



Everett Link Extension

ATTACHMENT C

**No Build and Build Conditions Traffic Data –
SimTraffic**

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	2.8	7.0	0.5	0.3	0.0	3.8	0.9	3.9	3.6	2.4	4.0
Total Del/Veh (s)	450.5	61.4	65.4	118.6	55.5	25.4	90.4	78.2	29.3	154.7	64.1	42.2

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	2.0
Total Del/Veh (s)	83.5

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	112.9	195.4	113.8	27.8
Total Del/Veh (s)	11.5	4.2	98.9	17.9	87.5	73.8	246.6	74.7

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.7	1.0	0.2
Total Del/Veh (s)	15.2	11.1	18.6	20.8	40.8	22.0	18.8

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	1.9	6.5	0.6	0.2	3.9	0.1	0.2	0.2
Total Del/Veh (s)	62.4	7.8	6.2	65.7	32.7	43.1	63.8	76.8	21.8	57.0	44.1	35.8

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	22.3

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	280.0	274.3	265.2	0.7	0.4	0.6	0.0	0.0	0.0
Total Del/Veh (s)	123.5	35.7	36.4	257.4	307.6	382.1	62.4	59.0	58.4	50.3	61.5	45.9

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	120.0
Total Del/Veh (s)	145.8

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	4.1	0.3	0.0	0.0	0.2	0.9	0.6
Total Del/Veh (s)	38.1	4.5	4.8	2.3	16.9	15.8	12.3

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.5	0.1	0.0	0.0	59.8	47.3	32.7
Total Del/Veh (s)	57.8	21.4	3.3	1.4	16.7	13.4	11.4

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	4.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.1	7.3	6.2	3.2	3.1	1.7	1.3	3.9	2.3	3.4	2.3

209: Motor Place & 161st Street SW Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.3	0.3
Total Del/Veh (s)	4.3	2.5	0.0	0.0	0.2

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	88.1	5.5
Total Del/Veh (s)	2.4	14.6	256.6	23.0

Total Network Performance

Denied Del/Veh (s)		91.0
Total Del/Veh (s)		205.4

Queuing and Blocking Report
EVLE - Ash Way No-Build Conditions

Ash Way No-Build AM

Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	926	932	379	205	396	367	205	70	146	174	165
Average Queue (ft)	242	561	545	253	167	359	328	188	27	53	74	129
95th Queue (ft)	314	1150	1111	405	273	408	393	262	67	112	152	215
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)		2	2			78	73					
Queuing Penalty (veh)		0	0			692	646					
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	73	5	3	1	20	40	40	1	17	34		7
Queuing Penalty (veh)	222	7	10	4	114	70	174	7	35	61		17

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	946	781	225
Average Queue (ft)	578	265	111
95th Queue (ft)	1079	681	237
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	5	0	
Queuing Penalty (veh)	20	0	
Storage Bay Dist (ft)			200
Storage Blk Time (%)	58	9	2
Queuing Penalty (veh)	130	18	5

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	220	248	264	210	762	766	593	244	1204	625	612
Average Queue (ft)	74	99	129	38	470	488	134	103	792	530	508
95th Queue (ft)	158	197	226	107	837	848	605	199	1624	778	775
Link Distance (ft)	290	290	290	290	789	789	789		1228		
Upstream Blk Time (%)		0	0	0	5	4	2		33		
Queuing Penalty (veh)		1	0	0	33	27	10		0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								0	1	29	15
Queuing Penalty (veh)								2	6	107	53

Queuing and Blocking Report
EVLE - Ash Way No-Build Conditions

Ash Way No-Build AM

Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	TR	LT	R	R
Maximum Queue (ft)	277	285	202	239	280	241	228	207
Average Queue (ft)	122	141	97	186	240	113	154	114
95th Queue (ft)	223	246	210	268	281	203	225	204
Link Distance (ft)	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)			5	10	35			
Queuing Penalty (veh)			40	74	254			
Storage Bay Dist (ft)							540	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	106	212	222	254	63	380	430	416	242	121	81
Average Queue (ft)	46	69	99	128	8	176	281	322	95	30	21
95th Queue (ft)	92	155	191	225	38	398	508	506	194	91	58
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)		0	0	2		1	4	10	0		
Queuing Penalty (veh)		1	2	11		5	22	60	0		
Storage Bay Dist (ft)	170				140					100	
Storage Blk Time (%)		0				6			16	0	
Queuing Penalty (veh)		0				1			4	0	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	LTR	L	TR
Maximum Queue (ft)	185	380	398	397	265	1275	1282	1292	202	400	134	310
Average Queue (ft)	132	214	236	267	166	1007	1025	1041	65	166	59	175
95th Queue (ft)	213	364	376	389	345	1643	1634	1626	178	307	142	295
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)		2	2	2		54	63	62				3
Queuing Penalty (veh)		9	9	11		0	0	0				8
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	13	20			0	69			0	11	0	33
Queuing Penalty (veh)	50	21			0	59			0	10	1	16

Queuing and Blocking Report
EVLE - Ash Way No-Build Conditions

Ash Way No-Build AM

Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	100	61	187	58	145	370
Average Queue (ft)	45	17	50	12	53	175
95th Queue (ft)	85	47	134	40	135	393
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)						4
Queuing Penalty (veh)						36
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	2	0				14
Queuing Penalty (veh)	0	0				13

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	168	177	43	96	397
Average Queue (ft)	56	36	5	8	143
95th Queue (ft)	133	120	25	56	403
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	0				11
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					11
Queuing Penalty (veh)					1

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	27	30	59	21	127
Average Queue (ft)	5	9	10	2	13
95th Queue (ft)	21	31	37	14	78
Link Distance (ft)	383		404	305	458
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 209: Motor Place & 161st Street SW

Movement	WB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	8
95th Queue (ft)	29
Link Distance (ft)	134
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	18	14	58	179	228	229	650
Average Queue (ft)	1	1	5	27	103	178	414
95th Queue (ft)	13	14	27	126	244	276	739
Link Distance (ft)	195	195	195	201	201	201	910
Upstream Blk Time (%)				1	3	18	
Queuing Penalty (veh)				8	18	121	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 3341

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.7	1.6	2.6	0.0	0.1	0.0	240.8	202.7	212.0	118.3	117.8	94.2
Total Del/Veh (s)	248.9	76.8	68.1	75.9	63.6	28.9	274.9	268.7	181.7	273.0	50.4	21.5

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	53.2
Total Del/Veh (s)	115.1

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	82.8	81.0	88.3	19.4
Total Del/Veh (s)	10.7	3.1	31.2	11.5	136.3	128.9	255.3	57.4

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.4	0.0	0.2	0.6	263.4	317.9	271.6	82.9
Total Del/Veh (s)	95.5	31.5	16.2	19.9	207.6	322.4	237.7	95.7

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	86.5	102.0	96.4	0.1	0.1
Total Del/Veh (s)	117.3	124.8	46.1	36.5	52.2	9.8	9.0	120.5	141.2	91.8	49.7	43.4

204: 14th Place W & 164th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.1	8.2
Total Del/Veh (s)	29.3	40.3

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.2	0.2	242.4	249.3	257.9	67.5	61.6	66.8	1.0	0.5	0.5
Total Del/Veh (s)	91.6	46.4	42.7	303.7	402.9	446.2	232.7	263.3	239.3	64.0	69.0	40.6

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	94.6
Total Del/Veh (s)	179.7

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	5.5	2.4	0.8	0.0	12.2	8.7	4.2
Total Del/Veh (s)	45.3	17.1	44.5	12.7	47.9	34.9	39.3

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	6.1	1.7	0.3	0.0	35.5	25.3	10.2
Total Del/Veh (s)	65.4	32.7	11.6	1.8	38.8	27.3	19.0

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	4.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	11.7	4.0	12.9	6.4	4.9	3.0	2.1	7.4	0.6	0.2	2.4

209: Motor Place & 161st Street SW Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.2	0.2
Total Del/Veh (s)	2.5	0.2	0.1	1.4	0.0	0.2

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.3	6.6	0.5
Total Del/Veh (s)	26.0	7.9	12.5	235.0	28.1

Total Network Performance

Denied Del/Veh (s)	138.4
Total Del/Veh (s)	286.4

Queuing and Blocking Report
EVLE - Ash Way No-Build Conditions

Ash Way No-Build PM

Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	948	992	390	205	357	340	205	70	888	265	165
Average Queue (ft)	244	507	497	305	153	354	328	187	22	777	249	144
95th Queue (ft)	310	898	870	430	257	383	364	268	64	1139	328	211
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)						82	83			69		
Queuing Penalty (veh)						735	745			0		
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	58	8	6	5	4	41	39	2	10	85	12	9
Queuing Penalty (veh)	191	18	22	17	21	72	212	13	61	301	33	23

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1059	418	215
Average Queue (ft)	892	106	74
95th Queue (ft)	1289	284	165
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	17		
Queuing Penalty (veh)	64		
Storage Bay Dist (ft)			200
Storage Blk Time (%)	72	2	0
Queuing Penalty (veh)	181	5	0

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	L	LT	R	R
Maximum Queue (ft)	203	218	185	48	401	423	271	1050	611	592
Average Queue (ft)	64	65	57	8	222	253	157	742	479	452
95th Queue (ft)	177	193	175	30	380	410	270	1560	786	767
Link Distance (ft)	290	290	290	290	789	789		1228		
Upstream Blk Time (%)	0	0	0					31		
Queuing Penalty (veh)	1	0	0					0		
Storage Bay Dist (ft)							250		600	600
Storage Blk Time (%)							5	11	23	18
Queuing Penalty (veh)							40	81	84	65

Queuing and Blocking Report
EVLE - Ash Way No-Build Conditions

Ash Way No-Build PM

Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	802	806	713	207	252	268	1270	1284	565
Average Queue (ft)	497	509	203	83	172	240	1008	1048	512
95th Queue (ft)	886	887	737	167	257	271	1698	1654	702
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)	7	8	3	0	4	30	56	56	
Queuing Penalty (veh)	42	52	18	0	28	199	0	0	
Storage Bay Dist (ft)									540
Storage Blk Time (%)								54	31
Queuing Penalty (veh)								311	175

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	195	311	311	308	115	75	157	256	314	125	112
Average Queue (ft)	119	275	276	279	47	14	34	64	294	93	39
95th Queue (ft)	244	301	296	296	97	47	107	169	365	166	82
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)	0	68	68	72			0		51		
Queuing Penalty (veh)	0	564	570	598			0		0		
Storage Bay Dist (ft)	170				140					100	
Storage Blk Time (%)	0	69			0				73	3	
Queuing Penalty (veh)	2	48			0				69	8	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	LTR	L	TR
Maximum Queue (ft)	185	418	437	430	265	1278	1281	1295	210	938	135	293
Average Queue (ft)	180	396	401	388	163	1066	1083	1096	179	780	78	153
95th Queue (ft)	212	424	439	432	356	1554	1542	1539	279	1235	152	272
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)		17	10	8		51	59	59		43		1
Queuing Penalty (veh)		131	76	57		0	0	0		0		2
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	38	18			0	80			2	72	5	27
Queuing Penalty (veh)	224	66			0	56			6	102	10	20

Queuing and Blocking Report
EVLE - Ash Way No-Build Conditions

Ash Way No-Build PM

Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	114	213	864	730	129	357
Average Queue (ft)	88	82	368	119	41	236
95th Queue (ft)	124	187	779	541	112	477
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		5	0	0		13
Queuing Penalty (veh)		0	1	1		83
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	22	2				34
Queuing Penalty (veh)	26	3				12

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	198	313	23	166	375
Average Queue (ft)	87	132	3	20	161
95th Queue (ft)	183	276	16	99	429
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	6	0			15
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					23
Queuing Penalty (veh)					2

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	27	34	31	63	58
Average Queue (ft)	4	16	8	5	4
95th Queue (ft)	20	40	28	33	30
Link Distance (ft)	383		404	305	458
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	1			
Queuing Penalty (veh)	0	0			

Intersection: 209: Motor Place & 161st Street SW

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	6
Average Queue (ft)	4	0
95th Queue (ft)	20	4
Link Distance (ft)	134	434
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	242	256	240	138	211	225	495
Average Queue (ft)	198	208	207	11	66	145	315
95th Queue (ft)	266	268	264	75	190	245	540
Link Distance (ft)	195	195	195	201	201	201	910
Upstream Blk Time (%)	16	13	24	0	0	5	
Queuing Penalty (veh)	133	108	203	0	3	34	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 7027

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.3	1.0	2.2	0.5	0.3	0.1	3.8	0.7	3.8	8.8	5.7	5.7
Total Del/Veh (s)	166.7	38.5	31.6	160.9	53.9	22.0	109.9	81.7	19.2	190.8	61.5	33.1

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	2.4
Total Del/Veh (s)	72.2

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	306.5	394.9	305.8	67.8
Total Del/Veh (s)	17.4	5.0	61.8	11.2	116.5	132.5	360.0	74.4

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	18.3	19.2	0.5	0.8	9.0
Total Del/Veh (s)	11.5	8.0	13.9	17.5	42.0	17.7	15.0

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	1.6	1.4	7.6	4.5	7.8	25.1	7.4	15.2
Total Del/Veh (s)	59.5	8.6	6.4	68.5	19.5	26.7	89.7	84.1	26.4	56.3	60.7	52.4

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	1.9
Total Del/Veh (s)	19.7

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.1	3.4	2.6	2.9	0.4	0.4	0.2	0.0	0.0	0.0
Total Del/Veh (s)	84.8	16.9	18.0	68.5	48.2	57.5	60.1	67.5	48.3	67.6	71.2	50.4

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	39.1

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	16.6	11.4	0.0	0.0	0.7	1.8	2.7
Total Del/Veh (s)	52.5	11.6	5.4	3.0	21.5	22.4	18.1

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	6.5	11.7	0.0	0.0	152.2	120.6	80.0
Total Del/Veh (s)	61.8	37.6	2.2	1.2	19.9	22.7	17.7

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	4.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.7	23.8	9.8	2.9	3.3	1.1	1.0	7.5	3.8	6.6	3.6

209: Motor Place & Motor Place Bridge/161st Street SW Performance by movement

Movement	EBT	WBL	WBT	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.2	0.2
Total Del/Veh (s)	6.4	4.7	4.8	1.9	0.0	0.0	0.8

210: Meadow Road Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.1	0.2
Total Del/Veh (s)	5.0	3.8	2.3	0.2	0.1	0.0	0.3

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	8.3	0.0	20.3	5.3

Total Network Performance

Denied Del/Veh (s)	62.4
Total Del/Veh (s)	130.6

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Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	662	621	367	205	385	368	205	70	210	181	165
Average Queue (ft)	210	316	313	220	179	358	330	170	27	76	61	135
95th Queue (ft)	310	649	609	352	247	376	383	276	65	164	129	214
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)						85	74					
Queuing Penalty (veh)						769	674					
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	35	2	1	1	33	34	40	2	17	41	0	6
Queuing Penalty (veh)	104	5	3	2	190	58	197	12	40	74	0	14

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1052	763	225
Average Queue (ft)	742	216	109
95th Queue (ft)	1277	524	231
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	14		
Queuing Penalty (veh)	67		
Storage Bay Dist (ft)			200
Storage Blk Time (%)	65	11	2
Queuing Penalty (veh)	165	27	4

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	235	267	291	228	687	701	595	232	1287	625	612
Average Queue (ft)	127	160	182	58	389	415	115	78	958	567	548
95th Queue (ft)	208	241	266	136	778	789	567	185	1722	762	757
Link Distance (ft)	290	290	290	290	789	789	789		1228		
Upstream Blk Time (%)	0	0	0	0	2	2	0		51		
Queuing Penalty (veh)	0	0	1	0	15	16	3		0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								0	1	48	30
Queuing Penalty (veh)								1	4	173	106

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Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	252	289	92	201	227	244	240	346	201
Average Queue (ft)	112	135	5	101	167	208	117	145	98
95th Queue (ft)	217	252	52	202	248	243	206	281	182
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)				3	9	26		0	
Queuing Penalty (veh)				22	59	178		0	
Storage Bay Dist (ft)									540
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	130	205	228	254	75	300	373	388	228	134	271
Average Queue (ft)	44	90	121	150	14	113	177	227	111	32	159
95th Queue (ft)	99	171	198	247	51	288	373	415	246	106	269
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)		0	0	3		0	1	3	7		14
Queuing Penalty (veh)		1	3	17		3	8	20	0		0
Storage Bay Dist (ft)	170				140					120	
Storage Blk Time (%)		0				3			19	0	
Queuing Penalty (veh)		0				0			5	0	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	LTR	L	TR
Maximum Queue (ft)	183	274	296	354	264	540	596	624	209	342	134	313
Average Queue (ft)	91	108	135	174	83	286	325	353	73	167	71	185
95th Queue (ft)	165	224	251	303	204	596	627	657	194	336	148	321
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)			0	0		1	2	2		0		6
Queuing Penalty (veh)			0	0		0	0	0		0		16
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	4	2			0	12			0	9	1	35
Queuing Penalty (veh)	16	2			0	10			0	9	2	20

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Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	114	223	228	76	145	371
Average Queue (ft)	92	84	79	31	56	224
95th Queue (ft)	129	220	180	65	135	440
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		11				12
Queuing Penalty (veh)		0				113
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	28	0			0	26
Queuing Penalty (veh)	13	0			2	30

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	202	104	40	114	424
Average Queue (ft)	93	23	4	11	213
95th Queue (ft)	194	72	22	72	490
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	7				22
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					23
Queuing Penalty (veh)					4

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	29	38	44	43	135
Average Queue (ft)	4	9	9	3	18
95th Queue (ft)	21	34	33	22	109
Link Distance (ft)	383		404	305	464
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	2			
Queuing Penalty (veh)	0	0			

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Intersection: 209: Motor Place & Motor Place Bridge/161st Street SW

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	31
Average Queue (ft)	9	12
95th Queue (ft)	31	33
Link Distance (ft)	359	121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 210: Meadow Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	32	28
Average Queue (ft)	11	2
95th Queue (ft)	34	15
Link Distance (ft)	181	464
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	TR	R
Maximum Queue (ft)	20	49	127	219	235	55
Average Queue (ft)	1	3	19	80	159	15
95th Queue (ft)	17	26	105	223	272	45
Link Distance (ft)	195	195	201	201	201	914
Upstream Blk Time (%)			1	1	8	
Queuing Penalty (veh)			4	9	59	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 3343

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.3	1.0	2.3	0.5	0.5	0.2	3.8	0.8	3.8	8.7	8.6	11.8
Total Del/Veh (s)	188.9	39.4	34.4	155.0	53.0	21.5	119.3	78.7	19.1	200.7	65.1	36.7

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	3.0
Total Del/Veh (s)	74.6

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	234.0	264.7	231.7	50.6
Total Del/Veh (s)	17.1	5.3	48.6	9.4	113.4	125.4	327.6	67.1

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	14.3	17.0	0.5	0.8	7.3
Total Del/Veh (s)	12.1	7.9	12.5	16.9	41.4	17.3	14.4

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.6	1.4	1.5	1.0	4.2	7.0	2.2	4.5
Total Del/Veh (s)	61.7	8.7	6.4	72.3	18.8	24.4	68.5	63.0	19.6	58.6	55.7	47.7

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	18.7

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.0	0.3	0.3	11.2	6.3	9.5	0.0	0.0	0.0
Total Del/Veh (s)	78.1	13.6	13.3	62.6	35.2	43.4	185.3	118.3	95.3	61.9	49.4	36.6

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	38.4

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	11.8	10.0	0.0	0.0	0.9	0.9	1.8
Total Del/Veh (s)	52.5	11.3	5.7	3.1	21.7	21.3	17.5

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	5.5	7.6	0.0	0.0	63.5	61.8	41.0
Total Del/Veh (s)	62.6	36.4	2.1	1.1	16.5	21.7	17.0

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	4.4	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.4	4.0	6.5	3.6	3.8	1.0	0.9	1.9	0.3	0.2	0.8

209: Motor Place & Motor Place Bridge/161st Street SW Performance by movement

Movement	EBT	WBL	WBT	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.2	0.2
Total Del/Veh (s)	6.4	4.5	5.3	2.1	0.0	0.0	0.8

210: Meadow Road Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.4	0.2
Total Del/Veh (s)	6.4	3.5	2.6	0.3	0.1	0.0	0.3

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	7.3	0.0	22.7	4.8

Total Network Performance

Denied Del/Veh (s)	43.7
Total Del/Veh (s)	125.5

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Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	689	640	356	205	389	366	205	70	239	210	165
Average Queue (ft)	220	367	348	214	175	354	327	166	28	79	63	135
95th Queue (ft)	323	729	659	344	250	412	393	281	65	185	140	212
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)						81	71					
Queuing Penalty (veh)						734	641					
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	46	2	1	0	32	35	39	2	16	37	0	7
Queuing Penalty (veh)	139	4	2	0	185	60	192	10	37	67	0	18

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1068	780	225
Average Queue (ft)	777	232	118
95th Queue (ft)	1287	571	243
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	13	1	
Queuing Penalty (veh)	63	3	
Storage Bay Dist (ft)			200
Storage Blk Time (%)	67	13	2
Queuing Penalty (veh)	169	31	5

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	224	270	280	225	637	662	427	247	1280	625	612
Average Queue (ft)	126	161	179	59	328	356	40	85	920	545	529
95th Queue (ft)	200	238	260	140	639	655	312	201	1714	796	784
Link Distance (ft)	290	290	290	290	789	789	789		1228		
Upstream Blk Time (%)		0	0	0	0	0	0		46		
Queuing Penalty (veh)		0	0	0	3	3	0		0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								0	1	42	27
Queuing Penalty (veh)								0	8	151	97

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Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	239	294	74	206	222	246	253	238	213
Average Queue (ft)	113	137	5	93	164	206	118	138	99
95th Queue (ft)	218	246	38	186	248	238	211	219	188
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)				1	7	26			
Queuing Penalty (veh)				7	45	173			
Storage Bay Dist (ft)									540
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	111	193	215	265	66	336	395	398	254	124	262
Average Queue (ft)	41	88	122	153	14	118	178	228	106	25	160
95th Queue (ft)	92	171	204	251	47	290	369	411	219	88	270
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)		0	0	3		0	0	2	2		8
Queuing Penalty (veh)		0	3	20		0	3	10	0		0
Storage Bay Dist (ft)	170				140					120	
Storage Blk Time (%)	0	0				2			15	0	
Queuing Penalty (veh)	0	0				0			4	0	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	180	216	237	294	264	421	501	508	208	574	134	294
Average Queue (ft)	93	82	102	140	79	235	278	309	183	284	62	153
95th Queue (ft)	160	176	194	256	183	422	475	513	244	799	136	258
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)										6		0
Queuing Penalty (veh)										0		1
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	4	1			0	7			46	1	2	25
Queuing Penalty (veh)	16	1			0	6			19	1	4	14

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Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	114	221	229	86	145	395
Average Queue (ft)	89	83	84	33	62	229
95th Queue (ft)	131	218	176	68	143	452
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		10				11
Queuing Penalty (veh)		0				97
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	27	0			0	25
Queuing Penalty (veh)	12	1			1	29

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	217	91	38	129	434
Average Queue (ft)	98	23	3	12	210
95th Queue (ft)	197	68	18	73	498
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	6				22
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					22
Queuing Penalty (veh)					3

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	27	34	54	42	46
Average Queue (ft)	3	10	9	3	3
95th Queue (ft)	18	32	37	21	23
Link Distance (ft)	383		404	305	464
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Queuing and Blocking Report

Ash Way A Build AM

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Intersection: 209: Motor Place & Motor Place Bridge/161st Street SW

