



**CITY OF EDGEWOOD  
COUNCIL STUDY SESSION AGENDA**

Tuesday, May 19, 2026 – 7:00 PM ♦ City Hall – 10440 Dom Calata Way E ♦ Edgewood, WA  
Meeting Link: <https://cityofedgewood-org.zoom.us/j/86916509308>

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- 1. CALL TO ORDER**  
Roll Call, Pledge of Allegiance
- 2. INTERVIEW**
  - A. Planning Commissioner Applicant - Nick Frantsevich
- 3. COUNCIL BUSINESS**
  - A. Economic Development Advisory Board Updates
  - B. Gold Star Family City Designation
  - C. AWC Annual Delegates June 25th
  - D. Six Year Transportation Improvement Plan (TIP) Update
  - E. EDAB Code Amendments
  - F. Safecover Roofing Contract for City Hall Re-roof
  - G. EZEE Fiber Assignment
  - H. Wheeled Recreational Devices and Motorized Foot Scooters
  - I. Fireworks (*DM Creley, Sponsor / CM Ramirez, Co-Sponsor*)
- 4. OTHER COUNCIL ITEMS**
- 5. ADJOURN**

*Study Sessions are meetings for Council to review upcoming and pertinent business of the City, no action is taken by the City Council. Study Sessions are open to the public, but public input is reserved for the regular Council meetings*



**City Of Edgewood  
Council Agenda Summary Sheet**

<b>Subject:</b> Planning Commissioner Applicant - Nick Frantsevich	<b>Agenda Item #:</b> 2.A
	<b>For Agenda of:</b> 5/19/2026
	<b>Prepared by:</b> Jeremy Metzler
<b>Attachments (list):</b>	
<p align="center"><b>Approval of Materials:</b></p> Jeremy Metzler Rachel Pitzel, Assistant City Administrator    05/13/2026 Dave Olson, Mayor    05/14/2026	<b>Expenditure Required:</b> N/A
	<b>Amount Budgeted:</b> N/A
	<b>Timeline:</b> 05/19/2026 SS 05/26/2026 RCM

**Summary Statement:**

In accordance with Section 2.30.020 of the Edgewood Municipal Code (EMC), appointments and re-appointments to the Planning Commission (PC) shall follow the City Council Rules of Procedures, which require applications and interviews for each applicant. The Mayor shall appoint the applicants, and the Council shall confirm or deny the appointments proposed by the Mayor.

PC Position 5 is vacant. One applicant is here this evening to be interviewed by City Council.

The city actively promotes these vacancies through social media and its website, with weekly posts to encourage applications.

**Item History:**

N/A

**Recommended Action:**

Conduct interview and prepare for the Mayor's appointment at next week's regular meeting.

**Fiscal Note/Consideration:**

N/A



**City Of Edgewood  
Council Agenda Summary Sheet**

<b>Subject:</b> Economic Development Advisory Board Updates	<b>Agenda Item #:</b> 3.A
	<b>For Agenda of:</b> 5/19/2026
	<b>Prepared by:</b> Jeremy Metzler
<b>Attachments (list):</b>	
<b>Approval of Materials:</b> Jeremy Metzler Rachel Pitzel, Assistant City Administrator    05/13/2026 Dave Olson, Mayor                                      05/14/2026	<b>Expenditure Required:</b> N/A
	<b>Amount Budgeted:</b> N/A
	<b>Timeline:</b> Monthly Report to Council, 2nd Study Session

**Summary Statement:** The Economic Development Advisory Board (EDAB) last met on Monday, May 4, 2026, and the materials can be found here:

<https://edgewoodwa.portal.civicclerk.com/event/1205/files/agenda/2731>. Chair Morgan is joining us this evening to provide a verbal summary of what was discussed at the meeting. Topics of discussion included:

- Edgewood Character (public art)
- 2026 Work Plan Prioritization (quarterly goals)
- Economic Development Webpage material review
- Preparation for the June 1, 2026 meeting

**Item History:**

This is a reoccurring agenda item every second study session of the month.

**Recommended Action:**

Hold a discussion regarding Economic Development Advisory Board Updates

**Fiscal Note/Consideration:**

N/A



**City Of Edgewood  
Council Agenda Summary Sheet**

<b>Subject:</b> Six Year Transportation Improvement Plan (TIP) Update	<b>Agenda Item #:</b> 3.D
	<b>For Agenda of:</b> 5/19/2026
	<b>Prepared by:</b> Jeremy Metzler, Chuck Hendricksen
<b>Attachments (list):</b> 1. DRAFT - 2027 TIP Budget Spreadsheet 2. TIP 2027-2032 Map 3. 2027 TIP SEPA Checklist 4. SIGNED DNS Determination of NonSignificance 5. Edgewood Concurrency Report_2026_Final	
<b>Approval of Materials:</b> Jeremy Metzler, Chuck Hendricksen Rachel Pitzel, Assistant City Administrator 05/12/2026 Dave Olson, Mayor 05/14/2026	<b>Expenditure Required:</b> N/A  <b>Amount Budgeted:</b> N/A  <b>Timeline:</b> 05/19/2026 SS 05/26/2026 RCM PH 06/02/2026 SS 06/09/2026 RCM

**Summary Statement:**

The City is required to prepare a Transportation Improvement Plan (TIP), in accordance with RCW 35.77.010 and the Transportation Element of the City’s adopted Comprehensive Plan. The TIP outlines the projects, estimated costs, anticipated timelines, and the expected funding sources for the next six years. These plans serve as the guiding documents for Staff to implement as resources are made available through City financial resources or other identified funding sources (i.e. TIB, WSDOT funding, other grants, loans, etc.).

The attached DRAFT spreadsheet represents Staff’s recommendation as it pertains to project priorities, funding sources and timelines for implementation, as required under GMA. Staff relies on the City Council to guide this planning effort in alignment with Council’s desires and the City’s financial resources.

Also attached is this year's Annual Concurrency Report, containing recommendations for consideration. Please note that traffic concurrency will not be met if the Level of Service deficiencies are not addressed at three intersections with Meridian: 13th, 29th and 32nd. Projects have been identified in the draft TIP for 13th and 32nd, and there is a developer project underway at 29th. Staff is also working to design and implement the Parallel Road Network as time and resources allow.

Finally, this draft TIP is scheduled for Public Hearing at next week's Regular Council Meeting. Staff has also completed a State Environmental Policy Act (SEPA) Environmental Checklist for review, issuing a Determination of Non-significance (DNS) on May 12, 2026 with comments due by May 26, 2026. The SEPA

review is subject to appeal until June 9, 2026. This TIP is scheduled for potential action at Council's June 9, 2026 regular meeting, being after the SEPA appeal deadline.

**Item History:**

N/A

**Recommended Action:**

Hold a discussion and provide staff guidance regarding Six Year Transportation Improvement Plan (TIP) Update

**Fiscal Note/Consideration:**

As the Transportation Improvement Plan (TIP) is a component of the annual budgeting process, the anticipated impacts to the City's budget and General Fund are outlined therein. TIPs are planning documents that express the Council's desires for future transportation improvements within the City. Local agency TIPs are also utilized by State and other planning agencies, for evaluating projects on a regional scale and consideration for outside funding resources. This TIP represents an anticipated six-year program cost of \$44,880,000 - However, the TIP is not a final budget document; this is reserved for the actual budget that is adopted by the City Council towards the end of the City's fiscal year.

This TIP considers a total of \$8,923,375 in TIF funding from 2026 through 2032. Other funding sources considered herein (but yet to be secured unless noted otherwise) include TIB Grants, FHWA Grants, other unidentified grants, and the General Fund, for a total of \$35,956,625.

**Transportation Improvement Program (TIP)**  
Years 2027-2032

Project No.	2024 Comp Plan	Transportation Project	Estimated Annual Project Expenditures									Total Project Cost	Comments	
			Prior Years (Actual)	2026 Estimate	2027	2028	2029	2030	2031	2032	Future Years			
1	R-2	Meridian Avenue Phase 1 Improvements (24th to 3400 Block)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,100,000	\$ 18,100,000	Meridian Corridor Study project: widen to 4 lanes, add multiuse paths, RAB at 32nd (5% TIF Eligible)
2	R-3	Meridian Avenue Phase 2 Improvements (36th St E Vicinity)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,100,000	\$ 11,100,000	Meridian Corridor Study project: widen to 4 lanes, add multiuse paths, RAB at 36th (5% TIF Eligible)
3	N/A	Emergency Road Repair (Weather Related - Annual)		\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000		\$ 175,000		Annual Program - Repair failures due to severe weather, wear and tear from freeze/thaw events and other causes.
4	PED-21	Edgewood Drive Safety Improvements	\$ 562,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,535,000	\$ 11,097,225	Roadway widening, curb & gutter, stormwater system and pedestrian walkway. (Not in 2025 TIF Program)
5	PED-17	Chrisella Road East Safety Improvements	\$ 2,282,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,470,000	\$ 10,752,780	2021-2025: Improved markings, signage, lighting, sight distance, traffic calming measures; Future Years: Sidewalk, repair slopes south of 48th St E (45% TIF Eligible)
6	A-2	Citywide Road Preservation Program (Annual)		\$ 940,000	\$ 150,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000		\$ 2,290,000		Annual program - Full width rubberized chipseal and/or 2" HMA grind and overlay. Minor crack sealing and repairs are included. (\$790K for 48th St E Preservation, CIP #T-14)
7	TRAIL-01	Interurban Trail Phase III	\$ 1,388,238	\$ 446,838	\$ 50,000	\$ -	\$ 3,050,000	\$ 12,500,000	\$ 12,500,000	\$ 2,000,000	\$ -	\$ 31,935,076		Develop approximately 1.05-mile corridor as a trail from 114th Avenue East to the City of Pacific. (30% TIF Eligible)
8	A-3	Citywide Pedestrian Mobility and Safety Improvements (Annual)		\$ 25,000	\$ 25,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000		\$ 425,000		Annual Program - Separated walkways / trails, pedestrian lighting, signs and pavement markings, etc. as shown in the 2004 Pedestrian Study and 2024 ADA Transition Plan
9	N/A	Citywide Traffic Safety Program (Annual)		\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000		\$ 250,000		Annual program - Neighborhood Traffic Calming Projects, Safety Projects and reconstruction of ADA deficiencies.
10	N/A	Citywide Road Maintenance Program (Annual)		\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000		\$ 525,000		Annual program - Repair and maintenance of City transportation infrastructure, including traffic operations, signing and markings
11	E-2, E-7, E-16, W-4	Meridian Parallel Road Network Construction - Various Segments	\$ 288,426	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 4,130,000	\$ 2,000,000	\$ 16,370,000	\$ 23,288,426		Construct high-priority parallel road segments, closing gaps and fixing access deficiencies - Priority Order: W-4 (Developer), E-2, E-16 (Chrisella), E-7. (TIF Eligible, varies)
12	MUP-7	36th Street E Walkway Extension Feasibility/Design/Build	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,100,000	\$ 11,100,000		Design and construct extension of existing walkway to new park property. (45% TIF Eligible)
13	I-01	Meridian & 12th/13th Intersection Improvements	\$ -	\$ -	\$ 500,000	\$ -	\$ 2,150,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 4,650,000		Design and construct intersection improvement(s) to address deficiencies. (45% TIF Eligible)
14	R-1	108th Ave E (north of 32nd St E) - Rebuild Failing Roadway	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 250,000		Gather information and prepare construction plans to repair, prevent any other unexpected failures.
15	I-02	Caldwell Rd E & 129th Ave E - Intersection Regrade	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000		Repave the intersection and remove the non-compliant grade transition.
16	R-8	Southwest Freight Connector	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 9,500,000	\$ 10,000,000		Construct new roadway through industrial zoning district to eliminate need for several at-grade railroad crossings. (Not in the current TIF Program)
<b>Annual Totals</b>			<b>\$ 4,521,669</b>	<b>\$ 1,511,838</b>	<b>\$ 975,000</b>	<b>\$ 425,000</b>	<b>\$ 5,725,000</b>	<b>\$ 15,675,000</b>	<b>\$ 17,105,000</b>	<b>\$ 4,975,000</b>	<b>\$ 85,175,000</b>	<b>\$ 136,088,507</b>		



**Proposed 6-Year Program Total: \$ 44,880,000**

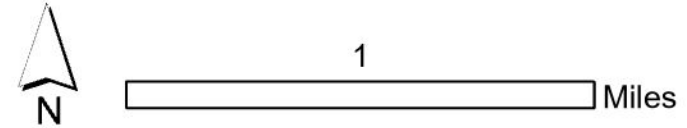
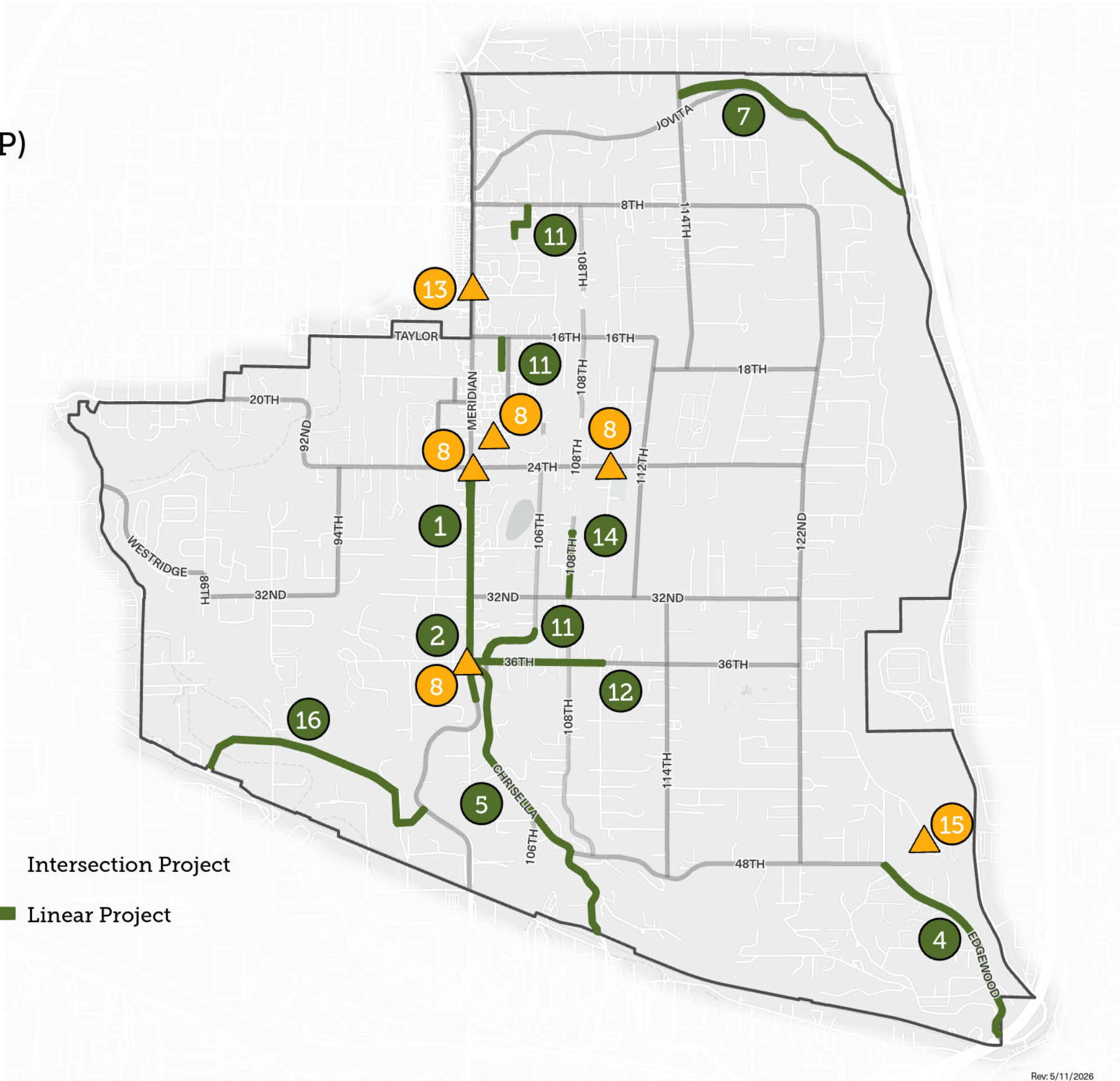
TIB Funding:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,065,000	\$ 1,000,000		\$ 3,065,000	Meridian Parallel Road Network (application pending)
FHWA Funding (PSRC/PCRC):	\$ 613,707	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 963,707	2026: 48th & Interurban; 2027: Meridian & 12th/13th
WSDOT Funding:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Public Works Trust Fund Loan:	\$ -	\$ -	\$ -	\$ -	\$ 508,750	\$ 1,465,375	\$ 1,290,000		\$ 3,264,125	
<b>Other Grant Funds:</b>	\$ -	\$ -	\$ -	\$ 3,622,500	\$ 11,100,000	\$ 10,000,000	\$ 1,600,000		\$ 26,322,500	2029-2030: Meridian & 12th/13th; 2029-2032: Interurban Trail
<b>Total Anticipated Grant Funding:</b>	<b>\$ 613,707</b>	<b>\$ 350,000</b>	<b>\$ -</b>	<b>\$ 3,622,500</b>	<b>\$ 11,608,750</b>	<b>\$ 13,530,375</b>	<b>\$ 3,890,000</b>		<b>\$ 33,615,332</b>	
<b>Total City Funds Needed:</b>	<b>\$ 898,131</b>	<b>\$ 625,000</b>	<b>\$ 425,000</b>	<b>\$ 2,102,500</b>	<b>\$ 4,066,250</b>	<b>\$ 3,574,625</b>	<b>\$ 1,085,000</b>		<b>\$ 12,776,506</b>	
Traffic Impact Fees	\$ 150,000	\$ 150,000	\$ -	\$ 1,577,500	\$ 3,456,250	\$ 2,964,625	\$ 625,000		\$ 8,923,375	
REET Funds	\$ 285,000	\$ 300,000	\$ 315,000	\$ 415,000	\$ 500,000	\$ 500,000	\$ 350,000		\$ 2,665,000	
School Zone Camera Fees	\$ 25,000	\$ 25,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000		\$ 600,000	
Park Impact Fees	\$ 294,631	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 444,631	Interurban Trail
<b>General Fund</b>	<b>\$ 143,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 143,500</b>	

Prepared by: Jeremy Metzler, P.E.  
Date Prepared: 5/7/2026

# Transportation Improvement Plan (TIP) 2027-2032

Project No.		Transportation Project
TIP	2024 Comp Plan	
1	R-2	Meridian Avenue Phase 1 Improvements (24th to 3400 Block)
2	R-3	Meridian Avenue Phase 2 Improvements (36th St E Vicinity)
4	PED-21	Edgewood Drive Safety Improvements
5	PED-17	Chrisella Road East Safety Improvements
7	TRAIL-01	Interurban Trail Phase III
8	A-3	Citywide Pedestrian Mobility and Safety Improvements (Annual)
11	E-2, E-7, E-16, W-4	Meridian Parallel Road Network Construction - Various Segments
12	MUP7	36th Street E Walkway Extension Feasibility/Design/Build
13	I-01	Meridian & 12th/13th Intersection Improvements
14	R-1	108th Ave E (north of 32nd St E) - Rebuild Failing Roadway
15	I-02	Caldwell Rd E & 129th Ave E - Intersection Regrade
16	R-8	Southwest Freight Connector

 Intersection Project  
 Linear Project





## STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

FILE#: \_\_\_\_\_

### *Purpose of Checklist:*

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

### *Instructions for Applicants:*

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

### *Instructions for Lead Agencies:*

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

### *Use of Checklist for Nonproject Proposals:*

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [supplemental sheet for nonproject actions \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background (to be completed by applicant)

1. Name of proposed project, if applicable:			
2027 – 2032 Transportation Improvement Plan (TIP)			
2. Applicant	Address (Street, City, State, Zip)	Phone	Email
City of Edgewood	10440 Dom Calata Way E Edgewood, WA 98372	253-952-3299	cityhall@cityofedgewood.org
3. Contact Person	Address (Street, City, State, Zip)	Phone	Email
Jeremy Metzler, PE	Same	253-831-4266	jeremy@cityofedgewood.org
4. DATE CHECKLIST PREPARED			
May 7, 2026			
5. AGENCY REQUESTING CHECKLIST			
City of Edgewood			

6. Proposed timing or schedule (including phasing, if applicable):

- 1<sup>st</sup> Presentation to City Council at May 19, 2026 Study Session
- City Council Public Hearing held on May 26, 2026
- 2<sup>nd</sup> Presentation to City Council at June 2, 2026 Study Session
- Council Action scheduled for June 9, 2026 Regular Meeting

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes; Per RCW 35.77.010, the TIP is to be updated annually and to be consistent with the City's adopted Comprehensive Plan.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Projects are selected for inclusion in the TIP based on the latest Capital Improvement Plan (CIP), the City's Concurrency Model, and recommendations contained in the Annual Concurrency Report. Each project contained in the TIP will be required to undergo an independent SEPA analysis, unless an individual project is determined to be exempt from SEPA.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

N/A; This is a citywide non-project action.

10. List any government approvals or permits that will be needed for your proposal, if known.

Following a public hearing, the TIP is adopted by the City Council, then submitted to WSDOT.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The City is required to prepare a TIP in accordance with RCW 35.77.010 and the Transportation Element of the City's adopted Comprehensive Plan. The TIP outlines the projects, estimated costs, anticipated timelines, and the expected funding sources for the next six years. These plans serve as the guiding documents for Staff to implement as resources are made available through City financial resources or other identified funding sources (i.e. TIB, WSDOT funding, other grants, loans, etc.).

TIPs are planning documents that express the Council's desires for future transportation improvements within the City. Local agency TIPs are also utilized by State and other planning agencies, for evaluating projects on a regional scale and consideration for outside funding resources. As the TIP is a component of the annual budgeting process, the anticipated impacts to the City's budget and General Fund are outlined therein – However, the TIP is not a final budget document; this is reserved for the actual budget that is adopted by the City Council towards the end of the City's fiscal year.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Citywide.

## B. Environmental Elements [\[help\]](#)

### 1. Earth [\[help\]](#)

- a. General description of the site:

Citywide, non-project action.

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

- b. What is the steepest slope on the site (approximate percent slope)?

N/A; non-project action.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

N/A; non-project action.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

N/A; non-project action.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

N/A; non-project action.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A; non-project action.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

N/A; non-project action.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A; non-project action.

## 2. Air [\[help\]](#)

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

N/A; non-project action.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A; non-project action.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A; non-project action.

## 3. Water [\[help\]](#)

a. Surface Water: [\[help\]](#)

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A; non-project action.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A; non-project action.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A; non-project action.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A; non-project action.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A; non-project action.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A; non-project action.

b. Ground Water: [\[help\]](#)

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

N/A; non-project action.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A; non-project action.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow?

N/A; non-project action.

Will this water flow into other waters? If so, describe.

N/A; non-project action.

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A; non-project action.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

N/A; non-project action.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

N/A; non-project action.

#### 4. Plants [\[help\]](#)

a. Check the types of vegetation found on the site: N/A; non-project action.

\_\_\_deciduous tree: alder, maple, aspen, other

\_\_\_evergreen tree: fir, cedar, pine, other

\_\_\_shrubs

\_\_\_grass

\_\_\_pasture

\_\_\_crop or grain

\_\_\_orchards, vineyards, or other permanent crops

\_\_\_wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

\_\_\_water plants: water lily, eelgrass, milfoil, other

\_\_\_other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A; non-project action.

c. List threatened and endangered species known to be on or near the site.

N/A; non-project action.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A; non-project action.

e. List all noxious weeds and invasive species known to be on or near the site.

N/A; non-project action.

5. *Animals* [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

N/A; non-project action.

Examples include:

birds: hawk, heron, eagle, songbirds, other: \_\_\_\_\_

mammals: deer, bear, elk, beaver, other: \_\_\_\_\_

fish: bass, salmon, trout, herring, shellfish, other: \_\_\_\_\_

other: \_\_\_\_\_

- b. List any threatened and endangered species known to be on or near the site.

N/A; non-project action.

- c. Is the site part of a migration route? If so, explain.

N/A; non-project action.

- d. Proposed measures to preserve or enhance wildlife, if any:

N/A; non-project action.

- e. List any invasive animal species known to be on or near the site.

N/A; non-project action.

6. *Energy and Natural Resources* [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A; non-project action.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A; non-project action.

- c. What kinds of energy conservation features are included in the plans of this proposal?

N/A; non-project action.

List other proposed measures to reduce or control energy impacts, if any:

N/A; non-project action.

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

N/A; non-project action.

- 1) Describe any known or possible contamination at the site from present or past uses.

N/A; non-project action.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

N/A; non-project action.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

N/A; non-project action.

- 4) Describe special emergency services that might be required.

N/A; non-project action.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

N/A; non-project action.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

N/A; non-project action.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A; non-project action.

- 3) Proposed measures to reduce or control noise impacts, if any:

N/A; non-project action.

8. *Land and Shoreline Use* [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

N/A; non-project action.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

N/A; non-project action.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

N/A; non-project action.

- c. Describe any structures on the site.

N/A; non-project action.

- d. Will any structures be demolished? If so, what?

N/A; non-project action.

- e. What is the current zoning classification of the site?

N/A; non-project action.

- f. What is the current comprehensive plan designation of the site?

N/A; non-project action.

- g. If applicable, what is the current shoreline master program designation of the site?

N/A; non-project action.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

N/A; non-project action.

- i. Approximately how many people would reside or work in the completed project?

N/A; non-project action.

j. Approximately how many people would the completed project displace?

N/A; non-project action.

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A; non-project action.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A; non-project action.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

N/A; non-project action.

9. *Housing* [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A; non-project action.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A; non-project action.

c. Proposed measures to reduce or control housing impacts, if any:

N/A; non-project action.

10. *Aesthetics* [\[help\]](#)

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A; non-project action.

b. What views in the immediate vicinity would be altered or obstructed?

N/A; non-project action.

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A; non-project action.

### 11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A; non-project action.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A; non-project action.

- c. What existing off-site sources of light or glare may affect your proposal?

N/A; non-project action.

- d. Proposed measures to reduce or control light and glare impacts, if any:

N/A; non-project action.

### 12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?

N/A; non-project action.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A; non-project action.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A; non-project action.

### 13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

N/A; non-project action.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

N/A; non-project action.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic

preservation, archaeological surveys, historic maps, GIS data, etc.

N/A; non-project action.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

N/A; non-project action.

#### 14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

N/A; non-project action.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

N/A; non-project action.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

N/A; non-project action.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

N/A; non-project action.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A; non-project action.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

N/A; non-project action.

- g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

N/A; non-project action.

h. Proposed measures to reduce or control transportation impacts, if any:

N/A; non-project action.

15. Public Services [\[help\]](#)

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

N/A; non-project action.

b. Proposed measures to reduce or control direct impacts on public services, if any.

N/A; non-project action.

16. Utilities [\[help\]](#)

a. Circle utilities currently available at the site: N/A; non-project action.

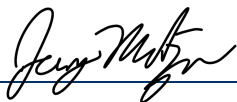
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,  
other \_\_\_\_\_

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A; non-project action.

C. Signature [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  \_\_\_\_\_

Name of signee: **Jeremy Metzler** \_\_\_\_\_

Position and Agency/Organization: **Community Development Director  
City of Edgewood** \_\_\_\_\_

Date Submitted: **May 7, 2026** \_\_\_\_\_

*D. Supplemental sheet for nonproject actions* [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This non-project action proposal will not result in: increased discharges to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. However, implementation of the projects listed in the TIP may result in increased impervious surface areas, altered vehicular air emission patterns, and/or production of noises.

Proposed measures to avoid or reduce such increases are:

All projects will be evaluated in accordance with all plans, policies, rules and regulations in effect when applications are submitted for their development.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This non-project action proposal will not affect plants, animals, fish, or marine life. However, implementation of the projects listed in the TIP may alter plant, animal, and/or fish habitats.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

All projects will be evaluated in accordance with all plans, policies, rules and regulations in effect when applications are submitted for their development.

3. How would the proposal be likely to deplete energy or natural resources?

This non-project action proposal will not deplete energy or natural resources. However, implementation of the projects listed in the TIP may result in energy and/or natural resource depletion.

Proposed measures to protect or conserve energy and natural resources are:

All projects will be evaluated in accordance with all plans, policies, rules and regulations in effect when applications are submitted for their development.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This non-project action proposal will not use or affect the aforementioned environmentally sensitive or otherwise protected areas. However, implementation of the projects listed in the TIP may impact said areas as follows:

TIP Project No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
EMC 14.40 (Wetlands)					X		X				X	X		X	X	X
EMC 14.50 (Fish & Wildlife Habitat)							X				X					X
EMC 14.60 (Aquifer Recharge)	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X
EMC 14.70 (Volcanic Hazard)				X	X		X	X	X							X
EMC 14.80 (Flood Hazard)							X	X				X				X
EMC 14.90 (Landslide Hazard)		X		X	X		X								X	X
EMC 14.100 (Seismic Hazard)					X		X									X
EMC 14.110 (Erosion Hazard)				X	X		X								X	X

Proposed measures to protect such resources or to avoid or reduce impacts are:

All projects will be evaluated in accordance with all plans, policies, rules and regulations in effect when applications are submitted for their development.

- How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This non-project action proposal will not affect land and shoreline uses.

Proposed measures to avoid or reduce shoreline and land use impacts are:

All projects will be evaluated in accordance with all plans, policies, rules and regulations in effect when applications are submitted for their development.

- How would the proposal be likely to increase demands on transportation or public services and utilities?

This non-project action proposal will not increase demands on transportation or public services and utilities. However, implementation of the projects listed in the TIP may affect transportation patterns and/or increase demands on public services and utilities.

Proposed measures to reduce or respond to such demand(s) are:

All projects will be evaluated in accordance with all plans, policies, rules and regulations in effect when applications are submitted for their development, including any increased demand for public services. Furthermore, every effort will be made to coordinate impacts to utilities prior to any activity.

- Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This non-project action proposal will be in compliance with all local, state, and federal laws and requirements for the protection of the environment.



# Determination of Non-significance (DNS)

City of Edgewood ■ 10440 Dom Calata Way E ■ Edgewood, Washington 98372-0101 ■ 253-952-3299

Date of Issuance: May 12, 2026

Project Name: **2027 – 2032 TRANSPORTATION IMPROVEMENT PLAN (TIP) UPDATE**

File: #26-004-CODE

Lead Agency: City of Edgewood, 10440 Dom Calata Way E, Edgewood, WA 98372

Agency Contact: Josh Kubitz, AICP, Planning Manager | 253-952-3299 | [comdev@edgewoodwa.gov](mailto:comdev@edgewoodwa.gov)

Applicant: Edgewood Public Works Department | 253-952-3299 | [cityhall@edgewoodwa.gov](mailto:cityhall@edgewoodwa.gov)

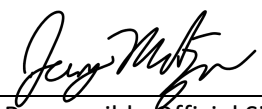
Location: Non-Project Action (Citywide) – See project map in application documents

Project Description: This is an annual update to the Transportation Improvement Plan (TIP), consistent with Revised Code of Washington (RCW) Chapter 35.77. A TIP is a short-range planning document showing funding sources and estimated amounts for motorized and non-motorized transportation projects planned for design and/or construction in the next six (6) years. It must be consistent with the City of Edgewood Comprehensive Plan and is intended to ensure coordination between the local jurisdiction and other agencies.

- Existing Documents:
- SEPA Checklist
  - TIP Budget Spreadsheet
  - TIP Project Map

SEPA Determination: The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment, and an environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist, the Edgewood Comprehensive Plan, and other municipal policies, plans, rules, and regulations designated as a basis for exercise of substantive authority under the State Environmental Protection Act (SEPA) pursuant to RCW 43.21C. This information is available to the public by request and at: [noa.edgewoodwa.gov](http://noa.edgewoodwa.gov).

This Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date of issuance. Comments must be submitted by 5:00 PM on May 26, 2026. Comments can be submitted to the Community Development Department at 10440 Dom Calata Way E, Edgewood, WA 98372 or [comdev@edgewoodwa.gov](mailto:comdev@edgewoodwa.gov).

Responsible SEPA Official:		5/12/2026
	_____	_____
	Responsible Official Signature	Date

Jeremy Metzler, Community Development Director  
253-952-3299 | [comdev@edgewoodwa.gov](mailto:comdev@edgewoodwa.gov)

Appeal Period and Process: Unless modified by the City, this determination will become final following the above comment deadline. Any person aggrieved by the City’s final determination may file an appeal **no later than 5:00 PM on June 9, 2026**. Appeals must be submitted in writing and contain the information required in EMC 20.05.250(J) along with the required appeal fee. You should be prepared to make specific factual objections. All appeals shall contain a specific statement of reasons why the decision of the SEPA Responsible Official is alleged to be in error. Appeals may be in person, by mail, or via the City’s permit portal: [portal.edgewoodwa.gov](http://portal.edgewoodwa.gov).

Please call (253) 952-3299 if you have any questions.

Any interested person/party has the right to comment on the proposal, review file materials, request a copy of the decision, and appeal the decision subject to requirements outlined in Edgewood Municipal Code Chapter 18 and the applicable regulations as adopted by the City.

## MEMORANDUM

<b>Date:</b>	May 4, 2026	<b>TG:</b>	1.24363.00
<b>To:</b>	Jeremy Metzler, PE, City of Edgewood Chuck Hendricksen, PE, City of Edgewood		
<b>From:</b>	Jon Pascal, PE, Transpo Group		
<b>Subject:</b>	2026 Annual Transportation Concurrency Report		

This memorandum serves as the Annual Concurrency Report per the Edgewood Municipal Code (EMC) 18.105. The 2026 Annual Concurrency Report provides the current state of the City's transportation concurrency program. Per the EMC, the following items are addressed in the Annual Concurrency Report:

- **Development Summary.** A summary of development activity accounted for in the transportation concurrency program.
- **Remaining Capacity.** Status of available intersection and roadway capacity and level of service (LOS) metrics on current transportation facilities.
- **Recommendations.** Provides updated recommendations related to project priorities to help inform the update of the City's 6-year Transportation Improvement Program.

## Background

The following topics provide a brief background on the City's Transportation Concurrency Program.

### ***What is concurrency?***

Concurrency is a tool to ensure that transportation facilities are constructed as growth occurs (one happens *concurrent* with the other). Concurrency provides a link between land use, transportation, and public investment.

### ***What is the purpose of a concurrency program?***

In general, if land use development and transportation infrastructure investments occur in a timeframe and at locations consistent with the Comprehensive Plan then concurrency would, in theory, always be achieved. The concurrency program is implemented by agencies to understand if the adopted LOS standards are being met "concurrent" with development. Concurrency programs in practice are used by agencies to monitor the current state of the transportation system on a system-wide basis.

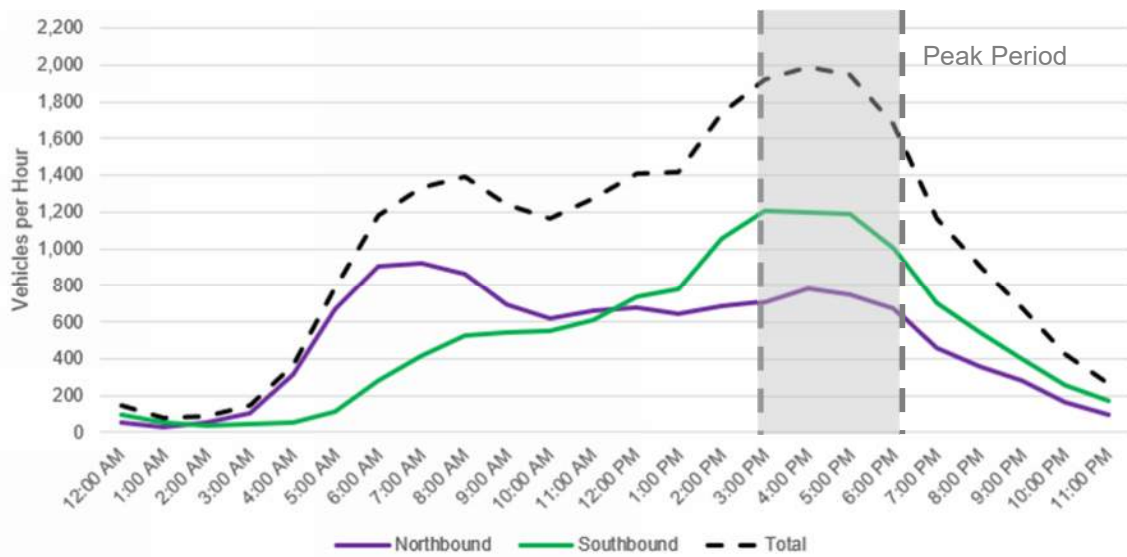
### ***What metrics does the City use to monitor concurrency?***

The City of Edgewood evaluates intersection LOS to understand delays and intersection capacity. The City also uses a roadway volume-to-capacity ratio to monitor the available capacity of major arterials within the City.

### Why does the City focus on the weekday PM peak hour?

Concurrency is typically linked with street or intersection capacity, and traffic volumes are typically closest to capacity during the weekday PM peak hour. For example, Figure 1 shows hourly vehicle volumes along Meridian Avenue collected during March 2026. Both the southbound volume and overall volume peaks occur during the PM peak period while the northbound volume peaks during the AM peak period. The PM peak hour volumes have approximately 37 percent more vehicles than the AM peak hour. However, the northbound volume during the AM peak hour serves the most directional amount of traffic at around 900 vehicles an hour. While the AM peak period might have a lower overall volume of traffic than the PM peak period, the high volumes during the AM period does influence design decisions related to future capital project needs, access management solutions, and traffic control and signal timing improvements. Both time periods should be considered when considering impacts of development on Meridian Avenue and during the design evaluation process of any capital improvement along the corridor.

Figure 1 – Midweek Average Hourly Volumes on Meridian Ave (south of 11th Street) – March 2026



### Development Summary

The concurrency evaluation analyzes six years in the future (i.e., the year 2032 in this instance) to capture developments already approved and transportation projects that are funded and will be completed within that timeframe. The developments that have been accounted for since the last update of the concurrency program in 2023 are listed in Table 1.

To account for smaller developments not subject to concurrency requirements and other changes in regional traffic, an annual one percent growth rate is applied to any existing traffic counts taken prior to 2026. Observed traffic growth rates along the City’s transportation network have generally indicated that the one percent background growth rate is reasonable since specific development trips in the city are being tracked and accounted for separately. The actual annual traffic growth rates are closer to three percent after known development pipeline trips have been included.



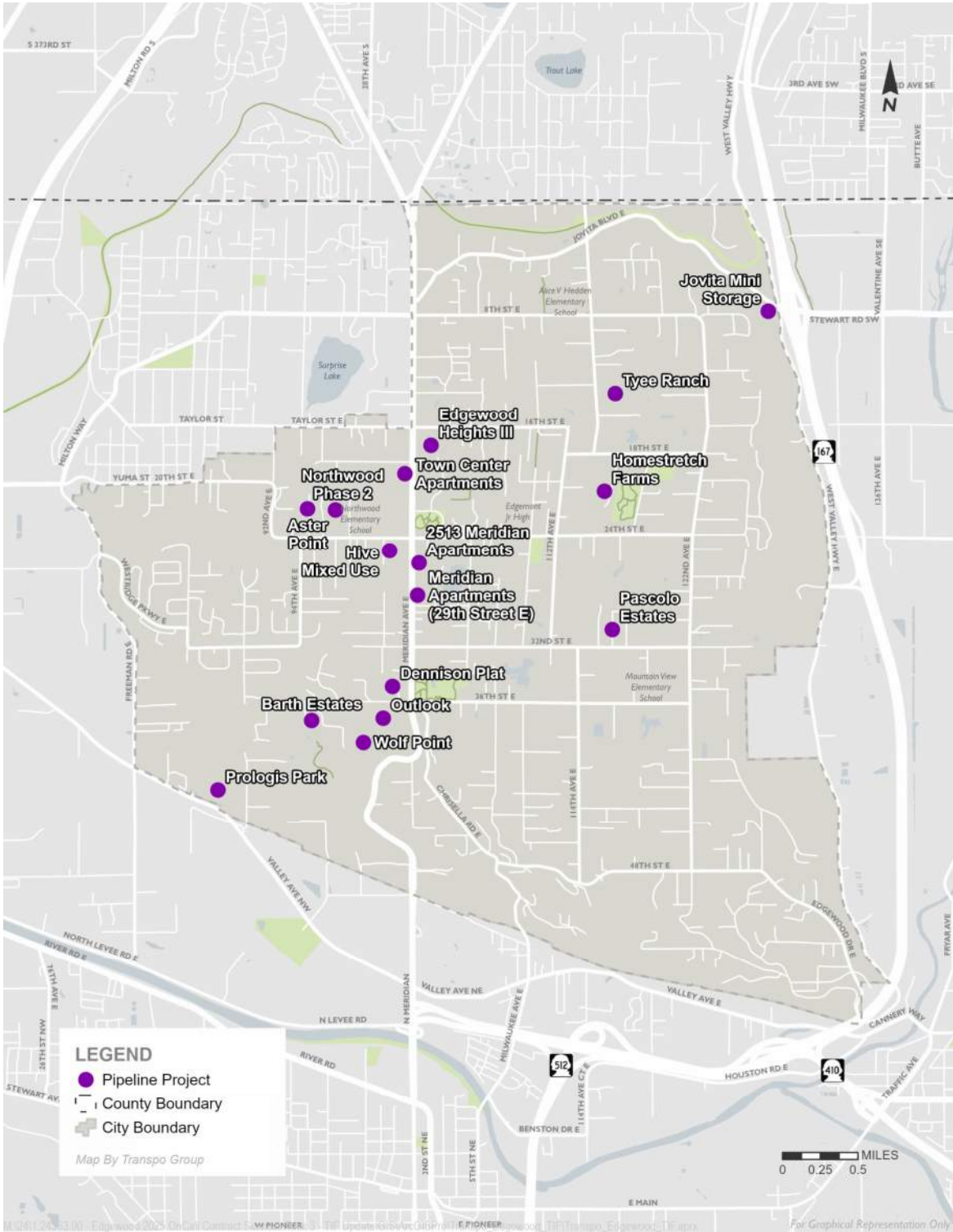
**Table 1. Summary of Developments Being Monitored**

<b>Pipeline Development</b>	<b>Type and Size</b>	<b>New PM Peak Hour Trips</b>	<b>Development Status</b>
Aster Point	36 single family units	43	33 of 36 units built
Pascolo Estates	18 single family units	22	17 of 18 units built
Wolf Point	56 single family units	62	30 of 56 units built
Barth Estates	35 single family units	34	34 of 35 units built
Town Center Apartments	336 apartments and 11,687 square feet commercial space	338	New application under review, reduced scope
Prologis Park	Industrial park and warehousing	471	Environmental review in progress, not yet built
Meridian Apartments (29th Street E)	33 multifamily units	15	Under construction
2513 Meridian Apartments	36 multifamily units, 1,200 sf office space	18	Not built, site work starts Summer 2026
Tyee Ranch	39 single family homes	40	Under construction
Homestretch Farms	28 new single family homes	29	Not built, site work starts Summer 2026
Northwood Phase 2	44 new single family homes	47	Under construction
Jovita Mini Storage	117,308 square feet heated self storage facility	18	Not built, rezone in progress
Edgewood Heights III	107 new apartments and 6,664 square feet commercial space	102	Under construction
Hive Mixed Use	175 midrise multifamily units, 2,100 sf fast casual restaurant, 1,050 sf coffee shop, 2,100 sf daycare, and 3,200 sf commercial space	97	Not built
Dennison Plat	55 single-family detached dwelling units and 12 single-family attached dwelling units	60	Not built
Outlook	78 multifamily dwelling units	36	Not built
<b>TOTAL</b>		<b>1,432</b>	<b>PM Peak Hour Trips</b>

Source: City of Edgewood

The location of the developments are shown in Figure 2.

**Figure 2 - Pipeline Development Projects**



Eight developments that were included in the prior concurrency annual report have been removed from this analysis, as they have been built-out or withdrawn and are reflected in the updated traffic counts, as summarized in Table 2.

**Table 2. Developments Removed from 2026 Concurrency Analysis**

<b>Pipeline Development</b>	<b>Type and Size</b>	<b>New PM Peak Hour Trips</b>	<b>Development Status</b>
The Woodlands	55 condos, 4,256 sf commercial	29	Residential complete, commercial cancelled
Edgewood Heights I & II	452 unit multifamily DUs	276	Development Complete
Edgewood Terrace	25 single family units	30	Plat Expired
Philip's Ridge	14 single family units	14	Development complete
Learning Experience	Day care and learning center	37	Development complete
10202 29th Street	6,300 sf smoke shop/liquor store	8	Development cancelled
Windmill Site	45 townhome units	17	Development cancelled
ARCO AM/PM	16-vehicle fueling facility, 4 x EV chargers, one car wash, and 1,550 sf quick service	104	Development cancelled
<b>TOTAL</b>		<b>515</b>	<b>PM Peak Hour Trips</b>

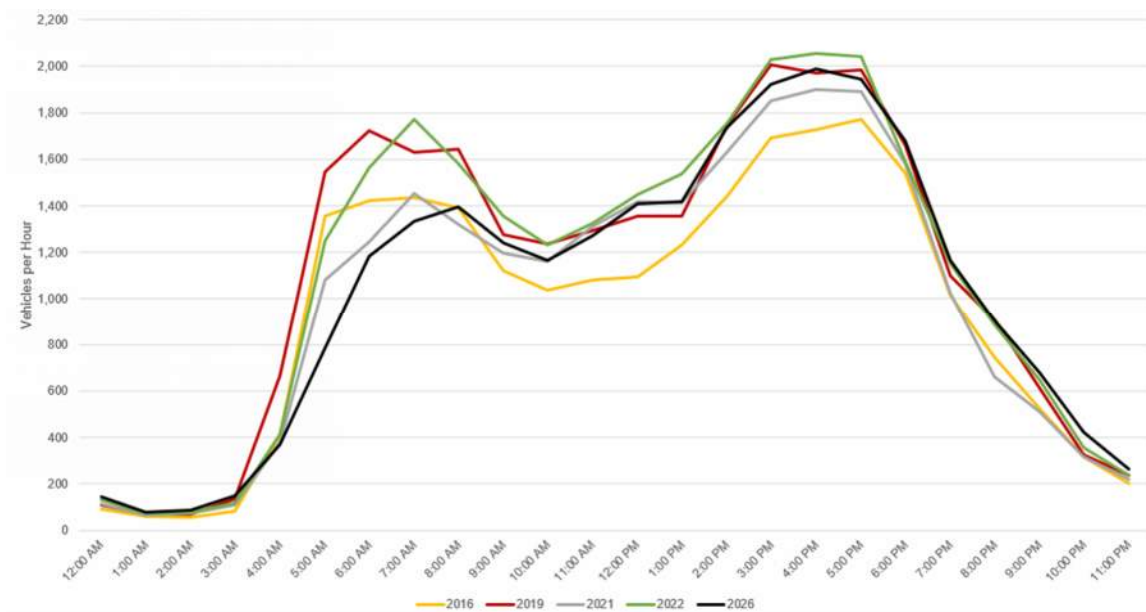
Source: City of Edgewood

## Traffic Volume Changes

A comparison of historical traffic volumes south of 11th Street along Meridian Avenue was evaluated to understand traffic volume changes in Edgewood. The historical counts have been summarized to illustrate the impacts of growth on traffic volumes. Average hourly volumes were collected during midweek days (Tuesday through Thursday) in June 2016, April 2019, February 2021, April 2022, and March 2026.

Figure 3 summarizes midweek traffic patterns at Meridian Avenue south of 11th Street.

**Figure 3 – Historical Midweek Average Hourly Volumes on Meridian Avenue (south of 11th Street)**



As shown in Figure 3, traffic volumes along Meridian Avenue peak between approximately 4 PM and 6 PM, with a secondary peak during the AM hours between approximately 7 AM and 9 AM. Traffic patterns have remained consistent between 2019 and 2022, with the AM peak hour shifting slightly later during 2021 and 2022. Traffic patterns in 2026 generally showed lower traffic volumes than in 2022, with the AM peak hour in particular showing a sharp decrease in volumes from previous years.

Table 3 summarizes historical traffic volumes for Meridian Avenue E just south of 11th Street E to illustrate how volumes have grown over that time. Counts have been collected intermittently between 2016 and 2026, but the data does demonstrate various trends. Most notably the AM peak hour has not grown compared to both the daily and PM peak hour time periods.

**Table 3. Meridian Avenue Historical Traffic Volumes – 2016 to 2026**

<b>Midweek Average Traffic Volume</b>	<b>2016</b>	<b>2019</b>	<b>2021</b>	<b>2022</b>	<b>2026</b>	<b>Annual Percent Growth</b>
Daily Northbound	11,745	13,972	12,314	14,177	12,161	-
Daily Southbound	11,108	12,691	11,610	12,459	12,578	-
<b>Daily Total</b>	<b>22,853</b>	<b>26,663</b>	<b>23,924</b>	<b>26,636</b>	<b>24,739</b>	<b>0.6%</b>
PM Peak Hour Northbound	572	675	734	808	790	-
PM Peak Hour Southbound	1,201	1,307	1,178	1,256	1,200	-
<b>PM Peak Hour Total</b>	<b>1,773</b>	<b>1,982</b>	<b>1,912</b>	<b>2,064</b>	<b>1,990</b>	<b>1.2%</b>
AM Peak Hour Northbound	1,054	1,264	1,092	1,330	920	-
AM Peak Hour Southbound	436	459	471	496	528	-
<b>AM Peak Hour Total</b>	<b>1,490</b>	<b>1,723</b>	<b>1,564</b>	<b>1,826</b>	<b>1,448</b>	<b>0%</b>

Source: Transpo Group

Due to the COVID-19 pandemic, traffic volumes along Meridian Avenue decreased significantly between 2019 and 2021; however, Meridian Avenue experienced increased volumes in 2022, similar to pre-pandemic conditions observed in 2019. In 2026, traffic volumes on Meridian Avenue were shown to decrease from the 2022 volumes, but annual volume growth between 2016 and 2026 remains around 1% per year for the daily volumes and the PM peak hour volumes. In the AM peak hour, volumes in 2026 were the lowest documented since 2016, with significant decreases between 2022 and 2026 observed in the northbound direction.

In addition, Table 4 summarizes historical PM peak hour traffic volumes for eight key roadway segments outside of Meridian Avenue E along Jovita Boulevard, 8th Street E, 24th Street E, and 36th Street E. PM peak hour turning movement counts were collected in intermittent years between 2016 and 2026 for each location and have been utilized to summarize past traffic volumes.

