl. Peds. (#/hr)	2					2			1	1		1
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	54.8	51.6		64.9	56.7	56.7		15.1	15.1		15.1	15.1
Effective Green, g (s)	56.8	52.6		65.9	57.7	57.7		16.1	16.1		16.1	16.1
Actuated g/C Ratio	0.63	0.58		0.73	0.64	0.64		0.18	0.18		0.18	0.18
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	364	1862		249	2030	887		214	255		189	234
v/s Ratio Prot	0.00	c0.47		c0.06	0.29							
v/s Ratio Perm	0.04			0.38		0.02		0.09	c0.15		0.13	0.00
v/c Ratio	0.07	0.81		0.59	0.45	0.03		0.48	0.83		0.75	0.02
Uniform Delay, d1	6.2	14.7		15.0	8.1	5.9		33.2	35.6		35.0	30.4
Progression Factor	1.63	0.99		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	2.9		3.2	0.7	0.0		1.2	20.1		15.0	0.0
Delay (s)	10.3	17.6		18.3	8.8	5.9		34.4	55.7		50.1	30.5
Level of Service	B	B		B	A	A		C	E		D	C
Approach Delay (s/veh)		17.5			10.0			51.0			46.2	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 7th Signalized Intersection Summary

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↕	↖		↕	↖
Traffic Volume (veh/h)	22	1229	26	124	762	35	48	38	299	94	25	30
Future Volume (veh/h)	22	1229	26	124	762	35	48	38	299	94	25	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1709	1709	1709	1586	1586	1586
Adj Flow Rate, veh/h	27	1481	31	149	918	42	58	46	360	113	30	36
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	12	12	12
Cap, veh/h	413	1763	37	421	1884	839	62	32	321	72	10	298
Arrive On Green	0.11	1.00	1.00	0.10	0.59	0.59	0.21	0.22	0.22	0.21	0.22	0.22
Sat Flow, veh/h	1615	3226	67	1602	3195	1423	0	143	1446	0	44	1342
Grp Volume(v), veh/h	27	739	773	149	918	42	104	0	360	143	0	36
Grp Sat Flow(s),veh/h/ln	1615	1611	1683	1602	1598	1423	143	0	1446	44	0	1342
Q Serve(g_s), s	0.6	0.0	0.0	3.1	14.9	1.1	0.0	0.0	20.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.1	14.9	1.1	19.0	0.0	20.0	19.0	0.0	1.9
Prop In Lane	1.00		0.04	1.00		1.00	0.56		1.00	0.79		1.00
Lane Grp Cap(c), veh/h	413	880	920	421	1884	839	92	0	321	81	0	298
V/C Ratio(X)	0.07	0.84	0.84	0.35	0.49	0.05	1.13	0.00	1.12	1.77	0.00	0.12
Avail Cap(c_a), veh/h	486	880	920	425	1884	839	92	0	321	81	0	298
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	0.0	0.0	5.6	10.6	7.8	38.5	0.0	35.0	42.3	0.0	28.0
Incr Delay (d2), s/veh	0.0	6.5	6.3	0.4	0.9	0.1	131.4	0.0	86.6	390.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	1.6	0.9	4.7	0.3	5.5	0.0	14.7	10.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	6.5	6.3	6.0	11.5	7.9	169.9	0.0	121.6	432.4	0.0	28.1
LnGrp LOS	A	A	A	A	B	A	F		F	F		C
Approach Vol, veh/h		1539			1109			464				179
Approach Delay, s/veh		6.4			10.6			132.4				351.1
Approach LOS		A			B			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	53.2		24.0	8.9	57.1		24.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	48.0		19.0	8.0	48.0		19.0				
Max Q Clear Time (g_c+I1), s	5.1	2.0		21.0	2.6	16.9		22.0				
Green Ext Time (p_c), s	0.1	26.7		0.0	0.0	12.3		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	44.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/05/2026

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	48	67	271	109	84
Future Vol, veh/h	95	48	67	271	109	84
Conflicting Peds, #/hr	0	27	15	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	5	5
Mvmt Flow	120	61	85	343	138	106

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	719	233	259	0	0
Stage 1	206	-	-	-	-
Stage 2	513	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	397	808	1305	-	-
Stage 1	831	-	-	-	-
Stage 2	603	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	354	776	1287	-	-
Mov Cap-2 Maneuver	354	-	-	-	-
Stage 1	752	-	-	-	-
Stage 2	595	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v19.14		1.58	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	357	-	433	-	-
HCM Lane V/C Ratio	0.066	-	0.418	-	-
HCM Control Delay (s/veh)	8	0	19.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2	-	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	2	11	1	1	3	34	209	2	17	98	45
Future Vol, veh/h	26	2	11	1	1	3	34	209	2	17	98	45
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	33	3	14	1	1	4	43	265	3	22	124	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	7.9	9.9	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	67%	20%	11%
Vol Thru, %	85%	5%	20%	61%
Vol Right, %	1%	28%	60%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	39	5	160
LT Vol	34	26	1	17
Through Vol	209	2	1	98
RT Vol	2	11	3	45
Lane Flow Rate	310	49	6	203
Geometry Grp	1	1	1	1
Degree of Util (X)	0.373	0.069	0.008	0.24
Departure Headway (Hd)	4.333	5.036	4.817	4.263
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	834	712	743	845
Service Time	2.333	3.064	2.849	2.277
HCM Lane V/C Ratio	0.372	0.069	0.008	0.24
HCM Control Delay, s/veh	9.9	8.4	7.9	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.7	0.2	0	0.9

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1429	9	12	835	7	8
Future Vol, veh/h	1429	9	12	835	7	8
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	8	8
Mvmt Flow	1553	10	13	908	8	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1563	0	2038
Stage 1	-	-	-	-	1558
Stage 2	-	-	-	-	480
Critical Hdwy	-	-	4.28	-	6.96
Critical Hdwy Stg 1	-	-	-	-	5.96
Critical Hdwy Stg 2	-	-	-	-	5.96
Follow-up Hdwy	-	-	2.29	-	3.58
Pot Cap-1 Maneuver	-	-	387	-	46
Stage 1	-	-	-	-	150
Stage 2	-	-	-	-	571
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	387	-	44
Mov Cap-2 Maneuver	-	-	-	-	120
Stage 1	-	-	-	-	150
Stage 2	-	-	-	-	552

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	26.87
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	387	-
HCM Lane V/C Ratio	0.09	-	-	0.034	-
HCM Control Delay (s/veh)	26.9	-	-	14.6	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1227	109	95	1556	71	71	71	67	71	182	141
Future Volume (vph)	154	1227	109	95	1556	71	71	71	67	71	182	141
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3220		1646	3292	1473	1660	1601		1636	1733	1445
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.37	1.00		0.51	1.00	1.00
Satd. Flow (perm)	1630	3220		1646	3292	1473	659	1601		892	1733	1445
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	1292	115	100	1638	75	75	75	71	75	192	148
RTOR Reduction (vph)	0	6	0	0	0	31	0	39	0	0	0	127
Lane Group Flow (vph)	162	1401	0	100	1638	45	75	107	0	75	192	21
Confl. Peds. (#/hr)							3		11	11		11
Confl. Bikes (#/hr)									5			
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	10.8	55.0		8.2	52.4	52.4	11.8	11.8		11.8	11.8	11.8
Effective Green, g (s)	11.8	56.0		9.2	53.4	53.4	12.8	12.8		12.8	12.8	12.8
Actuated g/C Ratio	0.13	0.62		0.10	0.59	0.59	0.14	0.14		0.14	0.14	0.14
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	213	2003		168	1953	873	93	227		126	246	205
v/s Ratio Prot	c0.10	c0.43		0.06	c0.50			0.07			0.11	
v/s Ratio Perm						0.03	c0.11			0.08		0.01
v/c Ratio	0.76	0.69		0.59	0.83	0.05	0.80	0.47		0.59	0.78	0.10
Uniform Delay, d1	37.7	11.3		38.6	14.8	7.6	37.3	35.4		36.1	37.2	33.6
Progression Factor	1.00	1.00		0.98	0.66	1.57	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	14.1	2.0		3.5	3.4	0.0	37.2	1.1		6.1	14.2	0.1
Delay (s)	51.8	13.4		41.5	13.2	12.1	74.6	36.6		42.3	51.5	33.7
Level of Service	D	B		D	B	B	E	D		D	D	C
Approach Delay (s/veh)		17.3			14.8			49.5			43.5	
Approach LOS		B			B			D			D	

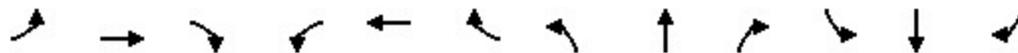
Intersection Summary

HCM 2000 Control Delay (s/veh)	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1227	109	95	1556	71	71	71	67	71	182	141
Future Volume (veh/h)	154	1227	109	95	1556	71	71	71	67	71	182	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1736	1736	1736	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	162	1292	115	100	1638	0	75	75	71	75	192	148
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	0	0	0	1	1	1
Cap, veh/h	209	1880	167	153	1927		133	126	119	165	270	224
Arrive On Green	0.13	0.62	0.61	0.19	1.00	0.00	0.16	0.16	0.14	0.16	0.16	0.16
Sat Flow, veh/h	1641	3041	270	1654	3299	1471	1049	808	765	1238	1736	1440
Grp Volume(v), veh/h	162	694	713	100	1638	0	75	0	146	75	192	148
Grp Sat Flow(s),veh/h/ln	1641	1637	1674	1654	1650	1471	1049	0	1573	1238	1736	1440
Q Serve(g_s), s	8.6	25.3	25.6	5.0	0.0	0.0	4.6	0.0	7.8	5.4	9.4	8.7
Cycle Q Clear(g_c), s	8.6	25.3	25.6	5.0	0.0	0.0	14.0	0.0	7.8	13.2	9.4	8.7
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	209	1012	1035	153	1927		133	0	245	165	270	224
V/C Ratio(X)	0.78	0.69	0.69	0.65	0.85		0.56	0.00	0.60	0.45	0.71	0.66
Avail Cap(c_a), veh/h	219	1012	1035	220	1927		133	0	245	165	270	224
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	11.4	11.5	35.3	0.0	0.0	43.4	0.0	35.6	41.5	36.1	35.8
Incr Delay (d2), s/veh	14.8	3.8	3.8	2.3	3.3	0.0	4.6	0.0	3.4	1.4	7.9	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	8.5	8.9	1.9	0.9	0.0	1.8	0.0	3.2	1.7	4.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	15.1	15.2	37.6	3.3	0.0	48.0	0.0	39.1	43.0	44.0	42.2
LnGrp LOS	D	B	B	D	A		D		D	D	D	D
Approach Vol, veh/h		1569			1738			221			415	
Approach Delay, s/veh		19.1			5.3			42.1			43.2	
Approach LOS		B			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	59.7		18.0	15.4	56.6		18.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	51.0		13.0	11.0	51.0		13.0				
Max Q Clear Time (g_c+I1), s	7.0	27.6		15.2	10.6	2.0		16.0				
Green Ext Time (p_c), s	0.1	15.8		0.0	0.0	31.6		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗		↖	↗		↖	↗
Traffic Volume (vph)	76	1086	72	238	1519	77	56	19	146	54	25	83
Future Volume (vph)	76	1086	72	238	1519	77	56	19	146	54	25	83
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	1.00		1.00	1.00
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		0.99	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00		0.96	1.00
Satd. Flow (prot)	1630	3229		1630	3260	1421		1652	1458		1692	1488
Flt Permitted	0.11	1.00		0.15	1.00	1.00		0.72	1.00		0.74	1.00
Satd. Flow (perm)	194	3229		270	3260	1421		1249	1458		1308	1488
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	79	1131	75	248	1582	80	58	20	152	56	26	86
RTOR Reduction (vph)	0	5	0	0	0	26	0	0	135	0	0	76
Lane Group Flow (vph)	79	1201	0	248	1582	54	0	78	17	0	82	10
Confl. Peds. (#/hr)	3					3	2					
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	60.2	53.8		70.8	59.4	59.4		9.2	9.2		9.2	9.2
Effective Green, g (s)	62.2	54.8		71.8	60.4	60.4		10.2	10.2		10.2	10.2
Actuated g/C Ratio	0.69	0.61		0.80	0.67	0.67		0.11	0.11		0.11	0.11
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	252	1966		411	2187	953		141	165		148	168
v/s Ratio Prot	0.03	0.37		c0.09	c0.49							
v/s Ratio Perm	0.19			0.39		0.04		0.06	0.01		c0.06	0.01
v/c Ratio	0.31	0.61		0.60	0.72	0.05		0.55	0.10		0.55	0.05
Uniform Delay, d1	6.4	10.9		7.5	9.4	5.0		37.7	35.8		37.7	35.6
Progression Factor	1.70	1.62		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	1.0		2.1	2.1	0.1		3.7	0.2		3.5	0.1
Delay (s)	11.4	18.9		9.6	11.5	5.1		41.4	36.0		41.3	35.7
Level of Service	B	B		A	B	A		D	D		D	D
Approach Delay (s/veh)		18.4			11.0			37.8			38.4	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↕	↖		↕	↖
Traffic Volume (veh/h)	76	1086	72	238	1519	77	56	19	146	54	25	83
Future Volume (veh/h)	76	1086	72	238	1519	77	56	19	146	54	25	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1750	1750	1750
Adj Flow Rate, veh/h	79	1131	75	248	1582	80	58	20	152	56	26	86
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	318	1973	131	537	2113	921	70	14	194	67	20	198
Arrive On Green	0.18	1.00	1.00	0.10	0.65	0.65	0.12	0.13	0.13	0.12	0.13	0.13
Sat Flow, veh/h	1641	3115	206	1641	3273	1427	0	108	1453	0	147	1483
Grp Volume(v), veh/h	79	594	612	248	1582	80	78	0	152	82	0	86
Grp Sat Flow(s),veh/h/ln	1641	1637	1685	1641	1637	1427	108	0	1453	147	0	1483
Q Serve(g_s), s	1.2	0.0	0.0	4.3	29.8	1.9	0.0	0.0	9.1	0.0	0.0	4.8
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.3	29.8	1.9	11.0	0.0	9.1	11.0	0.0	4.8
Prop In Lane	1.00		0.12	1.00		1.00	0.74		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	318	1037	1067	537	2113	921	83	0	194	85	0	198
V/C Ratio(X)	0.25	0.57	0.57	0.46	0.75	0.09	0.94	0.00	0.78	0.96	0.00	0.43
Avail Cap(c_a), veh/h	338	1037	1067	647	2113	921	83	0	194	85	0	198
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	3.8	10.9	6.0	42.6	0.0	37.7	42.1	0.0	35.9
Incr Delay (d2), s/veh	0.2	1.5	1.5	0.5	2.5	0.2	78.5	0.0	18.2	83.9	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.4	1.0	9.2	0.5	3.6	0.0	4.2	3.8	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	1.5	1.5	4.2	13.4	6.2	121.1	0.0	55.9	126.0	0.0	37.0
LnGrp LOS	A	A	A	A	B	A	F		E	F		D
Approach Vol, veh/h	1285				1910				230		168	
Approach Delay, s/veh	2.0				11.9				78.0		80.4	
Approach LOS	A				B				E		F	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	13.0	61.0	16.0		11.9	62.1	16.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	14.0	50.0	11.0		8.0	56.0	11.0					
Max Q Clear Time (g_c+I1), s	6.3	2.0	13.0		3.2	31.8	13.0					
Green Ext Time (p_c), s	0.5	19.3	0.0		0.1	18.7	0.0					

Intersection Summary												
HCM 7th Control Delay, s/veh			15.8									
HCM 7th LOS			B									

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/05/2026

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	2	8	160	279	50
Future Vol, veh/h	27	2	8	160	279	50
Conflicting Peds, #/hr	0	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	30	2	9	180	313	56

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	539	348	370	0	0
Stage 1	342	-	-	-	-
Stage 2	198	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-
Pot Cap-1 Maneuver	507	700	1183	-	-
Stage 1	724	-	-	-	-
Stage 2	840	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	502	696	1183	-	-
Mov Cap-2 Maneuver	502	-	-	-	-
Stage 1	718	-	-	-	-
Stage 2	840	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.51	0.38	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	86	-	512	-	-
HCM Lane V/C Ratio	0.008	-	0.064	-	-
HCM Control Delay (s/veh)	8.1	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	1	41	1	2	12	20	129	1	8	226	32
Future Vol, veh/h	34	1	41	1	2	12	20	129	1	8	226	32
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	1	46	1	2	13	22	145	1	9	254	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	7.8	8.7	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	45%	7%	3%
Vol Thru, %	86%	1%	13%	85%
Vol Right, %	1%	54%	80%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	76	15	266
LT Vol	20	34	1	8
Through Vol	129	1	2	226
RT Vol	1	41	12	32
Lane Flow Rate	169	85	17	299
Geometry Grp	1	1	1	1
Degree of Util (X)	0.211	0.113	0.022	0.357
Departure Headway (Hd)	4.513	4.752	4.616	4.297
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	754	774	837
Service Time	2.539	2.784	2.654	2.319
HCM Lane V/C Ratio	0.212	0.113	0.022	0.357
HCM Control Delay, s/veh	8.7	8.4	7.8	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.1	1.6

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1377	4	7	1893	7	4
Future Vol, veh/h	1377	4	7	1893	7	4
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	1	1	10	10
Mvmt Flow	1449	4	7	1993	7	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1455	0	2464
Stage 1	-	-	-	-	1453
Stage 2	-	-	-	-	1011
Critical Hdwy	-	-	4.12	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.21	-	3.6
Pot Cap-1 Maneuver	-	-	466	-	22
Stage 1	-	-	-	-	168
Stage 2	-	-	-	-	295
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	466	-	22
Mov Cap-2 Maneuver	-	-	-	-	106
Stage 1	-	-	-	-	168
Stage 2	-	-	-	-	290