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	32	34
Average Queue (ft)	9	13
95th Queue (ft)	31	36
Link Distance (ft)	359	121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 210: Meadow Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	34	42
Average Queue (ft)	12	3
95th Queue (ft)	35	23
Link Distance (ft)	181	464
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	TR	R
Maximum Queue (ft)	14	52	118	221	223	49
Average Queue (ft)	0	3	8	78	153	14
95th Queue (ft)	6	24	67	216	263	42
Link Distance (ft)	195	195	201	201	201	914
Upstream Blk Time (%)			0	1	6	
Queuing Penalty (veh)			1	5	46	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 3146

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	2.0	2.8	0.1	0.3	0.1	287.2	247.2	254.1	108.1	95.8	108.2
Total Del/Veh (s)	234.9	63.8	52.8	84.9	61.1	24.2	291.5	260.2	182.3	251.0	60.2	32.6

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	60.3
Total Del/Veh (s)	111.3

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	135.9	132.1	136.6	31.1
Total Del/Veh (s)	13.0	3.4	30.6	9.9	110.9	101.0	218.5	51.6

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	6.4	8.0	531.2	687.4	537.9	165.2
Total Del/Veh (s)	45.4	11.6	11.9	13.4	258.1	230.1	280.7	76.6

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	0.3	0.3	0.3	821.1	796.1	844.3	729.9	783.2	724.7
Total Del/Veh (s)	117.0	41.6	24.1	105.9	32.9	42.7	205.0	175.2	583.8	379.6	214.5	244.6

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	108.8
Total Del/Veh (s)	54.6

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	22.8	9.8	15.2	2.8	1.5	2.1	682.1	683.3	665.2	56.5	73.5	98.3
Total Del/Veh (s)	203.9	27.1	25.7	362.9	109.4	129.1	460.4	471.9	450.8	187.1	194.3	158.1

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	95.4
Total Del/Veh (s)	122.4

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	130.3	130.4	0.1	0.6	6.3	3.5	28.4
Total Del/Veh (s)	71.6	33.8	28.2	10.0	46.3	42.2	37.6

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.2	5.4	0.2	0.0	101.2	90.1	35.4
Total Del/Veh (s)	61.2	36.0	12.8	2.6	41.7	45.4	26.3

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	89.1	64.7	0.1	0.1	0.0	0.0	0.0	0.0	7.5	0.0	6.4
Total Del/Veh (s)	337.0	647.5	330.5	125.9	3.3	1.7	1.3	125.6	139.3	187.6	87.9

209: Motor Place & Motor Place Bridge/161st Street SW Performance by movement

Movement	EBT	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.1
Total Del/Veh (s)	5.8	5.2	2.3	0.1	0.1	1.2	0.0	0.8

210: Meadow Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	28.4	31.9	11.6
Total Del/Veh (s)	100.5	32.3	138.0	2.4	0.3	51.0	55.1	23.8

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	WBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	19.6	6.2	9.2	0.0	18.4	13.0

Total Network Performance

Denied Del/Veh (s)	240.4
Total Del/Veh (s)	248.0

Queuing and Blocking Report

Ash Way A Build PM

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Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	1033	1005	387	205	355	335	205	70	888	265	164
Average Queue (ft)	255	632	593	273	151	351	326	180	18	840	246	142
95th Queue (ft)	296	1242	1204	407	251	389	374	276	53	1082	332	209
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)		2	2			79	79			69		
Queuing Penalty (veh)		0	0			748	752			0		
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	63	6	3	2	7	42	41	3	11	84	15	11
Queuing Penalty (veh)	216	15	12	6	38	75	252	17	69	304	47	30

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1070	620	225
Average Queue (ft)	935	171	114
95th Queue (ft)	1291	482	228
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	24	0	
Queuing Penalty (veh)	110	0	
Storage Bay Dist (ft)			200
Storage Blk Time (%)	73	5	2
Queuing Penalty (veh)	210	13	4

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	248	246	270	102	492	544	52	261	1158	625	597
Average Queue (ft)	130	138	141	30	205	256	3	148	659	475	453
95th Queue (ft)	238	236	244	73	434	493	30	251	1479	774	758
Link Distance (ft)	290	290	290	290	789	789	789		1228		
Upstream Blk Time (%)	1	1	2	0					24		
Queuing Penalty (veh)	5	6	7	0					0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								2	7	24	20
Queuing Penalty (veh)								19	51	92	74

Queuing and Blocking Report
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Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	710	720	598	203	225	246	1268	1265	565
Average Queue (ft)	324	335	63	78	126	168	1031	1069	448
95th Queue (ft)	667	675	401	179	251	274	1697	1637	770
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)	3	4	2	0	3	11	63	61	
Queuing Penalty (veh)	23	26	12	3	21	75	0	0	
Storage Bay Dist (ft)									540
Storage Blk Time (%)								63	14
Queuing Penalty (veh)								370	85

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	194	287	288	288	164	400	410	416	312	144	246
Average Queue (ft)	95	272	258	261	71	194	260	309	280	120	191
95th Queue (ft)	220	286	330	327	150	392	446	459	364	173	291
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)	0	71	35	37		2	4	9	71		56
Queuing Penalty (veh)	0	618	307	320		12	25	55	0		0
Storage Bay Dist (ft)	170				140					120	
Storage Blk Time (%)	0	73			3	12			14	71	
Queuing Penalty (veh)	2	51			19	8			14	174	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	LTR	L	TR
Maximum Queue (ft)	185	405	443	413	265	992	1024	1065	210	1020	135	319
Average Queue (ft)	178	389	225	203	190	550	584	594	132	926	88	285
95th Queue (ft)	191	421	454	414	329	1083	1088	1102	266	1221	173	384
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)		66	1	1		2	3	3		79		60
Queuing Penalty (veh)		530	9	6		0	0	0		0		168
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	83	5			26	33			1	86	18	75
Queuing Penalty (veh)	519	20			116	25			3	132	39	65

Queuing and Blocking Report
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Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	115	214	694	358	145	395
Average Queue (ft)	109	182	307	75	54	301
95th Queue (ft)	129	276	645	347	142	485
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		50	0			21
Queuing Penalty (veh)		0	0			144
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	62	3			0	44
Queuing Penalty (veh)	91	9			0	25

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	220	386	65	194	446
Average Queue (ft)	105	221	10	25	241
95th Queue (ft)	206	445	39	115	543
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	8	1			32
Queuing Penalty (veh)	0	4			0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)				0	37
Queuing Penalty (veh)				0	6

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	294	63	70	52	479
Average Queue (ft)	119	41	20	4	281
95th Queue (ft)	355	76	61	26	583
Link Distance (ft)	383		404	305	464
Upstream Blk Time (%)	12				24
Queuing Penalty (veh)	0				63
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	56			
Queuing Penalty (veh)	0	3			

Queuing and Blocking Report

Ash Way A Build PM

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Intersection: 209: Motor Place & Motor Place Bridge/161st Street SW

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	29	27	2
Average Queue (ft)	8	9	0
95th Queue (ft)	29	29	2
Link Distance (ft)	354	115	414
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 210: Meadow Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	67	38	335
Average Queue (ft)	20	2	103
95th Queue (ft)	79	17	360
Link Distance (ft)	187	464	366
Upstream Blk Time (%)	2		15
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	235	261	229	128	202	220	40
Average Queue (ft)	196	168	154	10	54	121	9
95th Queue (ft)	252	284	285	66	180	263	33
Link Distance (ft)	195	195	195	201	201	201	915
Upstream Blk Time (%)	39	4	9	0	1	4	
Queuing Penalty (veh)	342	38	74	0	4	30	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 7859

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	10.5	9.4	9.0	0.0	0.2	0.0	279.4	251.8	260.1	120.3	100.3	108.2
Total Del/Veh (s)	250.3	63.9	53.1	78.3	60.4	24.5	320.7	262.0	184.6	241.2	52.8	26.3

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	64.6
Total Del/Veh (s)	111.3

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	85.5	68.0	83.6	18.7
Total Del/Veh (s)	11.4	3.3	30.5	9.9	95.2	100.7	186.8	45.9

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	4.5	6.0	579.7	519.0	592.5	177.2
Total Del/Veh (s)	52.5	12.7	13.0	14.1	265.3	341.6	302.9	80.7

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.5	0.6	607.2	638.9	572.2	475.6	489.8	503.4
Total Del/Veh (s)	119.8	42.9	24.0	102.4	35.2	47.7	147.6	155.2	357.9	269.0	103.0	182.7

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	78.0
Total Del/Veh (s)	54.8

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	7.9	3.3	2.1	2.3	0.3	0.4	763.5	744.1	800.2	174.0	163.0	159.4
Total Del/Veh (s)	208.5	16.8	15.7	164.4	48.3	60.6	594.1	477.9	470.3	311.3	275.8	221.1

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	104.9
Total Del/Veh (s)	97.3

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	113.2	119.9	0.1	0.3	7.0	3.9	24.9
Total Del/Veh (s)	70.9	33.4	30.1	13.1	47.1	43.2	38.9

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	2.2	2.8	0.2	0.0	77.4	75.5	29.6
Total Del/Veh (s)	57.5	40.8	13.6	2.5	32.7	48.6	27.9

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	13.1	87.1	0.1	0.1	0.0	0.0	0.0	6.0	23.2	74.9	12.4
Total Del/Veh (s)	706.9	954.1	600.1	188.3	4.2	2.0	1.9	231.1	261.3	234.4	141.1

209: Motor Place & Motor Place Bridge/161st Street SW Performance by movement

Movement	EBT	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.1
Total Del/Veh (s)	11.0	5.1	2.0	1.5	6.6	1.3	0.0	1.5

210: Meadow Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	179.6	146.0	74.2
Total Del/Veh (s)	342.3	121.7	549.9	2.3	0.5	145.0	161.5	67.8

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	WBR	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	20.6	6.2	8.8	0.0	18.4	13.4

Total Network Performance

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)								237.1
Total Del/Veh (s)								242.8

Queuing and Blocking Report

Ash Way A Build PM

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Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	1211	1189	386	205	355	338	205	69	888	265	164
Average Queue (ft)	250	665	631	262	147	350	327	183	20	851	249	142
95th Queue (ft)	302	1359	1316	398	254	389	371	273	55	1045	330	209
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)		5	5			76	77			71		
Queuing Penalty (veh)		0	0			723	732			0		
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	59	4	2	1	5	42	41	3	12	84	14	11
Queuing Penalty (veh)	203	11	6	3	28	73	252	16	75	306	44	32

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1068	462	216
Average Queue (ft)	927	126	103
95th Queue (ft)	1300	325	204
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	24		
Queuing Penalty (veh)	108		
Storage Bay Dist (ft)			200
Storage Blk Time (%)	72	1	2
Queuing Penalty (veh)	207	3	3

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	244	252	264	101	543	583	121	269	981	598	577
Average Queue (ft)	136	137	139	33	219	264	6	150	582	428	413
95th Queue (ft)	230	228	239	72	470	526	82	257	1380	744	729
Link Distance (ft)	290	290	290	290	789	789	789		1228		
Upstream Blk Time (%)	0	0	0						20		
Queuing Penalty (veh)	1	1	1						0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								1	4	20	16
Queuing Penalty (veh)								10	30	75	60

Queuing and Blocking Report
Ash Way A Build PM

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Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	719	719	486	203	237	238	1263	1273	565
Average Queue (ft)	370	384	78	87	137	178	1067	1101	493
95th Queue (ft)	748	755	436	186	254	265	1684	1626	742
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)	3	3	0	0	4	12	66	66	
Queuing Penalty (veh)	21	18	2	2	24	80	0	0	
Storage Bay Dist (ft)									540
Storage Blk Time (%)								68	13
Queuing Penalty (veh)								401	75

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	194	288	283	292	158	392	406	426	314	145	247
Average Queue (ft)	115	273	261	264	72	195	267	323	284	125	189
95th Queue (ft)	240	283	312	316	149	389	451	465	374	179	289
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)	1	73	37	38		2	3	11	70		47
Queuing Penalty (veh)	0	641	322	331		9	20	64	0		0
Storage Bay Dist (ft)	170				140					120	
Storage Blk Time (%)	2	74			2	13			24	64	
Queuing Penalty (veh)	12	52			13	9			24	157	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	185	411	436	412	264	553	623	672	210	1006	135	320
Average Queue (ft)	177	392	186	160	138	260	324	374	201	960	99	304
95th Queue (ft)	191	408	447	385	265	543	611	657	233	1154	169	346
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)		69	1	0						85		75
Queuing Penalty (veh)		557	9	4						0		208
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	84	1			3	16			85	5	32	81
Queuing Penalty (veh)	522	3			11	12			146	17	70	69

Queuing and Blocking Report

Ash Way A Build PM

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Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	115	214	746	518	145	396
Average Queue (ft)	110	186	323	78	60	298
95th Queue (ft)	127	274	644	372	150	489
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		47	0	0		23
Queuing Penalty (veh)		0	0	0		154
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	61	5			0	44
Queuing Penalty (veh)	90	14			1	25

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	224	388	146	180	452
Average Queue (ft)	106	244	12	24	254
95th Queue (ft)	210	460	77	107	556
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	7	1	0		36
Queuing Penalty (veh)	0	6	0		0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					39
Queuing Penalty (veh)					6

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	348	65	77	98	478
Average Queue (ft)	160	47	21	5	385
95th Queue (ft)	396	77	65	47	629
Link Distance (ft)	383		404	305	464
Upstream Blk Time (%)	11			0	52
Queuing Penalty (veh)	0			0	135
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	74			
Queuing Penalty (veh)	0	4			

Queuing and Blocking Report

Ash Way A Build PM

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Intersection: 209: Motor Place & Motor Place Bridge/161st Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	28	7	6
Average Queue (ft)	8	7	1	0
95th Queue (ft)	30	27	9	3
Link Distance (ft)	354	115	915	414
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 210: Meadow Road

Movement	EB	B31	NB	SB
Directions Served	LR	T	LT	TR
Maximum Queue (ft)	159	23	57	396
Average Queue (ft)	50	4	2	228
95th Queue (ft)	166	33	28	512
Link Distance (ft)	187	115	464	366
Upstream Blk Time (%)	8	1		47
Queuing Penalty (veh)	2	0		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	235	265	223	139	219	228	37
Average Queue (ft)	198	157	155	8	58	130	9
95th Queue (ft)	241	291	282	60	189	273	33
Link Distance (ft)	195	195	195	201	201	201	915
Upstream Blk Time (%)	43	4	9	0	1	5	
Queuing Penalty (veh)	378	37	79	0	5	34	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 7877

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.2	1.0	2.4	0.3	0.4	0.2	3.7	0.7	3.8	8.7	6.2	5.7
Total Del/Veh (s)	110.5	30.3	20.3	115.6	49.7	20.9	102.9	82.3	15.9	202.8	79.8	47.9

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	2.4
Total Del/Veh (s)	66.2

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	76.8	85.5	79.9	17.5
Total Del/Veh (s)	12.4	4.2	82.0	14.5	130.0	111.0	278.8	75.7

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	24.2	25.9	0.5	0.8	11.8
Total Del/Veh (s)	11.0	8.0	15.9	18.0	39.3	18.2	15.5

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	1.2	10.1	10.5	0.3	0.4	4.0	49.2	49.2	44.9
Total Del/Veh (s)	59.5	11.4	10.0	68.2	35.2	53.9	49.8	45.8	15.2	69.1	74.2	58.1

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	8.6
Total Del/Veh (s)	29.5

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	3.0	1.0	1.5	36.2	15.2	37.7	0.0	0.0	0.0
Total Del/Veh (s)	103.2	13.4	12.8	95.4	68.0	93.2	147.1	187.3	174.3	102.9	117.9	99.9

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	2.6
Total Del/Veh (s)	56.1

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	4.1	0.3	0.0	0.0	1.2	0.6	0.5
Total Del/Veh (s)	62.2	6.2	3.3	1.5	17.3	16.4	13.1

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	1.8	1.3	0.0	0.0	45.4	44.0	29.0
Total Del/Veh (s)	55.0	26.9	2.2	1.1	14.0	17.5	14.0

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	4.2	0.1	0.1	0.0	0.0	0.0	0.0	1.0	0.1	0.7
Total Del/Veh (s)	5.0	55.5	99.2	19.0	2.7	1.1	1.0	43.6	34.7	44.0	24.2

209: Motor Place & Motor Place Bridge/161st Street SW Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1	0.1	0.2	0.2
Total Del/Veh (s)	3.1	4.8	2.3	2.2	0.1	0.1	0.0	0.7

210: Meadow Road Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.7	2.8	0.5
Total Del/Veh (s)	5.9	0.1	7.0	10.5	4.9

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	8.2	0.1	26.3	5.2

Total Network Performance

Movement	All
Denied Del/Veh (s)	29.4
Total Del/Veh (s)	139.5

Queuing and Blocking Report

Ash Way D Build AM

04/23/2025

Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	436	406	343	205	389	366	205	70	162	136	165
Average Queue (ft)	171	202	214	203	179	355	332	162	24	59	58	136
95th Queue (ft)	293	377	364	316	256	400	378	280	59	130	114	210
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)						78	72					
Queuing Penalty (veh)						700	650					
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	14	2	0	0	22	39	39	1	16	36		12
Queuing Penalty (veh)	42	2	1	0	128	73	177	4	36	72		29

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1049	767	219
Average Queue (ft)	720	288	112
95th Queue (ft)	1246	731	239
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	10	2	
Queuing Penalty (veh)	44	9	
Storage Bay Dist (ft)			200
Storage Blk Time (%)	66	13	2
Queuing Penalty (veh)	154	28	5

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	185	218	235	158	778	787	738	242	2042	625	612
Average Queue (ft)	107	127	146	48	488	505	173	100	1076	469	458
95th Queue (ft)	165	195	213	109	879	884	697	202	2520	792	775
Link Distance (ft)	290	290	290	290	789	789	789		1989		
Upstream Blk Time (%)		0	0	0	5	4	1		29		
Queuing Penalty (veh)		0	0	0	30	29	8		0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								0	1	32	18
Queuing Penalty (veh)								0	6	117	67

Queuing and Blocking Report
Ash Way D Build AM

04/23/2025

Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	289	304	67	206	233	248	236	256	227
Average Queue (ft)	100	114	4	109	164	205	108	153	105
95th Queue (ft)	222	250	43	212	248	249	197	235	201
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)				6	10	26			
Queuing Penalty (veh)				42	71	175			
Storage Bay Dist (ft)									540
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	191	246	252	284	74	391	420	423	193	111	278
Average Queue (ft)	97	121	150	189	13	215	294	335	88	23	226
95th Queue (ft)	173	219	232	283	49	382	465	468	164	78	301
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)	0	2	2	7		0	1	11	0		37
Queuing Penalty (veh)	0	9	10	41		2	9	72	0		0
Storage Bay Dist (ft)	170				140					100	
Storage Blk Time (%)	1	2				15			11	0	
Queuing Penalty (veh)	4	3				2			3	0	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	LTR	L	TR
Maximum Queue (ft)	184	294	294	343	261	770	817	860	210	686	135	317
Average Queue (ft)	97	120	130	164	103	363	415	452	94	301	75	236
95th Queue (ft)	175	243	251	295	237	813	861	900	233	752	162	373
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)				0		1	1	1		5		22
Queuing Penalty (veh)				0		0	0	0		0		62
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	8	2			1	19			1	31	1	61
Queuing Penalty (veh)	32	2			4	16			1	30	2	31

Queuing and Blocking Report

Ash Way D Build AM

04/23/2025

Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	111	135	198	56	145	384
Average Queue (ft)	57	25	50	10	53	180
95th Queue (ft)	110	87	130	39	134	426
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		0				8
Queuing Penalty (veh)		0				76
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	9	0			0	18
Queuing Penalty (veh)	2	0			0	18

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	214	141	42	98	399
Average Queue (ft)	85	34	5	11	182
95th Queue (ft)	173	104	25	67	454
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	3				16
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					17
Queuing Penalty (veh)					3

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	38	40	68	14	282
Average Queue (ft)	4	12	13	1	87
95th Queue (ft)	26	37	47	10	334
Link Distance (ft)	383		404	305	464
Upstream Blk Time (%)					6
Queuing Penalty (veh)					15
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	4			
Queuing Penalty (veh)	0	0			

Queuing and Blocking Report

Ash Way D Build AM

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Intersection: 209: Motor Place & Motor Place Bridge/161st Street SW

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	42	29	30
Average Queue (ft)	18	8	6
95th Queue (ft)	44	27	26
Link Distance (ft)	424	147	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 210: Meadow Road

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	28	114
Average Queue (ft)	6	18
95th Queue (ft)	25	126
Link Distance (ft)	156	367
Upstream Blk Time (%)		1
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	27	31	69	159	214	226	53
Average Queue (ft)	2	2	6	24	68	140	14
95th Queue (ft)	27	19	37	121	206	264	42
Link Distance (ft)	195	195	195	201	201	201	918
Upstream Blk Time (%)				1	2	7	
Queuing Penalty (veh)				8	12	51	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 3221

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.2	1.0	2.1	0.4	0.5	0.3	3.8	0.8	3.8	6.9	1.7	5.0
Total Del/Veh (s)	104.6	31.8	30.0	106.2	49.8	20.3	99.5	77.3	16.3	169.0	65.9	36.5

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	1.9
Total Del/Veh (s)	60.4

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	65.9	52.9	68.9	15.3
Total Del/Veh (s)	12.7	4.3	70.3	13.4	108.1	89.8	252.4	67.8

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	17.3	20.2	0.5	0.7	8.5
Total Del/Veh (s)	10.4	8.0	15.3	17.0	40.5	19.1	15.3

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	26.5	10.9	9.8	11.1	8.6	11.3	42.8	48.5	40.9
Total Del/Veh (s)	67.5	11.7	9.9	69.4	38.3	53.5	56.7	63.7	25.8	69.9	71.6	57.9

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	8.9
Total Del/Veh (s)	31.3

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	5.8	3.3	2.0	19.1	15.5	5.3	0.0	0.0	0.0
Total Del/Veh (s)	87.6	15.4	14.7	77.6	70.6	88.6	230.4	146.6	125.1	69.7	73.6	65.3

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	2.7
Total Del/Veh (s)	58.2

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	5.2	0.8	0.0	0.0	0.1	1.0	0.8
Total Del/Veh (s)	70.7	7.1	3.4	1.4	15.0	13.7	11.9

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.0	2.9	0.0	0.0	52.0	62.3	41.0
Total Del/Veh (s)	58.0	24.1	2.2	1.0	15.7	14.3	11.9

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	4.2	0.1	0.1	0.0	0.0	0.0	0.0	0.8	3.2	0.6
Total Del/Veh (s)	5.9	48.6	24.3	6.6	3.4	1.2	1.0	26.5	16.6	2.8	11.8

209: Motor Place & Motor Place Bridge/161st Street SW Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.1	0.2	0.2
Total Del/Veh (s)	3.4	4.3	2.2	2.1	0.2	0.1	0.0	0.7

210: Meadow Road Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	7.2	4.5	4.9
Total Del/Veh (s)	5.8	0.1	8.3	18.9	5.9

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	8.2	0.1	23.2	5.1

Total Network Performance

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)			28.5		
Total Del/Veh (s)			132.5		

Queuing and Blocking Report

Ash Way D Build AM

04/23/2025

Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	260	454	497	358	205	385	363	205	69	163	163	165
Average Queue (ft)	163	197	216	207	179	357	330	169	23	57	62	133
95th Queue (ft)	277	398	410	325	252	384	381	278	60	133	122	211
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)						80	72					
Queuing Penalty (veh)						720	647					
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	11	2	1	0	19	39	40	1	15	31	0	6
Queuing Penalty (veh)	35	3	2	1	113	74	179	4	35	62	0	15

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1009	705	225
Average Queue (ft)	611	226	108
95th Queue (ft)	1177	569	228
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	9	0	
Queuing Penalty (veh)	40	2	
Storage Bay Dist (ft)			200
Storage Blk Time (%)	60	12	1
Queuing Penalty (veh)	141	24	2