Roadway Segment	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
1. Jovita Boulevard, east of Emerald Street	-	860	-	-	-	974	-	1,006	-	-	950
2. Jovita Boulevard, south of Emerald Street	-	283	-	-	-	304	-	328	-	-	323
3. 8th Street E, east of Meridian Avenue E	598	-	-	648	-	-	558	557	-	-	524
4. 8th Street E, west of Meridian Ave E	878	-	-	906	-	-	845	845	-	-	778
5. 24th Street E, east of Meridian Ave E	398	-	-	-	-	277	317	-	-	305	-
6. 24th Street E, west of Meridian Ave E	395	-	-	-	-	434	519	-	-	546	-
7. 36th Street E, east of Meridian Ave E	723	621	-	-	-	365	545	-	-	663	-
8. 36th Street E, west of Meridian Ave E	60	69	-	-	-	49	66	-	-	99	-

Source: Transpo Group

As shown in Table 4, traffic volumes generally experienced increases between 2016 and 2019, then decreased due to the COVID-19 pandemic during data collection in 2021. Traffic counts after 2021 are generally back to pre-pandemic levels and continued to increase in 2023. PM peak hour traffic counts in 2025 and 2026 have remained relatively consistent with volumes collected in 2022 and 2023.

## Level of Service Standards

Under the Washington State Growth Management Act, local jurisdictions have the discretion in how they define their level of service standards and how to apply transportation concurrency within their growth plans, policies, regulations, and permit systems. As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish LOS standards for transportation arterials. Once a jurisdiction sets a standard, it is used to determine whether the impacts of a proposed development can be met through existing capacity and/or to decide what level of mitigation will be required.

The LOS standard for City roadways is outlined in the City’s Transportation Element of the Comprehensive Plan.

### **Intersection LOS Methodology**

The adopted intersection LOS standard is LOS E for all intersections along Meridian Avenue, and LOS D for all other intersections. Intersection LOS is based on the vehicular delay traveling through an intersection during the busiest one-hour period. Intersection LOS was analyzed in Synchro version 12, using The *Highway Capacity Manual* (HCM) 7th Edition.

Smaller delays result in better LOS (A, B, C), while long delays mean worse LOS (D, E, F). The HCM methodology for estimating LOS for signalized intersections is measured as an average delay for vehicles entering on all approaches. In contrast, the HCM methodology for estimating LOS for two-way stop control (TWSC) intersections is to report the delay for the worst movement



(such as eastbound left turns) to ensure that side street delay is adequately measured. TWSC intersections will have poor LOS when side street delay becomes excessive.

### **Roadway LOS Methodology**

The roadway LOS standard is based on a volume-to-capacity ratio of 0.80 or 80 percent of capacity. The capacity estimates of each of the study roadways is based on capacity estimates developed within the Transportation Element of the City of Edgewood's Comprehensive Plan.

## **Concurrency Evaluation Process**

The process for evaluating transportation concurrency includes the following key steps:

- Begin with existing traffic counts for the PM peak hour (latest baseline concurrency model)
- Add known City pipeline development traffic to the traffic counts
- Add known other agency pipeline development traffic to the traffic counts
- Grow all existing counts by 1% per year to account for other background growth
- Test the intersections to determine if they meet adopted LOS standards:
  - LOS E for intersections along Meridian Avenue
    - Non-signalized or roundabout intersections are measured by the operation of the stop-controlled approach. The City's LOS standards allow for one or two-way stop control intersections to operate below standard if the approach would serve only a small volume of traffic and an alternative access was available.
  - LOS D for all other intersections in the City
- Calculate roadway volume to capacity ratios and see if they meet LOS standards
  - LOS C is standard for City minor arterials and collector streets as outlined in the Transportation Element. LOS C is a volume to capacity ratio of 0.80, or 80% of capacity.

The concurrency evaluation analyzes six years in the future (2032) to capture developments already approved and transportation projects that are funded and will be completed within that timeframe.

The transportation system assumptions include all future improvement projects that are funded and identified in the City's 6-year 2026-2031 Transportation Improvement Program. Four notable projects are directly relevant to the future findings, and they include:

- TIP #1 and TIP #2: completion of the various improvements on Meridian Avenue between 24th St E and 36th St E identified in the Meridian Corridor Study project. Relevant improvements include widening Meridian Avenue to 4 lanes, as well as roundabouts at the Meridian Avenue E/32nd Street E and the Meridian Avenue E/36th Street E intersections. These improvements were not included in the LOS analysis, as work on these improvements is expected to start after the 2032 horizon year.
- TIP #11: Construction of various segments of the Meridian Avenue Parallel Road Network.
- TIP #13: Meridian Avenue & 12th Street or 13th Street Intersection Improvements. This improvement is expected to be completed by 2030, but was not included in the LOS analysis as the intersection location is still to be determined.

## Concurrency Status

### Intersection LOS

Table 5 summarizes the intersection LOS for 2032 based on the most recent intersection traffic counts plus the pipeline development shown in Table 1 and a one percent annual background growth rate in traffic. The annual growth rate is in addition to the pipeline development growth, so the actual growth rates are much higher than one percent depending on the intersection or roadway.

**Table 5. Intersection LOS – Forecast 2032 Weekday PM Peak Hour**

Intersection	2032 Traffic Control	LOS Standard	Forecast 2032 LOS	Estimated Trips Remaining <sup>1</sup>
1. 114th Street E / Jovita Boulevard E	Signal	D	B	1,150
2. Jovita Blvd E / Emerald Street E	Roundabout	D	A	1,600
3. Meridian Avenue E / Emerald Street E	Signal	E	C	880
4. Meridian Avenue E / 8th Street E	Signal	E	D	730
5. Meridian Avenue E / 12th Street E	TWSC	E	C	115 – 3,050
6. Meridian Avenue E / 13th Street E	TWSC	E	<b>F</b>	<b>N/A</b>
7. Meridian Avenue E / 16th Street E	Signal	E	B	1,550
8. Meridian Avenue E / 20th Street E	Roundabout <sup>2</sup>	E	A	900
9. Meridian Avenue E / 22nd Street E	TWSC	E	C	115 – 2,280
10. Meridian Avenue E / 24th Street E	Signal	E	D	730
11. Meridian Avenue E / 29th Street E	TWSC	E	<b>F</b>	<b>N/A</b>
12. Meridian Avenue E / 32nd Street E	TWSC <sup>3</sup>	E	<b>F</b>	<b>N/A</b>
13. Meridian Avenue E / 36th Street E	Signal <sup>3</sup>	E	C	960
14. 122nd Avenue E / 24th Street E	TWSC	E	B	670
15. W Valley Highway / Jovita Boulevard E	Signal	D	B	570

Source: City of Edgewood

1. The estimated trips remaining at signalized intersection was calculated by growing all approach volumes at a uniform percentage until operations degraded below LOS standard. TWSC growth was estimated by proportionally increasing the side street volumes until LOS degraded below LOS standards. Volume ranges are shown for TWSC intersections along Meridian Avenue to highlight how a small increase in side street volumes will quickly result in LOS failure.
2. Assumes the installation of a roundabout at Meridian Ave E/20th Street E based on the July 2021 Intersection Control Evaluation completed at the intersection.
3. The traffic control improvement for the Meridian Ave / 32nd Street intersection and the Meridian Ave /36th Street intersection have been identified to be roundabouts by the Meridian Avenue Corridor Study; however, neither improvement is expected to be completed by 2032.

All intersections are expected to operate at or better than LOS standards, except for the Meridian Avenue E/13th Street E, Meridian Avenue E/29th Street E, and Meridian Avenue E/32nd Street E intersections. These intersections are two-way stop-controlled intersections that are expected to experience excessive side street delay on the EB and WB legs for vehicles making left turns onto Meridian Avenue. The west leg of the Meridian Avenue E/13th Street E intersection is within the City of Milton and thus is not subject to Edgewood's concurrency requirements.



The LOS standards set within the Transportation Element of Edgewood's Comprehensive Plan states that "To avoid mitigation that would only serve a small volume of traffic, the City may allow two-way and one-way stop-controlled intersections to operate worse than LOS standards." Additionally, with the build-out of the parallel roadway network, vehicles will have alternative access points north and south of 13th Street E and 29th Street E that will improve access to Meridian Avenue. Additionally, the Meridian Avenue Corridor Study outlined a vision for the corridor from 24th Street to the southern city limits, which identified corridor and intersection improvements to mitigate LOS failures at both 29th Street and 32nd Street intersections.

### ***Remaining Intersection Capacity***

In addition to forecasting the intersection LOS, the estimated remaining trip capacity per intersection is shown in Table 5. For signalized intersections, the number of trips was calculated by applying a consistent growth rate to all volumes (i.e. all turning movements grown by 10 percent), then testing intersection LOS. If the LOS was at or above the standard, the growth rate was continually increased until the intersection operated below the LOS standard.

If trip growth does not occur uniformly by movement (which it likely will not), the actual number of additional trips that the intersection can process will be lower than those reported in Table 5. To illustrate this point, for both the 12th Street E and Dom Calata Way E intersections on Meridian Avenue, the left turn volumes on the side street were increased until operations degraded below LOS standards. At both 12th Street E and Dom Calata Way E, only 115 additional left turns onto Meridian Avenue cause the intersection to operate at LOS F during the PM peak hour. This was done to show that TWSC intersections along Meridian Avenue are much more susceptible to LOS changes from a small change in volumes on side streets.

### ***Roadway LOS***

The forecasted roadway LOS is summarized in Table 6, based on the most recent intersection and roadway counts plus the pipeline development shown in Table 1 and a 1 percent annual background growth rate.

**Table 6. Roadway LOS – Forecast 2032 Weekday PM Peak Hour**

Roadway Segments	LOS Standard	Estimated Peak Hour Capacity <sup>1</sup>	2032 NB / EB LOS (v/c Ratio)	2032 SB / WB LOS (v/c Ratio)	Estimated Trips Remaining (NB/EB / SB/WB)
1. 114th Ave E, south of Jovita Blvd	C	990	A (0.12)	B (0.45)	675 / 340
2. 8th St E, east of Meridian Ave E	C	990	A (0.26)	B (0.36)	535 / 435
3. 24th St E, west of Meridian Ave E	C	990	B (0.47)	B (0.37)	320 / 425
4. 24th St E, east of Meridian Ave E	C	990	A (0.23)	A (0.20)	565 / 595
5. 24th St E, west of 122nd Ave	C	990	A (0.09)	A (0.05)	700 / 745
6. 122nd Ave E, north of 24th St E	C	990	A (0.11)	B (0.31)	680 / 485
7. 122nd Ave E, south of 24th St E	C	990	A (0.13)	B (0.35)	665 / 445
8. 32nd St E, west of Meridian Ave E	C	990	A (0.02)	A (0.02)	775 / 770
9. 36th St E, east of Chrisella Rd E	C	990	A (0.13)	A (0.03)	665 / 765
10. 48th St E, east of 122nd Ave E	C	990	A (0.16)	A (0.12)	635 / 670
11. Chrisella Rd E, south of 48th St E	C	990	A (0.19)	B (0.43)	605 / 360

Source: City of Edgewood Transportation Element

1. Based on Highway Capacity Manual Exhibit 16-14 in HCM 2010 as used in the City of Edgewood's Comprehensive Plan.

All roadway segments are expected to operate at or above the LOS standard in 2032.

### **Remaining Roadway Capacity**

The roadway LOS is based on volume to capacity ratio, which enables a more accurate estimate of the available number of trips on each roadway. These remaining trip estimates are also provided in Table 6 and range from 320 to 775 additional vehicles per hour of available capacity.

## Recommendations

Based on the results of the 2026 annual concurrency evaluation, the following strategies should be a priority for the City in 2026 and beyond.

### **Meridian Avenue Phase 1 and 2 Improvements (TIP Projects 1 and 2)**

The 2026-2031 Transportation Improvement Program contains TIP Projects #1 and 2 that will finish Phase 1 and Phase 2 of the improvements identified in the Meridian Avenue Corridor Study. The improvements identified in Phase 1 include widening Meridian Avenue to 4 lanes between 24th Street E and 3400 block, adding a multiuse pathway, and installing a roundabout at the Meridian Avenue E/32nd Street E intersection. The improvements identified in Phase 2 include widening Meridian Avenue to 4 lanes and adding multiuse paths in the vicinity of 36th Street E, as well as installing a roundabout at the Meridian Avenue E/36th Street E intersection. While the roundabout improvement in Phase 1 was found to mitigate the operational deficiencies currently observed at the 32nd Street intersection, the installation of a roundabout would be a costly endeavor that would primarily benefit traffic on the eastbound and westbound minor approaches, which combined see fewer than 100 vehicles served during the PM peak hour in future (2032) conditions. Since the installation of a roundabout at 32nd Street E provides limited benefits at a high cost, both Phase 1 and Phase 2 are currently unfunded and are projected to be completed beyond the 2032 horizon year. Concurrency monitoring along these sections of Meridian Avenue will help inform if these improvements need to be installed sooner, particularly if parcels in the immediate vicinity of the intersection are redeveloped.

### **Meridian Parallel Road Network Construction (TIP Project 11)**

The City should continue addressing missing segments of the parallel roadway network between 8th Street E and 20th Street E, along with 29th Street E to 36th Street E. Three of the stop-controlled intersections along Meridian Avenue at 13th Street E, 29th Street E and 32nd Street E are forecasted to operate at or below LOS standards by 2032. Transportation Project T-11 on the TIP identifies several various roadway segments for construction. Prioritizing design and construction of the Parallel Road Network will help facilitate access to new developments and reduce the need for travelers to access SR 161 via currently failing intersections and help maintain transportation concurrency.

### **Meridian Avenue & 12th/13th Street Intersection Improvements (TIP Project 13)**

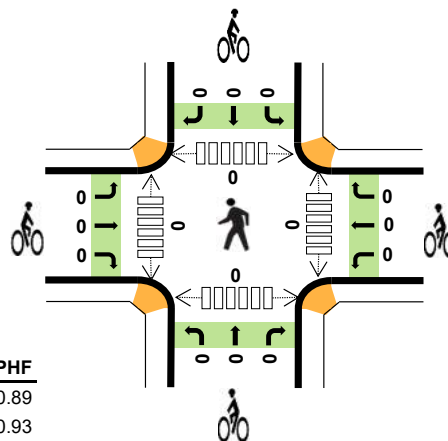
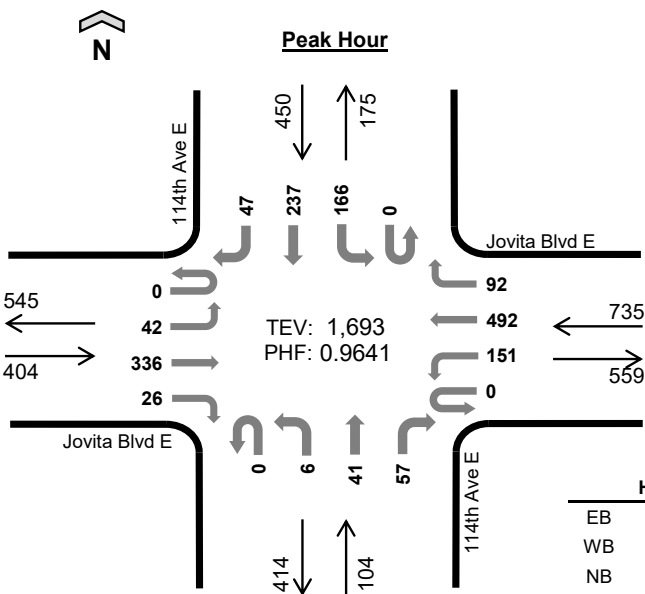
TIP project 13 includes design and construction funding for improvements at the 12th Street or 13th Street intersection of Meridian Avenue. The 13th Street E intersection of Meridian Avenue is forecast to operate at LOS F during the PM peak in 2032, while a slight increase in side street traffic accessing Meridian Avenue from 12th Street will cause LOS failure at that location at some point in the future. Given the completion of the parallel road segment between 10th Street and 13th Street on the east side of Meridian Avenue, future intersection improvements at either 12th Street or 13th Street will allow vehicles to safely access Meridian Avenue from the east, negating the need for improvements at both intersections. Further coordination with the City of Milton and the timing of redevelopment along this section of the corridor will help determine which intersection should be improved.



# 114th Ave E Jovita Blvd E



Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	3%	0.89
WB	2%	0.93
NB	1%	0.90
SB	2%	0.95
TOTAL	2%	0.96

## Peak Hour Count Summaries

Peak Hour Interval Start	Jovita Blvd E				Jovita Blvd E				114th Ave E				114th Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	15	89	10	0	30	128	25	0	1	11	13	0	54	51	12	439	0	
4:15 PM	0	7	76	6	0	44	129	25	0	2	12	15	0	31	65	19	431	0	
4:30 PM	0	8	80	3	0	39	118	15	0	3	8	16	0	41	70	8	409	0	
4:45 PM	0	12	91	7	0	38	117	27	0	0	10	13	0	40	51	8	414	1,693	
Pk Hr	All	0	42	336	26	0	151	492	92	0	6	41	57	0	166	237	47	1,693	
	HV	0	3	10	0	0	4	12	2	0	0	1	0	0	6	4	0	42	
	HV%	-	7%	3%	0%	-	3%	2%	2%	-	0%	2%	0%	-	4%	2%	0%	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	6	3	0	2	11	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	7	1	2	13	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	5	0	3	9	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	3	0	3	9	0	0	0	0	0	0	0	0	0	0
Peak Hour	13	18	1	10	42	0	0	0	0	0	0	0	0	0	0

<b>Count Summaries - All Vehicles</b>																			
Interval Start	Jovita Blvd E				Jovita Blvd E				114th Ave E				114th Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	15	89	10	0	30	128	25	0	1	11	13	0	54	51	12	439	0	
4:15 PM	0	7	76	6	0	44	129	25	0	2	12	15	0	31	65	19	431	0	
4:30 PM	0	8	80	3	0	39	118	15	0	3	8	16	0	41	70	8	409	0	
4:45 PM	0	12	91	7	0	38	117	27	0	0	10	13	0	40	51	8	414	1,693	
5:00 PM	0	9	78	3	0	49	115	22	0	0	9	14	0	33	40	6	378	1,632	
5:15 PM	0	6	98	7	0	43	118	22	0	0	13	8	0	33	50	15	413	1,614	
5:30 PM	0	8	82	3	0	36	95	20	0	1	8	14	0	37	50	12	366	1,571	
5:45 PM	0	6	79	6	0	35	95	21	0	1	11	12	0	31	29	3	329	1,486	
Count Total	0	71	673	45	0	314	915	177	0	8	82	105	0	300	406	83	3,179		
Pk Hr	All	0	42	336	26	0	151	492	92	0	6	41	57	0	166	237	47	1,693	
	HV	0	3	10	0	0	4	12	2	0	0	1	0	0	6	4	0	42	
	HV%	-	7%	3%	0%	-	3%	2%	2%	-	0%	2%	0%	-	4%	2%	0%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	6	3	0	2	11	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	7	1	2	13	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	5	0	3	9	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	3	0	3	9	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	8	1	1	14	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	5	1	2	8	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	3	0	2	6	0	0	0	0	0	0	0	0	1	1
5:45 PM	1	5	0	1	7	0	0	0	0	0	0	0	0	0	0
Count Total	19	39	3	16	77	0	0	0	0	0	0	0	0	1	1
Peak Hour	13	18	1	10	42	0	0	0	0	0	0	0	0	0	0

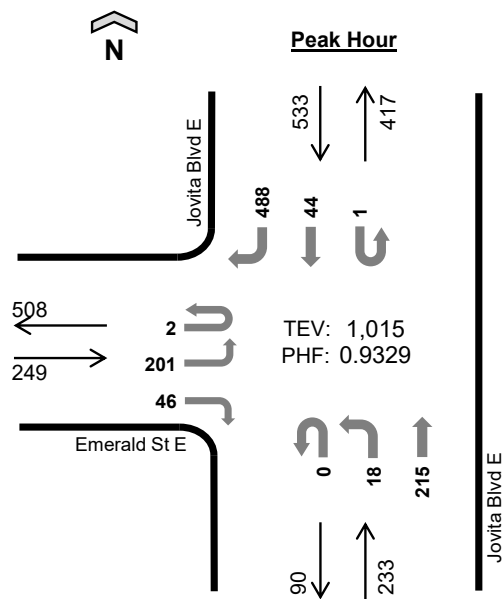
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Jovita Blvd E				Jovita Blvd E				114th Ave E				114th Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	4	0	0	0	1	2	0	0	0	0	0	2	0	0	11	0
4:15 PM	0	1	2	0	0	2	5	0	0	0	1	0	0	2	0	0	13	0
4:30 PM	0	0	1	0	0	1	4	0	0	0	0	0	0	1	2	0	9	0
4:45 PM	0	0	3	0	0	1	2	0	0	0	0	0	0	1	2	0	9	42
5:00 PM	0	0	4	0	0	3	4	1	0	0	0	1	0	1	0	0	14	45
5:15 PM	0	0	0	0	0	0	4	1	0	0	0	1	0	0	1	1	8	40
5:30 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	2	0	0	6	37
5:45 PM	0	0	1	0	0	2	2	1	0	0	0	0	0	1	0	0	7	35
Count Total	0	3	16	0	0	9	24	6	0	0	1	2	0	10	5	1	77	
Pk Hr Heavy	0	3	10	0	0	4	12	2	0	0	1	0	0	6	4	0	42	

<b>Count Summaries - Bikes</b>																		
Interval Start	Jovita Blvd E				Jovita Blvd E				114th Ave E				114th Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# Jovita Blvd E Emerald St E

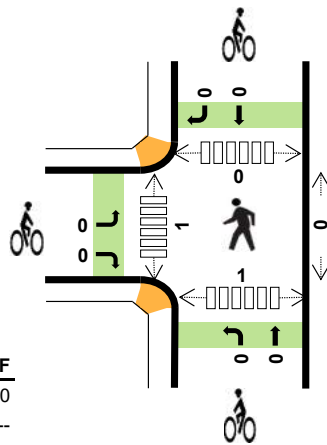


Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



TEV: 1,015  
 PHF: 0.9329

	HV%	PHF
EB	2%	0.90
WB	--	--
NB	3%	0.81
SB	2%	0.96
TOTAL	2%	0.93



## Peak Hour Count Summaries

Peak Hour Interval Start	Emerald St E				n/a				Jovita Blvd E				Jovita Blvd E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	54	0	15	0	0	0	0	0	5	67	0	0	0	8	123	272	0	
4:15 PM	0	38	0	14	0	0	0	0	0	6	38	0	0	0	17	122	235	0	
4:30 PM	2	53	0	11	0	0	0	0	0	5	55	0	1	0	13	119	259	0	
4:45 PM	0	56	0	6	0	0	0	0	0	2	55	0	0	0	6	124	249	1,015	
Pk Hr	All	2	201	0	46	0	0	0	0	0	18	215	0	1	0	44	488	1,015	
	HV	0	4	0	0	0	0	0	0	0	0	8	0	0	0	12	24		
	HV%	0%	2%	-	0%	-	-	-	-	-	0%	4%	-	0%	-	0%	2%	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	0	4	2	8	0	0	0	0	0	0	1	0	1	2
4:15 PM	1	0	1	4	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	1	4	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	0	8	12	24	0	0	0	0	0	0	1	0	1	2

Count Summaries - All Vehicles																			
Interval Start	Emerald St E				n/a				Jovita Blvd E				Jovita Blvd E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	54	0	15	0	0	0	0	0	5	67	0	0	0	8	123	272	0	
4:15 PM	0	38	0	14	0	0	0	0	0	6	38	0	0	0	17	122	235	0	
4:30 PM	2	53	0	11	0	0	0	0	0	5	55	0	1	0	13	119	259	0	
4:45 PM	0	56	0	6	0	0	0	0	0	2	55	0	0	0	6	124	249	1,015	
5:00 PM	1	57	0	16	0	0	0	0	0	5	46	0	0	0	11	111	247	990	
5:15 PM	1	51	0	10	0	0	0	0	0	3	53	0	0	0	5	118	241	996	
5:30 PM	1	44	0	21	0	0	0	0	0	12	49	0	0	0	13	116	256	993	
5:45 PM	0	48	0	11	0	0	0	0	0	8	46	0	0	0	8	93	214	958	
Count Total	5	401	0	104	0	0	0	0	0	46	409	0	1	0	81	926	1,973		
Pk Hr	All	2	201	0	46	0	0	0	0	0	18	215	0	1	0	44	488	1,015	
	HV	0	4	0	0	0	0	0	0	0	8	0	0	0	0	12	24	24	
	HV%	0%	2%	-	0%	-	-	-	-	-	0%	4%	-	0%	-	0%	2%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	0	4	2	8	0	0	0	0	0	0	1	0	1	2
4:15 PM	1	0	1	4	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	1	4	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	3	5	9	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	1	1	
5:30 PM	2	0	0	4	6	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	
Count Total	7	0	12	25	44	0	0	0	0	0	0	1	0	2	3
Peak Hour	4	0	8	12	24	0	0	0	0	0	0	1	0	1	2

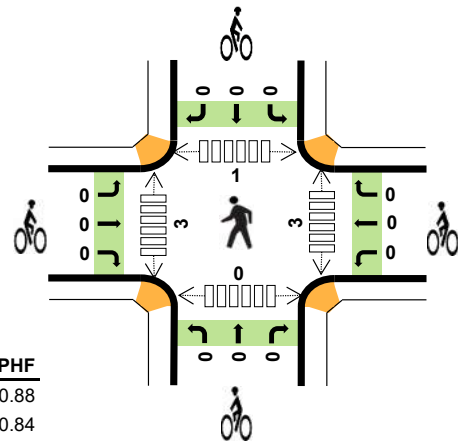
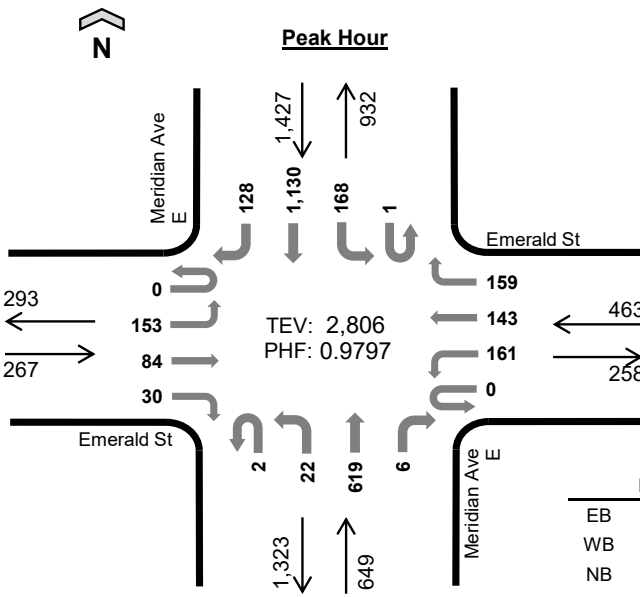
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Emerald St E				n/a				Jovita Blvd E				Jovita Blvd E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	2	8	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	6	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	24
5:00 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	5	9	25
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	21
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	6	21
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	20
Count Total	0	6	0	1	0	0	0	0	0	0	12	0	0	0	0	25	44	
Pk Hr Heavy	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	12	24	

<b>Count Summaries - Bikes</b>																		
Interval Start	Emerald St E				n/a				Jovita Blvd E				Jovita Blvd E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# Meridian Ave E Emerald St



Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	1%	0.88
WB	3%	0.84
NB	2%	0.94
SB	1%	0.90
TOTAL	2%	0.98

### Peak Hour Count Summaries

Peak Hour Interval Start	Emerald St				Emerald St				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
5:00 PM	0	35	28	5	0	38	42	26	1	10	161	1	1	42	279	24	693	0	
5:15 PM	0	36	16	6	0	34	41	49	1	3	160	1	0	44	271	30	692	0	
5:30 PM	0	43	21	12	0	52	35	50	0	7	143	1	0	47	264	30	705	0	
5:45 PM	0	39	19	7	0	37	25	34	0	2	155	3	0	35	316	44	716	2,806	
Pk Hr	All	0	153	84	30	0	161	143	159	2	22	619	6	1	168	1,130	128	2,806	
	HV	0	2	1	0	0	3	2	8	0	0	10	0	0	3	17	1	47	
	HV%	-	1%	1%	0%	-	2%	1%	5%	0%	0%	2%	0%	0%	2%	2%	1%	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	2	5	7	4	18	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	1	0	5	7	0	0	0	0	0	1	0	1	0	2
5:30 PM	0	5	0	6	11	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	3	6	11	0	0	0	0	0	2	3	0	0	5
Peak Hour	3	13	10	21	47	0	0	0	0	0	3	3	1	0	7

Count Summaries - All Vehicles																			
Interval Start	Emerald St				Emerald St				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	39	23	11	0	30	42	43	0	5	154	4	0	42	308	30	731	0	
4:15 PM	0	32	16	5	0	37	49	47	0	4	130	3	0	33	255	28	639	0	
4:30 PM	0	41	18	12	0	43	42	43	0	3	155	4	0	41	275	24	701	0	
4:45 PM	0	31	20	2	0	31	45	61	0	4	148	0	0	43	271	26	682	2,753	
5:00 PM	0	35	28	5	0	38	42	26	1	10	161	1	1	42	279	24	693	2,715	
5:15 PM	0	36	16	6	0	34	41	49	1	3	160	1	0	44	271	30	692	2,768	
5:30 PM	0	43	21	12	0	52	35	50	0	7	143	1	0	47	264	30	705	2,772	
5:45 PM	0	39	19	7	0	37	25	34	0	2	155	3	0	35	316	44	716	2,806	
Count Total	0	296	161	60	0	302	321	353	2	38	1,206	17	1	327	2,239	236	5,559		
Pk Hr	All	0	153	84	30	0	161	143	159	2	22	619	6	1	168	1,130	128	2,806	
	HV	0	2	1	0	0	3	2	8	0	0	10	0	0	3	17	1	47	
	HV%	-	1%	1%	0%	-	2%	1%	5%	0%	0%	2%	0%	0%	2%	2%	1%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	2	4	5	12	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	3	6	4	13	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	4	5	6	15	0	0	0	0	0	0	1	0	0	1
4:45 PM	2	3	5	9	19	0	0	0	0	0	1	0	1	0	2
5:00 PM	2	5	7	4	18	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	1	0	5	7	0	0	0	0	0	1	0	1	0	2
5:30 PM	0	5	0	6	11	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	3	6	11	0	0	0	0	0	2	3	0	0	5
Count Total	6	25	30	45	106	0	0	0	0	0	7	4	2	0	13
Peak Hour	3	13	10	21	47	0	0	0	0	0	3	3	1	0	7

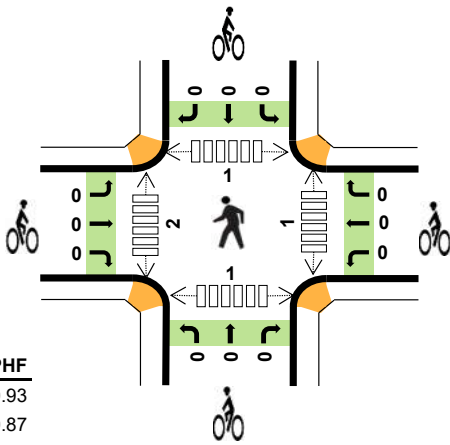
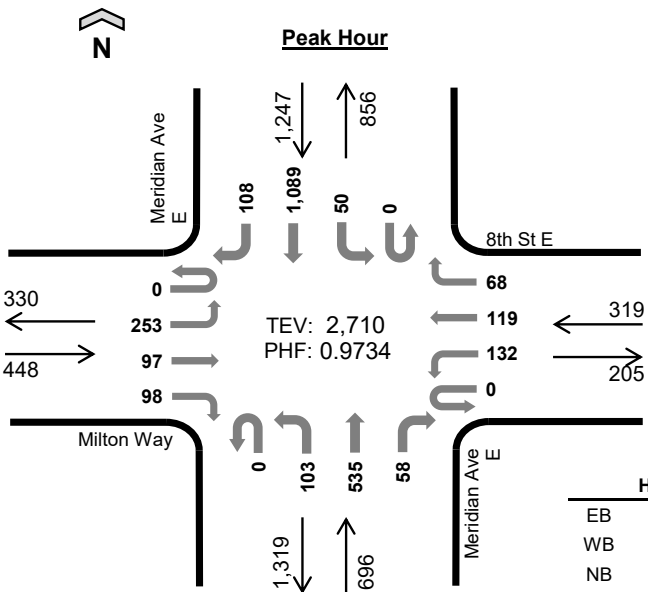
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Emerald St				Emerald St				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	1	0	1	0	0	4	0	0	1	3	1	12	0
4:15 PM	0	0	0	0	0	0	2	1	0	0	6	0	0	0	4	0	13	0
4:30 PM	0	0	0	0	0	1	2	1	0	0	4	1	0	0	5	1	15	0
4:45 PM	0	2	0	0	0	0	2	1	0	0	5	0	0	0	9	0	19	59
5:00 PM	0	1	1	0	0	2	0	3	0	0	7	0	0	1	3	0	18	65
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	1	7	59
5:30 PM	0	0	0	0	0	0	2	3	0	0	0	0	0	2	4	0	11	55
5:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	0	0	6	0	11	47
Count Total	0	4	2	0	0	5	8	12	0	0	29	1	0	4	38	3	106	
Pk Hr Heavy	0	2	1	0	0	3	2	8	0	0	10	0	0	3	17	1	47	

<b>Count Summaries - Bikes</b>																		
Interval Start	Emerald St				Emerald St				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# Meridian Ave E Milton Way



Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	3%	0.93
WB	1%	0.87
NB	2%	0.94
SB	2%	0.95
TOTAL	2%	0.97

### Peak Hour Count Summaries

Peak Hour Interval Start	Milton Way				8th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	67	25	28	0	32	30	14	0	24	148	14	0	4	288	22	696	0	
4:15 PM	0	55	24	24	0	44	26	22	0	35	119	14	0	15	253	23	654	0	
4:30 PM	0	66	26	27	0	34	33	17	0	18	132	18	0	8	270	35	684	0	
4:45 PM	0	65	22	19	0	22	30	15	0	26	136	12	0	23	278	28	676	2,710	
Pk Hr	All	0	253	97	98	0	132	119	68	0	103	535	58	0	50	1,089	108	2,710	
	HV	0	12	2	1	0	2	1	0	0	1	14	2	0	0	17	3	55	
	HV%	-	5%	2%	1%	-	2%	1%	0%	-	1%	3%	3%	-	0%	2%	3%	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	5	0	2	3	10	0	0	0	0	0	1	0	0	1	2
4:15 PM	3	1	6	4	14	0	0	0	0	0	0	0	1	0	1
4:30 PM	3	2	6	5	16	0	0	0	0	0	0	0	0	0	0
4:45 PM	4	0	3	8	15	0	0	0	0	0	0	2	0	0	2
Peak Hour	15	3	17	20	55	0	0	0	0	0	1	2	1	1	5

Count Summaries - All Vehicles																			
Interval Start	Milton Way				8th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	67	25	28	0	32	30	14	0	24	148	14	0	4	288	22	696	0	
4:15 PM	0	55	24	24	0	44	26	22	0	35	119	14	0	15	253	23	654	0	
4:30 PM	0	66	26	27	0	34	33	17	0	18	132	18	0	8	270	35	684	0	
4:45 PM	0	65	22	19	0	22	30	15	0	26	136	12	0	23	278	28	676	2,710	
5:00 PM	0	66	25	18	0	22	17	14	0	35	136	9	0	14	254	20	630	2,644	
5:15 PM	0	53	31	26	0	41	35	17	0	34	153	12	1	8	253	29	693	2,683	
5:30 PM	0	75	30	32	0	35	27	12	0	20	125	7	0	7	286	24	680	2,679	
5:45 PM	0	65	24	25	0	48	23	17	0	22	136	11	0	15	294	20	700	2,703	
Count Total	0	512	207	199	0	278	221	128	0	214	1,085	97	1	94	2,176	201	5,413		
Pk Hr	All	0	253	97	98	0	132	119	68	0	103	535	58	0	50	1,089	108	2,710	
	HV	0	12	2	1	0	2	1	0	0	1	14	2	0	0	17	3	55	
	HV%	-	5%	2%	1%	-	2%	1%	0%	-	1%	3%	3%	-	0%	2%	3%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	5	0	2	3	10	0	0	0	0	0	1	0	0	1	2
4:15 PM	3	1	6	4	14	0	0	0	0	0	0	0	1	0	1
4:30 PM	3	2	6	5	16	0	0	0	0	0	0	0	0	0	0
4:45 PM	4	0	3	8	15	0	0	0	0	0	0	2	0	0	2
5:00 PM	3	0	6	4	13	0	0	0	0	0	0	1	0	2	3
5:15 PM	1	1	0	4	6	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	6	8	0	0	0	0	0	0	0	1	1	2
5:45 PM	0	1	7	4	12	0	0	0	0	0	0	0	1	0	1
Count Total	21	5	30	38	94	0	0	0	0	0	1	3	3	4	11
Peak Hour	15	3	17	20	55	0	0	0	0	0	1	2	1	1	5

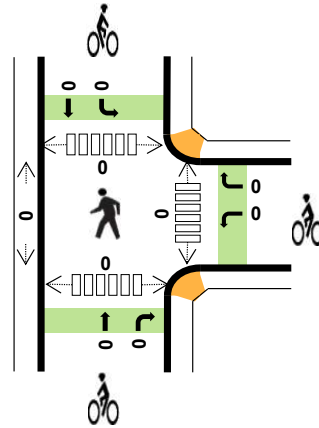
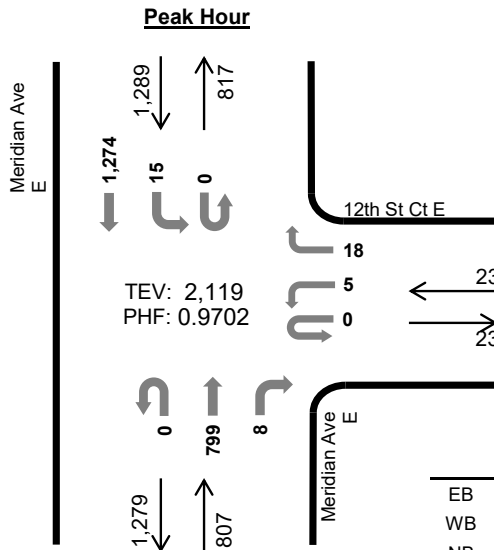
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Milton Way				8th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	5	0	0	0	0	0	0	0	0	1	1	0	0	3	0	10	0
4:15 PM	0	1	1	1	0	0	1	0	0	0	6	0	0	0	3	1	14	0
4:30 PM	0	2	1	0	0	2	0	0	0	1	4	1	0	0	4	1	16	0
4:45 PM	0	4	0	0	0	0	0	0	0	0	3	0	0	0	7	1	15	55
5:00 PM	0	2	1	0	0	0	0	0	0	0	6	0	0	0	3	1	13	58
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	6	50
5:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	1	8	42
5:45 PM	0	0	0	0	0	1	0	0	0	0	5	2	0	0	4	0	12	39
Count Total	0	14	5	2	0	3	2	0	0	1	25	4	0	0	33	5	94	
Pk Hr Heavy	0	12	2	1	0	2	1	0	0	1	14	2	0	0	17	3	55	

<b>Count Summaries - Bikes</b>																		
Interval Start	Milton Way				8th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# Meridian Ave E 12th St Ct E



Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	--	--
WB	0%	0.58
NB	3%	0.96
SB	2%	0.96
TOTAL	2%	0.97

## Peak Hour Count Summaries

Peak Hour Interval Start	n/a				12th St Ct E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	3	0	0	200	2	0	3	331	0	539	0	
4:15 PM	0	0	0	0	0	3	0	7	0	0	208	2	0	5	321	0	546	0	
4:30 PM	0	0	0	0	0	2	0	4	0	0	198	3	0	6	328	0	541	0	
4:45 PM	0	0	0	0	0	0	0	4	0	0	193	1	0	1	294	0	493	2,119	
Pk Hr	All	0	0	0	0	0	5	0	18	0	0	799	8	0	15	1,274	0	2,119	
	HV	0	0	0	0	0	0	0	0	0	0	21	0	0	1	23	0	45	
	HV%	-	-	-	-	-	0%	-	0%	-	-	3%	0%	-	7%	2%	-	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	4	6	10	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	7	12	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	21	24	45	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	n/a				12th St Ct E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	3	0	0	200	2	0	3	331	0	539	0	
4:15 PM	0	0	0	0	0	3	0	7	0	0	208	2	0	5	321	0	546	0	
4:30 PM	0	0	0	0	0	2	0	4	0	0	198	3	0	6	328	0	541	0	
4:45 PM	0	0	0	0	0	0	0	4	0	0	193	1	0	1	294	0	493	2,119	
5:00 PM	0	0	0	0	0	3	0	1	0	0	204	1	0	1	280	0	490	2,070	
5:15 PM	0	0	0	0	0	0	0	6	0	0	224	0	0	8	320	0	558	2,082	
5:30 PM	0	0	0	0	0	3	0	5	0	0	189	4	0	3	339	0	543	2,084	
5:45 PM	0	0	0	0	0	2	0	7	0	0	162	0	0	5	336	0	512	2,103	
Count Total	0	0	0	0	0	13	0	37	0	0	1,578	13	0	32	2,549	0	4,222		
Pk Hr	All	0	0	0	0	0	5	0	18	0	0	799	8	0	15	1,274	0	2,119	
	HV	0	0	0	0	0	0	0	0	0	0	21	0	0	1	23	0	45	
	HV%	-	-	-	-	-	0%	-	0%	-	-	3%	0%	-	7%	2%	-	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total			
4:00 PM	0	0	4	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	3	3	0	0	0	0	0	2	0	0	0	2			
5:30 PM	0	0	2	7	9	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	34	46	80	0	0	0	0	0	2	0	0	0	2			
Peak Hour	0	0	21	24	45	0	0	0	0	0	0	0	0	0	0			

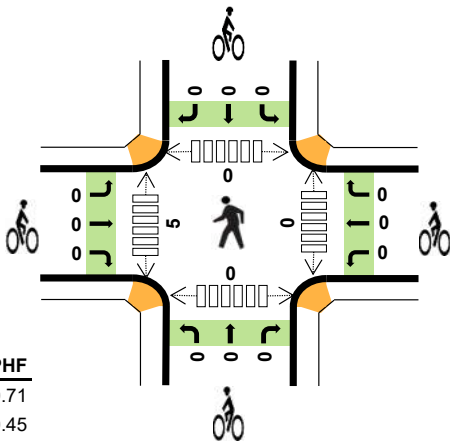
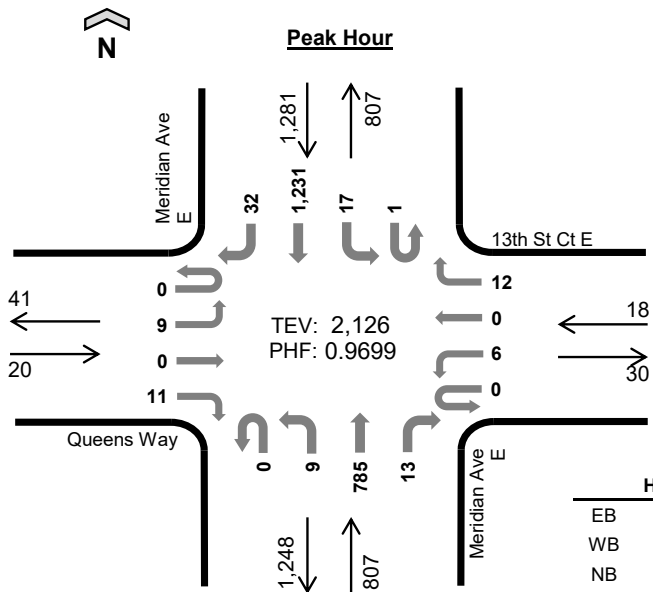
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	n/a				12th St Ct E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5	0	10	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12	45
5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	48
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	41
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	9	37
5:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	35
Count Total	0	0	0	0	0	0	0	0	0	0	34	0	0	1	45	0	80	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	21	0	0	1	23	0	45	

<b>Count Summaries - Bikes</b>																		
Interval Start	n/a				12th St Ct E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# Meridian Ave E Queens Way



Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	5%	0.71
WB	6%	0.45
NB	3%	0.97
SB	2%	0.97
TOTAL	2%	0.97

## Peak Hour Count Summaries

Peak Hour Interval Start	Queens Way				13th St Ct E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	3	0	1	0	3	0	7	0	2	192	3	0	2	320	9	542	0	
4:15 PM	0	4	0	3	0	3	0	2	0	2	201	5	0	5	316	7	548	0	
4:30 PM	0	2	0	4	0	0	0	0	0	1	200	2	1	5	310	12	537	0	
4:45 PM	0	0	0	3	0	0	0	3	0	4	192	3	0	5	285	4	499	2,126	
Pk Hr	All	0	9	0	11	0	6	0	12	0	9	785	13	1	17	1,231	32	2,126	
	HV	0	0	0	1	0	0	0	1	0	0	20	1	0	0	22	0	45	
	HV%	-	0%	-	9%	0	0%	-	8%	-	0%	3%	8%	0%	0%	2%	0%	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	3	5	9	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	7	4	11	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	5	6	12	0	0	0	0	0	0	3	0	0	3
Peak Hour	1	1	21	22	45	0	0	0	0	0	0	5	0	0	5

Count Summaries - All Vehicles																			
Interval Start	Queens Way				13th St Ct E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	3	0	1	0	3	0	7	0	2	192	3	0	2	320	9	542	0	
4:15 PM	0	4	0	3	0	3	0	2	0	2	201	5	0	5	316	7	548	0	
4:30 PM	0	2	0	4	0	0	0	0	0	1	200	2	1	5	310	12	537	0	
4:45 PM	0	0	0	3	0	0	0	3	0	4	192	3	0	5	285	4	499	2,126	
5:00 PM	0	3	0	9	0	4	0	4	0	3	203	2	0	2	276	3	509	2,093	
5:15 PM	0	2	0	0	0	3	0	3	0	1	214	3	0	5	312	7	550	2,095	
5:30 PM	0	3	0	0	0	1	0	3	0	3	187	1	1	5	330	5	539	2,097	
5:45 PM	0	2	0	0	0	0	0	3	0	2	158	2	0	4	323	9	503	2,101	
Count Total	0	19	0	20	0	14	0	25	0	18	1,547	21	2	33	2,472	56	4,227		
Pk Hr	All	0	9	0	11	0	6	0	12	0	9	785	13	1	17	1,231	32	2,126	
	HV	0	0	0	1	0	0	0	1	0	0	20	1	0	0	22	0	45	
	HV%	-	0%	-	9%	-	0%	-	8%	-	0%	3%	8%	0%	0%	2%	0%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	3	5	9	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	7	4	11	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	5	6	12	0	0	0	0	0	0	3	0	0	3
5:00 PM	1	0	5	7	13	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	4	5	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	2	7	9	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	5	5	10	0	0	0	0	0	0	1	0	0	1
Count Total	2	1	34	45	82	0	0	0	0	0	1	6	0	0	7
Peak Hour	1	1	21	22	45	0	0	0	0	0	0	5	0	0	5

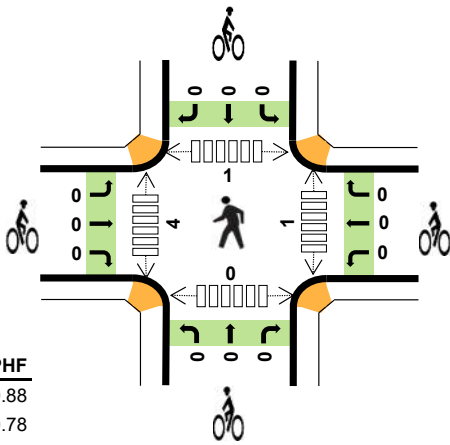
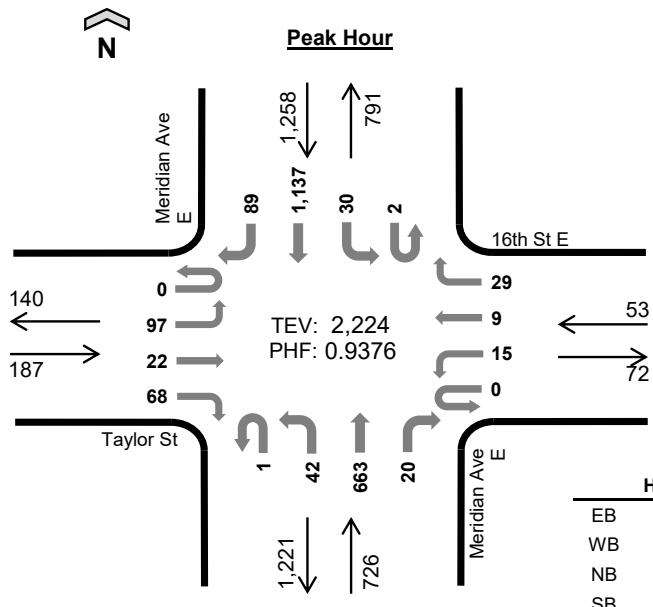
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Queens Way				13th St Ct E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	5	0	9	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	1	0	0	4	0	11	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	6	0	12	45
5:00 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	7	0	13	49
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	43
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	9	39
5:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	37
Count Total	0	0	0	2	0	0	0	1	0	0	33	1	0	0	45	0	82	
Pk Hr Heavy	0	0	0	1	0	0	0	1	0	0	20	1	0	0	22	0	45	

<b>Count Summaries - Bikes</b>																		
Interval Start	Queens Way				13th St Ct E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# Meridian Ave E Taylor St



Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	4%	0.88
WB	9%	0.78
NB	3%	0.92
SB	2%	0.92
TOTAL	2%	0.94

## Peak Hour Count Summaries

Peak Hour Interval Start	Taylor St				16th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	23	8	14	0	3	2	5	1	6	168	5	1	5	293	19	553	0	
4:15 PM	0	20	5	13	0	4	4	8	0	14	180	4	0	7	299	35	593	0	
4:30 PM	0	24	5	24	0	6	3	8	0	15	161	5	1	8	282	15	557	0	
4:45 PM	0	30	4	17	0	2	0	8	0	7	154	6	0	10	263	20	521	2,224	
Pk Hr	All	0	97	22	68	0	15	9	29	1	42	663	20	2	30	1,137	89	2,224	
	HV	0	2	1	4	0	2	0	3	0	0	18	2	0	0	22	0	54	
	HV%	-	2%	5%	6%	-	13%	0%	10%	0%	0%	3%	10%	0%	0%	2%	0%	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	1	4	5	11	0	0	0	0	0	0	2	0	0	2
4:15 PM	3	4	6	3	16	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	5	6	13	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	5	8	14	0	0	0	0	0	1	2	1	0	4
Peak Hour	7	5	20	22	54	0	0	0	0	0	1	4	1	0	6