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.05	32.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	-	-	466	-
HCM Lane V/C Ratio	0.081	-	-	0.016	-
HCM Control Delay (s/veh)	32.5	-	-	12.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1283	62	34	736	48	147	149	100	41	58	96
Future Volume (vph)	80	1283	62	34	736	48	147	149	100	41	58	96
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1614	3206		1583	3167	1417	1629	1601		1594	1683	1403
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.29	1.00	1.00
Satd. Flow (perm)	1614	3206		1583	3167	1417	1228	1601		495	1683	1403
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1395	67	37	800	52	160	162	109	45	63	104
RTOR Reduction (vph)	0	3	0	0	0	22	0	28	0	0	0	84
Lane Group Flow (vph)	87	1459	0	37	800	30	160	243	0	45	63	20
Confl. Peds. (#/hr)							1		7	7		7
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	7.5	53.6		4.8	50.9	50.9	16.6	16.6		16.6	16.6	16.6
Effective Green, g (s)	8.5	54.6		5.8	51.9	51.9	17.6	17.6		17.6	17.6	17.6
Actuated g/C Ratio	0.09	0.61		0.06	0.58	0.58	0.20	0.20		0.20	0.20	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	152	1944		102	1826	817	240	313		96	329	274
v/s Ratio Prot	c0.05	c0.46		0.02	0.25			c0.15			0.04	
v/s Ratio Perm						0.02	0.13			0.09		0.01
v/c Ratio	0.57	0.75		0.36	0.43	0.03	0.66	0.77		0.46	0.19	0.07
Uniform Delay, d1	39.0	12.7		40.3	10.7	8.2	33.4	34.3		32.0	30.2	29.5
Progression Factor	1.00	1.00		0.84	1.08	3.61	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.2	2.7		1.4	0.7	0.0	6.1	10.9		2.6	0.2	0.0
Delay (s)	43.2	15.4		35.4	12.3	29.8	39.6	45.3		34.6	30.4	29.6
Level of Service	D	B		D	B	C	D	D		C	C	C
Approach Delay (s/veh)		17.0			14.3			43.2			30.9	
Approach LOS		B			B			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			20.9									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			90.0									Sum of lost time (s) 12.0
Intersection Capacity Utilization			86.0%									ICU Level of Service E
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1283	62	34	736	48	147	149	100	41	58	96
Future Volume (veh/h)	80	1283	62	34	736	48	147	149	100	41	58	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1682	1682	1682	1723	1723	1723	1695	1695	1695
Adj Flow Rate, veh/h	87	1395	67	37	800	0	160	162	109	45	63	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	5	5	5	2	2	2	4	4	4
Cap, veh/h	146	1828	88	104	1772		313	212	143	149	377	312
Arrive On Green	0.09	0.58	0.57	0.13	1.00	0.00	0.22	0.22	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1628	3154	151	1602	3195	1425	1210	956	643	1087	1695	1403
Grp Volume(v), veh/h	87	717	745	37	800	0	160	0	271	45	63	104
Grp Sat Flow(s),veh/h/ln	1628	1624	1682	1602	1598	1425	1210	0	1599	1087	1695	1403
Q Serve(g_s), s	4.6	29.9	30.1	1.9	0.0	0.0	11.1	0.0	14.3	3.6	2.7	5.6
Cycle Q Clear(g_c), s	4.6	29.9	30.1	1.9	0.0	0.0	13.8	0.0	14.3	17.9	2.7	5.6
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	146	941	975	104	1772		313	0	355	149	377	312
V/C Ratio(X)	0.59	0.76	0.76	0.36	0.45		0.51	0.00	0.76	0.30	0.17	0.33
Avail Cap(c_a), veh/h	199	941	975	160	1772		313	0	355	149	377	312
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	14.2	14.3	37.5	0.0	0.0	33.8	0.0	33.0	41.2	28.3	29.4
Incr Delay (d2), s/veh	2.8	5.8	5.7	1.4	0.8	0.0	1.1	0.0	9.0	0.8	0.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.7	11.2	0.7	0.2	0.0	3.3	0.0	6.4	1.0	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	20.0	20.0	38.8	0.8	0.0	34.9	0.0	42.0	42.0	28.4	29.9
LnGrp LOS	D	C	C	D	A		C		D	D	C	C
Approach Vol, veh/h	1549		837				431			212		
Approach Delay, s/veh	21.3		2.4				39.4			32.0		
Approach LOS	C		A				D			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.8	56.2	24.0		12.1	53.9	24.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	8.0	48.0	19.0		10.0	46.0	19.0					
Max Q Clear Time (g_c+I1), s	3.9	32.1	19.9		6.6	2.0	16.3					
Green Ext Time (p_c), s	0.0	12.1	0.0		0.1	11.2	0.6					

Intersection Summary

HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗		↖	↗		↖	↗
Traffic Volume (vph)	23	1266	27	127	784	36	50	39	307	97	26	31
Future Volume (vph)	23	1266	27	127	784	36	50	39	307	97	26	31
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98		1.00	0.98
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00		0.99	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1598	3187		1583	3167	1384		1653	1426		1502	1311
Flt Permitted	0.28	1.00		0.07	1.00	1.00		0.70	1.00		0.67	1.00
Satd. Flow (perm)	475	3187		119	3167	1384		1196	1426		1053	1311
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	28	1525	33	153	945	43	60	47	370	117	31	37
RTOR Reduction (vph)	0	2	0	0	0	16	0	0	145	0	0	30
Lane Group Flow (vph)	28	1556	0	153	945	27	0	107	225	0	148	7
Confl. Peds. (#/hr)	2					2			1	1		1
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	54.1	50.9		64.2	56.0	56.0		15.8	15.8		15.8	15.8
Effective Green, g (s)	56.1	51.9		65.2	57.0	57.0		16.8	16.8		16.8	16.8
Actuated g/C Ratio	0.62	0.58		0.72	0.63	0.63		0.19	0.19		0.19	0.19
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	348	1837		237	2005	876		223	266		196	244
v/s Ratio Prot	0.00	c0.49		c0.07	0.30							
v/s Ratio Perm	0.05			0.40		0.02		0.09	c0.16		0.14	0.01
v/c Ratio	0.08	0.84		0.64	0.47	0.03		0.47	0.84		0.75	0.02
Uniform Delay, d1	6.5	15.7		19.1	8.6	6.1		32.6	35.3		34.6	29.9
Progression Factor	1.63	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	3.6		5.2	0.7	0.0		1.1	20.9		14.5	0.0
Delay (s)	10.8	19.4		24.4	9.4	6.2		33.8	56.3		49.1	29.9
Level of Service	B	B		C	A	A		C	E		D	C
Approach Delay (s/veh)		19.2			11.3			51.2			45.3	
Approach LOS		B			B			D			D	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	22.5	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.82	
Actuated Cycle Length (s)	90.0	Sum of lost time (s) 12.0
Intersection Capacity Utilization	77.8%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1266	27	127	784	36	50	39	307	97	26	31
Future Volume (veh/h)	23	1266	27	127	784	36	50	39	307	97	26	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1709	1709	1709	1586	1586	1586
Adj Flow Rate, veh/h	28	1525	33	153	945	43	60	47	370	117	31	37
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	12	12	12
Cap, veh/h	394	1726	37	410	1845	822	62	31	338	72	10	313
Arrive On Green	0.11	1.00	1.00	0.10	0.58	0.58	0.22	0.23	0.23	0.22	0.23	0.23
Sat Flow, veh/h	1615	3224	70	1602	3195	1423	0	134	1446	0	42	1343
Grp Volume(v), veh/h	28	761	797	153	945	43	107	0	370	148	0	37
Grp Sat Flow(s),veh/h/ln	1615	1611	1683	1602	1598	1423	134	0	1446	42	0	1343
Q Serve(g_s), s	0.6	0.0	0.0	3.3	16.0	1.2	0.0	0.0	21.0	0.0	0.0	2.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.3	16.0	1.2	20.0	0.0	21.0	20.0	0.0	2.0
Prop In Lane	1.00		0.04	1.00		1.00	0.56		1.00	0.79		1.00
Lane Grp Cap(c), veh/h	394	862	901	410	1845	822	92	0	338	81	0	313
V/C Ratio(X)	0.07	0.88	0.88	0.37	0.51	0.05	1.16	0.00	1.10	1.83	0.00	0.12
Avail Cap(c_a), veh/h	466	862	901	413	1845	822	92	0	338	81	0	313
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	6.0	11.4	8.3	38.2	0.0	34.5	42.2	0.0	27.2
Incr Delay (d2), s/veh	0.0	8.5	8.3	0.4	1.0	0.1	143.5	0.0	77.3	416.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	2.1	0.9	5.1	0.3	5.7	0.0	14.5	11.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	8.5	8.3	6.4	12.4	8.4	181.7	0.0	111.8	458.8	0.0	27.3
LnGrp LOS	A	A	A	A	B	A	F		F	F		C
Approach Vol, veh/h		1586			1141			477				185
Approach Delay, s/veh		8.4			11.5			127.5				372.5
Approach LOS		A			B			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	52.2		25.0	9.0	56.0		25.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	47.0		20.0	8.0	47.0		20.0				
Max Q Clear Time (g_c+I1), s	5.3	2.0		22.0	2.6	18.0		23.0				
Green Ext Time (p_c), s	0.1	27.6		0.0	0.0	12.3		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											46.1	
HCM 7th LOS											D	

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/05/2026

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	98	49	69	278	112	86
Future Vol, veh/h	98	49	69	278	112	86
Conflicting Peds, #/hr	0	27	15	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	5	5
Mvmt Flow	124	62	87	352	142	109

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	738	238	266	0	0
Stage 1	211	-	-	-	-
Stage 2	527	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	387	803	1298	-	-
Stage 1	826	-	-	-	-
Stage 2	594	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	344	771	1280	-	-
Mov Cap-2 Maneuver	344	-	-	-	-
Stage 1	746	-	-	-	-
Stage 2	586	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.1	1.59	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	358	-	422	-	-
HCM Lane V/C Ratio	0.068	-	0.441	-	-
HCM Control Delay (s/veh)	8	0	20.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.2	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	2	11	1	1	3	35	214	2	17	101	46
Future Vol, veh/h	27	2	11	1	1	3	35	214	2	17	101	46
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	34	3	14	1	1	4	44	271	3	22	128	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	7.9	10	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	68%	20%	10%
Vol Thru, %	85%	5%	20%	62%
Vol Right, %	1%	28%	60%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	40	5	164
LT Vol	35	27	1	17
Through Vol	214	2	1	101
RT Vol	2	11	3	46
Lane Flow Rate	318	51	6	208
Geometry Grp	1	1	1	1
Degree of Util (X)	0.383	0.071	0.009	0.247
Departure Headway (Hd)	4.345	5.069	4.847	4.275
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	706	737	843
Service Time	2.345	3.101	2.882	2.292
HCM Lane V/C Ratio	0.382	0.072	0.008	0.247
HCM Control Delay, s/veh	10	8.5	7.9	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.8	0.2	0	1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	1471	9	12	860	7	8
Future Vol, veh/h	1471	9	12	860	7	8
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	100
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	8	8
Mvmt Flow	1599	10	13	935	8	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1609	0	2097
Stage 1	-	-	-	-	1604
Stage 2	-	-	-	-	493
Critical Hdwy	-	-	4.28	-	6.96
Critical Hdwy Stg 1	-	-	-	-	5.96
Critical Hdwy Stg 2	-	-	-	-	5.96
Follow-up Hdwy	-	-	2.29	-	3.58
Pot Cap-1 Maneuver	-	-	371	-	42
Stage 1	-	-	-	-	141
Stage 2	-	-	-	-	562
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	371	-	40
Mov Cap-2 Maneuver	-	-	-	-	114
Stage 1	-	-	-	-	141
Stage 2	-	-	-	-	542

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	27.17
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	114	313	-	-	371	-
HCM Lane V/C Ratio	0.067	0.028	-	-	0.035	-
HCM Control Delay (s/veh)	39	16.8	-	-	15.1	-
HCM Lane LOS	E	C	-	-	C	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (vph)	159	1264	112	98	1602	73	73	73	69	73	187	145
Future Volume (vph)	159	1264	112	98	1602	73	73	73	69	73	187	145
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3220		1646	3292	1473	1660	1601		1636	1733	1445
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.36	1.00		0.50	1.00	1.00
Satd. Flow (perm)	1630	3220		1646	3292	1473	642	1601		876	1733	1445
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	167	1331	118	103	1686	77	77	77	73	77	197	153
RTOR Reduction (vph)	0	7	0	0	0	32	0	39	0	0	0	131
Lane Group Flow (vph)	167	1442	0	103	1686	45	77	112	0	77	197	22
Confl. Peds. (#/hr)							3		11	11		11
Confl. Bikes (#/hr)									5			
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	10.9	56.4		6.6	52.1	52.1	12.0	12.0		12.0	12.0	12.0
Effective Green, g (s)	11.9	57.4		7.6	53.1	53.1	13.0	13.0		13.0	13.0	13.0
Actuated g/C Ratio	0.13	0.64		0.08	0.59	0.59	0.14	0.14		0.14	0.14	0.14
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	215	2053		138	1942	869	92	231		126	250	208
v/s Ratio Prot	c0.10	0.45		0.06	c0.51			0.07			0.11	
v/s Ratio Perm						0.03	c0.12			0.09		0.02
v/c Ratio	0.77	0.70		0.74	0.86	0.05	0.83	0.48		0.61	0.78	0.10
Uniform Delay, d1	37.7	10.6		40.2	15.5	7.8	37.4	35.4		36.1	37.1	33.4
Progression Factor	1.00	1.00		0.94	0.69	1.71	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	15.4	2.0		14.1	4.1	0.0	44.5	1.1		7.2	14.5	0.1
Delay (s)	53.2	12.7		52.1	14.9	13.4	82.0	36.5		43.4	51.7	33.6
Level of Service	D	B		D	B	B	F	D		D	D	C
Approach Delay (s/veh)		16.9			16.9			52.0			43.7	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1264	112	98	1602	73	73	73	69	73	187	145
Future Volume (veh/h)	159	1264	112	98	1602	73	73	73	69	73	187	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1736	1736	1736	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	167	1331	118	103	1686	0	77	77	73	77	197	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	0	0	0	1	1	1
Cap, veh/h	213	1880	166	154	1917		129	126	119	162	270	224
Arrive On Green	0.13	0.62	0.61	0.12	0.77	0.00	0.16	0.16	0.14	0.16	0.16	0.16
Sat Flow, veh/h	1641	3042	269	1654	3299	1471	1040	807	765	1234	1736	1440
Grp Volume(v), veh/h	167	714	735	103	1686	0	77	0	150	77	197	153
Grp Sat Flow(s),veh/h/ln	1641	1637	1674	1654	1650	1471	1040	0	1573	1234	1736	1440
Q Serve(g_s), s	8.9	26.6	27.0	5.4	32.6	0.0	4.3	0.0	8.0	5.6	9.7	9.0
Cycle Q Clear(g_c), s	8.9	26.6	27.0	5.4	32.6	0.0	14.0	0.0	8.0	13.6	9.7	9.0
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	213	1011	1035	154	1917		129	0	245	162	270	224
V/C Ratio(X)	0.78	0.71	0.71	0.67	0.88		0.60	0.00	0.61	0.48	0.73	0.68
Avail Cap(c_a), veh/h	219	1011	1035	165	1917		129	0	245	162	270	224
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	11.7	11.8	38.1	8.0	0.0	43.6	0.0	35.7	41.8	36.2	35.9
Incr Delay (d2), s/veh	15.7	4.1	4.1	5.2	4.0	0.0	6.3	0.0	4.0	1.6	9.1	7.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	9.0	9.4	2.3	5.6	0.0	1.9	0.0	3.3	1.8	4.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	15.8	15.9	43.3	12.0	0.0	50.0	0.0	39.7	43.5	45.3	43.6
LnGrp LOS	D	B	B	D	B		D		D	D	D	D
Approach Vol, veh/h		1616			1789			227			427	
Approach Delay, s/veh		19.8			13.8			43.2			44.4	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	59.6		18.0	15.7	56.3		18.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	54.0		13.0	11.0	51.0		13.0				
Max Q Clear Time (g_c+1), s	7.4	29.0		15.6	10.9	34.6		16.0				
Green Ext Time (p_c), s	0.0	17.1		0.0	0.0	13.8		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



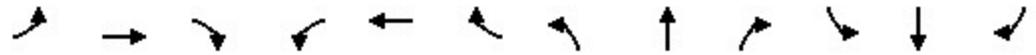
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖		↖	↗		↖	↗
Traffic Volume (vph)	79	1119	74	245	1564	80	58	19	150	56	26	85
Future Volume (vph)	79	1119	74	245	1564	80	58	19	150	56	26	85
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	1.00		1.00	1.00
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		0.99	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00		0.96	1.00
Satd. Flow (prot)	1630	3230		1630	3260	1421		1652	1458		1692	1488
Flt Permitted	0.10	1.00		0.14	1.00	1.00		0.72	1.00		0.74	1.00
Satd. Flow (perm)	180	3230		250	3260	1421		1242	1458		1306	1488
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	82	1166	77	255	1629	83	60	20	156	58	27	89
RTOR Reduction (vph)	0	5	0	0	0	27	0	0	138	0	0	79
Lane Group Flow (vph)	82	1238	0	255	1629	56	0	80	18	0	85	10
Confl. Peds. (#/hr)	3					3	2					
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	59.5	53.1		70.7	59.3	59.3		9.3	9.3		9.3	9.3
Effective Green, g (s)	61.5	54.1		71.7	60.3	60.3		10.3	10.3		10.3	10.3
Actuated g/C Ratio	0.68	0.60		0.80	0.67	0.67		0.11	0.11		0.11	0.11
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	242	1941		407	2184	952		142	166		149	170
v/s Ratio Prot	0.03	0.38		c0.09	c0.50							
v/s Ratio Perm	0.20			0.40		0.04		0.06	0.01		c0.07	0.01
v/c Ratio	0.33	0.63		0.62	0.74	0.05		0.56	0.10		0.57	0.05
Uniform Delay, d1	7.0	11.6		9.3	9.7	5.1		37.7	35.7		37.7	35.5
Progression Factor	1.41	1.50		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.4	1.1		2.6	2.3	0.1		4.1	0.2		4.2	0.1
Delay (s)	10.3	18.6		11.9	12.1	5.2		41.8	35.9		42.0	35.6
Level of Service	B	B		B	B	A		D	D		D	D
Approach Delay (s/veh)		18.1			11.8			37.9			38.7	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1119	74	245	1564	80	58	19	150	56	26	85
Future Volume (veh/h)	79	1119	74	245	1564	80	58	19	150	56	26	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1750	1750	1750
Adj Flow Rate, veh/h	82	1166	77	255	1629	83	60	20	156	58	27	89
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	309	1974	130	527	2110	920	70	14	194	67	20	198
Arrive On Green	0.18	1.00	1.00	0.10	0.64	0.64	0.12	0.13	0.13	0.12	0.13	0.13
Sat Flow, veh/h	1641	3116	206	1641	3273	1427	0	104	1453	0	148	1483
Grp Volume(v), veh/h	82	612	631	255	1629	83	80	0	156	85	0	89
Grp Sat Flow(s),veh/h/ln	1641	1637	1685	1641	1637	1427	104	0	1453	148	0	1483
Q Serve(g_s), s	1.3	0.0	0.0	4.4	31.7	2.0	0.0	0.0	9.4	0.0	0.0	5.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.4	31.7	2.0	11.0	0.0	9.4	11.0	0.0	5.0
Prop In Lane	1.00		0.12	1.00		1.00	0.75		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	309	1037	1067	527	2110	920	83	0	194	85	0	198
V/C Ratio(X)	0.27	0.59	0.59	0.48	0.77	0.09	0.97	0.00	0.81	1.00	0.00	0.45
Avail Cap(c_a), veh/h	328	1037	1067	655	2110	920	83	0	194	85	0	198
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	3.8	11.3	6.0	42.7	0.0	37.9	42.2	0.0	36.0
Incr Delay (d2), s/veh	0.2	1.7	1.6	0.5	2.8	0.2	87.3	0.0	20.8	95.9	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	1.1	9.8	0.5	3.8	0.0	4.4	4.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	1.7	1.6	4.3	14.1	6.2	130.1	0.0	58.7	138.1	0.0	37.1
LnGrp LOS	A	A	A	A	B	A	F		E	F		D
Approach Vol, veh/h		1325			1967			236				174
Approach Delay, s/veh		2.2			12.5			82.9				86.4
Approach LOS		A			B			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	61.0		16.0	12.0	62.0		16.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	49.0		11.0	8.0	56.0		11.0				
Max Q Clear Time (g_c+I1), s	6.4	2.0		13.0	3.3	33.7		13.0				
Green Ext Time (p_c), s	0.6	20.0		0.0	0.1	17.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											16.8	
HCM 7th LOS											B	