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	196	243	255	180	726	741	572	235	1806	625	612
Average Queue (ft)	109	127	149	50	428	452	121	101	884	472	461
95th Queue (ft)	175	199	219	113	819	826	576	195	2255	780	764
Link Distance (ft)	290	290	290	290	789	789	789		1989		
Upstream Blk Time (%)		0	0	0	4	4	1		22		
Queuing Penalty (veh)		0	0	0	26	24	6		0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								0	0	27	16
Queuing Penalty (veh)								1	3	99	61

Queuing and Blocking Report
Ash Way D Build AM

04/23/2025

Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	301	343	86	210	230	247	223	256	232
Average Queue (ft)	96	111	5	102	159	201	112	158	114
95th Queue (ft)	227	256	39	206	248	246	198	235	208
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)				6	10	24			
Queuing Penalty (veh)				44	66	163			
Storage Bay Dist (ft)									540
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	194	276	249	278	133	404	420	412	192	121	281
Average Queue (ft)	105	129	152	193	15	228	299	334	93	25	228
95th Queue (ft)	183	234	237	287	64	408	474	467	192	84	303
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)	1	3	2	8		1	3	11	3		38
Queuing Penalty (veh)	0	16	11	46		7	17	71	0		0
Storage Bay Dist (ft)	170				140					100	
Storage Blk Time (%)	2	4				20			13	0	
Queuing Penalty (veh)	12	4				3			3	0	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	184	306	328	357	264	804	825	840	210	833	134	314
Average Queue (ft)	95	137	148	185	100	368	418	457	189	345	66	184
95th Queue (ft)	177	264	282	329	237	770	810	845	244	867	149	319
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)		0	0	0		2	3	2		5		10
Queuing Penalty (veh)		0	0	0		0	0	0		0		26
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	6	3			0	23			54	0	0	39
Queuing Penalty (veh)	25	3			0	19			22	0	0	20

Queuing and Blocking Report

Ash Way D Build AM

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Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	110	143	178	48	137	350
Average Queue (ft)	57	31	52	8	43	144
95th Queue (ft)	110	108	134	33	109	368
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		2				8
Queuing Penalty (veh)		0				69
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	11	0			0	15
Queuing Penalty (veh)	3	0			0	14

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	185	150	42	84	377
Average Queue (ft)	79	34	3	11	152
95th Queue (ft)	166	105	21	64	417
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	2				13
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					14
Queuing Penalty (veh)					2

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	29	34	51	43	210
Average Queue (ft)	4	9	9	3	37
95th Queue (ft)	20	33	35	18	216
Link Distance (ft)	383		404	305	464
Upstream Blk Time (%)					4
Queuing Penalty (veh)					9
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	3			
Queuing Penalty (veh)	0	0			

Queuing and Blocking Report

Ash Way D Build AM

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Intersection: 209: Motor Place & Motor Place Bridge/161st Street SW

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	48	26	43
Average Queue (ft)	18	7	4
95th Queue (ft)	45	26	24
Link Distance (ft)	424	147	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 210: Meadow Road

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	30	81
Average Queue (ft)	6	15
95th Queue (ft)	25	137
Link Distance (ft)	156	367
Upstream Blk Time (%)		4
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	66	29	75	181	222	225	59
Average Queue (ft)	3	1	7	26	63	133	13
95th Queue (ft)	29	19	41	132	198	263	42
Link Distance (ft)	195	195	195	201	201	201	918
Upstream Blk Time (%)				1	2	7	
Queuing Penalty (veh)				11	18	53	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 3075

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	1.1	1.9	0.2	0.4	0.1	299.6	305.0	308.9	63.6	68.0	63.2
Total Del/Veh (s)	99.6	45.8	39.5	84.9	58.8	24.9	356.3	289.9	187.2	222.3	61.8	31.6

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	59.8
Total Del/Veh (s)	95.2

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	72.4	70.2	71.8	16.2
Total Del/Veh (s)	10.7	3.4	30.9	10.3	149.4	155.9	261.5	60.3

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	2.0	3.4	661.6	719.8	641.4	191.2
Total Del/Veh (s)	51.7	10.5	10.7	11.2	274.0	459.7	350.1	80.7

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.8	0.6	1.5	456.2	489.4	470.5	959.6	1099.9	892.4
Total Del/Veh (s)	114.8	44.0	28.5	115.9	36.2	43.7	121.9	60.2	281.8	285.2	170.2	241.4

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	112.4
Total Del/Veh (s)	57.7

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	10.3	6.9	4.1	2.2	0.3	0.4	693.3	677.2	733.3	112.3	64.8	81.4
Total Del/Veh (s)	218.3	25.5	25.7	311.7	62.0	72.8	514.8	526.7	513.0	217.5	231.4	188.0

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	93.4
Total Del/Veh (s)	107.8

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	89.4	79.6	0.0	0.0	5.2	5.0	16.1
Total Del/Veh (s)	97.2	34.1	9.9	2.2	28.1	21.4	23.6

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	30.8	19.8	0.0	0.0	18.1	18.8	8.6
Total Del/Veh (s)	79.6	51.3	3.9	1.0	22.9	18.5	12.3

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	4.3	56.8	0.1	0.1	0.0	0.0	0.0	6.2	18.1	0.0	9.2
Total Del/Veh (s)	472.0	787.1	492.6	155.7	2.9	1.8	1.4	157.9	176.2	232.1	108.7

209: Motor Place & Motor Place Bridge/161st Street SW Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1
Total Del/Veh (s)	2.9	4.8	2.5	1.9	0.2	0.1	1.5	0.1	0.8

210: Meadow Road Performance by movement

Movement	EBL	EBT	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	5.7	6.3	2.4
Total Del/Veh (s)	6.5	0.0	0.2	49.6	36.6	20.6

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	WBR	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	21.5	4.4	5.0	0.1	21.0	12.8

Total Network Performance

Denied Del/Veh (s)	241.5
Total Del/Veh (s)	234.4

Queuing and Blocking Report

Ash Way D Build PM

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Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	781	757	376	205	355	337	205	70	888	265	164
Average Queue (ft)	219	336	322	248	160	350	328	178	19	820	246	142
95th Queue (ft)	308	678	664	381	256	395	367	273	56	1095	335	209
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)						79	80			66		
Queuing Penalty (veh)						747	754			0		
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	19	9	1	1	9	41	40	2	12	87	13	11
Queuing Penalty (veh)	66	21	4	2	52	78	229	13	74	329	39	29

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1056	696	225
Average Queue (ft)	841	179	104
95th Queue (ft)	1253	510	211
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	15		
Queuing Penalty (veh)	63		
Storage Bay Dist (ft)			200
Storage Blk Time (%)	72	4	2
Queuing Penalty (veh)	192	10	2

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	228	229	240	99	550	583	162	270	1748	589	577
Average Queue (ft)	128	130	134	32	230	261	9	156	1020	456	447
95th Queue (ft)	213	209	218	72	493	531	101	267	2602	775	758
Link Distance (ft)	290	290	290	290	789	789	789		2307		
Upstream Blk Time (%)	0	0	0			0			20		
Queuing Penalty (veh)	0	0	0			0			0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								3	6	20	19
Queuing Penalty (veh)								20	49	80	75

Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	741	744	406	192	214	229	1266	1269	565
Average Queue (ft)	386	391	54	72	103	143	1057	1112	448
95th Queue (ft)	763	760	337	161	221	260	1695	1608	787
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)	2	2	0	0	1	7	69	69	
Queuing Penalty (veh)	14	15	0	2	9	49	0	0	
Storage Bay Dist (ft)									540
Storage Blk Time (%)								73	16
Queuing Penalty (veh)								428	96

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	194	288	292	297	158	399	414	420	314	125	248
Average Queue (ft)	141	273	261	264	73	218	273	323	271	110	231
95th Queue (ft)	251	283	317	315	149	403	440	461	374	150	268
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)	3	70	39	41		2	4	11	55		79
Queuing Penalty (veh)	0	621	344	359		12	26	63	0		0
Storage Bay Dist (ft)	170				140					100	
Storage Blk Time (%)	8	70			4	17			23	61	
Queuing Penalty (veh)	58	99			22	11			23	151	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	LTR	L	TR
Maximum Queue (ft)	185	407	436	404	265	666	744	757	210	1015	135	319
Average Queue (ft)	178	391	232	211	185	361	402	416	123	966	84	299
95th Queue (ft)	191	409	476	434	315	731	752	755	260	1151	168	364
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)		67	1	1				0		85		67
Queuing Penalty (veh)		538	10	8				0		0		176
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	85	5			20	20			3	88	9	85
Queuing Penalty (veh)	529	19			90	15			10	135	19	64

Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	115	214	394	69	130	374
Average Queue (ft)	102	163	143	8	34	176
95th Queue (ft)	131	276	312	38	104	423
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		38				10
Queuing Penalty (veh)		0				65
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	57	5			0	22
Queuing Penalty (veh)	73	9			0	8

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	221	230	30	117	407
Average Queue (ft)	111	53	2	16	138
95th Queue (ft)	215	158	16	77	387
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	15				12
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					14
Queuing Penalty (veh)					2

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	338	61	75	49	476
Average Queue (ft)	132	43	20	3	316
95th Queue (ft)	354	75	69	27	599
Link Distance (ft)	383		404	305	464
Upstream Blk Time (%)	9				29
Queuing Penalty (veh)	0				69
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	63			
Queuing Penalty (veh)	0	3			

Queuing and Blocking Report

Ash Way D Build PM

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Intersection: 209: Motor Place & Motor Place Bridge/161st Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	26	26	4
Average Queue (ft)	17	7	3	0
95th Queue (ft)	45	26	18	3
Link Distance (ft)	417	150	918	414
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 210: Meadow Road

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	27	355
Average Queue (ft)	4	109
95th Queue (ft)	19	352
Link Distance (ft)	152	366
Upstream Blk Time (%)		8
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	244	261	231	60	181	206	43
Average Queue (ft)	202	169	159	4	31	71	9
95th Queue (ft)	241	294	287	42	133	211	34
Link Distance (ft)	195	195	195	201	201	201	918
Upstream Blk Time (%)	43	5	10	0	0	1	
Queuing Penalty (veh)	376	45	91	0	2	9	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 7698

201: Ash Way & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	1.1	1.5	0.2	0.3	0.1	388.5	361.2	368.8	82.2	79.7	66.1
Total Del/Veh (s)	89.1	45.7	32.5	79.8	58.4	25.1	333.3	301.8	196.2	229.3	58.5	30.7

201: Ash Way & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	71.0
Total Del/Veh (s)	95.5

202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	36.6	18.6	39.3	8.5
Total Del/Veh (s)	10.4	3.3	29.4	10.0	132.6	140.5	242.2	56.3

203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	2.8	4.0	673.5	762.0	681.9	202.4
Total Del/Veh (s)	40.8	8.5	11.3	11.5	316.8	403.9	328.4	80.0

204: 14th Place W & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.5	1.1	477.4	508.4	467.4	762.8	835.3	762.8
Total Del/Veh (s)	121.1	43.2	26.5	110.2	39.8	49.2	119.8	100.2	255.7	307.8	103.6	177.0

204: 14th Place W & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	100.3
Total Del/Veh (s)	58.1

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	9.9	5.4	8.2	2.3	0.3	0.4	785.0	783.6	781.3	96.5	128.1	105.4
Total Del/Veh (s)	201.4	17.1	15.2	154.1	44.8	55.3	591.7	465.2	442.6	304.0	260.9	208.1

205: 13th Avenue W/Meadow Road & 164th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	103.5
Total Del/Veh (s)	95.0

206: Ash Way & PnR Mid Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	87.3	90.1	0.0	0.0	5.5	4.8	15.6
Total Del/Veh (s)	100.8	38.4	9.4	2.7	27.6	25.3	24.8

207: Ash Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	16.3	21.9	0.0	0.0	16.6	22.3	9.5
Total Del/Veh (s)	83.4	52.2	4.3	1.4	29.7	20.4	13.5

208: Meadow Road & 14th Place W/162nd Place SW Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	18.9	32.1	0.1	0.1	0.0	0.0	0.0	73.4	29.3	0.0	11.9
Total Del/Veh (s)	683.7	928.8	515.1	244.0	4.6	2.3	1.9	235.7	248.3	208.7	138.4

209: Motor Place & Motor Place Bridge/161st Street SW Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.1
Total Del/Veh (s)	2.8	3.7	2.6	1.8	0.3	0.1	1.2	0.1	0.8

210: Meadow Road Performance by movement

Movement	EBL	EBT	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	89.0	114.9	37.5
Total Del/Veh (s)	7.1	0.1	0.3	118.4	60.5	46.8

212: 164th Street SW & Motor Place Performance by movement

Movement	EBT	WBT	WBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	20.9	4.5	4.2	0.1	19.2	12.6

Total Network Performance

Denied Del/Veh (s)	251.5
Total Del/Veh (s)	230.5

Queuing and Blocking Report

Ash Way D Build PM

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Intersection: 201: Ash Way & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	265	603	595	388	205	355	335	205	69	888	265	165
Average Queue (ft)	218	302	302	255	160	352	329	180	19	835	246	143
95th Queue (ft)	306	540	519	388	255	384	358	269	55	1093	331	209
Link Distance (ft)		1576	1576			290	290			873		
Upstream Blk Time (%)						79	81			74		
Queuing Penalty (veh)						746	767			0		
Storage Bay Dist (ft)	240			365	180			180	45		240	140
Storage Blk Time (%)	17	9	1	1	9	40	40	3	8	87	13	11
Queuing Penalty (veh)	59	21	5	3	50	77	230	18	53	330	38	30

Intersection: 201: Ash Way & 164th Street SW

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	1068	728	222
Average Queue (ft)	879	173	102
95th Queue (ft)	1295	497	209
Link Distance (ft)	1053	1053	
Upstream Blk Time (%)	18		
Queuing Penalty (veh)	75		
Storage Bay Dist (ft)			200
Storage Blk Time (%)	71	4	1
Queuing Penalty (veh)	189	9	2

Intersection: 202: I-5 SB On-Ramp/I-5 SB Off-Ramp & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	R	T	T	R	L	LT	R	R
Maximum Queue (ft)	230	238	229	79	506	534	189	274	1867	625	595
Average Queue (ft)	127	127	134	30	231	265	15	148	891	457	454
95th Queue (ft)	211	216	225	65	457	498	125	251	2345	780	755
Link Distance (ft)	290	290	290	290	789	789	789		2307		
Upstream Blk Time (%)	0	0							16		
Queuing Penalty (veh)	1	1							0		
Storage Bay Dist (ft)								250		600	600
Storage Blk Time (%)								2	4	23	19
Queuing Penalty (veh)								12	31	92	75

Queuing and Blocking Report
Ash Way D Build PM

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Intersection: 203: I-5 NB Off Ramp/I-5 NB On-Ramp & 164th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	T	TR	LT	R	R
Maximum Queue (ft)	675	679	172	194	214	227	1264	1273	565
Average Queue (ft)	324	335	27	71	112	150	1131	1161	503
95th Queue (ft)	611	616	240	159	224	255	1663	1581	747
Link Distance (ft)	789	789	789	195	195	195	1235	1235	
Upstream Blk Time (%)	1	1	0	0	2	8	71	71	
Queuing Penalty (veh)	7	8	3	1	13	53	0	0	
Storage Bay Dist (ft)									540
Storage Blk Time (%)								69	14
Queuing Penalty (veh)								404	80

Intersection: 204: 14th Place W & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	195	297	288	292	164	399	411	413	314	125	248
Average Queue (ft)	153	274	261	263	76	230	288	328	279	104	229
95th Queue (ft)	255	288	316	317	156	409	443	450	376	160	279
Link Distance (ft)		201	201	201		386	386	386	298		233
Upstream Blk Time (%)	4	70	40	40		2	5	12	65		68
Queuing Penalty (veh)	0	622	352	351		11	30	74	0		0
Storage Bay Dist (ft)	170				140					100	
Storage Blk Time (%)	11	68			4	21			28	58	
Queuing Penalty (veh)	85	96			23	14			29	144	

Intersection: 205: 13th Avenue W/Meadow Road & 164th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	185	406	434	411	264	510	551	590	210	1021	134	318
Average Queue (ft)	176	384	216	170	143	250	313	356	204	973	96	300
95th Queue (ft)	192	461	479	396	275	506	563	601	217	1126	165	366
Link Distance (ft)		386	386	386		1239	1239	1239		980		305
Upstream Blk Time (%)		64	1	1						86		74
Queuing Penalty (veh)		516	10	4						0		195
Storage Bay Dist (ft)	160				240				185		110	
Storage Blk Time (%)	82	1			3	16			88	2	27	79
Queuing Penalty (veh)	511	2			11	12			151	7	56	60

Intersection: 206: Ash Way & PnR Mid Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	115	214	357	80	139	390
Average Queue (ft)	102	159	147	7	31	214
95th Queue (ft)	129	280	305	45	94	458
Link Distance (ft)		198	1053	1053		380
Upstream Blk Time (%)		41				11
Queuing Penalty (veh)		0				77
Storage Bay Dist (ft)	90				120	
Storage Blk Time (%)	57	5			0	27
Queuing Penalty (veh)	73	9			0	10

Intersection: 207: Ash Way

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	217	254	31	116	376
Average Queue (ft)	121	66	4	17	152
95th Queue (ft)	230	190	20	78	408
Link Distance (ft)	176	380	380		414
Upstream Blk Time (%)	19				12
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)				170	
Storage Blk Time (%)					16
Queuing Penalty (veh)					2

Intersection: 208: Meadow Road & 14th Place W/162nd Place SW

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	LTR	LTR	LTR
Maximum Queue (ft)	382	63	92	143	478
Average Queue (ft)	149	45	26	9	377
95th Queue (ft)	380	78	85	68	625
Link Distance (ft)	383		404	305	464
Upstream Blk Time (%)	8			0	48
Queuing Penalty (veh)	0			0	114
Storage Bay Dist (ft)		40			
Storage Blk Time (%)	0	72			
Queuing Penalty (veh)	0	4			

Queuing and Blocking Report

Ash Way D Build PM

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Intersection: 209: Motor Place & Motor Place Bridge/161st Street SW

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	51	26	37
Average Queue (ft)	18	7	3
95th Queue (ft)	45	25	19
Link Distance (ft)	417	150	918
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 210: Meadow Road

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	30	404
Average Queue (ft)	3	201
95th Queue (ft)	18	485
Link Distance (ft)	152	366
Upstream Blk Time (%)		34
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 212: 164th Street SW & Motor Place

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	241	254	233	114	203	213	35
Average Queue (ft)	202	161	155	5	32	72	8
95th Queue (ft)	242	291	288	49	139	204	30
Link Distance (ft)	195	195	195	201	201	201	918
Upstream Blk Time (%)	41	5	11	0	0	1	
Queuing Penalty (veh)	358	48	93	0	3	9	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 7648

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.3	0.3
Total Del/Veh (s)	14.5	16.0	11.0	11.1	8.8	7.6	39.6	51.2	17.3	47.0	47.0	15.3

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	15.8

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.2	3.1	0.2	0.2	0.2
Total Del/Veh (s)	9.7	7.3	5.9	12.0	5.8	4.3	36.6	45.1	7.2	35.3	34.7	14.1

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	8.5

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.1	0.8	0.1	0.1	0.9	0.3	0.3
Total Del/Veh (s)	76.5	34.0	29.0	132.1	30.3	6.9	74.6	57.9	13.1	88.9	57.0	46.9

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	50.3

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.3	0.0	2.0	1.2	3.9	0.7
Total Del/Veh (s)	13.6	13.7	63.7	11.1	53.2	51.3	7.7	24.9

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	1.6	1.0	1.2	0.3
Total Del/Veh (s)	48.2	8.0	35.8	10.2	45.9	47.3	30.7	27.7

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	3.4	0.9	0.4	2.5	1.1	1.3

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	3.4	3.9	2.7	3.9	0.4	3.1	1.6

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	4.4	0.3	0.0	0.0	0.1
Total Del/Veh (s)	9.7	0.9	4.3	1.9	0.1	1.3	1.1	1.9

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.4	6.5	23.8	0.0	4.3	8.0	7.4	3.7	9.9	4.4	3.3	7.1

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.9	0.5	0.4	1.9	0.5	0.2	2.6	4.9	7.8	2.4	1.7

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.6	0.5	0.4	0.4	0.5
Total Del/Veh (s)	12.2	0.0	3.2	4.2	0.9	1.8	0.8	2.7

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.1
Total Del/Veh (s)	4.9	5.5	3.3	4.4	2.9	2.1	0.2	0.0	1.8	0.6	0.2	2.0

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.2	0.2	0.0	0.0	0.0	3.9	0.4	0.5	3.9	0.4	0.5

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	17.8

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.1	3.8	0.3	0.4	3.9	0.4	0.4
Total Del/Veh (s)	14.2	13.0	8.7	13.8	7.1	4.2	65.7	38.2	12.0	67.4	42.2	43.1

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.2

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	1.1	1.1	0.2	0.3	2.1	0.7	0.6	6.6	3.9	3.6	3.9	0.3
Total Del/Veh (s)	92.5	86.4	20.9	21.7	107.4	26.3	21.9	173.9	111.8	67.2	73.0	78.3

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.3	1.0
Total Del/Veh (s)	50.3	40.0

Total Network Performance

Movement	All
Denied Del/Veh (s)	1.3
Total Del/Veh (s)	73.4

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	59	148	153	186	118	205	203	61	147	140	116
Average Queue (ft)	15	60	62	86	29	65	73	18	64	57	37
95th Queue (ft)	43	125	129	161	75	150	164	50	122	113	83
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)									0		
Queuing Penalty (veh)									0		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0			0	1			0	0	
Queuing Penalty (veh)		0			0	0			0	0	

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	33	115	114	198	102	146	144	112	66	129
Average Queue (ft)	7	37	30	57	26	26	28	40	36	45
95th Queue (ft)	28	93	82	136	66	91	92	91	73	99
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)					0	0		11	2	
Queuing Penalty (veh)					0	0		6	1	

Queuing and Blocking Report
Mariner No-Build AM

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Intersection: 303: 4th Avenue W & 128th Street SW

Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Average Queue (ft)	56	100	104	169	243	227	190	68	106	137	72	193
Link Distance (ft)		477	477	477		739	739	739		488	488	
Queuing Penalty (veh)						14	11	6		0		
Storage Blk Time (%)		0			11	0			5	6		2

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	649	508
Average Queue (ft)	314	212
95th Queue (ft)	660	482
Link Distance (ft)	1324	1324
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)	19	
Queuing Penalty (veh)	44	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	272	214	320	335	357	556	428	279	384	152
Average Queue (ft)	107	75	124	170	181	88	68	122	173	10
95th Queue (ft)	216	162	248	306	326	394	276	227	325	106
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)						2	1		1	
Queuing Penalty (veh)						10	4		0	
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				0	2	2		0	0	1
Queuing Penalty (veh)				2	7	8		0	1	4

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	193	208	242	211	719	655	404	244	460	245
Average Queue (ft)	103	99	59	84	420	268	97	161	248	169
95th Queue (ft)	177	184	159	161	697	536	284	270	382	286
Link Distance (ft)			786	786	861	861			764	
Upstream Blk Time (%)					1	0			0	
Queuing Penalty (veh)					6	1			0	
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	1	1	0			0	0	0	10	0
Queuing Penalty (veh)	2	4	1			1	0	2	37	2