Count Summaries - All Vehicles																			
Interval Start	Taylor St				16th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	23	8	14	0	3	2	5	1	6	168	5	1	5	293	19	553	0	
4:15 PM	0	20	5	13	0	4	4	8	0	14	180	4	0	7	299	35	593	0	
4:30 PM	0	24	5	24	0	6	3	8	0	15	161	5	1	8	282	15	557	0	
4:45 PM	0	30	4	17	0	2	0	8	0	7	154	6	0	10	263	20	521	2,224	
5:00 PM	0	17	5	10	0	1	3	13	0	20	182	2	1	13	264	22	553	2,224	
5:15 PM	0	31	5	13	0	4	4	6	0	13	169	1	0	12	263	22	543	2,174	
5:30 PM	0	27	2	17	0	2	1	6	0	11	159	3	0	7	316	26	577	2,194	
5:45 PM	0	13	3	16	0	0	2	7	0	10	141	6	0	8	275	23	504	2,177	
Count Total	0	185	37	124	0	22	19	61	1	96	1,314	32	3	70	2,255	182	4,401		
Pk Hr	All	0	97	22	68	0	15	9	29	1	42	663	20	2	30	1,137	89	2,224	
	HV	0	2	1	4	0	2	0	3	0	0	18	2	0	0	22	0	54	
	HV%	-	2%	5%	6%	-	13%	0%	10%	0%	0%	3%	10%	0%	0%	2%	0%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	1	4	5	11	0	0	0	0	0	0	2	0	0	2
4:15 PM	3	4	6	3	16	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	5	6	13	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	5	8	14	0	0	0	0	0	1	2	1	0	4
5:00 PM	0	1	4	8	13	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	4	4	0	0	0	0	0	2	0	0	0	2
5:30 PM	1	0	2	7	10	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	6	5	11	0	0	0	0	0	0	1	0	0	1
Count Total	8	6	32	46	92	0	0	0	0	0	4	5	1	0	10
Peak Hour	7	5	20	22	54	0	0	0	0	0	1	4	1	0	6

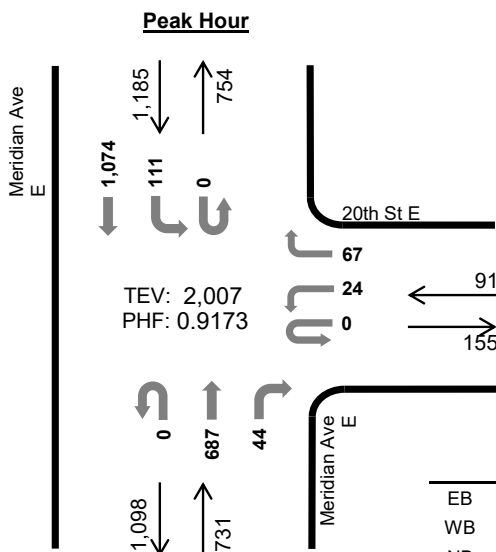
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Taylor St				16th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	1	0	0	3	1	0	0	5	0	11	0
4:15 PM	0	0	0	3	0	2	0	2	0	0	6	0	0	0	3	0	16	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	5	0	0	0	6	0	13	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	4	1	0	0	8	0	14	54
5:00 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	7	1	13	56
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	44
5:30 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	6	1	10	41
5:45 PM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	4	1	11	38
Count Total	0	2	1	5	0	2	0	4	0	0	29	3	0	0	42	4	92	
Pk Hr Heavy	0	2	1	4	0	2	0	3	0	0	18	2	0	0	22	0	54	

<b>Count Summaries - Bikes</b>																		
Interval Start	Taylor St				16th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

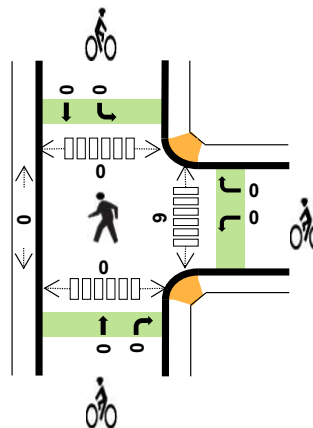
# Meridian Ave E 20th St E



Date: 3/19/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	--	--
WB	5%	0.73
NB	2%	0.93
SB	2%	0.91
TOTAL	2%	0.92



## Peak Hour Count Summaries

Peak Hour Interval Start	n/a				20th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:15 PM	0	0	0	0	0	3	0	17	0	0	158	9	0	32	293	0	512	0	
4:30 PM	0	0	0	0	0	8	0	23	0	0	183	13	0	31	289	0	547	0	
4:45 PM	0	0	0	0	0	8	0	17	0	0	176	11	0	25	245	0	482	0	
5:00 PM	0	0	0	0	0	5	0	10	0	0	170	11	0	23	247	0	466	2,007	
Pk Hr	All	0	0	0	0	0	24	0	67	0	0	687	44	0	111	1,074	0	2,007	
	HV	0	0	0	0	0	2	0	3	0	0	14	3	0	0	18	0	40	
	HV%	-	-	-	-	-	8%	-	4%	-	-	2%	7%	-	0%	2%	-	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	0	1	3	3	7	0	0	0	0	0	3	0	0	0	3
4:30 PM	0	2	9	6	17	0	0	0	0	0	4	0	0	0	4
4:45 PM	0	1	3	6	10	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	2	3	6	0	0	0	0	0	2	0	0	0	2
Peak Hour	0	5	17	18	40	0	0	0	0	0	9	0	0	0	9

<b>Count Summaries - All Vehicles</b>																			
Interval Start	n/a				20th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	6	0	11	0	0	153	6	0	23	258	0	457	0	
4:15 PM	0	0	0	0	0	3	0	17	0	0	158	9	0	32	293	0	512	0	
4:30 PM	0	0	0	0	0	8	0	23	0	0	183	13	0	31	289	0	547	0	
4:45 PM	0	0	0	0	0	8	0	17	0	0	176	11	0	25	245	0	482	1,998	
5:00 PM	0	0	0	0	0	5	0	10	0	0	170	11	0	23	247	0	466	2,007	
5:15 PM	0	0	0	0	0	1	0	17	0	0	174	8	0	35	235	0	470	1,965	
5:30 PM	0	0	0	0	0	3	0	21	0	0	153	8	0	39	236	0	460	1,878	
5:45 PM	0	0	0	0	0	4	0	22	0	0	153	3	0	30	267	0	479	1,875	
Count Total	0	0	0	0	0	38	0	138	0	0	1,320	69	0	238	2,070	0	3,873		
Pk Hr	All	0	0	0	0	0	24	0	67	0	0	687	44	0	111	1,074	0	2,007	
	HV	0	0	0	0	0	2	0	3	0	0	14	3	0	0	18	0	40	
	HV%	-	-	-	-	-	8%	-	4%	-	-	2%	7%	-	0%	2%	-	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	5	4	10	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	3	3	7	0	0	0	0	0	3	0	0	0	3
4:30 PM	0	2	9	6	17	0	0	0	0	0	4	0	0	0	4
4:45 PM	0	1	3	6	10	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	2	3	6	0	0	0	0	0	2	0	0	0	2
5:15 PM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	2	3	6	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0
Count Total	0	7	29	34	70	0	0	0	0	0	10	0	0	0	10
Peak Hour	0	5	17	18	40	0	0	0	0	0	9	0	0	0	9

<b>Count Summaries - Heavy Vehicles</b>																			
Interval Start	n/a				20th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	5	0	0	1	3	0	10	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0	7	0
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	6	3	0	0	6	0	17	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	6	0	10	44
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	3	0	6	40
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	39
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3	0	6	28
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	26
Count Total	0	0	0	0	0	3	0	4	0	0	26	3	0	1	33	0	70		
Pk Hr Heavy	0	0	0	0	0	2	0	3	0	0	14	3	0	0	18	0	40		

<b>Count Summaries - Bikes</b>																			
Interval Start	n/a				20th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



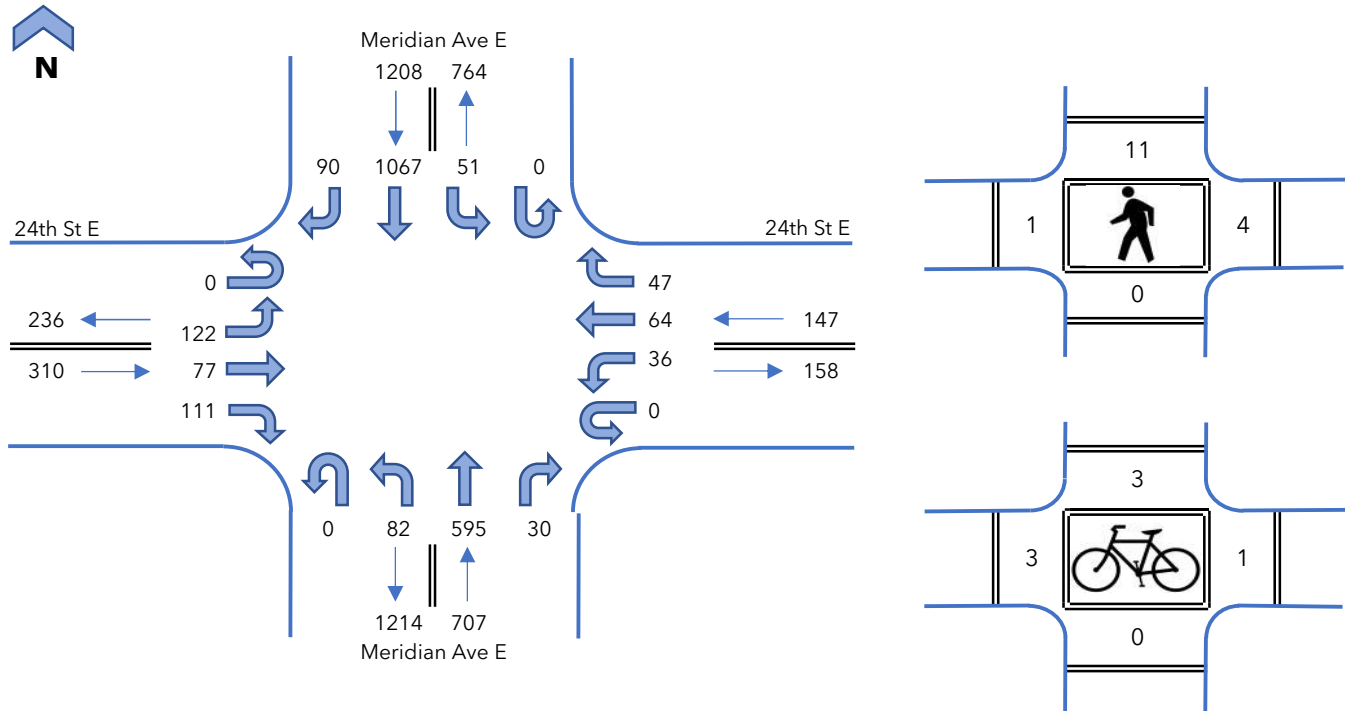
Count Summaries - All Vehicles																			
Interval Start	Driveway				Dom Calata Way E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	3	0	0	167	2	0	7	289	0	468	0	
4:15 PM	0	0	0	0	0	0	0	2	0	0	192	3	0	5	259	0	461	0	
4:30 PM	0	0	0	0	0	2	0	2	0	0	167	2	0	2	277	0	452	0	
4:45 PM	0	0	0	0	0	3	0	1	0	0	162	5	0	0	239	0	410	1,791	
5:00 PM	0	1	0	1	0	1	0	3	0	1	187	1	0	4	261	1	461	1,784	
5:15 PM	0	1	0	2	0	2	0	0	0	0	182	2	0	4	245	0	438	1,761	
5:30 PM	0	0	0	1	0	0	0	3	0	0	167	1	0	5	267	0	444	1,753	
5:45 PM	0	0	0	0	0	2	0	1	0	0	153	2	0	7	274	0	439	1,782	
Count Total	0	2	0	4	0	10	0	15	0	1	1,377	18	0	34	2,111	1	3,573		
Pk Hr	All	0	0	0	0	0	5	0	8	0	0	688	12	0	14	1,064	0	1,791	
	HV	0	0	0	0	0	0	0	1	0	0	20	0	0	0	33	0	54	
	HV%	-	-	-	-	-	0%	-	13%	-	-	3%	0%	-	0%	3%	-	3%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	5	6	12	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	6	8	14	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	5	7	12	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	4	12	16	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	3	8	11	0	0	0	0	0	2	1	0	0	3
5:15 PM	0	0	1	4	5	0	0	0	0	0	1	1	0	0	2
5:30 PM	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	31	57	89	0	0	0	0	0	7	2	0	0	9
Peak Hour	0	1	20	33	54	0	0	0	0	0	4	0	0	0	4

<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Driveway				Dom Calata Way E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	6	0	12	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	14	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	12	0	16	54
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	11	53
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	44
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	8	40
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	11	35
Count Total	0	0	0	0	0	0	0	1	0	0	31	0	0	0	57	0	89	
Pk Hr Heavy	0	0	0	0	0	0	0	1	0	0	20	0	0	0	33	0	54	

<b>Count Summaries - Bikes</b>																		
Interval Start	Driveway				Dom Calata Way E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**24th Street E & Meridian Avenue E**



Interval Start Time	24th St E				24th St E				Meridian Ave E				Meridian Ave E				15 Minute Totals	Hourly Totals
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT		
4:00 PM	0	45	31	43	0	7	13	15	0	21	134	10	0	17	259	18	613	2372
4:15 PM	0	25	26	25	0	9	9	9	0	22	164	6	0	13	288	23	619	
4:30 PM	0	25	10	27	0	10	21	12	0	20	159	10	0	12	268	21	595	
4:45 PM	0	27	10	16	0	10	21	11	0	19	138	4	0	9	252	28	545	
5:00 PM	0	24	15	23	0	8	9	12	0	27	150	4	0	9	262	21	564	
5:15 PM	0	24	20	27	0	8	11	5	0	19	138	4	1	13	252	24	546	
5:30 PM	0	28	20	19	0	12	4	8	0	12	172	11	0	16	238	26	566	
5:45 PM	0	25	11	17	0	4	12	9	0	13	164	2	0	16	234	34	541	
Count Total	0	223	143	197	0	68	100	81	0	153	1219	51	1	105	2053	195	4589	--
Peak Hour Total	0	122	77	111	0	36	64	47	0	82	595	30	0	51	1067	90	2372	--
PHF	0.65				0.85				0.92				0.93				0.96	--
Heavy Vehicles	0	3	2	6	0	6	2	0	0	2	14	1	0	1	28	0	65	--
HV %	0.0%	2.5%	2.6%	5.4%	0.0%	16.7%	3.1%	0.0%	0.0%	2.4%	2.4%	3.3%	0.0%	2.0%	2.6%	0.0%	2.7%	--

Interval Start Time	Heavy Vehicles				
	EB	WB	NB	SB	Total
4:00 PM	8	1	5	8	22
4:15 PM	1	5	5	9	20
4:30 PM	1	2	4	5	12
4:45 PM	1	0	3	7	11
5:00 PM	1	2	4	3	10
5:15 PM	0	0	5	6	11
5:30 PM	1	0	2	6	9
5:45 PM	0	1	2	6	9
Count Total	13	11	30	50	104
Peak Hour Total	11	8	17	29	65
Peak Hour HV%	3.5%	5.4%	2.4%	2.4%	2.7%

Pedestrians (Leg)				
E	W	N	S	Total
1	0	4	0	5
2	1	2	0	5
1	0	3	0	4
0	0	2	0	2
1	0	3	0	4
0	0	0	0	0
0	0	2	2	4
1	0	0	0	1
6	1	16	2	25
4	1	11	0	16

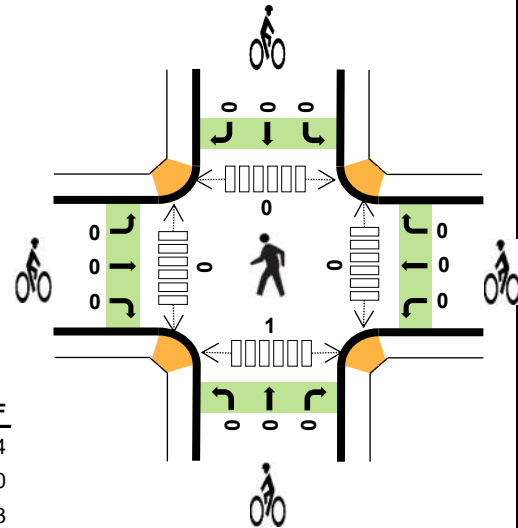
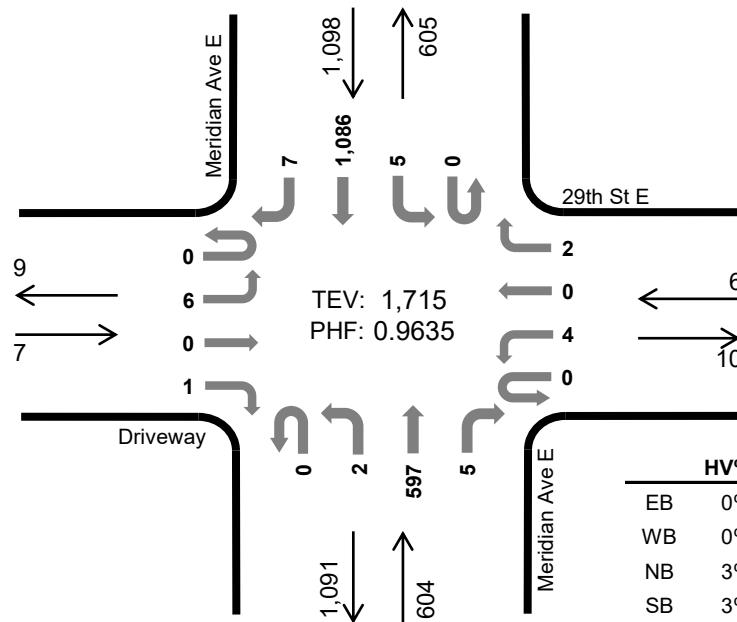
Bicycles (Leg)				
E	W	N	S	Total
0	1	1	0	2
0	0	0	0	0
1	2	1	0	4
0	0	1	0	1
0	1	1	0	2
1	0	0	0	1
0	0	1	0	1
0	0	1	0	1
2	4	6	0	12
1	3	3	0	7

# Meridian Ave E 29th St E



Peak Hour

Date: 3/18/2026  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	0%	0.44
WB	0%	0.50
NB	3%	0.93
SB	3%	0.94
TOTAL	3%	0.96

## Peak Hour Count Summaries

Peak Hour Interval Start	Driveway				29th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	0	0	0	0	0	0	0	2	150	0	0	2	290	0	445	0	
4:15 PM	0	1	0	0	0	1	0	2	0	0	160	2	0	1	265	3	435	0	
4:30 PM	0	0	0	1	0	1	0	0	0	0	141	3	0	1	278	1	426	0	
4:45 PM	0	4	0	0	0	2	0	0	0	0	146	0	0	1	253	3	409	1,715	
Pk Hr	All	0	6	0	1	0	4	0	2	0	2	597	5	0	5	1,086	7	1,715	
	HV	0	0	0	0	0	0	0	0	0	0	18	0	0	0	37	0	55	
	HV%	-	0%	-	0%	-	0%	-	0%	-	0%	3%	0%	-	0%	3%	0%	3%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	5	7	12	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	4	8	12	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	4	7	11	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	15	20	0	0	0	0	0	0	0	0	1	1
Peak Hour	0	0	18	37	55	0	0	0	0	0	0	0	0	1	1

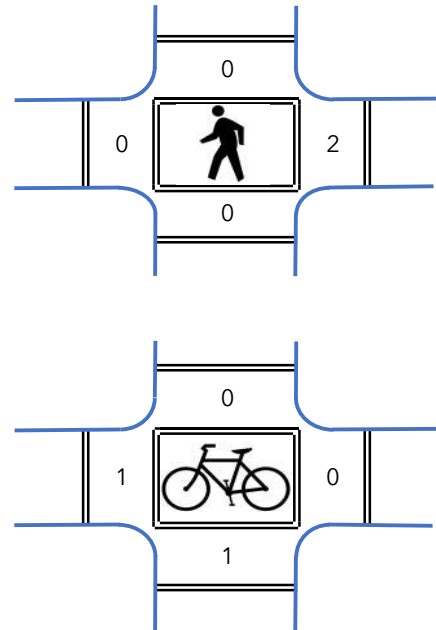
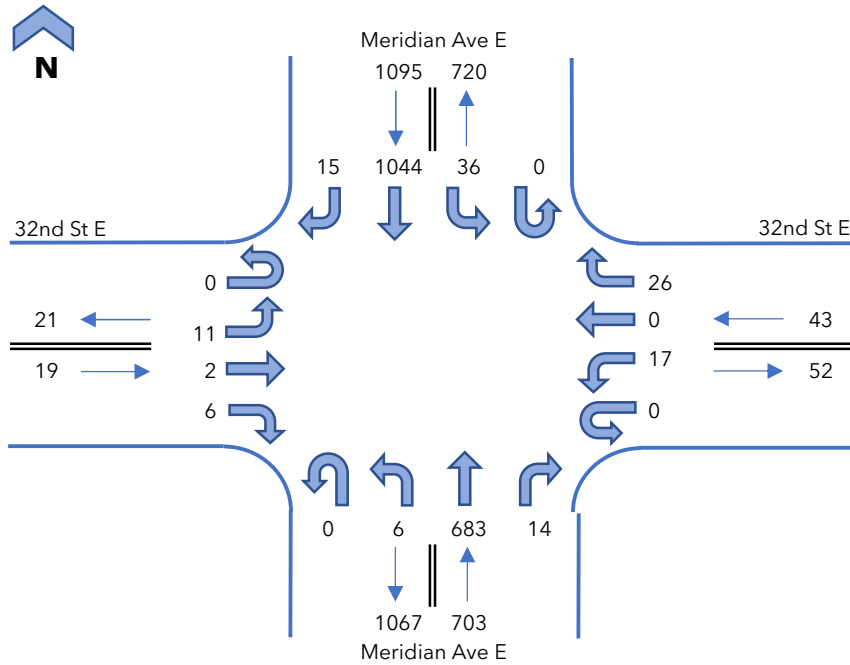
Count Summaries - All Vehicles																			
Interval Start	Driveway				29th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	0	0	0	0	0	0	0	2	150	0	0	2	290	0	445	0	
4:15 PM	0	1	0	0	0	1	0	2	0	0	160	2	0	1	265	3	435	0	
4:30 PM	0	0	0	1	0	1	0	0	0	0	141	3	0	1	278	1	426	0	
4:45 PM	0	4	0	0	0	2	0	0	0	0	146	0	0	1	253	3	409	1,715	
5:00 PM	0	1	0	1	0	0	1	1	0	0	180	0	0	2	221	1	408	1,678	
5:15 PM	0	0	0	1	0	1	0	0	0	0	167	1	0	0	243	0	413	1,656	
5:30 PM	0	0	0	0	0	1	0	3	0	0	136	1	0	1	287	0	429	1,659	
5:45 PM	0	0	0	0	0	2	0	1	0	0	134	2	0	4	258	0	401	1,651	
Count Total	0	7	0	3	0	8	1	7	0	2	1,214	9	0	12	2,095	8	3,366		
Pk Hr	All	0	6	0	1	0	4	0	2	0	2	597	5	0	5	1,086	7	1,715	
	HV	0	0	0	0	0	0	0	0	0	0	18	0	0	0	37	0	55	
	HV%	-	0%	-	0%	-	0%	-	0%	-	0%	3%	0%	-	0%	3%	0%	3%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	5	7	12	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	4	8	12	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	4	7	11	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	15	20	0	0	0	0	0	0	0	1	1	
5:00 PM	0	0	4	6	10	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	2	7	9	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	5	6	11	0	0	0	0	0	0	0	0	0	
Count Total	0	0	31	59	90	0	0	0	0	0	0	0	1	1	
Peak Hour	0	0	18	37	55	0	0	0	0	0	0	0	1	1	

<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Driveway				29th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	12	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	15	0	20	55
5:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10	53
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	46
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	9	44
5:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11	35
Count Total	0	0	0	0	0	0	0	0	0	0	31	0	0	0	59	0	90	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	18	0	0	0	37	0	55	

<b>Count Summaries - Bikes</b>																		
Interval Start	Driveway				29th St E				Meridian Ave E				Meridian Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**32nd Street E & Meridian Avenue E**



Interval Start Time	32nd St E Eastbound				32nd St E Westbound				Meridian Ave E Northbound				Meridian Ave E Southbound				15 Minute Totals	Hourly Totals	
	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT			
	4:00 PM	0	4	0	1	0	2	0	8	0	0	142	6	0	14	274			3
4:15 PM	0	3	0	3	0	8	0	2	0	2	156	6	0	5	280	2	467		
4:30 PM	0	1	0	4	0	8	0	14	0	2	155	2	0	9	269	4	468		
4:45 PM	0	1	0	1	0	5	0	4	0	1	162	5	0	9	270	4	462	1851	
5:00 PM	0	2	0	2	0	5	0	9	0	0	155	1	0	4	257	3	438	1835	
5:15 PM	0	3	2	2	0	4	0	6	0	2	167	4	0	13	268	6	477	1845	
5:30 PM	0	5	0	1	0	3	0	7	0	3	199	4	0	10	249	2	483	1860	
5:45 PM	0	2	0	1	0	4	0	3	0	2	146	5	0	4	224	9	400	1798	
Count Total	0	21	2	15	0	39	0	53	0	12	1282	33	0	68	2091	33	3649	--	
Peak Hour Total	0	11	2	6	0	17	0	26	0	6	683	14	0	36	1044	15	1860	--	
PHF	0.68				0.77				0.85				0.95				0.96	--	
Heavy Vehicles	0	0	0	0	0	1	0	0	0	0	15	1	0	0	24	0	41	--	
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	7.1%	0.0%	0.0%	2.3%	0.0%	2.2%	--

Interval Start Time	Heavy Vehicles				
	EB	WB	NB	SB	Total
4:00 PM	0	0	4	13	17
4:15 PM	0	1	4	12	17
4:30 PM	1	1	4	12	18
4:45 PM	0	1	4	7	12
5:00 PM	0	0	4	5	9
5:15 PM	0	0	6	4	10
5:30 PM	0	0	2	8	10
5:45 PM	0	0	3	3	6
Count Total	1	3	31	64	99
Peak Hour Total	0	1	16	24	41
Peak Hour HV%	0.0%	2.3%	2.3%	2.2%	2.2%

Pedestrians (Leg)				
E	W	N	S	Total
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
2	0	0	0	2

Bicycles (Leg)				
E	W	N	S	Total
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	1	3
0	1	0	1	2

# Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5653aP-1  
 Site Code : 00005653  
 Start Date : 9/23/2025  
 Page No : 1

## Groups Printed- Passenger + - Heavy

Start Time	Meridian Ave E Southbound					36th St E Westbound					From Southbound	Meridian Ave E Northbound					36th St E Eastbound					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total		App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	
04:00 PM	7	144	78	23	252	28	1	6	2	37	0	0	5	103	5	113	4	1	3	7	15	417
04:15 PM	9	145	119	19	292	27	1	1	1	30	0	0	6	118	8	132	3	2	1	3	9	463
04:30 PM	10	162	78	13	263	39	2	5	5	51	0	3	20	115	1	139	3	0	1	4	8	461
04:45 PM	9	161	76	17	263	43	1	3	1	48	0	3	9	121	3	136	1	0	1	8	10	457
<b>Total</b>	<b>35</b>	<b>612</b>	<b>351</b>	<b>72</b>	<b>1070</b>	<b>137</b>	<b>5</b>	<b>15</b>	<b>9</b>	<b>166</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>457</b>	<b>17</b>	<b>520</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>22</b>	<b>42</b>	<b>1798</b>
05:00 PM	7	144	86	28	265	30	0	6	3	39	0	2	6	113	3	124	6	4	1	7	18	446
05:15 PM	10	144	96	12	262	30	0	3	0	33	0	0	3	124	3	130	0	0	1	6	7	432
05:30 PM	8	127	78	16	229	44	4	3	0	51	0	2	11	149	4	166	3	2	0	5	10	456
05:45 PM	5	137	73	14	229	39	1	4	1	45	0	0	6	108	3	117	3	1	0	6	10	401
<b>Total</b>	<b>30</b>	<b>552</b>	<b>333</b>	<b>70</b>	<b>985</b>	<b>143</b>	<b>5</b>	<b>16</b>	<b>4</b>	<b>168</b>	<b>0</b>	<b>4</b>	<b>26</b>	<b>494</b>	<b>13</b>	<b>537</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>24</b>	<b>45</b>	<b>1735</b>
Grand Total	65	1164	684	142	2055	280	10	31	13	334	0	10	66	951	30	1057	23	10	8	46	87	3533
Apprch %	3.2	56.6	33.3	6.9		83.8	3	9.3	3.9			0.9	6.2	90	2.8		26.4	11.5	9.2	52.9		
Total %	1.8	32.9	19.4	4	58.2	7.9	0.3	0.9	0.4	9.5	0	0.3	1.9	26.9	0.8	29.9	0.7	0.3	0.2	1.3	2.5	
Passenger +	63	1126	671	141	2001	276	10	30	13	329	0	10	65	929	29	1033	22	9	8	43	82	3445
% Passenger +	96.9	96.7	98.1	99.3	97.4	98.6	100	96.8	100	98.5	0	100	98.5	97.7	96.7	97.7	95.7	90	100	93.5	94.3	97.5
Heavy	2	38	13	1	54	4	0	1	0	5	0	0	1	22	1	24	1	1	0	3	5	88
% Heavy	3.1	3.3	1.9	0.7	2.6	1.4	0	3.2	0	1.5	0	0	1.5	2.3	3.3	2.3	4.3	10	0	6.5	5.7	2.5

# Heath & Associates

PO Box 397 Puyallup, WA 98371

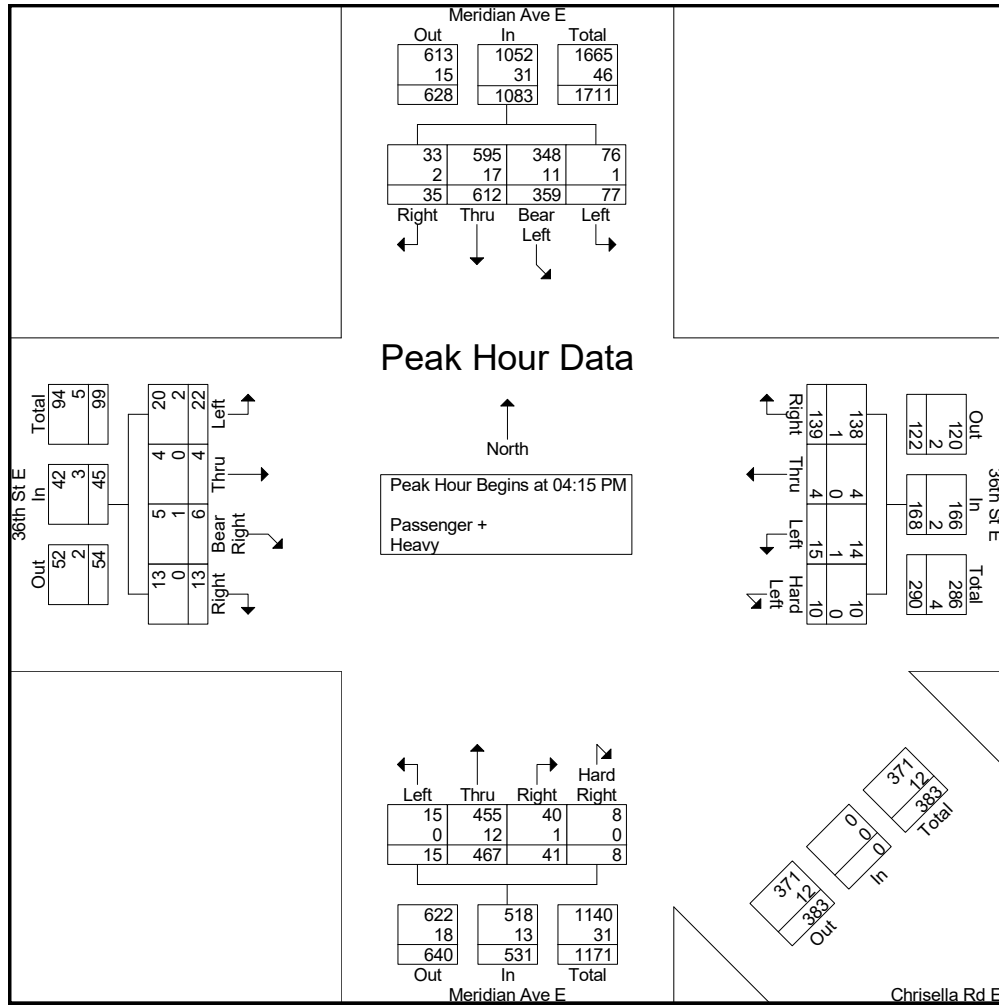
File Name : 5653aP-1  
 Site Code : 00005653  
 Start Date : 9/23/2025  
 Page No : 2

Start Time	Meridian Ave E Southbound					36th St E Westbound					From Southbound	Meridian Ave E Northbound					36th St E Eastbound					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total		App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:15 PM																						
04:15 PM	9	145	119	19	292	27	1	1	1	30	0	0	6	118	8	132	3	2	1	3	9	463
04:30 PM	10	162	78	13	263	39	2	5	5	51	0	3	20	115	1	139	3	0	1	4	8	461
04:45 PM	9	161	76	17	263	43	1	3	1	48	0	3	9	121	3	136	1	0	1	8	10	457
05:00 PM	7	144	86	28	265	30	0	6	3	39	0	2	6	113	3	124	6	4	1	7	18	446
Total Volume	35	612	359	77	1083	139	4	15	10	168	0	8	41	467	15	531	13	6	4	22	45	1827
% App. Total	3.2	56.5	33.1	7.1		82.7	2.4	8.9	6			1.5	7.7	87.9	2.8		28.9	13.3	8.9	48.9		
PHF	.875	.944	.754	.688	.927	.808	.500	.625	.500	.824	.000	.667	.513	.965	.469	.955	.542	.375	1.0	.688	.625	.987
Passenger +	33	595	348	76	1052	138	4	14	10	166	0	8	40	455	15	518	13	5	4	20	42	1778
% Passenger +	94.3	97.2	96.9	98.7	97.1	99.3	100	93.3	100	98.8	0	100	97.6	97.4	100	97.6	100	83.3	100	90.9	93.3	97.3
Heavy	2	17	11	1	31	1	0	1	0	2	0	0	1	12	0	13	0	1	0	2	3	49
% Heavy	5.7	2.8	3.1	1.3	2.9	0.7	0	6.7	0	1.2	0	0	2.4	2.6	0	2.4	0	16.7	0	9.1	6.7	2.7

# Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5653aP-1  
 Site Code : 00005653  
 Start Date : 9/23/2025  
 Page No : 3

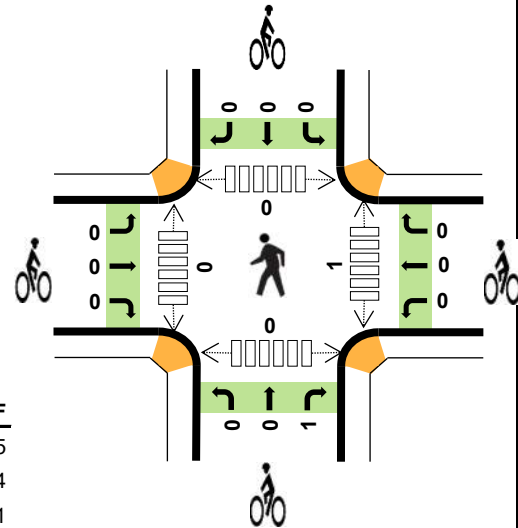
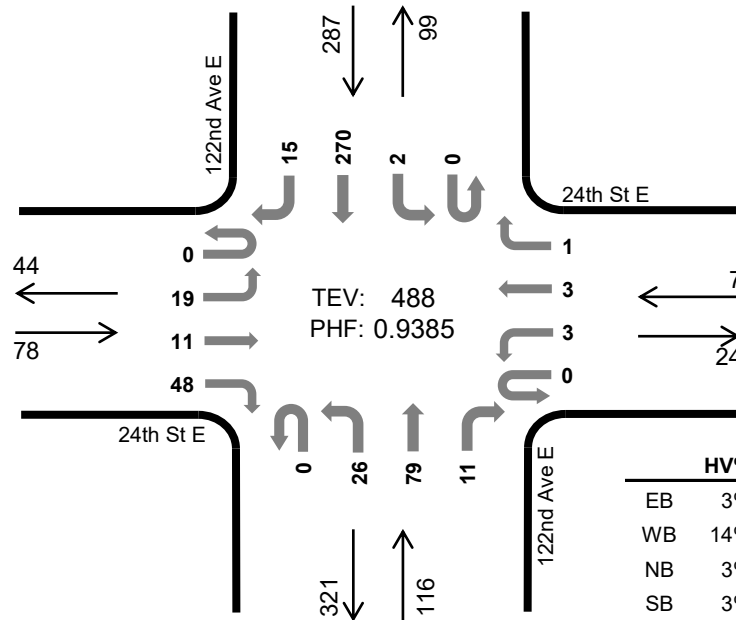


# 122nd Ave E 24th St E



**Peak Hour**

Date: 3/18/2026  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	3%	0.85
WB	14%	0.44
NB	3%	0.71
SB	3%	0.84
TOTAL	3%	0.94

## Peak Hour Count Summaries

Peak Hour Interval Start	24th St E				24th St E				122nd Ave E				122nd Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	5	3	15	0	0	0	0	0	10	27	4	0	1	59	6	130	0	
4:15 PM	0	7	3	10	0	3	1	0	0	5	17	4	0	0	72	5	127	0	
4:30 PM	0	4	3	11	0	0	2	0	0	5	14	1	0	1	82	2	125	0	
4:45 PM	0	3	2	12	0	0	0	1	0	6	21	2	0	0	57	2	106	488	
Pk Hr	All	0	19	11	48	0	3	3	1	0	26	79	11	0	2	270	15	488	
	HV	0	1	1	0	0	1	0	0	0	1	1	1	0	0	5	3	14	
	HV%	-	5%	9%	0%	-	33%	0%	0%	-	4%	1%	9%	-	0%	2%	20%	3%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	0	0	2	3	0	0	0	0	0	1	0	0	0	1
4:15 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	3	4	0	0	1	0	1	0	0	0	0	0
4:45 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	1	3	8	14	0	0	1	0	1	1	0	0	0	1

Count Summaries - All Vehicles																			
Interval Start	24th St E				24th St E				122nd Ave E				122nd Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	5	3	15	0	0	0	0	0	10	27	4	0	1	59	6	130	0	
4:15 PM	0	7	3	10	0	3	1	0	0	5	17	4	0	0	72	5	127	0	
4:30 PM	0	4	3	11	0	0	2	0	0	5	14	1	0	1	82	2	125	0	
4:45 PM	0	3	2	12	0	0	0	1	0	6	21	2	0	0	57	2	106	488	
5:00 PM	0	4	2	11	0	0	0	0	0	5	16	4	0	1	59	5	107	465	
5:15 PM	0	4	1	7	0	4	0	1	0	9	20	3	0	0	53	1	103	441	
5:30 PM	0	3	2	16	0	2	1	0	0	4	13	1	0	0	51	3	96	412	
5:45 PM	0	5	2	17	0	1	0	0	0	4	21	2	0	0	40	1	93	399	
Count Total	0	35	18	99	0	10	4	2	0	48	149	21	0	3	473	25	887		
Pk Hr	All	0	19	11	48	0	3	3	1	0	26	79	11	0	2	270	15	488	
	HV	0	1	1	0	0	1	0	0	0	1	1	1	0	0	5	3	14	
	HV%	-	5%	9%	0%	-	33%	0%	0%	-	4%	1%	9%	-	0%	2%	20%	3%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	0	0	2	3	0	0	0	0	0	1	0	0	0	1
4:15 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	3	4	0	0	1	0	1	0	0	0	0	0
4:45 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	1	
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	1	
5:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	
Count Total	3	1	5	12	21	0	0	1	0	1	1	0	1	3	
Peak Hour	2	1	3	8	14	0	0	1	0	1	1	0	0	1	

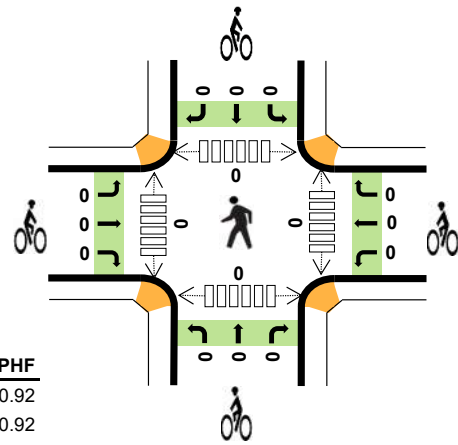
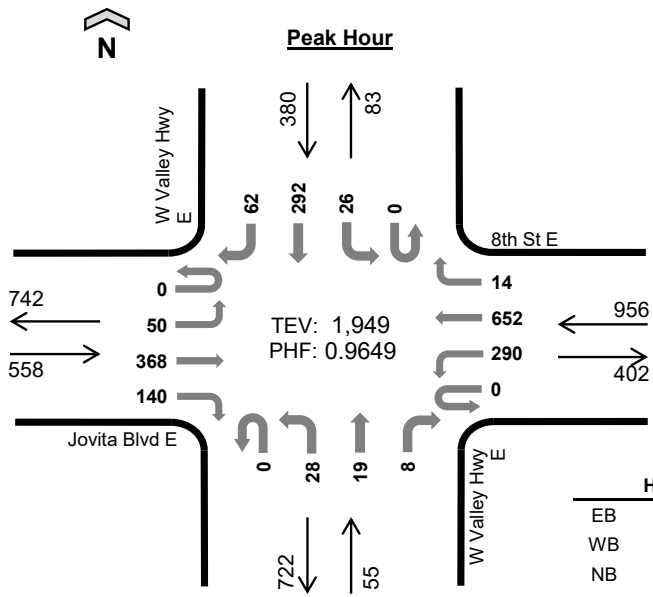
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	24th St E				24th St E				122nd Ave E				122nd Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	4	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	13
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
5:45 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	7
Count Total	0	1	1	1	0	1	0	0	0	2	2	1	0	0	9	3	21	
Pk Hr Heavy	0	1	1	0	0	1	0	0	0	1	1	1	0	0	5	3	14	

<b>Count Summaries - Bikes</b>																		
Interval Start	24th St E				24th St E				122nd Ave E				122nd Ave E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	

## W Valley Hwy E Jovita Blvd E



Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	3%	0.92
WB	5%	0.92
NB	5%	0.86
SB	7%	0.86
TOTAL	5%	0.96

### Peak Hour Count Summaries

Peak Hour Interval Start	Jovita Blvd E				8th St E				W Valley Hwy E				W Valley Hwy E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:15 PM	0	13	84	34	0	81	154	1	0	11	3	2	0	7	80	23	493	0	
4:30 PM	0	10	83	32	0	86	147	1	0	10	5	1	0	6	75	14	470	0	
4:45 PM	0	13	96	41	0	63	156	7	0	4	4	3	0	5	76	13	481	0	
5:00 PM	0	14	105	33	0	60	195	5	0	3	7	2	0	8	61	12	505	1,949	
Pk Hr	All	0	50	368	140	0	290	652	14	0	28	19	8	0	26	292	62	1,949	
	HV	0	1	12	3	0	22	19	3	0	1	2	0	0	5	20	1	89	
	HV%	-	2%	3%	2%	-	8%	3%	21%	-	4%	11%	0%	-	19%	7%	2%	5%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	2	6	1	9	18	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	7	0	6	16	0	0	0	0	0	0	0	0	0	
4:45 PM	5	17	0	2	24	0	0	0	0	0	0	0	0	0	
5:00 PM	6	14	2	9	31	0	0	0	0	0	0	0	0	0	
Peak Hour	16	44	3	26	89	0	0	0	0	0	0	0	0	0	

Count Summaries - All Vehicles																			
Interval Start	Jovita Blvd E				8th St E				W Valley Hwy E				W Valley Hwy E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	15	93	32	0	65	158	8	0	13	4	3	0	8	76	16	491	0	
4:15 PM	0	13	84	34	0	81	154	1	0	11	3	2	0	7	80	23	493	0	
4:30 PM	0	10	83	32	0	86	147	1	0	10	5	1	0	6	75	14	470	0	
4:45 PM	0	13	96	41	0	63	156	7	0	4	4	3	0	5	76	13	481	1,935	
5:00 PM	0	14	105	33	0	60	195	5	0	3	7	2	0	8	61	12	505	1,949	
5:15 PM	0	16	80	20	0	74	146	2	0	8	9	5	0	4	60	23	447	1,903	
5:30 PM	0	6	105	31	0	56	131	2	0	5	13	1	0	9	76	19	454	1,887	
5:45 PM	0	13	90	22	0	66	120	4	0	7	5	2	0	10	64	16	419	1,825	
Count Total	0	100	736	245	0	551	1,207	30	0	61	50	19	0	57	568	136	3,760		
Pk Hr	All	0	50	368	140	0	290	652	14	0	28	19	8	0	26	292	62	1,949	
	HV	0	1	12	3	0	22	19	3	0	1	2	0	0	5	20	1	89	
	HV%	-	2%	3%	2%	-	8%	3%	21%	-	4%	11%	0%	-	19%	7%	2%	5%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	6	7	1	4	18	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	6	1	9	18	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	7	0	6	16	0	0	0	0	0	0	0	0	0	0
4:45 PM	5	17	0	2	24	0	0	0	0	0	0	0	0	0	0
5:00 PM	6	14	2	9	31	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	10	1	4	15	0	0	0	0	0	0	0	0	0	0
5:30 PM	4	10	1	8	23	0	0	0	0	0	1	0	0	1	2
5:45 PM	2	12	3	2	19	0	0	0	0	0	0	0	0	0	0
Count Total	28	83	9	44	164	0	0	0	0	0	1	0	0	1	2
Peak Hour	16	44	3	26	89	0	0	0	0	0	0	0	0	0	0

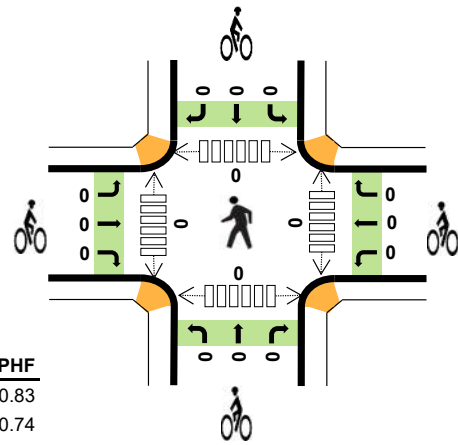
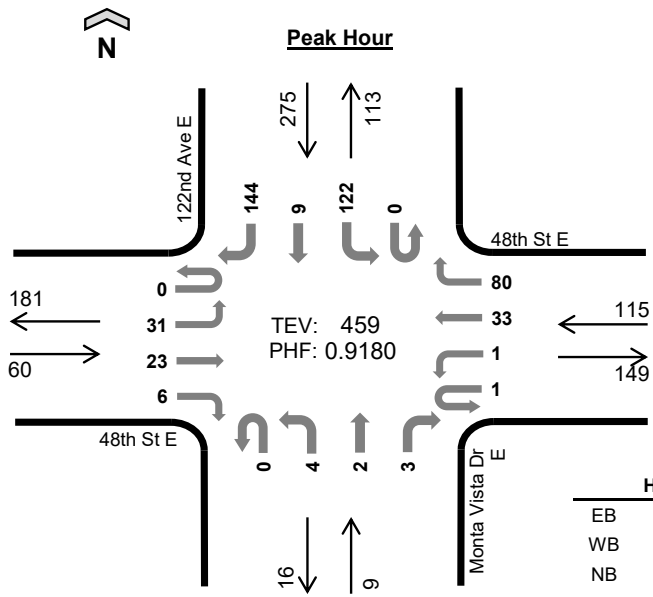
<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Jovita Blvd E				8th St E				W Valley Hwy E				W Valley Hwy E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	3	2	0	3	4	0	0	1	0	0	0	1	3	0	18	0
4:15 PM	0	0	2	0	0	1	5	0	0	1	0	0	0	2	6	1	18	0
4:30 PM	0	0	2	1	0	4	3	0	0	0	0	0	0	1	5	0	16	0
4:45 PM	0	1	3	1	0	13	3	1	0	0	0	0	0	0	2	0	24	76
5:00 PM	0	0	5	1	0	4	8	2	0	0	2	0	0	2	7	0	31	89
5:15 PM	0	0	0	0	0	6	4	0	0	0	0	1	0	0	4	0	15	86
5:30 PM	0	0	2	2	0	6	4	0	0	1	0	0	0	0	8	0	23	93
5:45 PM	0	0	1	1	0	7	4	1	0	0	2	1	0	1	1	0	19	88
Count Total	0	2	18	8	0	44	35	4	0	3	4	2	0	7	36	1	164	
Pk Hr Heavy	0	1	12	3	0	22	19	3	0	1	2	0	0	5	20	1	89	

<b>Count Summaries - Bikes</b>																		
Interval Start	Jovita Blvd E				8th St E				W Valley Hwy E				W Valley Hwy E				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

### 122nd Ave E 48th St E



Date: 3/18/2026  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	3%	0.83
WB	0%	0.74
NB	0%	0.56
SB	2%	0.78
TOTAL	2%	0.92

#### Peak Hour Count Summaries

Peak Hour Interval Start	48th St E				48th St E				Monta Vista Dr E				122nd Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	14	4	0	1	0	6	32	0	3	1	0	0	24	4	34	123	0	
4:15 PM	0	7	4	0	0	0	7	22	0	0	1	1	0	28	2	34	106	0	
4:30 PM	0	4	7	2	0	0	7	16	0	1	0	0	0	37	3	48	125	0	
4:45 PM	0	6	8	4	0	1	13	10	0	0	0	2	0	33	0	28	105	459	
Pk Hr	All	0	31	23	6	1	1	33	80	0	4	2	3	0	122	9	144	459	
	HV	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	2	8	
	HV%	-	6%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	-	3%	0%	1%	2%	

Note: For complete count summary (all intervals), see following pages.  
 \*\* Heavy Vehicle Classifications include FHWA Classes 4-13.  
 \*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	0	0	6	8	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	48th St E				48th St E				Monta Vista Dr E				122nd Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	14	4	0	1	0	6	32	0	3	1	0	0	24	4	34	123	0	
4:15 PM	0	7	4	0	0	0	7	22	0	0	1	1	0	28	2	34	106	0	
4:30 PM	0	4	7	2	0	0	7	16	0	1	0	0	0	37	3	48	125	0	
4:45 PM	0	6	8	4	0	1	13	10	0	0	0	2	0	33	0	28	105	459	
5:00 PM	0	5	7	1	0	0	6	16	0	1	0	0	0	25	3	24	88	424	
5:15 PM	0	4	6	0	0	1	6	22	0	1	1	0	1	21	0	24	87	405	
5:30 PM	0	7	5	1	0	0	6	17	0	0	2	4	0	30	1	21	94	374	
5:45 PM	0	2	4	0	0	1	6	19	0	3	0	2	0	22	4	16	79	348	
Count Total	0	49	45	8	1	3	57	154	0	9	5	9	1	220	17	229	807		
Pk Hr	All	0	31	23	6	1	1	33	80	0	4	2	3	0	122	9	144	459	
	HV	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	2	8	
	HV%	-	6%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	-	3%	0%	1%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	2	2	2
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	0	0	9	12	0	0	0	0	0	0	0	4	4	4
Peak Hour	2	0	0	6	8	0	0	0	0	0	0	0	0	0	0