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/05/2026

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	2	9	165	287	51
Future Vol, veh/h	27	2	9	165	287	51
Conflicting Peds, #/hr	0	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	30	2	10	185	322	57

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	557	357	380	0	-	0
Stage 1	351	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	495	692	1173	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	490	688	1173	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.7	0.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	93	-	500	-	-
HCM Lane V/C Ratio	0.009	-	0.065	-	-
HCM Control Delay (s/veh)	8.1	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	1	42	1	2	12	21	132	1	8	232	33
Future Vol, veh/h	35	1	42	1	2	12	21	132	1	8	232	33
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	1	47	1	2	13	24	148	1	9	261	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	7.8	8.8	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	45%	7%	3%
Vol Thru, %	86%	1%	13%	85%
Vol Right, %	1%	54%	80%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	78	15	273
LT Vol	21	35	1	8
Through Vol	132	1	2	232
RT Vol	1	42	12	33
Lane Flow Rate	173	88	17	307
Geometry Grp	1	1	1	1
Degree of Util (X)	0.218	0.116	0.022	0.367
Departure Headway (Hd)	4.528	4.779	4.647	4.308
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	792	748	768	834
Service Time	2.555	2.816	2.689	2.331
HCM Lane V/C Ratio	0.218	0.118	0.022	0.368
HCM Control Delay, s/veh	8.8	8.4	7.8	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.1	1.7

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	1418	5	7	1949	7	5
Future Vol, veh/h	1418	5	7	1949	7	5
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	100
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	1	1	10	10
Mvmt Flow	1493	5	7	2052	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1499	0	2537
Stage 1	-	-	-	-	1496
Stage 2	-	-	-	-	1041
Critical Hdwy	-	-	4.12	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.21	-	3.6
Pot Cap-1 Maneuver	-	-	448	-	20
Stage 1	-	-	-	-	159
Stage 2	-	-	-	-	284
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	448	-	20
Mov Cap-2 Maneuver	-	-	-	-	101
Stage 1	-	-	-	-	159
Stage 2	-	-	-	-	279

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.05	32.02
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	101	336	-	-	448	-
HCM Lane V/C Ratio	0.073	0.016	-	-	0.016	-
HCM Control Delay (s/veh)	43.6	15.9	-	-	13.2	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1283	59	34	736	48	134	149	100	41	58	96
Future Volume (vph)	80	1283	59	34	736	48	134	149	100	41	58	96
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1614	3207		1583	3167	1417	1629	1601		1594	1683	1403
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.29	1.00	1.00
Satd. Flow (perm)	1614	3207		1583	3167	1417	1228	1601		495	1683	1403
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1395	64	37	800	52	146	162	109	45	63	104
RTOR Reduction (vph)	0	3	0	0	0	22	0	28	0	0	0	84
Lane Group Flow (vph)	87	1456	0	37	800	30	146	243	0	45	63	20
Confl. Peds. (#/hr)							1		7	7		7
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	7.5	53.6		4.8	50.9	50.9	16.6	16.6		16.6	16.6	16.6
Effective Green, g (s)	8.5	54.6		5.8	51.9	51.9	17.6	17.6		17.6	17.6	17.6
Actuated g/C Ratio	0.09	0.61		0.06	0.58	0.58	0.20	0.20		0.20	0.20	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	152	1945		102	1826	817	240	313		96	329	274
v/s Ratio Prot	c0.05	c0.45		0.02	0.25			c0.15			0.04	
v/s Ratio Perm						0.02	0.12			0.09		0.01
v/c Ratio	0.57	0.74		0.36	0.43	0.03	0.60	0.77		0.46	0.19	0.07
Uniform Delay, d1	39.0	12.7		40.3	10.7	8.2	33.0	34.3		32.0	30.2	29.5
Progression Factor	1.00	1.00		0.83	1.03	2.99	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.2	2.6		1.4	0.7	0.0	3.6	10.9		2.6	0.2	0.0
Delay (s)	43.2	15.4		35.2	11.9	24.7	36.7	45.3		34.6	30.4	29.6
Level of Service	D	B		D	B	C	D	D		C	C	C
Approach Delay (s/veh)		17.0			13.6			42.3			30.9	
Approach LOS		B			B			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			20.4									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			90.0									Sum of lost time (s) 12.0
Intersection Capacity Utilization			85.9%									ICU Level of Service E
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1283	59	34	736	48	134	149	100	41	58	96
Future Volume (veh/h)	80	1283	59	34	736	48	134	149	100	41	58	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1682	1682	1682	1723	1723	1723	1695	1695	1695
Adj Flow Rate, veh/h	87	1395	64	37	800	0	146	162	109	45	63	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	5	5	5	2	2	2	4	4	4
Cap, veh/h	146	1833	84	104	1772		313	212	143	149	377	312
Arrive On Green	0.09	0.58	0.57	0.13	1.00	0.00	0.22	0.22	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1628	3162	145	1602	3195	1425	1210	956	643	1087	1695	1403
Grp Volume(v), veh/h	87	715	744	37	800	0	146	0	271	45	63	104
Grp Sat Flow(s),veh/h/ln	1628	1624	1683	1602	1598	1425	1210	0	1599	1087	1695	1403
Q Serve(g_s), s	4.6	29.8	30.0	1.9	0.0	0.0	10.0	0.0	14.3	3.6	2.7	5.6
Cycle Q Clear(g_c), s	4.6	29.8	30.0	1.9	0.0	0.0	12.7	0.0	14.3	17.9	2.7	5.6
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	146	941	976	104	1772		313	0	355	149	377	312
V/C Ratio(X)	0.59	0.76	0.76	0.36	0.45		0.47	0.00	0.76	0.30	0.17	0.33
Avail Cap(c_a), veh/h	199	941	976	160	1772		313	0	355	149	377	312
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	14.2	14.3	37.5	0.0	0.0	33.4	0.0	33.0	41.2	28.3	29.4
Incr Delay (d2), s/veh	2.8	5.7	5.6	1.4	0.8	0.0	0.8	0.0	9.0	0.8	0.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.7	11.1	0.7	0.2	0.0	3.0	0.0	6.4	1.0	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	19.9	19.9	38.9	0.8	0.0	34.2	0.0	42.0	42.0	28.4	29.9
LnGrp LOS	D	B	B	D	A		C		D	D	C	C
Approach Vol, veh/h		1546			837			417			212	
Approach Delay, s/veh		21.2			2.4			39.3			32.0	
Approach LOS		C			A			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	56.2		24.0	12.1	53.9		24.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	48.0		19.0	10.0	46.0		19.0				
Max Q Clear Time (g_c+I1), s	3.9	32.0		19.9	6.6	2.0		16.3				
Green Ext Time (p_c), s	0.0	12.1		0.0	0.1	11.2		0.5				

Intersection Summary

HCM 7th Control Delay, s/veh	19.2
HCM 7th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1266	21	86	784	36	50	39	186	97	26	31
Future Volume (vph)	23	1266	21	86	784	36	50	39	186	97	26	31
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98		1.00	0.98
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00		0.99	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1598	3189		1583	3167	1384		1653	1426		1502	1311
Flt Permitted	0.27	1.00		0.08	1.00	1.00		0.65	1.00		0.66	1.00
Satd. Flow (perm)	465	3189		144	3167	1384		1118	1426		1041	1311
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	28	1525	25	104	945	43	60	47	224	117	31	37
RTOR Reduction (vph)	0	1	0	0	0	15	0	0	145	0	0	31
Lane Group Flow (vph)	28	1549	0	104	945	28	0	107	79	0	148	6
Confl. Peds. (#/hr)	2					2			1	1		1
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	57.6	54.4		64.0	57.6	57.6		14.2	14.2		14.2	14.2
Effective Green, g (s)	59.6	55.4		66.0	58.6	58.6		15.2	15.2		15.2	15.2
Actuated g/C Ratio	0.66	0.62		0.73	0.65	0.65		0.17	0.17		0.17	0.17
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	360	1963		223	2062	901		188	240		175	221
v/s Ratio Prot	0.00	c0.49		c0.04	0.30							
v/s Ratio Perm	0.05			0.30		0.02		0.10	0.06		c0.14	0.00
v/c Ratio	0.07	0.78		0.46	0.45	0.03		0.56	0.32		0.84	0.02
Uniform Delay, d1	5.3	12.9		10.3	7.8	5.5		34.3	32.9		36.2	31.2
Progression Factor	1.64	1.01		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	2.3		1.1	0.7	0.0		3.1	0.5		29.0	0.0
Delay (s)	8.8	15.4		11.4	8.5	5.6		37.5	33.4		65.3	31.2
Level of Service	A	B		B	A	A		D	C		E	C
Approach Delay (s/veh)		15.3			8.7			34.8			58.5	
Approach LOS		B			A			C			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			17.6									B
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			90.0								12.0	
Intersection Capacity Utilization			69.8%									C
ICU Level of Service												
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	23	1266	21	86	784	36	50	39	186	97	26	31	
Future Volume (veh/h)	23	1266	21	86	784	36	50	39	186	97	26	31	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1709	1709	1709	1586	1586	1586	
Adj Flow Rate, veh/h	28	1525	25	104	945	43	60	47	224	117	31	37	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	12	12	12	
Cap, veh/h	421	1859	30	416	1952	869	62	31	289	72	10	268	
Arrive On Green	0.11	1.00	1.00	0.09	0.61	0.61	0.19	0.20	0.20	0.19	0.20	0.20	
Sat Flow, veh/h	1615	3243	53	1602	3195	1423	0	157	1446	0	49	1342	
Grp Volume(v), veh/h	28	757	793	104	945	43	107	0	224	148	0	37	
Grp Sat Flow(s),veh/h/ln	1615	1611	1686	1602	1598	1423	157	0	1446	49	0	1342	
Q Serve(g_s), s	0.6	0.0	0.0	2.0	14.7	1.1	0.0	0.0	13.2	0.0	0.0	2.0	
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.0	14.7	1.1	17.0	0.0	13.2	17.0	0.0	2.0	
Prop In Lane	1.00		0.03	1.00		1.00	0.56		1.00	0.79		1.00	
Lane Grp Cap(c), veh/h	421	923	966	416	1952	869	92	0	289	81	0	268	
V/C Ratio(X)	0.07	0.82	0.82	0.25	0.48	0.05	1.16	0.00	0.77	1.83	0.00	0.14	
Avail Cap(c_a), veh/h	492	923	966	427	1952	869	92	0	289	81	0	268	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	6.6	0.0	0.0	4.9	9.7	7.0	39.1	0.0	34.1	42.6	0.0	29.6	
Incr Delay (d2), s/veh	0.0	5.2	5.1	0.2	0.9	0.1	143.6	0.0	11.9	416.5	0.0	0.2	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	1.3	1.4	0.5	4.5	0.3	5.7	0.0	5.5	11.2	0.0	0.7	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	6.7	5.2	5.1	5.1	10.5	7.1	182.7	0.0	46.0	459.1	0.0	29.8	
LnGrp LOS	A	A	A	A	B	A	F		D	F		C	
Approach Vol, veh/h	1578						1092		331		185		
Approach Delay, s/veh	5.2						9.9		90.2		373.2		
Approach LOS	A						A		F		F		
Timer - Assigned Phs	1	2	4		5	6	8						
Phs Duration (G+Y+Rc), s	12.4	55.6	22.0		9.0	59.0	22.0						
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0						
Max Green Setting (Gmax), s	8.0	50.0	17.0		8.0	50.0	17.0						
Max Q Clear Time (g_c+I1), s	4.0	2.0	19.0		2.6	16.7	19.0						
Green Ext Time (p_c), s	0.1	28.4	0.0		0.0	13.1	0.0						

Intersection Summary													
HCM 7th Control Delay, s/veh			37.0										
HCM 7th LOS			D										

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/05/2026

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		L		T	
Traffic Vol, veh/h	98	49	69	157	65	86
Future Vol, veh/h	98	49	69	157	65	86
Conflicting Peds, #/hr	0	27	15	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	5	5
Mvmt Flow	124	62	87	199	82	109

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	525	179	206	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	515	867	1365	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	464	832	1346	-	-	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.02		2.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	550	-	544	-	-
HCM Lane V/C Ratio	0.065	-	0.342	-	-
HCM Control Delay (s/veh)	7.9	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	2	11	1	1	3	35	93	2	17	54	46
Future Vol, veh/h	27	2	11	1	1	3	35	93	2	17	54	46
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	34	3	14	1	1	4	44	118	3	22	68	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	7.4	8.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	68%	20%	15%
Vol Thru, %	72%	5%	20%	46%
Vol Right, %	2%	28%	60%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	40	5	117
LT Vol	35	27	1	17
Through Vol	93	2	1	54
RT Vol	2	11	3	46
Lane Flow Rate	165	51	6	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.192	0.065	0.008	0.163
Departure Headway (Hd)	4.208	4.602	4.367	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	783	824	890
Service Time	2.28	2.603	2.369	2.052
HCM Lane V/C Ratio	0.195	0.065	0.007	0.166
HCM Control Delay, s/veh	8.3	7.9	7.4	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0	0.6

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	1471	18	53	860	20	129
Future Vol, veh/h	1471	18	53	860	20	129
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	100
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	8	8
Mvmt Flow	1599	20	58	935	22	140

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1618	0	2191
Stage 1	-	-	-	-	1609
Stage 2	-	-	-	-	583
Critical Hdwy	-	-	4.28	-	6.96
Critical Hdwy Stg 1	-	-	-	-	5.96
Critical Hdwy Stg 2	-	-	-	-	5.96
Follow-up Hdwy	-	-	2.29	-	3.58
Pot Cap-1 Maneuver	-	-	368	-	36
Stage 1	-	-	-	-	141
Stage 2	-	-	-	-	505
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	368	-	30
Mov Cap-2 Maneuver	-	-	-	-	106
Stage 1	-	-	-	-	141
Stage 2	-	-	-	-	426

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.96	28.72
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	310	-	-	368	-
HCM Lane V/C Ratio	0.205	0.452	-	-	0.157	-
HCM Control Delay (s/veh)	47.4	25.8	-	-	16.6	-
HCM Lane LOS	E	D	-	-	C	-
HCM 95th %tile Q(veh)	0.7	2.2	-	-	0.5	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	1264	109	98	1602	73	71	73	69	73	187	145
Future Volume (vph)	159	1264	109	98	1602	73	71	73	69	73	187	145
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3221		1646	3292	1473	1660	1601		1636	1733	1445
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.36	1.00		0.50	1.00	1.00
Satd. Flow (perm)	1630	3221		1646	3292	1473	638	1601		873	1733	1445
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	167	1331	115	103	1686	77	75	77	73	77	197	153
RTOR Reduction (vph)	0	7	0	0	0	31	0	39	0	0	0	131
Lane Group Flow (vph)	167	1440	0	103	1686	46	75	111	0	77	197	22
Confl. Peds. (#/hr)							3		11	11		11
Confl. Bikes (#/hr)									5			
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	10.9	56.5		6.6	52.2	52.2	11.9	11.9		11.9	11.9	11.9
Effective Green, g (s)	11.9	57.5		7.6	53.2	53.2	12.9	12.9		12.9	12.9	12.9
Actuated g/C Ratio	0.13	0.64		0.08	0.59	0.59	0.14	0.14		0.14	0.14	0.14
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	215	2057		138	1945	870	91	229		125	248	207
v/s Ratio Prot	c0.10	0.45		0.06	c0.51			0.07			0.11	
v/s Ratio Perm						0.03	c0.12			0.09		0.02
v/c Ratio	0.77	0.69		0.74	0.86	0.05	0.82	0.48		0.61	0.79	0.10
Uniform Delay, d1	37.7	10.6		40.2	15.4	7.7	37.4	35.5		36.2	37.2	33.5
Progression Factor	1.00	1.00		0.83	0.83	2.28	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	15.4	2.0		14.7	4.3	0.0	42.1	1.1		7.4	15.4	0.1
Delay (s)	53.2	12.6		48.5	17.2	17.8	79.5	36.6		43.7	52.7	33.6
Level of Service	D	B		D	B	B	E	D		D	D	C
Approach Delay (s/veh)		16.8			19.0			50.9			44.2	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.5	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			95.5%	ICU Level of Service				F				
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1264	109	98	1602	73	71	73	69	73	187	145
Future Volume (veh/h)	159	1264	109	98	1602	73	71	73	69	73	187	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1736	1736	1736	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	167	1331	115	103	1686	0	75	77	73	77	197	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	0	0	0	1	1	1
Cap, veh/h	213	1884	162	154	1917		129	126	119	162	270	224
Arrive On Green	0.13	0.62	0.61	0.12	0.77	0.00	0.16	0.16	0.14	0.16	0.16	0.16
Sat Flow, veh/h	1641	3049	263	1654	3299	1471	1040	807	765	1234	1736	1440
Grp Volume(v), veh/h	167	712	734	103	1686	0	75	0	150	77	197	153
Grp Sat Flow(s),veh/h/ln	1641	1637	1675	1654	1650	1471	1040	0	1573	1234	1736	1440
Q Serve(g_s), s	8.9	26.5	26.9	5.4	32.6	0.0	4.3	0.0	8.0	5.6	9.7	9.0
Cycle Q Clear(g_c), s	8.9	26.5	26.9	5.4	32.6	0.0	14.0	0.0	8.0	13.6	9.7	9.0
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	213	1011	1035	154	1917		129	0	245	162	270	224
V/C Ratio(X)	0.78	0.70	0.71	0.67	0.88		0.58	0.00	0.61	0.48	0.73	0.68
Avail Cap(c_a), veh/h	219	1011	1035	165	1917		129	0	245	162	270	224
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	11.6	11.8	38.1	8.0	0.0	43.6	0.0	35.7	41.8	36.2	35.9
Incr Delay (d2), s/veh	15.7	4.1	4.1	5.6	4.3	0.0	5.5	0.0	4.0	1.6	9.1	7.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	9.0	9.3	2.3	5.7	0.0	1.9	0.0	3.3	1.8	4.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	15.7	15.9	43.7	12.3	0.0	49.1	0.0	39.7	43.5	45.3	43.6
LnGrp LOS	D	B	B	D	B		D		D	D	D	D
Approach Vol, veh/h		1613			1789			225			427	
Approach Delay, s/veh		19.7			14.1			42.8			44.4	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	59.6		18.0	15.7	56.3		18.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	54.0		13.0	11.0	51.0		13.0				
Max Q Clear Time (g_c+1), s	7.4	28.9		15.6	10.9	34.6		16.0				
Green Ext Time (p_c), s	0.0	17.1		0.0	0.0	13.8		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1119	70	134	1564	80	55	19	95	56	26	85
Future Volume (vph)	79	1119	70	134	1564	80	55	19	95	56	26	85
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	1.00		1.00	1.00
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		0.99	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00		0.96	1.00
Satd. Flow (prot)	1630	3231		1630	3260	1421		1653	1458		1692	1488
Flt Permitted	0.10	1.00		0.17	1.00	1.00		0.72	1.00		0.74	1.00
Satd. Flow (perm)	175	3231		297	3260	1421		1243	1458		1309	1488
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	82	1166	73	140	1629	83	57	20	99	58	27	89
RTOR Reduction (vph)	0	5	0	0	0	26	0	0	89	0	0	80
Lane Group Flow (vph)	82	1234	0	140	1629	57	0	77	10	0	85	9
Confl. Peds. (#/hr)	3					3	2					
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	65.7	59.3		68.9	60.9	60.9		7.7	7.7		7.7	7.7
Effective Green, g (s)	67.7	60.3		70.9	61.9	61.9		8.7	8.7		8.7	8.7
Actuated g/C Ratio	0.75	0.67		0.79	0.69	0.69		0.10	0.10		0.10	0.10
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	251	2164		367	2242	977		120	140		126	143
v/s Ratio Prot	0.03	0.38		c0.04	c0.50							
v/s Ratio Perm	0.22			0.26		0.04		0.06	0.01		c0.06	0.01
v/c Ratio	0.32	0.57		0.38	0.72	0.05		0.64	0.06		0.67	0.06
Uniform Delay, d1	6.1	7.9		4.0	8.7	4.5		39.1	36.9		39.2	36.9
Progression Factor	2.74	1.36		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.4	0.8		0.4	2.0	0.1		9.9	0.1		12.1	0.1
Delay (s)	17.2	11.6		4.5	10.8	4.6		49.0	37.1		51.4	37.0
Level of Service	B	B		A	B	A		D	D		D	D
Approach Delay (s/veh)		11.9			10.1			42.3			44.1	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