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	40	5	40
Average Queue (ft)	16	0	5
95th Queue (ft)	43	4	24
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	57	45	50
Average Queue (ft)	18	22	18
95th Queue (ft)	48	47	45
Link Distance (ft)	87	211	248
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	93	12	5	7	4
Average Queue (ft)	31	1	0	0	0
95th Queue (ft)	63	8	4	4	5
Link Distance (ft)	1089		788	594	594
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		165			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	77	100	57	22	125	136	93	120	87
Average Queue (ft)	16	40	27	2	41	50	36	41	17
95th Queue (ft)	55	81	49	14	97	108	77	98	56
Link Distance (ft)	318		687		594	594		488	488
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)					0			0	
Queuing Penalty (veh)					0			0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	34	8	62	70
Average Queue (ft)	3	0	8	34
95th Queue (ft)	20	5	38	59
Link Distance (ft)	1086	1089	547	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	92	39	48	12	18
Average Queue (ft)	34	20	15	0	1
95th Queue (ft)	69	40	43	9	9
Link Distance (ft)		534		741	524
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	0		0	0	
Queuing Penalty (veh)	0		0	0	

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	64	65	15	21	13
Average Queue (ft)	32	23	1	1	1
95th Queue (ft)	51	54	8	11	10
Link Distance (ft)	484	578			311
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			25	25	
Storage Blk Time (%)			0	0	0
Queuing Penalty (veh)			0	0	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	66	141	129	67	104	130	154	168	154	211
Average Queue (ft)	17	51	46	23	31	45	59	69	58	106
95th Queue (ft)	48	112	101	54	77	96	120	137	125	185
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0					1	1	0	7
Queuing Penalty (veh)		0					1	1	0	4

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	59	144	173	92	109	121	121	194	109	202
Average Queue (ft)	11	57	71	34	35	37	42	57	38	86
95th Queue (ft)	38	115	141	71	82	87	98	135	86	165
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)		0			0		0	1		0
Queuing Penalty (veh)		0			0		0	1		0

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	299	463	490	185	772	798	336	710	142	232
Average Queue (ft)	92	241	260	110	322	321	257	297	42	107
95th Queue (ft)	212	443	477	204	645	644	401	824	103	197
Link Distance (ft)		861	861		1240	1240		948		643
Upstream Blk Time (%)						0		4		
Queuing Penalty (veh)						0		0		
Storage Bay Dist (ft)	290			160			320		230	
Storage Blk Time (%)		6		5	21		31		0	1
Queuing Penalty (veh)		4		41	17		39		0	0

Network Summary

Network wide Queuing Penalty: 335

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	3.5	0.4	0.4
Total Del/Veh (s)	20.3	18.7	11.9	17.6	15.4	13.0	34.3	44.4	24.5	35.4	47.4	22.4

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.2

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.0	0.0	0.5	0.4	3.0	0.1	0.2	0.1
Total Del/Veh (s)	14.5	7.7	6.2	15.9	7.0	5.3	32.8	34.9	9.1	31.7	30.6	17.2

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	10.1

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2.8	2.0	0.9	0.4	0.4
Total Del/Veh (s)	78.3	39.3	34.8	83.5	36.5	12.7	107.2	84.2	25.0	113.5	90.9	76.2

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	57.9

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	4.5	5.9	1.4
Total Del/Veh (s)	21.3	12.4	70.2	8.9	70.5	9.5	29.7

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.4	0.5	0.2	0.1	81.5	93.4	77.4	23.4
Total Del/Veh (s)	72.8	26.0	38.8	8.8	81.3	94.0	78.5	45.3

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	4.2	1.3	0.5	3.4	1.3	1.9

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.3	4.6	4.6	3.4	4.5	0.5	3.6	3.1

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	3.2	0.5	0.0	0.0	0.3
Total Del/Veh (s)	13.0	4.1	1.9	0.2	1.2	1.4	1.8

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.0	0.1	2.3	0.1	0.6	0.1	0.0	0.0	0.2
Total Del/Veh (s)	60.9	34.3	42.2	55.2	26.9	16.8	23.5	10.8	17.4	5.7	5.1	18.9

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.2	1.0	0.5	0.4	5.2	2.8	5.8	0.4	2.3	1.6

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	3.4	0.5	0.5	0.5	0.6
Total Del/Veh (s)	33.6	0.0	5.4	6.6	1.0	2.2	1.1	5.8

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.4	0.0	0.0	0.1
Total Del/Veh (s)	5.6	3.3	5.1	6.0	3.4	2.1	0.4	0.0	2.1	1.1	0.4	2.0

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	0.3	0.3	0.0	0.0	0.0	3.6	0.6	0.6	3.8	0.4	0.4
Total Del/Veh (s)	13.1	11.0	6.4	9.4	7.9	5.8	59.3	47.3	32.5	59.3	51.3	27.0

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	19.7

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	3.6	0.7	0.7	4.0	0.3	0.3
Total Del/Veh (s)	13.8	10.7	7.5	14.3	7.0	5.4	96.0	88.4	62.3	74.9	56.7	56.1

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	23.4

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	15.6	7.7	10.0	7.5	2.2	0.6	0.5	152.0	153.0	165.5	3.8	0.4
Total Del/Veh (s)	304.5	303.6	45.6	42.1	98.2	20.3	17.6	367.0	231.2	204.7	91.1	103.5

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.4	24.1
Total Del/Veh (s)	77.3	77.5

Total Network Performance

Movement	All
Denied Del/Veh (s)	21.1
Total Del/Veh (s)	102.9

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	96	200	180	182	137	267	264	133	178	128	170
Average Queue (ft)	37	85	79	97	42	114	122	40	97	50	58
95th Queue (ft)	77	153	144	169	93	215	220	93	167	100	122
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	1		
Queuing Penalty (veh)								0	2		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0				3		0	2		0
Queuing Penalty (veh)		0				3		0	1		0

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	59	130	121	146	123	183	184	168	65	126
Average Queue (ft)	19	43	37	58	31	36	38	81	51	55
95th Queue (ft)	47	97	91	120	79	109	108	151	81	105
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)					0	0		28	5	
Queuing Penalty (veh)					0	0		29	6	

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Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	254	284	298	294	309	308	494	476	195	504	460	295
Average Queue (ft)	122	128	138	170	161	164	185	112	143	347	189	220
95th Queue (ft)	223	218	230	269	290	262	391	314	236	567	467	342
Link Distance (ft)		477	477	477		739	739	739		488	488	
Upstream Blk Time (%)		0					0	0		12	5	
Queuing Penalty (veh)		0					1	0		42	16	
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)	1	0			0				9	40		4
Queuing Penalty (veh)	3	0			1				29	51		9

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	763	620
Average Queue (ft)	373	322
95th Queue (ft)	758	635
Link Distance (ft)	1324	1324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	26	
Queuing Penalty (veh)	63	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	327	307	269	373	385	568	286	365	713	342
Average Queue (ft)	142	124	103	184	195	88	90	213	291	55
95th Queue (ft)	292	273	225	351	363	330	211	359	598	273
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)			0			0			2	
Queuing Penalty (veh)			0			2			0	
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				0	2	0		1	5	0
Queuing Penalty (veh)				1	7	0		10	40	0

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	187	211	508	504	675	595	338	245	796	245
Average Queue (ft)	104	117	184	195	389	255	84	219	681	242
95th Queue (ft)	174	222	530	528	601	475	240	296	945	257
Link Distance (ft)			786	786	868	868			764	
Upstream Blk Time (%)			1	1	0				30	
Queuing Penalty (veh)			6	6	0				0	
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	0	1	11			0		1	40	12
Queuing Penalty (veh)	1	3	31			0		7	238	96

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	65	35	51
Average Queue (ft)	31	2	6
95th Queue (ft)	55	18	29
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	63	60	56
Average Queue (ft)	32	32	32
95th Queue (ft)	56	51	50
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	80	15	3	7
Average Queue (ft)	32	1	0	0
95th Queue (ft)	63	9	3	5
Link Distance (ft)	1089		788	594
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		165		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	105	139	192	149	306	270	125	145	92
Average Queue (ft)	34	49	69	21	137	110	47	39	23
95th Queue (ft)	92	111	185	92	330	266	98	99	65
Link Distance (ft)	318		687		594	594		488	488
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					1	0			
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)		0	5	0	13		0	0	
Queuing Penalty (veh)		0	3	0	3		1	0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	2	30	50
Average Queue (ft)	9	0	9	27
95th Queue (ft)	33	2	30	45
Link Distance (ft)	1086	1089	547	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	152	118	54	19	40
Average Queue (ft)	63	28	18	1	3
95th Queue (ft)	129	108	46	17	20
Link Distance (ft)		534		741	524
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	3		1	0	
Queuing Penalty (veh)	1		2	0	

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	63	62	30	6	30	2
Average Queue (ft)	30	28	3	0	4	0
95th Queue (ft)	54	54	18	4	19	4
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			0	0	0	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	102	163	171	83	119	141	174	312	138	208
Average Queue (ft)	35	69	68	30	39	54	92	153	37	97
95th Queue (ft)	75	138	141	64	89	111	173	263	93	172
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)	0	0			0		1	10	0	4
Queuing Penalty (veh)	0	0			0		2	10	0	2

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	66	126	143	122	93	124	169	476	103	141
Average Queue (ft)	19	50	59	47	27	39	68	196	33	59
95th Queue (ft)	48	104	120	99	74	97	159	443	78	115
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)								0		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)				0			0	25		
Queuing Penalty (veh)				0			1	13		

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	315	828	852	272	442	459	345	1005	222	320
Average Queue (ft)	277	558	576	124	230	243	313	754	49	147
95th Queue (ft)	378	1006	1023	249	425	447	417	1295	125	277
Link Distance (ft)		868	868		1233	1233		992		629
Upstream Blk Time (%)		4	4					45		
Queuing Penalty (veh)		40	40					0		
Storage Bay Dist (ft)	290			260			320		230	
Storage Blk Time (%)	43	12		1	6		62	12		6
Queuing Penalty (veh)	327	18		4	6		170	23		3

Network Summary

Network wide Queuing Penalty: 1374

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.4	0.4
Total Del/Veh (s)	12.0	12.9	10.3	11.6	8.1	5.7	42.5	54.8	20.0	43.0	54.8	13.5

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	14.3

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	2.9	0.1	0.1	0.2
Total Del/Veh (s)	9.9	8.1	6.9	19.2	8.9	6.0	27.7	22.8	6.1	25.2	25.0	10.9

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	9.9

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.7	0.2	17.8	17.3	18.0
Total Del/Veh (s)	91.2	42.0	36.5	77.9	20.8	7.7	84.7	72.5	18.0	111.3	105.9	89.2

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	4.6
Total Del/Veh (s)	55.4

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	1.4	1.1	3.3	0.5
Total Del/Veh (s)	17.4	23.1	65.2	6.8	54.0	52.9	4.0	26.4

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	1.6	0.8	1.2	0.3
Total Del/Veh (s)	57.4	7.1	32.7	9.9	47.7	53.3	33.2	27.6

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	3.4	0.8	0.4	2.5	1.1	1.3

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	3.4	3.8	2.8	4.0	0.5	2.7	1.7

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.3	0.0	0.0	0.1
Total Del/Veh (s)	10.0	0.4	5.4	2.6	0.1	1.2	1.2	2.0

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.3	5.4	26.5	0.0	4.2	7.9	8.1	4.8	10.0	4.2	3.2	7.4

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.8	0.6	0.2	1.7	0.5	0.2	2.8	4.8	6.5	2.4	1.7

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.4	0.4	0.4	0.5
Total Del/Veh (s)	14.3	0.0	3.4	4.7	0.9	2.1	0.9	3.2

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.3	0.0	0.0	0.3	0.0	0.0	0.1
Total Del/Veh (s)	4.9	5.1	3.1	4.9	2.9	1.8	0.4	0.0	1.9	0.7	0.3	2.1

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.5	0.2	0.2	0.0	0.0	0.0	3.9	0.4	0.4	3.7	0.5	0.5
Total Del/Veh (s)	12.6	9.1	4.8	9.8	8.2	5.7	58.0	53.5	21.3	68.7	58.3	35.2

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	20.0

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.5	0.0	0.0	3.9	0.3	0.4	4.0	0.4	0.4
Total Del/Veh (s)	11.5	11.8	8.0	15.3	13.3	11.3	78.7	71.5	23.3	85.6	63.8	66.0

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	22.4

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	1.2	1.1	0.1	0.4	2.1	0.8	0.9	14.9	12.7	14.6	3.9	0.3
Total Del/Veh (s)	92.6	90.3	18.9	18.7	95.8	29.4	26.3	216.7	131.1	99.4	69.5	77.6

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.3	2.0
Total Del/Veh (s)	48.4	44.2

Total Network Performance

Movement	All
Denied Del/Veh (s)	3.4
Total Del/Veh (s)	79.9

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	67	153	173	207	82	188	192	63	145	129	104
Average Queue (ft)	16	53	54	78	30	53	59	19	68	53	38
95th Queue (ft)	47	126	130	168	68	136	145	50	125	106	81
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)									0		
Queuing Penalty (veh)									0		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0				1			1	0	
Queuing Penalty (veh)		0				0			0	0	

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	46	142	144	200	144	251	239	103	66	97
Average Queue (ft)	10	38	33	63	36	55	59	36	38	40
95th Queue (ft)	34	96	96	148	92	161	162	83	71	82
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		0			0	2		8	3	
Queuing Penalty (veh)		0			0	1		5	1	

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	176	243	272	345	407	350	393	277	194	400	231	282
Average Queue (ft)	70	125	141	204	211	134	130	57	122	169	88	198
95th Queue (ft)	150	219	252	338	373	281	304	190	214	338	173	321
Link Distance (ft)		477	477	477		746	746	746		485	485	
Upstream Blk Time (%)							0	0		0		
Queuing Penalty (veh)							0	0		1		
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)	0	0			0	0			9	11		1
Queuing Penalty (veh)	0	0			0	1			13	12		2

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	295	1277
Average Queue (ft)	249	529
95th Queue (ft)	343	1252
Link Distance (ft)		1324
Upstream Blk Time (%)		9
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	270	
Storage Blk Time (%)	18	11
Queuing Penalty (veh)	52	54

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	344	345	468	387	398	699	338	275	310	75
Average Queue (ft)	145	112	207	185	195	102	63	135	180	4
95th Queue (ft)	276	246	406	348	361	415	209	245	274	67
Link Distance (ft)	746	746	746			786	786		912	
Upstream Blk Time (%)						0				
Queuing Penalty (veh)						2				
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				0	2	0		0	0	0
Queuing Penalty (veh)				2	10	0		0	0	0

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	204	214	270	222	725	632	361	245	506	245
Average Queue (ft)	105	105	49	60	392	231	79	180	270	185
95th Queue (ft)	188	195	170	157	655	482	251	272	412	288
Link Distance (ft)			786	786	878	878			764	
Upstream Blk Time (%)					0	0				
Queuing Penalty (veh)					1	0				
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	1	1	0			0		0	13	1
Queuing Penalty (veh)	3	6	0			0		2	49	4

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	48
Average Queue (ft)	16	5
95th Queue (ft)	42	29
Link Distance (ft)	365	175
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	65	48	44
Average Queue (ft)	19	24	17
95th Queue (ft)	50	48	42
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
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Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	T
Maximum Queue (ft)	86	23	11	3
Average Queue (ft)	33	1	0	0
95th Queue (ft)	66	11	4	3
Link Distance (ft)	1089		788	592
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		165		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	70	90	56	38	118	151	104	125	84
Average Queue (ft)	16	42	28	3	46	57	40	40	19
95th Queue (ft)	52	80	48	21	98	119	78	95	61
Link Distance (ft)	319		591		592	592		485	485
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)					0			0	
Queuing Penalty (veh)					0			0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	32	11	61	70
Average Queue (ft)	2	0	8	34
95th Queue (ft)	17	6	40	56
Link Distance (ft)	1086	1089	547	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	106	43	50	8	21
Average Queue (ft)	38	19	15	0	1
95th Queue (ft)	78	40	42	0	9
Link Distance (ft)		628		740	525
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	0		0		
Queuing Penalty (veh)	0		1		

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	66	56	9	3	25	8
Average Queue (ft)	32	26	0	0	1	0
95th Queue (ft)	53	52	5	3	12	6
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			0	0	0	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	66	136	147	92	121	131	148	175	154	293
Average Queue (ft)	16	53	53	27	34	40	67	66	69	128
95th Queue (ft)	48	112	117	63	90	97	124	132	142	245
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0			0		1	1	1	11
Queuing Penalty (veh)		0			0		1	1	2	8

Queuing and Blocking Report
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Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	42	152	183	188	243	251	155	226	185	270
Average Queue (ft)	6	52	67	54	91	106	52	80	51	121
95th Queue (ft)	27	120	143	123	200	221	120	180	124	225
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)		0		0	1		0	5	0	4
Queuing Penalty (veh)		0		0	2		1	2	0	2

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	284	456	481	284	728	729	345	963	111	228
Average Queue (ft)	95	227	248	126	345	354	290	433	39	108
95th Queue (ft)	216	432	457	278	644	653	418	1052	85	195
Link Distance (ft)		878	878		1223	1223		1036		628
Upstream Blk Time (%)								10		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	290			260			320		230	
Storage Blk Time (%)		4		0	17		46	0		1
Queuing Penalty (veh)		3		4	14		61	0		0

Network Summary

Network wide Queuing Penalty: 321

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	3.5	0.4	0.3
Total Del/Veh (s)	23.5	22.2	16.0	20.0	17.9	15.4	32.6	42.3	24.7	39.1	45.1	19.9

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	22.4

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.6	1.2	0.1	0.0	0.1	16.4	20.8	22.3	6.3	7.3	7.2
Total Del/Veh (s)	24.6	19.0	18.5	24.1	14.6	10.9	26.6	27.1	18.7	48.6	39.6	23.9

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	2.6
Total Del/Veh (s)	18.8

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	1.0	0.4	0.1	0.0	0.0	6.8	9.0	5.1	64.6	64.1	60.4
Total Del/Veh (s)	87.8	61.1	54.0	161.5	58.4	31.7	130.0	99.0	31.8	148.2	134.1	128.5

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	16.1
Total Del/Veh (s)	82.5

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	10.1	11.1	3.1
Total Del/Veh (s)	49.8	25.8	91.2	16.3	73.3	12.2	43.3

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	1.1	0.3	0.3	0.3	110.2	112.0	111.1	32.9
Total Del/Veh (s)	96.2	48.3	64.4	9.0	83.4	100.2	84.1	60.3

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	4.1	1.2	0.5	2.9	1.4	1.8

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.1	0.1	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.2	4.7	5.2	5.2	4.7	0.5	3.8	3.7

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	3.4	0.6	0.0	0.0	0.4
Total Del/Veh (s)	16.1	6.1	1.9	1.2	1.2	1.4	2.6

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.4	1.4	2.1	0.0	0.2	0.4	0.0	0.0	0.0	0.5
Total Del/Veh (s)	93.2	37.5	48.1	49.3	45.9	21.4	32.8	18.1	15.4	5.0	3.9	25.7

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.2	0.9	0.6	0.3	6.7	3.0	5.2	0.3	2.4	1.6

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	3.3	0.6	0.6	0.6	0.6
Total Del/Veh (s)	38.8	0.0	5.3	6.5	1.1	2.3	1.1	6.4

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.3	0.0	0.0	0.4	0.0	0.0	0.1
Total Del/Veh (s)	6.0	3.6	5.1	5.8	3.4	2.2	0.4	0.1	2.3	1.4	0.5	2.1

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.3	0.3	0.0	0.0	0.0	3.7	0.6	0.6	3.8	0.4	0.4
Total Del/Veh (s)	12.7	12.8	8.5	16.8	16.5	13.4	56.5	46.4	31.6	61.7	48.8	26.2

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	23.4

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	4.0	0.5	0.6	4.0	0.3	0.3
Total Del/Veh (s)	14.9	8.7	5.4	14.5	7.5	6.2	89.3	82.9	60.4	71.5	54.3	51.9

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	22.3

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	27.8	21.4	18.3	22.7	2.2	0.6	0.6	26.6	28.1	24.8	0.1	0.2
Total Del/Veh (s)	329.5	339.9	55.2	49.1	135.9	27.1	21.1	389.1	159.7	140.2	88.4	139.9

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.2	12.4
Total Del/Veh (s)	114.0	85.1

Total Network Performance

Movement	All
Denied Del/Veh (s)	27.2
Total Del/Veh (s)	129.3

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	116	191	172	209	175	332	350	130	182	112	130
Average Queue (ft)	42	102	90	106	48	119	131	41	95	48	55
95th Queue (ft)	87	169	155	184	114	251	265	96	172	97	109
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	1		
Queuing Penalty (veh)								0	3		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0			0	5		0	3		
Queuing Penalty (veh)		0			0	5		0	2		

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	96	241	230	266	154	351	344	171	65	168
Average Queue (ft)	22	80	66	92	51	104	107	78	51	61
95th Queue (ft)	64	243	229	258	127	272	267	163	79	156
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)		0		0			0	2		2
Queuing Penalty (veh)		0		0			0	1		0
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		4			0	4		18	11	
Queuing Penalty (veh)		1			1	4		19	12	

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Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	280	395	383	400	450	615	705	724	195	511	514	282
Average Queue (ft)	134	172	174	208	244	284	307	301	154	381	194	199
95th Queue (ft)	260	367	356	385	450	510	602	598	237	592	463	327
Link Distance (ft)		477	477	477		746	746	746		485	485	
Upstream Blk Time (%)		4	4	5		0	0	0		20	5	
Queuing Penalty (veh)		13	11	13		2	2	2		73	20	
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)	3	7			5	0			10	48		1
Queuing Penalty (veh)	6	10			20	1			34	66		5

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	295	1341
Average Queue (ft)	255	768
95th Queue (ft)	354	1619
Link Distance (ft)		1324
Upstream Blk Time (%)		25
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	270	
Storage Blk Time (%)	16	22
Queuing Penalty (veh)	59	115

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	536	528	563	375	389	681	638	359	752	346
Average Queue (ft)	245	227	209	235	247	211	199	233	336	73
95th Queue (ft)	585	573	550	411	430	552	468	373	700	314
Link Distance (ft)	746	746	746			786	786		912	
Upstream Blk Time (%)	4	3	4			1	0		4	
Queuing Penalty (veh)	18	14	18			7	0		0	
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				1	5	0		2	7	0
Queuing Penalty (veh)				3	26	0		15	53	1

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	202	218	727	722	753	679	350	245	805	245
Average Queue (ft)	121	156	269	280	509	370	72	228	732	242
95th Queue (ft)	198	244	766	766	749	661	270	288	924	258
Link Distance (ft)			786	786	864	864			764	
Upstream Blk Time (%)			4	5	0	0			36	
Queuing Penalty (veh)			32	39	3	2			0	
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	1	3	23			1	0	1	42	14
Queuing Penalty (veh)	8	17	70			3	0	15	261	124

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	61	36	47
Average Queue (ft)	30	2	7
95th Queue (ft)	53	16	32
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	65	72	60
Average Queue (ft)	30	34	34
95th Queue (ft)	55	55	54
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	91	15	104	3	9
Average Queue (ft)	35	1	8	0	0
95th Queue (ft)	72	7	95	0	8
Link Distance (ft)	1089		788	592	592
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		165			
Storage Blk Time (%)			1		
Queuing Penalty (veh)			0		

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	B15	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	T	L	T	TR	L	T	TR
Maximum Queue (ft)	118	168	291	3	161	419	377	102	109	93
Average Queue (ft)	37	55	96	0	23	161	139	40	35	24
95th Queue (ft)	108	132	282	3	98	403	376	80	88	69
Link Distance (ft)	319		591	628		592	592		485	485
Upstream Blk Time (%)	0		1			1	0			
Queuing Penalty (veh)	0		1			3	1			
Storage Bay Dist (ft)		150			150			150		
Storage Blk Time (%)		0	10			18		0	0	
Queuing Penalty (veh)		0	6			5		0	0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	43	32	48
Average Queue (ft)	8	8	27
95th Queue (ft)	32	29	44
Link Distance (ft)	1086	547	234
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	149	85	48	12	36
Average Queue (ft)	69	24	18	0	2
95th Queue (ft)	140	63	45	12	16
Link Distance (ft)		628		740	525
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	2		0		
Queuing Penalty (veh)	1		2		