<b>Count Summaries - Heavy Vehicles</b>																			
Interval Start	48th St E				48th St E				Monta Vista Dr E				122nd Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	10
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	2	1	0	0	0	0	0	0	0	0	0	0	4	0	5	12		
Pk Hr Heavy	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	2	8		

<b>Count Summaries - Bikes</b>																			
Interval Start	48th St E				48th St E				Monta Vista Dr E				122nd Ave E				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 - 3/23/2026  
 Site Code: 01

Time	Tuesday 3/17/2026			Wednesday 3/18/2026			Thursday 3/19/2026			Friday 3/20/2026			Saturday 3/21/2026			Sunday 3/22/2026			Monday 3/23/2026			Mid-Week Average			
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	
12:00 AM	48	105	153	49	99	148	54	84	138	-	-	-	-	-	-	-	-	-	-	-	-	-	50	96	146
1:00 AM	29	57	86	29	47	76	27	46	73	-	-	-	-	-	-	-	-	-	-	-	-	-	28	50	78
2:00 AM	51	35	86	49	37	86	53	36	89	-	-	-	-	-	-	-	-	-	-	-	-	-	51	36	87
3:00 AM	100	49	149	105	40	145	110	38	148	-	-	-	-	-	-	-	-	-	-	-	-	-	105	42	147
4:00 AM	330	62	392	304	52	356	307	50	357	-	-	-	-	-	-	-	-	-	-	-	-	-	314	55	368
5:00 AM	665	118	783	696	115	811	650	113	763	-	-	-	-	-	-	-	-	-	-	-	-	-	670	115	786
6:00 AM	952	281	1,233	916	292	1,208	836	277	1,113	-	-	-	-	-	-	-	-	-	-	-	-	-	901	283	1,185
7:00 AM	922	427	1,349	921	423	1,344	918	385	1,303	-	-	-	-	-	-	-	-	-	-	-	-	-	920	412	1,332
8:00 AM	863	555	1,418	899	500	1,399	836	528	1,364	-	-	-	-	-	-	-	-	-	-	-	-	-	866	528	1,394
9:00 AM	703	563	1,266	724	541	1,265	662	534	1,196	-	-	-	-	-	-	-	-	-	-	-	-	-	696	546	1,242
10:00 AM	607	575	1,182	605	495	1,100	634	585	1,219	-	-	-	-	-	-	-	-	-	-	-	-	-	615	552	1,167
11:00 AM	677	623	1,300	641	630	1,271	659	585	1,244	-	-	-	-	-	-	-	-	-	-	-	-	-	659	613	1,272
12:00 PM	658	756	1,414	719	713	1,432	645	736	1,381	-	-	-	-	-	-	-	-	-	-	-	-	-	674	735	1,409
1:00 PM	633	827	1,460	630	764	1,394	664	733	1,397	-	-	-	-	-	-	-	-	-	-	-	-	-	642	775	1,417
2:00 PM	713	1,135	1,848	660	1,022	1,682	670	1,015	1,685	-	-	-	-	-	-	-	-	-	-	-	-	-	681	1,057	1,738
3:00 PM	742	1,220	1,962	632	1,224	1,856	754	1,188	1,942	-	-	-	-	-	-	-	-	-	-	-	-	-	709	1,211	1,920
4:00 PM	817	1,213	2,030	764	1,170	1,934	788	1,216	2,004	-	-	-	-	-	-	-	-	-	-	-	-	-	790	1,200	1,989
5:00 PM	724	1,219	1,943	770	1,197	1,967	771	1,155	1,926	-	-	-	-	-	-	-	-	-	-	-	-	-	755	1,190	1,945
6:00 PM	684	1,043	1,727	690	951	1,641	655	1,017	1,672	-	-	-	-	-	-	-	-	-	-	-	-	-	676	1,004	1,680
7:00 PM	423	664	1,087	446	655	1,101	516	798	1,314	-	-	-	-	-	-	-	-	-	-	-	-	-	462	706	1,167
8:00 PM	366	517	883	362	522	884	353	596	949	-	-	-	-	-	-	-	-	-	-	-	-	-	360	545	905
9:00 PM	310	397	707	265	380	645	264	419	683	-	-	-	-	-	-	-	-	-	-	-	-	-	280	399	678
10:00 PM	147	240	387	170	257	427	170	281	451	-	-	-	-	-	-	-	-	-	-	-	-	-	162	259	422
11:00 PM	88	159	247	100	169	269	90	184	274	-	-	-	-	-	-	-	-	-	-	-	-	-	93	171	263
<b>Total</b>	<b>12,252</b>	<b>12,840</b>	<b>25,092</b>	<b>12,146</b>	<b>12,295</b>	<b>24,441</b>	<b>12,086</b>	<b>12,599</b>	<b>24,685</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>12,161</b>	<b>12,578</b>	<b>24,739</b>
<b>Percent</b>	<b>49%</b>	<b>51%</b>		<b>50%</b>	<b>50%</b>		<b>49%</b>	<b>51%</b>		-	-	-	-	-	-	-	-	-	-	-	-	-	<b>49%</b>	<b>51%</b>	
AM Peak	06:00	11:00	08:00	07:00	11:00	08:00	07:00	10:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	08:00
Vol.	952	623	1,418	921	630	1,399	918	585	1,364	-	-	-	-	-	-	-	-	-	-	-	-	-	920	613	1,394
PM Peak	16:00	15:00	16:00	17:00	15:00	17:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	817	1,220	2,030	770	1,224	1,967	788	1,216	2,004	-	-	-	-	-	-	-	-	-	-	-	-	-	790	1,211	1,989

1. Mid-week average includes data between Tuesday and Thursday.

## Vehicle Classification Report Summary

**Location:** Meridian Ave E S/O 11th St E  
**Count Direction:** Northbound / Southbound  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 01

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	33	28,130	5,872	204	1,411	393	0	225	103	36	2	0	75	36,484
	0.1%	77.1%	16.1%	0.6%	3.9%	1.1%	0.0%	0.6%	0.3%	0.1%	0.0%	0.0%	0.2%	
Southbound	27	29,629	6,057	230	1,308	133	0	218	75	33	1	1	22	37,734
	0.1%	78.5%	16.1%	0.6%	3.5%	0.4%	0.0%	0.6%	0.2%	0.1%	0.0%	0.0%	0.1%	
Total	60	57,759	11,929	434	2,719	526	0	443	178	69	3	1	97	74,218
	0.1%	77.8%	16.1%	0.6%	3.7%	0.7%	0.0%	0.6%	0.2%	0.1%	0.0%	0.0%	0.1%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Tuesday, March 17, 2026  
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	43	5	0	0	0	0	0	0	0	0	0	0	48
1:00 AM	0	23	4	0	1	0	0	0	1	0	0	0	0	29
2:00 AM	0	40	8	0	1	1	0	0	1	0	0	0	0	51
3:00 AM	0	71	24	0	2	2	0	0	0	1	0	0	0	100
4:00 AM	0	226	72	0	19	8	0	3	1	0	0	0	1	330
5:00 AM	0	457	140	5	36	15	0	7	0	1	0	0	4	665
6:00 AM	3	675	184	10	44	18	0	10	5	1	0	0	2	952
7:00 AM	0	691	130	6	35	27	0	12	8	4	0	0	9	922
8:00 AM	0	632	150	5	40	17	0	6	5	1	0	0	7	863
9:00 AM	1	481	140	6	49	16	0	2	3	2	0	0	3	703
10:00 AM	0	440	118	3	28	9	0	3	2	1	0	0	3	607
11:00 AM	0	488	135	4	29	10	0	5	3	0	0	0	3	677
12:00 PM	0	513	105	5	25	5	0	3	1	0	0	0	1	658
1:00 PM	0	455	123	7	28	8	0	6	3	2	0	0	1	633
2:00 PM	0	548	121	3	27	5	0	7	2	0	0	0	0	713
3:00 PM	0	578	113	6	35	4	0	5	1	0	0	0	0	742
4:00 PM	1	619	158	7	18	7	0	6	0	0	0	0	1	817
5:00 PM	0	567	114	2	31	5	0	4	0	0	0	0	1	724
6:00 PM	2	533	118	2	20	3	0	5	0	0	0	0	1	684
7:00 PM	0	332	71	2	15	3	0	0	0	0	0	0	0	423
8:00 PM	2	296	54	1	7	5	0	0	1	0	0	0	0	366
9:00 PM	0	255	35	1	19	0	0	0	0	0	0	0	0	310
10:00 PM	0	123	17	0	5	2	0	0	0	0	0	0	0	147
11:00 PM	0	74	12	0	1	0	0	1	0	0	0	0	0	88
Total	9	9,160	2,151	75	515	170	0	85	37	13	0	0	37	12,252
	0.1%	74.8%	17.6%	0.6%	4.2%	1.4%	0.0%	0.7%	0.3%	0.1%	0.0%	0.0%	0.3%	

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Tuesday, March 17, 2026  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	97	6	0	2	0	0	0	0	0	0	0	0	105
1:00 AM	0	47	7	0	1	0	0	0	1	1	0	0	0	57
2:00 AM	0	26	6	0	1	0	0	0	2	0	0	0	0	35
3:00 AM	0	36	5	2	4	0	0	0	1	1	0	0	0	49
4:00 AM	0	41	12	2	4	0	0	1	1	0	0	0	1	62
5:00 AM	0	80	24	1	9	1	0	0	3	0	0	0	0	118
6:00 AM	0	219	48	5	6	1	0	1	1	0	0	0	0	281
7:00 AM	0	320	79	4	19	1	0	2	1	1	0	0	0	427
8:00 AM	0	404	108	9	25	2	0	1	2	4	0	0	0	555
9:00 AM	1	422	96	5	29	7	0	0	1	2	0	0	0	563
10:00 AM	0	440	95	5	28	2	0	0	3	2	0	0	0	575
11:00 AM	1	474	111	2	27	2	0	0	2	3	0	0	1	623
12:00 PM	0	590	134	5	20	2	0	1	2	2	0	0	0	756
1:00 PM	1	616	172	7	25	4	0	0	1	1	0	0	0	827
2:00 PM	0	907	165	10	45	3	0	3	1	1	0	0	0	1,135
3:00 PM	2	909	232	15	45	4	0	9	2	0	0	0	2	1,220
4:00 PM	1	966	196	9	33	3	0	4	1	0	0	0	0	1,213
5:00 PM	3	956	202	4	35	4	0	12	2	1	0	0	0	1,219
6:00 PM	1	855	140	3	33	3	0	6	0	1	0	0	1	1,043
7:00 PM	0	545	87	1	22	1	0	4	2	1	0	0	1	664
8:00 PM	0	443	56	0	16	1	0	1	0	0	0	0	0	517
9:00 PM	0	331	56	0	9	0	0	1	0	0	0	0	0	397
10:00 PM	0	191	39	0	7	1	0	1	1	0	0	0	0	240
11:00 PM	0	132	18	0	9	0	0	0	0	0	0	0	0	159
<b>Total</b>	<b>10</b>	<b>10,047</b>	<b>2,094</b>	<b>89</b>	<b>454</b>	<b>42</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12,840</b>
	0.1%	78.2%	16.3%	0.7%	3.5%	0.3%	0.0%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Wednesday, March 18, 2026  
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	35	4	2	7	1	0	0	0	0	0	0	0	49
1:00 AM	0	23	4	0	1	0	0	0	1	0	0	0	0	29
2:00 AM	0	39	8	0	2	0	0	0	0	0	0	0	0	49
3:00 AM	0	75	28	0	1	1	0	0	0	0	0	0	0	105
4:00 AM	0	217	65	0	17	3	0	1	1	0	0	0	0	304
5:00 AM	0	503	139	1	39	5	0	6	3	0	0	0	0	696
6:00 AM	2	694	152	11	26	19	0	7	2	1	0	0	2	916
7:00 AM	2	730	126	1	36	7	0	8	3	2	0	0	6	921
8:00 AM	1	679	137	10	45	13	0	6	3	2	0	0	3	899
9:00 AM	0	558	125	1	26	4	0	2	4	1	0	0	3	724
10:00 AM	0	453	110	5	21	5	0	3	4	0	1	0	3	605
11:00 AM	1	491	97	4	33	5	0	5	2	2	0	0	1	641
12:00 PM	0	562	111	7	26	3	0	5	3	0	0	0	2	719
1:00 PM	1	515	80	2	26	2	0	2	1	1	0	0	0	630
2:00 PM	0	534	97	4	21	0	0	3	0	1	0	0	0	660
3:00 PM	0	505	103	2	16	1	0	3	0	1	1	0	0	632
4:00 PM	1	601	122	5	26	1	0	5	2	1	0	0	0	764
5:00 PM	0	636	104	3	22	2	0	3	0	0	0	0	0	770
6:00 PM	1	568	97	2	14	3	0	4	0	1	0	0	0	690
7:00 PM	0	363	59	3	17	0	0	3	0	0	0	0	1	446
8:00 PM	0	294	51	1	13	0	0	2	1	0	0	0	0	362
9:00 PM	0	224	29	0	10	2	0	0	0	0	0	0	0	265
10:00 PM	0	137	22	3	6	2	0	0	0	0	0	0	0	170
11:00 PM	0	91	7	0	2	0	0	0	0	0	0	0	0	100
<b>Total</b>	<b>9</b>	<b>9,527</b>	<b>1,877</b>	<b>67</b>	<b>453</b>	<b>79</b>	<b>0</b>	<b>68</b>	<b>30</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>12,146</b>
	0.1%	78.4%	15.5%	0.6%	3.7%	0.7%	0.0%	0.6%	0.2%	0.1%	0.0%	0.0%	0.2%	

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Wednesday, March 18, 2026  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	86	10	0	2	0	0	1	0	0	0	0	0	99
1:00 AM	0	35	8	0	4	0	0	0	0	0	0	0	0	47
2:00 AM	0	30	2	0	4	0	0	0	1	0	0	0	0	37
3:00 AM	0	26	8	2	4	0	0	0	0	0	0	0	0	40
4:00 AM	0	38	11	1	2	0	0	0	0	0	0	0	0	52
5:00 AM	0	80	22	3	5	1	0	0	4	0	0	0	0	115
6:00 AM	2	213	63	4	7	2	0	0	0	1	0	0	0	292
7:00 AM	0	312	76	5	26	1	0	0	2	1	0	0	0	423
8:00 AM	0	385	83	4	17	3	0	6	0	0	1	0	1	500
9:00 AM	1	427	90	5	11	3	0	2	1	0	0	0	1	541
10:00 AM	2	360	92	6	26	0	0	2	6	1	0	0	0	495
11:00 AM	1	485	106	6	23	5	0	2	0	1	0	0	1	630
12:00 PM	0	555	112	3	32	2	0	5	3	0	0	0	1	713
1:00 PM	0	607	118	3	27	2	0	7	0	0	0	0	0	764
2:00 PM	0	789	174	3	37	6	0	11	1	1	0	0	0	1,022
3:00 PM	1	945	221	8	30	5	0	12	2	0	0	0	0	1,224
4:00 PM	0	921	185	5	36	5	0	14	1	0	0	1	2	1,170
5:00 PM	0	998	145	5	28	4	0	14	0	1	0	0	2	1,197
6:00 PM	2	778	136	1	19	4	0	8	2	1	0	0	0	951
7:00 PM	0	546	86	3	16	1	0	2	0	0	0	0	1	655
8:00 PM	0	435	75	0	9	1	0	2	0	0	0	0	0	522
9:00 PM	0	317	45	1	11	2	0	3	0	1	0	0	0	380
10:00 PM	0	226	25	1	5	0	0	0	0	0	0	0	0	257
11:00 PM	0	144	21	0	3	0	0	1	0	0	0	0	0	169
Total	9	9,738	1,914	69	384	47	0	92	23	8	1	1	9	12,295
	0.1%	79.2%	15.6%	0.6%	3.1%	0.4%	0.0%	0.7%	0.2%	0.1%	0.0%	0.0%	0.1%	

**Location:** Meridian Ave E S/O 11th St E  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 01



**Thursday, March 19, 2026**  
**Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	46	8	0	0	0	0	0	0	0	0	0	0	54
1:00 AM	0	21	3	0	2	0	0	0	1	0	0	0	0	27
2:00 AM	0	44	6	1	0	1	0	0	1	0	0	0	0	53
3:00 AM	0	84	21	0	2	1	0	0	1	1	0	0	0	110
4:00 AM	0	224	60	0	13	7	0	1	0	2	0	0	0	307
5:00 AM	6	471	125	1	36	6	0	4	0	0	0	0	1	650
6:00 AM	0	636	147	8	28	11	0	5	1	0	0	0	0	836
7:00 AM	1	681	137	9	34	29	0	11	8	1	0	0	7	918
8:00 AM	3	649	116	4	33	18	0	8	4	1	0	0	0	836
9:00 AM	0	493	120	5	29	6	0	5	2	0	0	0	2	662
10:00 AM	0	492	104	5	24	6	0	0	1	2	0	0	0	634
11:00 AM	0	510	105	3	26	4	0	7	2	1	0	0	1	659
12:00 PM	0	492	104	4	33	5	0	3	2	1	0	0	1	645
1:00 PM	1	528	95	4	25	9	0	2	0	0	0	0	0	664
2:00 PM	0	522	109	4	22	5	0	4	4	0	0	0	0	670
3:00 PM	2	573	119	4	36	9	0	3	4	1	0	0	3	754
4:00 PM	0	605	124	4	31	14	0	5	4	0	0	0	1	788
5:00 PM	0	650	93	0	17	6	0	4	0	0	0	0	1	771
6:00 PM	0	542	88	1	16	3	0	5	0	0	0	0	0	655
7:00 PM	2	433	62	1	13	1	0	4	0	0	0	0	0	516
8:00 PM	0	295	43	2	12	0	0	0	1	0	0	0	0	353
9:00 PM	0	221	35	1	5	1	0	1	0	0	0	0	0	264
10:00 PM	0	151	12	0	6	1	0	0	0	0	0	0	0	170
11:00 PM	0	80	8	1	0	1	0	0	0	0	0	0	0	90
<b>Total</b>	<b>15</b>	<b>9,443</b>	<b>1,844</b>	<b>62</b>	<b>443</b>	<b>144</b>	<b>0</b>	<b>72</b>	<b>36</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>12,086</b>
	<b>0.1%</b>	<b>78.1%</b>	<b>15.3%</b>	<b>0.5%</b>	<b>3.7%</b>	<b>1.2%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Thursday, March 19, 2026  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	71	8	0	4	1	0	0	0	0	0	0	0	84
1:00 AM	0	36	9	0	1	0	0	0	0	0	0	0	0	46
2:00 AM	0	32	2	0	2	0	0	0	0	0	0	0	0	36
3:00 AM	0	29	6	2	0	0	0	1	0	0	0	0	0	38
4:00 AM	0	32	13	0	3	0	0	0	2	0	0	0	0	50
5:00 AM	0	78	21	5	6	1	0	0	1	1	0	0	0	113
6:00 AM	0	199	57	4	12	1	0	1	3	0	0	0	0	277
7:00 AM	1	289	60	3	26	0	0	3	2	0	0	0	1	385
8:00 AM	1	367	118	10	23	3	0	4	1	1	0	0	0	528
9:00 AM	0	400	103	1	26	3	0	1	0	0	0	0	0	534
10:00 AM	0	418	131	3	26	3	0	2	2	0	0	0	0	585
11:00 AM	0	446	102	5	25	3	0	3	1	0	0	0	0	585
12:00 PM	1	558	120	4	41	4	0	5	2	0	0	0	1	736
1:00 PM	1	557	128	3	34	4	0	5	1	0	0	0	0	733
2:00 PM	1	782	162	10	44	3	0	9	1	1	0	0	2	1,015
3:00 PM	0	917	203	6	41	3	0	14	2	0	0	0	2	1,188
4:00 PM	1	957	197	7	42	4	0	6	2	0	0	0	0	1,216
5:00 PM	1	933	173	2	32	3	0	11	0	0	0	0	0	1,155
6:00 PM	0	834	147	4	25	2	0	5	0	0	0	0	0	1,017
7:00 PM	0	651	119	2	19	2	0	3	1	1	0	0	0	798
8:00 PM	0	494	74	0	23	2	0	3	0	0	0	0	0	596
9:00 PM	0	359	47	0	11	1	0	1	0	0	0	0	0	419
10:00 PM	0	245	32	0	3	0	0	1	0	0	0	0	0	281
11:00 PM	1	160	17	1	1	1	0	1	1	0	0	0	1	184
<b>Total</b>	<b>8</b>	<b>9,844</b>	<b>2,049</b>	<b>72</b>	<b>470</b>	<b>44</b>	<b>0</b>	<b>79</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12,599</b>
	<b>0.1%</b>	<b>78.1%</b>	<b>16.3%</b>	<b>0.6%</b>	<b>3.7%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



**Total Study Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	41	6	1	2	0	0	0	0	0	0	0	0	50
1:00 AM	0	22	4	0	1	0	0	0	1	0	0	0	0	28
2:00 AM	0	41	7	0	1	1	0	0	1	0	0	0	0	51
3:00 AM	0	77	24	0	2	1	0	0	0	1	0	0	0	105
4:00 AM	0	222	66	0	16	6	0	2	1	1	0	0	0	314
5:00 AM	2	477	135	2	37	9	0	6	1	0	0	0	2	671
6:00 AM	2	668	161	10	33	16	0	7	3	1	0	0	1	902
7:00 AM	1	701	131	5	35	21	0	10	6	2	0	0	7	919
8:00 AM	1	653	134	6	39	16	0	7	4	1	0	0	3	864
9:00 AM	0	511	128	4	35	9	0	3	3	1	0	0	3	697
10:00 AM	0	462	111	4	24	7	0	2	2	1	0	0	2	615
11:00 AM	0	496	112	4	29	6	0	6	2	1	0	0	2	658
12:00 PM	0	522	107	5	28	4	0	4	2	0	0	0	1	673
1:00 PM	1	499	99	4	26	6	0	3	1	1	0	0	0	640
2:00 PM	0	535	109	4	23	3	0	5	2	0	0	0	0	681
3:00 PM	1	552	112	4	29	5	0	4	2	1	0	0	1	711
4:00 PM	1	608	135	5	25	7	0	5	2	0	0	0	1	789
5:00 PM	0	618	104	2	23	4	0	4	0	0	0	0	1	756
6:00 PM	1	548	101	2	17	3	0	5	0	0	0	0	0	677
7:00 PM	1	376	64	2	15	1	0	2	0	0	0	0	0	461
8:00 PM	1	295	49	1	11	2	0	1	1	0	0	0	0	361
9:00 PM	0	233	33	1	11	1	0	0	0	0	0	0	0	279
10:00 PM	0	137	17	1	6	2	0	0	0	0	0	0	0	163
11:00 PM	0	82	9	0	1	0	0	0	0	0	0	0	0	92
<b>Total</b>	<b>12</b>	<b>9,376</b>	<b>1,958</b>	<b>67</b>	<b>469</b>	<b>130</b>	<b>0</b>	<b>76</b>	<b>34</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>12,157</b>
	<b>0.1%</b>	<b>77.1%</b>	<b>16.1%</b>	<b>0.6%</b>	<b>3.9%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Meridian Ave E S/O 11th St E  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 01



**Total Study Average  
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	85	8	0	3	0	0	0	0	0	0	0	0	96
1:00 AM	0	39	8	0	2	0	0	0	0	0	0	0	0	49
2:00 AM	0	29	3	0	2	0	0	0	1	0	0	0	0	35
3:00 AM	0	30	6	2	3	0	0	0	0	0	0	0	0	41
4:00 AM	0	37	12	1	3	0	0	0	1	0	0	0	0	54
5:00 AM	0	79	22	3	7	1	0	0	3	0	0	0	0	115
6:00 AM	1	210	56	4	8	1	0	1	1	0	0	0	0	282
7:00 AM	0	307	72	4	24	1	0	2	2	1	0	0	0	413
8:00 AM	0	385	103	8	22	3	0	4	1	2	0	0	0	528
9:00 AM	1	416	96	4	22	4	0	1	1	1	0	0	0	546
10:00 AM	1	406	106	5	27	2	0	1	4	1	0	0	0	553
11:00 AM	1	468	106	4	25	3	0	2	1	1	0	0	1	612
12:00 PM	0	568	122	4	31	3	0	4	2	1	0	0	1	736
1:00 PM	1	593	139	4	29	3	0	4	1	0	0	0	0	774
2:00 PM	0	826	167	8	42	4	0	8	1	1	0	0	1	1,058
3:00 PM	1	924	219	10	39	4	0	12	2	0	0	0	1	1,212
4:00 PM	1	948	193	7	37	4	0	8	1	0	0	0	1	1,200
5:00 PM	1	962	173	4	32	4	0	12	1	1	0	0	1	1,191
6:00 PM	1	822	141	3	26	3	0	6	1	1	0	0	0	1,004
7:00 PM	0	581	97	2	19	1	0	3	1	1	0	0	1	706
8:00 PM	0	457	68	0	16	1	0	2	0	0	0	0	0	544
9:00 PM	0	336	49	0	10	1	0	2	0	0	0	0	0	398
10:00 PM	0	221	32	0	5	0	0	1	0	0	0	0	0	259
11:00 PM	0	145	19	0	4	0	0	1	0	0	0	0	0	169
<b>Total</b>	<b>9</b>	<b>9,874</b>	<b>2,017</b>	<b>77</b>	<b>438</b>	<b>43</b>	<b>0</b>	<b>74</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12,575</b>
	<b>0.1%</b>	<b>78.5%</b>	<b>16.0%</b>	<b>0.6%</b>	<b>3.5%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	

Note: Average only considered on days with 24-hours of data.

# Vehicle Speed Report Summary



**Location:** Meridian Ave E S/O 11th St E  
**Direction:** Northbound / Southbound  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 01

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	63	122	229	731	1,867	6,571	15,028	9,445	2,065	294	51	12	5	0	1	0	0	36,484
	0.2%	0.3%	0.6%	2.0%	5.1%	18.0%	41.2%	25.9%	5.7%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	16	42	273	2,334	3,815	8,285	14,136	7,082	1,448	232	51	12	4	2	2	0	0	37,734
	0.0%	0.1%	0.7%	6.2%	10.1%	22.0%	37.5%	18.8%	3.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	79	164	502	3,065	5,682	14,856	29,164	16,527	3,513	526	102	24	9	2	3	0	0	74,218
	0.1%	0.2%	0.7%	4.1%	7.7%	20.0%	39.3%	22.3%	4.7%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Northbound</b>			<b>Northbound</b>		
50th Percentile (Median)	38.0	mph	Mean (Average) Speed	37.5	mph
85th Percentile	42.6	mph	10 mph Pace	33.2 - 43.2	mph
95th Percentile	45.7	mph	Percent in Pace	70.2	%
<b>Southbound</b>			<b>Southbound</b>		
50th Percentile (Median)	36.5	mph	Mean (Average) Speed	35.7	mph
85th Percentile	41.6	mph	10 mph Pace	32.4 - 42.4	mph
95th Percentile	44.8	mph	Percent in Pace	64.0	%

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Tuesday, March 17, 2026  
 Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	1	2	4	19	12	9	1	0	0	0	0	0	0	0	48
1:00 AM	0	0	0	0	4	4	8	9	4	0	0	0	0	0	0	0	0	29
2:00 AM	0	0	0	0	0	5	12	24	8	2	0	0	0	0	0	0	0	51
3:00 AM	0	0	0	0	3	9	27	40	17	3	1	0	0	0	0	0	0	100
4:00 AM	0	0	0	2	2	7	82	155	71	9	0	1	1	0	0	0	0	330
5:00 AM	0	0	0	2	4	11	164	327	131	23	3	0	0	0	0	0	0	665
6:00 AM	0	0	0	4	6	72	383	404	73	6	2	2	0	0	0	0	0	952
7:00 AM	0	0	2	7	19	135	448	260	44	5	2	0	0	0	0	0	0	922
8:00 AM	0	0	2	17	42	160	363	209	58	12	0	0	0	0	0	0	0	863
9:00 AM	0	0	1	12	51	153	307	151	27	1	0	0	0	0	0	0	0	703
10:00 AM	0	0	6	16	36	128	255	143	19	4	0	0	0	0	0	0	0	607
11:00 AM	0	0	4	22	42	165	283	141	15	3	2	0	0	0	0	0	0	677
12:00 PM	0	0	4	25	58	150	263	135	21	1	0	1	0	0	0	0	0	658
1:00 PM	0	0	0	16	49	133	254	142	35	3	1	0	0	0	0	0	0	633
2:00 PM	0	1	10	28	56	136	285	158	34	5	0	0	0	0	0	0	0	713
3:00 PM	0	2	4	22	51	158	294	181	24	6	0	0	0	0	0	0	0	742
4:00 PM	0	0	8	23	49	163	360	172	37	5	0	0	0	0	0	0	0	817
5:00 PM	0	0	6	17	36	118	291	204	46	5	1	0	0	0	0	0	0	724
6:00 PM	0	0	4	11	44	126	267	185	40	7	0	0	0	0	0	0	0	684
7:00 PM	0	0	4	5	17	63	162	131	33	6	1	1	0	0	0	0	0	423
8:00 PM	0	0	0	3	14	54	171	98	20	5	1	0	0	0	0	0	0	366
9:00 PM	0	0	1	1	9	50	150	74	22	2	0	1	0	0	0	0	0	310
10:00 PM	0	0	2	0	5	27	63	38	10	1	0	1	0	0	0	0	0	147
11:00 PM	0	0	0	1	5	12	33	22	13	1	1	0	0	0	0	0	0	88
Total	0	3	58	235	604	2,043	4,944	3,415	811	116	15	7	1	0	0	0	0	12,252
	0.0%	0.0%	0.5%	1.9%	4.9%	16.7%	40.4%	27.9%	6.6%	0.9%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.4 mph	Mean (Average) Speed	38.0 mph
85th Percentile	43.0 mph	10 mph Pace	33.9 - 43.9 mph
95th Percentile	46.3 mph	Percent in Pace	70.3 %

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Tuesday, March 17, 2026  
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	7	4	7	42	33	11	0	0	0	0	0	0	0	0	105
1:00 AM	0	0	0	4	1	7	25	12	6	1	0	1	0	0	0	0	0	57
2:00 AM	0	0	0	1	0	4	15	12	3	0	0	0	0	0	0	0	0	35
3:00 AM	0	0	0	0	2	10	16	12	5	3	0	1	0	0	0	0	0	49
4:00 AM	0	0	0	0	0	7	30	20	4	0	1	0	0	0	0	0	0	62
5:00 AM	0	0	0	2	6	11	32	45	15	6	1	0	0	0	0	0	0	118
6:00 AM	0	0	0	3	9	14	113	97	43	2	0	0	0	0	0	0	0	281
7:00 AM	0	0	3	7	36	87	161	111	21	0	1	0	0	0	0	0	0	427
8:00 AM	0	0	2	40	116	174	158	54	10	0	1	0	0	0	0	0	0	555
9:00 AM	0	6	17	85	93	204	123	31	3	1	0	0	0	0	0	0	0	563
10:00 AM	0	5	2	60	99	216	155	31	7	0	0	0	0	0	0	0	0	575
11:00 AM	0	0	18	71	118	213	165	36	2	0	0	0	0	0	0	0	0	623
12:00 PM	0	5	52	101	181	242	141	34	0	0	0	0	0	0	0	0	0	756
1:00 PM	5	13	26	194	213	228	128	16	3	1	0	0	0	0	0	0	0	827
2:00 PM	0	4	34	166	222	335	261	89	19	4	1	0	0	0	0	0	0	1,135
3:00 PM	1	3	2	56	189	345	442	155	19	7	1	0	0	0	0	0	0	1,220
4:00 PM	0	0	6	65	137	367	461	146	25	5	1	0	0	0	0	0	0	1,213
5:00 PM	0	0	4	62	100	364	509	152	25	1	2	0	0	0	0	0	0	1,219
6:00 PM	0	0	1	46	81	312	419	164	16	4	0	0	0	0	0	0	0	1,043
7:00 PM	0	0	0	37	52	93	272	176	25	5	4	0	0	0	0	0	0	664
8:00 PM	0	0	0	33	36	85	206	122	29	4	2	0	0	0	0	0	0	517
9:00 PM	0	0	1	13	32	49	150	117	29	4	1	0	1	0	0	0	0	397
10:00 PM	0	0	0	9	9	20	96	82	19	3	1	1	0	0	0	0	0	240
11:00 PM	0	0	0	3	2	21	51	56	18	5	3	0	0	0	0	0	0	159
Total	6	36	169	1,065	1,738	3,415	4,171	1,803	357	56	20	3	1	0	0	0	0	12,840
	0.0%	0.3%	1.3%	8.3%	13.5%	26.6%	32.5%	14.0%	2.8%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.0	mph	Mean (Average) Speed	34.3	mph
85th Percentile	40.5	mph	10 mph Pace	31.0 - 41.0	mph
95th Percentile	43.7	mph	Percent in Pace	59.62	%

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Wednesday, March 18, 2026  
 Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	1	10	22	11	2	2	1	0	0	0	0	0	0	49
1:00 AM	0	0	0	0	1	4	11	9	4	0	0	0	0	0	0	0	0	29
2:00 AM	0	0	0	0	0	2	24	17	4	1	1	0	0	0	0	0	0	49
3:00 AM	0	0	0	0	4	14	36	37	13	1	0	0	0	0	0	0	0	105
4:00 AM	0	0	0	0	2	20	88	133	48	9	3	0	1	0	0	0	0	304
5:00 AM	0	0	0	5	12	29	268	291	80	10	1	0	0	0	0	0	0	696
6:00 AM	51	92	54	31	42	104	295	208	34	4	0	0	1	0	0	0	0	916
7:00 AM	9	11	7	18	47	229	416	150	29	4	1	0	0	0	0	0	0	921
8:00 AM	3	13	28	39	77	225	340	134	35	5	0	0	0	0	0	0	0	899
9:00 AM	0	0	2	10	20	144	321	183	36	7	0	0	1	0	0	0	0	724
10:00 AM	0	0	1	8	24	96	284	163	26	3	0	0	0	0	0	0	0	605
11:00 AM	0	0	4	15	23	140	280	154	24	0	1	0	0	0	0	0	0	641
12:00 PM	0	0	8	20	51	193	299	121	24	1	1	0	1	0	0	0	0	719
1:00 PM	0	0	2	15	35	121	275	160	19	2	0	1	0	0	0	0	0	630
2:00 PM	0	0	2	16	37	112	298	150	40	3	1	1	0	0	0	0	0	660
3:00 PM	0	0	5	13	32	114	259	184	20	4	1	0	0	0	0	0	0	632
4:00 PM	0	1	6	24	53	166	306	175	28	3	2	0	0	0	0	0	0	764
5:00 PM	0	0	5	22	51	153	328	171	35	4	1	0	0	0	0	0	0	770
6:00 PM	0	0	2	12	42	143	296	158	28	6	2	0	0	0	1	0	0	690
7:00 PM	0	0	0	5	24	121	170	102	22	1	0	1	0	0	0	0	0	446
8:00 PM	0	0	0	5	24	63	141	104	20	5	0	0	0	0	0	0	0	362
9:00 PM	0	0	1	5	8	42	101	77	23	7	1	0	0	0	0	0	0	265
10:00 PM	0	0	0	3	5	34	52	59	14	3	0	0	0	0	0	0	0	170
11:00 PM	0	0	0	0	2	10	38	40	10	0	0	0	0	0	0	0	0	100
Total	63	117	127	266	617	2,289	4,948	2,991	618	85	17	3	4	0	1	0	0	12,146
	0.5%	1.0%	1.0%	2.2%	5.1%	18.8%	40.7%	24.6%	5.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	37.7 mph	Mean (Average) Speed	37.0 mph
85th Percentile	42.4 mph	10 mph Pace	33.1 - 43.1 mph
95th Percentile	45.5 mph	Percent in Pace	69.5 %

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Wednesday, March 18, 2026  
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	3	10	38	32	10	3	0	0	1	0	0	0	0	99
1:00 AM	0	0	1	0	1	12	18	6	8	0	1	0	0	0	0	0	0	47
2:00 AM	0	0	0	0	1	7	14	10	5	0	0	0	0	0	0	0	0	37
3:00 AM	0	0	0	1	1	7	17	9	4	1	0	0	0	0	0	0	0	40
4:00 AM	0	0	0	0	0	3	22	18	7	1	1	0	0	0	0	0	0	52
5:00 AM	0	0	0	4	8	7	41	36	12	6	0	1	0	0	0	0	0	115
6:00 AM	5	0	1	7	6	12	108	113	33	7	0	0	0	0	0	0	0	292
7:00 AM	1	1	0	8	13	56	177	129	31	4	3	0	0	0	0	0	0	423
8:00 AM	0	0	0	18	24	102	236	92	24	0	1	0	0	1	2	0	0	500
9:00 AM	1	0	2	21	32	74	253	126	28	3	1	0	0	0	0	0	0	541
10:00 AM	1	0	3	31	32	75	204	120	23	5	1	0	0	0	0	0	0	495
11:00 AM	0	0	4	40	51	98	273	129	28	6	1	0	0	0	0	0	0	630
12:00 PM	0	0	9	54	77	170	264	115	19	5	0	0	0	0	0	0	0	713
1:00 PM	0	0	5	55	69	156	330	121	25	3	0	0	0	0	0	0	0	764
2:00 PM	0	1	4	57	106	253	393	169	36	2	0	1	0	0	0	0	0	1,022
3:00 PM	0	0	5	55	98	362	482	184	33	4	0	1	0	0	0	0	0	1,224
4:00 PM	0	0	3	53	123	379	438	147	23	3	1	0	0	0	0	0	0	1,170
5:00 PM	0	0	2	52	108	346	491	168	29	1	0	0	0	0	0	0	0	1,197
6:00 PM	0	0	6	57	92	181	405	173	31	4	2	0	0	0	0	0	0	951
7:00 PM	0	0	4	47	61	118	263	146	11	3	2	0	0	0	0	0	0	655
8:00 PM	0	0	0	35	37	90	211	125	20	3	1	0	0	0	0	0	0	522
9:00 PM	0	0	1	13	25	54	154	102	27	4	0	0	0	0	0	0	0	380
10:00 PM	0	0	1	8	14	38	115	66	11	2	1	0	1	0	0	0	0	257
11:00 PM	0	0	2	6	9	14	66	55	12	3	1	1	0	0	0	0	0	169
Total	8	2	53	624	991	2,624	5,013	2,391	490	73	17	4	2	1	2	0	0	12,295
	0.1%	0.0%	0.4%	5.1%	8.1%	21.3%	40.8%	19.4%	4.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	36.8 mph	Mean (Average) Speed	36.3 mph
85th Percentile	41.7 mph	10 mph Pace	32.7 - 42.7 mph
95th Percentile	45.0 mph	Percent in Pace	68.07 %

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Thursday, March 19, 2026  
 Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	2	4	5	20	16	4	3	0	0	0	0	0	0	0	54
1:00 AM	0	0	0	0	1	6	9	8	3	0	0	0	0	0	0	0	0	27
2:00 AM	0	0	0	0	0	3	26	17	3	4	0	0	0	0	0	0	0	53
3:00 AM	0	0	0	1	2	17	29	43	16	1	0	1	0	0	0	0	0	110
4:00 AM	0	0	0	0	3	11	97	135	47	12	2	0	0	0	0	0	0	307
5:00 AM	0	0	5	9	9	44	254	239	80	5	5	0	0	0	0	0	0	650
6:00 AM	0	0	0	8	4	87	366	304	58	7	1	1	0	0	0	0	0	836
7:00 AM	0	0	0	5	30	162	477	214	24	4	2	0	0	0	0	0	0	918
8:00 AM	0	0	1	11	18	184	387	208	21	6	0	0	0	0	0	0	0	836
9:00 AM	0	0	2	10	27	128	294	156	41	3	1	0	0	0	0	0	0	662
10:00 AM	0	0	3	13	36	121	290	139	31	1	0	0	0	0	0	0	0	634
11:00 AM	0	0	4	18	42	130	299	140	24	2	0	0	0	0	0	0	0	659
12:00 PM	0	0	1	14	55	117	264	164	29	1	0	0	0	0	0	0	0	645
1:00 PM	0	0	5	16	33	145	280	154	25	5	1	0	0	0	0	0	0	664
2:00 PM	0	1	5	18	53	141	303	123	22	3	1	0	0	0	0	0	0	670
3:00 PM	0	1	5	23	60	183	300	146	32	4	0	0	0	0	0	0	0	754
4:00 PM	0	0	4	32	78	174	317	164	18	1	0	0	0	0	0	0	0	788
5:00 PM	0	0	3	17	51	163	322	168	34	9	4	0	0	0	0	0	0	771
6:00 PM	0	0	2	13	30	131	291	141	38	8	1	0	0	0	0	0	0	655
7:00 PM	0	0	3	9	67	111	178	116	29	3	0	0	0	0	0	0	0	516
8:00 PM	0	0	0	5	27	78	132	88	19	4	0	0	0	0	0	0	0	353
9:00 PM	0	0	0	3	6	56	106	78	12	3	0	0	0	0	0	0	0	264
10:00 PM	0	0	1	1	6	30	69	48	14	1	0	0	0	0	0	0	0	170
11:00 PM	0	0	0	2	4	12	26	30	12	3	1	0	0	0	0	0	0	90
Total	0	2	44	230	646	2,239	5,136	3,039	636	93	19	2	0	0	0	0	0	12,086
	0.0%	0.0%	0.4%	1.9%	5.3%	18.5%	42.5%	25.1%	5.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	37.9 mph	Mean (Average) Speed	37.6 mph
85th Percentile	42.5 mph	10 mph Pace	33.0 - 43.0 mph
95th Percentile	45.5 mph	Percent in Pace	71.0 %

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



Thursday, March 19, 2026  
 Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	4	8	37	29	6	0	0	0	0	0	0	0	0	84
1:00 AM	0	0	0	0	2	6	17	17	3	0	0	0	0	1	0	0	0	46
2:00 AM	0	0	1	0	0	3	13	12	3	4	0	0	0	0	0	0	0	36
3:00 AM	0	0	0	0	3	5	15	9	4	1	0	1	0	0	0	0	0	38
4:00 AM	0	0	0	0	1	8	19	19	3	0	0	0	0	0	0	0	0	50
5:00 AM	0	0	0	5	2	5	35	38	22	5	0	1	0	0	0	0	0	113
6:00 AM	0	0	1	1	10	15	87	114	40	9	0	0	0	0	0	0	0	277
7:00 AM	1	0	3	11	10	36	153	140	27	4	0	0	0	0	0	0	0	385
8:00 AM	0	0	2	19	33	84	213	129	41	6	1	0	0	0	0	0	0	528
9:00 AM	0	0	2	20	27	73	198	166	41	7	0	0	0	0	0	0	0	534
10:00 AM	0	1	3	27	44	87	244	137	36	4	1	1	0	0	0	0	0	585
11:00 AM	0	0	4	34	55	95	233	139	18	6	1	0	0	0	0	0	0	585
12:00 PM	0	0	3	45	68	86	294	210	24	5	1	0	0	0	0	0	0	736
1:00 PM	0	0	2	59	63	112	293	164	35	3	2	0	0	0	0	0	0	733
2:00 PM	1	0	2	39	77	201	360	274	50	9	2	0	0	0	0	0	0	1,015
3:00 PM	0	0	3	64	152	278	496	165	26	4	0	0	0	0	0	0	0	1,188
4:00 PM	0	1	3	62	145	299	466	199	37	3	1	0	0	0	0	0	0	1,216
5:00 PM	0	0	4	64	98	289	473	196	25	4	1	1	0	0	0	0	0	1,155
6:00 PM	0	1	8	61	105	196	415	200	27	4	0	0	0	0	0	0	0	1,017
7:00 PM	0	1	3	63	83	165	319	121	37	6	0	0	0	0	0	0	0	798
8:00 PM	0	0	4	32	64	105	221	142	24	4	0	0	0	0	0	0	0	596
9:00 PM	0	0	2	22	24	42	165	130	28	6	0	0	0	0	0	0	0	419
10:00 PM	0	0	1	10	9	32	117	78	29	4	1	0	0	0	0	0	0	281
11:00 PM	0	0	0	7	7	16	69	60	15	5	3	1	1	0	0	0	0	184
Total	2	4	51	645	1,086	2,246	4,952	2,888	601	103	14	5	1	1	0	0	0	12,599
	0.0%	0.0%	0.4%	5.1%	8.6%	17.8%	39.3%	22.9%	4.8%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	37.4 mph	Mean (Average) Speed	36.7 mph
85th Percentile	42.3 mph	10 mph Pace	33.2 - 43.2 mph
95th Percentile	45.5 mph	Percent in Pace	66.71 %

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



**Total Study Average  
Northbound**

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	1	2	6	20	13	5	2	0	0	0	0	0	0	0	49
1:00 AM	0	0	0	0	2	5	9	9	4	0	0	0	0	0	0	0	0	29
2:00 AM	0	0	0	0	0	3	21	19	5	2	0	0	0	0	0	0	0	50
3:00 AM	0	0	0	0	3	13	31	40	15	2	0	0	0	0	0	0	0	104
4:00 AM	0	0	0	1	2	13	89	141	55	10	2	0	1	0	0	0	0	314
5:00 AM	0	0	2	5	8	28	229	286	97	13	3	0	0	0	0	0	0	671
6:00 AM	17	31	18	14	17	88	348	305	55	6	1	1	0	0	0	0	0	901
7:00 AM	3	4	3	10	32	175	447	208	32	4	2	0	0	0	0	0	0	920
8:00 AM	1	4	10	22	46	190	363	184	38	8	0	0	0	0	0	0	0	866
9:00 AM	0	0	2	11	33	142	307	163	35	4	0	0	0	0	0	0	0	697
10:00 AM	0	0	3	12	32	115	276	148	25	3	0	0	0	0	0	0	0	614
11:00 AM	0	0	4	18	36	145	287	145	21	2	1	0	0	0	0	0	0	659
12:00 PM	0	0	4	20	55	153	275	140	25	1	0	0	0	0	0	0	0	673
1:00 PM	0	0	2	16	39	133	270	152	26	3	1	0	0	0	0	0	0	642
2:00 PM	0	1	6	21	49	130	295	144	32	4	1	0	0	0	0	0	0	683
3:00 PM	0	1	5	19	48	152	284	170	25	5	0	0	0	0	0	0	0	709
4:00 PM	0	0	6	26	60	168	328	170	28	3	1	0	0	0	0	0	0	790
5:00 PM	0	0	5	19	46	145	314	181	38	6	2	0	0	0	0	0	0	756
6:00 PM	0	0	3	12	39	133	285	161	35	7	1	0	0	0	0	0	0	676
7:00 PM	0	0	2	6	36	98	170	116	28	3	0	1	0	0	0	0	0	460
8:00 PM	0	0	0	4	22	65	148	97	20	5	0	0	0	0	0	0	0	361
9:00 PM	0	0	1	3	8	49	119	76	19	4	0	0	0	0	0	0	0	279
10:00 PM	0	0	1	1	5	30	61	48	13	2	0	0	0	0	0	0	0	161
11:00 PM	0	0	0	1	4	11	32	31	12	1	1	0	0	0	0	0	0	93
<b>Total</b>	<b>21</b>	<b>41</b>	<b>77</b>	<b>242</b>	<b>624</b>	<b>2,190</b>	<b>5,008</b>	<b>3,147</b>	<b>688</b>	<b>100</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,157</b>
	0.2%	0.3%	0.6%	2.0%	5.1%	18.0%	41.2%	25.9%	5.7%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	38.0 mph	Mean (Average) Speed	37.5 mph
85th Percentile	42.6 mph	10 mph Pace	33.2 - 43.2 mph
95th Percentile	45.7 mph	Percent in Pace	70.2 %

Location: Meridian Ave E S/O 11th St E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 01



**Total Study Average  
Southbound**

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	3	4	8	39	31	9	1	0	0	0	0	0	0	0	95
1:00 AM	0	0	0	1	1	8	20	12	6	0	0	0	0	0	0	0	0	48
2:00 AM	0	0	0	0	0	5	14	11	4	1	0	0	0	0	0	0	0	35
3:00 AM	0	0	0	0	2	7	16	10	4	2	0	1	0	0	0	0	0	42
4:00 AM	0	0	0	0	0	6	24	19	5	0	1	0	0	0	0	0	0	55
5:00 AM	0	0	0	4	5	8	36	40	16	6	0	1	0	0	0	0	0	116
6:00 AM	2	0	1	4	8	14	103	108	39	6	0	0	0	0	0	0	0	285
7:00 AM	1	0	2	9	20	60	164	127	26	3	1	0	0	0	0	0	0	413
8:00 AM	0	0	1	26	58	120	202	92	25	2	1	0	0	0	1	0	0	528
9:00 AM	0	2	7	42	51	117	191	108	24	4	0	0	0	0	0	0	0	546
10:00 AM	0	2	3	39	58	126	201	96	22	3	1	0	0	0	0	0	0	551
11:00 AM	0	0	9	48	75	135	224	101	16	4	1	0	0	0	0	0	0	613
12:00 PM	0	2	21	67	109	166	233	120	14	3	0	0	0	0	0	0	0	735
1:00 PM	2	4	11	103	115	165	250	100	21	2	1	0	0	0	0	0	0	774
2:00 PM	0	2	13	87	135	263	338	177	35	5	1	0	0	0	0	0	0	1,056
3:00 PM	0	1	3	58	146	328	473	168	26	5	0	0	0	0	0	0	0	1,208
4:00 PM	0	0	4	60	135	348	455	164	28	4	1	0	0	0	0	0	0	1,199
5:00 PM	0	0	3	59	102	333	491	172	26	2	1	0	0	0	0	0	0	1,189
6:00 PM	0	0	5	55	93	230	413	179	25	4	1	0	0	0	0	0	0	1,005
7:00 PM	0	0	2	49	65	125	285	148	24	5	2	0	0	0	0	0	0	705
8:00 PM	0	0	1	33	46	93	213	130	24	4	1	0	0	0	0	0	0	545
9:00 PM	0	0	1	16	27	48	156	116	28	5	0	0	0	0	0	0	0	397
10:00 PM	0	0	1	9	11	30	109	75	20	3	1	0	0	0	0	0	0	259
11:00 PM	0	0	1	5	6	17	62	57	15	4	2	1	0	0	0	0	0	170
<b>Total</b>	<b>5</b>	<b>13</b>	<b>89</b>	<b>777</b>	<b>1,272</b>	<b>2,760</b>	<b>4,712</b>	<b>2,361</b>	<b>482</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12,569</b>
	0.0%	0.1%	0.7%	6.2%	10.1%	22.0%	37.5%	18.8%	3.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	36.5 mph	Mean (Average) Speed	35.7 mph
85th Percentile	41.6 mph	10 mph Pace	32.4 - 42.4 mph
95th Percentile	44.8 mph	Percent in Pace	64.0 %

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 - 3/23/2026  
 Site Code: 02