2: S 26th Avenue & Tualatin Valley Hwy

02/05/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1119	70	134	1564	80	55	19	95	56	26	85
Future Volume (veh/h)	79	1119	70	134	1564	80	55	19	95	56	26	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1750	1750	1750
Adj Flow Rate, veh/h	82	1166	73	140	1629	83	57	20	99	58	27	89
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	309	1989	124	525	2110	920	70	15	194	67	20	198
Arrive On Green	0.18	1.00	1.00	0.10	0.64	0.64	0.12	0.13	0.13	0.12	0.13	0.13
Sat Flow, veh/h	1641	3128	196	1641	3273	1427	0	110	1453	0	148	1483
Grp Volume(v), veh/h	82	610	629	140	1629	83	77	0	99	85	0	89
Grp Sat Flow(s),veh/h/ln	1641	1637	1687	1641	1637	1427	110	0	1453	148	0	1483
Q Serve(g_s), s	1.2	0.0	0.0	2.2	31.7	2.0	0.0	0.0	5.7	0.0	0.0	5.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	2.2	31.7	2.0	11.0	0.0	5.7	11.0	0.0	5.0
Prop In Lane	1.00		0.12	1.00		1.00	0.74		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	309	1041	1073	525	2110	920	83	0	194	85	0	198
V/C Ratio(X)	0.27	0.59	0.59	0.27	0.77	0.09	0.93	0.00	0.51	1.00	0.00	0.45
Avail Cap(c_a), veh/h	328	1041	1073	530	2110	920	83	0	194	85	0	198
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	3.5	11.3	6.0	42.6	0.0	36.3	42.2	0.0	36.0
Incr Delay (d2), s/veh	0.2	1.6	1.6	0.2	2.8	0.2	74.3	0.0	1.7	95.9	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	0.5	9.8	0.5	3.4	0.0	2.1	4.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	1.6	1.6	3.7	14.1	6.2	116.8	0.0	38.0	138.1	0.0	37.1
LnGrp LOS	A	A	A	A	B	A	F		D	F		D
Approach Vol, veh/h	1321			1852			176			174		
Approach Delay, s/veh	2.1			13.0			72.5			86.4		
Approach LOS	A			B			E			F		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	12.8	61.2	16.0		12.0	62.0	16.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	8.0	56.0	11.0		8.0	56.0	11.0					
Max Q Clear Time (g_c+I1), s	4.2	2.0	13.0		3.2	33.7	13.0					
Green Ext Time (p_c), s	0.1	21.0	0.0		0.1	17.9	0.0					

Intersection Summary

HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/05/2026

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	2	9	107	172	51
Future Vol, veh/h	27	2	9	107	172	51
Conflicting Peds, #/hr	0	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	30	2	10	120	193	57

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	362	228	251	0	0
Stage 1	222	-	-	-	-
Stage 2	140	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-
Pot Cap-1 Maneuver	641	816	1309	-	-
Stage 1	820	-	-	-	-
Stage 2	891	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	635	812	1309	-	-
Mov Cap-2 Maneuver	635	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	891	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.88		0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	140	-	645	-	-
HCM Lane V/C Ratio	0.008	-	0.051	-	-
HCM Control Delay (s/veh)	7.8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	1	42	1	2	12	21	74	1	8	117	33
Future Vol, veh/h	35	1	42	1	2	12	21	74	1	8	117	33
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	1	47	1	2	13	24	83	1	9	131	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	7.3	8.1	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	45%	7%	5%
Vol Thru, %	77%	1%	13%	74%
Vol Right, %	1%	54%	80%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	78	15	158
LT Vol	21	35	1	8
Through Vol	74	1	2	117
RT Vol	1	42	12	33
Lane Flow Rate	108	88	17	178
Geometry Grp	1	1	1	1
Degree of Util (X)	0.132	0.106	0.02	0.201
Departure Headway (Hd)	4.396	4.347	4.195	4.084
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	821	828	856	865
Service Time	2.396	2.354	2.205	2.181
HCM Lane V/C Ratio	0.132	0.106	0.02	0.206
HCM Control Delay, s/veh	8.1	7.9	7.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0.1	0.7

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	1418	12	118	1949	12	60
Future Vol, veh/h	1418	12	118	1949	12	60
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	100
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	1	1	10	10
Mvmt Flow	1493	13	124	2052	13	63

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1506	0	2774 754
Stage 1	-	-	-	-	1500 -
Stage 2	-	-	-	-	1274 -
Critical Hdwy	-	-	4.12	-	7 7.1
Critical Hdwy Stg 1	-	-	-	-	6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	-	-	2.21	-	3.6 3.4
Pot Cap-1 Maneuver	-	-	445	-	13 335
Stage 1	-	-	-	-	159 -
Stage 2	-	-	-	-	212 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	445	-	~ 10 334
Mov Cap-2 Maneuver	-	-	-	-	75 -
Stage 1	-	-	-	-	158 -
Stage 2	-	-	-	-	152 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.92	25.58
HCM LOS			D

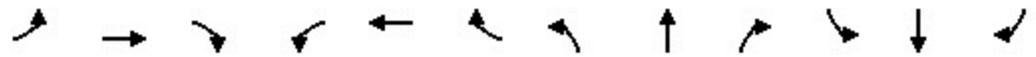
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	334	-	-	445	-
HCM Lane V/C Ratio	0.168	0.189	-	-	0.279	-
HCM Control Delay (s/veh)	62.2	18.3	-	-	16.2	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	0.6	0.7	-	-	1.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1248	64	33	719	52	157	159	98	41	62	93
Future Volume (vph)	78	1248	64	33	719	52	157	159	98	41	62	93
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1614	3204		1583	3167	1417	1629	1607		1594	1683	1404
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.29	1.00	1.00
Satd. Flow (perm)	1614	3204		1583	3167	1417	1223	1607		490	1683	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	1357	70	36	782	57	171	173	107	45	67	101
RTOR Reduction (vph)	0	4	0	0	0	24	0	25	0	0	0	80
Lane Group Flow (vph)	85	1423	0	36	782	33	171	255	0	45	67	21
Confl. Peds. (#/hr)							1		7	7		7
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	7.1	52.9		4.8	50.6	50.6	17.3	17.3		17.3	17.3	17.3
Effective Green, g (s)	8.1	53.9		5.8	51.6	51.6	18.3	18.3		18.3	18.3	18.3
Actuated g/C Ratio	0.09	0.60		0.06	0.57	0.57	0.20	0.20		0.20	0.20	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	145	1918		102	1815	812	248	326		99	342	285
v/s Ratio Prot	c0.05	c0.44		0.02	0.25			c0.16			0.04	
v/s Ratio Perm						0.02	0.14			0.09		0.01
v/c Ratio	0.58	0.74		0.35	0.43	0.04	0.68	0.78		0.45	0.19	0.07
Uniform Delay, d1	39.3	13.0		40.3	10.8	8.3	33.2	33.9		31.4	29.7	28.9
Progression Factor	1.00	1.00		0.86	1.05	3.08	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	2.6		1.4	0.6	0.0	7.1	11.0		2.4	0.2	0.0
Delay (s)	44.2	15.6		36.2	12.2	25.9	40.3	45.0		33.8	29.9	29.0
Level of Service	D	B		D	B	C	D	D		C	C	C
Approach Delay (s/veh)		17.2			14.0			43.2			30.3	
Approach LOS		B			B			D			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1248	64	33	719	52	157	159	98	41	62	93
Future Volume (veh/h)	78	1248	64	33	719	52	157	159	98	41	62	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1682	1682	1682	1723	1723	1723	1695	1695	1695
Adj Flow Rate, veh/h	85	1357	70	36	782	0	171	173	107	45	67	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	5	5	5	2	2	2	4	4	4
Cap, veh/h	145	1789	92	102	1738		324	231	143	157	396	328
Arrive On Green	0.09	0.57	0.56	0.13	1.00	0.00	0.23	0.23	0.22	0.23	0.23	0.23
Sat Flow, veh/h	1628	3142	162	1602	3195	1425	1209	992	613	1078	1695	1404
Grp Volume(v), veh/h	85	700	727	36	782	0	171	0	280	45	67	101
Grp Sat Flow(s),veh/h/ln	1628	1624	1680	1602	1598	1425	1209	0	1605	1078	1695	1404
Q Serve(g_s), s	4.5	29.4	29.6	1.8	0.0	0.0	11.8	0.0	14.6	3.6	2.8	5.3
Cycle Q Clear(g_c), s	4.5	29.4	29.6	1.8	0.0	0.0	14.7	0.0	14.6	18.2	2.8	5.3
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	145	925	957	102	1738		324	0	375	157	396	328
V/C Ratio(X)	0.58	0.76	0.76	0.35	0.45		0.53	0.00	0.75	0.29	0.17	0.31
Avail Cap(c_a), veh/h	181	925	957	160	1738		324	0	375	157	396	328
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	14.7	14.7	37.6	0.0	0.0	33.4	0.0	32.2	40.5	27.5	28.5
Incr Delay (d2), s/veh	2.7	5.8	5.7	1.4	0.8	0.0	1.3	0.0	7.7	0.7	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.6	11.1	0.7	0.2	0.0	3.6	0.0	6.4	1.0	1.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	20.4	20.4	38.9	0.8	0.0	34.7	0.0	39.9	41.3	27.7	28.9
LnGrp LOS	D	C	C	D	A		C		D	D	C	C
Approach Vol, veh/h		1512			818			451				213
Approach Delay, s/veh		21.6			2.4			37.9				31.1
Approach LOS		C			A			D				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	55.3		25.0	12.0	53.0		25.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	47.0		20.0	9.0	46.0		20.0				
Max Q Clear Time (g_c+I1), s	3.8	31.6		20.2	6.5	2.0		16.7				
Green Ext Time (p_c), s	0.0	11.6		0.0	0.0	10.8		0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↕	↖		↕	↖
Traffic Volume (vph)	22	1229	29	137	762	35	58	43	336	94	27	30
Future Volume (vph)	22	1229	29	137	762	35	58	43	336	94	27	30
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98		1.00	0.98
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00		0.99	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1598	3186		1583	3167	1384		1652	1426		1504	1311
Flt Permitted	0.28	1.00		0.07	1.00	1.00		0.71	1.00		0.65	1.00
Satd. Flow (perm)	484	3186		123	3167	1384		1209	1426		1016	1311
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	27	1481	35	165	918	42	70	52	405	113	33	36
RTOR Reduction (vph)	0	2	0	0	0	16	0	0	144	0	0	29
Lane Group Flow (vph)	27	1514	0	165	918	26	0	122	261	0	146	7
Confl. Peds. (#/hr)	2					2			1	1		1
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	52.5	49.3		62.5	54.3	54.3		17.5	17.5		17.5	17.5
Effective Green, g (s)	54.5	50.3		63.5	55.3	55.3		18.5	18.5		18.5	18.5
Actuated g/C Ratio	0.61	0.56		0.71	0.61	0.61		0.21	0.21		0.21	0.21
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	345	1780		236	1945	850		248	293		208	269
v/s Ratio Prot	0.00	c0.48		c0.07	0.29							
v/s Ratio Perm	0.04			0.42		0.02		0.10	c0.18		0.14	0.01
v/c Ratio	0.07	0.85		0.69	0.47	0.03		0.49	0.89		0.70	0.02
Uniform Delay, d1	7.2	16.6		20.3	9.4	6.8		31.5	34.7		33.1	28.5
Progression Factor	1.65	1.03		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	3.8		8.0	0.8	0.0		1.1	26.7		9.5	0.0
Delay (s)	11.9	21.2		28.3	10.2	6.8		32.7	61.5		42.7	28.5
Level of Service	B	C		C	B	A		C	E		D	C
Approach Delay (s/veh)		21.0			12.7			54.8			39.9	
Approach LOS		C			B			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1229	29	137	762	35	58	43	336	94	27	30
Future Volume (veh/h)	22	1229	29	137	762	35	58	43	336	94	27	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1709	1709	1709	1586	1586	1586
Adj Flow Rate, veh/h	27	1481	35	165	918	42	70	52	405	113	33	36
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	12	12	12
Cap, veh/h	395	1684	40	414	1813	807	63	30	354	71	11	328
Arrive On Green	0.11	1.00	1.00	0.10	0.57	0.57	0.23	0.24	0.24	0.23	0.24	0.24
Sat Flow, veh/h	1615	3216	76	1602	3195	1423	0	121	1447	0	44	1343
Grp Volume(v), veh/h	27	741	775	165	918	42	122	0	405	146	0	36
Grp Sat Flow(s),veh/h/ln	1615	1611	1682	1602	1598	1423	121	0	1447	44	0	1343
Q Serve(g_s), s	0.6	0.0	0.0	3.7	15.7	1.2	0.0	0.0	22.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.7	15.7	1.2	21.0	0.0	22.0	21.0	0.0	1.9
Prop In Lane	1.00		0.05	1.00		1.00	0.57		1.00	0.77		1.00
Lane Grp Cap(c), veh/h	395	843	881	414	1813	807	91	0	354	81	0	328
V/C Ratio(X)	0.07	0.88	0.88	0.40	0.51	0.05	1.34	0.00	1.15	1.80	0.00	0.11
Avail Cap(c_a), veh/h	468	843	881	416	1813	807	91	0	354	81	0	328
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	6.4	11.8	8.7	38.1	0.0	34.0	41.9	0.0	26.4
Incr Delay (d2), s/veh	0.0	8.5	8.3	0.5	1.0	0.1	209.1	0.0	93.5	403.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	2.0	1.1	5.1	0.4	7.3	0.0	16.8	10.9	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.4	8.5	8.3	6.9	12.8	8.8	247.2	0.0	127.5	444.9	0.0	26.5
LnGrp LOS	A	A	A	A	B	A	F		F	F		C
Approach Vol, veh/h	1543		1125				527		182			
Approach Delay, s/veh	8.4		11.8				155.2		362.2			
Approach LOS	A		B				F		F			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	12.9	51.1	26.0		8.9	55.1	26.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	8.0	46.0	21.0		8.0	46.0	21.0					
Max Q Clear Time (g_c+I1), s	5.7	2.0	23.0		2.6	17.7	24.0					
Green Ext Time (p_c), s	0.1	26.2	0.0		0.0	11.8	0.0					

Intersection Summary												
HCM 7th Control Delay, s/veh			51.5									
HCM 7th LOS			D									

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/10/2026

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	100	50	76	280	114	84
Future Vol, veh/h	100	50	76	280	114	84
Conflicting Peds, #/hr	0	27	15	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	5	5
Mvmt Flow	127	63	96	354	144	106

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	759	239	266	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	376	802	1298	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	770	1280	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v21.24		1.72	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1280	-	409	-	-
HCM Lane V/C Ratio	0.075	-	0.465	-	-
HCM Control Delay (s/veh)	8	-	21.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.4	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	14	11	1	38	21	34	209	2	24	98	45
Future Vol, veh/h	26	14	11	1	38	21	34	209	2	24	98	45
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	33	18	14	1	48	27	43	265	3	30	124	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	8.7	10.6	9.2
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	51%	2%	14%
Vol Thru, %	85%	27%	63%	59%
Vol Right, %	1%	22%	35%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	51	60	167
LT Vol	34	26	1	24
Through Vol	209	14	38	98
RT Vol	2	11	21	45
Lane Flow Rate	310	65	76	211
Geometry Grp	1	1	1	1
Degree of Util (X)	0.393	0.093	0.106	0.266
Departure Headway (Hd)	4.566	5.213	5.018	4.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	684	710	791
Service Time	2.605	3.273	3.075	2.566
HCM Lane V/C Ratio	0.393	0.095	0.107	0.267
HCM Control Delay, s/veh	10.6	8.8	8.7	9.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.9	0.3	0.4	1.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1466	9	12	848	7	8
Future Vol, veh/h	1466	9	12	848	7	8
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	8	8
Mvmt Flow	1593	10	13	922	8	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1603	0	2085
Stage 1	-	-	-	-	1598
Stage 2	-	-	-	-	487
Critical Hdwy	-	-	4.28	-	6.96
Critical Hdwy Stg 1	-	-	-	-	5.96
Critical Hdwy Stg 2	-	-	-	-	5.96
Follow-up Hdwy	-	-	2.29	-	3.58
Pot Cap-1 Maneuver	-	-	373	-	42
Stage 1	-	-	-	-	142
Stage 2	-	-	-	-	567
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	373	-	41
Mov Cap-2 Maneuver	-	-	-	-	114
Stage 1	-	-	-	-	142
Stage 2	-	-	-	-	547