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	68	56	30	3	30	25
Average Queue (ft)	33	27	3	0	4	1
95th Queue (ft)	57	52	18	3	21	10
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			0	0	1	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	102	160	172	153	212	232	174	291	143	195
Average Queue (ft)	36	75	83	45	93	107	100	150	40	99
95th Queue (ft)	75	141	153	100	179	199	181	248	102	175
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0		0	1		3	9	0	5
Queuing Penalty (veh)		0		0	1		6	10	0	2

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	64	104	136	136	159	171	169	452	95	151
Average Queue (ft)	20	35	47	51	30	40	71	185	39	65
95th Queue (ft)	51	86	107	105	94	109	160	430	84	121
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)								0		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)				0	0		1	24		0
Queuing Penalty (veh)				1	0		2	13		0

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	315	888	915	185	573	603	939	923	143	382
Average Queue (ft)	274	630	657	138	305	303	574	476	54	213
95th Queue (ft)	388	1077	1095	218	567	584	1102	970	114	384
Link Distance (ft)		864	864		1237	1237	1050	1050	642	642
Upstream Blk Time (%)		7	8				14	13		
Queuing Penalty (veh)		67	79				0	0		
Storage Bay Dist (ft)	290			160						
Storage Blk Time (%)	49	13		17	20					
Queuing Penalty (veh)	394	20		112	20					

Network Summary

Network wide Queuing Penalty: 1976

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.4	0.4
Total Del/Veh (s)	16.0	19.2	14.7	13.5	10.5	7.2	33.1	45.1	19.2	36.8	41.3	15.2

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	17.5

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2.7	4.6	0.1	0.2	0.2
Total Del/Veh (s)	11.8	9.6	8.2	18.3	6.2	3.8	39.2	40.2	11.4	37.4	38.6	14.0

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	11.2

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.0	0.0	0.6	0.1	0.0	0.9	0.4	0.4
Total Del/Veh (s)	68.9	44.7	53.4	52.9	27.9	6.2	59.1	45.3	11.3	56.6	56.1	47.0

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	40.9

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	1.6	1.7	3.3	0.6
Total Del/Veh (s)	11.1	12.0	72.6	6.2	55.4	62.9	4.4	22.2

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.3	0.1	1.7	0.8	1.1	0.4
Total Del/Veh (s)	41.7	8.8	43.3	9.4	44.9	61.5	30.3	29.6

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.5	4.7	1.6	0.6	2.9	1.5	2.5

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	3.4	3.9	2.7	4.5	0.5	3.5	2.6

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	4.3	0.3	0.0	0.0	0.1
Total Del/Veh (s)	10.7	0.9	5.9	3.0	0.1	1.1	1.1	1.7

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.8	6.1	24.7	0.0	4.0	6.3	7.4	3.6	9.5	4.7	3.2	7.4

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.0	0.8	0.2	1.7	0.6	0.3	2.9	5.1	6.6	2.4	1.8

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.5	0.4	0.4	0.5
Total Del/Veh (s)	13.1	0.0	3.5	4.4	1.0	2.3	1.0	3.1

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.4	6.6	3.6	4.3	3.0	2.3	0.4	0.1	2.3	1.0	0.6	2.2

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.2	0.2	0.0	0.0	0.0	4.0	0.4	0.4	3.8	0.5	0.4
Total Del/Veh (s)	12.5	8.1	4.6	7.8	5.7	3.6	61.9	52.5	23.2	62.7	55.0	32.7

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	17.2

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.1	3.8	0.3	0.4	3.9	0.3	0.3
Total Del/Veh (s)	15.5	14.4	10.0	14.4	7.3	4.8	67.0	37.8	13.9	68.1	42.3	44.8

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.2

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.8	0.9	0.2	0.3	103.7	101.2	96.4	3.5	0.7	0.8	3.8	0.3
Total Del/Veh (s)	89.0	91.1	26.5	26.3	255.2	99.1	84.0	94.0	71.4	41.8	77.0	86.5

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.3	46.8
Total Del/Veh (s)	50.3	74.6

Total Network Performance

Movement	All
Denied Del/Veh (s)	21.8
Total Del/Veh (s)	84.8

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	58	165	176	235	112	174	175	108	180	127	116
Average Queue (ft)	14	75	75	118	49	73	82	36	86	52	46
95th Queue (ft)	44	140	149	200	91	134	148	83	164	104	98
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	1		
Queuing Penalty (veh)								0	3		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0				0		0	3		
Queuing Penalty (veh)		0				0		0	1		

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	41	149	144	188	142	155	122	151	68	113
Average Queue (ft)	9	51	43	79	63	36	30	86	58	46
95th Queue (ft)	32	111	108	164	122	99	82	158	77	92
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		0			1	0		26	12	
Queuing Penalty (veh)		0			5	0		44	10	

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Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	217	275	336	403	371	424	459	303	193	274	154	284
Average Queue (ft)	94	145	167	234	210	180	155	56	108	124	70	149
95th Queue (ft)	174	243	285	365	322	303	291	183	187	231	129	259
Link Distance (ft)		477	477	477		739	739	739		488	488	
Upstream Blk Time (%)				0			0	0				
Queuing Penalty (veh)				1			0	0				
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)		0			0				2	3		0
Queuing Penalty (veh)		0			0				3	4		0

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	391	431
Average Queue (ft)	204	244
95th Queue (ft)	331	412
Link Distance (ft)	1324	1324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	4	
Queuing Penalty (veh)	8	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	212	180	238	350	351	310	193	294	336	87
Average Queue (ft)	85	60	94	166	177	39	35	128	171	3
95th Queue (ft)	168	129	183	298	312	182	119	240	275	56
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)						0				
Queuing Penalty (veh)						0				
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				0	1	0		0	0	0
Queuing Penalty (veh)				0	3	0		0	1	0

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	201	210	297	224	698	595	312	244	428	245
Average Queue (ft)	113	114	88	105	425	283	80	157	235	160
95th Queue (ft)	187	198	210	186	702	575	252	265	363	280
Link Distance (ft)			786	786	859	859			764	
Upstream Blk Time (%)					0	0				
Queuing Penalty (veh)					0	0				
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	0	1	0			0	0	0	8	0
Queuing Penalty (veh)	1	4	1			1	0	1	29	2

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	74	50	87
Average Queue (ft)	38	3	22
95th Queue (ft)	62	24	64
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	63	45	89
Average Queue (ft)	20	23	46
95th Queue (ft)	51	47	73
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	87	26	20	9	4
Average Queue (ft)	32	1	1	0	0
95th Queue (ft)	65	11	10	5	4
Link Distance (ft)	1089		788	594	594
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		165			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	80	121	55	34	150	133	97	130	108
Average Queue (ft)	16	58	26	2	46	51	37	49	36
95th Queue (ft)	56	103	47	17	104	104	74	106	88
Link Distance (ft)	318		687		594	594		488	488
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)		0			0		0	0	
Queuing Penalty (veh)		0			0		0	0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	6	67	66
Average Queue (ft)	4	0	9	33
95th Queue (ft)	24	4	43	54
Link Distance (ft)	1086	1089	547	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	94	38	53	3	13
Average Queue (ft)	35	21	18	0	1
95th Queue (ft)	70	42	46	3	8
Link Distance (ft)		534		741	524
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)			0		
Queuing Penalty (veh)			1		

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	72	68	12	2	42	10
Average Queue (ft)	33	32	0	0	6	0
95th Queue (ft)	57	58	6	2	27	7
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	1	
Queuing Penalty (veh)			0	0	0	

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	66	144	152	71	87	106	150	162	152	260
Average Queue (ft)	18	54	57	26	25	39	64	68	59	112
95th Queue (ft)	49	116	120	56	67	84	126	132	125	203
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0					1	0	1	7
Queuing Penalty (veh)		0					1	0	1	5

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	47	162	198	104	98	103	130	178	119	206
Average Queue (ft)	10	72	90	38	37	37	42	58	36	74
95th Queue (ft)	34	137	163	79	80	81	99	132	88	153
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)		0		0			0	2		1
Queuing Penalty (veh)		0		0			0	1		0

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	314	550	566	185	1226	1227	330	498	159	235
Average Queue (ft)	103	287	307	176	928	905	197	186	45	104
95th Queue (ft)	245	513	541	210	1525	1529	333	414	112	205
Link Distance (ft)		859	859		1242	1242		1121		807
Upstream Blk Time (%)					36	29				
Queuing Penalty (veh)					0	0				
Storage Bay Dist (ft)	290			160			320		230	
Storage Blk Time (%)		10		57	15		4	2		2
Queuing Penalty (veh)		7		428	34		9	4		1

Network Summary

Network wide Queuing Penalty: 619

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.3	3.5	0.5	0.4
Total Del/Veh (s)	23.0	27.5	20.3	67.9	23.3	19.0	32.1	43.8	27.6	36.5	42.5	20.4

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	29.8

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	4.3	4.7	6.2	0.2	0.1	0.2
Total Del/Veh (s)	19.1	11.9	9.8	28.6	8.8	5.6	37.1	37.1	13.6	36.8	37.1	19.0

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	14.5

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.4	0.0	0.0	0.0	2.8	2.3	1.5	1.4	1.1	1.1
Total Del/Veh (s)	62.5	46.7	47.9	59.4	52.9	14.6	93.0	74.7	23.2	82.2	81.8	76.1

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	54.5

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.3	0.2	0.2	0.0	18.3	17.6	4.8
Total Del/Veh (s)	39.7	15.1	73.3	10.5	81.9	12.8	36.2

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.3	0.4	0.2	120.2	120.9	113.5	32.3
Total Del/Veh (s)	106.3	40.4	37.8	8.1	87.5	104.2	89.2	54.1

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.9	12.3	4.3	3.6	4.1	2.8	6.0

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	4.2	4.7	3.2	4.5	0.5	3.6	2.3

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	3.4	0.6	0.0	0.0	0.3
Total Del/Veh (s)	14.3	8.0	3.3	0.2	1.2	1.5	1.8

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.7	0.0	0.1	0.9	0.4	0.3	0.0	0.0	0.0	0.2
Total Del/Veh (s)	45.6	15.8	43.4	54.4	20.2	11.0	17.5	9.2	17.4	5.8	4.1	15.2

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.2	1.0	0.6	0.3	5.5	2.8	6.1	0.3	2.6	1.7

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.2	0.0	0.2	3.4	0.5	0.5	0.5	0.7
Total Del/Veh (s)	40.7	0.4	6.5	6.2	1.1	2.3	1.0	7.8

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.0	3.9	5.8	8.4	3.6	2.3	0.5	0.1	3.1	2.3	1.3	2.7

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	0.3	0.3	0.0	0.0	0.0	3.6	0.7	0.6	3.8	0.4	0.4
Total Del/Veh (s)	13.0	10.9	6.2	10.5	8.3	6.4	60.5	48.6	34.5	59.3	51.5	29.3

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	19.9

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	3.7	0.5	0.5	4.0	0.3	0.2
Total Del/Veh (s)	14.0	11.9	7.8	16.0	8.2	7.3	102.6	81.7	61.4	71.2	59.7	59.0

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	23.3

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.2	0.6	0.6	289.9	277.2	284.7	3.9	0.4
Total Del/Veh (s)	338.8	330.0	48.7	44.5	149.5	25.2	19.0	228.1	243.1	215.6	87.4	109.1

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.4	42.9
Total Del/Veh (s)	90.8	79.3

Total Network Performance

Movement	All
Denied Del/Veh (s)	32.6
Total Del/Veh (s)	111.2

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	108	218	220	254	185	324	308	175	185	141	152
Average Queue (ft)	38	110	103	131	137	168	166	72	135	55	63
95th Queue (ft)	78	179	182	221	205	290	274	151	209	113	120
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	8		
Queuing Penalty (veh)								0	27		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0			10	9		0	12	0	0
Queuing Penalty (veh)		0			38	15		0	12	0	0

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	66	172	147	235	152	180	129	204	65	138
Average Queue (ft)	19	70	54	78	77	49	42	123	61	57
95th Queue (ft)	49	137	115	164	143	129	99	195	77	112
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)								0		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		0			4	0		41	13	
Queuing Penalty (veh)		0			18	1		83	19	

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Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	269	308	315	357	284	463	779	721	195	506	474	291
Average Queue (ft)	151	158	164	196	158	249	284	147	152	360	181	189
95th Queue (ft)	248	260	274	322	257	397	580	416	241	561	391	299
Link Distance (ft)		477	477	477		739	739	739		488	488	
Upstream Blk Time (%)			0	0			1	0		9	2	
Queuing Penalty (veh)			0	0			3	1		38	8	
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)	1	2				0			6	43		2
Queuing Penalty (veh)	2	3				0			22	61		4

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	650	726
Average Queue (ft)	281	344
95th Queue (ft)	630	725
Link Distance (ft)	1324	1324
Upstream Blk Time (%)	1	1
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)	9	
Queuing Penalty (veh)	23	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	550	535	395	388	401	636	385	370	689	353
Average Queue (ft)	279	260	143	179	194	124	106	213	317	73
95th Queue (ft)	546	526	396	340	359	434	273	369	706	313
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)	1	1	0			1	0		5	
Queuing Penalty (veh)	4	3	3			4	0		0	
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				0	3	0		3	8	0
Queuing Penalty (veh)				2	14	0		27	69	1

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	207	220	726	712	660	579	265	245	806	245
Average Queue (ft)	150	175	327	314	389	245	66	223	710	241
95th Queue (ft)	231	264	823	806	588	467	202	299	948	261
Link Distance (ft)			786	786	869	869			764	
Upstream Blk Time (%)			3	3					36	
Queuing Penalty (veh)			25	26					0	
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	4	11	18			0		2	43	17
Queuing Penalty (veh)	26	65	70			0		15	254	134

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	195	137	126
Average Queue (ft)	60	19	37
95th Queue (ft)	124	86	93
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	60	58	63
Average Queue (ft)	31	31	34
95th Queue (ft)	54	52	54
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	T
Maximum Queue (ft)	89	20	8	8
Average Queue (ft)	32	1	0	0
95th Queue (ft)	67	10	7	6
Link Distance (ft)	1089		788	594
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		165		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	88	126	154	120	325	316	109	141	113
Average Queue (ft)	28	45	62	19	139	128	48	51	32
95th Queue (ft)	68	96	134	82	302	279	89	112	81
Link Distance (ft)	318		687		594	594		488	488
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)		0	3		11		0	0	
Queuing Penalty (veh)		0	2		3		0	0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	42	30	51
Average Queue (ft)	9	8	30
95th Queue (ft)	33	29	44
Link Distance (ft)	1086	547	234
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	164	167	47	9	39
Average Queue (ft)	82	45	16	0	2
95th Queue (ft)	158	149	44	0	14
Link Distance (ft)		534		741	524
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	7		1		
Queuing Penalty (veh)	4		2		

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	68	76	30	5	39	30
Average Queue (ft)	31	40	4	0	7	1
95th Queue (ft)	56	64	19	4	28	14
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	1	0
Queuing Penalty (veh)			0	0	1	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	73	162	164	102	133	145	174	355	140	202
Average Queue (ft)	34	76	77	32	44	58	96	153	36	94
95th Queue (ft)	66	139	145	70	98	118	176	282	86	171
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0			0		1	12	0	6
Queuing Penalty (veh)		0			0		3	12	0	2

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	57	144	161	132	139	159	170	457	103	150
Average Queue (ft)	20	57	68	48	34	47	66	189	40	63
95th Queue (ft)	48	121	140	101	97	121	156	423	87	124
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)								0		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)				0	0		1	24		0
Queuing Penalty (veh)				0	0		1	12		0

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	315	860	886	185	624	592	345	789	221	341
Average Queue (ft)	263	576	589	151	311	298	266	725	61	169
95th Queue (ft)	384	1048	1074	222	637	609	446	967	163	325
Link Distance (ft)		869	869		1232	1232		774		646
Upstream Blk Time (%)		6	6					64		
Queuing Penalty (veh)		61	61					0		
Storage Bay Dist (ft)	290			160			320		230	
Storage Blk Time (%)	45	12		29	14		5	69		9
Queuing Penalty (veh)	324	18		176	16		23	107		4

Network Summary

Network wide Queuing Penalty: 1955

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.4	0.4
Total Del/Veh (s)	16.0	18.3	14.7	17.0	12.0	7.5	34.1	49.3	22.0	39.7	49.9	22.1

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	18.9

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.4	1.1	4.7	0.1	0.1	0.1
Total Del/Veh (s)	12.5	12.2	11.7	19.8	7.2	4.5	35.0	40.4	10.8	33.8	35.0	16.9

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	12.5

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	0.7	0.3	0.1	1.0	0.4	0.4
Total Del/Veh (s)	65.5	41.9	44.6	71.3	28.5	6.6	64.0	53.7	11.8	44.7	55.5	44.1

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	40.5

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	1.7	1.7	3.4	0.6
Total Del/Veh (s)	22.5	20.6	64.3	6.1	50.7	50.4	4.5	24.5

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.5	0.2	1.8	0.7	1.2	0.5
Total Del/Veh (s)	54.0	9.1	38.3	8.1	47.1	48.6	32.4	29.4

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	5.1	2.0	1.0	2.7	1.5	2.6

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	3.4	3.8	2.7	4.5	0.5	3.7	2.7

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	0.3	0.0	0.0	0.1
Total Del/Veh (s)	11.3	0.4	5.4	2.3	0.1	1.0	1.1	1.8

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	19.2	8.0	26.6	0.0	4.1	9.6	8.1	3.9	9.7	4.3	2.6	7.7

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.9	0.6	0.4	1.8	0.6	0.3	3.0	5.5	6.5	2.5	1.8

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.5	0.4	0.4	0.5
Total Del/Veh (s)	14.8	0.0	3.7	5.2	1.0	2.3	1.1	3.5

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.4	5.6	3.6	5.1	3.1	2.1	0.4	0.0	2.4	1.1	0.6	2.3

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.2	0.2	0.0	0.0	0.0	3.9	0.4	0.4	3.8	0.5	0.5
Total Del/Veh (s)	14.0	8.7	5.2	9.4	7.2	4.3	59.8	51.0	22.3	61.1	55.9	37.2

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	18.2

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.0	0.1	3.9	0.3	0.3	4.0	0.3	0.4
Total Del/Veh (s)	13.4	12.1	9.0	12.3	6.5	3.9	85.1	60.5	21.2	87.4	64.8	69.2

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.7

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.9	0.9	0.1	0.3	161.4	163.6	136.0	5.9	4.2	3.8	3.9	0.3
Total Del/Veh (s)	97.4	91.4	22.1	21.7	291.9	123.5	90.8	106.3	70.1	46.0	72.5	82.9

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.4	75.5
Total Del/Veh (s)	53.9	84.1

Total Network Performance

Movement	All
Denied Del/Veh (s)	34.8
Total Del/Veh (s)	90.6

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	67	180	208	267	145	198	204	126	180	152	151
Average Queue (ft)	15	67	75	119	58	81	89	34	97	60	57
95th Queue (ft)	49	143	157	228	113	157	169	86	177	118	117
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	3		
Queuing Penalty (veh)								0	6		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0			0	1			4		0
Queuing Penalty (veh)		0			0	1			2		0

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	48	176	213	274	144	164	125	164	67	135
Average Queue (ft)	10	65	64	107	66	40	34	83	57	45
95th Queue (ft)	34	141	151	218	128	107	85	161	77	101
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		0			2	0		24	12	
Queuing Penalty (veh)		0			6	0		41	10	

Queuing and Blocking Report
Mariner B Build AM

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Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	205	289	335	396	409	422	446	311	194	335	166	278
Average Queue (ft)	84	146	166	233	226	188	169	60	122	153	71	142
95th Queue (ft)	163	242	280	358	371	333	315	188	210	286	129	248
Link Distance (ft)		477	477	477		739	739	739		485	485	
Upstream Blk Time (%)				0			0	0				
Queuing Penalty (veh)				0			0	0				
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)	0	0			0	0			5	6		0
Queuing Penalty (veh)	0	0			1	0			8	7		0

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	376	422
Average Queue (ft)	199	238
95th Queue (ft)	314	385
Link Distance (ft)	1324	1324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	2	
Queuing Penalty (veh)	4	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	359	291	388	341	349	375	158	263	312	38
Average Queue (ft)	194	149	201	153	159	51	34	126	169	1
95th Queue (ft)	321	260	344	278	288	247	106	223	260	38
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)						0				
Queuing Penalty (veh)						2				
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				0	0	0			0	0
Queuing Penalty (veh)				0	2	2			1	0

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	206	218	345	261	676	594	336	245	456	245
Average Queue (ft)	121	126	83	94	376	254	44	168	251	174
95th Queue (ft)	203	213	233	188	719	608	193	268	379	286
Link Distance (ft)			786	786	865	865			764	
Upstream Blk Time (%)					0	0				
Queuing Penalty (veh)					4	1				
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	1	2	0			0		0	11	0
Queuing Penalty (veh)	3	10	1			1		3	41	3

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	79	59	78
Average Queue (ft)	39	4	19
95th Queue (ft)	65	36	57
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	50	43	87
Average Queue (ft)	19	21	47
95th Queue (ft)	47	47	72
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
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Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	93	17	13	9	6
Average Queue (ft)	35	1	0	0	0
95th Queue (ft)	70	9	10	6	6
Link Distance (ft)	1089		788	592	592
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		165			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	74	144	56	41	143	141	94	128	106
Average Queue (ft)	13	66	27	4	53	56	38	41	32
95th Queue (ft)	50	115	49	24	113	112	74	96	80
Link Distance (ft)	319		591		592	592		485	485
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)		0			0			0	
Queuing Penalty (veh)		0			0			0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	12	69	74
Average Queue (ft)	3	1	9	36
95th Queue (ft)	18	7	43	61
Link Distance (ft)	1086	1089	547	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	108	45	57	37	31
Average Queue (ft)	37	21	21	1	2
95th Queue (ft)	77	44	50	22	14
Link Distance (ft)		628		740	525
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	0		1	0	
Queuing Penalty (veh)	0		2	0	

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	62	76	12	6	43	26
Average Queue (ft)	32	31	1	0	6	1
95th Queue (ft)	52	60	7	3	27	11
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	1	0
Queuing Penalty (veh)			0	0	1	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	61	145	158	81	136	148	158	181	148	266
Average Queue (ft)	17	62	66	30	39	51	71	61	62	109
95th Queue (ft)	46	125	142	64	99	111	130	126	126	209
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0			0		1	1	1	9
Queuing Penalty (veh)		0			0		1	1	1	6

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	54	200	231	93	114	140	143	245	170	274
Average Queue (ft)	8	64	86	37	30	31	47	76	50	115
95th Queue (ft)	33	148	183	78	83	92	104	167	114	216
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)		0			0		0	4	0	3
Queuing Penalty (veh)		0			0		0	2	0	1

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	279	470	485	185	1279	1284	336	623	191	263
Average Queue (ft)	92	221	245	178	1080	1063	201	218	50	114
95th Queue (ft)	210	415	448	207	1535	1534	347	564	121	215
Link Distance (ft)		865	865		1236	1236		956		642
Upstream Blk Time (%)					49	38		2		
Queuing Penalty (veh)					0	0		0		
Storage Bay Dist (ft)	290			160			320		230	
Storage Blk Time (%)		4		58	20		8	4		1
Queuing Penalty (veh)		3		465	46		20	7		1