Time	Tuesday 3/17/2026			Wednesday 3/18/2026			Thursday 3/19/2026			Friday 3/20/2026			Saturday 3/21/2026			Sunday 3/22/2026			Monday 3/23/2026			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	9	6	15	14	9	23	10	12	22	-	-	-	-	-	-	-	-	-	11	9	20			
1:00 AM	8	5	13	10	10	20	4	5	9	-	-	-	-	-	-	-	-	-	7	7	14			
2:00 AM	6	2	8	9	6	15	10	5	15	-	-	-	-	-	-	-	-	-	8	4	13			
3:00 AM	11	6	17	13	7	20	9	11	20	-	-	-	-	-	-	-	-	-	11	8	19			
4:00 AM	38	15	53	34	13	47	36	17	53	-	-	-	-	-	-	-	-	-	36	15	51			
5:00 AM	60	34	94	68	38	106	56	37	93	-	-	-	-	-	-	-	-	-	61	36	98			
6:00 AM	114	83	197	119	91	210	117	98	215	-	-	-	-	-	-	-	-	-	117	91	207			
7:00 AM	215	227	442	209	199	408	218	180	398	-	-	-	-	-	-	-	-	-	214	202	416			
8:00 AM	171	181	352	187	233	420	183	223	406	-	-	-	-	-	-	-	-	-	180	212	393			
9:00 AM	268	262	530	298	256	554	226	261	487	-	-	-	-	-	-	-	-	-	264	260	524			
10:00 AM	152	131	283	191	128	319	148	117	265	-	-	-	-	-	-	-	-	-	164	125	289			
11:00 AM	155	143	298	184	162	346	147	143	290	-	-	-	-	-	-	-	-	-	162	149	311			
12:00 PM	153	159	312	156	148	304	186	167	353	-	-	-	-	-	-	-	-	-	165	158	323			
1:00 PM	171	166	337	165	156	321	157	168	325	-	-	-	-	-	-	-	-	-	164	163	328			
2:00 PM	198	198	396	165	185	350	201	204	405	-	-	-	-	-	-	-	-	-	188	196	384			
3:00 PM	218	301	519	237	280	517	251	287	538	-	-	-	-	-	-	-	-	-	235	289	525			
4:00 PM	339	240	579	314	217	531	304	288	592	-	-	-	-	-	-	-	-	-	319	248	567			
5:00 PM	203	214	417	252	217	469	243	231	474	-	-	-	-	-	-	-	-	-	233	221	453			
6:00 PM	168	188	356	167	164	331	209	200	409	-	-	-	-	-	-	-	-	-	181	184	365			
7:00 PM	128	152	280	124	154	278	129	170	299	-	-	-	-	-	-	-	-	-	127	159	286			
8:00 PM	98	110	208	89	112	201	108	112	220	-	-	-	-	-	-	-	-	-	98	111	210			
9:00 PM	61	59	120	81	95	176	66	84	150	-	-	-	-	-	-	-	-	-	69	79	149			
10:00 PM	36	37	73	29	35	64	56	54	110	-	-	-	-	-	-	-	-	-	40	42	82			
11:00 PM	8	27	35	24	36	60	23	28	51	-	-	-	-	-	-	-	-	-	18	30	49			
<b>Total</b>	<b>2,988</b>	<b>2,946</b>	<b>5,934</b>	<b>3,139</b>	<b>2,951</b>	<b>6,090</b>	<b>3,097</b>	<b>3,102</b>	<b>6,199</b>	-	-	-	-	-	-	-	-	-	<b>3,075</b>	<b>3,000</b>	<b>6,074</b>			
<b>Percent</b>	<b>50%</b>	<b>50%</b>		<b>52%</b>	<b>48%</b>		<b>50%</b>	<b>50%</b>		-	-	-	-	-	-	-	-	-	<b>51%</b>	<b>49%</b>				
AM Peak	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	-	-	-	-	-	-	-	-	-	09:00	09:00	09:00			
Vol.	268	262	530	298	256	554	226	261	487	-	-	-	-	-	-	-	-	-	264	260	524			
PM Peak	16:00	15:00	16:00	16:00	15:00	16:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00			
Vol.	339	301	579	314	280	531	304	288	592	-	-	-	-	-	-	-	-	-	319	289	567			

1. Mid-week average includes data between Tuesday and Thursday.

## Vehicle Classification Report Summary

**Location:** 24th St E W/O Meridian Ave E  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 02

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	7	7,226	1,453	95	418	21	0	0	2	2	0	0	0	9,224
	0.1%	78.3%	15.8%	1.0%	4.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	10	6,737	1,570	115	435	125	0	0	3	4	0	0	0	8,999
	0.1%	74.9%	17.4%	1.3%	4.8%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	17	13,963	3,023	210	853	146	0	0	5	6	0	0	0	18,223
	0.1%	76.6%	16.6%	1.2%	4.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

**Location:** 24th St E W/O Meridian Ave E  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 02



**Tuesday, March 17, 2026**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	11
4:00 AM	0	22	14	0	2	0	0	0	0	0	0	0	0	38
5:00 AM	0	41	16	0	3	0	0	0	0	0	0	0	0	60
6:00 AM	0	82	23	3	5	1	0	0	0	0	0	0	0	114
7:00 AM	0	174	27	4	9	1	0	0	0	0	0	0	0	215
8:00 AM	0	140	29	0	2	0	0	0	0	0	0	0	0	171
9:00 AM	1	228	25	4	9	1	0	0	0	0	0	0	0	268
10:00 AM	0	110	31	1	10	0	0	0	0	0	0	0	0	152
11:00 AM	0	108	37	0	10	0	0	0	0	0	0	0	0	155
12:00 PM	0	113	28	1	10	1	0	0	0	0	0	0	0	153
1:00 PM	0	128	35	1	7	0	0	0	0	0	0	0	0	171
2:00 PM	0	154	33	1	10	0	0	0	0	0	0	0	0	198
3:00 PM	0	161	36	1	19	1	0	0	0	0	0	0	0	218
4:00 PM	1	268	50	4	13	2	0	0	1	0	0	0	0	339
5:00 PM	0	163	34	2	4	0	0	0	0	0	0	0	0	203
6:00 PM	1	125	28	3	11	0	0	0	0	0	0	0	0	168
7:00 PM	0	110	14	0	4	0	0	0	0	0	0	0	0	128
8:00 PM	0	79	18	0	1	0	0	0	0	0	0	0	0	98
9:00 PM	0	54	5	0	2	0	0	0	0	0	0	0	0	61
10:00 PM	0	30	5	0	1	0	0	0	0	0	0	0	0	36
11:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
<b>Total</b>	<b>3</b>	<b>2,326</b>	<b>492</b>	<b>25</b>	<b>133</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,988</b>
	<b>0.1%</b>	<b>77.8%</b>	<b>16.5%</b>	<b>0.8%</b>	<b>4.5%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Tuesday, March 17, 2026  
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
5:00 AM	0	24	8	0	2	0	0	0	0	0	0	0	0	34
6:00 AM	1	57	16	3	3	3	0	0	0	0	0	0	0	83
7:00 AM	0	174	33	3	9	8	0	0	0	0	0	0	0	227
8:00 AM	1	143	28	2	2	5	0	0	0	0	0	0	0	181
9:00 AM	1	201	38	4	10	8	0	0	0	0	0	0	0	262
10:00 AM	1	90	24	1	12	2	0	0	0	1	0	0	0	131
11:00 AM	0	101	32	0	8	2	0	0	0	0	0	0	0	143
12:00 PM	0	113	29	1	14	2	0	0	0	0	0	0	0	159
1:00 PM	0	126	29	0	9	1	0	0	0	1	0	0	0	166
2:00 PM	0	148	32	4	12	2	0	0	0	0	0	0	0	198
3:00 PM	0	223	53	6	15	4	0	0	0	0	0	0	0	301
4:00 PM	0	182	41	3	13	1	0	0	0	0	0	0	0	240
5:00 PM	0	158	43	2	10	1	0	0	0	0	0	0	0	214
6:00 PM	0	140	36	2	9	1	0	0	0	0	0	0	0	188
7:00 PM	0	113	34	2	3	0	0	0	0	0	0	0	0	152
8:00 PM	0	87	14	0	6	3	0	0	0	0	0	0	0	110
9:00 PM	0	46	12	0	1	0	0	0	0	0	0	0	0	59
10:00 PM	0	25	9	0	3	0	0	0	0	0	0	0	0	37
11:00 PM	0	18	3	1	5	0	0	0	0	0	0	0	0	27
Total	4	2,197	518	34	148	43	0	0	0	2	0	0	0	2,946
	0.1%	74.6%	17.6%	1.2%	5.0%	1.5%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

**Location:** 24th St E W/O Meridian Ave E  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 02



**Wednesday, March 18, 2026**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	1	0	3	0	0	0	0	0	0	0	0	14
1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
3:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	26	6	0	2	0	0	0	0	0	0	0	0	34
5:00 AM	0	49	12	1	5	1	0	0	0	0	0	0	0	68
6:00 AM	0	84	29	1	5	0	0	0	0	0	0	0	0	119
7:00 AM	0	173	25	2	9	0	0	0	0	0	0	0	0	209
8:00 AM	0	149	25	3	10	0	0	0	0	0	0	0	0	187
9:00 AM	0	233	45	7	13	0	0	0	0	0	0	0	0	298
10:00 AM	0	143	30	3	15	0	0	0	0	0	0	0	0	191
11:00 AM	0	140	32	1	11	0	0	0	0	0	0	0	0	184
12:00 PM	0	126	20	2	8	0	0	0	0	0	0	0	0	156
1:00 PM	0	130	24	1	9	0	0	0	1	0	0	0	0	165
2:00 PM	0	120	34	3	7	0	0	0	0	1	0	0	0	165
3:00 PM	0	186	37	3	10	0	0	0	0	1	0	0	0	237
4:00 PM	0	265	37	2	8	2	0	0	0	0	0	0	0	314
5:00 PM	1	206	34	3	6	2	0	0	0	0	0	0	0	252
6:00 PM	1	137	22	0	6	1	0	0	0	0	0	0	0	167
7:00 PM	0	104	15	0	5	0	0	0	0	0	0	0	0	124
8:00 PM	0	78	9	0	2	0	0	0	0	0	0	0	0	89
9:00 PM	0	69	11	0	1	0	0	0	0	0	0	0	0	81
10:00 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
11:00 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
<b>Total</b>	<b>2</b>	<b>2,505</b>	<b>455</b>	<b>32</b>	<b>136</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,139</b>
	<b>0.1%</b>	<b>79.8%</b>	<b>14.5%</b>	<b>1.0%</b>	<b>4.3%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

**Location:** 24th St E W/O Meridian Ave E  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 02



**Wednesday, March 18, 2026**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
2:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	10	0	0	3	0	0	0	0	0	0	0	0	13
5:00 AM	1	29	5	0	3	0	0	0	0	0	0	0	0	38
6:00 AM	0	71	16	2	2	0	0	0	0	0	0	0	0	91
7:00 AM	0	150	26	2	15	6	0	0	0	0	0	0	0	199
8:00 AM	0	180	34	2	10	6	0	0	1	0	0	0	0	233
9:00 AM	0	185	44	6	10	11	0	0	0	0	0	0	0	256
10:00 AM	0	99	17	1	11	0	0	0	0	0	0	0	0	128
11:00 AM	0	114	36	0	10	2	0	0	0	0	0	0	0	162
12:00 PM	0	105	31	2	9	1	0	0	0	0	0	0	0	148
1:00 PM	0	120	26	2	6	2	0	0	0	0	0	0	0	156
2:00 PM	0	137	33	5	7	1	0	0	0	2	0	0	0	185
3:00 PM	0	199	56	4	15	6	0	0	0	0	0	0	0	280
4:00 PM	0	153	47	2	12	3	0	0	0	0	0	0	0	217
5:00 PM	1	179	30	2	4	1	0	0	0	0	0	0	0	217
6:00 PM	0	133	23	1	6	1	0	0	0	0	0	0	0	164
7:00 PM	0	116	30	0	7	1	0	0	0	0	0	0	0	154
8:00 PM	0	90	19	0	3	0	0	0	0	0	0	0	0	112
9:00 PM	0	74	19	0	2	0	0	0	0	0	0	0	0	95
10:00 PM	0	28	6	0	1	0	0	0	0	0	0	0	0	35
11:00 PM	0	32	3	0	0	1	0	0	0	0	0	0	0	36
<b>Total</b>	<b>2</b>	<b>2,229</b>	<b>504</b>	<b>31</b>	<b>140</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,951</b>
	<b>0.1%</b>	<b>75.5%</b>	<b>17.1%</b>	<b>1.1%</b>	<b>4.7%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Thursday, March 19, 2026  
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
3:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	27	7	0	2	0	0	0	0	0	0	0	0	36
5:00 AM	0	33	17	1	5	0	0	0	0	0	0	0	0	56
6:00 AM	0	81	29	2	5	0	0	0	0	0	0	0	0	117
7:00 AM	0	167	39	4	8	0	0	0	0	0	0	0	0	218
8:00 AM	0	140	30	2	10	1	0	0	0	0	0	0	0	183
9:00 AM	1	181	29	5	10	0	0	0	0	0	0	0	0	226
10:00 AM	0	106	31	3	8	0	0	0	0	0	0	0	0	148
11:00 AM	0	111	28	2	6	0	0	0	0	0	0	0	0	147
12:00 PM	0	134	25	7	18	2	0	0	0	0	0	0	0	186
1:00 PM	0	117	27	1	11	1	0	0	0	0	0	0	0	157
2:00 PM	0	154	35	2	10	0	0	0	0	0	0	0	0	201
3:00 PM	0	202	35	6	7	1	0	0	0	0	0	0	0	251
4:00 PM	1	235	47	0	20	1	0	0	0	0	0	0	0	304
5:00 PM	0	204	32	0	6	1	0	0	0	0	0	0	0	243
6:00 PM	0	168	32	1	8	0	0	0	0	0	0	0	0	209
7:00 PM	0	102	24	0	3	0	0	0	0	0	0	0	0	129
8:00 PM	0	90	15	0	3	0	0	0	0	0	0	0	0	108
9:00 PM	0	54	8	1	3	0	0	0	0	0	0	0	0	66
10:00 PM	0	46	6	0	4	0	0	0	0	0	0	0	0	56
11:00 PM	0	20	2	1	0	0	0	0	0	0	0	0	0	23
Total	2	2,395	506	38	149	7	0	0	0	0	0	0	0	3,097
	0.1%	77.3%	16.3%	1.2%	4.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Thursday, March 19, 2026  
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
3:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
4:00 AM	0	12	3	0	2	0	0	0	0	0	0	0	0	17
5:00 AM	1	22	9	0	5	0	0	0	0	0	0	0	0	37
6:00 AM	0	70	18	2	7	1	0	0	0	0	0	0	0	98
7:00 AM	0	140	29	3	5	3	0	0	0	0	0	0	0	180
8:00 AM	0	160	40	3	14	6	0	0	0	0	0	0	0	223
9:00 AM	0	192	37	13	11	8	0	0	0	0	0	0	0	261
10:00 AM	0	81	23	2	10	1	0	0	0	0	0	0	0	117
11:00 AM	1	98	33	3	6	2	0	0	0	0	0	0	0	143
12:00 PM	0	124	26	7	9	1	0	0	0	0	0	0	0	167
1:00 PM	0	123	33	3	7	1	0	0	1	0	0	0	0	168
2:00 PM	0	146	42	4	9	3	0	0	0	0	0	0	0	204
3:00 PM	0	212	50	7	10	7	0	0	1	0	0	0	0	287
4:00 PM	2	222	48	1	13	2	0	0	0	0	0	0	0	288
5:00 PM	0	183	39	0	8	1	0	0	0	0	0	0	0	231
6:00 PM	0	151	37	1	11	0	0	0	0	0	0	0	0	200
7:00 PM	0	133	30	0	7	0	0	0	0	0	0	0	0	170
8:00 PM	0	89	18	0	5	0	0	0	0	0	0	0	0	112
9:00 PM	0	64	14	0	3	3	0	0	0	0	0	0	0	84
10:00 PM	0	42	9	1	2	0	0	0	0	0	0	0	0	54
11:00 PM	0	21	5	0	1	1	0	0	0	0	0	0	0	28
Total	4	2,311	548	50	147	40	0	0	2	0	0	0	0	3,102
	0.1%	74.5%	17.7%	1.6%	4.7%	1.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



**Total Study Average  
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
3:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	25	9	0	2	0	0	0	0	0	0	0	0	36
5:00 AM	0	41	15	1	4	0	0	0	0	0	0	0	0	61
6:00 AM	0	82	27	2	5	0	0	0	0	0	0	0	0	116
7:00 AM	0	171	30	3	9	0	0	0	0	0	0	0	0	213
8:00 AM	0	143	28	2	7	0	0	0	0	0	0	0	0	180
9:00 AM	1	214	33	5	11	0	0	0	0	0	0	0	0	264
10:00 AM	0	120	31	2	11	0	0	0	0	0	0	0	0	164
11:00 AM	0	120	32	1	9	0	0	0	0	0	0	0	0	162
12:00 PM	0	124	24	3	12	1	0	0	0	0	0	0	0	164
1:00 PM	0	125	29	1	9	0	0	0	0	0	0	0	0	164
2:00 PM	0	143	34	2	9	0	0	0	0	0	0	0	0	188
3:00 PM	0	183	36	3	12	1	0	0	0	0	0	0	0	235
4:00 PM	1	256	45	2	14	2	0	0	0	0	0	0	0	320
5:00 PM	0	191	33	2	5	1	0	0	0	0	0	0	0	232
6:00 PM	1	143	27	1	8	0	0	0	0	0	0	0	0	180
7:00 PM	0	105	18	0	4	0	0	0	0	0	0	0	0	127
8:00 PM	0	82	14	0	2	0	0	0	0	0	0	0	0	98
9:00 PM	0	59	8	0	2	0	0	0	0	0	0	0	0	69
10:00 PM	0	35	4	0	2	0	0	0	0	0	0	0	0	41
11:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
Total	3	2,408	485	30	139	5	0	0	0	0	0	0	0	3,070
	0.1%	78.4%	15.8%	1.0%	4.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



**Total Study Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
3:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
5:00 AM	1	25	7	0	3	0	0	0	0	0	0	0	0	36
6:00 AM	0	66	17	2	4	1	0	0	0	0	0	0	0	90
7:00 AM	0	155	29	3	10	6	0	0	0	0	0	0	0	203
8:00 AM	0	161	34	2	9	6	0	0	0	0	0	0	0	212
9:00 AM	0	193	40	8	10	9	0	0	0	0	0	0	0	260
10:00 AM	0	90	21	1	11	1	0	0	0	0	0	0	0	124
11:00 AM	0	104	34	1	8	2	0	0	0	0	0	0	0	149
12:00 PM	0	114	29	3	11	1	0	0	0	0	0	0	0	158
1:00 PM	0	123	29	2	7	1	0	0	0	0	0	0	0	162
2:00 PM	0	144	36	4	9	2	0	0	0	1	0	0	0	196
3:00 PM	0	211	53	6	13	6	0	0	0	0	0	0	0	289
4:00 PM	1	186	45	2	13	2	0	0	0	0	0	0	0	249
5:00 PM	0	173	37	1	7	1	0	0	0	0	0	0	0	219
6:00 PM	0	141	32	1	9	1	0	0	0	0	0	0	0	184
7:00 PM	0	121	31	1	6	0	0	0	0	0	0	0	0	159
8:00 PM	0	89	17	0	5	1	0	0	0	0	0	0	0	112
9:00 PM	0	61	15	0	2	1	0	0	0	0	0	0	0	79
10:00 PM	0	32	8	0	2	0	0	0	0	0	0	0	0	42
11:00 PM	0	24	4	0	2	1	0	0	0	0	0	0	0	31
<b>Total</b>	<b>2</b>	<b>2,247</b>	<b>524</b>	<b>37</b>	<b>146</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,999</b>
	<b>0.1%</b>	<b>74.9%</b>	<b>17.5%</b>	<b>1.2%</b>	<b>4.9%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.

# Vehicle Speed Report Summary



**Location:** 24th St E W/O Meridian Ave E  
**Direction:** Eastbound / Westbound  
**Date Range:** 3/17/2026 to 3/19/2026  
**Site Code:** 02

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	62	424	1,198	2,246	3,380	1,555	302	53	4	0	0	0	0	0	0	0	0	9,224
	0.7%	4.6%	13.0%	24.3%	36.6%	16.9%	3.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	65	323	1,319	1,831	3,279	1,720	395	59	7	1	0	0	0	0	0	0	0	8,999
	0.7%	3.6%	14.7%	20.3%	36.4%	19.1%	4.4%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	127	747	2,517	4,077	6,659	3,275	697	112	11	1	0	0	0	0	0	0	0	18,223
	0.7%	4.1%	13.8%	22.4%	36.5%	18.0%	3.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Eastbound</b>			<b>Eastbound</b>		
50th Percentile (Median)	25.9	mph	Mean (Average) Speed	25.4	mph
85th Percentile	31.1	mph	10 mph Pace	21.6 - 31.6	mph
95th Percentile	34.2	mph	Percent in Pace	63.6	%
<b>Westbound</b>			<b>Westbound</b>		
50th Percentile (Median)	26.4	mph	Mean (Average) Speed	25.8	mph
85th Percentile	31.8	mph	10 mph Pace	22.7 - 32.7	mph
95th Percentile	35.1	mph	Percent in Pace	62.1	%

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Tuesday, March 17, 2026  
 Eastbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	0	1	5	10	15	4	3	0	0	0	0	0	0	0	0	0	38
5:00 AM	0	0	0	3	26	26	5	0	0	0	0	0	0	0	0	0	0	60
6:00 AM	0	0	6	26	56	22	2	2	0	0	0	0	0	0	0	0	0	114
7:00 AM	0	0	5	73	97	33	7	0	0	0	0	0	0	0	0	0	0	215
8:00 AM	0	1	14	69	64	19	4	0	0	0	0	0	0	0	0	0	0	171
9:00 AM	0	49	163	41	9	6	0	0	0	0	0	0	0	0	0	0	0	268
10:00 AM	0	0	8	50	67	24	2	1	0	0	0	0	0	0	0	0	0	152
11:00 AM	0	0	3	46	67	32	6	1	0	0	0	0	0	0	0	0	0	155
12:00 PM	0	1	9	55	59	24	5	0	0	0	0	0	0	0	0	0	0	153
1:00 PM	0	0	9	52	66	36	8	0	0	0	0	0	0	0	0	0	0	171
2:00 PM	0	0	13	63	89	26	7	0	0	0	0	0	0	0	0	0	0	198
3:00 PM	1	34	95	44	23	17	4	0	0	0	0	0	0	0	0	0	0	218
4:00 PM	36	50	57	94	80	19	1	2	0	0	0	0	0	0	0	0	0	339
5:00 PM	0	0	6	38	103	46	10	0	0	0	0	0	0	0	0	0	0	203
6:00 PM	0	0	4	37	82	38	4	3	0	0	0	0	0	0	0	0	0	168
7:00 PM	0	0	5	26	57	29	9	2	0	0	0	0	0	0	0	0	0	128
8:00 PM	0	0	1	14	46	31	6	0	0	0	0	0	0	0	0	0	0	98
9:00 PM	0	0	0	11	25	19	5	1	0	0	0	0	0	0	0	0	0	61
10:00 PM	0	0	0	3	20	7	6	0	0	0	0	0	0	0	0	0	0	36
11:00 PM	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	8
Total	37	135	399	754	1,065	483	99	16	0	0	0	0	0	0	0	0	0	2,988
	1.2%	4.5%	13.4%	25.2%	35.6%	16.2%	3.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	25.7 mph	Mean (Average) Speed	25.2 mph
85th Percentile	31.0 mph	10 mph Pace	21.6 - 31.6 mph
95th Percentile	34.2 mph	Percent in Pace	63.1 %

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Tuesday, March 17, 2026  
 Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	1	5	6	3	0	0	0	0	0	0	0	0	0	0	15
5:00 AM	0	0	0	1	14	17	2	0	0	0	0	0	0	0	0	0	0	34
6:00 AM	0	0	2	8	37	27	7	2	0	0	0	0	0	0	0	0	0	83
7:00 AM	0	0	9	73	102	35	7	1	0	0	0	0	0	0	0	0	0	227
8:00 AM	1	1	12	63	77	20	6	1	0	0	0	0	0	0	0	0	0	181
9:00 AM	1	43	178	27	8	4	1	0	0	0	0	0	0	0	0	0	0	262
10:00 AM	0	0	7	37	56	27	3	1	0	0	0	0	0	0	0	0	0	131
11:00 AM	0	0	3	19	69	45	4	3	0	0	0	0	0	0	0	0	0	143
12:00 PM	0	0	6	49	62	34	8	0	0	0	0	0	0	0	0	0	0	159
1:00 PM	0	2	6	52	68	28	10	0	0	0	0	0	0	0	0	0	0	166
2:00 PM	0	1	7	62	97	26	5	0	0	0	0	0	0	0	0	0	0	198
3:00 PM	2	52	153	45	26	19	3	0	1	0	0	0	0	0	0	0	0	301
4:00 PM	1	4	71	65	71	22	6	0	0	0	0	0	0	0	0	0	0	240
5:00 PM	0	0	6	45	91	61	11	0	0	0	0	0	0	0	0	0	0	214
6:00 PM	0	0	5	32	85	50	14	2	0	0	0	0	0	0	0	0	0	188
7:00 PM	0	0	0	22	62	55	12	1	0	0	0	0	0	0	0	0	0	152
8:00 PM	0	0	0	10	52	34	13	0	1	0	0	0	0	0	0	0	0	110
9:00 PM	0	0	0	4	22	24	8	1	0	0	0	0	0	0	0	0	0	59
10:00 PM	0	0	0	2	15	12	6	2	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	0	0	5	12	9	0	1	0	0	0	0	0	0	0	0	0	27
Total	5	103	465	624	1,041	560	130	16	2	0	0	0	0	0	0	0	0	2,946
	0.2%	3.5%	15.8%	21.2%	35.3%	19.0%	4.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	26.4 mph	Mean (Average) Speed	25.8 mph
85th Percentile	31.5 mph	10 mph Pace	22.3 - 32.3 mph
95th Percentile	35.0 mph	Percent in Pace	62.49 %

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Wednesday, March 18, 2026  
 Eastbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	1	5	6	0	2	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	1	7	4	1	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	0	0	0	12	16	4	2	0	0	0	0	0	0	0	0	0	34
5:00 AM	0	0	1	10	28	25	3	1	0	0	0	0	0	0	0	0	0	68
6:00 AM	0	0	3	31	56	25	4	0	0	0	0	0	0	0	0	0	0	119
7:00 AM	0	0	9	69	89	33	8	0	1	0	0	0	0	0	0	0	0	209
8:00 AM	0	1	22	62	77	20	4	1	0	0	0	0	0	0	0	0	0	187
9:00 AM	2	53	150	60	20	11	2	0	0	0	0	0	0	0	0	0	0	298
10:00 AM	0	0	19	67	70	30	3	1	1	0	0	0	0	0	0	0	0	191
11:00 AM	0	0	6	59	73	35	10	1	0	0	0	0	0	0	0	0	0	184
12:00 PM	0	0	2	47	70	28	8	0	1	0	0	0	0	0	0	0	0	156
1:00 PM	0	0	15	55	63	29	3	0	0	0	0	0	0	0	0	0	0	165
2:00 PM	0	1	2	57	69	26	9	1	0	0	0	0	0	0	0	0	0	165
3:00 PM	0	40	108	39	34	15	1	0	0	0	0	0	0	0	0	0	0	237
4:00 PM	9	62	69	73	79	16	6	0	0	0	0	0	0	0	0	0	0	314
5:00 PM	0	2	9	70	119	44	4	4	0	0	0	0	0	0	0	0	0	252
6:00 PM	0	1	1	32	81	42	9	1	0	0	0	0	0	0	0	0	0	167
7:00 PM	0	2	1	15	51	41	13	1	0	0	0	0	0	0	0	0	0	124
8:00 PM	0	0	1	13	36	32	6	1	0	0	0	0	0	0	0	0	0	89
9:00 PM	0	0	0	12	34	28	5	1	1	0	0	0	0	0	0	0	0	81
10:00 PM	0	0	0	4	16	6	2	1	0	0	0	0	0	0	0	0	0	29
11:00 PM	0	0	0	2	8	8	6	0	0	0	0	0	0	0	0	0	0	24
<b>Total</b>	<b>11</b>	<b>162</b>	<b>418</b>	<b>781</b>	<b>1,108</b>	<b>524</b>	<b>113</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,139</b>
	0.4%	5.2%	13.3%	24.9%	35.3%	16.7%	3.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	25.9 mph	Mean (Average) Speed	25.3 mph
85th Percentile	31.1 mph	10 mph Pace	21.1 - 31.1 mph
95th Percentile	34.6 mph	Percent in Pace	62.3 %

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Wednesday, March 18, 2026  
 Westbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	1	5	1	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	0	0	5	7	1	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	0	1	1	11	20	2	3	0	0	0	0	0	0	0	0	0	38
6:00 AM	0	0	0	10	31	37	10	3	0	0	0	0	0	0	0	0	0	91
7:00 AM	0	0	13	51	95	37	3	0	0	0	0	0	0	0	0	0	0	199
8:00 AM	0	2	22	90	82	29	6	1	1	0	0	0	0	0	0	0	0	233
9:00 AM	1	38	159	23	21	11	3	0	0	0	0	0	0	0	0	0	0	256
10:00 AM	0	0	2	21	66	35	4	0	0	0	0	0	0	0	0	0	0	128
11:00 AM	0	1	5	38	76	34	7	1	0	0	0	0	0	0	0	0	0	162
12:00 PM	1	2	7	38	61	32	6	1	0	0	0	0	0	0	0	0	0	148
1:00 PM	0	0	3	35	67	40	7	3	1	0	0	0	0	0	0	0	0	156
2:00 PM	1	0	14	57	79	30	3	1	0	0	0	0	0	0	0	0	0	185
3:00 PM	0	45	143	54	30	8	0	0	0	0	0	0	0	0	0	0	0	280
4:00 PM	0	10	64	41	83	15	4	0	0	0	0	0	0	0	0	0	0	217
5:00 PM	1	0	5	45	109	51	6	0	0	0	0	0	0	0	0	0	0	217
6:00 PM	0	0	1	20	84	48	11	0	0	0	0	0	0	0	0	0	0	164
7:00 PM	0	0	4	30	70	41	6	3	0	0	0	0	0	0	0	0	0	154
8:00 PM	0	0	0	12	54	31	14	1	0	0	0	0	0	0	0	0	0	112
9:00 PM	0	0	1	9	46	27	10	2	0	0	0	0	0	0	0	0	0	95
10:00 PM	0	0	0	5	15	9	4	2	0	0	0	0	0	0	0	0	0	35
11:00 PM	0	0	0	4	17	11	3	1	0	0	0	0	0	0	0	0	0	36
Total	4	98	444	587	1,114	565	115	22	2	0	0	0	0	0	0	0	0	2,951
	0.1%	3.3%	15.0%	19.9%	37.7%	19.1%	3.9%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	26.4 mph	Mean (Average) Speed	25.9 mph
85th Percentile	31.7 mph	10 mph Pace	22.5 - 32.5 mph
95th Percentile	34.8 mph	Percent in Pace	62.86 %

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Thursday, March 19, 2026  
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	1	5	1	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	4	10	15	4	3	0	0	0	0	0	0	0	0	0	36
5:00 AM	0	0	0	10	29	12	4	1	0	0	0	0	0	0	0	0	0	56
6:00 AM	0	0	5	18	68	21	5	0	0	0	0	0	0	0	0	0	0	117
7:00 AM	0	0	1	70	107	38	1	1	0	0	0	0	0	0	0	0	0	218
8:00 AM	1	3	13	58	72	31	5	0	0	0	0	0	0	0	0	0	0	183
9:00 AM	0	39	112	52	14	8	0	1	0	0	0	0	0	0	0	0	0	226
10:00 AM	0	0	6	42	75	18	6	1	0	0	0	0	0	0	0	0	0	148
11:00 AM	0	0	4	44	67	30	2	0	0	0	0	0	0	0	0	0	0	147
12:00 PM	0	0	9	46	98	28	4	1	0	0	0	0	0	0	0	0	0	186
1:00 PM	0	2	12	32	62	45	4	0	0	0	0	0	0	0	0	0	0	157
2:00 PM	0	0	10	61	95	29	6	0	0	0	0	0	0	0	0	0	0	201
3:00 PM	12	41	93	55	31	17	2	0	0	0	0	0	0	0	0	0	0	251
4:00 PM	1	42	98	63	69	27	4	0	0	0	0	0	0	0	0	0	0	304
5:00 PM	0	0	7	56	124	46	10	0	0	0	0	0	0	0	0	0	0	243
6:00 PM	0	0	5	43	107	50	3	1	0	0	0	0	0	0	0	0	0	209
7:00 PM	0	0	4	27	48	43	3	4	0	0	0	0	0	0	0	0	0	129
8:00 PM	0	0	0	9	57	33	7	2	0	0	0	0	0	0	0	0	0	108
9:00 PM	0	0	0	9	35	19	1	2	0	0	0	0	0	0	0	0	0	66
10:00 PM	0	0	0	5	22	20	8	1	0	0	0	0	0	0	0	0	0	56
11:00 PM	0	0	2	2	7	6	5	1	0	0	0	0	0	0	0	0	0	23
Total	14	127	381	711	1,207	548	90	19	0	0	0	0	0	0	0	0	0	3,097
	0.5%	4.1%	12.3%	23.0%	39.0%	17.7%	2.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.2	mph	Mean (Average) Speed	25.6	mph
85th Percentile	31.1	mph	10 mph Pace	22.0 - 32.0	mph
95th Percentile	34.1	mph	Percent in Pace	66.2	%

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



Thursday, March 19, 2026  
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	4	4	2	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	4	3	2	1	1	0	0	0	0	0	0	0	0	11
4:00 AM	0	0	0	1	1	13	2	0	0	0	0	0	0	0	0	0	0	17
5:00 AM	0	0	0	0	13	21	2	1	0	0	0	0	0	0	0	0	0	37
6:00 AM	0	0	0	18	31	34	11	4	0	0	0	0	0	0	0	0	0	98
7:00 AM	0	0	4	51	87	33	4	1	0	0	0	0	0	0	0	0	0	180
8:00 AM	0	1	14	78	109	17	4	0	0	0	0	0	0	0	0	0	0	223
9:00 AM	51	53	114	15	20	7	1	0	0	0	0	0	0	0	0	0	0	261
10:00 AM	0	0	5	23	50	33	6	0	0	0	0	0	0	0	0	0	0	117
11:00 AM	0	1	3	34	60	34	8	3	0	0	0	0	0	0	0	0	0	143
12:00 PM	0	1	4	49	73	28	12	0	0	0	0	0	0	0	0	0	0	167
1:00 PM	0	1	3	42	84	29	9	0	0	0	0	0	0	0	0	0	0	168
2:00 PM	0	0	18	70	72	34	10	0	0	0	0	0	0	0	0	0	0	204
3:00 PM	1	45	152	41	30	12	6	0	0	0	0	0	0	0	0	0	0	287
4:00 PM	2	20	81	53	89	35	8	0	0	0	0	0	0	0	0	0	0	288
5:00 PM	2	0	3	50	112	56	8	0	0	0	0	0	0	0	0	0	0	231
6:00 PM	0	0	1	38	80	67	13	1	0	0	0	0	0	0	0	0	0	200
7:00 PM	0	0	1	21	82	44	17	4	0	1	0	0	0	0	0	0	0	170
8:00 PM	0	0	4	10	58	27	11	2	0	0	0	0	0	0	0	0	0	112
9:00 PM	0	0	2	9	34	31	5	2	1	0	0	0	0	0	0	0	0	84
10:00 PM	0	0	0	12	14	22	4	1	1	0	0	0	0	0	0	0	0	54
11:00 PM	0	0	0	4	13	7	3	1	0	0	0	0	0	0	0	0	0	28
Total	56	122	410	620	1,124	595	150	21	3	1	0	0	0	0	0	0	0	3,102
	1.8%	3.9%	13.2%	20.0%	36.2%	19.2%	4.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	26.5 mph	Mean (Average) Speed	25.8 mph
85th Percentile	32.0 mph	10 mph Pace	22.8 - 32.8 mph
95th Percentile	35.3 mph	Percent in Pace	61.44 %

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



**Total Study Average  
 Eastbound**

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	2	3	5	1	1	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	0	0	3	11	15	4	3	0	0	0	0	0	0	0	0	0	36
5:00 AM	0	0	0	8	28	21	4	1	0	0	0	0	0	0	0	0	0	62
6:00 AM	0	0	5	25	60	23	4	1	0	0	0	0	0	0	0	0	0	118
7:00 AM	0	0	5	71	98	35	5	0	0	0	0	0	0	0	0	0	0	214
8:00 AM	0	2	16	63	71	23	4	0	0	0	0	0	0	0	0	0	0	179
9:00 AM	1	47	142	51	14	8	1	0	0	0	0	0	0	0	0	0	0	264
10:00 AM	0	0	11	53	71	24	4	1	0	0	0	0	0	0	0	0	0	164
11:00 AM	0	0	4	50	69	32	6	1	0	0	0	0	0	0	0	0	0	162
12:00 PM	0	0	7	49	76	27	6	0	0	0	0	0	0	0	0	0	0	165
1:00 PM	0	1	12	46	64	37	5	0	0	0	0	0	0	0	0	0	0	165
2:00 PM	0	0	8	60	84	27	7	0	0	0	0	0	0	0	0	0	0	186
3:00 PM	4	38	99	46	29	16	2	0	0	0	0	0	0	0	0	0	0	234
4:00 PM	15	51	75	77	76	21	4	1	0	0	0	0	0	0	0	0	0	320
5:00 PM	0	1	7	55	115	45	8	1	0	0	0	0	0	0	0	0	0	232
6:00 PM	0	0	3	37	90	43	5	2	0	0	0	0	0	0	0	0	0	180
7:00 PM	0	1	3	23	52	38	8	2	0	0	0	0	0	0	0	0	0	127
8:00 PM	0	0	1	12	46	32	6	1	0	0	0	0	0	0	0	0	0	98
9:00 PM	0	0	0	11	31	22	4	1	0	0	0	0	0	0	0	0	0	69
10:00 PM	0	0	0	4	19	11	5	1	0	0	0	0	0	0	0	0	0	40
11:00 PM	0	0	1	2	6	6	4	0	0	0	0	0	0	0	0	0	0	19
<b>Total</b>	<b>20</b>	<b>141</b>	<b>399</b>	<b>750</b>	<b>1,127</b>	<b>518</b>	<b>100</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,072</b>
	<b>0.7%</b>	<b>4.6%</b>	<b>13.0%</b>	<b>24.4%</b>	<b>36.7%</b>	<b>16.9%</b>	<b>3.3%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	25.9 mph	Mean (Average) Speed	25.4 mph
85th Percentile	31.1 mph	10 mph Pace	21.6 - 31.6 mph
95th Percentile	34.2 mph	Percent in Pace	63.6 %

Location: 24th St E W/O Meridian Ave E  
 Date Range: 3/17/2026 to 3/19/2026  
 Site Code: 02



**Total Study Average  
Westbound**

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	0	1	4	9	2	0	0	0	0	0	0	0	0	0	0	16
5:00 AM	0	0	0	1	13	19	2	1	0	0	0	0	0	0	0	0	0	36
6:00 AM	0	0	1	12	33	33	9	3	0	0	0	0	0	0	0	0	0	91
7:00 AM	0	0	9	58	95	35	5	1	0	0	0	0	0	0	0	0	0	203
8:00 AM	0	1	16	77	89	22	5	1	0	0	0	0	0	0	0	0	0	211
9:00 AM	18	45	150	22	16	7	2	0	0	0	0	0	0	0	0	0	0	260
10:00 AM	0	0	5	27	57	32	4	0	0	0	0	0	0	0	0	0	0	125
11:00 AM	0	1	4	30	68	38	6	2	0	0	0	0	0	0	0	0	0	149
12:00 PM	0	1	6	45	65	31	9	0	0	0	0	0	0	0	0	0	0	157
1:00 PM	0	1	4	43	73	32	9	1	0	0	0	0	0	0	0	0	0	163
2:00 PM	0	0	13	63	83	30	6	0	0	0	0	0	0	0	0	0	0	195
3:00 PM	1	47	149	47	29	13	3	0	0	0	0	0	0	0	0	0	0	289
4:00 PM	1	11	72	53	81	24	6	0	0	0	0	0	0	0	0	0	0	248
5:00 PM	1	0	5	47	104	56	8	0	0	0	0	0	0	0	0	0	0	221
6:00 PM	0	0	2	30	83	55	13	1	0	0	0	0	0	0	0	0	0	184
7:00 PM	0	0	2	24	71	47	12	3	0	0	0	0	0	0	0	0	0	159
8:00 PM	0	0	1	11	55	31	13	1	0	0	0	0	0	0	0	0	0	112
9:00 PM	0	0	1	7	34	27	8	2	0	0	0	0	0	0	0	0	0	79
10:00 PM	0	0	0	6	15	14	5	2	0	0	0	0	0	0	0	0	0	42
11:00 PM	0	0	0	4	14	9	2	1	0	0	0	0	0	0	0	0	0	30
<b>Total</b>	<b>21</b>	<b>107</b>	<b>440</b>	<b>610</b>	<b>1,093</b>	<b>573</b>	<b>133</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,996</b>
	0.7%	3.6%	14.7%	20.4%	36.5%	19.1%	4.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	26.4 mph	Mean (Average) Speed	25.8 mph
85th Percentile	31.8 mph	10 mph Pace	22.7 - 32.7 mph
95th Percentile	35.1 mph	Percent in Pace	62.1 %

HCM 7th Signalized Intersection Summary  
 1: 114th Ave E & Jovita Blvd E

Edgewood 2026 Concurrency Update  
 Future (2032) Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	45	395	25	170	555	95	5	45	65	175	255	50
Future Volume (veh/h)	45	395	25	170	555	95	5	45	65	175	255	50
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	47	411	26	177	578	0	5	47	68	182	266	52
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, %	3	3	3	2	2	2	1	1	1	2	2	2
Cap, veh/h	339	770	49	434	834		289	183	265	442	400	78
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	829	1727	109	952	1870	0	1070	696	1007	1277	1520	297
Grp Volume(v), veh/h	47	0	437	177	578	0	5	0	115	182	0	318
Grp Sat Flow(s),veh/h/ln	829	0	1836	952	1870	0	1070	0	1704	1277	0	1817
Q Serve(g_s), s	2.0	0.0	7.1	6.8	10.2	0.0	0.2	0.0	2.2	5.4	0.0	6.5
Cycle Q Clear(g_c), s	12.2	0.0	7.1	14.0	10.2	0.0	6.6	0.0	2.2	7.6	0.0	6.5
Prop In Lane	1.00		0.06	1.00		0.00	1.00		0.59	1.00		0.16
Lane Grp Cap(c), veh/h	339	0	819	434	834		289	0	448	442	0	478
V/C Ratio(X)	0.14	0.00	0.53	0.41	0.69		0.02	0.00	0.26	0.41	0.00	0.67
Avail Cap(c_a), veh/h	411	0	979	518	998		396	0	620	571	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	8.3	13.4	9.2	0.0	16.5	0.0	12.0	15.0	0.0	13.6
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.6	1.6	0.0	0.0	0.0	0.3	0.6	0.0	1.6
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	0.0	2.1	1.3	3.3	0.0	0.0	0.0	0.7	1.4	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.2	0.0	8.8	14.0	10.8	0.0	16.6	0.0	12.3	15.6	0.0	15.2
LnGrp LOS	B		A	B	B		B		B	B		B
Approach Vol, veh/h		484			755			120			500	
Approach Delay, s/veh		9.4			11.5			12.5			15.3	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.4		16.8		24.4		16.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0		15.0		22.0		15.0				
Max Q Clear Time (g_c+I1), s		14.2		9.6		16.0		8.6				
Green Ext Time (p_c), s		1.9		1.2		2.4		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh		12.1
HCM 7th LOS		B

Notes  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# MOVEMENT SUMMARY

Site: [2 (2)] Jovita Blvd / Emerald St-2032 Baseline (Baseline Ops)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Edgewood 2026 Concurrency Update  
 Site Category: Future (2032) Baseline PM peak Hour  
 Roundabout  
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. ]	[ Dist ]		Rate to Depart		mph
			veh/h		veh/h					veh	ft				
South: Jovita Blvd E															
3	L2	All MCs	22	3.0	22	3.0	0.254	11.0	LOS B	1.4	36.6	0.42	0.48	0.42	34.2
8	T1	All MCs	290	3.0	290	3.0	0.254	5.2	LOS A	1.4	36.6	0.42	0.48	0.42	34.9
Approach			312	3.0	312	3.0	0.254	5.6	LOS A	1.4	36.6	0.42	0.48	0.42	34.9
North: Jovita Blvd E															
7u	U	All MCs	1	2.0	1	2.0	0.447	12.5	LOS B	3.5	88.2	0.17	0.42	0.17	35.4
4	T1	All MCs	91	2.0	91	2.0	0.447	4.2	LOS A	3.5	88.2	0.17	0.42	0.17	36.2
14	R2	All MCs	559	2.0	559	2.0	0.447	4.0	LOS A	3.5	88.2	0.17	0.42	0.17	35.9
Approach			652	2.0	652	2.0	0.447	4.1	LOS A	3.5	88.2	0.17	0.42	0.17	36.0
West: Emerald St E															
5u	U	All MCs	2	2.0	2	2.0	0.207	12.8	LOS B	1.1	27.9	0.25	0.59	0.25	33.0
5	L2	All MCs	231	2.0	231	2.0	0.207	10.3	LOS B	1.1	27.9	0.25	0.59	0.25	33.0
12	R2	All MCs	54	2.0	54	2.0	0.207	4.3	LOS A	1.1	27.9	0.25	0.59	0.25	33.4
Approach			287	2.0	287	2.0	0.207	9.2	LOS A	1.1	27.9	0.25	0.59	0.25	33.1
All Vehicles			1251	2.2	1251	2.2	0.447	5.6	LOS A	3.5	88.2	0.25	0.47	0.25	35.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
 Roundabout LOS Method: Same as Signalised Intersections.  
 Vehicle movement LOS values are based on average delay per movement.  
 Intersection and Approach LOS values are based on average delay for all vehicle movements.  
 Roundabout Capacity Model: SIDRA HCM.  
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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 Project: M:\24\1.24363.00 - Edgewood 2025 OnCall Contract Services\Task 9 - Concurrency Update\Traffic Operations\Sidra\Intersection 2\_Jovita & Emerald - 2026 Concurrency Update.sipx

HCM 7th Signalized Intersection Summary  
 3: SR-161 & Emerald St. E.

Edgewood 2026 Concurrency Update  
 Future (2032) Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	165	90	35	170	155	170	30	780	5	180	1335	140
Future Volume (veh/h)	165	90	35	170	155	170	30	780	5	180	1335	140
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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	168	92	36	173	158	173	31	796	5	184	1362	143
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	1	1	1
Cap, veh/h	234	287	112	400	180	197	64	1383	9	220	1534	160
Arrive On Green	0.07	0.22	0.22	0.07	0.22	0.22	0.04	0.38	0.38	0.12	0.47	0.47
Sat Flow, veh/h	1795	1289	504	1767	809	886	1781	3620	23	1795	3272	342
Grp Volume(v), veh/h	168	0	128	173	0	331	31	391	410	184	742	763
Grp Sat Flow(s),veh/h/ln	1795	0	1794	1767	0	1695	1781	1777	1866	1795	1791	1822
Q Serve(g_s), s	6.0	0.0	5.4	6.0	0.0	17.1	1.5	15.8	15.8	9.1	34.1	34.7
Cycle Q Clear(g_c), s	6.0	0.0	5.4	6.0	0.0	17.1	1.5	15.8	15.8	9.1	34.1	34.7
Prop In Lane	1.00		0.28	1.00		0.52	1.00		0.01	1.00		0.19
Lane Grp Cap(c), veh/h	234	0	399	400	0	377	64	679	713	220	840	854
V/C Ratio(X)	0.72	0.00	0.32	0.43	0.00	0.88	0.49	0.58	0.58	0.84	0.88	0.89
Avail Cap(c_a), veh/h	234	0	503	400	0	475	303	884	929	305	891	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	29.5	26.2	0.0	34.0	42.9	22.2	22.2	38.9	21.8	22.0
Incr Delay (d2), s/veh	9.5	0.0	0.4	0.5	0.0	13.9	4.2	0.8	0.7	12.0	10.1	10.8
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	8.4	0.0	2.4	2.9	0.0	8.2	0.7	6.4	6.7	4.6	15.4	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	0.0	29.9	26.8	0.0	47.9	47.0	22.9	22.9	50.8	31.9	32.8
LnGrp LOS	D		C	C		D	D	C	C	D	C	C
Approach Vol, veh/h		296			504			832			1689	
Approach Delay, s/veh		34.5			40.7			23.8			34.4	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	47.4	10.6	24.8	15.7	39.5	10.6	24.8				
Change Period (Y+Rc), s	4.6	4.9	4.6	4.6	4.6	4.9	4.6	4.6				
Max Green Setting (Gmax), s	15.4	45.1	6.0	25.4	15.4	45.1	6.0	25.4				
Max Q Clear Time (g_c+I), s	13.5	36.7	8.0	19.1	11.1	17.8	8.0	7.4				
Green Ext Time (p_c), s	0.0	5.8	0.0	1.0	0.1	5.3	0.0	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh											32.7	
HCM 7th LOS											C	

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

HCM 7th Signalized Intersection Summary

Edgewood 2026 Concurrency Update

4: SR-161 & 8th St. E.