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	27.94
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	-	-	373	-
HCM Lane V/C Ratio	0.094	-	-	0.035	-
HCM Control Delay (s/veh)	27.9	-	-	15	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1232	124	95	1559	74	81	80	67	76	197	141
Future Volume (vph)	154	1232	124	95	1559	74	81	80	67	76	197	141
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3215		1646	3292	1473	1660	1610		1636	1733	1445
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.36	1.00		0.50	1.00	1.00
Satd. Flow (perm)	1630	3215		1646	3292	1473	633	1610		875	1733	1445
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	1297	131	100	1641	78	85	84	71	80	207	148
RTOR Reduction (vph)	0	8	0	0	0	33	0	35	0	0	0	125
Lane Group Flow (vph)	162	1420	0	100	1641	45	85	120	0	80	207	23
Confl. Peds. (#/hr)							3		11	11		11
Confl. Bikes (#/hr)									5			
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	10.8	55.0		7.1	51.3	51.3	12.9	12.9		12.9	12.9	12.9
Effective Green, g (s)	11.8	56.0		8.1	52.3	52.3	13.9	13.9		13.9	13.9	13.9
Actuated g/C Ratio	0.13	0.62		0.09	0.58	0.58	0.15	0.15		0.15	0.15	0.15
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	213	2000		148	1913	855	97	248		135	267	223
v/s Ratio Prot	c0.10	c0.44		0.06	c0.50			0.07			0.12	
v/s Ratio Perm						0.03	c0.13			0.09		0.02
v/c Ratio	0.76	0.71		0.67	0.85	0.05	0.87	0.48		0.59	0.77	0.10
Uniform Delay, d1	37.7	11.5		39.6	15.7	8.1	37.2	34.7		35.4	36.5	32.6
Progression Factor	1.00	1.00		1.04	0.63	1.27	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	14.1	2.1		8.0	4.0	0.0	52.9	1.0		5.7	12.6	0.1
Delay (s)	51.8	13.6		49.6	13.9	10.5	90.1	35.8		41.1	49.2	32.8
Level of Service	D	B		D	B	B	F	D		D	D	C
Approach Delay (s/veh)		17.5			15.7			55.0			42.1	
Approach LOS		B			B			E			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1232	124	95	1559	74	81	80	67	76	197	141
Future Volume (veh/h)	154	1232	124	95	1559	74	81	80	67	76	197	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1736	1736	1736	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	162	1297	131	100	1641	0	85	84	71	80	207	148
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	0	0	0	1	1	1
Cap, veh/h	209	1824	183	153	1890		136	143	121	173	289	240
Arrive On Green	0.13	0.61	0.60	0.12	0.76	0.00	0.17	0.17	0.16	0.17	0.17	0.17
Sat Flow, veh/h	1641	3003	302	1654	3299	1471	1036	858	726	1229	1736	1442
Grp Volume(v), veh/h	162	705	723	100	1641	0	85	0	155	80	207	148
Grp Sat Flow(s),veh/h/ln	1641	1637	1668	1654	1650	1471	1036	0	1584	1229	1736	1442
Q Serve(g_s), s	8.6	26.7	27.1	5.2	31.5	0.0	4.8	0.0	8.2	5.8	10.2	8.6
Cycle Q Clear(g_c), s	8.6	26.7	27.1	5.2	31.5	0.0	15.0	0.0	8.2	13.9	10.2	8.6
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	209	994	1013	153	1890		136	0	264	173	289	240
V/C Ratio(X)	0.78	0.71	0.71	0.65	0.87		0.63	0.00	0.59	0.46	0.72	0.62
Avail Cap(c_a), veh/h	219	994	1013	184	1890		136	0	264	173	289	240
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	12.2	12.3	38.1	8.3	0.0	43.4	0.0	34.9	41.1	35.5	34.8
Incr Delay (d2), s/veh	14.8	4.3	4.3	3.3	3.9	0.0	7.9	0.0	2.9	1.4	7.7	4.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	9.2	9.6	2.1	5.7	0.0	2.2	0.0	3.4	1.8	4.8	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	16.5	16.6	41.4	12.2	0.0	51.3	0.0	37.8	42.5	43.2	39.0
LnGrp LOS	D	B	B	D	B		D		D	D	D	D
Approach Vol, veh/h		1590			1741			240			435	
Approach Delay, s/veh		20.2			13.9			42.6			41.6	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	58.7		19.0	15.4	55.6		19.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	9.0	52.0		14.0	11.0	50.0		14.0				
Max Q Clear Time (g_c+1), s	7.2	29.1		15.9	10.6	33.5		17.0				
Green Ext Time (p_c), s	0.0	15.8		0.0	0.0	13.7		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	1086	82	280	1519	77	62	22	171	54	30	83
Future Volume (vph)	76	1086	82	280	1519	77	62	22	171	54	30	83
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	1.00		1.00	1.00
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		0.99	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00		0.96	1.00
Satd. Flow (prot)	1630	3226		1630	3260	1421		1653	1458		1695	1488
Flt Permitted	0.11	1.00		0.13	1.00	1.00		0.72	1.00		0.74	1.00
Satd. Flow (perm)	205	3226		240	3260	1421		1242	1458		1308	1488
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	79	1131	85	292	1582	80	65	23	178	56	31	86
RTOR Reduction (vph)	0	5	0	0	0	27	0	0	157	0	0	76
Lane Group Flow (vph)	79	1211	0	292	1582	53	0	88	21	0	87	10
Confl. Peds. (#/hr)	3					3	2					
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	56.2	49.8		70.3	58.9	58.9		9.7	9.7		9.7	9.7
Effective Green, g (s)	58.2	50.8		71.3	59.9	59.9		10.7	10.7		10.7	10.7
Actuated g/C Ratio	0.65	0.56		0.79	0.67	0.67		0.12	0.12		0.12	0.12
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	249	1820		444	2169	945		147	173		155	176
v/s Ratio Prot	0.03	0.38		c0.12	c0.49							
v/s Ratio Perm	0.18			0.40		0.04		c0.07	0.01		0.07	0.01
v/c Ratio	0.31	0.66		0.65	0.72	0.05		0.59	0.12		0.56	0.05
Uniform Delay, d1	7.1	13.6		13.3	9.7	5.2		37.6	35.4		37.4	35.1
Progression Factor	1.29	1.66		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	1.4		3.1	2.1	0.1		5.3	0.2		3.7	0.1
Delay (s)	9.6	24.1		16.4	11.9	5.3		43.0	35.6		41.1	35.2
Level of Service	A	C		B	B	A		D	D		D	D
Approach Delay (s/veh)		23.2			12.3			38.1			38.2	
Approach LOS		C			B			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1086	82	280	1519	77	62	22	171	54	30	83
Future Volume (veh/h)	76	1086	82	280	1519	77	62	22	171	54	30	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1750	1750	1750
Adj Flow Rate, veh/h	79	1131	85	292	1582	80	65	23	178	56	31	86
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	311	1911	144	533	2077	905	70	15	210	66	23	214
Arrive On Green	0.18	1.00	1.00	0.10	0.63	0.63	0.13	0.14	0.14	0.13	0.14	0.14
Sat Flow, veh/h	1641	3085	232	1641	3273	1426	0	102	1454	0	161	1483
Grp Volume(v), veh/h	79	600	616	292	1582	80	88	0	178	87	0	86
Grp Sat Flow(s),veh/h/ln	1641	1637	1680	1641	1637	1426	102	0	1454	161	0	1483
Q Serve(g_s), s	1.3	0.0	0.0	5.4	30.8	2.0	0.0	0.0	10.7	0.0	0.0	4.7
Cycle Q Clear(g_c), s	1.3	0.0	0.0	5.4	30.8	2.0	12.0	0.0	10.7	12.0	0.0	4.7
Prop In Lane	1.00		0.14	1.00		1.00	0.74		1.00	0.64		1.00
Lane Grp Cap(c), veh/h	311	1014	1041	533	2077	905	83	0	210	87	0	214
V/C Ratio(X)	0.25	0.59	0.59	0.55	0.76	0.09	1.06	0.00	0.85	1.00	0.00	0.40
Avail Cap(c_a), veh/h	332	1014	1041	729	2077	905	83	0	210	87	0	214
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	4.2	11.6	6.4	42.5	0.0	37.5	41.6	0.0	35.0
Incr Delay (d2), s/veh	0.2	1.7	1.6	0.7	2.7	0.2	115.8	0.0	25.8	95.4	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	1.4	9.7	0.5	4.5	0.0	5.3	4.3	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	1.7	1.6	4.9	14.3	6.6	158.3	0.0	63.3	137.0	0.0	35.9
LnGrp LOS	A	A	A	A	B	A	F		E	F		D
Approach Vol, veh/h		1295			1954			266				173
Approach Delay, s/veh		2.1			12.6			94.7				86.7
Approach LOS		A			B			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	59.8		17.0	11.9	61.1		17.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	19.0	44.0		12.0	8.0	55.0		12.0				
Max Q Clear Time (g_c+I1), s	7.4	2.0		14.0	3.3	32.8		14.0				
Green Ext Time (p_c), s	0.8	18.5		0.0	0.1	17.5		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											18.3	
HCM 7th LOS											B	

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/10/2026

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	2	8	169	294	50
Future Vol, veh/h	27	2	8	169	294	50
Conflicting Peds, #/hr	0	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	30	2	9	190	330	56

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	566	364	387	0	-	0
Stage 1	358	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	489	685	1167	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	485	681	1167	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.79	0.37	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	81	-	494	-	-
HCM Lane V/C Ratio	0.008	-	0.066	-	-
HCM Control Delay (s/veh)	8.1	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	46	41	1	30	21	20	129	1	23	226	32
Future Vol, veh/h	34	46	41	1	30	21	20	129	1	23	226	32
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	52	46	1	34	24	22	145	1	26	254	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.2	8.5	9.3	10.7
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	28%	2%	8%
Vol Thru, %	86%	38%	58%	80%
Vol Right, %	1%	34%	40%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	121	52	281
LT Vol	20	34	1	23
Through Vol	129	46	30	226
RT Vol	1	41	21	32
Lane Flow Rate	169	136	58	316
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.188	0.081	0.401
Departure Headway (Hd)	4.805	4.983	5.009	4.568
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	715	709	786
Service Time	2.861	3.047	3.082	2.616
HCM Lane V/C Ratio	0.227	0.19	0.082	0.402
HCM Control Delay, s/veh	9.3	9.2	8.5	10.7
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.9	0.7	0.3	1.9

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1402	4	7	1935	7	4
Future Vol, veh/h	1402	4	7	1935	7	4
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	1	1	10	10
Mvmt Flow	1476	4	7	2037	7	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1481	0	2512
Stage 1	-	-	-	-	1479
Stage 2	-	-	-	-	1033
Critical Hdwy	-	-	4.12	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.21	-	3.6
Pot Cap-1 Maneuver	-	-	455	-	21
Stage 1	-	-	-	-	163
Stage 2	-	-	-	-	287
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	455	-	20
Mov Cap-2 Maneuver	-	-	-	-	103
Stage 1	-	-	-	-	163
Stage 2	-	-	-	-	282

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.05	33.53
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	138	-	-	455	-
HCM Lane V/C Ratio	0.084	-	-	0.016	-
HCM Control Delay (s/veh)	33.5	-	-	13	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1285	68	34	742	54	164	166	100	43	64	96
Future Volume (vph)	80	1285	68	34	742	54	164	166	100	43	64	96
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1614	3204		1583	3167	1417	1629	1608		1594	1683	1404
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.28	1.00	1.00
Satd. Flow (perm)	1614	3204		1583	3167	1417	1220	1608		470	1683	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	1397	74	37	807	59	178	180	109	47	70	104
RTOR Reduction (vph)	0	4	0	0	0	26	0	25	0	0	0	83
Lane Group Flow (vph)	87	1467	0	37	807	33	178	264	0	47	70	21
Confl. Peds. (#/hr)							1		7	7		7
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	4
Permitted Phases						6	8			4		4
Actuated Green, G (s)	7.5	52.6		4.8	49.9	49.9	17.6	17.6		17.6	17.6	17.6
Effective Green, g (s)	8.5	53.6		5.8	50.9	50.9	18.6	18.6		18.6	18.6	18.6
Actuated g/C Ratio	0.09	0.60		0.06	0.57	0.57	0.21	0.21		0.21	0.21	0.21
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	152	1908		102	1791	801	252	332		97	347	290
v/s Ratio Prot	c0.05	c0.46		0.02	0.25			c0.16			0.04	
v/s Ratio Perm						0.02	0.15			0.10		0.02
v/c Ratio	0.57	0.76		0.36	0.45	0.04	0.70	0.79		0.48	0.20	0.07
Uniform Delay, d1	39.0	13.5		40.3	11.3	8.6	33.1	33.8		31.4	29.5	28.7
Progression Factor	1.00	1.00		0.86	1.10	3.50	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.2	3.0		1.4	0.7	0.0	8.0	11.9		2.7	0.2	0.0
Delay (s)	43.2	16.6		36.2	13.3	30.6	41.2	45.8		34.2	29.7	28.8
Level of Service	D	B		D	B	C	D	D		C	C	C
Approach Delay (s/veh)		18.1			15.4			44.0			30.2	
Approach LOS		B			B			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.1									C
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			90.0							12.0		
Intersection Capacity Utilization			87.0%									E
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1285	68	34	742	54	164	166	100	43	64	96
Future Volume (veh/h)	80	1285	68	34	742	54	164	166	100	43	64	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1682	1682	1682	1723	1723	1723	1695	1695	1695
Adj Flow Rate, veh/h	87	1397	74	37	807	0	178	180	109	47	70	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	5	5	5	2	2	2	4	4	4
Cap, veh/h	146	1784	94	104	1736		321	234	141	149	396	328
Arrive On Green	0.09	0.57	0.56	0.13	1.00	0.00	0.23	0.23	0.22	0.23	0.23	0.23
Sat Flow, veh/h	1628	3137	166	1602	3195	1425	1203	1001	606	1069	1695	1404
Grp Volume(v), veh/h	87	721	750	37	807	0	178	0	289	47	70	104
Grp Sat Flow(s),veh/h/ln	1628	1624	1679	1602	1598	1425	1203	0	1607	1069	1695	1404
Q Serve(g_s), s	4.6	31.0	31.3	1.9	0.0	0.0	12.5	0.0	15.2	3.9	3.0	5.5
Cycle Q Clear(g_c), s	4.6	31.0	31.3	1.9	0.0	0.0	15.5	0.0	15.2	19.0	3.0	5.5
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	146	923	955	104	1736		321	0	375	149	396	328
V/C Ratio(X)	0.59	0.78	0.79	0.36	0.46		0.55	0.00	0.77	0.31	0.18	0.32
Avail Cap(c_a), veh/h	199	923	955	160	1736		321	0	375	149	396	328
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	15.1	15.2	37.5	0.0	0.0	33.8	0.0	32.4	41.2	27.6	28.6
Incr Delay (d2), s/veh	2.8	6.5	6.5	1.4	0.8	0.0	1.7	0.0	9.1	0.9	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	11.4	11.8	0.7	0.2	0.0	3.8	0.0	6.8	1.0	1.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	21.6	21.6	38.8	0.8	0.0	35.5	0.0	41.6	42.0	27.7	29.0
LnGrp LOS	D	C	C	D	A		D		D	D	C	C
Approach Vol, veh/h		1558			844			467			221	
Approach Delay, s/veh		22.8			2.5			39.3			31.4	
Approach LOS		C			A			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	55.2		25.0	12.1	52.9		25.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	47.0		20.0	10.0	45.0		20.0				
Max Q Clear Time (g_c+I1), s	3.9	33.3		21.0	6.6	2.0		17.5				
Green Ext Time (p_c), s	0.0	10.7		0.0	0.1	11.2		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026

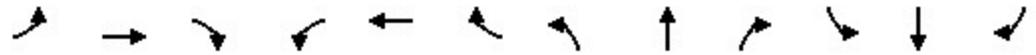


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1266	31	142	784	36	62	45	353	97	28	31
Future Volume (vph)	23	1266	31	142	784	36	62	45	353	97	28	31
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98		1.00	0.98
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00		0.99	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1598	3186		1583	3167	1384		1651	1426		1503	1311
Flt Permitted	0.27	1.00		0.07	1.00	1.00		0.70	1.00		0.64	1.00
Satd. Flow (perm)	460	3186		125	3167	1384		1199	1426		1000	1311
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	28	1525	37	171	945	43	75	54	425	117	34	37
RTOR Reduction (vph)	0	2	0	0	0	17	0	0	140	0	0	29
Lane Group Flow (vph)	28	1560	0	171	945	26	0	129	285	0	151	8
Confl. Peds. (#/hr)	2					2			1	1		1
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	51.5	48.3		61.3	53.2	53.2		18.6	18.6		18.6	18.6
Effective Green, g (s)	53.5	49.3		62.4	54.2	54.2		19.6	19.6		19.6	19.6
Actuated g/C Ratio	0.59	0.55		0.69	0.60	0.60		0.22	0.22		0.22	0.22
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	326	1745		234	1907	833		261	310		217	285
v/s Ratio Prot	0.00	c0.49		c0.07	0.30							
v/s Ratio Perm	0.05			0.43		0.02		0.11	c0.20		0.15	0.01
v/c Ratio	0.08	0.89		0.73	0.49	0.03		0.49	0.91		0.69	0.02
Uniform Delay, d1	7.6	18.0		21.4	10.1	7.2		30.8	34.4		32.4	27.7
Progression Factor	1.66	1.05		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	5.3		10.5	0.9	0.0		1.0	30.6		8.6	0.0
Delay (s)	12.8	24.3		31.9	11.0	7.3		31.9	65.1		41.0	27.7
Level of Service	B	C		C	B	A		C	E		D	C
Approach Delay (s/veh)		24.1			14.0			57.3			38.4	
Approach LOS		C			B			E			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			26.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			81.1%	ICU Level of Service				D				
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1266	31	142	784	36	62	45	353	97	28	31
Future Volume (veh/h)	23	1266	31	142	784	36	62	45	353	97	28	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1709	1709	1709	1586	1586	1586
Adj Flow Rate, veh/h	28	1525	37	171	945	43	75	54	425	117	34	37
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	12	12	12
Cap, veh/h	386	1682	41	407	1810	806	63	29	354	71	11	328
Arrive On Green	0.11	1.00	1.00	0.10	0.57	0.57	0.23	0.24	0.24	0.23	0.24	0.24
Sat Flow, veh/h	1615	3214	78	1602	3195	1423	0	117	1447	0	44	1343
Grp Volume(v), veh/h	28	763	799	171	945	43	129	0	425	151	0	37
Grp Sat Flow(s),veh/h/ln	1615	1611	1681	1602	1598	1423	117	0	1447	44	0	1343
Q Serve(g_s), s	0.6	0.0	0.0	3.8	16.4	1.2	0.0	0.0	22.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.8	16.4	1.2	21.0	0.0	22.0	21.0	0.0	1.9
Prop In Lane	1.00		0.05	1.00		1.00	0.58		1.00	0.77		1.00
Lane Grp Cap(c), veh/h	386	843	880	407	1810	806	91	0	354	81	0	328
V/C Ratio(X)	0.07	0.91	0.91	0.42	0.52	0.05	1.42	0.00	1.20	1.86	0.00	0.11
Avail Cap(c_a), veh/h	457	843	880	409	1810	806	91	0	354	81	0	328
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	0.0	0.0	6.5	12.0	8.7	38.3	0.0	34.0	41.9	0.0	26.4
Incr Delay (d2), s/veh	0.0	9.9	9.8	0.5	1.1	0.1	243.1	0.0	114.8	429.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.3	2.4	1.1	5.3	0.4	8.2	0.0	18.9	11.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.5	9.9	9.8	7.0	13.1	8.9	281.4	0.0	148.8	471.5	0.0	26.5
LnGrp LOS	A	A	A	A	B	A	F		F	F		C
Approach Vol, veh/h		1590			1159			554				188
Approach Delay, s/veh		9.8			12.0			179.7				383.9
Approach LOS		A			B			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	51.1		26.0	9.0	55.0		26.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	46.0		21.0	8.0	46.0		21.0				
Max Q Clear Time (g_c+1), s	5.8	2.0		23.0	2.6	18.4		24.0				
Green Ext Time (p_c), s	0.1	27.3		0.0	0.0	12.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											57.7	
HCM 7th LOS											E	