Network Summary

Network wide Queuing Penalty: 720

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	3.5	0.5	0.5
Total Del/Veh (s)	24.4	23.4	16.5	26.9	22.4	20.1	32.3	44.7	28.2	35.8	43.1	23.5

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	25.8

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	3.5	2.7	5.1	0.2	0.2	0.2
Total Del/Veh (s)	19.5	10.3	7.7	26.0	9.1	6.4	31.2	32.0	12.5	29.2	31.7	21.0

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	13.0

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.8	0.0	0.0	0.0	28.4	20.4	23.9	1.0	0.4	0.4
Total Del/Veh (s)	60.4	65.4	78.0	80.9	106.6	35.6	156.3	128.3	36.6	43.6	53.0	45.9

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	4.8
Total Del/Veh (s)	72.2

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1	6.9	7.3	2.0
Total Del/Veh (s)	29.5	14.5	86.1	23.3	66.3	12.0	35.8

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	17.5	14.9	78.0	117.1	78.9	27.8
Total Del/Veh (s)	101.3	16.4	86.5	12.9	78.4	90.8	74.8	56.7

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	13.0	11.4	4.4	2.4	4.0	2.3	5.5

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	4.6	4.8	3.2	4.5	0.5	3.9	2.4

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	3.2	0.6	0.0	0.0	0.3
Total Del/Veh (s)	25.2	9.0	3.7	1.2	1.5	1.5	3.6

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.4	0.1	43.5	92.4	48.3	39.1	35.5	43.1	0.1	0.0	0.0	24.3
Total Del/Veh (s)	251.2	179.8	158.6	271.2	218.2	63.1	69.2	44.6	18.2	6.2	5.6	63.6

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.3	1.1	0.7	0.5	5.5	2.8	5.4	0.3	2.5	1.8

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.8	0.0	0.1	3.4	0.5	0.5	0.6	0.6
Total Del/Veh (s)	38.0	0.0	5.2	6.6	1.1	2.4	1.1	6.9

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.3	3.6	5.7	6.2	3.9	2.4	0.5	0.1	2.8	1.6	0.8	2.6

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.3	0.3	0.0	0.0	0.0	3.6	0.6	0.7	3.7	0.4	0.5
Total Del/Veh (s)	15.0	12.0	7.3	11.6	9.4	6.7	59.2	46.5	32.6	62.9	51.6	32.1

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	20.7

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	3.7	0.5	0.5	4.0	0.2	0.3
Total Del/Veh (s)	15.6	11.8	7.3	15.1	8.2	6.6	107.6	88.7	70.9	76.7	60.5	61.9

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	24.9

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.0	1.4	0.9	253.6	257.6	254.4	3.7	0.4
Total Del/Veh (s)	129.2	134.6	31.4	33.7	154.2	40.8	28.5	260.1	287.4	264.1	87.8	114.4

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.3	37.9
Total Del/Veh (s)	87.9	74.4

Total Network Performance

Movement	All
Denied Del/Veh (s)	33.5
Total Del/Veh (s)	124.8

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	104	222	187	221	185	329	327	174	187	125	160
Average Queue (ft)	39	108	97	119	87	155	163	74	141	54	65
95th Queue (ft)	79	182	169	199	172	292	289	151	214	102	128
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	9		
Queuing Penalty (veh)								0	31		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0			0	10		0	14		0
Queuing Penalty (veh)		0			1	17		1	14		0

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	68	179	153	200	154	278	269	181	65	137
Average Queue (ft)	22	61	50	74	76	47	42	110	60	59
95th Queue (ft)	55	133	114	159	146	170	149	185	76	112
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		0			3	1		33	15	
Queuing Penalty (veh)		0			12	2		69	21	

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	287	364	354	418	456	670	786	699	195	514	516	284
Average Queue (ft)	151	207	221	262	279	456	485	359	167	463	286	151
95th Queue (ft)	263	330	345	402	560	796	870	859	244	590	586	243
Link Distance (ft)		477	477	477		739	739	739		485	485	
Upstream Blk Time (%)		0	0	0		4	9	9		39	11	
Queuing Penalty (veh)		0	0	1		23	48	48		177	50	
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)	0	5			0	22			11	66		0
Queuing Penalty (veh)	1	8			1	44			43	96		0

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	461	502
Average Queue (ft)	201	263
95th Queue (ft)	354	460
Link Distance (ft)	1324	1324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	1	
Queuing Penalty (veh)	2	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	476	402	307	364	395	628	538	372	760	379
Average Queue (ft)	255	232	146	198	224	180	168	212	292	83
95th Queue (ft)	426	395	258	364	405	588	506	352	598	319
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)	0					2	1		2	
Queuing Penalty (veh)	0					14	6		0	
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				0	3	4		1	4	1
Queuing Penalty (veh)				2	17	21		6	34	6

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	207	219	555	496	854	847	639	245	808	245
Average Queue (ft)	162	171	201	163	607	501	167	223	744	241
95th Queue (ft)	233	250	497	396	910	889	543	297	914	261
Link Distance (ft)			786	786	862	862			764	
Upstream Blk Time (%)			0	0	3	1			34	
Queuing Penalty (veh)			0	0	21	8			0	
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	7	15	1			3	1	1	37	11
Queuing Penalty (veh)	45	91	3			15	4	13	230	94

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	143	156	105
Average Queue (ft)	57	21	31
95th Queue (ft)	105	85	78
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	63	55	58
Average Queue (ft)	30	31	33
95th Queue (ft)	53	50	52
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	151	39	80	8	4
Average Queue (ft)	47	1	8	0	0
95th Queue (ft)	110	12	68	8	4
Link Distance (ft)	1089		788	592	592
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		165			
Storage Blk Time (%)			1		
Queuing Penalty (veh)			0		

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	B15	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	T	L	T	TR	L	T	TR
Maximum Queue (ft)	186	168	560	217	174	538	539	132	159	113
Average Queue (ft)	64	74	265	45	43	323	296	47	59	35
95th Queue (ft)	187	180	674	254	154	619	599	95	128	90
Link Distance (ft)	319		591	628		592	592		485	485
Upstream Blk Time (%)	1		18	0		1	1			
Queuing Penalty (veh)	0		29	0		3	2			
Storage Bay Dist (ft)		150			150			150		
Storage Blk Time (%)		1	43		0	52		0	0	
Queuing Penalty (veh)		1	26		0	13		0	0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	48	30	58
Average Queue (ft)	11	9	30
95th Queue (ft)	37	31	45
Link Distance (ft)	1086	547	234
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	162	136	47	12	36
Average Queue (ft)	77	31	16	0	2
95th Queue (ft)	147	91	44	12	18
Link Distance (ft)		628		740	525
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	4		0		
Queuing Penalty (veh)	2		2		

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	63	86	30	10	34	22
Average Queue (ft)	30	41	4	0	8	1
95th Queue (ft)	56	67	20	6	29	12
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	1	0
Queuing Penalty (veh)			0	0	1	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	87	165	183	95	155	165	174	331	148	239
Average Queue (ft)	38	79	84	34	51	62	95	154	44	113
95th Queue (ft)	74	144	156	72	115	125	177	270	110	205
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0			0		2	10	0	9
Queuing Penalty (veh)		0			0		4	11	0	4

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	75	139	153	115	144	166	169	534	94	153
Average Queue (ft)	23	56	67	46	37	46	78	217	34	60
95th Queue (ft)	57	114	133	91	98	113	175	455	76	125
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)								0		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)		0			0		1	32		0
Queuing Penalty (veh)		0			0		3	18		0

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	315	798	822	185	811	797	345	982	212	341
Average Queue (ft)	217	407	435	155	405	391	268	912	59	174
95th Queue (ft)	349	741	779	225	768	751	458	1214	152	319
Link Distance (ft)		862	862		1239	1239		967		657
Upstream Blk Time (%)		0	0		1	1		69		
Queuing Penalty (veh)		1	2		0	0		0		
Storage Bay Dist (ft)	290			160			320		230	
Storage Blk Time (%)	7	17		30	22		1	73		12
Queuing Penalty (veh)	48	25		188	28		3	118		5

Network Summary

Network wide Queuing Penalty: 1879

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.3	0.4
Total Del/Veh (s)	13.2	15.8	12.3	14.8	17.9	13.9	45.7	46.5	18.7	44.5	50.0	17.9

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.0

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.1	2.8	0.1	0.1	0.1
Total Del/Veh (s)	11.5	8.0	7.0	9.9	5.1	3.8	37.4	37.8	7.3	34.2	33.5	14.4

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	8.4

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	0.0	0.6	0.1	0.0	1.0	0.4	0.4
Total Del/Veh (s)	64.7	39.5	39.5	81.6	24.3	6.5	62.0	45.5	13.5	52.9	47.4	37.1

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	40.7

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	1.5	1.0	3.3	0.6
Total Del/Veh (s)	16.3	15.3	76.3	6.1	54.1	51.6	4.1	25.3

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	1.7	0.8	1.1	0.3
Total Del/Veh (s)	38.0	8.1	31.7	8.2	46.6	55.6	31.0	25.3

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	3.8	1.0	0.4	2.6	1.1	1.4

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	3.3	3.9	2.7	3.8	0.4	3.2	1.8

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	3.5	0.3	0.0	0.0	0.2
Total Del/Veh (s)	17.2	10.8	3.4	0.3	1.5	2.2	4.5

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.7	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	23.2	21.6	13.0	23.9	15.8	8.8	10.2	9.0	5.5	12.5	6.1	4.6

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	9.5

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.9	0.7	0.2	2.0	0.5	0.5	3.4	5.0	7.6	2.5	1.4

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.5	0.4	0.4	0.5
Total Del/Veh (s)	13.7	0.0	3.4	5.1	1.0	2.4	1.1	3.3

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.9	5.7	3.6	5.0	3.3	2.1	0.3	0.0	2.1	0.9	0.4	2.4

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	0.2	0.3	0.0	0.0	0.0	3.9	0.4	0.4	3.8	0.5	0.5
Total Del/Veh (s)	12.8	8.5	5.2	8.0	6.5	4.0	63.3	53.3	21.9	59.6	57.2	35.0

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	18.0

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.0	0.0	3.9	0.3	0.3	3.9	0.3	0.3
Total Del/Veh (s)	16.7	13.9	11.7	15.9	10.4	7.0	61.2	35.3	11.5	64.4	40.4	38.7

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.9

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	1.0	1.1	0.1	0.3	2.1	0.7	0.5	4.8	3.8	1.6	4.0	0.3
Total Del/Veh (s)	87.5	96.5	19.3	19.9	110.0	24.3	19.4	173.1	101.2	63.5	80.6	116.5

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.3	0.8
Total Del/Veh (s)	104.9	40.1

Total Network Performance

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	69.7

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	63	143	157	222	178	263	272	93	153	122	113
Average Queue (ft)	12	58	64	105	43	137	146	35	60	55	45
95th Queue (ft)	43	112	128	197	118	241	243	78	120	104	95
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)									0		
Queuing Penalty (veh)									1		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0			0	5			1		
Queuing Penalty (veh)		0			0	4			0		

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	48	138	129	207	71	100	90	117	67	108
Average Queue (ft)	8	40	36	69	20	24	25	37	35	45
95th Queue (ft)	32	107	99	164	51	71	68	89	72	91
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		0				0		9	3	
Queuing Penalty (veh)		0				0		5	1	

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Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	141	213	286	382	465	390	468	323	194	356	211	291
Average Queue (ft)	53	108	127	202	315	167	147	62	118	149	89	153
95th Queue (ft)	110	184	230	344	474	383	331	204	198	277	167	261
Link Distance (ft)		477	477	477		739	739	739		488	488	
Upstream Blk Time (%)				0		0	0	0				
Queuing Penalty (veh)				0		0	0	0				
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)		0			4	0			3	6		0
Queuing Penalty (veh)		0			13	0			6	8		0

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	344	370
Average Queue (ft)	210	210
95th Queue (ft)	307	335
Link Distance (ft)	1324	1324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	2	
Queuing Penalty (veh)	6	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT
Maximum Queue (ft)	232	170	257	369	374	412	248	250	278
Average Queue (ft)	108	76	121	188	201	57	37	119	161
95th Queue (ft)	191	148	219	312	329	290	144	217	242
Link Distance (ft)	739	739	739			786	786		912
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						2			
Storage Bay Dist (ft)				380	380			355	
Storage Blk Time (%)				0	1				
Queuing Penalty (veh)				2	6				

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	196	204	230	207	726	662	276	245	422	245
Average Queue (ft)	97	107	74	100	371	209	37	153	234	164
95th Queue (ft)	167	178	171	172	672	526	172	259	356	281
Link Distance (ft)			786	786	862	862			764	
Upstream Blk Time (%)					0	0				
Queuing Penalty (veh)					2	0				
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	0	1	0			0		0	10	0
Queuing Penalty (veh)	1	2	1			0		1	33	2

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	40	14	53
Average Queue (ft)	16	0	6
95th Queue (ft)	42	14	31
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	56	45	46
Average Queue (ft)	18	24	17
95th Queue (ft)	47	47	43
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	218	32	12	11	47
Average Queue (ft)	75	6	0	0	4
95th Queue (ft)	147	25	6	7	24
Link Distance (ft)	1089		788	594	594
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		165			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	151	123	144	49	147	176	115	146	142
Average Queue (ft)	60	49	52	7	62	72	43	63	59
95th Queue (ft)	120	92	106	34	121	140	84	120	116
Link Distance (ft)	318		687		594	594		488	488
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)		0	0		0		0	0	
Queuing Penalty (veh)		0	0		0		0	0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	17	61	65
Average Queue (ft)	3	1	12	33
95th Queue (ft)	21	7	49	55
Link Distance (ft)	1086	1089	547	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	90	42	51	5	27
Average Queue (ft)	37	20	19	0	2
95th Queue (ft)	71	42	45	5	13
Link Distance (ft)		534		741	524
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)			1		
Queuing Penalty (veh)			2		

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	73	79	6	43	10
Average Queue (ft)	32	33	0	7	0
95th Queue (ft)	55	62	3	29	7
Link Distance (ft)	484	578			311
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			25	25	
Storage Blk Time (%)			0	1	
Queuing Penalty (veh)			0	1	

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	73	155	180	74	106	108	151	172	152	258
Average Queue (ft)	17	56	58	25	29	41	63	64	63	117
95th Queue (ft)	51	123	128	59	79	88	122	127	134	216
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0			0		0	1	0	9
Queuing Penalty (veh)		0			0		0	1	1	6

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	72	171	194	116	127	141	114	160	120	206
Average Queue (ft)	12	68	90	40	46	48	40	57	35	77
95th Queue (ft)	44	133	163	86	99	107	89	121	87	156
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)	0	0			0		0	1	0	1
Queuing Penalty (veh)	0	0			0		0	0	0	0

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	254	412	440	185	613	602	339	698	165	314
Average Queue (ft)	82	197	217	119	300	298	243	267	42	146
95th Queue (ft)	180	372	406	207	549	555	399	758	113	285
Link Distance (ft)		862	862		1239	1239		1066		642
Upstream Blk Time (%)								1		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	290			160			320		230	
Storage Blk Time (%)		2		7	22		28	0		7
Queuing Penalty (veh)		2		52	19		37	0		3

Network Summary

Network wide Queuing Penalty: 221

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.3	3.5	0.4	0.4
Total Del/Veh (s)	23.5	20.7	15.6	17.5	14.2	11.8	32.9	41.3	24.9	35.1	45.2	18.4

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.7

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.0	0.0	0.7	0.6	3.1	0.1	0.2	0.2
Total Del/Veh (s)	15.1	7.9	6.7	16.2	7.2	5.4	31.9	32.1	9.1	31.2	27.4	15.0

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	10.2

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	119.3	116.0	115.6	0.9	0.4	0.4
Total Del/Veh (s)	63.9	45.0	47.9	67.5	26.4	12.6	106.7	149.2	36.8	52.7	87.3	76.4

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	24.4
Total Del/Veh (s)	54.7

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	2.9	4.3	1.0
Total Del/Veh (s)	24.5	14.2	69.5	9.7	61.9	8.7	29.1

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	76.4	62.6	74.7	21.1
Total Del/Veh (s)	79.8	20.1	42.9	8.9	82.8	92.4	81.8	46.0

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.2	5.0	1.5	1.1	3.3	1.4	2.0

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.0	4.4	4.6	3.1	4.4	0.5	3.7	3.0

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0		0.0	2.9	0.6	0.0	0.0	0.3
Total Del/Veh (s)	45.4		21.7	7.1	8.9	1.9	2.1	9.9

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	721.9	733.8	691.1	7.9	10.0	6.9	10.1	5.3	2.4	0.1	0.0	0.0
Total Del/Veh (s)	229.8	237.4	187.0	70.2	98.4	92.8	78.6	89.0	44.5	29.2	14.6	10.8

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	All
Denied Del/Veh (s)	140.9
Total Del/Veh (s)	74.9

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.2	1.1	0.6	0.4	5.2	2.8	5.6	0.6	2.4	1.6

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	0.5	0.6	0.5	0.5
Total Del/Veh (s)	32.1	0.0	5.1	6.3	1.0	2.4	1.1	5.8

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.3	0.0	0.0	0.1
Total Del/Veh (s)	5.7	3.9	5.6	5.9	3.7	2.2	0.6	0.0	2.4	1.2	0.6	2.5

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.3	0.3	0.0	0.0	0.0	3.7	0.6	0.7	3.8	0.4	0.4
Total Del/Veh (s)	14.3	11.1	6.4	11.8	10.1	7.0	58.1	48.1	32.9	62.5	51.5	26.4

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	20.1

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	3.6	0.5	0.5	4.0	0.3	0.3
Total Del/Veh (s)	14.8	11.5	6.8	16.7	8.6	7.6	100.9	89.9	67.7	70.3	59.2	56.8

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	24.3

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.8	0.4	1.2	2.3	2.2	0.6	0.6	83.5	83.6	87.6	5.1	1.8
Total Del/Veh (s)	281.5	271.5	46.7	44.6	129.1	25.1	23.1	301.3	172.2	148.2	136.7	185.2

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	1.8	11.6
Total Del/Veh (s)	191.9	76.3

Total Network Performance

Movement	All
Denied Del/Veh (s)	50.5
Total Del/Veh (s)	112.1

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	98	187	193	220	155	286	275	165	185	124	153
Average Queue (ft)	38	93	85	108	47	107	112	68	101	53	58
95th Queue (ft)	77	162	156	190	109	224	223	128	182	104	116
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	2		
Queuing Penalty (veh)								0	5		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0			0	3		0	4	0	0
Queuing Penalty (veh)		0			0	3		0	4	0	0

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	56	153	123	151	120	196	215	176	65	124
Average Queue (ft)	18	47	37	59	33	43	47	80	52	55
95th Queue (ft)	49	107	94	125	81	124	135	151	80	102
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		0			0	1		26	5	
Queuing Penalty (veh)		0			0	1		26	5	

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Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	210	244	271	335	340	295	699	578	195	520	525	272
Average Queue (ft)	106	132	145	197	181	153	183	118	149	491	291	154
95th Queue (ft)	184	214	239	309	306	246	419	299	256	539	588	253
Link Distance (ft)		477	477	477		739	739	739		488	488	
Upstream Blk Time (%)							0	0		44	10	
Queuing Penalty (veh)							1	0		201	44	
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)		0			0				2	75		0
Queuing Penalty (veh)		0			1				9	117		0

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	485	609
Average Queue (ft)	223	345
95th Queue (ft)	443	605
Link Distance (ft)	1324	1324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	3	
Queuing Penalty (veh)	7	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	370	348	304	364	384	598	461	351	653	310
Average Queue (ft)	207	184	138	179	190	111	105	206	279	43
95th Queue (ft)	338	312	248	345	359	402	260	333	556	239
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)						0	0		1	
Queuing Penalty (veh)						2	0		0	
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				0	2	0		1	4	0
Queuing Penalty (veh)				2	11	0		7	30	0

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	205	218	460	410	711	618	314	245	806	245
Average Queue (ft)	121	134	155	157	426	288	98	225	697	242
95th Queue (ft)	198	232	459	434	638	506	251	294	949	258
Link Distance (ft)			786	786	870	870			764	
Upstream Blk Time (%)			0	0	0	0			31	
Queuing Penalty (veh)			1	1	0	0			0	
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	2	3	8			0	0	1	41	14
Queuing Penalty (veh)	9	15	28			0	0	12	243	111

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	62	58	64
Average Queue (ft)	30	4	9
95th Queue (ft)	54	28	39
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	63	55	53
Average Queue (ft)	31	31	31
95th Queue (ft)	53	48	45
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	201	36	247	8	11
Average Queue (ft)	60	2	50	0	0
95th Queue (ft)	218	30	303	6	7
Link Distance (ft)	1089		788	594	594
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)		165			
Storage Blk Time (%)			6		
Queuing Penalty (veh)			0		

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	334	174	465	175	535	518	157	255	228
Average Queue (ft)	318	72	199	84	331	274	56	85	77
95th Queue (ft)	382	178	449	212	593	547	118	186	169
Link Distance (ft)	318		687		594	594		488	488
Upstream Blk Time (%)	81		0		5	1			
Queuing Penalty (veh)	0		0		18	5			
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)		0	32	0	56		0	3	
Queuing Penalty (veh)		0	19	0	28		0	3	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	43	30	51
Average Queue (ft)	10	9	29
95th Queue (ft)	35	32	44
Link Distance (ft)	1086	547	234
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	159	105	52	8	42
Average Queue (ft)	67	27	18	0	4
95th Queue (ft)	134	72	45	0	22
Link Distance (ft)		534		741	524
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	2		0		
Queuing Penalty (veh)	1		2		

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	65	93	28	14	35	21
Average Queue (ft)	29	42	3	0	7	1
95th Queue (ft)	53	71	18	8	28	10
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	1	0
Queuing Penalty (veh)			0	0	1	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	95	156	166	86	135	155	174	292	122	207
Average Queue (ft)	35	71	75	33	52	69	93	150	36	96
95th Queue (ft)	72	131	144	67	106	126	173	251	90	170
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0			0		1	9		5
Queuing Penalty (veh)		0			0		3	9		2

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	72	134	148	145	149	155	169	475	104	149
Average Queue (ft)	23	54	65	51	44	57	64	206	36	61
95th Queue (ft)	54	112	127	106	107	123	152	455	82	125
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)		0		0	0		0	27		0
Queuing Penalty (veh)		0		0	0		1	14		0

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	315	844	858	185	578	584	345	817	255	535
Average Queue (ft)	265	548	561	131	302	296	302	580	85	272
95th Queue (ft)	384	970	995	214	561	559	425	1007	230	537
Link Distance (ft)		870	870		1231	1231		802		647
Upstream Blk Time (%)		3	3					35		2
Queuing Penalty (veh)		28	31					0		0
Storage Bay Dist (ft)	290			160			320		230	
Storage Blk Time (%)	36	15		17	17		49	15	0	32
Queuing Penalty (veh)	272	22		104	18		141	29	0	13

Network Summary

Network wide Queuing Penalty: 1663

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.4	0.3
Total Del/Veh (s)	13.6	16.5	12.5	15.5	14.6	11.4	37.1	49.6	19.2	41.9	49.3	19.8

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	18.8

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.3	2.9	0.1	0.2	0.1
Total Del/Veh (s)	11.6	8.2	7.3	15.1	12.1	10.6	27.8	36.0	7.1	30.0	32.8	11.8

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	11.4

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.4	0.0	0.0	0.0	5.5	8.2	5.1	0.9	0.4	0.4
Total Del/Veh (s)	58.6	49.8	57.7	64.2	21.1	5.6	89.9	90.9	13.0	53.9	102.9	89.0

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	1.3
Total Del/Veh (s)	50.0

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	1.6	1.6	3.3	0.6
Total Del/Veh (s)	25.7	21.0	78.2	7.5	51.3	59.7	4.5	28.7