Future (2032) Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	125	125	145	130	80	125	710	70	60	1320	120
Future Volume (veh/h)	290	125	125	145	130	80	125	710	70	60	1320	120
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	1856	1856	1856	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	129	129	149	134	82	129	732	72	62	1361	124
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	1	1	1	2	2	2	2	2	2
Cap, veh/h	348	168	168	201	211	178	159	1508	148	86	1495	665
Arrive On Green	0.20	0.20	0.20	0.11	0.11	0.11	0.09	0.46	0.46	0.05	0.42	0.42
Sat Flow, veh/h	1767	850	850	1795	1885	1593	1781	3267	321	1781	3554	1581
Grp Volume(v), veh/h	299	0	258	149	134	82	129	398	406	62	1361	124
Grp Sat Flow(s),veh/h/ln	1767	0	1701	1795	1885	1593	1781	1777	1812	1781	1777	1581
Q Serve(g_s), s	16.9	0.0	14.8	8.3	7.0	5.0	7.3	16.0	16.1	3.5	37.1	5.1
Cycle Q Clear(g_c), s	16.9	0.0	14.8	8.3	7.0	5.0	7.3	16.0	16.1	3.5	37.1	5.1
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	348	0	335	201	211	178	159	820	836	86	1495	665
V/C Ratio(X)	0.86	0.00	0.77	0.74	0.64	0.46	0.81	0.49	0.49	0.72	0.91	0.19
Avail Cap(c_a), veh/h	435	0	418	442	464	392	266	820	836	266	1552	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	39.2	44.4	43.8	42.9	46.2	19.3	19.3	48.4	28.1	18.8
Incr Delay (d2), s/veh	13.2	0.0	6.7	4.6	2.7	1.6	7.2	0.5	0.5	10.7	8.2	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	8.4	0.0	6.7	3.9	3.4	2.0	3.5	6.4	6.6	1.8	16.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.3	0.0	45.9	49.0	46.5	44.5	53.4	19.8	19.8	59.2	36.3	18.9
LnGrp LOS	D		D	D	D	D	D	B	B	E	D	B
Approach Vol, veh/h		557			365			933			1547	
Approach Delay, s/veh		49.9			47.1			24.5			35.8	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.8	48.3		16.1	9.6	52.6		25.0				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	15.4	45.1		25.4	15.4	45.1		25.4				
Max Q Clear Time (g_c+1), s	19.3	39.1		10.3	5.5	18.1		18.9				
Green Ext Time (p_c), s	0.1	4.3		1.0	0.1	6.5		1.4				

Intersection Summary

HCM 7th Control Delay, s/veh	36.2
HCM 7th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑↓		↙	↑↑
Traffic Vol, veh/h	5	20	1010	10	15	1545
Future Vol, veh/h	5	20	1010	10	15	1545
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	5	21	1041	10	15	1593

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1874	526	0	0	1052	0
Stage 1	1046	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	65	502	-	-	658	-
Stage 1	304	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	63	502	-	-	658	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.02		0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	183	502	658
HCM Lane V/C Ratio	-	-	0.028	0.041	0.024
HCM Control Delay (s/veh)	-	-	25.2	12.5	10.6
HCM Lane LOS	-	-	D	B	B
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Vol, veh/h	10	0	15	5	0	10	10	995	15	20	1500	30
Future Vol, veh/h	10	0	15	5	0	10	10	995	15	20	1500	30
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	6	6	6	3	3	3	2	2	2
Mvmt Flow	10	0	15	5	0	10	10	1026	15	21	1546	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2142	2670	794	1869	2678	521	1582	0	0	1041	0	0
Stage 1	1608	1608	-	1054	1054	-	-	-	-	-	-	-
Stage 2	534	1062	-	814	1624	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.62	6.62	7.02	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.62	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.56	4.06	3.36	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	26	21	325	42	20	490	407	-	-	664	-	-
Stage 1	106	158	-	234	292	-	-	-	-	-	-	-
Stage 2	490	292	-	329	153	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	24	20	323	38	19	490	405	-	-	664	-	-
Mov Cap-2 Maneuver	24	20	-	38	19	-	-	-	-	-	-	-
Stage 1	102	152	-	228	285	-	-	-	-	-	-	-
Stage 2	468	285	-	304	148	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v119.2		47.9	0.14	0.14
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	405	-	-	55	99	664	-	-
HCM Lane V/C Ratio	0.025	-	-	0.47	0.156	0.031	-	-
HCM Control Delay (s/veh)	14.1	-	-	119.2	47.9	10.6	-	-
HCM Lane LOS	B	-	-	F	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.5	0.1	-	-

HCM 7th Signalized Intersection Summary  
7: SR-161 & 16th St. E.

Edgewood 2026 Concurrency Update  
Future (2032) Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	30	85	35	20	50	55	855	50	60	1375	95
Future Volume (veh/h)	100	30	85	35	20	50	55	855	50	60	1375	95
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	1841	1841	1841	1767	1767	1767	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	106	32	90	37	21	53	59	910	53	64	1463	101
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	9	9	9	3	3	3	2	2	2
Cap, veh/h	268	48	134	213	37	93	99	1843	107	103	1844	127
Arrive On Green	0.07	0.11	0.11	0.04	0.08	0.08	0.06	0.54	0.54	0.06	0.55	0.55
Sat Flow, veh/h	1753	425	1196	1682	443	1118	1767	3385	197	1781	3373	232
Grp Volume(v), veh/h	106	0	122	37	0	74	59	474	489	64	768	796
Grp Sat Flow(s),veh/h/ln	1753	0	1622	1682	0	1561	1767	1763	1819	1781	1777	1828
Q Serve(g_s), s	4.2	0.0	5.6	1.5	0.0	3.5	2.5	12.9	12.9	2.7	26.6	27.0
Cycle Q Clear(g_c), s	4.2	0.0	5.6	1.5	0.0	3.5	2.5	12.9	12.9	2.7	26.6	27.0
Prop In Lane	1.00		0.74	1.00		0.72	1.00		0.11	1.00		0.13
Lane Grp Cap(c), veh/h	268	0	182	213	0	129	99	960	990	103	971	999
V/C Ratio(X)	0.40	0.00	0.67	0.17	0.00	0.57	0.60	0.49	0.49	0.62	0.79	0.80
Avail Cap(c_a), veh/h	278	0	535	272	0	514	353	1260	1301	356	1271	1307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	32.8	30.2	0.0	34.0	35.5	10.9	10.9	35.5	13.9	14.0
Incr Delay (d2), s/veh	0.9	0.0	4.2	0.4	0.0	4.0	5.7	0.4	0.4	5.9	2.6	2.7
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	1.8	0.0	2.4	0.6	0.0	1.4	1.2	4.4	4.6	1.3	9.6	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	0.0	37.1	30.6	0.0	38.0	41.2	11.3	11.3	41.4	16.5	16.7
LnGrp LOS	C		D	C		D	D	B	B	D	B	B
Approach Vol, veh/h		228			111			1022			1628	
Approach Delay, s/veh		33.9			35.5			13.1			17.6	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	47.0	10.2	11.0	9.1	46.9	7.9	13.2				
Change Period (Y+Rc), s	4.6	4.9	4.6	4.6	4.6	4.9	4.6	4.6				
Max Green Setting (Gmax), s	15.4	55.1	6.0	25.4	15.4	55.1	6.0	25.4				
Max Q Clear Time (g_c+I1), s	4.5	29.0	6.2	5.5	4.7	14.9	3.5	7.6				
Green Ext Time (p_c), s	0.1	13.2	0.0	0.3	0.1	7.3	0.0	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh				17.9								
HCM 7th LOS				B								

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

# MOVEMENT SUMMARY

Site: [8] Meridian Ave E/20th St E - 2032 Baseline (Baseline Ops)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Edgewood 2026 Concurrency Update

Site Category: Future (2032) Baseline PM Peak Hour Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total HV ]	[ Total HV ]	[ Total HV ]	[ Total HV ]	v/c	sec		[ Veh. ]	[ Dist ]				mph
			veh/h	%	veh/h	%				veh	ft				
South: Meridian Ave E															
3	L2	All MCs	109	2.0	109	2.0	0.454	11.0	LOS B	2.7	67.8	0.44	0.52	0.44	33.9
8	T1	All MCs	897	2.0	897	2.0	0.454	5.2	LOS A	2.7	68.1	0.44	0.50	0.44	34.9
18	R2	All MCs	54	2.0	54	2.0	0.454	5.2	LOS A	2.7	68.1	0.43	0.48	0.43	34.7
Approach			1060	2.0	1060	2.0	0.454	5.8	LOS A	2.7	68.1	0.44	0.50	0.44	34.8
East: 20th St E															
1	L2	All MCs	27	5.0	27	5.0	0.168	13.3	LOS B	0.6	15.7	0.60	0.78	0.60	33.2
6	T1	All MCs	1	5.0	1	5.0	0.168	7.4	LOS A	0.6	15.7	0.60	0.78	0.60	34.0
16	R2	All MCs	76	5.0	76	5.0	0.168	7.3	LOS A	0.6	15.7	0.60	0.78	0.60	33.7
Approach			104	5.0	104	5.0	0.168	8.8	LOS A	0.6	15.7	0.60	0.78	0.60	33.6
North: Meridian Ave E															
7	L2	All MCs	130	2.0	130	2.0	0.651	11.0	LOS B	5.3	135.0	0.49	0.50	0.49	33.9
4	T1	All MCs	1353	2.0	1353	2.0	0.651	5.1	LOS A	5.3	135.4	0.49	0.48	0.49	34.7
14	R2	All MCs	109	2.0	109	2.0	0.651	5.2	LOS A	5.3	135.4	0.49	0.47	0.49	34.6
Approach			1592	2.0	1592	2.0	0.651	5.6	LOS A	5.3	135.4	0.49	0.48	0.49	34.6
West: 20th St E															
5	L2	All MCs	76	0.0	76	0.0	0.279	14.3	LOS B	1.2	29.4	0.72	0.87	0.72	32.3
2	T1	All MCs	1	0.0	1	0.0	0.279	8.5	LOS A	1.2	29.4	0.72	0.87	0.72	32.9
12	R2	All MCs	76	0.0	76	0.0	0.279	8.3	LOS A	1.2	29.4	0.72	0.87	0.72	32.7
Approach			153	0.0	153	0.0	0.279	11.3	LOS B	1.2	29.4	0.72	0.87	0.72	32.5
All Vehicles			2910	2.0	2910	2.0	0.651	6.1	LOS A	5.3	135.4	0.49	0.52	0.49	34.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: M:\24\1.24363.00 - Edgewood 2025 OnCall Contract Services\Task 9 - Concurrency Update\Traffic Operations\Sidra\Intersection 8\_Meridian & 20th - 2026 Concurrency Update.sipx

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑↑		↘	↑↑
Traffic Vol, veh/h	5	10	940	10	15	1275
Future Vol, veh/h	5	10	940	10	15	1275
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	8	3	3	3	3
Mvmt Flow	5	10	979	10	16	1328

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1684	499	0	0	994
Stage 1	988	-	-	-	-
Stage 2	695	-	-	-	-
Critical Hdwy	6.96	7.06	-	-	4.16
Critical Hdwy Stg 1	5.96	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-
Follow-up Hdwy	3.58	3.38	-	-	2.23
Pot Cap-1 Maneuver	80	502	-	-	686
Stage 1	308	-	-	-	-
Stage 2	441	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	78	500	-	-	683
Mov Cap-2 Maneuver	198	-	-	-	-
Stage 1	306	-	-	-	-
Stage 2	431	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.41	0	0.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	331	683
HCM Lane V/C Ratio	-	-	0.047	0.023
HCM Control Delay (s/veh)	-	-	16.4	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 7th Signalized Intersection Summary  
 10: SR-161 & 24th St. E.

Edgewood 2026 Concurrency Update  
 Future (2032) Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	105	135	40	95	60	135	735	55	65	1240	135
Future Volume (veh/h)	230	105	135	40	95	60	135	735	55	65	1240	135
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		0.97	1.00		0.96	1.00		1.00	1.00		0.97
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	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	240	109	141	42	99	62	141	766	57	68	1292	141
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, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	242	176	228	68	152	95	170	1670	124	88	1457	158
Arrive On Green	0.14	0.25	0.25	0.04	0.15	0.15	0.10	0.50	0.50	0.05	0.45	0.45
Sat Flow, veh/h	1753	716	926	1739	1034	647	1781	3352	249	1781	3223	350
Grp Volume(v), veh/h	240	0	250	42	0	161	141	406	417	68	709	724
Grp Sat Flow(s),veh/h/ln	1753	0	1643	1739	0	1681	1781	1777	1824	1781	1777	1796
Q Serve(g_s), s	15.3	0.0	15.1	2.7	0.0	10.1	8.7	16.6	16.6	4.2	40.7	41.3
Cycle Q Clear(g_c), s	15.3	0.0	15.1	2.7	0.0	10.1	8.7	16.6	16.6	4.2	40.7	41.3
Prop In Lane	1.00		0.56	1.00		0.39	1.00		0.14	1.00		0.19
Lane Grp Cap(c), veh/h	242	0	404	68	0	248	170	885	909	88	803	812
V/C Ratio(X)	0.99	0.00	0.62	0.62	0.00	0.65	0.83	0.46	0.46	0.77	0.88	0.89
Avail Cap(c_a), veh/h	242	0	404	240	0	382	245	885	909	245	876	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	0.0	37.5	52.9	0.0	44.9	49.6	18.2	18.2	52.5	27.9	28.1
Incr Delay (d2), s/veh	56.0	0.0	2.9	8.8	0.0	2.9	14.3	0.4	0.4	13.2	10.0	10.6
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	10.3	0.0	6.3	1.3	0.0	4.4	4.5	6.6	6.8	2.2	18.7	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	104.2	0.0	40.3	61.7	0.0	47.8	63.9	18.6	18.6	65.7	37.9	38.7
LnGrp LOS	F		D	E		D	E	B	B	E	D	D
Approach Vol, veh/h		490			203			964			1501	
Approach Delay, s/veh		71.6			50.7			25.2			39.6	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	55.4	20.0	21.1	10.1	60.6	9.0	32.1				
Change Period (Y+Rc), s	4.6	4.9	4.6	4.6	4.6	4.9	4.6	4.6				
Max Green Setting (Gmax), s	15.4	55.1	15.4	25.4	15.4	55.1	15.4	25.4				
Max Q Clear Time (g_c+I1), s	10.7	43.3	17.3	12.1	6.2	18.6	4.7	17.1				
Green Ext Time (p_c), s	0.1	7.2	0.0	0.6	0.1	5.8	0.0	0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			40.9									
HCM 7th LOS			D									

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

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	5	0	1	5	0	2	2	790	5	10	1265	5
Future Vol, veh/h	5	0	1	5	0	2	2	790	5	10	1265	5
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	3	3	3
Mvmt Flow	5	0	1	5	0	2	2	823	5	10	1318	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2168	2173	1321	2169	2173	826	1323	0	0	828	0	0
Stage 1	1341	1341	-	830	830	-	-	-	-	-	-	-
Stage 2	827	832	-	1340	1344	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	34	47	193	34	47	375	519	-	-	799	-	-
Stage 1	190	223	-	367	388	-	-	-	-	-	-	-
Stage 2	369	387	-	190	222	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	34	46	193	33	46	375	519	-	-	799	-	-
Mov Cap-2 Maneuver	34	46	-	33	46	-	-	-	-	-	-	-
Stage 1	187	220	-	366	386	-	-	-	-	-	-	-
Stage 2	365	385	-	186	220	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s/veh	14.57		99.36		0.03		0.07		
HCM LOS	F		F						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	519	-	-	39	45	799	-	-
HCM Lane V/C Ratio	0.004	-	-	0.161	0.161	0.013	-	-
HCM Control Delay (s/veh)	12	-	-	114.6	99.4	9.6	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0	-	-

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	10	2	5	20	0	30	5	890	20	40	1230	15
Future Vol, veh/h	10	2	5	20	0	30	5	890	20	40	1230	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	2	5	21	0	31	5	927	21	42	1281	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2310	2333	1289	2316	2330	940	1297	0	0	950	0	0
Stage 1	1372	1372	-	950	950	-	-	-	-	-	-	-
Stage 2	938	960	-	1366	1380	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	27	37	202	27	37	320	534	-	-	723	-	-
Stage 1	182	216	-	312	339	-	-	-	-	-	-	-
Stage 2	320	338	-	182	212	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	23	35	202	23	34	319	534	-	-	722	-	-
Mov Cap-2 Maneuver	23	35	-	23	34	-	-	-	-	-	-	-
Stage 1	172	203	-	309	335	-	-	-	-	-	-	-
Stage 2	286	334	-	165	199	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/205.49		257.64	0.06	0.32
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	534	-	-	33	51	722	-	-
HCM Lane V/C Ratio	0.01	-	-	0.542	1.015	0.058	-	-
HCM Control Delay (s/veh)	11.8	-	-	205.5	257.6	10.3	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.8	4.5	0.2	-	-

HCM 7th Signalized Intersection Summary  
13: SR-161 & 36th St. E

Edgewood 2026 Concurrency Update  
Future (2032) Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	50	20	30	25	20	165	35	615	55	480	715	80
Future Volume (veh/h)	50	20	30	25	20	165	35	615	55	480	715	80
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	1796	1796	1796	1885	1885	1885	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	51	20	30	25	20	167	35	621	56	485	722	81
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	7	7	7	1	1	1	2	2	2	3	3	3
Cap, veh/h	184	75	74	82	41	221	52	974	88	550	946	106
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.03	0.30	0.30	0.31	0.58	0.58
Sat Flow, veh/h	571	432	424	109	234	1272	1781	3297	297	1767	1639	184
Grp Volume(v), veh/h	101	0	0	212	0	0	35	334	343	485	0	803
Grp Sat Flow(s),veh/h/ln	1426	0	0	1615	0	0	1781	1777	1817	1767	0	1822
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	1.2	10.4	10.4	16.6	0.0	21.2
Cycle Q Clear(g_c), s	3.7	0.0	0.0	7.9	0.0	0.0	1.2	10.4	10.4	16.6	0.0	21.2
Prop In Lane	0.50		0.30	0.12		0.79	1.00		0.16	1.00		0.10
Lane Grp Cap(c), veh/h	333	0	0	344	0	0	52	525	537	550	0	1052
V/C Ratio(X)	0.30	0.00	0.00	0.62	0.00	0.00	0.68	0.64	0.64	0.88	0.00	0.76
Avail Cap(c_a), veh/h	637	0	0	701	0	0	713	1536	1571	707	0	1576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	25.0	0.0	0.0	30.6	19.5	19.5	20.8	0.0	10.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	2.2	0.0	0.0	14.4	1.7	1.7	10.9	0.0	1.4
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	1.3	0.0	0.0	3.0	0.0	0.0	0.7	4.1	4.2	7.8	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.7	0.0	0.0	27.1	0.0	0.0	45.1	21.2	21.2	31.7	0.0	11.6
LnGrp LOS	C			C			D	C	C	C		B
Approach Vol, veh/h		101			212			712			1288	
Approach Delay, s/veh		23.7			27.1			22.4			19.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	41.7		15.7	24.3	23.7		15.7				
Change Period (Y+Rc), s	4.5	4.9		4.6	4.5	4.9		* 4.6				
Max Green Setting (Gmax), s	25.5	55.1		25.4	25.5	55.1		* 26				
Max Q Clear Time (g_c+I1), s	3.2	23.2		9.9	18.6	12.4		5.7				
Green Ext Time (p_c), s	0.1	7.6		1.2	1.2	6.4		0.5				

Intersection Summary

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

Notes

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	15	55	3	5	1	25	90	10	2	290	15
Future Vol, veh/h	20	15	55	3	5	1	25	90	10	2	290	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	14	14	14	3	3	3	3	3	3
Mvmt Flow	21	16	59	3	5	1	27	96	11	2	309	16

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	472	481	316	476	484	102	324	0	0	107	0	0
Stage 1	321	321	-	155	155	-	-	-	-	-	-	-
Stage 2	152	161	-	321	329	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.24	6.64	6.34	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.24	5.64	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.24	5.64	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.626	4.126	3.426	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	500	483	722	480	466	921	1230	-	-	1477	-	-
Stage 1	689	650	-	819	747	-	-	-	-	-	-	-
Stage 2	848	763	-	666	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	482	471	722	415	454	920	1230	-	-	1476	-	-
Mov Cap-2 Maneuver	482	471	-	415	454	-	-	-	-	-	-	-
Stage 1	688	649	-	800	729	-	-	-	-	-	-	-
Stage 2	822	745	-	596	625	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v12.11			12.89		1.6		0.05	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	353	-	-	602	466	12	-	-
HCM Lane V/C Ratio	0.022	-	-	0.159	0.021	0.001	-	-
HCM Control Delay (s/veh)	8	0	-	12.1	12.9	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-

HCM 7th Signalized Intersection Summary  
 15: Jovita Blvd E & W Valley Hwy

Edgewood 2026 Concurrency Update  
 Future (2032) Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	395	150	310	695	15	35	25	15	25	310	65
Future Volume (veh/h)	55	395	150	310	695	15	35	25	15	25	310	65
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	1856	1856	1856	1826	1826	1826	1826	1826	1826	1796	1796	1796
Adj Flow Rate, veh/h	57	411	156	323	724	16	36	26	0	26	323	0
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, %	3	3	3	5	5	5	5	5	5	7	7	7
Cap, veh/h	302	512	194	446	848	19	223	138		78	422	
Arrive On Green	0.06	0.40	0.40	0.14	0.48	0.48	0.25	0.25	0.00	0.25	0.25	0.00
Sat Flow, veh/h	1767	1282	486	1739	1779	39	540	557	0	70	1702	0
Grp Volume(v), veh/h	57	0	567	323	0	740	62	0	0	349	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1768	1739	0	1819	1097	0	0	1772	0	0
Q Serve(g_s), s	1.2	0.0	18.1	6.3	0.0	22.9	0.0	0.0	0.0	4.4	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	18.1	6.3	0.0	22.9	1.9	0.0	0.0	11.7	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.02	0.58		0.00	0.07		0.00
Lane Grp Cap(c), veh/h	302	0	707	446	0	867	361	0		500	0	
V/C Ratio(X)	0.19	0.00	0.80	0.72	0.00	0.85	0.17	0.00		0.70	0.00	
Avail Cap(c_a), veh/h	362	0	1173	628	0	1492	767	0		1063	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	17.0	12.2	0.0	14.8	18.7	0.0	0.0	22.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.0	1.9	0.0	2.3	0.2	0.0	0.0	1.8	0.0	0.0
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	0.4	0.0	6.9	2.1	0.0	8.5	0.7	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	0.0	18.9	14.1	0.0	17.1	18.9	0.0	0.0	24.2	0.0	0.0
LnGrp LOS	B		B	B		B	B			C		
Approach Vol, veh/h		624			1063			62			349	
Approach Delay, s/veh		18.4			16.2			18.9			24.2	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	30.1		20.4	8.4	35.0		20.4				
Change Period (Y+Rc), s	4.6	4.6		4.6	4.6	4.6		4.6				
Max Green Setting (Gmax), s	15.4	42.4		36.4	6.0	52.4		36.4				
Max Q Clear Time (g_c+I1), s	8.3	20.1		3.9	3.2	24.9		13.7				
Green Ext Time (p_c), s	0.4	3.7		0.3	0.0	5.5		2.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.2									
HCM 7th LOS			B									

Notes  
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



**City Of Edgewood  
Council Agenda Summary Sheet**

<b>Subject:</b> EDAB Code Amendments	<b>Agenda Item #:</b> 3.E
	<b>For Agenda of:</b> 5/19/2026
	<b>Prepared by:</b> Jeremy Metzler
<b>Attachments (list):</b>	
<ol style="list-style-type: none"> <li>1. EDAB Recommendation - EMC 2.32 Amendment - Signed</li> <li>2. Attachment A. EMC 2.32 EDAB Amendments</li> <li>3. DRAFT Ordinance 26-0xxx EDAB Code Amendment</li> </ol>	
<b>Approval of Materials:</b>	<b>Expenditure Required:</b>
Jeremy Metzler	N/A
Rachel Pitzel, Assistant City Administrator 05/13/2026	<b>Amount Budgeted:</b> N/A
Dave Olson, Mayor 05/13/2026	
	<b>Timeline:</b> 05/19/2026 SS 05/26/2026 RCM

**Summary Statement:**

The City of Edgewood created an Economic Development Advisory Board (EDAB) by adopting Ordinance 12-0381, codified as Chapter 2.32 EMC. Unlike with other established boards and commissions, EMC 2.32.010(A) currently limits EDAB members to serving no more than two full consecutive terms, limiting opportunities for continuity of membership during long-term economic development programs and endeavors. Also, EMC 2.32.040(B) currently requires the EDAB chair to be a resident of Edgewood, which prohibits any opportunity for a well-qualified non-resident EDAB member to serve as chair and seems redundant with the intent and purpose of the majority residency requirement under EMC 2.32.010(A).

The EDAB reviewed these concerns and formally recommended that the City Council consider removing these provisions from EMC at their April 6, 2026 regular meeting (see attached). Attached for the Council's consideration is a draft ordinance that would strike the two aforementioned provisions from EMC 2.32.

**Item History:**

N/A

**Recommended Action:**

Hold a discussion and provide staff guidance regarding EDAB Code Amendments

**Fiscal Note/Consideration:**

N/A



CITY OF EDGEWOOD  
ECONOMIC DEVELOPMENT ADVISORY BOARD  
RECOMMENDATION

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The Economic Development Advisory Board voted 5-0 to recommend that the City Council adopt the proposed amendments to Edgewood Municipal Code (EMC) Chapter 2.31, Economic Development Advisory Board, as attached hereto.

RECOMMENDED BY THE CITY OF EDGEWOOD ECONOMIC DEVELOPMENT ADVISORY  
BOARD ON THE 6TH DAY OF APRIL 2026.

*Kelsey Morgan*

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Kelsey Morgan

Economic Development Advisory Board Chair

Attest by:

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Josh Kubitza, AICP  
Planning Manager

1  
2  
3  
4  
5  
6

~~Red Strikeout~~ = Text Removed  
Blue Text = Text Added

CHAPTER 2.32  
ECONOMIC DEVELOPMENT ADVISORY BOARD

7 **§ 2.32.010. Created – Membership.**

8 There is hereby created an economic development advisory board (board) consisting of  
9 seven members, the majority of which shall be residents of the city of Edgewood and,  
10 because of the regional nature of economic development, up to three members may be  
11 nonresidents. ~~No member shall serve more than two full consecutive terms on the board.~~  
12 The city council shall reasonably endeavor to seek a diverse membership including  
13 without limitation members from the banking industry, real estate investment, real estate  
14 sales, commercial marketing, business professionals, and economic development  
15 specialists.

16

17 **§ 2.32.020. Appointment of members – Terms.**

18 A. The initial members of the board shall be appointed by the mayor and confirmed by  
19 the council, in accordance with the process set forth in the Council Rules of  
20 Procedure, by position number, and shall serve staggered terms as follows: positions  
21 one through three will initially serve a three-year term expiring on June 30, 2015,  
22 with two-year terms being assigned thereafter, and positions four through seven will  
23 be assigned two-year terms expiring on June 30, 2014, with two-year terms being  
24 assigned thereafter, in order to create staggered terms for the overall membership.

25 B. Future members shall be selected in accordance with the Council Rules of  
26 Procedure.

27 C. The board shall serve the city council as an advisory body with power to recommend  
28 policy to the council. The board shall not take binding action on behalf of the city.

29

30 **§ 2.32.030. Powers.**

31 The economic development advisory board is created to assist and advise the city council  
32 in connection with issues and programs involving economic policy, commercial business,  
33 land development policy and business retention as may be referred to the board by the  
34 city council, including:

35 A. Facilitate cooperation and coordination between various business groups on business  
36 issues;

37 B. Make recommendations to the city council and to city staff for programs in which the city  
38 could or should participate to enhance commercial and mixed use development  
39 opportunities in the city, which programs may be in cooperation with any appropriate  
40 private, public, civic or community agency, group or association of or in the city, county,  
41 state or federal government;

- 42 C. Recommend ways and means of obtaining private, local, county, state or federal funds  
43 and other participation for the promotion of business development projects within the city;
- 44 D. Work with city staff, city council boards or commissions, task forces and other city/  
45 community based groups, as directed by the city council, on relevant issues and projects;
- 46 E. The board shall periodically have the responsibility of advising and making  
47 recommendations, to council, on economic policy;
- 48 F. The board shall periodically recommend projects or planning tools necessary to carry out  
49 its vision and develop the long-range capital budget necessary to support the  
50 recommendations;
- 51 G. The board shall, on a regular basis, be available for citizens' input concerning any matter  
52 which the board is considering or may consider;
- 53 H. The board shall make recommendations to the council regarding adoption of or  
54 amendments to all economic development plans.

55 **§ 2.32.040. Organization.**

- 56 A. City staff will be assigned as deemed necessary by the mayor in support of the board.
- 57 B. The mayor may appoint a chair and vice chair from the membership or choose to allow  
58 the board to elect them from its members. ~~The chair shall be a resident of the city of~~  
59 ~~Edgewood.~~The chair and vice chair terms of office shall be for one year beginning July  
60 1st and ending June 30th. The elected vice chair shall preside in the absence of the chair.  
61 The chair and vice chair shall be voting members of the board. The mayor may create and  
62 fill other such offices as is determined necessary.
- 63 C. At least once each year, the board shall meet with the council at a joint study session to  
64 discuss the board's work plan for the coming year and other issues of general interest.
- 65 D. The board shall adopt such rules and regulations as are necessary for the conduct of its  
66 business, including rules of procedure, that are consistent with applicable city ordinances  
67 and resolutions.
- 68 E. A simple majority of board members shall represent a quorum for the transaction of  
69 businesses, and a majority vote of those present shall be necessary to carry any  
70 proposition.
- 71 F. The board shall conduct meetings in accordance with the Open Public Meetings Act, and  
72 shall, whenever possible, keep an audio recording and/or written record of its meetings,  
73 business transactions, findings and determinations.
- 74 G. The board chair shall provide monthly reports to the city council at the second regular  
75 council meeting of the month.

76 **§ 2.32.050. Summary preparation (minutes).**

- 77 A. A sufficient record must be kept to furnish evidence that the board has complied with  
78 the rules by which it is governed.

79 B. Summaries shall show exactly what actions were taken and decisions made at the board  
80 meeting(s). The following is a list of information to be included in the summaries:

- 81 1. Date of meeting;
- 82 2. Location of meeting;
- 83 3. Type of meeting (regular, continued, public hearing, etc.);
- 84 4. Time of meeting;
- 85 5. Time meeting commenced;
- 86 6. Officials/members present<sup>1</sup>;
- 87 7. Officials/members absent or excused<sup>2</sup>;
- 88 8. Topics of business;
- 89 9. Actions taken on each business matter; Record of motions;
- 90 10. Record of voting;
- 91 11. Date and time of next scheduled meeting; and
- 92 12. Time of adjournment.

93 C. Standard Format. Use of standardized format to create uniformity of summary entries  
94 and to save time in composing the record shall be developed by the city clerk.  
95 Composition of the meeting summaries shall require the input of only specifics, such  
96 as verbiage of motions made, maker of motions and second, and results of voting. Other  
97 statements, discussion, and remarks of individual board members and commentators  
98 will not be noted in the summaries. Written statements may be submitted to the city  
99 clerk and will be retained in the appropriate meeting file.

100 D. Summaries of each meeting will be prepared by staff, approved by the board, and  
101 placed on the council consent agenda for approval.

102

103 **§ 2.32.060. Removal and vacancies.**

104 The city council may remove any appointed member of the board. The board may, by a  
105 vote in favor thereof by a majority of its members, recommend to the city council removal  
106 of an appointed member upon such grounds as inefficiency, neglect of duty, or  
107 malfeasance in office. Three consecutive unexcused absences by any board member from  
108 both regular and special meetings shall constitute grounds for removal. Attendance of  
109 any board member that falls below 80 percent due to unexcused absences during any 12-  
110 month period shall also be grounds for removal. Any board member may resign at any  
111 time by delivering written notice to the city clerk. Vacancies occurring other than by  
112 expiration of term shall be filled for the unexpired term in the manner used for regular  
113 appointment to the board.

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<sup>1</sup>. If a board member leaves during a meeting, note time of departure and time of return, if applicable. If a board member arrives after commencement of the meeting, note time of arrival.

<sup>2</sup>. If a board member leaves during a meeting, note time of departure and time of return, if applicable. If a board member arrives after commencement of the meeting, note time of arrival.

**ORDINANCE NO. 26-0xxx**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, AMENDING EDGEWOOD MUNICIPAL CODE (EMC) CHAPTER 2.32, ECONOMIC DEVELOPMENT ADVISORY BOARD; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE**

**WHEREAS**, the City of Edgewood created an Economic Development Advisory Board (EDAB) by adopting Ordinance 12-0381, codified as Chapter 2.32 EMC; and

**WHEREAS**, unlike with other established boards and commissions, EMC 2.32.010(A) currently limits EDAB members to serving no more than two full consecutive terms, limiting opportunities for continuity of membership during long-term economic development programs and endeavors; and

**WHEREAS**, EMC 2.32.040(B) currently requires the EDAB chair to be a resident of Edgewood, which prohibits any opportunity for a well-qualified non-resident EDAB member to serve as chair and seems redundant with the intent and purpose of the majority residency requirement under EMC 2.32.010(A); and

**WHEREAS**, the EDAB recommended the City Council consider removing these provisions from the municipal code at their April 6, 2026 regular meeting; and

**WHEREAS**, pursuant to WAC 197-11-800(19), this action is categorically exempt from environmental (SEPA) review; and

**WHEREAS**, the City Council reviewed the proposed changes to EMC Chapter 2.32 at their study session held on **May 19, 2026**; and

**WHEREAS**, the Council considered this Ordinance during its regular City Council meeting on **May 26, 2026**;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. EMC Section 2.32.010(A) Amended.** EMC Section 2.32.010(A), Created - Membership, is hereby amended to read as follows:

There is hereby created an economic development advisory board (board) consisting of seven members, the majority of which shall be residents of the city of Edgewood and, because of the regional nature of economic development, up to three members may be nonresidents. ~~No member shall serve more than two full consecutive terms on the board.~~ The city council shall reasonably endeavor to seek a diverse membership including without limitation members from the banking

industry, real estate investment, real estate sales, commercial marketing, business professionals, and economic development specialists.

**Section 2.** EMC Section 2.32.040(B) Amended. EMC Section 2.32.040(B), Created - Membership, is hereby amended to read as follows:

The mayor may appoint a chair and vice chair from the membership or choose to allow the board to elect them from its members. ~~The chair shall be a resident of the city of Edgewood.~~ The chair and vice chair terms of office shall be for one year beginning July 1st and ending June 30th. The elected vice chair shall preside in the absence of the chair. The chair and vice chair shall be voting members of the board. The mayor may create and fill other such offices as is determined necessary.

**Section 3.** Corrections. Upon the approval of the city attorney and/or the city clerk, the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

**Section 4.** Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

**Section 5.** Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after publication as provided by law.

**PASSED BY THE CITY COUNCIL ON THE 26TH DAY OF MAY, 2026**

\_\_\_\_\_  
Dave Olson, Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Jill Schwerzler-Herrera, CMC  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Maili C. Barber, City Attorney

*Date of Publication:* 05/29/2026  
*Effective Date:* 06/03/2026



**RESOLUTION NO. 26-XXXX**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE A CONTRACT FOR RE-ROOFING CITY HALL TO SAFECOVER ROOFING, LLC. IN THE AMOUNT OF \$84,500.00**

**WHEREAS**, on December 9, 2025, the City Council adopted the 2026 budget for the City of Edgewood effective January 1, 2026, by authorization of Ordinance 25-0683; and

**WHEREAS**, the 2026 City of Edgewood budget appropriated \$127,000.00 for re-roofing City Hall; and

**WHEREAS**, the City issued a Small Works Roster solicitation on April 2, 2026, requesting bids for the work required to re-roof City Hall; and

**WHEREAS**, after three bids were received and opened on April 30, 2026, City staff reviewed and determined that the lowest responsive and responsible bidder was Safecover Roofing, LLC, based on its bid of \$84,500.00, plus tax; and

**WHEREAS**, on May 4, 2026, the Mayor considered staff's recommendation and determined that the contract for re-roofing City Hall should be awarded to Safecover Roofing, LLC:

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

**Section 1.** Contract authorized. The City Council hereby authorizes the Mayor to execute the public works contract between the City of Edgewood and Safecover Roofing, LLC in the amount of \$84,500.00, plus tax for re-roofing City Hall. A copy of such contract is attached hereto as Exhibit A.

**Section 2.** Effective Date. This resolution will take effect immediately upon passage by the City Council.

**ADOPTED THIS 26<sup>TH</sup> DAY OF MAY, 2026**

\_\_\_\_\_  
Dave Olson, Mayor

**ATTEST:**

\_\_\_\_\_  
Jill Schwerzler-Herrera, CMC  
City Clerk

## PUBLIC WORKS CONTRACT

1. **Contract and Parties.** This Public Works Contract (“Contract”) is between the CITY OF EDGEWOOD, Pierce County, Washington (“City”), a Washington municipal corporation and Safecover Roofing, LLC (“Contractor”), a corporation organized under the laws of the State of Washington. The City and Contractor are each a “Party” and together the “Parties” to the Contract. The Parties agree as follows.
2. **Project.** The Parties enter into this Contract for purposes of Contractor providing the City with equipment, materials and performing work for the City (“the Project”), generally described as:  
  
*CITY HALL RE-ROOFING, to include furnishing all labor, materials and equipment necessary for the removal and disposal of existing roofing materials and replacing them in kind with new roofing materials.*
3. **Effective date.** This Contract becomes effective and binding upon the Parties, including each Party’s heirs, successors, and assigns, immediately upon execution of this contract by both parties.
4. **Notices to Parties.** Contractor agrees to accept notices under this Contract via email. It is the responsibility of Contractor to notify the City in writing if any of the contact information appearing below should change. Any notices required under this Contract shall be in writing and delivered to the following addresses. If notice is made to the City by the Contractor via email, a hard copy shall be delivered or mailed the same date as email. Notice by the Contractor to the City via email only shall not be effective.

**CITY:**

CITY OF EDGEWOOD  
10440 Dom Calata Way E  
Edgewood, WA 98372-1513  
Contact: Chuck Hendricksen  
Phone: (253) 392-2560  
Email: chuck@cityofedgewood.org

**CONTRACTOR:**

Safecover Roofing, LLC  
1696 Bishop Road  
Chehalis, WA 98532  
Contact: Brady Collins  
Phone: 360-748-1887  
Email: brady@safecoverroofing.com  
Tax ID #: 604 264 518

5. **Notice to Proceed / Completion Time.** Contractor will commence the work set forth herein immediately after receiving written notice from the City to proceed and further agrees to carry on such work regularly and uninterruptedly thereafter with such force as to secure its completion within 30 working days, after such notice to begin work. The time of beginning, rate of progress and time of completion are essential conditions of this Contract.

6. **Obligations of Contractor.** The following terms and conditions apply to this Contract:

A. *In general.*

(1) Responsible for all labor and work. Contractor shall be solely responsible for furnishing all labor and performance of all work necessary to complete the Project as required.

(2) Responsible for furnishing all materials and equipment. Contractor shall furnish all materials and equipment necessary to complete the Project, except for any materials expressly agreed in writing to be provided by the City.

(3) Documents incorporated by reference. All terms and specifications contained in any Request for Bids that was issued by the City as part of determining the awarding of this Contract are hereby incorporated by reference and must be complied with by Contractor, unless one or more of such terms and specifications are expressly amended or waived in writing by the City. The Contractor agrees to perform all work in accordance with this Contract and the following documents, incorporated herein:

- This Contract
- Scope of Work
- Plans and Contract Drawings
- Special Provisions
- General Provisions
- Bid Documents
- Contractor's Proposal
- Addenda (if any)
- Performance and Bid Bond
- All provisions required by law to be inserted into this Contract, whether actually attached hereto or not

In the event of a conflict between the provisions of any of the contract documents listed above, the provisions of the document first listed shall prevail.

(4) Laws and regulations to be followed. Contractor, its employees, agents, and subcontractors, shall at all times fully comply with all applicable laws, codes, regulations, and administrative rulings in performing work for the Project.

- (5) Work Hours. Contractor shall not work on weekends. On Mondays through Fridays, Contractor shall not start work before 8:00 AM, and shall not work after 5:00 PM. Exceptions to the work hours may be approved at the Public Works Director's sole discretion.
- (6) Work Days. Work days or working days as used in this Contract means every day other than a Saturday, Sunday, or legal holiday as defined in RCW 1.16.050.
- (7) Conditions of Work. By submitting a bid, Contractor represents and warrants to the City that Contractor has fully informed itself of all conditions relating to the work involved in completing the Project and the conditions and limitations of the Project site. In prosecuting the work, Contractor shall employ such methods or means as will not interfere with or interrupt the work of the City or its agents, employees or contractors.
- (8) Contractor's Responsibility. Contractor will prosecute the work in accordance with instructions, descriptions and/or plans and specifications provided by the City. Contractor shall carry on the work at its own risk until the same is fully completed and accepted, and shall, in case of any accident, destruction or injury to the work and/or materials before its final completion and acceptance, repair or replace forthwith the work and/or materials so injured, damaged or destroyed, at Contractor's own expense and to the satisfaction of the City. When materials or equipment are furnished by others for installation or erection by Contractor, Contractor shall receive, unload, store and handle the material or equipment at the site and become responsible for it as though such materials or equipment were being furnished by Contractor. Contractor shall procure all permits (unless permits are secured or waived by the City) and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of the work. Contractor shall be responsible for preparing working drawings, if applicable, and shall submit them to the City for approval prior to commencement of work. For purposes of this Contract, working drawings shall mean, shop drawings, shop plans, erection plans, false-work plans, framework plans, cofferdam, cribbing and shoring plans, or any other supplementary plans or similar data, including a schedule of submittal dates for working drawings where specified, which Contractor will rely on for purposes of performing the work for the Project.
- (9) Inspections and Permits. Contractor shall be responsible for scheduling all required inspections by any Authority Having Jurisdiction and shall be responsible for scheduling and obtaining any permits or permissions necessary to complete its work, including but not limited to street use permits and commercial vehicle permits. Delays in inspections or permits necessary for the work shall be the responsibility of the Contractor.
- (10) Contractor Clean-Up. Prior to physical completion, all debris resulting from Contractor's work, delivery or installation of equipment shall be disposed of entirely by Contractor in an efficient, legal, and expeditious manner as required and directed

by the City. During the performance of its work, Contractor shall maintain the Project site and work areas in a clean and orderly manner.

- (11) Safety. Contractor and its subcontractors shall take all safety precautions and furnish and install all guards, handrails, warning devices, and other similar items necessary for the prevention of accidents, and shall comply with all laws and regulations with regard to the prosecution of the work. Contractor shall furnish Safety Data Sheets for all hazardous or potentially hazardous products used or stored on the Project or Project site. The Contractor shall be responsible for the safety of all workers and shall comply with all appropriate state and federal safety and health standards, codes, rules, and regulations, including but not limited to those promulgated under the Washington Industry Safety and Health Act (RCW 49.17) and as set forth in Title 296 WAC (Department of Labor and Industries). Contractor shall indemnify, defend, and hold harmless the City from damages assessed or alleged against the City because of Contractor's failure to comply with any state or federal safety or health standard, code, rule, or regulations.
- (12) Laws to be Observed. The Contractor shall always comply with all Federal, State, tribal, or local laws, ordinances, and regulations that affect the work under the Contract. The Contractor shall indemnify, defend, and save harmless the City (including its agents, officers, volunteers, and employees) against claims that may arise because the Contractor (or employees of the Contractor, subcontractors, or material persons) violated a legal requirement.
- (13) Responsibility for Damage. The City (including its agents, officers, volunteers, and employees) will not be responsible in any manner: for losses or damage that may happen to the Work or any part; for losses of material or damage to any of the materials or other things used or employed in the performance of Work; for injury to or death of either workers or the public; or for damage to the public for causes which might have been prevented by the Contractor or anyone employed by the Contractor. The Contractor shall be responsible for all liability imposed by law for injuries to, or the death of, any persons or damages to property resulting from any cause whatsoever during the performance of the Work, or before final acceptance.

The Contractor shall bear sole responsibility for damage to completed portions of the project and to property located off the project caused by erosion, siltation, runoff, or other related items during the construction of the project. The Contractor shall also bear sole responsibility for any pollution of rivers, streams, ground water, or other waters that may occur as a result of construction operations. The Contractor shall exercise all necessary precautions throughout the life of the Project to prevent pollution, erosion, siltation, and damage to property

- (14) Indemnity. Subject to the limitations in RCW 4.24.115, the Contractor shall indemnify, defend, and save harmless the City (including its agents, officers, volunteers, and employees) from all claims, suits, or actions brought for injuries to, or death of, any persons or damages resulting from construction of the Work or in

consequence of any negligence or breach of Contract regarding the Work, the use of improper materials in the Work, caused in whole or in part by an act or omission by the Contractor or the agents or employees of the Contractor during performance or at any time before final acceptance. In addition to a remedy authorized by law, the City may retain so much of the money due the Contractor as it deems necessary to ensure the defense and indemnification obligations of this section until disposition has been made of such suits or claims.

Pursuant to RCW 4.24.115, if such claims, suits, or actions result from the concurrent negligence of (a) the indemnitee or the indemnitee's agents or employees and (b) the Contractor or the Contractor's agent or employees, the indemnity provisions provided in this Contract shall be valid and enforceable only to the extent of the Contractor's negligence or the negligence of its agents and employees.

- (15) Title 51 RCW Waiver. For purposes of the indemnity provided pursuant to this Contract, Contractor specifically and expressly waives any immunity that may be granted it under the Washington State Industrial Insurance Act, Title 51 RCW, and all other applicable Industrial Insurance/Worker's Compensation Acts or their equivalent in the applicable jurisdiction. Further, the indemnification obligations under this Contract shall not be limited in any way by any limitations on the amount or type of damages, compensation, or benefits payable to or for any third party under Workers' Compensation Acts, Disability Benefits Acts, or other Employee Benefit Acts; provided Contractor's waiver of immunity by the provisions of this Article extends only to claims against Contractor by Indemnitees, and does not include, or extend to, any claims by Contractor's employees directly against Contractor.

Contractor's duty to defend, indemnify, and hold Indemnitees harmless shall include, as to all claims, demands, losses, and liability to which it applies, Indemnitees and/or Indemnitees' personnel-related costs, reasonable attorneys' and experts' fees, court costs, and all other claim-related expenses.

Contractor and City represent that the waiver of immunity contained in this Article was mutually negotiated.

The provisions in this section shall survive the expiration or termination of this Agreement.

*B. Work Performance.*

- (1) Prevailing wages. Contractor shall pay the current prevailing wages, as that term is defined under the laws of the State of Washington, for all work performed on this Project by Contractor and by Contractor's employees, agents and subcontractors. Contractor is fully responsible for prevailing wage compliance. Upon execution of this Contract, Contractor, and any subcontractors, shall file a "Statement of Intent to Pay Prevailing Wages" with L&I and file a copy of the Statement of Intent to Pay Prevailing Wages with the City. The City shall not make any payments or reimbursements under

the Agreement prior to receipt of all required Intent to Pay Prevailing Wages forms.

*For reference only, and without relieving any Contractor responsibility, the City notes the State of Washington prevailing wage rates for public works projects located in Pierce County may be found at the following website address of the Department of Labor and Industries: <https://fortress.wa.gov/lni/wagelookup/prvWagelookup.aspx>. Upon request, the City will mail a hard copy of the applicable prevailing wages for this Project. Contractor is advised that this if this contract extends into multiple years, prevailing wage rates are updated annually.*

- (2) Notice to City. Minimum two (2) working days' prior notice shall be given to the City's Department of Public Works prior to commencement of work under this Contract.
- (3) Approved Plans & Specifications to be followed. All work is to be performed to the City's satisfaction and in compliance with the Contract Documents listed in section 6.A(3) above, unless such requirements or specifications are expressly amended in writing by the City.
- (4) Schedule of Work to be followed. All Work shall be performed by the date for completion provided in this Contract. Contractor shall diligently proceed with the work and shall assure that it, and its subcontractors, have adequate staffing at all times in order for Contractor to comply with any Schedule of Work agreed to by the Parties, and shall make all reasonable efforts to complete the work in a timely manner.
- (5) Duty to Correct. Contractor shall promptly correct work rejected by the City as failing to conform to the requirements of the Contract. The Contractor shall bear the cost of correcting such rejected work. If the Contractor fails to correct nonconforming work within five working days of being notified the work is rejected, the City may correct it and Contractor shall reimburse the City for the cost of the correction.
- (6) Project Administration. The Public Works Director, or his or her designee, shall administer this Contract and shall have all authority provided for the City under this Contract including all project approvals, including change orders. All work performed under this Contract will be monitored and inspected by the Public Works Director or his or her designee, and accepted by same.

C. *Non-Discrimination.*

- (1) Contractor, Contractor's officers and employees, and its subcontractors and agents, shall not discriminate against any employee or applicant for employment or any other person in the performance of this Contract because of race, creed, color, national origin, marital status, sex, age, disability, or other condition prohibited by federal, state, or local law or ordinance, except where the condition constitutes a bona fide occupational qualification under law.
- (2) Any violation of this Section shall be a material breach of this Contract and grounds

for immediate cancellation, termination, or suspension of the Contract by the City, in whole or in part, and may result in Contractor being ineligible to perform further work for the City, in addition to other remedies for Contractor's default contained elsewhere in this Contract.

**7. Compensation and Payment**

- A. Unless otherwise mutually agreed through Change Order, as described in Section 10 below, the City shall pay the Contractor for the work performed under this contract as follows (select one):
- Time and materials; not to exceed \_\_\_\_\_ plus all applicable taxes.
  - Lump sum price set forth on the Contractor's proposal; not to exceed \_\_\_\_\_ plus all applicable taxes.
  - Unit prices set forth in the Contractor's proposal; not to exceed \$84,500.00 plus all applicable taxes.
- B. Contractor shall request approval and acceptance of each category of work from the City. Contractor may not bill for the completed work until the City has accepted the completed work.
- C. All invoices shall be submitted for work after it has been performed. Payment will be made to the Contractor by the City within thirty (30) working days of receipt of a proper invoice, except those amounts required to be withheld by law or where withholding is permitted by this Contract.
- D. Failure to perform any of the obligations under the Contract by Contractor may be decreed by the City to be adequate reason for withholding any payments until compliance is achieved. Progress payments for work performed shall not be evidence of acceptable performance or an admission by the City that any work has been satisfactorily completed.
- E. Payment shall not relieve the Contractor of the responsibility to correct defective or deficient work or materials and neither payment nor partial payment shall be considered as acceptance of any work or materials by the City.
- F. Payments received on account of work performed by a subcontractor are subject to the provisions of RCW 39.04.250.

8. **Bonds.** The Contractor shall provide a performance and payment bond to the City on a “Performance Bond” and “Public Works Payment Bond” form furnished by the City and attached hereto. The performance and payment bonds shall each cause the Contractor and surety to be jointly and severally bound to the City in the sum of 100% of the bid amount and together guarantee the full and faithful performance by Contractor of the terms and conditions of this Contract and the payment of all labor, mechanics, subcontractors, and materialmen and all persons who supply them with provisions and supplies for carrying out the work under this contract. The bonds shall be in force until completion of the contract and also upon such period thereafter during which the law allows liens to be filed and sued upon. The bonds shall be furnished by a corporate surety company authorized to do business in the State of Washington and acceptable to the City. The payment and performance bond surety (or sureties) shall agree that modifications and changes to the terms and conditions of the Contract that increase the total amount paid to Contractor shall automatically increase the obligation of the Surety on the bonds and notice to the Surety is not required for such increased obligation.

Initial: \_\_\_\_\_ (Contractor)

9. **Retainage.** Pursuant to Chapter 60.28 RCW, a sum of five percent (5%) of the monies earned by Contractor will be retained from each invoice. Such retainage shall be used as a trust fund for the protection and payment: (1) to the State with respect to taxes imposed pursuant to RCW Title 82 and other applicable statutes, and (2) the claims of any person arising under the Contract. No final payment or release of any retainage will be made until Contractor and each subcontractor have submitted an “Affidavit of Wages Paid” (LI 700-7 or other approved form) that has been certified and approved by the industrial statistician of the Department of Labor and Industries. In addition, the retainage will not be released until the City has received certification that the Department of Revenue has received due payment of all applicable taxes. Once the City has received certification from appropriate departments of the state of Washington and 45 days have passed from the date of acceptance of the Project and the City has not received any claims against the Project, the City will release the retainage minus sums the City is permitted to withhold pursuant to this Agreement or the law.
10. **Changes.** After execution of the Contract, changes in the scope of the work set forth in the Bid Documents may be accomplished by change order. Change orders shall be in writing signed by the Parties.
11. **Term.** This Agreement shall be in full force and effect for a period commencing upon execution and ending November 1, 2026 unless extended or sooner terminated under the provisions of this Contract. Time is of the essence of this Contract in each and all of its provisions in which performance is required.
12. **Liquidated Damages.** Delays inconvenience the public and obstruct City operations and use of City facilities by the City and public. Delays also cost tax payers, adding time needed for administration, engineering, inspection, and supervision. Accordingly, the Contractor agrees to pay liquidated damages in the sum of \$500.00 per day for each working day

beyond the contract term the Project has not achieved final completion and to authorize the City to deduct these liquidated damages from any money due or owing to the Contractor. The Parties agree the liquidated damages amount stipulated in this Contract are a fair and reasonable estimate of the City's damages for delays to the Project and are not a penalty.