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/10/2026

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	104	51	81	290	118	86
Future Vol, veh/h	104	51	81	290	118	86
Conflicting Peds, #/hr	0	27	15	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	5	5
Mvmt Flow	132	65	103	367	149	109

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	791	246	273	0	0
Stage 1	219	-	-	-	-
Stage 2	572	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	360	795	1290	-	-
Stage 1	820	-	-	-	-
Stage 2	566	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	314	764	1272	-	-
Mov Cap-2 Maneuver	314	-	-	-	-
Stage 1	726	-	-	-	-
Stage 2	558	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v23.24		1.76	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	393	-	390	-	-
HCM Lane V/C Ratio	0.081	-	0.503	-	-
HCM Control Delay (s/veh)	8.1	0	23.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.7	-	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	18	11	1	47	27	35	214	2	25	101	46
Future Vol, veh/h	27	18	11	1	47	27	35	214	2	25	101	46
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	34	23	14	1	59	34	44	271	3	32	128	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	8.9	10.9	9.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	48%	1%	15%
Vol Thru, %	85%	32%	63%	59%
Vol Right, %	1%	20%	36%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	56	75	172
LT Vol	35	27	1	25
Through Vol	214	18	47	101
RT Vol	2	11	27	46
Lane Flow Rate	318	71	95	218
Geometry Grp	1	1	1	1
Degree of Util (X)	0.41	0.104	0.134	0.279
Departure Headway (Hd)	4.648	5.293	5.066	4.612
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	772	672	703	775
Service Time	2.696	3.368	3.136	2.665
HCM Lane V/C Ratio	0.412	0.106	0.135	0.281
HCM Control Delay, s/veh	10.9	9	8.9	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2	0.3	0.5	1.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1517	9	12	875	7	8
Future Vol, veh/h	1517	9	12	875	7	8
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	8	8
Mvmt Flow	1649	10	13	951	8	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1659	0	2155
Stage 1	-	-	-	-	1654
Stage 2	-	-	-	-	502
Critical Hdwy	-	-	4.28	-	6.96
Critical Hdwy Stg 1	-	-	-	-	5.96
Critical Hdwy Stg 2	-	-	-	-	5.96
Follow-up Hdwy	-	-	2.29	-	3.58
Pot Cap-1 Maneuver	-	-	354	-	38
Stage 1	-	-	-	-	133
Stage 2	-	-	-	-	557
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	354	-	36
Mov Cap-2 Maneuver	-	-	-	-	107
Stage 1	-	-	-	-	133
Stage 2	-	-	-	-	536

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	29.55
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	163	-	-	354	-
HCM Lane V/C Ratio	0.1	-	-	0.037	-
HCM Control Delay (s/veh)	29.5	-	-	15.6	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	1270	131	98	1606	77	84	84	69	80	206	145
Future Volume (vph)	159	1270	131	98	1606	77	84	84	69	80	206	145
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3214		1646	3292	1473	1660	1611		1636	1733	1445
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.35	1.00		0.50	1.00	1.00
Satd. Flow (perm)	1630	3214		1646	3292	1473	616	1611		865	1733	1445
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	167	1337	138	103	1691	81	88	88	73	84	217	153
RTOR Reduction (vph)	0	8	0	0	0	34	0	34	0	0	0	128
Lane Group Flow (vph)	167	1467	0	103	1691	47	88	127	0	84	217	25
Confl. Peds. (#/hr)							3		11	11		11
Confl. Bikes (#/hr)									5			
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	10.0	55.0		6.4	51.4	51.4	13.6	13.6		13.6	13.6	13.6
Effective Green, g (s)	11.0	56.0		7.4	52.4	52.4	14.6	14.6		14.6	14.6	14.6
Actuated g/C Ratio	0.12	0.62		0.08	0.58	0.58	0.16	0.16		0.16	0.16	0.16
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	199	1999		135	1916	857	99	261		140	281	234
v/s Ratio Prot	c0.10	c0.46		0.06	c0.51			0.08			0.13	
v/s Ratio Perm						0.03	c0.14			0.10		0.02
v/c Ratio	0.83	0.73		0.76	0.88	0.05	0.88	0.48		0.60	0.77	0.10
Uniform Delay, d1	38.6	11.8		40.4	16.1	8.1	36.9	34.3		34.9	36.1	32.1
Progression Factor	1.00	1.00		1.01	0.68	1.55	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	25.0	2.4		16.2	4.7	0.0	55.4	1.0		5.9	11.9	0.1
Delay (s)	63.6	14.2		57.3	15.7	12.7	92.3	35.3		40.9	48.0	32.2
Level of Service	E	B		E	B	B	F	D		D	D	C
Approach Delay (s/veh)		19.2			17.9			55.4			41.4	
Approach LOS		B			B			E			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1270	131	98	1606	77	84	84	69	80	206	145
Future Volume (veh/h)	159	1270	131	98	1606	77	84	84	69	80	206	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1736	1736	1736	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	167	1337	138	103	1691	0	88	88	73	84	217	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	0	0	0	1	1	1
Cap, veh/h	201	1818	187	154	1906		129	144	120	168	289	240
Arrive On Green	0.12	0.61	0.60	0.12	0.77	0.00	0.17	0.17	0.16	0.17	0.17	0.17
Sat Flow, veh/h	1641	2996	308	1654	3299	1471	1022	867	719	1222	1736	1442
Grp Volume(v), veh/h	167	727	748	103	1691	0	88	0	161	84	217	153
Grp Sat Flow(s),veh/h/ln	1641	1637	1667	1654	1650	1471	1022	0	1586	1222	1736	1442
Q Serve(g_s), s	9.0	28.3	28.8	5.4	33.6	0.0	4.3	0.0	8.5	6.2	10.7	8.9
Cycle Q Clear(g_c), s	9.0	28.3	28.8	5.4	33.6	0.0	15.0	0.0	8.5	14.7	10.7	8.9
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	201	993	1012	154	1906		129	0	264	168	289	240
V/C Ratio(X)	0.83	0.73	0.74	0.67	0.89		0.68	0.00	0.61	0.50	0.75	0.64
Avail Cap(c_a), veh/h	201	993	1012	165	1906		129	0	264	168	289	240
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	12.5	12.7	38.1	8.3	0.0	43.8	0.0	35.0	41.6	35.7	35.0
Incr Delay (d2), s/veh	24.3	4.8	4.8	5.2	4.3	0.0	13.0	0.0	3.6	1.7	9.9	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	9.8	10.2	2.3	5.8	0.0	2.4	0.0	3.5	1.9	5.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.9	17.3	17.5	43.3	12.6	0.0	56.8	0.0	38.6	43.3	45.6	39.9
LnGrp LOS	E	B	B	D	B		E		D	D	D	D
Approach Vol, veh/h		1642			1794			249			454	
Approach Delay, s/veh		22.0			14.4			45.0			43.3	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	58.6		19.0	15.0	56.0		19.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	53.0		14.0	10.0	51.0		14.0				
Max Q Clear Time (g_c+I1), s	7.4	30.8		16.7	11.0	35.6		17.0				
Green Ext Time (p_c), s	0.0	15.9		0.0	0.0	13.1		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	79	1119	87	296	1564	80	66	23	181	56	32	85	
Future Volume (vph)	79	1119	87	296	1564	80	66	23	181	56	32	85	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00		0.96	1.00	
Satd. Flow (prot)	1630	3224		1630	3260	1421		1652	1458		1696	1488	
Flt Permitted	0.10	1.00		0.12	1.00	1.00		0.70	1.00		0.72	1.00	
Satd. Flow (perm)	188	3224		219	3260	1421		1215	1458		1277	1488	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Adj. Flow (vph)	82	1166	91	308	1629	83	69	24	189	58	33	89	
RTOR Reduction (vph)	0	6	0	0	0	28	0	0	166	0	0	78	
Lane Group Flow (vph)	82	1251	0	308	1629	55	0	93	23	0	91	11	
Confl. Peds. (#/hr)	3					3	2						
Confl. Bikes (#/hr)						1							
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases	5	2		1	6			8			4		
Permitted Phases	2			6		6	8		8	4		4	
Actuated Green, G (s)	55.8	49.4		70.2	58.8	58.8		9.8	9.8		9.8	9.8	
Effective Green, g (s)	57.8	50.4		71.2	59.8	59.8		10.8	10.8		10.8	10.8	
Actuated g/C Ratio	0.64	0.56		0.79	0.66	0.66		0.12	0.12		0.12	0.12	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	239	1805		436	2166	944		145	174		153	178	
v/s Ratio Prot	0.03	0.39		c0.13	c0.50								
v/s Ratio Perm	0.19			0.43		0.04		c0.08	0.02		0.07	0.01	
v/c Ratio	0.34	0.69		0.70	0.75	0.05		0.64	0.13		0.59	0.06	
Uniform Delay, d1	7.6	14.2		16.4	10.1	5.2		37.7	35.4		37.5	35.1	
Progression Factor	1.12	1.50		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	1.5		4.7	2.4	0.1		8.2	0.2		5.1	0.1	
Delay (s)	9.0	22.9		21.2	12.5	5.3		46.0	35.6		42.6	35.2	
Level of Service	A	C		C	B	A		D	D		D	D	
Approach Delay (s/veh)		22.1			13.6			39.0			38.9		
Approach LOS		C			B			D			D		
Intersection Summary													
HCM 2000 Control Delay (s/veh)			19.7									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.75										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			76.3%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1119	87	296	1564	80	66	23	181	56	32	85
Future Volume (veh/h)	79	1119	87	296	1564	80	66	23	181	56	32	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1750	1750	1750
Adj Flow Rate, veh/h	82	1166	91	308	1629	83	69	24	189	58	33	89
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	309	1934	151	529	2110	920	70	15	194	65	24	198
Arrive On Green	0.18	1.00	1.00	0.10	0.64	0.64	0.12	0.13	0.13	0.12	0.13	0.13
Sat Flow, veh/h	1641	3076	240	1641	3273	1427	0	109	1453	0	180	1483
Grp Volume(v), veh/h	82	620	637	308	1629	83	93	0	189	91	0	89
Grp Sat Flow(s),veh/h/ln	1641	1637	1679	1641	1637	1427	109	0	1453	180	0	1483
Q Serve(g_s), s	1.3	0.0	0.0	5.5	31.7	2.0	0.0	0.0	11.7	0.0	0.0	5.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	5.5	31.7	2.0	11.0	0.0	11.7	11.0	0.0	5.0
Prop In Lane	1.00		0.14	1.00		1.00	0.74		1.00	0.64		1.00
Lane Grp Cap(c), veh/h	309	1029	1056	529	2110	920	83	0	194	88	0	198
V/C Ratio(X)	0.27	0.60	0.60	0.58	0.77	0.09	1.12	0.00	0.98	1.04	0.00	0.45
Avail Cap(c_a), veh/h	328	1029	1056	704	2110	920	83	0	194	88	0	198
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	3.9	11.3	6.0	42.7	0.0	38.9	41.8	0.0	36.0
Incr Delay (d2), s/veh	0.2	1.7	1.6	0.8	2.8	0.2	135.2	0.0	57.2	107.4	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	1.4	9.8	0.5	5.0	0.0	7.2	4.6	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	1.7	1.6	4.7	14.1	6.2	177.9	0.0	96.1	149.1	0.0	37.1
LnGrp LOS	A	A	A	A	B	A	F		F	F		D
Approach Vol, veh/h	1339			2020				282			180	
Approach Delay, s/veh	2.1			12.4				123.1			93.8	
Approach LOS	A			B				F			F	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	13.4	60.6	16.0		12.0	62.0	16.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	18.0	46.0	11.0		8.0	56.0	11.0					
Max Q Clear Time (g_c+I1), s	7.5	2.0	13.0		3.3	33.7	13.7					
Green Ext Time (p_c), s	0.9	19.9	0.0		0.1	17.9	0.0					

Intersection Summary												
HCM 7th Control Delay, s/veh			20.8									
HCM 7th LOS			C									

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/10/2026

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	2	9	177	306	51
Future Vol, veh/h	27	2	9	177	306	51
Conflicting Peds, #/hr	0	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	30	2	10	199	344	57

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	592	378	401	0	0
Stage 1	372	-	-	-	-
Stage 2	219	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-
Pot Cap-1 Maneuver	473	673	1152	-	-
Stage 1	701	-	-	-	-
Stage 2	822	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	468	669	1152	-	-
Mov Cap-2 Maneuver	468	-	-	-	-
Stage 1	694	-	-	-	-
Stage 2	822	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.09		0.39	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	87	-	478	-	-
HCM Lane V/C Ratio	0.009	-	0.068	-	-
HCM Control Delay (s/veh)	8.2	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	58	42	1	36	24	21	132	1	27	232	33
Future Vol, veh/h	35	58	42	1	36	24	21	132	1	27	232	33
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	65	47	1	40	27	24	148	1	30	261	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	8.7	9.5	11.1
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	26%	2%	9%
Vol Thru, %	86%	43%	59%	79%
Vol Right, %	1%	31%	39%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	135	61	292
LT Vol	21	35	1	27
Through Vol	132	58	36	232
RT Vol	1	42	24	33
Lane Flow Rate	173	152	69	328
Geometry Grp	1	1	1	1
Degree of Util (X)	0.236	0.213	0.097	0.424
Departure Headway (Hd)	4.9	5.064	5.094	4.65
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	727	702	696	768
Service Time	2.97	3.14	3.182	2.711
HCM Lane V/C Ratio	0.238	0.217	0.099	0.427
HCM Control Delay, s/veh	9.5	9.5	8.7	11.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.9	0.8	0.3	2.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1449	5	7	2000	7	5
Future Vol, veh/h	1449	5	7	2000	7	5
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	1	1	10	10
Mvmt Flow	1525	5	7	2105	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1532	0	2596
Stage 1	-	-	-	-	1529
Stage 2	-	-	-	-	1067
Critical Hdwy	-	-	4.12	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.21	-	3.6
Pot Cap-1 Maneuver	-	-	435	-	18
Stage 1	-	-	-	-	153
Stage 2	-	-	-	-	275
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	435	-	18
Mov Cap-2 Maneuver	-	-	-	-	96
Stage 1	-	-	-	-	153
Stage 2	-	-	-	-	270