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.2	0.1	1.9	0.8	1.2	0.4
Total Del/Veh (s)	41.7	11.7	41.6	11.5	47.3	53.6	30.3	30.3

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	3.2	0.9	0.5	2.7	1.1	1.3

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	3.4	3.9	2.6	3.8	0.5	3.4	1.7

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	3.7	0.4	0.0	0.0	0.2
Total Del/Veh (s)	18.2	13.7	3.1	0.3	1.6	2.5	4.7

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.6	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	27.3	27.5	21.1	27.8	17.2	11.2	9.9	10.9	6.7	12.5	6.4	4.3

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	10.9

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.0	0.9	0.4	1.7	0.6	0.3	3.0	5.5	7.7	2.4	1.4

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.5	0.4	0.5	0.5
Total Del/Veh (s)	16.1	0.0	3.6	5.3	1.1	2.5	1.2	3.8

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.2	0.3	0.0	0.0	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.8	5.7	3.6	4.7	3.2	2.4	0.5	0.1	2.1	1.0	0.4	2.3

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.2	0.3	0.0	0.0	0.0	3.8	0.4	0.5	3.8	0.5	0.5
Total Del/Veh (s)	13.0	8.6	4.4	8.2	6.5	4.1	62.3	55.9	25.7	62.2	58.4	38.9

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	18.7

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.0	0.1	3.8	0.4	0.4	3.8	0.4	0.4
Total Del/Veh (s)	11.4	11.6	7.6	13.5	7.2	4.6	75.4	60.0	23.7	74.1	56.5	57.7

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	17.8

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.1	0.3	0.3	0.5	0.4	0.4	0.5	0.5	0.3	0.6	0.1	0.3
Total Del/Veh (s)	89.3	89.4	26.8	28.6	99.1	30.9	26.4	295.2	81.6	53.5	67.5	96.3

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.2	0.4
Total Del/Veh (s)	104.5	53.1

Total Network Performance

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	83.3

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	56	146	162	250	177	253	262	117	156	137	126
Average Queue (ft)	13	63	66	110	43	106	110	33	69	57	53
95th Queue (ft)	42	125	136	210	115	225	232	79	133	114	103
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	0		
Queuing Penalty (veh)								0	0		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		0			0	3			1	0	
Queuing Penalty (veh)		0			0	3			0	0	

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	38	116	117	178	154	258	245	109	65	111
Average Queue (ft)	9	40	34	67	34	86	87	35	36	44
95th Queue (ft)	32	95	88	146	93	204	197	82	71	91
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)					0	4		8	3	
Queuing Penalty (veh)					0	3		5	1	

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Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	148	252	336	420	438	368	520	346	195	442	252	294
Average Queue (ft)	54	141	175	253	267	126	130	49	144	245	94	164
95th Queue (ft)	111	223	295	395	410	253	292	198	233	457	207	274
Link Distance (ft)		477	477	477		739	739	739		485	485	
Upstream Blk Time (%)				0		0	0	0		3	0	
Queuing Penalty (veh)				0		0	0	0		9	0	
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)		0			1				9	28		0
Queuing Penalty (veh)		0			2				18	39		0

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	560	681
Average Queue (ft)	244	362
95th Queue (ft)	463	668
Link Distance (ft)	1324	1324
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)	4	
Queuing Penalty (veh)	11	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	318	274	374	379	390	596	289	244	289	41
Average Queue (ft)	179	145	197	191	201	90	51	134	178	1
95th Queue (ft)	289	248	334	339	357	411	201	230	259	38
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)						0	0			
Queuing Penalty (veh)						3	0			
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				1	3	0			0	
Queuing Penalty (veh)				3	12	0			0	

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	205	216	346	295	800	731	358	244	442	245
Average Queue (ft)	111	107	80	125	486	313	123	162	251	169
95th Queue (ft)	193	199	239	231	802	645	285	267	384	281
Link Distance (ft)			786	786	860	860			756	
Upstream Blk Time (%)					1	0				
Queuing Penalty (veh)					7	1				
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	1	2	0			0		0	11	0
Queuing Penalty (veh)	4	6	0			0		2	39	2

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	42	3	53
Average Queue (ft)	16	0	7
95th Queue (ft)	42	4	34
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	64	52	40
Average Queue (ft)	20	22	17
95th Queue (ft)	51	49	42
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	195	38	5	10	64
Average Queue (ft)	81	5	0	0	4
95th Queue (ft)	157	25	5	8	29
Link Distance (ft)	1089		788	592	592
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		165			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	171	130	129	42	165	192	120	166	141
Average Queue (ft)	65	57	58	6	71	79	46	65	60
95th Queue (ft)	137	106	109	27	144	157	89	130	121
Link Distance (ft)	319		591		592	592		485	485
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)		0	0		1		0	0	
Queuing Penalty (veh)		0	0		0		0	0	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	45	63	73
Average Queue (ft)	5	9	32
95th Queue (ft)	25	43	56
Link Distance (ft)	1086	547	234
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	106	62	56	19	25
Average Queue (ft)	43	21	22	1	2
95th Queue (ft)	87	50	51	16	13
Link Distance (ft)		628		740	525
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		50		
Storage Blk Time (%)	0		1	0	
Queuing Penalty (veh)	0		2	0	

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	72	74	20	3	39	9
Average Queue (ft)	32	34	1	0	5	0
95th Queue (ft)	57	63	9	3	26	6
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			0	0	0	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	66	153	163	76	131	136	166	183	154	292
Average Queue (ft)	18	59	61	28	33	47	72	69	68	124
95th Queue (ft)	50	124	131	59	87	101	135	147	142	235
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0			0		1	1	1	11
Queuing Penalty (veh)		0			0		1	1	2	7

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	49	159	192	119	123	133	148	251	146	256
Average Queue (ft)	8	60	85	38	32	36	45	80	44	100
95th Queue (ft)	31	125	165	87	82	95	105	188	107	196
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)		0		0	0		0	5	0	2
Queuing Penalty (veh)		0		0	0		0	2	0	1

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	232	532	564	414	688	685	922	511	112	310
Average Queue (ft)	84	305	331	126	353	345	527	168	40	157
95th Queue (ft)	169	520	555	291	629	631	1037	585	90	289
Link Distance (ft)	860	860	860	1240	1240	1240	1095	1095	652	652
Upstream Blk Time (%)							2	1		
Queuing Penalty (veh)							0	0		
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 190

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	3.5	0.4	0.4
Total Del/Veh (s)	22.3	24.6	18.2	24.5	25.6	22.5	31.7	41.7	27.3	35.4	46.6	19.8

301: 8th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	26.7

302: 5th Place W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.0	0.0	4.0	9.8	5.0	0.9	0.2	0.1
Total Del/Veh (s)	19.6	13.2	13.9	17.4	8.0	5.5	39.7	31.4	15.7	51.5	48.7	31.9

302: 5th Place W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.3

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.5	1.3	0.0	0.0	0.0	31.5	36.7	33.5	0.8	0.4	0.4
Total Del/Veh (s)	70.0	60.0	76.5	90.3	37.4	15.2	148.1	133.1	37.9	47.0	47.7	39.6

303: 4th Avenue W & 128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	7.7
Total Del/Veh (s)	57.4

304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	23.8	25.7	6.7
Total Del/Veh (s)	44.4	21.5	80.2	13.2	97.6	17.7	42.6

305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	2.1	0.8	5.6	2.8	30.6	17.4	31.0	11.0
Total Del/Veh (s)	113.0	61.0	82.2	9.6	71.9	65.8	62.0	65.3

306: 8th Avenue W & Driveway Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	5.4	1.7	0.7	3.1	1.3	2.1

307: Dollar Tree & 5th Place W Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.5	4.7	4.9	3.2	4.6	0.5	3.6	3.1

308: 4th Avenue W & 132nd Street SW Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0		0.0	3.1	1.1	0.0	0.0	0.6
Total Del/Veh (s)	90.8		73.3	15.6	20.9	1.4	1.6	20.6

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	646.0	675.9	680.7	1.4	0.2	0.2	4.8	7.3	3.5	0.1	0.0	0.0
Total Del/Veh (s)	235.5	235.2	227.8	54.6	60.2	46.5	115.6	123.4	76.2	29.5	8.1	7.4

309: 4th Avenue W & Driveway/Mariner PnR Performance by movement

Movement	All
Denied Del/Veh (s)	120.5
Total Del/Veh (s)	81.1

310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.2	1.0	0.6	0.4	5.3	2.6	6.0	0.4	2.5	1.7

312: Meridian Ave S/130th Street SE & Driveway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.3	0.6	0.6	0.5	0.6
Total Del/Veh (s)	34.2	0.0	5.5	7.0	1.1	2.4	1.0	5.9

313: 8th Avenue W & 130th Street/Driveway Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.3	0.0	0.0	0.1
Total Del/Veh (s)	6.1	3.5	5.1	6.2	4.0	2.4	0.5	0.1	2.3	1.3	0.5	2.5

314: Admiralty Way & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.3	0.3	0.0	0.0	0.0	3.6	0.7	0.6	3.9	0.4	0.3
Total Del/Veh (s)	13.2	13.4	7.8	20.2	18.7	17.3	58.4	47.7	34.8	62.2	52.1	28.2

314: Admiralty Way & Airport Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	24.5

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	5.4	1.8	1.9	4.0	0.4	0.3
Total Del/Veh (s)	13.4	11.9	7.7	17.6	14.0	11.5	151.6	136.8	117.4	79.4	60.7	62.2

315: E Gibson Road & Airport Road/128th Street SW Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	35.4

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	4.4	3.7	2.4	3.6	0.4	0.4	0.4	41.6	46.1	38.3	3.1	3.0
Total Del/Veh (s)	582.7	574.7	48.1	41.4	114.4	21.5	19.0	399.9	184.0	161.7	105.3	250.8

316: 3rd Avenue SE & 128th Street SW Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	2.8	6.8
Total Del/Veh (s)	240.1	95.4

Total Network Performance

Movement	All
Denied Del/Veh (s)	35.8
Total Del/Veh (s)	138.7

Intersection: 301: 8th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	102	217	221	277	184	336	327	166	179	142	144
Average Queue (ft)	39	105	105	134	64	180	188	63	102	55	56
95th Queue (ft)	84	183	184	225	162	303	304	128	176	109	112
Link Distance (ft)		1426	1426	1426		683	683		175		1195
Upstream Blk Time (%)								0	2		
Queuing Penalty (veh)								0	5		
Storage Bay Dist (ft)	200				160			155		200	
Storage Blk Time (%)		1			0	14		0	4		0
Queuing Penalty (veh)		0			0	13		0	4		0

Intersection: 302: 5th Place W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	95	243	233	269	99	155	151	186	65	181
Average Queue (ft)	20	52	44	63	32	48	49	88	53	70
95th Queue (ft)	71	179	175	203	73	125	117	165	79	152
Link Distance (ft)		683	683	683		477	477	248		323
Upstream Blk Time (%)		1	1	1						1
Queuing Penalty (veh)		1	1	1						0
Storage Bay Dist (ft)	195				130				40	
Storage Blk Time (%)		2			0	1		29	9	
Queuing Penalty (veh)		1			0	1		31	9	

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	246	357	423	456	372	421	790	788	195	510	521	280
Average Queue (ft)	110	154	186	242	215	165	218	179	168	490	288	152
95th Queue (ft)	205	305	356	415	350	315	532	461	245	535	556	254
Link Distance (ft)		477	477	477		739	739	739		485	485	
Upstream Blk Time (%)		2	2	3		0	1	0		44	7	
Queuing Penalty (veh)		6	6	10		0	4	2		210	33	
Storage Bay Dist (ft)	265				465				170			270
Storage Blk Time (%)	0	5			0				7	72		0
Queuing Penalty (veh)	0	6			0				32	116		0

Intersection: 303: 4th Avenue W & 128th Street SW

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	328	446
Average Queue (ft)	201	235
95th Queue (ft)	296	397
Link Distance (ft)	1324	1324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	2	
Queuing Penalty (veh)	6	

Intersection: 304: I-5 SB On-Ramp/I-5 SB Off-Ramp & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LT	R
Maximum Queue (ft)	584	583	579	391	404	734	658	377	855	380
Average Queue (ft)	267	260	207	216	230	186	166	237	382	102
95th Queue (ft)	560	555	498	405	417	550	444	397	828	376
Link Distance (ft)	739	739	739			786	786		912	
Upstream Blk Time (%)	2	3	3			1	0		9	
Queuing Penalty (veh)	13	13	14			11	1		0	
Storage Bay Dist (ft)				380	380			355		355
Storage Blk Time (%)				1	5	0		4	14	0
Queuing Penalty (veh)				4	24	1		35	114	1

Intersection: 305: I-5 NB Off-Ramp/I-5 NB On-Ramp & 128th Street SW

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	206	220	754	751	804	788	471	245	794	245
Average Queue (ft)	140	168	389	439	576	454	99	229	637	242
95th Queue (ft)	221	259	820	806	834	788	347	293	915	258
Link Distance (ft)			786	786	860	860			756	
Upstream Blk Time (%)			6	7	1	0			20	
Queuing Penalty (veh)			46	52	8	2			0	
Storage Bay Dist (ft)	195	195					660	220		220
Storage Blk Time (%)	4	7	22			1	0	2	37	7
Queuing Penalty (veh)	25	42	82			5	0	16	227	58

Intersection: 306: 8th Avenue W & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	64	65	52
Average Queue (ft)	31	4	8
95th Queue (ft)	56	31	35
Link Distance (ft)	365	311	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 307: Dollar Tree & 5th Place W

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	60	57	58
Average Queue (ft)	30	32	32
95th Queue (ft)	50	53	49
Link Distance (ft)	87	211	248
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 308: 4th Avenue W & 132nd Street SW

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	287	87	534	26	12
Average Queue (ft)	90	4	134	1	0
95th Queue (ft)	299	46	529	15	7
Link Distance (ft)	1089		788	592	592
Upstream Blk Time (%)			2		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)		165			
Storage Blk Time (%)			14		
Queuing Penalty (veh)			1		

Intersection: 309: 4th Avenue W & Driveway/Mariner PnR

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	334	174	345	175	606	606	155	230	189
Average Queue (ft)	317	61	130	95	423	370	53	58	51
95th Queue (ft)	393	149	268	225	704	687	110	151	131
Link Distance (ft)	319		591		592	592		485	485
Upstream Blk Time (%)	83				12	7			
Queuing Penalty (veh)	0				42	24			
Storage Bay Dist (ft)		150		150			150		
Storage Blk Time (%)		0	14	0	70		1	1	
Queuing Penalty (veh)		0	8	0	35		1	1	

Intersection: 310: Driveway/8th Avenue W & 132nd Street SW /132nd Street SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	5	30	48
Average Queue (ft)	8	0	10	29
95th Queue (ft)	33	2	32	43
Link Distance (ft)	1086	1089	547	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 312: Meridian Ave S/130th Street SE & Driveway

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	146	92	53	31
Average Queue (ft)	68	25	20	2
95th Queue (ft)	130	68	47	14
Link Distance (ft)		628		525
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150		50	
Storage Blk Time (%)	1		0	
Queuing Penalty (veh)	1		2	

Intersection: 313: 8th Avenue W & 130th Street/Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	55	87	32	7	36	30
Average Queue (ft)	30	41	4	0	8	1
95th Queue (ft)	52	67	20	6	30	13
Link Distance (ft)	484	578		189		311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25		25	
Storage Blk Time (%)			0	0	1	0
Queuing Penalty (veh)			0	0	1	0

Intersection: 314: Admiralty Way & Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	119	183	189	140	284	297	174	318	140	214
Average Queue (ft)	33	87	91	47	105	119	101	150	47	102
95th Queue (ft)	82	159	168	111	226	242	179	261	108	184
Link Distance (ft)		1018	1018		1276	1276		821		654
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175			165			150		130	
Storage Blk Time (%)		0		0	3		2	10	0	7
Queuing Penalty (veh)		0		0	3		5	11	0	3

Intersection: 315: E Gibson Road & Airport Road/128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	80	175	203	167	237	246	170	673	117	147
Average Queue (ft)	20	54	73	60	78	95	86	313	40	64
95th Queue (ft)	54	134	169	128	187	214	185	668	92	125
Link Distance (ft)		1276	1276		1426	1426		798		856
Upstream Blk Time (%)								3		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	180			165			145		200	
Storage Blk Time (%)		0		0	1		1	43	0	0
Queuing Penalty (veh)		0		0	2		3	24	0	0

Intersection: 316: 3rd Avenue SE & 128th Street SW

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	882	901	913	259	534	461	901	887	234	528
Average Queue (ft)	592	571	572	145	230	236	572	509	78	332
95th Queue (ft)	1031	1064	1033	245	464	452	1068	974	293	601
Link Distance (ft)	860	860	860	1240	1240	1240	973	973	666	666
Upstream Blk Time (%)	12	8	5				16	15	1	5
Queuing Penalty (veh)	79	54	30				0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

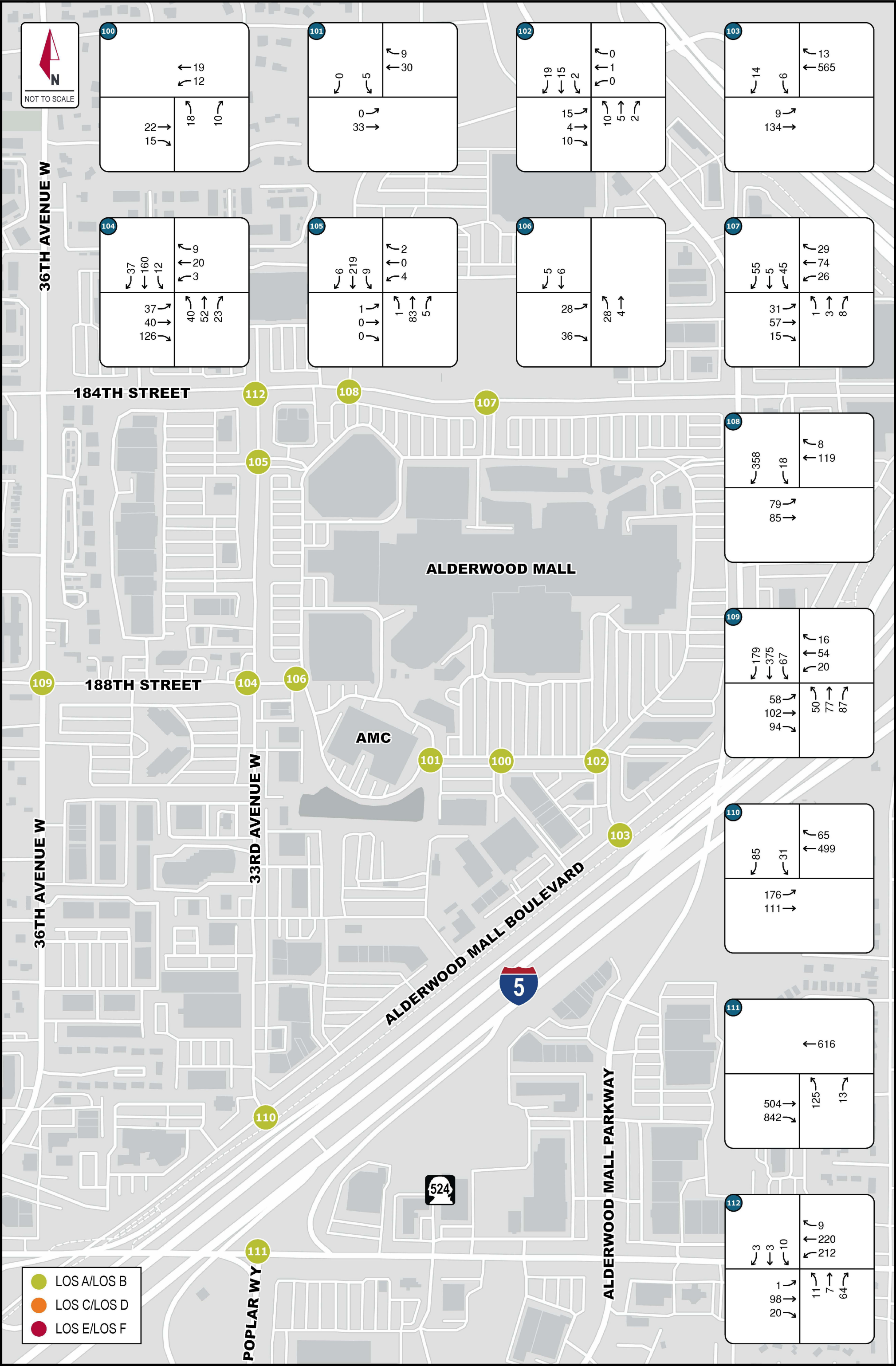
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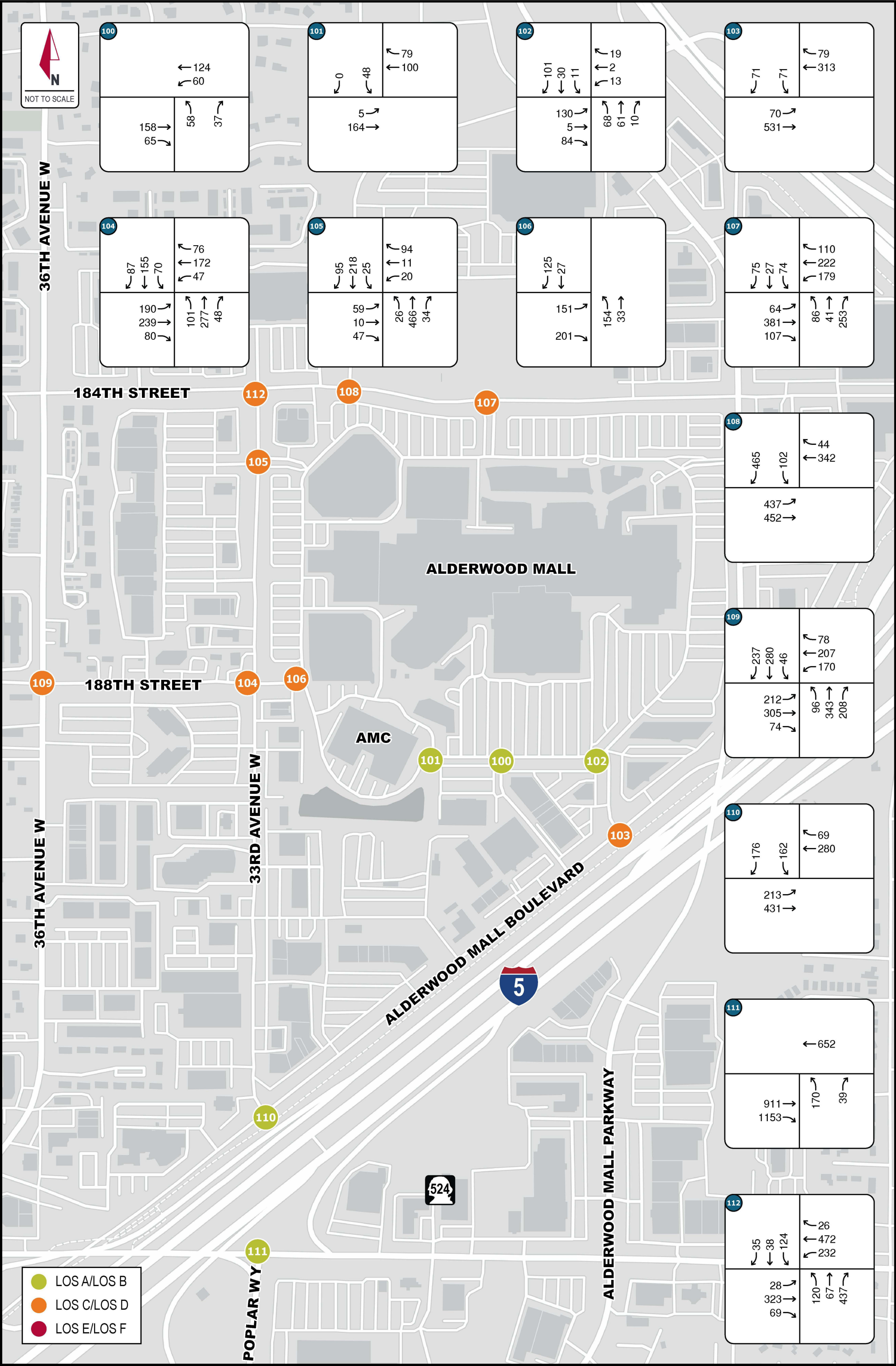