Liquidated damages will not be assessed for days for which an extension of time is granted. No deduction or payment of liquidated damages will, in any degree, release the Contractor from further obligations and liabilities to complete the entire Contract.

**13. Termination for Cause.** The City may terminate this Contract upon the default of the Contractor. The Contractor shall be in default upon occurrence of one or more of the following:

- A. If the Contractor fails to supply sufficient skilled workers or suitable materials or equipment;
- B. If the Contractor fails to prosecute the Work with such diligence to ensure its completion within the timeframe established by this Contract;
- C. If the Contractor is adjudged bankrupt or insolvent, or makes a general assignment for the benefit of creditors, or if the Contractor or a third party files a petition to take advantage of a debtor's act or to reorganize under the bankruptcy or similar laws concerning the Contractor, or if a trustee or receiver is appointed for the Contractor or for any of the Contractor's property on account of the Contractor's insolvency;
- D. The Contractor disregards any state, federal, or tribal law, ordinance, rule, code, regulation, or an order of any public entity having jurisdiction;
- E. The Contractor disregards the authority of the City;
- F. The Contractor performs Work which deviates from the Contract and neglects or refuses to correct rejected work;
- G. The Contractor fails to obtain or maintain insurance coverage required by this Contract or fails to have its subcontractors and suppliers of any tier obtain and maintain insurance coverage required by this Contract; or
- H. The Contractor otherwise materially breaches any provision or requirement of this Contract.

If the City determines the Contractor is in default the City shall notify the Contractor it is in default. If the Contractor does not remedy the default within five calendar days the City may terminate the Contract for cause. In the event of such termination, the City may, without waiver of other remedies, prosecute the work to completion, including correcting any defective work. The Contractor shall be liable for costs or damages incurred by the City to complete or correct the work.

If the Agreement is terminated for default, Contractor shall not be entitled to receive any further payments from the City until the project is complete. Any extra cost or damage to the City resulting from Contractor's default(s) shall be deducted from any money due or coming due to Contractor. Additionally, Contractor shall be liable to the City for any extra expenses incurred by the City in completing the work, including all increased costs for

completing the work, and all damage sustained, or which may be sustained by the City by reason of such default and termination.

In exercising the City's right to prosecute the completion of the work, the City shall have the right to exercise its sole discretion as to the manner, method, and reasonableness of the costs of completing the work.

If the City pursues one remedy for the Contractor's default it shall not prevent the City from seeking any other legal, contractual, or equitable remedies it may otherwise have for the violation or nonperformance of any provisions of this Contract.

**14. Termination for Public Convenience.** The City may terminate the Contract in whole or in part whenever the City determines such termination is in the best interest of the City. Upon termination for public convenience the Contractor shall be entitled to just and equitable compensation for any satisfactory work completed prior to the date of such termination. Contractor shall not be entitled to any reallocation of cost, profit or overhead. Contractor shall not in any event be entitled to anticipated profit on work not performed because of such termination. Contractor shall use its best efforts to minimize the compensation payable under this Agreement in the event of such termination and make best efforts to cancel any orders and, if economically efficient, return, any uninstalled material or redirect uninstalled material to Contractor's other work.

**15. Responsibility Criteria and Verification by Contractor.** Pursuant to Chapter 39.04 RCW, the following requirements are part of this Contract:

*A. Responsibility Criteria.*

(1) Eligibility to be awarded contract. Contractor hereby certifies that Contractor meets the following responsibility criteria:

- a. Contractor has a certificate of registration in compliance with chapter 18.27 RCW;
- b. Contractor has a current state unified business identifier number;
- c. Contractor has industrial insurance coverage for Contractor's employees working in Washington as required under Title 51 RCW; an employment security department number as required in Title 50 RCW; and a state excise tax registration number as required in Title 82 RCW;
- d. Contractor is not disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065(3);
- e. If the public works project is subject to the apprenticeship utilization requirements in RCW 39.04.320, Contractor has not have been found out of compliance by the Washington state apprenticeship and training council for

working apprentices out of ratio, without appropriate supervision, or outside their approved work processes as outlined in their standards of apprenticeship under chapter 49.04 RCW for the one-year period immediately preceding the date of the bid solicitation;

- f. Contractor has received the training required by RCW 39.04.350; and
- g. Within the three-year period immediately preceding the date of the bid solicitation, not have been determined by a final and binding citation and notice of assessment issued by the department of labor and industries or through a civil judgment entered by a court of limited or general jurisdiction to have willfully violated, as defined in RCW 49.48.082, any provision of chapter 49.46, 49.48, or 49.52 RCW.

B. *Requirement to verify subcontractors.* Contractor shall verify the responsibility criteria contained above for each first tier subcontractor and will require subcontractors of any tier that hires other subcontractors to verify the responsibility criteria for each of its subcontractors. Verification shall include that each subcontractor, at the time of subcontract execution, meets the responsibility criteria listed in RCW 39.04.350(1) and possesses an electrical contractor license, if required by chapter 19.28 RCW, or an elevator contractor license, if required by chapter 70.87 RCW. This verification requirement must be included in every subcontract of every tier.

## 16. Insurance.

### A. Insurance Term

The Contractor shall procure and maintain insurance, as required in this Section, without interruption from commencement of the Contractor's work through the term of the Contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated herein.

### B. No Limitation

The Contractor's maintenance of insurance, its scope of coverage and limits as required herein shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

### C. Minimum Scope of Insurance

The Contractor's required insurance shall be of the types and coverage as stated below:

- (1) Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be at least as broad as Insurance Services Office (ISO) form CA 00 01.

- (2) Commercial General Liability insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop gap liability, independent contractors, products-completed operations for a period of three years following substantial completion of the work for the benefit of the City, personal injury and advertising injury, and liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide a per project general aggregate limit, using ISO form CG 25 03 05 09 or an endorsement providing at least as broad coverage. There shall be no exclusion for liability arising from explosion, collapse or underground property damage. The City shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing at least as broad coverage.
- (3) Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
- (4) Builders Risk insurance covering interests of the City, the Contractor, Subcontractors, and Sub-subcontractors in the work. Builders Risk insurance shall be on a special perils policy form and shall insure against the perils of fire and extended coverage and physical loss or damage including flood, earthquake, theft, vandalism, malicious mischief, and collapse. The Builders Risk insurance shall include coverage for temporary buildings, debris removal, and damage to materials in transit or stored off-site. This Builders Risk insurance covering the work will have a deductible of \$5,000 for each occurrence, which will be the responsibility of the Contractor. Higher deductibles for flood and earthquake perils may be accepted by the City upon written request by the Contractor and written acceptance by the City. Any increased deductibles accepted by the City will remain the responsibility of the Contractor. The Builders Risk insurance shall be maintained until the City has granted substantial completion of the project. An installation floater may be acceptable in lieu of Builders Risk for renovation projects only if approved in writing by the City.

D. Minimum Amounts of Insurance

The Contractor shall maintain the following insurance limits:

- (1) Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
- (2) Commercial General Liability insurance shall be written with limits no less than \$2,000,000 each occurrence, \$2,000,000 general aggregate and a \$2,000,000 products-completed operations aggregate limit.
- (3) Builders Risk insurance shall be written in the amount of the completed value of the

project with no coinsurance provisions.

E. City Full Availability of Contractor Limits

If the Contractor maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Contractor, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Contractor.

F. Other Insurance Provision

The Contractor's Automobile Liability, Commercial General Liability and Builders Risk insurance policies are to contain, or be endorsed to contain, that they shall be primary insurance as respect the City. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.

G. Contractor's Insurance for Other Losses

The Contractor shall assume full responsibility for all loss or damage from any cause whatsoever to any tools, Contractor's employee owned tools, machinery, equipment, or motor vehicles owned or rented by the Contractor, or the Contractor's agents, suppliers, contractors or subcontractors as well as to any temporary structures, scaffolding and protective fences.

H. Waiver of Subrogation

All insurance policies and coverages required by this Contract shall contain a waiver of subrogation against the City (including its agents, officers, volunteers, and employees) and any additional insured. The policies shall provide such waivers by endorsement or otherwise. This waiver has been mutually negotiated by the Parties.

I. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of not less than A.

J. Verification of Coverage

The Contractor shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsements, evidencing the Automobile Liability and Commercial General Liability insurance of the Contractor before commencement of the work. Before any exposure to loss may occur, the Contractor shall file with the City a copy of the Builders

Risk insurance policy that includes all applicable conditions, exclusions, definitions, terms and endorsements related to this project. Upon request by the City, the Contractor shall furnish certified copies of all required insurance policies, including endorsements, required in this Contract and evidence of all subcontractors' coverage.

K. Subcontractors

The Contractor shall cause each and every Subcontractor of any tier to provide insurance coverage that complies with all applicable requirements of the Contractor-provided insurance as set forth herein, except the Contractor shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Contractor shall ensure that the City is an additional insured on each Subcontractor's (of any tier) Commercial General liability insurance policy using an endorsement as least as broad as ISO CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

L. Notice of Cancellation

The Contractor shall provide the City and all Additional Insureds for this work with written notice of any policy cancellation or potential policy cancellation within two business days Contractor became aware or should have become aware of such cancellation or potential cancellation.

M. Failure to Maintain Insurance

If the Contractor or subcontractors or suppliers of any tier fail to obtain and maintain the insurance required by this Contract, the City, at its sole discretion, may immediately procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Contractor from the City. The City electing to pursue remedies under this section shall not prevent the City from seeking any other remedy it may otherwise have under law, equity, or this Contract for the failure by the Contractors or subcontractors or suppliers of any tier to obtain and maintain the required insurance.

N. Extended Coverage for Completed Operations

The Contractor shall maintain Commercial General Liability completed operations coverage for a period of three years following substantial completion of the work for the benefit of the City by naming the City an additional insured using ISO Additional Insured-Completed Operations endorsement CG 20 37 10 01 or an endorsement providing at least as broad coverage.

**17. Claims for damages.**

A. Excluded situations. The City shall not be responsible for delays caused by soil

conditions; underground obstructions; labor disputes; fire; delays by third parties, including public and private utilities; delays that do not affect the Contractor's critical path, or reasonably foreseeable delays or conditions.

- B. Liability limited to direct costs. The City's liability to the Contractor for any dispute is limited to the Contractor's direct and incurred costs. Contractor expressly waives all claims for payment of damages that include or are computed on total costs of job performance, extended overhead, based on the Eichleay Formula or other similar methods that are not specific as to the actual, direct costs of contract work as defined in the force account provisions of applicable standard specifications.

- 18. **Changes to the Work.** The City reserves the right to make, at any time during the Project, changes in quantities and other alterations to the work as the City deems necessary. Such changes shall not invalidate the Contract nor release the Contractor's surety. The Contractor shall perform the work as altered.

The Contractor shall proceed with altered work upon receiving: 1) a change order signed by the Contractor and City; or 2) or written order from the Director of Public Works.

The Contractor shall not be entitled to compensation or an adjustment to the Project schedule for: 1) additional or extra work performed absent an executed change order or written order from the Director of Public Works; or 2) the performance of work that was removed from the Contractor's scope by an executed change order or written order from the Director of Public Works.

- 19. **Disputes.**

- A. Notice. During the progress of the Project, if any condition, occurrence, or event occurs (including but not limited to unforeseen conditions or a written order from the Director of Public Works changing the work) that will form the basis of a request by the Contractor for additional compensation or adjustment to the schedule the Contractor shall notify the City of the condition, occurrence, or event within five working days of the its occurrence or within five working days the Contractor became aware or should have become aware of the condition, occurrence, or event. The notice shall provide a summary of the condition, occurrence, or event, an explanation as to why the Contractor may be entitled to additional compensation or schedule relief and, if possible, a proposed adjustment to the Agreement cost and time. By failing to provide notice in accordance with this paragraph, Contractor completely waives any claim for additional compensation or schedule relief. No claim by the Contractor based on any event, occurrence, or condition causing Contractor to incur additional costs or time shall be allowed unless Contractor follows the procedures of this paragraph.
- B. Investigation by City. Upon receipt of the Contractor's notice of any event, occurrence, or condition that may be the basis of a Contractor's request for additional cost or schedule adjustment the City shall perform an investigation and

determine if an increase or decrease in the cost or time required for performance of the Project is warranted. During the investigation by the City the Contractor shall continue with its work on the Project.

- C. Written Determination. The City will provide a written determination as to whether an adjustment to the Contract is warranted based on the notice provided by the Contractor. At the City's discretion, the City may provide a proposed adjustment to the Contract cost or schedule in its written determination. If the City requires additional information to evaluate the event, condition, or occurrence, the Contractor shall provide all requested documents to the City within ten working days of the City's request. Failure by the Contractor to timely provide sufficient documentation to allow the City to evaluate the event, condition, or occurrence and its effect on the Project shall result in a complete waiver of any claim for additional cost or time by the Contractor based on said condition, event, or occurrence.
- D. Protest. If the Contractor disagrees with the City's written determination the Contractor shall submit a notice of protest to the City within five calendar days of receipt of the City's written determination. Failure by the Contractor to submit a notice of protest within five calendar days shall cause the City's written determination to become binding and final on all Parties and will result in a waiver by the Contractor of any other right to additional payment or schedule adjustment.
- E. Protest Supplement. Within ten working days of submitting its notice of protest the Contractor shall supplement its written protest. The Contractor's protest supplement shall include the date and nature of the event, occurrence, or condition giving rise to its claim for cost and schedule adjustment; a full discussion of the circumstances that caused the protest, including the names of the persons involved and nature of work involved; the estimated dollar cost, if any, of the protested work, event, condition, or occurrence; a review of the plans and contract provisions that supports its position(s); and an analysis of the Project schedule showing the schedule change or disruption if the contractor is asserting a schedule change or disruption. By failing to provide a protest supplement in accordance with this paragraph, Contractor completely waives any claim for additional compensation or schedule relief. No claim by the Contractor based on any event, occurrence, or condition causing Contractor to incur additional costs or time shall be allowed unless Contractor follows the procedures of this paragraph.
- F. City Review of Protest Supplement and Final Determination. The City will provide a final determination as to whether an adjustment to the Contract is warranted based on the protest supplement provided by the Contractor. If an adjustment to the Contract is warranted, the City will include the adjustment(s) it deems appropriate in its final determination. If the City requires additional information to evaluate the protest and protest supplement, the Contractor shall provide all requested documents to the City within ten working days of the City's request. The City may, at its discretion, make multiple requests for documents. Failure by the Contractor to timely provide sufficient documentation to allow the City to evaluate the protest

and protest supplement shall result in a complete waiver of any claim for additional cost or time by the Contractor based on said condition, event, or occurrence.

- G. Resolution. If the Contractor disagrees with the City's final determination the Contractor may initiate litigation in Pierce County Superior Court. Failure by the Contractor to initiate litigation in Pierce County Superior Court within five working days of receipt of the City's final determination shall cause the City's final determination to become binding and final on all Parties and will result in a waiver by the Contractor of any other right to additional payment or schedule adjustment.
- H. Contractor to Proceed with the Work. Throughout the dispute process outlined in this section and elsewhere in this Contract the Contractor shall proceed with all work and diligently prosecute completion of the Project.
- I. Cooperative Resolution. Contractor and City shall endeavor to resolve disputes efficiently. However, no negotiation or discussion between the City and Contractor of disputes or claims, whether realized or potential, shall relieve the Contractor of its obligations under this section. The Contractor's failure to strictly comply with the dispute resolution procedure and time requirements described in this section shall result in a complete waiver of any claim or right to additional compensation or schedule adjustment.

- 20. **Assigning or Subcontracting.** Contractor shall not assign, transfer, subcontract or encumber any rights, duties, or interests accruing from this Contract without the express prior written consent of the City.
- 21. **Independent Contractor.** Contractor is and shall be at all times during the term of this Contract an independent contractor. Any and all employees of the Contractor, while engaged in the performance of any work or services required by the Contractor under this Contract, shall be considered employees of the Contractor only and not of the City. The Contractor will solely be responsible for its acts and for the acts of its agents, employees, subcontractors, or representatives during the performance of this Agreement. The City shall not be responsible for withholding or otherwise deducting federal income tax or Social Security or contributing to the State Industrial Insurance Program, or otherwise assuming the duties of an employer with respect to Contractor or any employee of the Contractor.
- 22. **Jurisdiction and Venue.** Any action for claims arising out of or relating to this Contract shall be governed by the laws of the State of Washington. Venue shall be in Pierce County Superior Court. By mutual agreement of the Parties, the Parties may stipulate to stay litigation in Pierce County and resolve any dispute through arbitration administered by the American Arbitration Association under its construction industry rules prevailing at the time the arbitration is initiated or other mutually agreeable arbitration administrator and procedure.
- 23. **Attorney's Fees.** In any suit or action instituted to enforce any right granted or obligation in this Contract, the substantially prevailing party shall be entitled to recover its costs,

disbursements, and reasonable attorney's fees from the other party.

24. **Extent of Contract/Modification.** This Contract, together with attachments or addenda, represents the entire and integrated agreement between the parties hereto and supersedes all prior negotiations, representations, or agreements, either written or oral. This Contract may be amended, modified or added to only by written instrument properly signed by both parties. Should any language in any of the Exhibits or Contract Documents conflict with language contained in this Contract, the provisions of this Contract shall prevail.
25. **Use and Ownership of Logos and Documents.** The Contractor will not use any trade name, trademark, service mark, or logo of the City (or any name, mark, or logo confusingly similar thereto) in any advertising, promotions, or otherwise, without the City's express prior written consent. On payment to the Contractor by the City of all compensation due under this Contract, all finished or unfinished documents and material prepared by the Contractor with funds paid by the City under this Contract shall become the property of the City and shall be forwarded to the City upon its request. Any records, reports, information, data or other documents or materials given to or prepared or assembled by the Contractor under this Contract will be kept confidential and shall not be made available to any individual or organization by the Contractor without prior written approval of the City or by court order.
26. **Non-waiver of Breach.** The failure of the City to insist upon strict performance of any of the covenants and agreements contained herein, or to exercise any option herein conferred in one or more instances shall not be construed to be a waiver or relinquishment of any covenants, agreements or options, and the same shall be and remain in full force and effect.
27. **Severability.** Any provision or part of the Contract held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon the City and the Contractor, who agree that the Contract shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as reasonably possible to expressing the intention of the stricken provision.

BY ITS SIGNATURE BELOW, EACH PARTY ACKNOWLEDGES HAVING READ AND UNDERSTOOD THE TERMS AND CONDITIONS OF THIS CONTRACT AND AGREES TO BE BOUND BY THEM.

**CITY OF EDGEWOOD**

**CONTRACTOR**

By: \_\_\_\_\_

By: Safelover Roofing

Print name: \_\_\_\_\_

Print name: Brady Collins

Title: \_\_\_\_\_

Title: GM

Date: \_\_\_\_\_

Date: 5-6-26

APPROVED AS TO FORM:

\_\_\_\_\_  
Maili Barber, City Attorney

*Attachments*

CERTIFICATE AS TO CORPORATE PRINCIPAL

I, Tyler Gillis (Corporate Officer (Not Contract Signer)) certify that I am the General Manager (Corporate Title) of the corporation named as Contractor in the Contract attached hereto; that [Signature], (Contract Signer) who signed said Contract on behalf of Contractor, was then GM (Corporate Title) of said corporation; that said Contract was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

[Signature]  
Corporate Officer Signature (not Contract Signer)

Tyler Gillis  
Print Name

Owner  
Title

State of Washington

County of Levit

[Signature], (Corporate Officer (not Contract Signer)) being duly sworn, deposes and says that he/she is GM (Corporate Title) of Safelink Rectory (Name of Corporation).

Subscribed and sworn to before me this 6 day of May, 2026.



Kasci M Lawrence  
Notary Public (Signature)

Kasci M Lawrence  
Notary Public (Print)  
My commission expires 02/18/2030



**RESOLUTION NO. 26-XXXX**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, AUTHORIZING THE TRANSFER OF FRANCHISE AGREEMENT RIGHTS FROM EZEE FIBER TEXAS LLC TO EZEE FIBER WASHINGTON ASSETS LLC**

**WHEREAS**, on October 10, 2025, the City Council granted a franchise agreement to Ezee Fiber Texas LLC, by authorization of Ordinance 25-0689; and

**WHEREAS**, Ordinance 25-0689 contains the clause that consent from the Washington Utilities and Transportation Commission (“WUTC”) allows the transfer; and

**WHEREAS**, the WUTC issued registration of Ezee Fiber Washington Assets LLC on March 17, 2026.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

**Section 1.** Transfer authorized. The City Council hereby authorizes the original rights granted in the franchise agreement to Ezee Fiber Texas LLC under Ordinance 25-0689 to Ezee Fiber Washington Assets LLC.

**Section 2.** Effective Date. This resolution will take effect immediately upon passage by the City Council.

**ADOPTED THIS 26<sup>TH</sup> DAY OF MAY, 2026**

\_\_\_\_\_  
Dave Olson, Mayor

**ATTEST:**

\_\_\_\_\_  
Jill Schwerzler-Herrera, CMC  
City Clerk



**REGISTRATION  
OF**

**Ezee Fiber Washington Assets, LLC**

**AS A COMPETITIVE  
TELECOMMUNICATIONS COMPANY**

Docket Number UT-260146

March 17, 2026  
Effective Date

Jeff Killip  
Executive Director and Secretary

CERTIFICATE IS NOT TRANSFERABLE

**ORDINANCE NO. 25-0689**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, GRANTING UNTO EZEE FIBER TEXAS LLC, A DELAWARE LIMITED LIABILITY COMPANY, A FRANCHISE AGREEMENT FOR TELECOMMUNICATIONS.**

**WHEREAS**, Ezee Fiber Texas, LLC, a Delaware limited liability company (“Grantee”) has applied to the City of Edgewood (“City”) for a non-exclusive Franchise for the right of entry, use, and occupation of certain public right(s)-of-way within the City, expressly to install, construct, erect, operate, maintain, repair, relocate and remove its telecommunications facilities in, on, over, under, along and/or across those right(s)-of-way; and

**WHEREAS**, following proper notice, the City Council held a public hearing on Grantee’s request for a Franchise, at which time representatives of Grantee and interested citizens were heard in a full public proceeding affording opportunity for comment by any and all persons desiring to be heard; and

**WHEREAS**, from information presented at such public hearing, and from facts and circumstances developed or discovered through independent study and investigation, the City Council now deems it appropriate and in the best interest of the City and its inhabitants that the franchise be granted to Grantee,

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Grant of Right to Use Franchise Area**

A. Subject to the terms and conditions stated herein, the City grants to the Grantee a non- exclusive Franchise to enter, occupy, and use public ways for constructing, installing, operating, maintaining, repairing, and removing wireline Facilities necessary to provide telecommunications services, on property located within the corporate boundaries of the City of Edgewood, as specified in Exhibit A, attached hereto and incorporated by reference (the "Franchise Area"). Except as expressly provided otherwise in this Franchise, Grantee shall construct, install, maintain, repair, and remove its Facilities at its expense.

B. The Grantee is authorized to install, remove, construct, erect, operate, maintain, relocate and repair telecommunications Facilities and all necessary appurtenances thereto, (“Grantee Facilities”) in, along, under and across the Franchise Area.

C. This Franchise does not authorize the use of the Franchise Area for any Facilities or services other than Grantee Facilities and Grantee Services, and it extends no rights or

privilege relative to any Facilities or services of any type, including Grantee Facilities and Grantee Services, on public or private property elsewhere within the City.

D. This Franchise is non-exclusive and does not prohibit the City from entering into other agreements, including Franchises, impacting the Franchise Area, unless the City determines that entering into such agreements interferes with Grantee's right set forth herein.

E. Except as explicitly set forth herein, this Franchise does not waive any rights that the City has or may hereafter acquire with respect to the Franchise Area or any other City roads, rights-of-way, property, or any portions thereof. This Franchise shall be subject to the power of eminent domain, and in any proceeding under eminent domain, the Grantee acknowledges its use of the Franchise Area shall have no value.

F. The City reserves the right to change, regrade, relocate, abandon, or vacate any right-of-way within the Franchise Area. If, at any time during the term of this Franchise, the City vacates any portion of the Franchise Area containing Grantee Facilities, the City shall reserve an easement for public utilities within that vacated portion, pursuant to RCW 35.79.030, within which the Grantee may continue to operate any existing Grantee Facilities under the terms of this Franchise for the remaining period set forth under Section 3.

G. The Grantee agrees that its use of Franchise Area shall at all times be subordinated to and subject to the City and the public's need for municipal infrastructure, travel, and access to the Franchise Area, except as may be otherwise required by law.

H. As set forth in EMC 12.06, Grantee must first obtain a right-of-way use permit in the event it desires to occupy Public Ways. Nothing contained herein shall relieve Grantee from the requirements for obtaining permits as more fully set forth in Section 6 below.

I. Nothing in this Franchise grants authority to Grantee to enter, occupy, or use public ways for constructing, installing, operating, maintaining, repairing or removing wireless communication Facilities.

J. Nothing in this Franchise grants authority to Grantee to enter, occupy, or use City Property. If Grantee desires to use City Property, including poles and structures within the public ways it shall negotiate a separate lease or license agreement with the City.

K. Any rights, privileges, and authority granted to Grantee under this Franchise are subject to the legitimate rights of the police power of the City to adopt and enforce general ordinances necessary to protect the safety and welfare of the public, and nothing in this Franchise excuses Grantee from its obligation to comply with all applicable general laws enacted by the City pursuant to such power. Any conflict between the terms or conditions of this Franchise and any other present or future exercise of the City's police powers will be resolved in favor of the exercise of the City's police power.

L. Nothing in this Franchise excuses Grantee of its obligation to comply with applicable codes, rules, regulations, and standards subject to verification by the City of such compliance.

M. Nothing in this Franchise shall be construed to limit taxing authority or other lawful authority to impose charges or fees, or to excuse Grantee of any obligation to pay lawfully imposed taxes, charges or fees.

N. Nothing in this Franchise grants authority to Grantee to impair or damage any City Property, Public Way, other ways or other property, whether publicly or privately owned, except as provided herein.

O. Nothing in this Franchise shall be construed to create a duty upon the City to be responsible for construction of Facilities or to modify public ways to accommodate the Grantee's Facilities.

P. Nothing in this Franchise grants authority to Grantee to provide or offer Cable Service.

Q. Nothing in this Franchise grants authority to Grantee to provide or offer personal wireless services to the general public.

R. Nothing in this Franchise shall be construed to create, expand, or extend any liability of the City to any third-party user of Grantee's Facilities or to otherwise recognize or create third party beneficiaries to this Franchise.

**Section 2.** Notice

A. Written notices to the parties shall be sent by certified mail to the following addresses, unless a different address shall be designated in writing and delivered to the other party.

City: City Clerk  
10440 Dom Calata Way E.  
Edgewood, WA 98372

with a copy to: Public Works Director  
10440 Dom Calata Way E.  
Edgewood, WA 98372

Grantee: Ezee Fiber Texas, LLC  
4505 Pacific Hwy E, Suite C-2 Fife,  
Washington 98424  
legal@ezeefiber.com

B. Grantee shall additionally provide a phone number and designated responsible officials to respond to emergencies. After being notified of an emergency, Grantee shall cooperate with the City and make best efforts to immediately respond to minimize damage, protect the health safety of the public and repair Facilities to restore them to proper working order. Annually, on request of the City, Grantee will meet with City emergency response personnel to coordinate emergency management operations and, at least once a year, at the request of the City, actively participate in emergency preparations.

C. Any changes to the above-stated Grantee information shall be sent to the City Clerk, with copies to the City Public Works Director, referencing the title of this agreement.

D. The above-stated Grantee voice and fax telephone numbers shall be staffed at least during normal business hours, EDGEWOOD time zone.

**Section 3. Term of Agreement**

A. This Franchise shall run for a period of five (5) years, consistent with EMC 12.06.040, from the date of execution specified in Section 5.

B. Renewal Option of Term: The Grantee may renew this Franchise for three (3) additional five (5) year periods upon submission and approval of the application for such renewal. Any materials submitted by the Grantee for a previous application may be considered by the City in reviewing a current application, and the Grantee shall only submit those materials deemed necessary by the City to address changes in the Grantee Facilities or Grantee Services, or to reflect specific reporting periods mandated by the City Code.

C. Failure to Renew Franchise – Automatic Extension. If the Parties fail to formally renew this Franchise prior to the expiration of its term or any renewal thereof, the Franchise automatically continues month to month until renewed or either party gives written notice at least one hundred and eighty (180) days in advance of intent not to renew the Franchise.

**Section 4. Definitions**

For the purposes of this Ordinance, the following terms, phrases, words, and their derivations will have the meanings given herein. When not inconsistent with the context, words used in the present tense include the future, words in the plural include the singular, and words in the singular include the plural. Words not defined will have the meaning ascribed to those words in the City of Edgewood Municipal Code unless inconsistent herewith.

“Cable Service” has the meaning set forth in, 47 U. S. C. § 522(6).

“City” means the City of Edgewood, Washington, and all departments, divisions, employees, and agencies thereof.

“City Property” means and includes all real property owned by the City, other than public streets and utility easements as those terms are defined herein, and all property held in a proprietary

capacity by the City, which is not subject to right-of-way use permitting and franchising as provided herein.

“Conduit” means optical cable housing, jackets, or casing, and pipes, tubes, or tiles used for receiving and protecting wires, lines, cables, and communication and signal lines.

“Costs” means costs, expenses, and other financial obligations of any kind whatsoever.

“Days” means calendar days.

“Effective Date” means five days following the publication of this Franchise or a summary thereof occurs in an official newspaper of the City as provided by law.

“EMC” or “City Code” means the City of Edgewood Municipal Code.

“Emergency” means a condition of imminent danger to the health, safety, and welfare of property or persons located within the City including, without limitation, damage to persons or property from natural consequences, such as storms, earthquakes, riots or wars.

“Existing” means in actual physical being upon the effective date of this Franchise, or a repair or replacement of such physical being.

“Facilities” means all of the plant, equipment, fixtures, appurtenances, and other Facilities necessary to furnish and deliver telecommunications services including but not limited to poles with crossarms, poles without crossarms, and signal lines and equipment, braces, guys, anchors, conduits, vaults, appurtenances, and appliances necessary or incidental to the distribution and use of telecommunications services.

“Fiber Optics” means the technology of guiding and projecting light for use as a communications medium.

“Grantee” means Ezee Fiber Texas, LLC dba Ezee Fiber and the lawful successor, transferee or assignee of said person subject to such conditions as defined herein.

“Grantee Services” means the providing of telecommunications equipment or apparatus, or service related to that equipment or apparatus such as repair or maintenance service, if the equipment or apparatus is of a type which can be provided by persons that are not subject to regulation as telephone companies under Title 80 RCW and for which a separate charge is made.

“Information” means knowledge or intelligence represented by any form of writing, signs, signals, pictures, sounds, or any other symbols.

“Maintenance” or “Maintain” shall mean examining, testing, inspecting, repairing, maintaining and replacing the existing Grantee Facilities or any part thereof as required and necessary for safe operation.

“Optical Cable” means wires, lines, cables and communication and signal lines used to convey communications by fiber optics.

“Overhead Facilities” means electric utility and communications Facilities located above the surface of the ground, including the underground supports and foundations for such Facilities.

“Person” means and includes corporations, companies, associations, joint stock companies or associations, firms, partnerships, limited liability companies and individuals and includes their lessors, trustees and receivers, but not the City.

“Personal Wireless Services” means commercial mobile radio services as defined by federal laws and regulations.

“Public Street” means any highway, street, alley or other public right-of-way for motor vehicle travel under the jurisdiction and control of the City which has been acquired, established, dedicated or devoted to transportation purposes. For the purposes of this section, the term “alley” shall have its ordinary meaning and shall generally be considered to mean a public right-of-way which affords a secondary means for vehicular or utility access to abutting property and which is not intended for general traffic circulation.

“Public Way” or “Public right-of-way” means and includes the public streets and easements which, under the EMC (City ordinances), and applicable laws, the City has authority to grant franchises, permits, or leases for use thereof, or has regulatory authority thereover, and as may be more specifically defined in the franchise, permit, or lease granting any right to or use thereof. Public ways for the purpose hereof do not include buildings, parks, poles, or similar Facilities or property owned by or leased to the City, including, by way of example and not limitation, structures in the public way such as utility poles and light poles.

“Relocation” means permanent movement of Grantee Facilities required by the City, and not temporary or incidental movement of such Facilities, or other revisions Grantee would accomplish and charge to third parties without regard to municipal request.

“Relocation” also means to protect, support, temporarily disconnect, relocate, or remove Facilities.

“Standards” means the Design and Construction Standards and Specifications for Public Works Improvements, latest edition at the time of submission of each right-of-way permit associated with this Franchise Agreement.

“Street Tree” means any tree located in, or that portion over hanging, any public way and any tree planted on private property near a public way at the direction of the City.

“Telecommunications Service” has the meaning set forth in 47 U.S.C. § 153(53).

“State” means the State of Washington, its agencies, departments, and governmental subdivisions, and all agencies, departments, and divisions of its agencies, departments, and governmental subdivisions.

“Underground Facilities” means utility and communications Facilities located under the surface of the ground, excluding the underground foundations or supports for overhead Facilities.

“Utility Facilities” means the plant, equipment and property, including but not limited to the poles, pipes, mains, conduits, ducts, cables, wires, plant and equipment located under, on or above the surface of the ground within the public ways of the City and used or to be used for the purpose of providing utility, communications services.

**Section 5. Acceptance of Franchise**

A. This Franchise, and any rights granted hereunder, shall not become effective for any purpose unless and until Grantee files with the City Clerk (1) the Statement of Acceptance, attached hereto as Exhibit “B,” and incorporated by reference, (2) all verifications of insurance coverage specified under Section 15, and (3) the financial guarantees specified in Section 16 (collectively, “Franchise Acceptance”). The date that such Franchise Acceptance is filed with the City Clerk shall be the effective date of this Franchise.

B. Should the Grantee fail to file the Franchise Acceptance with the City Clerk within 30 days after the effective date of the ordinance approving the Franchise, the City’s grant of the Franchise will be null and void.

**Section 6. Construction and Maintenance**

A. The Grantee shall apply for, obtain, and comply with the terms of all permits required under applicable City Code provisions for any work done upon Grantee Facilities. Grantee shall comply with all applicable City, State, and Federal codes, rules, regulations, and orders in undertaking such work, which shall be done in a thorough and proficient manner.

B. Grantee agrees to coordinate its activities with the City and all other utilities located within the public right-of-way within which Grantee is undertaking its activity. All construction or installation locations, activities and schedules shall be coordinated, as ordered by the City, to minimize public inconvenience, disruption or damages.

C. Whenever it is possible and reasonably practicable to joint trench or share bores or cuts, Grantee shall work with other providers, licensees, permittees, and Grantees so as to reduce so far as possible the number of Right-of-Way cuts within the Franchise Area.

D. General Standards.

- i. All work authorized and required hereunder shall be done in a safe, thorough, and professional manner. All installations of equipment shall be permanent in nature, durable, and installed in accordance with good

engineering practice and shall not interfere with the travel and use of public places by the public during the construction, repair, operation, or removal thereof, and shall not obstruct or impede traffic. Grantee shall endeavor to maintain all equipment lines and Facilities in an orderly manner, including, but not limited to, the removal of bundles of unused cables.

- ii. All construction shall be subject to the City's permitting process.
- iii. Grantee and City shall meet, at the City's request, to discuss the progress of the design plan and construction.
- iv. Grantee will take prompt corrective action if it finds that any Facilities or equipment are not operating as expected, or if it finds that Grantee Facilities and equipment do not comply with the requirements of this Franchise or Applicable law.
- v. Grantee's construction decisions shall be based solely upon legitimate engineering decisions and shall not take into consideration the income level of any particular community within the Franchise Area.
- vi. Grantee shall be responsible for all work performed by its contractors, subcontractors, and others performing work on its behalf, as if the work were performed by it, and shall ensure that all such work is performed in compliance with this Franchise and other Applicable law, and shall be jointly and severally liable for all damages and correcting all damage caused by them.
- vii. The City may inspect any of Grantee's Facilities, equipment, or construction located in the Rights-of-Way at any time upon at least twenty-four (24) hours' notice, or, in case of emergency, upon demand without prior notice. If an unsafe condition is found to exist, the City, in addition to taking any other action permitted under Applicable law, may order Grantee, in writing, to make the necessary repairs and alterations specified therein forthwith to correct the unsafe condition by a time the City establishes. The City has the right to correct, inspect, administer, and repair the unsafe condition(s) if Grantee fails to do so, and to charge Grantee for its costs.
- viii. On notice from the City that any work is being performed contrary to the provisions of this Franchise, or in an unsafe or dangerous manner as determined by the City, or in violation of the terms of any applicable

permit, laws, regulations, ordinances, or standards, the work may immediately be stopped by the City. Grantee shall be liable for all costs incurred by the City and associated with Grantee's violation and the City's issuance of the stop work order.

E. The City expressly reserves the right to prescribe where Grantee Facilities shall be installed within the public right-of-way and may from time to time, pursuant to the applicable sections of this Franchise, require the removal, relocation and/or replacement thereof in the public interest and safety at the expense of the Grantee.

F. Before commencing any work within the public right-of-way, the Grantee shall comply with the One Number Locator provisions of RCW Chapter 19.122 to identify existing utility infrastructure.

G. Tree Trimming. Upon prior written approval of the City and in accordance with City ordinances, Grantee shall have the authority to reasonably trim trees upon and overhanging streets, public rights-of-way, and places in the Franchise Area so as to prevent the branches of such trees from coming in physical contact with the Grantee Facilities. Grantee shall be responsible for debris removal from such activities. If such debris is not removed within twenty-four (24) hours of completion of the trimming, the City may, at its sole discretion, remove such debris and charge Grantee for the cost thereof. This section does not, in any instance, grant automatic authority to clear vegetation for purposes of providing a clear path for radio signals. Any such general vegetation clearing will require a land clearing permit.

H. Work in the Right-of-Way, on other public property, near public property, or on or near private property shall be done in a manner that causes the least interference with the rights and reasonable convenience of property owners and residents. Grantee's Facilities shall be constructed and maintained in such manner as not to interfere with sewers, water pipes, or any other property of the City, or with any other pipes, wires, conduits, pedestals, structures, or other Facilities that may have been laid in the Rights-of-Way by, or under, the City's authority. The Grantee's Facilities shall be located, erected, and maintained so as not to endanger or interfere with the lives of Persons, or to interfere with new improvements the City may deem proper to make, or to unnecessarily hinder or obstruct the free use of the Rights-of-Way or other public property, and shall not interfere with the travel and use of public places by the public during the construction, repair, operation, or removal thereof, and shall not obstruct or impede traffic.

I. Grantee shall provide and use any equipment and Facilities necessary to control and carry Grantee's signals so as to prevent injury to the City's property or property belonging to any Person. Grantee, at its own expense, shall repair, renew, change, and improve its Facilities to keep them in good repair, and safe and presentable condition. All excavations made by Grantee in the Rights-of-Way shall be properly safeguarded for the prevention of accidents by the placement of adequate barriers, fences, or boarding, the bounds of which, during periods of dusk and darkness, shall be clearly designated by warning lights.

J. Locates. Grantee shall comply with RCW 19.122.

**Section 7. Repair and Emergency Work**

In the event of an emergency, the Grantee may commence such repair and emergency response work as required under the circumstances, provided that the Grantee shall notify the City in writing as promptly as possible, before such repair or emergency work commences, or as soon thereafter as possible, if advance notice is not practical. The City may act, at any time, without prior written notice in the case of emergency, but shall notify the Grantee in writing as promptly as possible under the circumstances. Grantee shall apply for appropriate permits within forty-eight (48) hours after discovery of the emergency.

**Section 8. Damages to City and Third-Party Property**

Grantee agrees that if any of its actions under this Franchise impairs or damages any City Right of Way, property, survey monument, or property owned by a third-party, Grantee will restore, at its own cost and expense, said property (etc.) to as good a condition as existed before the work was undertaken, unless otherwise directed by the City. Such repair work shall be performed and completed to the satisfaction of the City Engineer. Grantee shall warrant any restoration work performed by or for Grantee in the Right-of-Way or on other public property in accordance with Applicable law. If restoration is not satisfactorily performed by the Grantee within a reasonable time, the City may, after prior notice to the Grantee, or without notice where the disturbance or damage may create a risk to public health or safety, cause the repairs to be made and recover the cost of those repairs from the Grantee. Within sixty (60) days of receipt of an itemized list of those costs, including the costs of labor, materials, and equipment, the Grantee shall pay the City.

**Section 9. Location Preference**

Any structure, equipment, appurtenance, or tangible property of a utility, other than the Grantee's, which was installed, constructed, completed or in place prior in time to Grantee's application for a permit to construct or repair Grantee Facilities under this Franchise shall have preference as to positioning and location with respect to the Grantee Facilities. The City reserves the right to deny priority to any of the Grantee's Facilities that may possibly interfere with possible future installation of City utilities. However, to the extent that the Grantee Facilities are completed and installed prior to another non-City utility's submittal of a permit for new or additional structures, equipment, appurtenances, or tangible property, then the Grantee Facilities shall have priority. All City utilities and road infrastructure, whether existing or future, shall have priority over the Grantee. These rules governing preference shall continue in the event of the necessity of relocating or changing the grade of any City road or right-of-way. A relocating utility shall not necessitate the relocation of another utility that otherwise would not require relocation. This Section shall not apply to any City Facilities or utilities that may in the future require the relocation of Grantee Facilities. Such relocations shall be governed by Section 11.

**Section 10. Grantee Information**

A. Within thirty (30) days of a request from the City, Grantee agrees to supply, at no cost to the City, any information reasonably requested by the City to coordinate municipal functions with Grantee's activities and fulfill any municipal obligations under state law. Said information shall include, at a minimum, as-built drawings of Grantee Facilities, installation inventory, and maps and plans showing the location of existing or planned Facilities within the City. Said information may be requested either in hard copy or electronic format. Said maps shall use a minimum scale of one-inch equals one hundred feet (1"=100'), measured from the center line of the Right-of-Way, which maps shall be in hard copy format acceptable to the City and in Geographical Information System (GIS) or other digital electronic format acceptable to the City. If digital route maps are provided, the format of the data for overlaying on the City's GIS mapping system shall utilize NAD 83 as the horizontal datum and shall be compatible with or can be imported into Arc GIS Version 9.2 or later. Grantee shall keep the City informed of its long-range plans for coordination with the City's long-range plans.

B. Grantee shall reasonably cooperate in City's planning efforts, including working with the City in its development of its Comprehensive Plan Utilities Element.

C. The parties understand that Washington State law limits the ability of the City to shield from public disclosure any information given to the City. The City of Edgewood must comply with RCW 42.56 ("Washington's Public Records Act"). Accordingly, the City agrees to notify the Grantee of requests for public records of the information provided pursuant to this Section, and to give the Grantee a reasonable amount of time to obtain an injunction to prohibit the City's release of records.

D. Grantee shall indemnify and hold harmless the City for any loss or liability for fines, penalties, and costs (including attorneys' fees) imposed on the City because of non-disclosures requested by Grantee under Washington's Public Records Act, provided the City has notified Grantee of the pending request.

**Section 11. Relocation of Grantee Facilities**

A. Except as otherwise so required by law, Grantee agrees to relocate, remove, or reroute its Facilities as ordered by the City Engineer at no expense or liability to the City, except as may be required by RCW Chapter 35.99. Pursuant to the provisions of Section 14, Grantee agrees to protect and hold harmless the City from any customer or third-party claims for service interruption or other losses in connection with any such change, relocation, abandonment, or vacation of the Public Way. If a readjustment or relocation of the Grantee Facilities is necessitated by a request from a party other than the City, that party shall pay the Grantee the actual costs thereof.

B. The City shall have the right to require Grantee to, at the City's request, locate (which may include potholing) and survey Grantee's Facilities and equipment, relocate, remove,

replace, modify or disconnect Grantee's Facilities and equipment located in the Rights-of-Way or on any other property of the City for public purposes, in the event of an emergency; or when the public health, safety, or welfare requires such change. For example, without limitation, this movement of or the request to locate Grantee's Facilities may be needed by reason of traffic conditions, public safety, Right-of-Way vacation, Right-of-Way construction, change or establishment of Right-of-Way grade, installation of sewers, drains, gas or water pipes, or any other types of structures or improvements by the City for public purposes. For the avoidance of doubt, such projects shall include any Right-of-Way improvement project, even if the project entails, in part, related work funded and/or performed by or for a third party, provided that such work is performed for the public benefit, but shall not include, without limitation, any other improvements or repairs undertaken by or for the primary benefit of third-party private entities. Except as otherwise provided by law, the costs and expenses associated with relocations or disconnections ordered shall be borne by Grantee. Such work shall be performed at Grantee's expense.

C. Except when a shorter time is necessitated due to an emergency, Grantee shall, within thirty (30) days' written notice by the City, or such longer period as the City may specify, complete all work to temporarily or permanently relocate, remove, replace, modify, or disconnect any of its Facilities and equipment located in the Rights-of-Way or on any other property of the City. In the event of any capital improvement project exceeding five hundred thousand dollars (\$500,000.00) in expenditures by the City, which requires the removal, replacement, modification, or disconnection of Grantee's Facilities or equipment, the City shall provide at least one hundred twenty (120) days' written notice to Grantee. Following notice by the City, if other users of the Right-of-Way relocate aerial Facilities underground as part of an undergrounding project, Grantee shall participate in the planning for relocation of its aerial Facilities contemporaneously with other utilities. If the City requires Grantee to relocate its Facilities located within the Rights-of-Way, the City will work collaboratively with Grantee to identify available alternate locations within the Rights-of-Way for Grantee to relocate its Facilities at Grantee's cost.

D. If Grantee fails to complete this work within the time prescribed above and to the City's satisfaction, the City may cause such work to be done and bill the cost of the work to Grantee, including all costs and expenses incurred by the City due to Grantee's delay. In such event, the City shall not be liable for any damage to any portion of Franchise Equipment. Within sixty (60) days of receipt of an itemized list of those costs, Grantee shall pay the City. In any event, if Grantee fails to timely relocate, remove, replace, modify or disconnect Grantee's Facilities and equipment, and that delay results in any delay damage accrued by or against the City, Grantee will be liable for all documented costs of construction delays attributable to Grantee's failure to timely act.

**Section 12.** Abandonment and or Removal of Grantee Facilities

A. Within one hundred and eighty days (180) of Grantee's permanent cessation of use of the Grantee Facilities, or any portion thereof, the Grantee shall, at the Grantee's discretion, either abandon in place or remove the affected Facilities.

B. The parties expressly agree that this Section shall survive the expiration, revocation or termination of this Franchise.

C. Whenever Grantee intends to discontinue using any Facility within the Rights-of-Way, Grantee shall submit for the City's approval a complete description of the Facility and the date on which Grantee intends to discontinue using the Facility. Grantee may remove the Facility or request that the City permit it to remain in place. Notwithstanding Grantee's request that any such Facility remain in place, the City may require Grantee to remove the Facility from the Right-of-Way or modify the Facility to protect the public health, welfare, safety, and convenience, or otherwise serve the public interest. The City may require Grantee to perform a combination of modification and removal of the Facility. Grantee shall complete such removal or modification in accordance with a schedule set by the City. Until such time as Grantee removes or modifies the Facility as directed by the City, or until the rights to and responsibility for the Facility are accepted by another Person having authority to construct and maintain such Facility, Grantee shall be responsible for all necessary repairs and relocations of the Facility, as well as maintenance of the Right-of-Way, in the same manner and degree as if the Facility were in active use, and Grantee shall retain all liability for such Facility. If Grantee abandons its Facilities, the City may choose to use such Facilities for any purpose whatsoever including, but not limited to, Access purposes.

D. Removal of unauthorized facilities shall comply with EMC 12.06.160.

**Section 13. Undergrounding**

A. The parties agree that this Franchise does not limit the City's authority under federal law, state law, or local ordinance, to require the undergrounding of utilities.

B. Whenever the City requires the undergrounding of aerial utilities in the Franchise Area, the Grantee shall underground the Grantee Facilities in the manner specified by the City. Where the City requests relocation of Underground Facilities for aesthetic purposes, the cost of relocation shall be paid by the City. In other cases, where other utilities are present and involved in the undergrounding project, Grantee shall only be required to pay its fair share of common costs borne by all utilities, in addition to the costs specifically attributable to the undergrounding of Grantee Facilities. Common costs shall include necessary costs for common trenching and utility vaults. Fair share shall be determined in comparison to the total number and size of all other utility Facilities being undergrounded.

**Section 14. Limitation of Liability, Indemnification and Hold Harmless**

A. The Grantee agrees to indemnify, save and hold harmless, and defend the City, its elected officials, officers, authorized agents, boards and employees, acting in official capacity, from and against any liability, damages or claims, costs, expenses, settlements or judgments arising out of, or resulting from the granting of this Franchise or Grantee's activities, or any casualty or accident to Person or property that occurs as a result of any construction, excavation, operation, maintenance, reconstruction or any other act done pursuant to the terms of this Franchise, and per EMC 12.06.216, provided that the City shall give Grantee timely written notice of its obligation to indemnify the City. Grantee shall not indemnify the City for any damages, liability or claims resulting from the City's sole negligence, willful misconduct, or breach of obligation of the City, its officers, authorized agents, employees, attorneys, consultants, or independent contractors for which the City is legally responsible, or for any activity or function conducted by any Person other than Grantee.

B. The Grantee shall hold the City harmless from any liability arising out of or in connection with any damage or loss to the Grantee Facilities caused by maintenance and/or construction work performed by, or on behalf of, the City within the Franchise Area or any other City road, right-of-way, or other property, except to the extent any such damage or loss is directly caused by the negligence of the City, or its agent performing such work.

C. The Grantee acknowledges that neither the City nor any other public agency with responsibility for firefighting, emergency rescue, public safety or similar duties within the City has the capability to provide trench, close trench or confined space rescue. The Grantee, and its agents, assigns, successors, or contractors, shall make such arrangements as Grantee deems fit for the provision of such services. The Grantee shall hold the City harmless from any liability arising out of or in connection with any damage or loss to the Grantee for the City's failure or inability to provide such services, and, pursuant to the terms of Section 14(A), the Grantee shall indemnify the City against any and all third-party costs, claims, injuries, damages, losses, suits, or liabilities based on the City's failure or inability to provide such services.

D. Acceptance by the City of any work performed by the Grantee shall not be grounds for avoidance of this section.

E. It is further specifically and expressly understood that the indemnification provided herein constitutes the Grantee's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Franchise Agreement.