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.05	34.04
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	-	-	435	-
HCM Lane V/C Ratio	0.093	-	-	0.017	-
HCM Control Delay (s/veh)	34	-	-	13.4	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	80	1285	65	34	742	54	151	166	100	43	64	96	
Future Volume (vph)	80	1285	65	34	742	54	151	166	100	43	64	96	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1614	3205		1583	3167	1417	1629	1608		1594	1683	1404	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.28	1.00	1.00	
Satd. Flow (perm)	1614	3205		1583	3167	1417	1220	1608		470	1683	1404	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	87	1397	71	37	807	59	164	180	109	47	70	104	
RTOR Reduction (vph)	0	4	0	0	0	26	0	25	0	0	0	83	
Lane Group Flow (vph)	87	1464	0	37	807	33	164	264	0	47	70	21	
Confl. Peds. (#/hr)							1		7	7		7	
Confl. Bikes (#/hr)												2	
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	2%	2%	2%	4%	4%	4%	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm	
Protected Phases	5	2		1	6			8			4	4	
Permitted Phases						6	8			4		4	
Actuated Green, G (s)	7.5	52.6		4.8	49.9	49.9	17.6	17.6		17.6	17.6	17.6	
Effective Green, g (s)	8.5	53.6		5.8	50.9	50.9	18.6	18.6		18.6	18.6	18.6	
Actuated g/C Ratio	0.09	0.60		0.06	0.57	0.57	0.21	0.21		0.21	0.21	0.21	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5	
Lane Grp Cap (vph)	152	1908		102	1791	801	252	332		97	347	290	
v/s Ratio Prot	c0.05	c0.46		0.02	0.25			c0.16			0.04		
v/s Ratio Perm						0.02	0.13			0.10		0.02	
v/c Ratio	0.57	0.76		0.36	0.45	0.04	0.65	0.79		0.48	0.20	0.07	
Uniform Delay, d1	39.0	13.5		40.3	11.3	8.6	32.7	33.8		31.4	29.5	28.7	
Progression Factor	1.00	1.00		0.86	1.06	3.06	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	4.2	3.0		1.4	0.7	0.0	5.2	11.9		2.7	0.2	0.0	
Delay (s)	43.2	16.5		36.3	12.8	26.7	38.0	45.8		34.2	29.7	28.8	
Level of Service	D	B		D	B	C	D	D		C	C	C	
Approach Delay (s/veh)		18.0			14.7			42.9			30.2		
Approach LOS		B			B			D			C		
Intersection Summary													
HCM 2000 Control Delay (s/veh)			21.6									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.77										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			86.9%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1285	65	34	742	54	151	166	100	43	64	96
Future Volume (veh/h)	80	1285	65	34	742	54	151	166	100	43	64	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1682	1682	1682	1723	1723	1723	1695	1695	1695
Adj Flow Rate, veh/h	87	1397	71	37	807	0	164	180	109	47	70	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	5	5	5	2	2	2	4	4	4
Cap, veh/h	146	1788	91	104	1736		321	234	141	149	396	328
Arrive On Green	0.09	0.57	0.56	0.13	1.00	0.00	0.23	0.23	0.22	0.23	0.23	0.23
Sat Flow, veh/h	1628	3144	159	1602	3195	1425	1203	1001	606	1069	1695	1404
Grp Volume(v), veh/h	87	720	748	37	807	0	164	0	289	47	70	104
Grp Sat Flow(s),veh/h/ln	1628	1624	1680	1602	1598	1425	1203	0	1607	1069	1695	1404
Q Serve(g_s), s	4.6	30.9	31.2	1.9	0.0	0.0	11.4	0.0	15.2	3.9	3.0	5.5
Cycle Q Clear(g_c), s	4.6	30.9	31.2	1.9	0.0	0.0	14.3	0.0	15.2	19.0	3.0	5.5
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	146	923	955	104	1736		321	0	375	149	396	328
V/C Ratio(X)	0.59	0.78	0.78	0.36	0.46		0.51	0.00	0.77	0.31	0.18	0.32
Avail Cap(c_a), veh/h	199	923	955	160	1736		321	0	375	149	396	328
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	15.0	15.1	37.5	0.0	0.0	33.3	0.0	32.4	41.2	27.6	28.6
Incr Delay (d2), s/veh	2.8	6.5	6.4	1.4	0.8	0.0	1.0	0.0	9.1	0.9	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	11.3	11.8	0.7	0.2	0.0	3.4	0.0	6.8	1.0	1.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	21.5	21.5	38.9	0.8	0.0	34.4	0.0	41.6	42.0	27.7	29.0
LnGrp LOS	D	C	C	D	A		C		D	D	C	C
Approach Vol, veh/h		1555			844			453			221	
Approach Delay, s/veh		22.7			2.5			39.0			31.4	
Approach LOS		C			A			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	55.2		25.0	12.1	52.9		25.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	47.0		20.0	10.0	45.0		20.0				
Max Q Clear Time (g_c+I1), s	3.9	33.2		21.0	6.6	2.0		17.2				
Green Ext Time (p_c), s	0.0	10.8		0.0	0.1	11.2		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh	20.2
HCM 7th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1266	25	86	784	36	62	45	186	97	28	31
Future Volume (vph)	23	1266	25	86	784	36	62	45	186	97	28	31
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98		1.00	0.98
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00		0.99	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1598	3188		1583	3167	1384		1651	1426		1503	1311
Flt Permitted	0.27	1.00		0.08	1.00	1.00		0.62	1.00		0.61	1.00
Satd. Flow (perm)	461	3188		137	3167	1384		1059	1426		965	1311
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	28	1525	30	104	945	43	75	54	224	117	34	37
RTOR Reduction (vph)	0	1	0	0	0	15	0	0	145	0	0	30
Lane Group Flow (vph)	28	1554	0	104	945	28	0	129	79	0	151	7
Confl. Peds. (#/hr)	2					2			1	1		1
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	56.7	53.5		63.1	56.7	56.7		15.1	15.1		15.1	15.1
Effective Green, g (s)	58.7	54.5		65.1	57.7	57.7		16.1	16.1		16.1	16.1
Actuated g/C Ratio	0.65	0.61		0.72	0.64	0.64		0.18	0.18		0.18	0.18
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	353	1930		217	2030	887		189	255		172	234
v/s Ratio Prot	0.00	c0.49		c0.04	0.30							
v/s Ratio Perm	0.05			0.31		0.02		0.12	0.06		c0.16	0.01
v/c Ratio	0.07	0.80		0.47	0.46	0.03		0.68	0.31		0.87	0.02
Uniform Delay, d1	5.6	13.6		11.1	8.2	5.9		34.5	32.1		35.9	30.4
Progression Factor	1.67	1.02		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	2.5		1.2	0.7	0.0		8.9	0.5		35.8	0.0
Delay (s)	9.5	16.6		12.3	9.0	5.9		43.5	32.6		71.8	30.5
Level of Service	A	B		B	A	A		D	C		E	C
Approach Delay (s/veh)		16.4			9.2			36.6			63.6	
Approach LOS		B			A			D			E	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	19.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.79	B
Actuated Cycle Length (s)	90.0	Sum of lost time (s)
Intersection Capacity Utilization	70.0%	12.0
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1266	25	86	784	36	62	45	186	97	28	31
Future Volume (veh/h)	23	1266	25	86	784	36	62	45	186	97	28	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1709	1709	1709	1586	1586	1586
Adj Flow Rate, veh/h	28	1525	30	104	945	43	75	54	224	117	34	37
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	12	12	12
Cap, veh/h	412	1816	36	412	1916	853	63	29	305	71	11	283
Arrive On Green	0.11	1.00	1.00	0.09	0.60	0.60	0.20	0.21	0.21	0.20	0.21	0.21
Sat Flow, veh/h	1615	3231	63	1602	3195	1423	0	137	1446	0	51	1342
Grp Volume(v), veh/h	28	759	796	104	945	43	129	0	224	151	0	37
Grp Sat Flow(s),veh/h/ln	1615	1611	1684	1602	1598	1423	137	0	1446	51	0	1342
Q Serve(g_s), s	0.6	0.0	0.0	2.1	15.1	1.1	0.0	0.0	13.0	0.0	0.0	2.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.1	15.1	1.1	18.0	0.0	13.0	18.0	0.0	2.0
Prop In Lane	1.00		0.04	1.00		1.00	0.58		1.00	0.77		1.00
Lane Grp Cap(c), veh/h	412	905	947	412	1916	853	91	0	305	81	0	283
V/C Ratio(X)	0.07	0.84	0.84	0.25	0.49	0.05	1.42	0.00	0.73	1.86	0.00	0.13
Avail Cap(c_a), veh/h	483	905	947	422	1916	853	91	0	305	81	0	283
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	5.2	10.2	7.4	39.2	0.0	33.1	42.3	0.0	28.8
Incr Delay (d2), s/veh	0.0	5.7	5.6	0.2	0.9	0.1	243.2	0.0	8.4	429.6	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.4	1.5	0.6	4.7	0.3	8.2	0.0	5.2	11.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.1	5.7	5.6	5.5	11.1	7.5	282.3	0.0	41.5	471.8	0.0	29.0
LnGrp LOS	A	A	A	A	B	A	F		D	F		C
Approach Vol, veh/h	1583			1092			353			188		
Approach Delay, s/veh	5.7			10.5			129.5			384.7		
Approach LOS	A			B			F			F		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	12.4	54.6	23.0		9.0	58.0	23.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	8.0	49.0	18.0		8.0	49.0	18.0					
Max Q Clear Time (g_c+I1), s	4.1	2.0	20.0		2.6	17.1	20.0					
Green Ext Time (p_c), s	0.1	28.2	0.0		0.0	12.9	0.0					

Intersection Summary												
HCM 7th Control Delay, s/veh	43.1											
HCM 7th LOS	D											

Notes
 User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/10/2026

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	104	51	81	163	67	86
Future Vol, veh/h	104	51	81	163	67	86
Conflicting Peds, #/hr	0	27	15	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	5	5
Mvmt Flow	132	65	103	206	85	109

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	566	181	209	0	0
Stage 1	154	-	-	-	-
Stage 2	411	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	487	864	1362	-	-
Stage 1	876	-	-	-	-
Stage 2	671	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	433	830	1343	-	-
Mov Cap-2 Maneuver	433	-	-	-	-
Stage 1	789	-	-	-	-
Stage 2	662	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.27	2.62	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	598	-	514	-	-
HCM Lane V/C Ratio	0.076	-	0.382	-	-
HCM Control Delay (s/veh)	7.9	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.8	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	18	11	1	47	20	35	93	2	21	54	46
Future Vol, veh/h	27	18	11	1	47	20	35	93	2	21	54	46
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	34	23	14	1	59	25	44	118	3	27	68	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	8.2	8.7	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	48%	1%	17%
Vol Thru, %	72%	32%	69%	45%
Vol Right, %	2%	20%	29%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	56	68	121
LT Vol	35	27	1	21
Through Vol	93	18	47	54
RT Vol	2	11	20	46
Lane Flow Rate	165	71	86	153
Geometry Grp	1	1	1	1
Degree of Util (X)	0.207	0.094	0.11	0.184
Departure Headway (Hd)	4.534	4.754	4.585	4.317
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	792	754	782	832
Service Time	2.56	2.784	2.614	2.342
HCM Lane V/C Ratio	0.208	0.094	0.11	0.184
HCM Control Delay, s/veh	8.7	8.3	8.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0.4	0.7

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	1471	18	68	860	20	175
Future Vol, veh/h	1471	18	68	860	20	175
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	100
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	8	8
Mvmt Flow	1599	20	74	935	22	190

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1618	0	2224 810
Stage 1	-	-	-	-	1609 -
Stage 2	-	-	-	-	615 -
Critical Hdwy	-	-	4.28	-	6.96 7.06
Critical Hdwy Stg 1	-	-	-	-	5.96 -
Critical Hdwy Stg 2	-	-	-	-	5.96 -
Follow-up Hdwy	-	-	2.29	-	3.58 3.38
Pot Cap-1 Maneuver	-	-	368	-	34 311
Stage 1	-	-	-	-	141 -
Stage 2	-	-	-	-	485 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	368	-	27 310
Mov Cap-2 Maneuver	-	-	-	-	104 -
Stage 1	-	-	-	-	141 -
Stage 2	-	-	-	-	388 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.26	34.96
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	104	310	-	-	368	-
HCM Lane V/C Ratio	0.21	0.613	-	-	0.201	-
HCM Control Delay (s/veh)	48.8	33.4	-	-	17.2	-
HCM Lane LOS	E	D	-	-	C	-
HCM 95th %tile Q(veh)	0.7	3.8	-	-	0.7	-

HCM Signalized Intersection Capacity Analysis

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	1270	128	98	1605	76	83	85	69	79	206	145
Future Volume (vph)	159	1270	128	98	1605	76	83	85	69	79	206	145
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3215		1646	3292	1473	1660	1612		1636	1733	1445
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.35	1.00		0.49	1.00	1.00
Satd. Flow (perm)	1630	3215		1646	3292	1473	616	1612		860	1733	1445
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	167	1337	135	103	1689	80	87	89	73	83	217	153
RTOR Reduction (vph)	0	8	0	0	0	33	0	33	0	0	0	128
Lane Group Flow (vph)	167	1464	0	103	1689	47	87	129	0	83	217	25
Confl. Peds. (#/hr)							3		11	11		11
Confl. Bikes (#/hr)									5			
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	10.0	55.0		6.4	51.4	51.4	13.6	13.6		13.6	13.6	13.6
Effective Green, g (s)	11.0	56.0		7.4	52.4	52.4	14.6	14.6		14.6	14.6	14.6
Actuated g/C Ratio	0.12	0.62		0.08	0.58	0.58	0.16	0.16		0.16	0.16	0.16
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	199	2000		135	1916	857	99	261		139	281	234
v/s Ratio Prot	c0.10	c0.46		0.06	c0.51			0.08			0.13	
v/s Ratio Perm						0.03	c0.14			0.10		0.02
v/c Ratio	0.83	0.73		0.76	0.88	0.05	0.87	0.49		0.59	0.77	0.10
Uniform Delay, d1	38.6	11.7		40.4	16.1	8.1	36.8	34.3		34.9	36.1	32.1
Progression Factor	1.00	1.00		0.86	0.84	2.27	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	25.0	2.4		16.2	4.6	0.0	52.6	1.0		5.6	11.9	0.1
Delay (s)	63.6	14.2		51.3	18.2	18.5	89.5	35.4		40.6	48.0	32.2
Level of Service	E	B		D	B	B	F	D		D	D	C
Approach Delay (s/veh)		19.2			20.0			54.3			41.3	
Approach LOS		B			C			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Signalized Intersection Summary

1: S 20th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1270	128	98	1605	76	83	85	69	79	206	145
Future Volume (veh/h)	159	1270	128	98	1605	76	83	85	69	79	206	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1736	1736	1736	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	167	1337	135	103	1689	0	87	89	73	83	217	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	0	0	0	1	1	1
Cap, veh/h	201	1822	183	154	1906		129	145	119	168	289	240
Arrive On Green	0.12	0.61	0.60	0.12	0.77	0.00	0.17	0.17	0.16	0.17	0.17	0.17
Sat Flow, veh/h	1641	3003	302	1654	3299	1471	1022	872	715	1221	1736	1442
Grp Volume(v), veh/h	167	726	746	103	1689	0	87	0	162	83	217	153
Grp Sat Flow(s),veh/h/ln	1641	1637	1668	1654	1650	1471	1022	0	1586	1221	1736	1442
Q Serve(g_s), s	9.0	28.2	28.7	5.4	33.4	0.0	4.3	0.0	8.6	6.1	10.7	8.9
Cycle Q Clear(g_c), s	9.0	28.2	28.7	5.4	33.4	0.0	15.0	0.0	8.6	14.6	10.7	8.9
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	201	993	1012	154	1906		129	0	264	168	289	240
V/C Ratio(X)	0.83	0.73	0.74	0.67	0.89		0.68	0.00	0.61	0.50	0.75	0.64
Avail Cap(c_a), veh/h	201	993	1012	165	1906		129	0	264	168	289	240
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	12.5	12.7	38.1	8.3	0.0	43.8	0.0	35.0	41.6	35.7	35.0
Incr Delay (d2), s/veh	24.3	4.7	4.8	5.2	4.3	0.0	12.3	0.0	3.7	1.7	9.9	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	9.8	10.2	2.3	5.8	0.0	2.4	0.0	3.6	1.9	5.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.9	17.2	17.5	43.3	12.5	0.0	56.1	0.0	38.7	43.3	45.6	39.9
LnGrp LOS	E	B	B	D	B		E		D	D	D	D
Approach Vol, veh/h		1639			1792			249			453	
Approach Delay, s/veh		22.0			14.3			44.8			43.3	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	58.6		19.0	15.0	56.0		19.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	53.0		14.0	10.0	51.0		14.0				
Max Q Clear Time (g_c+1), s	7.4	30.7		16.6	11.0	35.4		17.0				
Green Ext Time (p_c), s	0.0	15.9		0.0	0.0	13.2		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	79	1119	82	134	1564	80	61	23	95	56	32	85	
Future Volume (vph)	79	1119	82	134	1564	80	61	23	95	56	32	85	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00		0.96	1.00	
Satd. Flow (prot)	1630	3227		1630	3260	1421		1654	1458		1696	1488	
Flt Permitted	0.09	1.00		0.16	1.00	1.00		0.71	1.00		0.74	1.00	
Satd. Flow (perm)	164	3227		282	3260	1421		1220	1458		1310	1488	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Adj. Flow (vph)	82	1166	85	140	1629	83	64	24	99	58	33	89	
RTOR Reduction (vph)	0	6	0	0	0	28	0	0	87	0	0	79	
Lane Group Flow (vph)	82	1245	0	140	1629	55	0	88	12	0	91	10	
Confl. Peds. (#/hr)	3					3	2						
Confl. Bikes (#/hr)						1							
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases	5	2		1	6			8			4		
Permitted Phases	2			6		6	8		8	4		4	
Actuated Green, G (s)	63.8	57.4		67.0	59.0	59.0		9.6	9.6		9.6	9.6	
Effective Green, g (s)	65.8	58.4		69.0	60.0	60.0		10.6	10.6		10.6	10.6	
Actuated g/C Ratio	0.73	0.65		0.77	0.67	0.67		0.12	0.12		0.12	0.12	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	240	2093		351	2173	947		143	171		154	175	
v/s Ratio Prot	0.03	0.39		c0.04	c0.50								
v/s Ratio Perm	0.22			0.27		0.04		c0.07	0.01		0.07	0.01	
v/c Ratio	0.34	0.59		0.39	0.74	0.05		0.61	0.06		0.59	0.05	
Uniform Delay, d1	7.2	9.0		4.8	9.9	5.2		37.7	35.3		37.6	35.2	
Progression Factor	2.51	1.45		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.8		0.5	2.4	0.1		6.5	0.1		4.9	0.1	
Delay (s)	18.6	14.0		5.4	12.4	5.3		44.3	35.4		42.6	35.3	
Level of Service	B	B		A	B	A		D	D		D	D	
Approach Delay (s/veh)		14.3			11.5			39.6			39.0		
Approach LOS		B			B			D			D		
Intersection Summary													
HCM 2000 Control Delay (s/veh)			15.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.71										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			75.5%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

HCM 7th Signalized Intersection Summary
 2: S 26th Avenue & Tualatin Valley Hwy

02/10/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1119	82	134	1564	80	61	23	95	56	32	85
Future Volume (veh/h)	79	1119	82	134	1564	80	61	23	95	56	32	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1750	1750	1750
Adj Flow Rate, veh/h	82	1166	85	140	1629	83	64	24	99	58	33	89
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	309	1967	143	522	2110	920	69	16	194	65	24	198
Arrive On Green	0.18	1.00	1.00	0.10	0.64	0.64	0.12	0.13	0.13	0.12	0.13	0.13
Sat Flow, veh/h	1641	3093	225	1641	3273	1427	0	117	1453	0	180	1483
Grp Volume(v), veh/h	82	616	635	140	1629	83	88	0	99	91	0	89
Grp Sat Flow(s),veh/h/ln	1641	1637	1682	1641	1637	1427	117	0	1453	180	0	1483
Q Serve(g_s), s	1.2	0.0	0.0	2.2	31.7	2.0	0.0	0.0	5.7	0.0	0.0	5.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	2.2	31.7	2.0	11.0	0.0	5.7	11.0	0.0	5.0
Prop In Lane	1.00		0.13	1.00		1.00	0.73		1.00	0.64		1.00
Lane Grp Cap(c), veh/h	309	1041	1069	522	2110	920	83	0	194	88	0	198
V/C Ratio(X)	0.27	0.59	0.59	0.27	0.77	0.09	1.05	0.00	0.51	1.04	0.00	0.45
Avail Cap(c_a), veh/h	328	1041	1069	526	2110	920	83	0	194	88	0	198
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	3.5	11.3	6.0	42.6	0.0	36.3	41.8	0.0	36.0
Incr Delay (d2), s/veh	0.2	1.6	1.5	0.2	2.8	0.2	114.2	0.0	1.7	107.4	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	0.5	9.8	0.5	4.5	0.0	2.1	4.6	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	1.6	1.5	3.7	14.1	6.2	156.8	0.0	38.0	149.1	0.0	37.1
LnGrp LOS	A	A	A	A	B	A	F		D	F		D
Approach Vol, veh/h		1333			1852			187				180
Approach Delay, s/veh		2.1			13.0			93.9				93.8
Approach LOS		A			B			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	61.2		16.0	12.0	62.0		16.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	56.0		11.0	8.0	56.0		11.0				
Max Q Clear Time (g_c+I1), s	4.2	2.0		13.0	3.2	33.7		13.0				
Green Ext Time (p_c), s	0.1	21.4		0.0	0.1	17.9		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	17.2
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 3: S 26th Avenue & S Beech Street

02/10/2026

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	2	9	111	178	51
Future Vol, veh/h	27	2	9	111	178	51
Conflicting Peds, #/hr	0	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	30	2	10	125	200	57

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	374	235	257	0	0
Stage 1	229	-	-	-	-
Stage 2	145	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-
Pot Cap-1 Maneuver	631	809	1302	-	-
Stage 1	814	-	-	-	-
Stage 2	887	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	626	805	1302	-	-
Mov Cap-2 Maneuver	626	-	-	-	-
Stage 1	807	-	-	-	-
Stage 2	887	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.97		0.58	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	135	-	636	-	-
HCM Lane V/C Ratio	0.008	-	0.051	-	-
HCM Control Delay (s/veh)	7.8	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	58	42	1	38	16	21	74	1	14	117	33
Future Vol, veh/h	35	58	42	1	38	16	21	74	1	14	117	33
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	65	47	1	43	18	24	83	1	16	131	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.1	8.5	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	26%	2%	9%
Vol Thru, %	77%	43%	69%	71%
Vol Right, %	1%	31%	29%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	135	55	164
LT Vol	21	35	1	14
Through Vol	74	58	38	117
RT Vol	1	42	16	33
Lane Flow Rate	108	152	62	184
Geometry Grp	1	1	1	1
Degree of Util (X)	0.14	0.192	0.079	0.228
Departure Headway (Hd)	4.678	4.548	4.621	4.455
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	766	789	774	805
Service Time	2.713	2.579	2.658	2.486
HCM Lane V/C Ratio	0.141	0.193	0.08	0.229
HCM Control Delay, s/veh	8.5	8.7	8.1	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.3	0.9

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	1418	12	170	1949	12	91
Future Vol, veh/h	1418	12	170	1949	12	91
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	100
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	1	1	10	10
Mvmt Flow	1493	13	179	2052	13	96

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1506	0	2884
Stage 1	-	-	-	-	1500
Stage 2	-	-	-	-	1384
Critical Hdwy	-	-	4.12	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.21	-	3.6
Pot Cap-1 Maneuver	-	-	445	-	~ 11
Stage 1	-	-	-	-	159
Stage 2	-	-	-	-	184
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	445	-	~ 7
Mov Cap-2 Maneuver	-	-	-	-	62
Stage 1	-	-	-	-	158
Stage 2	-	-	-	-	110

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.48	26.67
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	62	334	-	-	445	-
HCM Lane V/C Ratio	0.203	0.286	-	-	0.402	-
HCM Control Delay (s/veh)	77.1	20	-	-	18.4	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	0.7	1.2	-	-	1.9	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	L	TR	L	T	R
Maximum Queue (ft)	277	464	406	89	247	272	200	316	94	106	86
Average Queue (ft)	63	222	189	32	110	125	89	132	34	36	36
95th Queue (ft)	168	373	343	72	214	232	162	244	79	84	71
Link Distance (ft)		612	612		1744	1744		940		800	
Upstream Blk Time (%)		0									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	225			300			130		200		160
Storage Blk Time (%)		8			0	1	2	10			
Queuing Penalty (veh)		6			0	1	6	15			

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	42	536	555	162	160	160	39	410	150	219	61
Average Queue (ft)	10	195	205	60	64	71	7	121	105	83	15
95th Queue (ft)	32	412	419	120	129	139	25	309	168	162	42
Link Distance (ft)		1744	1744		1805	1805		658		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		3						21	41	9	
Queuing Penalty (veh)		1						63	36	3	

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	118	83	27
Average Queue (ft)	46	20	1
95th Queue (ft)	86	60	13
Link Distance (ft)	235	844	658
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	30	84	88
Average Queue (ft)	23	3	49	43
95th Queue (ft)	49	17	75	71
Link Distance (ft)	697	790	493	844
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	WB	WB	WB	NB
Directions Served	T	L	T	T	LR
Maximum Queue (ft)	19	48	10	12	85
Average Queue (ft)	1	8	0	0	18
95th Queue (ft)	14	31	8	6	58
Link Distance (ft)	1805		1017	1017	1507
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		250			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 130

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	324	531	502	399	631	664	350	155	195	184	298	240
Average Queue (ft)	160	289	260	118	326	341	55	72	95	71	141	92
95th Queue (ft)	298	500	462	279	561	593	265	132	175	147	249	186
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)		1	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)	2	16			11	18		2	6	0	10	2
Queuing Penalty (veh)	12	24			10	13		3	4	0	21	4

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	113	365	383	270	378	394	167	127	115	122	91
Average Queue (ft)	42	162	175	103	156	170	18	59	53	49	34
95th Queue (ft)	85	313	328	207	306	317	99	113	97	97	70
Link Distance (ft)		1744	1744		1805	1805		668		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		0		0	1	2		22	12	1	0
Queuing Penalty (veh)		0		1	2	2		33	9	1	0

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	45	18	16
Average Queue (ft)	21	1	1
95th Queue (ft)	45	12	9
Link Distance (ft)	260	834	668
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	67	39	74	109
Average Queue (ft)	33	12	39	59
95th Queue (ft)	56	37	61	89
Link Distance (ft)	697	790	493	834
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	28	102
Average Queue (ft)	5	27
95th Queue (ft)	21	106
Link Distance (ft)		1507
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 138

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	L	TR	L	T	R
Maximum Queue (ft)	246	441	363	93	242	262	230	352	93	115	91
Average Queue (ft)	60	235	196	32	118	126	111	158	34	41	41
95th Queue (ft)	143	378	331	75	211	221	206	290	76	93	77
Link Distance (ft)		612	612		1744	1744		940		800	
Upstream Blk Time (%)		0									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	225			300			130		200		160
Storage Blk Time (%)		9			0	0	7	15		0	
Queuing Penalty (veh)		7			0	0	18	22		0	

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	37	438	459	149	181	181	40	332	150	183	106
Average Queue (ft)	10	198	207	60	74	83	8	118	112	82	16
95th Queue (ft)	30	379	395	113	153	163	27	270	172	154	58
Link Distance (ft)		1744	1744		1805	1805		658		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		2						25	44	9	
Queuing Penalty (veh)		0						79	39	3	

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	106	84	18
Average Queue (ft)	46	21	1
95th Queue (ft)	79	58	10
Link Distance (ft)	265	844	658
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	51	31	90	80
Average Queue (ft)	26	5	50	44
95th Queue (ft)	51	23	75	70
Link Distance (ft)	698	790	493	844
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	4	28	43	56
Average Queue (ft)	0	6	8	12
95th Queue (ft)	3	24	32	40
Link Distance (ft)	1805		1507	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		250		100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 170

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	325	612	586	360	700	710	350	171	224	213	304	209
Average Queue (ft)	175	307	268	133	321	337	44	69	100	65	144	88
95th Queue (ft)	328	505	470	303	588	606	233	137	183	143	259	169
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)		1	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)	5	16		0	11	17		3	6		11	1
Queuing Penalty (veh)	31	25		2	11	12		4	4		23	2

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	95	387	404	206	373	383	101	144	141	136	107
Average Queue (ft)	41	174	189	98	157	168	13	61	63	56	36
95th Queue (ft)	80	351	373	177	306	315	62	117	113	112	73
Link Distance (ft)		1744	1744		1805	1805		668		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		1		0	1	2		24	15	3	0
Queuing Penalty (veh)		1		2	1	2		36	12	2	0

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	44	36	12
Average Queue (ft)	20	4	0
95th Queue (ft)	47	21	6
Link Distance (ft)	290	834	668
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	35	71	104
Average Queue (ft)	29	14	40	58
95th Queue (ft)	53	39	62	86
Link Distance (ft)	697	790	493	834
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	WB	WB	WB	NB	NB
Directions Served	TR	L	T	T	L	R
Maximum Queue (ft)	4	30	43	47	76	51
Average Queue (ft)	0	5	1	2	20	7
95th Queue (ft)	3	24	31	34	69	31
Link Distance (ft)	1805		1005	1005	1507	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		250				100
Storage Blk Time (%)					4	
Queuing Penalty (veh)					0	

Network Summary

Network wide Queuing Penalty: 171

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB	
Directions Served	L	T	TR	L	T	T	L	TR	L	T	R	
Maximum Queue (ft)	233	443	388	90	243	262	230	311	95	112	97	
Average Queue (ft)	74	216	180	33	111	124	99	138	30	41	41	
95th Queue (ft)	179	389	348	75	206	218	185	255	73	92	77	
Link Distance (ft)		612	612		1744	1744		940		800		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	225				300			130			200	160
Storage Blk Time (%)			7				0	0	4	12		
Queuing Penalty (veh)			6				0	0	10	16		

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R	
Maximum Queue (ft)	41	434	426	98	192	208	33	221	150	219	78	
Average Queue (ft)	11	163	173	39	63	73	6	76	80	88	17	
95th Queue (ft)	32	334	348	76	139	157	22	157	143	176	54	
Link Distance (ft)		1744	1744		1805	1805		668		707		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360				300			250			50	100
Storage Blk Time (%)			1				0	0	24	23	8	
Queuing Penalty (veh)			0				0	0	44	22	3	

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	85	58	19
Average Queue (ft)	42	14	1
95th Queue (ft)	67	45	9
Link Distance (ft)	285	834	668
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	30	83	66
Average Queue (ft)	26	4	39	37
95th Queue (ft)	49	21	65	57
Link Distance (ft)	697	790	493	834
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	16	35	82	38	29	167	165
Average Queue (ft)	1	1	31	1	1	36	81
95th Queue (ft)	9	16	69	17	21	106	140
Link Distance (ft)	1805	1805		1005	1005	1507	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			250				100
Storage Blk Time (%)						2	8
Queuing Penalty (veh)						2	2

Network Summary

Network wide Queuing Penalty: 105

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	324	586	581	369	775	803	280	162	207	171	365	250
Average Queue (ft)	175	295	269	113	349	369	63	66	100	62	154	89
95th Queue (ft)	321	498	474	270	623	650	284	124	178	128	277	184
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)	6	13			12	19		1	7		13	1
Queuing Penalty (veh)	39	21			12	14		2	5		28	4

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	199	396	419	119	331	354	99	143	124	138	79
Average Queue (ft)	48	142	156	51	157	167	14	58	46	53	36
95th Queue (ft)	125	320	344	96	303	316	64	112	89	111	73
Link Distance (ft)		1744	1744		1805	1805		658		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		0			1	2		24	8	2	0
Queuing Penalty (veh)		0			1	2		22	6	2	0

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	44	19
Average Queue (ft)	20	2
95th Queue (ft)	45	13
Link Distance (ft)	290	844
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	36	67	65
Average Queue (ft)	34	13	35	43
95th Queue (ft)	57	38	52	65
Link Distance (ft)	698	790	493	844
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	9	129	150	118
Average Queue (ft)	0	50	44	39
95th Queue (ft)	6	98	144	95
Link Distance (ft)	1805		1507	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		250		100
Storage Blk Time (%)			14	0
Queuing Penalty (veh)			9	0

Network Summary

Network wide Queuing Penalty: 167

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	286	498	405	104	249	276	22	230	332	93	95	93
Average Queue (ft)	61	237	197	34	117	127	1	114	143	33	43	38
95th Queue (ft)	150	396	348	78	212	221	11	204	259	73	88	73
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)		9			0	1		8	12			
Queuing Penalty (veh)		7			0	0		22	19			

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	140	500	514	156	155	162	36	406	150	185	73
Average Queue (ft)	17	216	223	61	65	66	6	145	121	80	14
95th Queue (ft)	83	451	460	118	134	136	23	324	175	156	46
Link Distance (ft)		1744	1744		1805	1805		658		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		4						25	44	7	
Queuing Penalty (veh)		1						86	46	2	

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	106	90	27
Average Queue (ft)	49	21	2
95th Queue (ft)	84	64	16
Link Distance (ft)	286	844	658
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	59	90	83
Average Queue (ft)	27	31	49	45
95th Queue (ft)	51	53	76	71
Link Distance (ft)	698	790	493	844
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	EB	WB	WB	WB	NB
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	22	40	45	11	3	77
Average Queue (ft)	1	3	6	1	0	17
95th Queue (ft)	12	27	27	9	2	54
Link Distance (ft)	1805	1805		1017	1017	1507
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			250			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 183

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	324	561	527	399	674	700	350	203	302	170	291	241
Average Queue (ft)	182	278	247	141	349	367	66	83	121	64	152	85
95th Queue (ft)	317	469	440	335	635	659	290	156	224	127	258	179
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)	9	12		0	12	18		6	12	0	15	2
Queuing Penalty (veh)	56	18		0	12	13		8	10	1	32	6

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	171	439	446	304	373	367	100	189	150	177	127
Average Queue (ft)	38	192	207	112	165	185	13	65	67	61	40
95th Queue (ft)	79	386	397	214	311	326	63	139	124	127	89
Link Distance (ft)		1744	1744		1805	1805		648		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		2			1	3		25	16	4	1
Queuing Penalty (veh)		1			3	3		42	13	4	1

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	49	49	6
Average Queue (ft)	22	4	0
95th Queue (ft)	48	24	4
Link Distance (ft)	268	853	648
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	60	62	116
Average Queue (ft)	37	29	39	62
95th Queue (ft)	58	50	58	97
Link Distance (ft)	697	790	493	853
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	WB	WB	WB	NB
Directions Served	TR	L	T	T	LR
Maximum Queue (ft)	4	32	37	57	134
Average Queue (ft)	0	5	2	3	49
95th Queue (ft)	3	23	22	42	146
Link Distance (ft)	1805		1017	1017	1507
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		250			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 222

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	230	413	368	110	292	291	22	222	305	89	112	84
Average Queue (ft)	62	232	200	38	122	138	1	100	137	30	37	38
95th Queue (ft)	149	371	343	88	240	252	14	186	247	74	90	73
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)		9			0	1		6	11			
Queuing Penalty (veh)		7			0	1		17	19			

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	50	431	454	148	173	180	42	405	150	195	85
Average Queue (ft)	12	196	210	62	70	79	6	160	123	85	18
95th Queue (ft)	37	380	396	113	142	153	25	356	176	162	57
Link Distance (ft)		1744	1744		1805	1805		648		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		1						28	47	8	
Queuing Penalty (veh)		0						100	51	3	

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	106	76	27
Average Queue (ft)	47	22	1
95th Queue (ft)	79	61	11
Link Distance (ft)	280	854	648
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	67	64	106	74
Average Queue (ft)	29	32	52	45
95th Queue (ft)	53	53	82	69
Link Distance (ft)	698	790	493	854
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	44	64
Average Queue (ft)	6	18
95th Queue (ft)	27	51
Link Distance (ft)		1507
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 198

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	324	566	553	399	848	866	350	208	355	238	415	260
Average Queue (ft)	173	313	286	150	396	407	80	114	155	76	189	104
95th Queue (ft)	324	515	488	342	697	726	321	213	300	164	327	230
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)		2	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)	6	16			16	23		25	17	1	22	2
Queuing Penalty (veh)	39	26			16	18		38	14	2	51	6

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	132	363	371	354	464	464	107	206	150	163	122
Average Queue (ft)	49	178	192	135	183	191	15	73	73	67	40
95th Queue (ft)	106	348	362	259	370	376	65	145	130	133	88
Link Distance (ft)		1744	1744		1805	1805		668		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		1		1	2	5		29	22	5	1
Queuing Penalty (veh)		0		8	7	4		53	20	4	1

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	40	33	26
Average Queue (ft)	20	3	1
95th Queue (ft)	46	19	13
Link Distance (ft)	286	834	668
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	88	56	84	116
Average Queue (ft)	40	30	42	62
95th Queue (ft)	67	53	67	98
Link Distance (ft)	697	790	493	834
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	119
Average Queue (ft)	5	42
95th Queue (ft)	23	128
Link Distance (ft)		1507
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 306

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	281	455	418	98	252	256	11	230	354	90	114	105
Average Queue (ft)	72	236	200	34	118	126	0	108	160	35	41	39
95th Queue (ft)	179	396	354	76	218	225	8	201	276	73	87	76
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)		8			0	1		6	18		0	
Queuing Penalty (veh)		7			0	0		16	27		0	

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R	
Maximum Queue (ft)	51	396	404	127	182	195	41	199	147	176	85	
Average Queue (ft)	14	166	178	41	67	74	6	80	80	81	15	
95th Queue (ft)	39	333	344	89	135	145	26	161	139	151	51	
Link Distance (ft)		1744	1744		1805	1805		648		707		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360			300			250		50		100	
Storage Blk Time (%)		1				0		28	24	8		
Queuing Penalty (veh)		0				0		54	26	3		

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	106	80	11
Average Queue (ft)	47	20	1
95th Queue (ft)	84	57	7
Link Distance (ft)	346	854	648
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	57	68	68
Average Queue (ft)	27	30	38	37
95th Queue (ft)	48	52	60	55
Link Distance (ft)	697	790	493	854
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	L	T	L	R
Maximum Queue (ft)	27	24	125	6	280	200
Average Queue (ft)	1	2	38	0	68	109
95th Queue (ft)	9	20	88	0	198	193
Link Distance (ft)	1805	1805		1005	1507	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			250			100
Storage Blk Time (%)					4	23
Queuing Penalty (veh)					7	5

Network Summary

Network wide Queuing Penalty: 144

Intersection: 1: S 20th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	324	577	558	400	793	810	350	150	216	229	332	256
Average Queue (ft)	173	292	267	140	373	387	57	72	97	71	167	101
95th Queue (ft)	315	503	462	325	671	686	266	128	182	141	287	206
Link Distance (ft)		612	612		1744	1744			940		800	
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	225			300			250	130		200		160
Storage Blk Time (%)	8	14		0	14	20		2	6	0	15	3
Queuing Penalty (veh)	52	23		0	14	15		4	5	0	33	7

Intersection: 2: S 26th Avenue & Tualatin Valley Hwy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	144	369	398	206	426	437	227	142	112	159	96
Average Queue (ft)	47	151	168	63	196	211	22	62	42	64	37
95th Queue (ft)	100	313	340	136	362	372	115	116	86	123	76
Link Distance (ft)		1744	1744		1805	1805		658		707	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	360			300			250		50		100
Storage Blk Time (%)		0			2	5		26	6	4	0
Queuing Penalty (veh)		0			3	4		25	5	3	0

Intersection: 3: S 26th Avenue & S Beech Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	35	39	11
Average Queue (ft)	21	2	0
95th Queue (ft)	45	17	8
Link Distance (ft)	221	843	658
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: S 26th Avenue & S Dogwood Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	51	56	88
Average Queue (ft)	38	30	34	46
95th Queue (ft)	58	48	52	73
Link Distance (ft)	697	790	493	843
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: SW 345th Avenue & Tualatin Valley Hwy/Baseline Street

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	4	158	136	118
Average Queue (ft)	0	78	61	52
95th Queue (ft)	3	137	125	93
Link Distance (ft)	1805		1507	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		250		100
Storage Blk Time (%)			21	1
Queuing Penalty (veh)			19	0

Network Summary

Network wide Queuing Penalty: 212