F. Administration of this Franchise may not be construed to create the basis for any liability on the part of the City, its elected officials, officers, employees, servant, agents, and representatives for any injury or damage from the failure of the Grantee to comply with the provisions of this Franchise; by reason of any plan, schedule or specification review, inspection, notice and order, permission, or other approval or consent by the City; for any action or inaction

thereof authorized or done in connection with the implementation or enforcement of this Franchise by the City; or for the accuracy of plans submitted to the City.

G. Unless directly and proximately caused by the negligence or willful act of the City, the City shall not be liable for any damage to or loss of any Facilities as a result of or in connection with any public works, public improvements, construction, excavation, grading, filling, or work of any kind on, in, under, over, across, or within a public way done by or on behalf of the City.

H. In the event Grantee refuses to undertake the defense of any suit or any claim, after the City's request for defense and indemnification has been made pursuant to the indemnification clauses contained herein, and Grantee's refusal is subsequently determined by a court having jurisdiction ( or such other tribunal that the parties shall agree to decide the matter), to have been a wrongful refusal on the part of Grantee, then Grantee shall pay all of the City's reasonable costs and reasonable expenses for defense of the action, including reasonable attorneys' fees of recovering under this indemnification clause, as well as any judgment against the City.

**Section 15. Insurance**

A. Grantee shall obtain and maintain, at its cost, worker's compensation insurance and the following liability insurance policies insuring both Grantee and the City, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers as an additional insureds against claims for injuries to persons or damages to property which may arise from or in connection with the exercise of the rights, privileges, and authority granted to Grantee:

1. Automobile Liability insurance covering all owned, non-owned, hired, and leased vehicles with a minimum combined single limit for bodily injury and property damage of \$5,000,000.00 per accident. Coverage shall be at least as broad as Insurance Services Office (ISO) form CA 00 01.

2. Commercial General Liability insurance, in form as broad as ISO occurrence form CG 00 01, with limits no less than \$5,000,000.00 each occurrence, \$5,000,000.00 general aggregate and a \$2,000,000.00 products-completed operations aggregate limit. Coverage shall cover liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, and personal injury and advertising injury and liability assumed under an insured contract. There shall be no exclusion for liability arising from explosion, collapse, or underground property damage. The City shall be named as an additional insured under the Grantee's Commercial General Liability insurance policy with respect to this Franchise Agreement using ISO endorsement CG 20 12 05 09 if the franchise agreement is considered a master permit or CG 20 37 10 01 or substitute endorsement providing at least as broad of coverage.

3. Contractors Pollution Liability insurance, in an amount of at least \$2,000,000 per loss, with an annual aggregate of at least \$2,000,000, shall be in effect throughout the entire Franchise Agreement covering losses caused by pollution conditions that arise from the operations of the Grantee. Contractors Pollution Liability shall cover bodily injury, property damage, cleanup costs and defense, including costs and expenses incurred in the investigation, defense, or settlement of claims.

4. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

5. Excess or Umbrella Liability insurance shall be written with limits of not less than \$5,000,000 per occurrence and annual aggregate. The Excess or Umbrella Liability requirement and limits may be satisfied instead through Grantee's Commercial General Liability and Automobile Liability insurance, or any combination thereof that achieves the overall required limits.

B. The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability and Commercial General Liability insurance:

1. The Grantee's insurance coverage shall be primary insurance as respects the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be in excess of the Grantee's insurance and shall not contribute with it.

2. The Grantee's shall provide the City with written notice of any policy cancellation within two business days of their receipt of such notice.

C. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.

D. Verification of Coverage. Grantee shall furnish the City with certificates and required endorsements, evidencing the insurance requirements of this Section 15 before commencement of the work.

E. Grantee shall have the right to self-insure any or all of the above-required insurance. However, any such self-insurance is subject to approval by the City.

F. Grantee's maintenance of insurance as required by this Franchise shall not be construed to limit the liability of Grantee to the coverage provided by such insurance or otherwise limit the City's recourse to any remedy to which the City is otherwise entitled at law or in equity.

G. Subcontractors. Grantee shall cause each and every subcontractor to provide insurance coverage that complies with all applicable requirements of the City-provided insurance as set forth herein, except Grantee shall have sole responsibility for determining the limits of coverage required to be obtained by subcontractors. Grantee shall ensure that the City is an

additional insured on each and every subcontractor commercial general liability insurance policy using an endorsement as least as broad as ISO CG 20. 26.

H. Failure to Maintain Insurance. Failure on the part of the Grantee to maintain the insurance as required shall constitute a material breach of this Franchise, upon which the City may, after giving five (5) business days' notice to the Grantee to correct the breach, terminate the Franchise or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand.

I. Coverage Scope. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, or employees. In addition, the insurance policy shall contain a clause stating that coverage shall apply separately to each insured against whose claim is made or suit is brought, except with respect to the limits of the insurer's liability. Grantee's insurance shall be primary.

**Section 16. Performance Security**

A. The Grantee shall provide the City with a performance bond in the amount of Fifty Thousand Dollars (\$50,000.00) running for, or renewable for, the term of this Franchise, in a form and substance acceptable to the City. The bond shall not be canceled or materially altered so as to be out of compliance with the requirements of this Section. If the bond is cancelled or materially altered so as to be out of compliance with the requirements of this Section within the term of this Franchise, Grantee shall provide a replacement bond. In the event Grantee shall fail to substantially comply with any one or more of the provisions of this Franchise, then there shall be recovered jointly and severally from the principal and any surety of such financial guarantee any damages suffered by City as a result thereof, including but not limited to staff time, material and equipment costs, compensation or indemnification of third parties, and the cost of removal or abandonment of Facilities hereinabove described. Grantee specifically agrees that its failure to comply with the terms of Section 19 shall constitute damage to the City in the monetary amount set forth therein. Such a financial guarantee shall not be construed to limit the Grantee's liability to the guaranteed amount, or otherwise limit the City's recourse to any remedy to which the City is otherwise entitled at law or in equity.

B. After the giving of notice by the City to Grantee, and expiration of any applicable cure period, the performance bond may be drawn upon by the City for purposes that include, but are not limited to the following:

1. Failure of Grantee to pay the City sums due under the terms of this Franchise;
2. Reimbursement of costs borne by the City to correct Franchise violations not corrected by Grantee; and
3. Damages assessed against Grantee as provided in this Franchise.

C. Restoration Bond. In lieu of a restoration bond pursuant to EMC 12.06.218, in addition to a performance bond, Grantee hereby warrants all work performed under this franchise and further specifically represents and warrants that all required restoration of the right-of-way shall be performed timely, in a professional manner, and in full compliance with all applicable regulatory standards.

**Section 17. Successors and Assignees**

A. All the provisions, conditions, regulations and requirements herein contained shall be binding upon the successors, assigns of, and independent contractors of the Grantee, and all rights and privileges, as well as all obligations and liabilities of the Grantee shall inure to its successors, assignees and contractors equally as if they were specifically mentioned herein wherever the Grantee is mentioned.

B. This Franchise shall not be assigned, transferred, disposed of by sale, lease, merger, consolidation, or otherwise alienated without the express prior consent of the City by ordinance. In the event such a transfer, assignment, or disposal of Grantee's ownership is approved by the Washington Utilities and Transportation Commission ("WUTC"), the City will be deemed to have consented to such transfer. Grantee will provide City with a copy of any such approval.

C. In the case of an assignment or transfer not subject to WUTC approval, Grantee and any proposed assignee or transferee shall provide and certify the following to the City not less than sixty (60) days prior to the proposed date of transfer: (a) complete information setting forth the nature, term and conditions of the proposed assignment or transfer; and (b) all information required by the City of an applicant for a franchise with respect to the proposed assignee or transferee.

D. In the case of an assignment or transfer not subject to WUTC approval, prior to the City's consideration of a request by Grantee to consent to a Franchise assignment or transfer, the proposed Assignee or Transferee shall file with the City a written promise to unconditionally accept all terms of the Franchise, effective upon such transfer or assignment of the Franchise. The City is under no obligation to undertake any investigation of the transferor's state of compliance and failure of the City to insist on full compliance prior to transfer does not waive any right to insist on full compliance thereafter.

**Section 18. Dispute Resolution**

A. In the event of a dispute between the City and the Grantee arising by reason of this Franchise Agreement, the dispute shall first be referred to the operational officers or representatives designated by City and Grantee to have oversight over the administration of this Agreement. The officers or representatives shall meet within thirty (30) calendar days of either party's request for a meeting, whichever request is first, and the parties shall make a good faith effort to achieve a resolution of the dispute.

B. If the parties fail to achieve a resolution of the dispute in this manner, either party may then pursue any available judicial remedies. This Franchise shall be governed by and construed in accordance with the laws of the State of Washington. In the event any suit, arbitration, or other proceeding is instituted to enforce any term of this Agreement, the parties specifically understand and agree that venue shall be exclusively in Pierce County, Washington or the appropriate U.S. District Court. The prevailing party in any such action shall be entitled to its attorneys' fees and costs of suit, which shall be fixed by the judge hearing the case, and such fees shall be included in the judgment.

**Section 19. Enforcement and Remedies**

A. If the Grantee shall materially violate or fail to comply with any of the provisions of this Franchise, or should it fail to heed or comply with any notice given to Grantee under the provisions of this agreement, the City may, at its discretion, provide Grantee with written notice to cure the breach within thirty (30) days of notification. If the breach cannot reasonably be cured within thirty days, the Grantee will be provided a longer provided that Grantee commences work on the cure within the original thirty-day cure period and makes reasonable efforts to complete the work. If Grantee does not comply with the specified conditions, the City may claim damages of Two Hundred Fifty Dollars (\$250.00) per day against the performance bond in Section 16 for every day after the expiration of the cure period that the breach is not cured. The assessment does not constitute a waiver by the City of any other right or remedy it may have under the Franchise or Applicable law, including its right to recover from Grantee any additional damages, losses, costs, and expenses that are incurred by the City by reason of the breach of this Franchise.

B. Should the City determine that Grantee is acting beyond the scope of this Franchise, the City reserves the right require the Grantee to apply for, obtain, and comply with all applicable City permits, franchises, or other City permissions for such actions, and if the Grantee's actions are not allowed under applicable federal and state or City laws, to compel Grantee to cease such actions.

C. In addition, notwithstanding any other legal or equitable remedy available under this Franchise or any Applicable law, after notice and a hearing, the City may revoke this Franchise and rescind all rights and privileges associated with this Franchise in the following circumstances, each of which represents a material breach of this Franchise:

(1) If Grantee fails to perform any material obligation under this Franchise or under any other agreement, ordinance, or document regarding the Grantor and Grantee;

(2) If Grantee attempts to evade any material provision of this Franchise or to practice any fraud or deceit upon the Grantor or Subscribers;

(3) If Grantee becomes insolvent, or if there is an assignment for the benefit of Grantee's creditors; or

(4) If Grantee makes a material misrepresentation of fact in the application for or negotiation of this Franchise.

**Section 20. Compliance with Laws and Regulations**

A. This Franchise is subject to, and the Grantee shall comply with all applicable City Ordinances, federal and state laws, regulations and policies (including all applicable elements of the City's comprehensive plan), in conformance with federal laws and regulations, affecting performance under this Franchise. Furthermore, notwithstanding any other terms of this agreement appearing to the contrary, the Grantee shall be subject to the police power of the City to adopt and enforce general ordinances necessary to protect the safety and welfare of the general public in relation to the rights granted in the Franchise Area.

B. The City reserves the right at any time to amend this Franchise to conform to any hereafter enacted, amended, or adopted federal or state statute or regulation relating to the public health, safety, and welfare, or relating to roadway regulation, or a City Ordinance enacted pursuant to such federal or state statute or regulation upon providing Grantee with thirty (30) days written notice of its action setting forth the full text of the amendment and identifying the statute, regulation, or ordinance requiring the amendment. Said amendment shall become automatically effective upon expiration of the notice period unless, before expiration of that period, the Grantee makes a written call for negotiations over the terms of the amendment. If the parties do not reach an agreement as to the terms of the amendment within thirty (30) days of the call for negotiations and the proposed amendment is required by law, the City may enact the proposed amendment, by incorporating the Grantee's concerns to the maximum extent the City deems possible.

**Section 21. License, Tax and Other Charges**

A. This Franchise shall not exempt the Grantee from any future license, tax, or charge which the City may hereinafter adopt pursuant to authority granted to it under state or federal law for revenue or as reimbursement for use and occupancy of the Franchise Area.

B. Pursuant to RCW 35.21.860, the City is precluded from imposing franchise fees upon a telephone business, as defined in RCW 82.16.010, or a Service Provider for use of the Right-of-Way, as defined in RCW 35.99.010, except a utility tax or actual administrative expenses related to the franchise incurred by the City. The RCW is supplemented by EMC 12.06.070. Grantee does hereby warrant that its operations, as authorized under this Franchise, are those of a Service Provider as defined in RCW 35.99.010.

C. Grantee shall be subject to a \$5,000 administrative fee for reimbursement of costs associated with the preparation, processing and approval of this Franchise Agreement, including

wages, benefits, overhead expenses, meetings, negotiations and other functions related to the approval. The administrative fee excludes normal permit fees required for work in the Right-of-Way. Payment of the one-time administrative fee is due 30 days after Franchise approval.

D. If Grantee provides services to customers within the City, Grantee shall become subject to the City's utility tax.

E. If RCW 35.21.860 is amended to allow collection of a franchise fee, this Franchise Agreement shall be amended to require franchise fee payments.

**Section 22. Severability**

If any portion of this Franchise is deemed invalid, the remainder portions shall remain in effect.

**Section 23. Titles**

The section titles used herein are for reference only and should not be used for the purpose of interpreting this Franchise.

**Section 24. Implementation.**

The Mayor or designee is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

**Section 25. Miscellaneous Provisions**

A. Publication Costs to be Borne by Grantee. Grantee shall reimburse the Grantor for all costs incurred in publishing this Franchise.

B. Binding Effect. This Franchise shall be binding upon the Parties hereto, their permitted successors and assigns.

C. No Joint Venture. Nothing herein shall be deemed to create a joint venture or principal-agent relationship between the Parties, and neither party is authorized to, nor shall either party act toward third Persons or the public in any manner which would indicate any such relationship with the other.

D. Waiver. The failure of the Grantor at any time to require performance by the Grantee of any provision hereof shall in no way affect the right of the Grantor hereafter to enforce the same. Nor shall the waiver by the Grantor of any breach of any provision hereof be taken or held to be a waiver of any succeeding breach of such provision, or as a waiver of the provision itself or any other provision.

E. Reasonableness of Consent or Approval. Whenever under this Franchise "reasonableness" is the standard for the granting or denial of the consent or approval of either

party hereto, such party shall be entitled to consider public and governmental policy, professional and ethical standards, as well as business and economic considerations.

F. Entire Agreement. This Franchise and all Exhibits represent the entire understanding and agreement between the Parties hereto with respect to the subject matter hereof and supersede all prior oral negotiations between the Parties.

G. No Third-Party Beneficiaries. Nothing in this Franchise is or was intended to confer third-party beneficiary status on any Person or any member of the public to enforce the terms of this Franchise.

H. Alternative Remedies. No provision of this Franchise shall be deemed to bar the right of the City to seek or obtain judicial relief from a violation of any provision of the Franchise or any rule, regulation, requirement, or directive promulgated thereunder. Neither the existence of other remedies identified in this Franchise, nor the exercise thereof, shall be deemed to bar or otherwise limit the right of the City to recover monetary damages for such violations by Grantee, or to seek and obtain judicial enforcement of Grantee's obligations by means of specific performance, injunctive relief or mandate, or any other remedy at law or in equity.

I. No Monetary Recourse Against the City. Grantee shall not have any monetary recourse against the City or its officers, officials, boards, commissions, agents, or employees for any loss, costs, expenses, or damages arising out of any provision or requirement of this Franchise or the enforcement thereof, in accordance with the provisions of applicable federal, State, and local law. The rights of the City under this Franchise are in addition to, and shall not be read to limit, any immunities the City may enjoy under Applicable law.

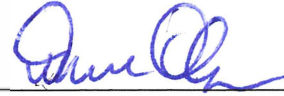
J. Preferential or Discriminatory Practices Prohibited. In connection with the performance of work under this Franchise, the Grantee agrees not to refuse to hire, discharge, promote, demote, or discriminate in matters of compensation against any Person otherwise qualified, solely because of race, color, religion, national origin, gender, age, military status, sexual orientation, marital status, or physical or mental disability; and the Grantee further agrees to insert the foregoing provision in all subcontracts hereunder. Throughout the term of this Franchise, Grantee shall fully comply with all equal employment or non-discrimination provisions and requirements of federal, State, and local laws, and in particular, FCC rules and regulations relating thereto.

K. Eminent Domain. This Franchise is subject to the power of eminent domain and the right of the City Council to repeal, amend or modify the Franchise in the interest of the public. In any proceeding under eminent domain, the Franchise itself shall have no value.

**Section 26. Effective date.**

This Ordinance shall take effect and be in force five days from and after its passage, approval and publication as provided by law.

PASSED BY THE CITY COUNCIL ON THE 10TH TH DAY OF OCTOBER, 2025



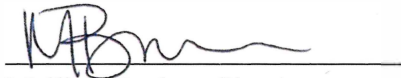
\_\_\_\_\_  
Dave Olson, Mayor

ATTEST/AUTHENTICATED:



\_\_\_\_\_  
Jill Schwerzler-Herrera, CMC  
City Clerk

APPROVED AS TO FORM:



\_\_\_\_\_  
Maili C. Barber, City Attorney


Published: 10/17/2025

**EXHIBIT B**

**STATEMENT OF ACCEPTANCE**

Ezee Fiber Texas, LLC, for itself, its successors and assigns, hereby accepts and agrees to be bound by all lawful terms, conditions and provisions of the Franchise attached hereto and incorporated herein by this reference.

Ezee Fiber Texas, LLC

By:   
Name: Garner Duncan  
Title: SVP, Government Affairs

Date: 08/18/2025



**City Of Edgewood  
Council Agenda Summary Sheet**

<b>Subject:</b> Wheeled Recreational Devices and Motorized Foot Scooters	<b>Agenda Item #:</b> 3.H
	<b>For Agenda of:</b> 5/19/2026
	<b>Prepared by:</b> Rachel Pitzel, Chief Youngman
<b>Attachments (list):</b> 1. Ordinance No. 26- 0XXX Wheeled Recreational Devices_Atty Approved	
<b>Approval of Materials:</b> Rachel Pitzel, Chief Youngman Rachel Pitzel, Assistant City Administrator 05/14/2026 Dave Olson, Mayor 05/14/2026	<b>Expenditure Required:</b> N/A <b>Amount Budgeted:</b> N/A <b>Timeline:</b> 05/19/2026 SS Discussion 05/26/2026 RCM Potential Action

**Summary Statement:**

Staff has prepared proposed amendments to the Edgewood Municipal Code (EMC) to address the growing use of wheeled recreational devices and motorized foot scooters within the City of Edgewood. These devices include e-bicycles, powered scooters, and similar electric-powered transportation devices that have become increasingly popular, particularly among youth and underage operators.

The City has experienced an increase in reports involving unsafe operation of these devices, including incidents where pedestrians on sidewalks and in other pedestrian-oriented areas were struck or nearly struck. The Edgewood Police Department has also responded to incidents involving juveniles being struck by motor vehicles while operating these devices.

Staff has identified a need for clearer local regulations to improve safety for pedestrians, motorists, and device operators. The proposed ordinance would establish operational rules governing the use of e-bikes, e-scooters, and similar devices on public rights-of-way and on City-owned property. The intent is to provide clear expectations for users, promote responsible operation, and improve overall public safety.

While portions of Washington State law (RCW) currently regulate these devices, existing provisions provide limited enforcement authority for local police. The proposed EMC amendments would provide the Edgewood Police Department with clearer enforcement tools to address unsafe operation and better support public safety efforts.

Washington State law authorizes local jurisdictions to regulate the operation of certain devices on sidewalks, streets, and other public areas. This ordinance is proposed as an exercise of the City’s police power for the protection of public health, safety, and welfare.

**Item History:**

**Recommended Action:**

Hold a discussion and provide staff guidance regarding Wheeled Recreational Devices and Motorized Foot Scooters

**Fiscal Note/Consideration:**

**ORDINANCE NO. 26-0xxx**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, CREATING CHAPTER 10.20 IN THE EDGEWOOD MUNICIPAL CODE TO REGULATE WHEELED RECREATIONAL DEVICES AND MOTORIZED FOOT SCOOTERS AND OTHER SIMILAR DEVICES ON CITY SIDEWALKS AND WITHIN ALL CITY BOUNDARIES; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE**

**WHEREAS**, the City of Edgewood has noted an increase in the operation of electric powered and electric assisted devices such as E-Bicycles, powered scooters and similar devices within the city; and

**WHEREAS**, e-bikes, e-scooters, and other powered devices are becoming increasingly popular modes of transportation particularly among youth and underage operators; and

**WHEREAS**, the city has received an increasing number of reports of these devices being operated in a dangerous manner, including striking or nearly striking pedestrians on sidewalks and in other pedestrian-focused areas; and

**WHEREAS**, the City Council finds that the operation of certain wheeled recreational devices and motorized foot scooters on sidewalks and in pedestrian areas may create safety hazards for pedestrians and motorists, as well as the device operators; and

**WHEREAS**, the City desires to amend the Edgewood Municipal Code to establish rules regulating the use of e-bikes, e-scooters and other similar devices within the City and on property owned by the City in order to provide clear guidance and promote responsible use; and

**WHEREAS**, Washington State law allows local jurisdictions to regulate the operation of certain devices on sidewalks, streets, and other public rights-of-way; and

**WHEREAS**, this ordinance is declared to be an exercise of the police power of the City of Edgewood, and its provisions shall be liberally construed for the preservation and protection of the public peace, safety and welfare of its citizens;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Creation of Edgewood Municipal Code Chapter 10.20.** A new EMC Chapter 10.20 is hereby created and attached hereto as Exhibit A.

**Section 2. Corrections.** Upon the approval of the city attorney and/or the city clerk, the code publisher is authorized to make any necessary technical corrections to this ordinance,

including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

**Section 3. Severability.** If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

**Section 4. Effective Date.** A summary of this Ordinance, consisting of its title shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after publication as provided by law.

**PASSED BY THE CITY COUNCIL ON THE XTH DAY OF XXXXXXXXXXXXX, 2026**

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Dave Olson, Mayor

ATTEST/AUTHENTICATED:

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Jill Schwerzler-Herrera, CMC  
City Clerk

APPROVED AS TO FORM:

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Mali C. Barber, City Attorney

*Date of Publication:* Friday  
*Effective Date:* Following Wednesday

**CHAPTER 10.20**

**WHEELED RECREATIONAL DEVICES AND MOTORIZED FOOT SCOOTERS**

**Sections:**

**10.20.010 Definitions.**

**10.20.020 Exemptions.**

**10.20.030 Operation of motorized scooters and wheeled recreational devices.**

**10.20.040 Helmet required.**

**10.20.050 Application of traffic laws.**

**10.20.060 Responsibility of parent or guardian.**

**10.20.070 Violation - Penalty.**

**10.20.010 Definitions.**

For purposes of this chapter:

**A.** “Motorized foot scooter” means a device with two or three wheels that has handlebars, a floorboard that can be stood upon while riding, and is powered by an internal combustion engine or electric motor that has a maximum speed of no greater than twenty miles per hour on level ground.

For purposes of this section, a motor-driven cycle, a moped, an electric-assisted bicycle, or a motorcycle is not a motorized foot scooter.

**B.** “Wheeled recreational device” means any wheeled recreational object designed to propel a person including but not limited to bicycles, skates, roller blades, scooters, or skateboards whether powered by gravity, human power, or an electric motor, and which is not required to obtain and display a Washington State vehicle license.

**C.** “City street” means every way, lane, road, street, boulevard, or public right-of-way open to vehicular traffic within the City of Edgewood.

**D.** “City property” means any park, parking lot, municipal facility, trail, or other real property owned or maintained by the City.

**E.** “Helmet” means an approved helmet as defined in EMC 10.22.010.

**F.** “Trail” means any publicly owned path or walkway primarily designed for use by non-motorized users including pedestrians and bicyclists.

**10.20.020 Exemptions.**

The provisions of this chapter shall not apply to emergency responders performing official duties or to individuals operating mobility devices used by persons with disabilities consistent with Washington State law.

**10.20.030 Operation of motorized scooters and wheeled recreational devices.**

**A.** Operators of motorized foot scooters and wheeled recreational devices shall comply with all applicable rules of the road under RCW Chapters 46.61 and 46.20 and other applicable laws.

**B.** Motorized foot scooters shall not be operated on sidewalks within the City of Edgewood.

**C.** No motorized wheeled recreational device capable of exceeding twenty (20) miles per hour shall be operated on a sidewalk within the City.

**D.** When operated during hours of darkness, motorized scooters and bicycles shall be equipped with a front white light and red reflector on the rear. A lamp emitting a red light to the rear or a light emitting diode flashing taillight may be used in addition to the red reflector. All lights and reflectors must meet the visibility requirements outlined in RCW 46.61.780.

**E.** No passenger shall ride on a motorized foot scooter or wheeled recreational device unless the device is specifically designed to carry additional passengers.

**F.** Motorized foot scooters or wheeled recreational devices shall not tow another device or person except where a properly designed trailer is utilized in a safe manner.

**G.** Operators shall not operate such devices in a negligent manner or in violation of any public disturbance or noise ordinance.

**H.** Motorized foot scooters shall be equipped with a mechanism that disengages the motor when the throttle is released.

**I.** Every motorized foot scooter shall be equipped with a functioning brake capable of stopping the device safely.

**10.20.040 Helmet required.**

Any person operating a motorized foot scooter or wheeled recreational device on a city street or on any City property shall wear a properly fastened helmet while the device is in motion.

**10.20.050 Application of traffic laws.**

Operators of motorized foot scooters and wheeled recreational devices shall obey all applicable traffic laws of the State of Washington and the Edgewood Municipal Code when operating on public streets, sidewalks, or public property. This chapter does not create or expand liability for driving under the influence or any other criminal traffic offense under state law.

**10.20.060 Responsibility of parent or guardian.**

**A.** No parent, guardian, or person having custody of a minor shall permit that minor to operate a motorized foot scooter or wheeled recreational device in violation of this chapter.

**B.** A violation of this section by a parent or guardian shall constitute a civil infraction.

**C.** A law enforcement officer may impound a motorized foot scooter or wheeled recreational device used in violation of this chapter in accordance with City procedures.

**D.** Only the parent or legal guardian of a violator or an adult owner can reclaim a motorized foot scooter or wheeled recreational device impounded pursuant to this section.

**E.** When a motorized foot scooter or wheeled recreational device is impounded, a \$50.00 fee for administrative costs of impoundment and processing shall be assessed in addition to any monetary penalty assessed. The administrative fee must be paid to the city prior to the release of the impounded device.

**F.** Any motorized foot scooter or wheeled recreational device that remains unclaimed for a period exceeding sixty (60) days may be disposed of in accordance with state law.

**10.20.070 Violation - Penalty.**

A violation of any provision of this chapter shall be designated as a class 1 civil infraction and punishable by the imposition of a monetary penalty in the amount of \$250.00 plus costs and assessments.



**City Of Edgewood  
Council Agenda Summary Sheet**

<b>Subject:</b> Fireworks (DM Creley, Sponsor / CM Ramirez, Co-Sponsor)	<b>Agenda Item #:</b> 3.I
	<b>For Agenda of:</b> 5/19/2026
	<b>Prepared by:</b> Rachel Pitzel
<b>Attachments (list):</b> 1. Ordinance No. 26-0XXX Reenacting Chapter 8.10 of the EMC related to Fireworks_Atorney Edits 2. WAC 212-17-025	
<b>Approval of Materials:</b> Rachel Pitzel Rachel Pitzel, Assistant City Administrator 05/14/2026 Dave Olson, Mayor 05/14/2026	<b>Expenditure Required:</b> <b>Amount Budgeted:</b> <b>Timeline:</b>

**Summary Statement:** On April 14, 2026, the City Council repealed Chapter 8.10 of the Edgewood Municipal Code through Ordinance No. 26-0703, resulting in fireworks regulation within the City defaulting to Chapter 70.77 RCW.

At the time of repeal, it was always the Council’s intention to return with a modified ordinance that would preserve a limited allowance for lower-risk consumer fireworks while maintaining stronger local safety controls and restrictions than those provided under state law alone.

This proposed ordinance reenacts Chapter 8.10 EMC to restore local control over fireworks regulations. The proposed ordinance:

- Reestablishes permitting requirements for retail fireworks sales within the city
- Limits the types of fireworks that may be sold, possessed, and discharged to lower-risk consumer fireworks such as sparklers, fountains, wheels, smoke devices, and similar items
- Restricts discharge of consumer fireworks to July 4 and New Year’s Eve/New Year’s Day only
- Authorizes temporary prohibition of fireworks discharge during periods of elevated fire danger, based on fuel moisture conditions and coordination with the Pierce County Fire Marshal
- Maintains permit requirements for public fireworks displays
- Establishes civil penalties and enforcement authority for violations

The ordinance balances community celebration traditions with public safety, wildfire prevention, emergency response concerns, and neighborhood livability. It also provides local authority to impose temporary restrictions during high fire risk periods.

In accordance with RCW 70.77.250, the ordinance becomes effective one year after adoption.

**Item History:**

~~05/05/2026 SS Discussion~~

05/19/2026 SS Discussion

05/26/2026 RCM Potential Action

**Recommended Action:**

Hold a discussion and provide staff guidance regarding Fireworks (*DM Creley, Sponsor / CM Ramirez, Co-Sponsor*)

**Fiscal Note/Consideration:**

**ORDINANCE NO. 26-0xxx**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, REENACTING CHAPTER 8.10 OF THE EDGEWOOD MUNICIPAL CODE (EMC), FIREWORKS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE**

**WHEREAS**, the City Council previously repealed Chapter 8.10 of the Edgewood Municipal Code pursuant to Ordinance No. 26-0701, resulting in fireworks regulation within the City being governed by RCW Chapter 70.77; and

**WHEREAS**, the City Council recognizes that Independence Day is a day for celebration and that many residents derive enjoyment from attending professional fireworks displays and/or setting off their own outdoor fireworks for the entertainment of friends and family; and

**WHEREAS**, the City Council now desires to reestablish local regulations governing fireworks within the city; and

**WHEREAS**, the City Council desires to place additional restrictions on the types of fireworks that can be used or sold within the City; and

**WHEREAS**, the City Council desires to incorporate provisions authorizing temporary restrictions on the discharge of fireworks during periods of elevated fire risk; and

**WHEREAS**, in accordance with RCW 70.77.250, this ordinance will become effective one year from the date of its adoption; and

**WHEREAS**, the Edgewood City Council considered this draft Ordinance in its study session on May 5, 2026; and

**WHEREAS**, on **May XX, 2026**, the Edgewood City Council took final action on this Ordinance during its regular meeting;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. EMC Chapter 8.10 Reenacted.** Chapter 8.10, Fireworks, of the Edgewood Municipal Code (EMC) is hereby reenacted with a new EMC Chapter 8.10, Fireworks, to read as shown in Exhibit A, attached hereto and incorporated herein by this reference.

**Section 2.** Fireworks retail sales permit fee. The City Council hereby directs staff to update the City of Edgewood Fee Schedule as needed to include the Fireworks retail sales permit fee pursuant to EMC 8.10.020(D) as enacted under Section 1, setting it at \$0.00.

**Section 3. Corrections.** Upon the approval of the city attorney and/or the city clerk, the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

**Section 4. Severability.** If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

**Section 5. Effective Date.** In accordance with RCW 70.77.250(4), the provisions of this ordinance shall be in full force and effect beginning one (1) year following the date of its adoption.

**PASSED BY THE CITY COUNCIL ON THE XTH DAY OF XXXXXXXXXXXXXXX, 2026**

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Dave Olson, Mayor

ATTEST/AUTHENTICATED:

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Jill Schwerzler-Herrera, CMC  
City Clerk

APPROVED AS TO FORM:

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Mali C. Barber, City Attorney

*Date of Publication: Friday*  
*Effective Date: One year of its adoption*

**EXHIBIT A –**

**Chapter 8.10  
FIREWORKS**

**Sections:**

- 8.10.010 Definitions – Delegation of authority.**
- 8.10.020 Retail fireworks sales.**
- 8.10.030 Dangerous fireworks prohibited.**
- 8.10.040 Consumer fireworks discharge.**
- 8.10.045 Temporary orders prohibiting discharge of fireworks.**
- 8.10.050 Public display.**
- 8.10.060 Penalties.**

**8.10.010 Definitions – Delegation of authority.**

Definitions of terms used in this chapter shall be as set forth in Chapter 70.77 RCW and Chapter 212-17 WAC except as expressly provided herein.

- A.** Delegation of Authority. Pursuant to RCW 70.77.270, the city council hereby designates the East Pierce Fire and Rescue Fire Chief, or his or her designee as the person with authority to issue, condition, deny and/or revoke permits pursuant to this chapter, and to enforce the provisions hereof.
- B.** Local Fire Official Defined. The terms “local fire official” or “fire chief” as used in this chapter shall mean the Chief of East Pierce Fire and Rescue or his or her designee.

**8.10.020 Retail fireworks sales.**

- A.** Retail Fireworks Sales. Retail sales of fireworks within the city shall comply with the provisions of this section and all applicable requirements of Chapter 70.77 RCW and Chapter 212-17 WAC, which are hereby adopted by this reference and incorporated herein as if set forth in full, as the same now exists or as may be subsequently amended. The provisions set forth in this section are expressly intended to supplement, rather than supersede, the applicable provision of Chapter 70.77 RCW and Chapter 212-17 WAC.
- B.** State License and City Permit Required.
  - 1.** Pursuant to Chapter 70.77 RCW and this Chapter, a permit issued by the City of Edgewood shall be required for any retail sale of fireworks within the city. The retail sales permit shall be issued concurrently with the required special event permit (EMC Chapter 12.09) or temporary use permit (EMC 18.50.070).
  - 2.** No permit authorizing the retail sale of fireworks shall be issued until:

- a. A license issued by the Washington State Patrol pursuant to Chapter 70.77 RCW is filed with the city of Edgewood; and
  - b. A certificate of insurance or bond, as required by this Chapter and Chapter 70.77 RCW, has been filed with the City of Edgewood.
- C. **Inspection Required.** Prior to the issuance of a permit under this section, the Fire Chief shall perform an inspection of any temporary stand or other structure intended for retail activity to determine whether such structure complies with all applicable requirements set forth in the RCW, the WAC and local regulations. No permit shall be issued unless and until such compliance is verified.
- D. **Permit Fee.** The annual permit fee shall be as outlined in the city fee schedule, but in no instance greater than allowed by RCW 70.77.555.
- E. **Permit Application.** An application for a permit authorizing the retail sale of fireworks shall be made in writing to the City of Edgewood on a form provided by the city no later than May 20<sup>th</sup> of the year for which the permit is sought.
- F. **Permit Decision – Conditions.** Within the timeframes established by RCW 70.77.270, the Fire Chief shall issue a written report of findings and a decision granting or denying a permit application under this section. To the extent consistent with applicable state law and local regulations, the Fire Chief may place reasonable conditions on any permit issued in order to protect the public health, safety or welfare. Any decision denying a permit application shall include a written statement of reasons supporting such denial. The duration of any permit issued under this section shall be as established by RCW 70.77.345.
- G. **Certificate of Insurance.**
  - 1. As a condition of the issuance of any permit required by this Chapter, and at all times during the retail sale of fireworks pursuant to a permit issued under this section, every retailer shall obtain at its sole expense and maintain in effect a bond or insurance in the amounts required by RCW 70.77.270, 70.77.285 and 70.77.295 and as directed by the City of Edgewood. The City of Edgewood shall approve the bond or insurance only if it meets the requirements of this section.
  - 2. Any such certificate of insurance or bond shall provide that:
    - a. The insurer will not cancel the insured’s coverage without 15 days’ prior written notice to the City of Edgewood and Chief of the Washington State Patrol through the Director of Fire Protection.
    - b. The City of Edgewood, its employees, officers, agents, volunteers, and officials are included as additional insureds.
- H. **Retail Fireworks Stands.** Prior to opening for business, a stand or other structure from which retail sales of fireworks will occur must be inspected and approved by the Fire

Chief or his or her designee. Inspections shall not be conducted until the retailer has submitted to the Fire Chief the following:

1. A special event permit (EMC Chapter 12.09) or temporary use permit (EMC 18.50.070) issued by the City of Edgewood;
  2. A City of Edgewood business license;
  3. A copy of the state license pursuant to Chapter 70.77 RCW;
  4. Proof of insurance as required by this section.
- I. Responsibility.** All retailers of fireworks shall be solely responsible for operating in a manner that is safe and responsible and in full compliance with all federal, state, and local laws and regulations. The issuance of any permit required by this section shall in no way relieve any person from the duty of complying with all federal, state, and local laws and regulations or conducting activities in a safe and reasonable manner.
- J. Retail Sales Period.** No fireworks shall be sold or offered for sale at retail within the city except as follows each year:
1. From 12:00 noon to 11:00 p.m. on the twenty-eighth of June;
  2. From 9:00 a.m. to 11:00 p.m. on each day from the twenty-ninth of June through the fifth of July; or
  3. From 12:00 noon to 11:00 p.m. on each day from the twenty-seventh of December through the thirty-first of December.
- K. Location of Retail Sales.** It is unlawful for any person to offer retail fireworks for sale on the property of another without permission of the owner of such property. It is unlawful for any person to offer retail fireworks for sale on city property that is owned by the city without the express written permission of the City Council.
- L. Number of Stands.** The maximum number of permits that may be issued pursuant to the chapter shall not exceed one permit for each 2,500 residents of the city, according to the most recent official population estimate of the Washington State Office of Financial Management. No person, firm, corporation or charitable organization shall receive more than one permit for the sale of fireworks from the city during the same calendar year.
- M. Single Outlet Permitted – Nontransferability.** A permit granted pursuant to this chapter shall entitle the permit holder to maintain only one retail outlet. All permits issued pursuant to this chapter shall be used only by the permit holder and shall be nontransferable. Any transfer or purported transfer of such a permit shall be deemed a violation of this chapter.
- N. Restrictions on Sales of Fireworks Types.** Only the following types of fireworks may be sold. All other consumer fireworks not specifically listed are prohibited.

1. Sparkler: stick or wire coated with pyrotechnic composition that produces a shower of sparks upon ignition.
  2. Cylindrical fountain: cylindrical tubes containing pyrotechnic composition. Upon ignition, a shower of colored sparks and sometimes a whistling effect is produced. This device may be provided with a spike for insertion into the ground (spike fountain), a wood or plastic base for placing on the ground (base fountain), or a wood or cardboard handle if intended to be hand-held (handle fountain).
  3. Cone fountain: cardboard or heavy paper cone containing pyrotechnic composition. The effect is the same as that of a cylindrical fountain.
  4. Illuminating torch: cylindrical tube containing pyrotechnic composition. Upon ignition, colored fire is produced. May be spike, base or hand-held.
  5. Wheel: pyrotechnic device attached to a post or tree by means of a nail or string. Each wheel may contain up to six driver units containing pyrotechnic composition. Upon ignition, the wheel revolves, producing a shower of color and sparks and sometimes a whistling effect.
  6. Ground spinner: small device similar to a wheel in design and effect, placed on the ground and ignited. A shower of sparks and color is produced by the rapidly spinning device.
  7. Flitter sparkler: narrow paper tube containing pyrotechnic composition which produces color and sparks upon ignition. This device does not have a fuse for ignition. The paper at one end of the tube is ignited to make the device function.
  8. Smoke device: tube or sphere containing pyrotechnic composition which, upon ignition, produces white or colored smoke as the primary effect.
- O.** Violations. Without prejudice to any other penalties and remedies, violation of any provision of Chapter 70.77 RCW, this chapter, or a permit issued hereunder, or any failure or refusal on the part of a retailer to obey any rule, regulation or request of the fire chief, shall be grounds for the revocation of a fireworks permit. Such revocation shall be grounds for denial of any permit application submitted by the permittee during or otherwise pertaining to the calendar year immediately following the year in which such revocation occurs.
- P.** Appeal of Permit Denial or Revocation. A retailer whose application for a permit under this section has been denied, or whose permit has been conditioned or revoked, may appeal in writing to the fire chief. The appeal shall be based solely upon written statements, information and/or evidence provided by the retailer and information obtained or held by the fire chief and no hearing shall be required. The determination of the fire chief of the appeal shall be issued in writing within 10 days of receiving the appeal and shall be final.

**8.10.030 Dangerous fireworks prohibited.**

It is unlawful for any person to possess, use, or explode any fireworks other than consumer fireworks, as defined in RCW 70.77.136, as now exists or as hereafter may be amended, within the City of Edgewood.

**8.10.040 Consumer fireworks discharge.**

- A. Restrictions on Times for Discharge. The discharge of consumer fireworks is prohibited at any time except between the hours of 9:00 a.m. and 12 a.m. on the Fourth of July and between the hours of 6:00 p.m. on December 31<sup>st</sup> and 1:00 a.m. on January 1<sup>st</sup> of the subsequent year. Provided, that this prohibition shall not apply to duly authorized public displays where the same are authorized pursuant to the laws of the state; and provided further, that this prohibition shall not apply to persons or organizations specified in RCW 70.77.311.
- B. Restrictions on Possession, Use, Discharge and Detonation of Fireworks Types. Only the types of fireworks listed in EMC 8.10.020(N) may be possessed, used, discharged or detonated within the City of Edgewood in accordance with the restrictions established in the chapter, except that for purposes of this section, “fireworks” do not include:
  - 1. Flares for emergency operation.
  - 2. Signal device to begin an athletic event or sport.
  - 3. Use by military organizations.
  - 4. Black cartridges for show or theater.

**8.10.045 Temporary orders prohibiting discharge of fireworks.**

- A. The Pierce County Fire Marshal, in consultation with the Edgewood Mayor, is authorized to issue a temporary order prohibiting the discharge of consumer fireworks in the City of Edgewood when the conditions of subsection B of this section have been reached or exceeded. A violation of the temporary fireworks order is a violation under EMC 8.10.060.
- B. The Pierce County Fire Marshal shall promptly notify the Edgewood City Council any time the Fuel Moisture Content of the 10-hour fuels is below 8 as determined by the Pierce County Fire Marshal from six different geographic locations in the County.

**8.10.050 Public display.**

Public display of fireworks shall be in accordance with Chapter 70.77 RCW and Chapter 212-17 WAC.

A permit will be required for all public displays of fireworks. Any person desiring to put on a public display of fireworks shall apply in writing to the mayor for a permit at least 30 days in advance of the proposed display. The applicant shall submit information and evidence concerning the following:

- A. The name of the organization sponsoring the display, if other than the applicant;
- B. The date the display is to be held;
- C. The exact location for the display;
- D. The name and license number of the pyrotechnic operator who is to supervise discharge of the fireworks, and the name of at least one experienced assistant;
- E. The number of set pieces, shells (specify single or multiple break), and other items;
- F. The manner and place of storage of such fireworks prior to the display;
- G. A diagram of the ground on which the display is to be held showing the point at which the fireworks are to be discharged, the location of all buildings, highways and other lines of communication, the lines behind which the audience will be restrained, and the location of all nearby trees, telegraph or telephone lines, or other overhead obstruction;
- H. Applicant shall procure and maintain public liability insurance with limits of not less than \$1,000,000 for bodily injury to any one person in one accident or occurrence; \$2,000,000 for bodily injury to two or more persons in any one accident or occurrence; and \$500,000 property damage; or, at the option of the applicant, a combined single limit of \$2,000,000 per occurrence. The insurance policy shall name the city as an additional insured and shall contain a provision that it will not be cancelled or reduced without 30 days' advance written notice to the city. The applicant shall also procure a State license pursuant to Chapter 70.77 RCW;
- I. The fee for each permit for public display of fireworks shall be as specified in the fee schedule, adopted by city of Edgewood Resolution 02-125, as now exists or as hereafter may be amended.

**8.10.060 Penalties.**

- A. Any person violating any of the provisions of this chapter shall be guilty of a civil infraction and shall be assessed a civil penalty of \$250.00 plus costs and assessments. Each day a violation continues shall constitute a separate violation subject to a civil penalty of \$250.00 plus costs and assessments per violation..
- B. Any fireworks which are illegally sold, offered for sale, used, discharged, possessed or transported in violation of the provisions of this chapter or of Chapter 70.77 RCW shall be subject to seizure by any police officer or by the city's fire marshal or designee to the extent permitted by law.

**WAC 212-17-025 Definition and classification—"Fireworks." (1)**

**Consumer fireworks** as defined in RCW 70.77.136 includes the following devices manufactured in accordance with the American Pyrotechnics Association Standards outlined in WAC 212-17-021:

- (a) Ground and hand-held sparkling devices;
  - (i) Wire sparkler/dipped stick;
  - (ii) Cylindrical fountain;
  - (iii) Cone fountain;
  - (iv) Illuminating torch;
  - (v) Wheel;
  - (vi) Ground spinner;
  - (vii) Flitter sparkler;
  - (viii) Toy smoke device;
- (b) Aerial device;
  - (i) Helicopter, aerial spinner;
  - (ii) Roman candles;
  - (iii) Mine and shell devices;
  - (iv) Aerial shell kit, reloadable tube.
- (c) Multiple tube fireworks devices - Cake.

(d) New fireworks items as defined in RCW 70.77.236 may be added to the list of consumer fireworks if approved by the state fire marshal.

(2) **"Dangerous fireworks"** means:

(a) Any firework in its originally manufactured form that meets the standards for a consumer firework as established in this chapter, that has been altered, modified, enhanced, manipulated, tampered, or disassembled.

(b) Fireworks that are examined or tested for compliance with standards established for consumer fireworks and determined to possess characteristics of design or construction that make such item unsafe for use by any person not specially qualified or trained in the use of fireworks. The determination may be made by:

- (i) The consumer product safety commission;
- (ii) Bureau of Alcohol, Tobacco, Firearms and Explosives;
- (iii) State fire marshal's office; or
- (iv) Department of labor and industries.

(c) All fireworks designed and intended by the manufacturer to create the element of surprise upon the user.

(d) Fireworks that explode upon impact or by friction, unless otherwise classified by the state fire marshal pursuant to this chapter.

(3) **"Display fireworks"** means pyrotechnic devices for professional use similar to consumer fireworks in chemical composition and construction but not intended for consumer use. Types of display fireworks:

- (a) Aerial shell that is:
  - (i) Cylindrical or spherical cartridge containing:
    - (A) Lift charge;
    - (B) Burst charge;
    - (C) Effect composition.
  - (ii) Commonly sized from two to ten inches in diameter; and
  - (iii) Fired from metal, high-density polyethylene (HDPE), fiberglass, or heavy cardboard tubes.
- (b) Salute that is:

(i) Paper-wrapped, cardboard tube, or sphere containing explosive composition in excess of 130 mg (2 grains); and

(i) Paper-wrapped, cardboard tube, or sphere containing explosive composition in excess of 130 mg (2 grains); and

(ii) Upon ignition, produces noise and a flash of light.

(c) Consumer fireworks.

(4) "**Explosive pest control devices (EPCDs)**" means pest control pyrotechnics or agricultural and wildlife fireworks devices used for pest control efforts within the agricultural, aquacultural (commercial fishing operations), horticultural, and aviation industries when wild-life damage agriculture, property, or threaten public safety or health.

Commonly known types of EPCDs are:

(a) "**Bird bombs, shell crackers or cracker shells**" means 12 gauge shotgun shells containing a sound and flash explosive charge that is designed to explode in air or on the surface of the water at a distance of seventy-five to one hundred yards from the point of discharge.

(b) "**Screamer rockets or banger rockets**" means units ignited using a hand-held launcher, similar to a .22 short caliber starter pistol, that fly through the air, emitting a loud whistling sound (screamers) similar to other whistling type fireworks, or end in an impulsive report similar to a firecracker.

(c) "**Seal bomb**" means underwater firecrackers available domestically, similar to "M-80" firecrackers and contain approximately 2.3 grams of "flash and sound" charge mixture in a sealed cardboard tube, fitted with an eight to nine second waterproof fuse. UN0471 Class 1.4E explosives or NA0412 Class 1.4E explosive.

(d) "**Rocket nets**" means a net that is propelled by regulated explosive materials to capture or scare away pest wildlife.

(e) "**Rope firecrackers**" or "**rope salutes**" means the fuses of large firecrackers are inserted through cotton rope. As the rope burns, the fuses are ignited.

(5) "**Flame effect**" means the combustion of solids, liquids, or gases to produce thermal, physical, visual, or audible phenomena before an audience in one of the three methods:

(a) "Automatic flame effect" means a flame effect that is supervised and fired by an automatic control system.

(b) "Manual flame effect" means a flame effect that is operated manually without the use of an automatic control system.

(c) "Portable flame effects" means flame effects that are designed and installed, either in a permanent or temporary installation, and that are designed to move or be moved in the course of operation or installation.

(6) "**Forbidden devices**" means any device for sale to the public that produces an audible effect (other than a whistle) by a charge of more than 130 mg (2 grains) of explosive composition per report.

(7) "**Igniter**" means device used for the electrical ignition of fireworks and pyrotechnic articles that contains a small amount of pyrotechnic material that ignites when a specified electric current flows through the leads.

(8) "**Prohibited components**" means no component of any consumer fireworks device or novelty may upon functioning, project or disperse any metal, glass, or brittle plastic fragments.

(9) "**Theatrical pyrotechnics**" means pyrotechnics that are approved as:

(a) UN0431, Articles, Pyrotechnic 1.4G;

(b) UN0432, Articles, Pyrotechnic 1.4S;

(c) UN0430, Articles, Pyrotechnic 1.3G; and

(d) Do not bear a warning label that resembles the required wording on a consumer fireworks device.

(10) **"Trick and novelty devices"** means any small fireworks devices that are not regulated as explosives and are not classified as consumer or display fireworks by the United States Department of Transportation.

(a) These devices must still comply with all labeling requirements of the Consumer Product Safety Commission applicable to consumer fireworks devices as required in WAC 212-17-055 and includes the following items as defined in APA 87-1:

- (i) Snakes, glow worm.
- (ii) Party popper.
- (iii) Snapper.
- (iv) Toy smoke devices.
- (v) Toy caps.

(b) Trick and novelty devices does not include any kind of sparklers as outlined in subsection (1)(a) of this section.

(11) For the purpose of this chapter the following terms will have the same meaning as APA 87-1 adopted under WAC 212-17-021:

- (a) Chemical composition.
- (b) Explosive composition.
- (c) Pyrotechnic composition.

[Statutory Authority: RCW 70.77.250. WSR 15-22-082, § 212-17-025, filed 11/3/15, effective 1/1/16. Statutory Authority: Chapters 43.43 and 70.77 RCW. WSR 05-12-033, § 212-17-025, filed 5/24/05, effective 6/24/05. Statutory Authority: RCW 70.77.250. WSR 84-23-009 (Order FM 84-05), § 212-17-025, filed 11/9/84. Statutory Authority: RCW 70.77.250 and chapter 48.48 RCW. WSR 82-22-068 (Order FM 82-10), § 212-17-025, filed 11/2/82.]