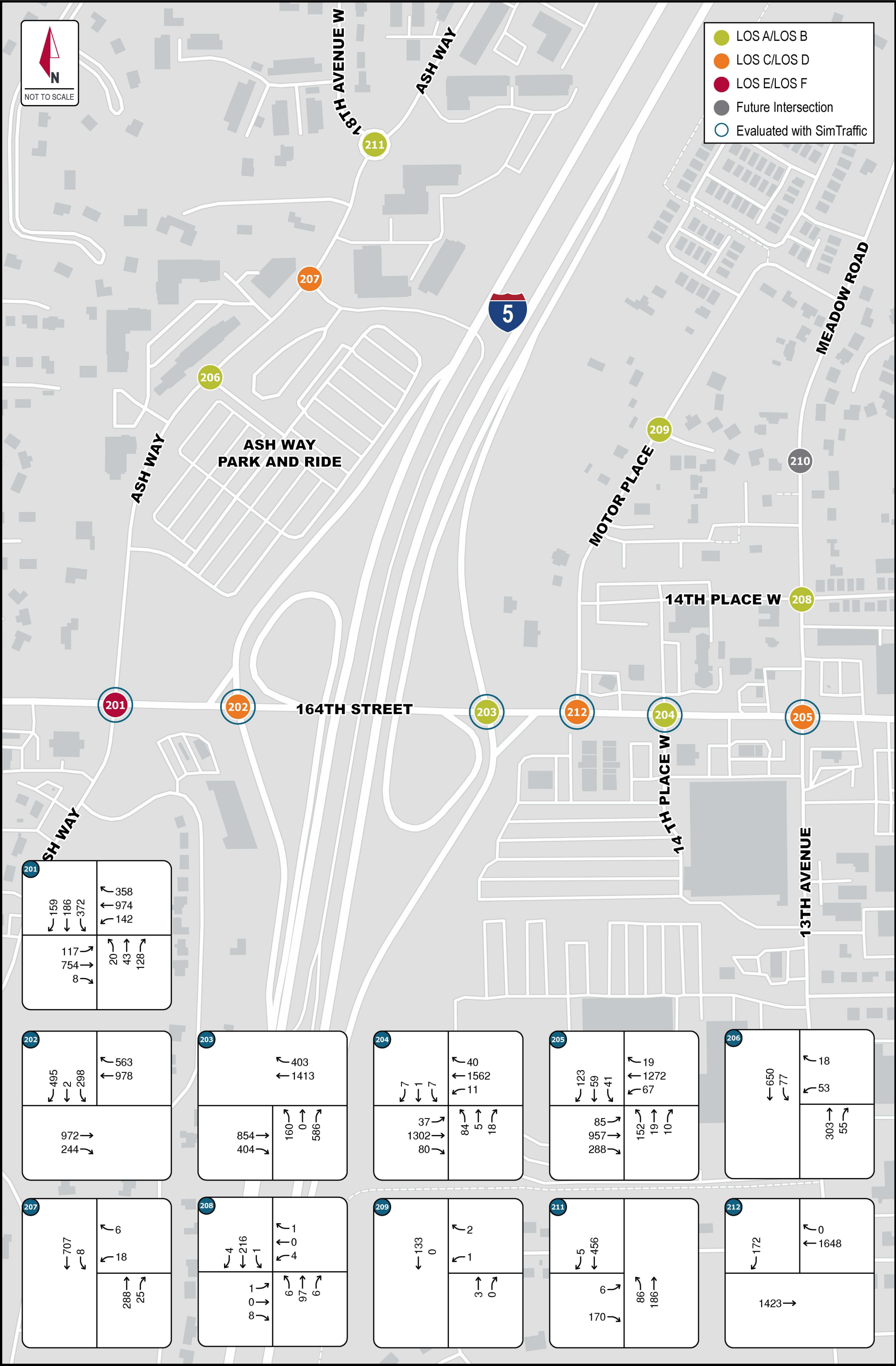
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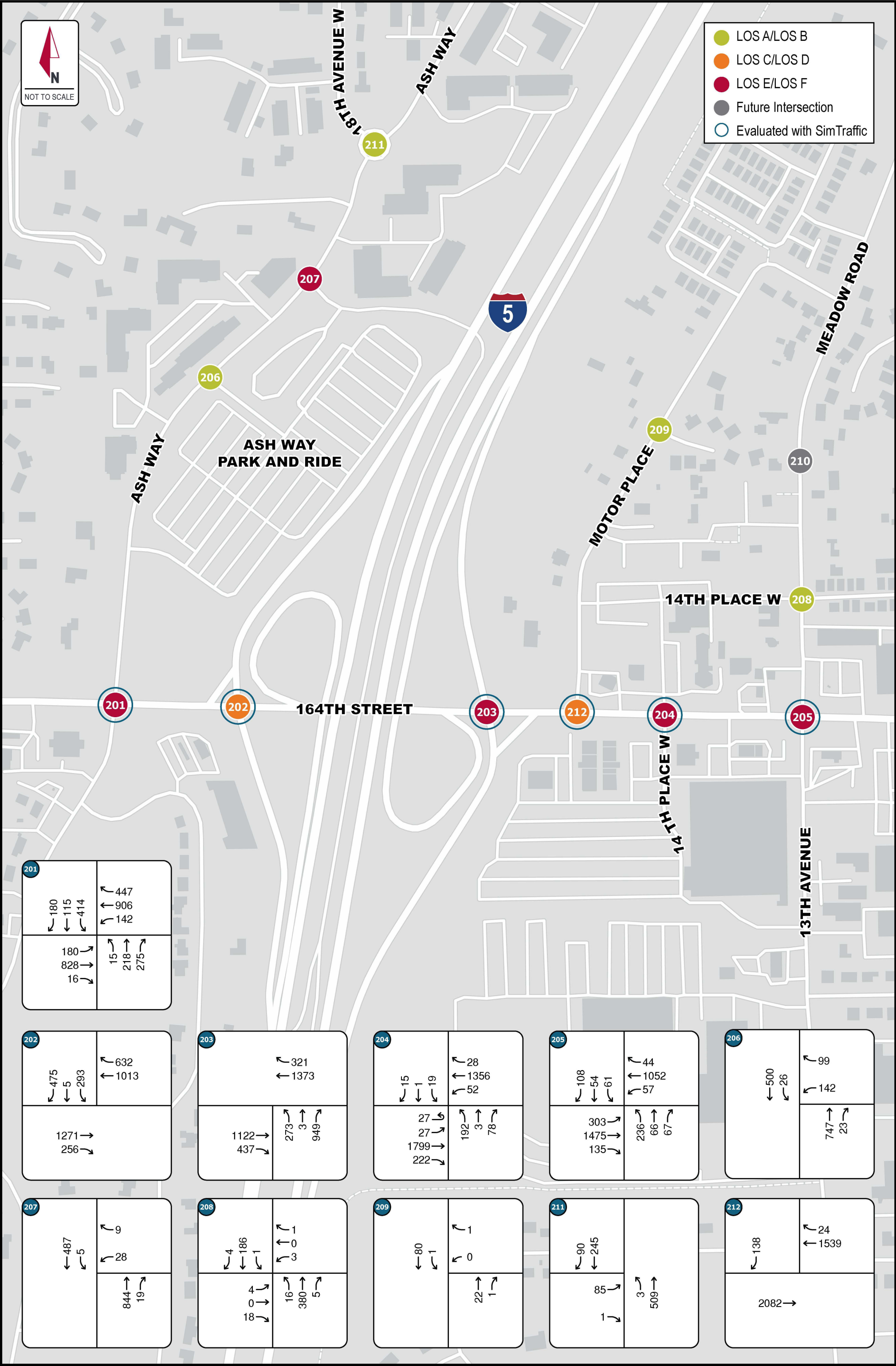
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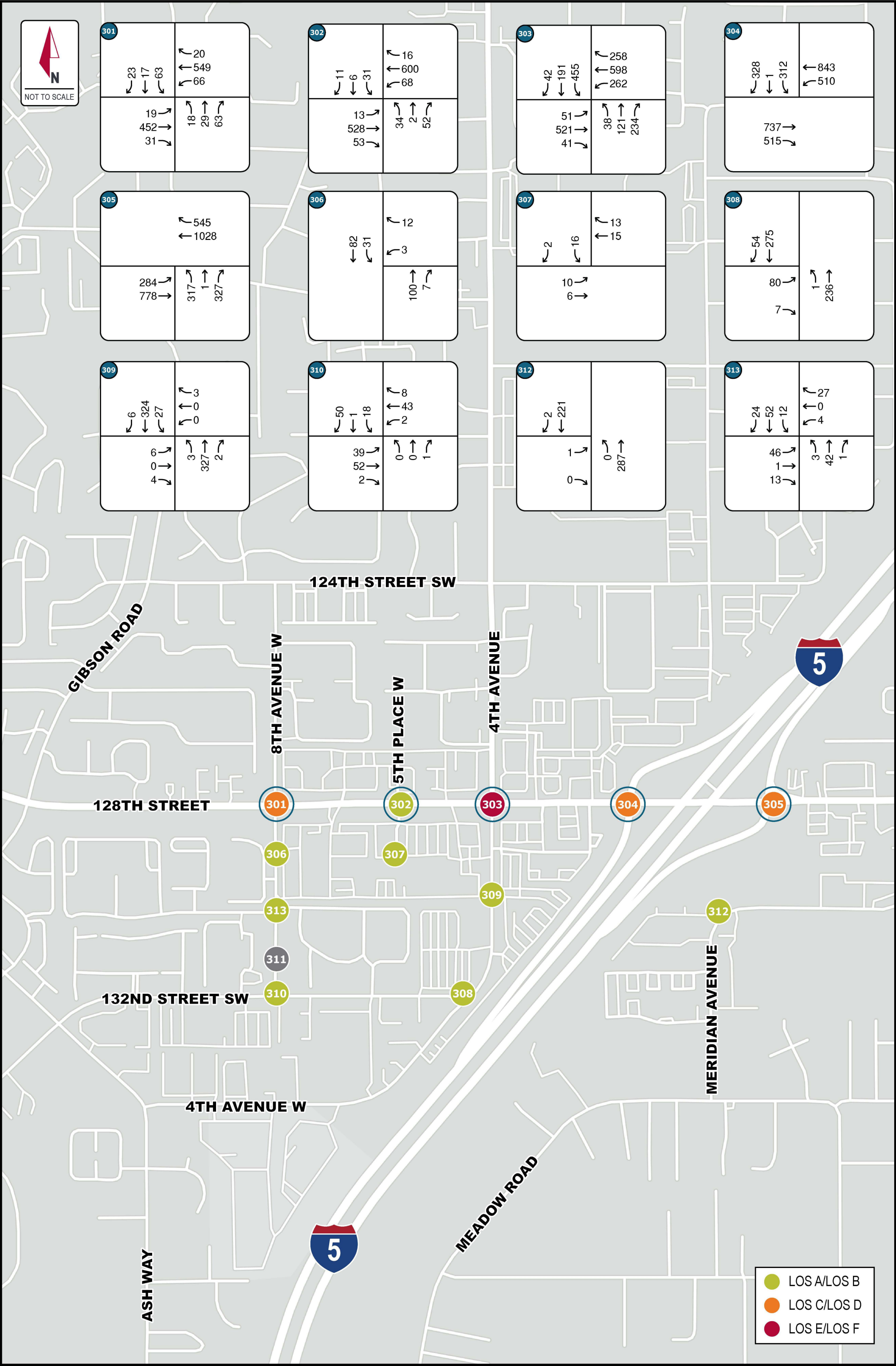
Existing Conditions Traffic Data – Existing LOS and Turning Movements

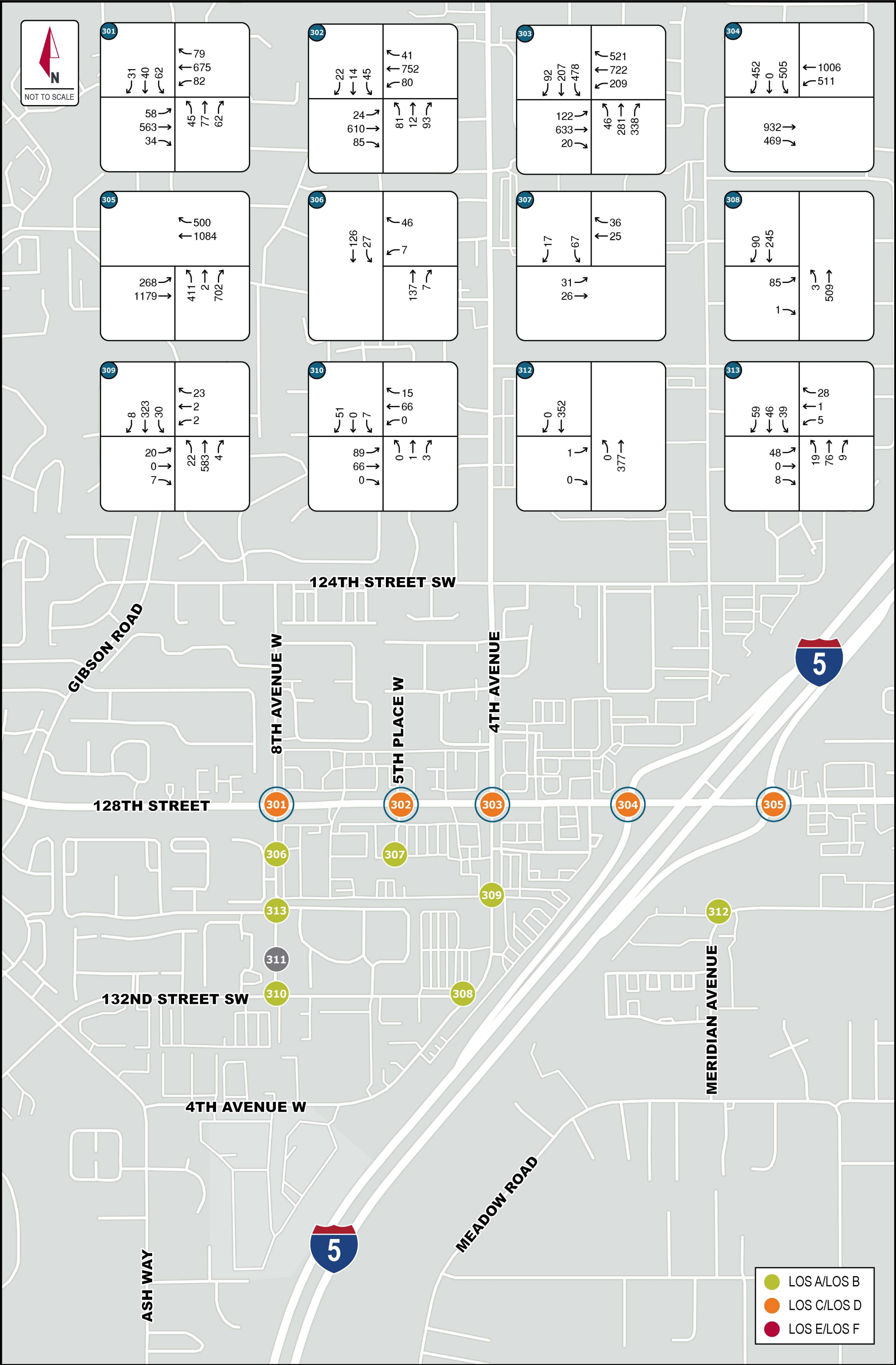


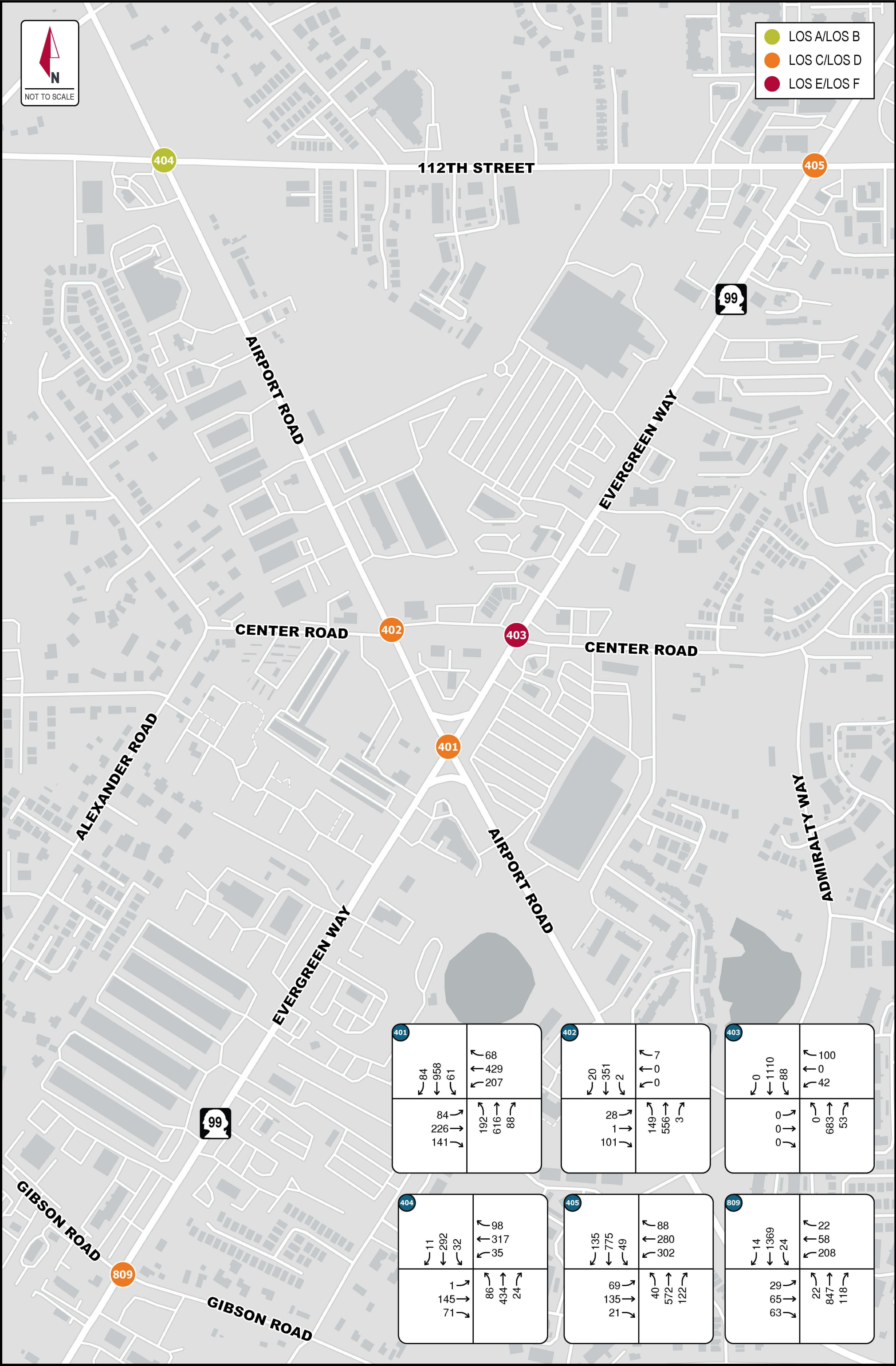


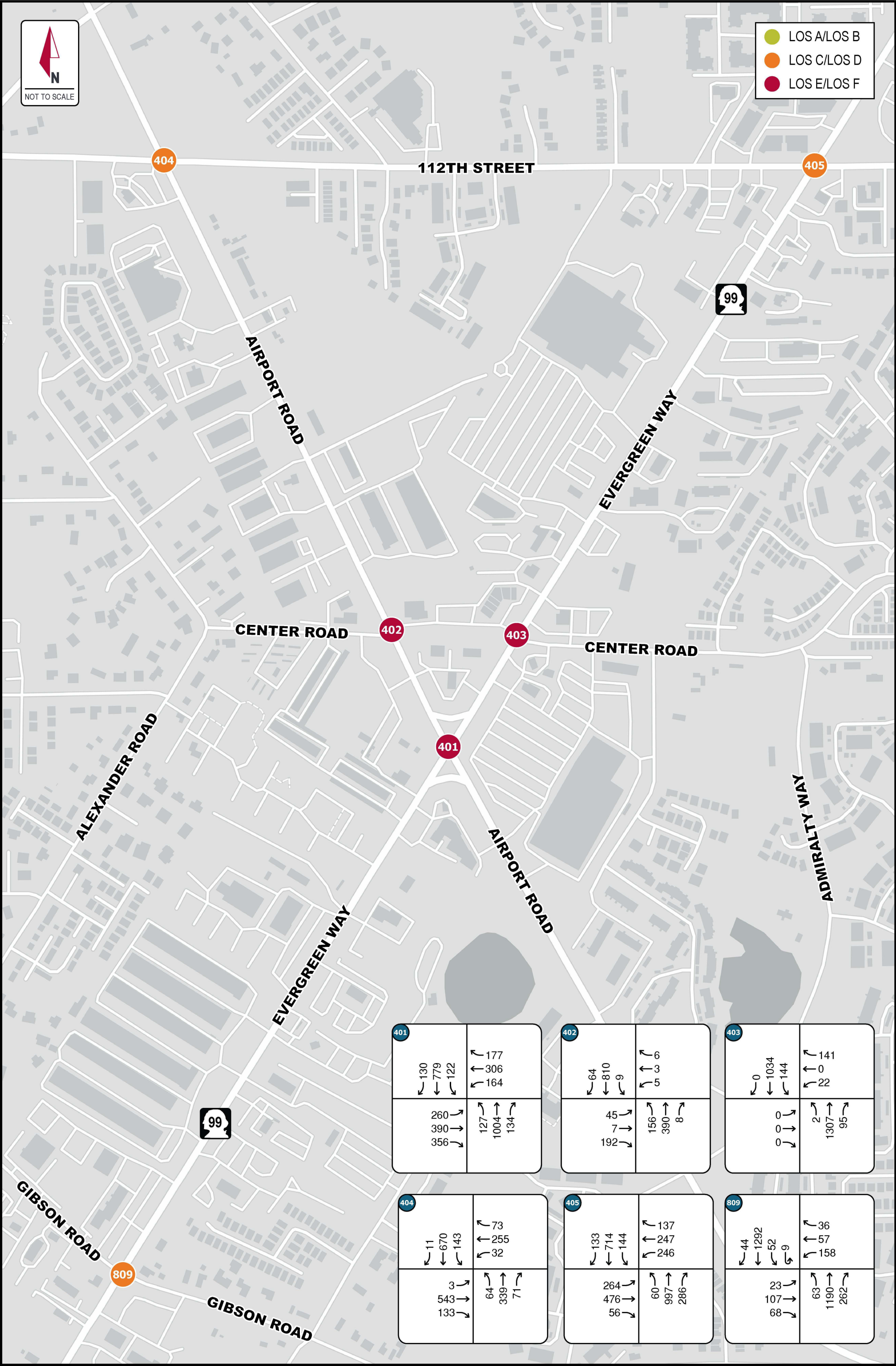


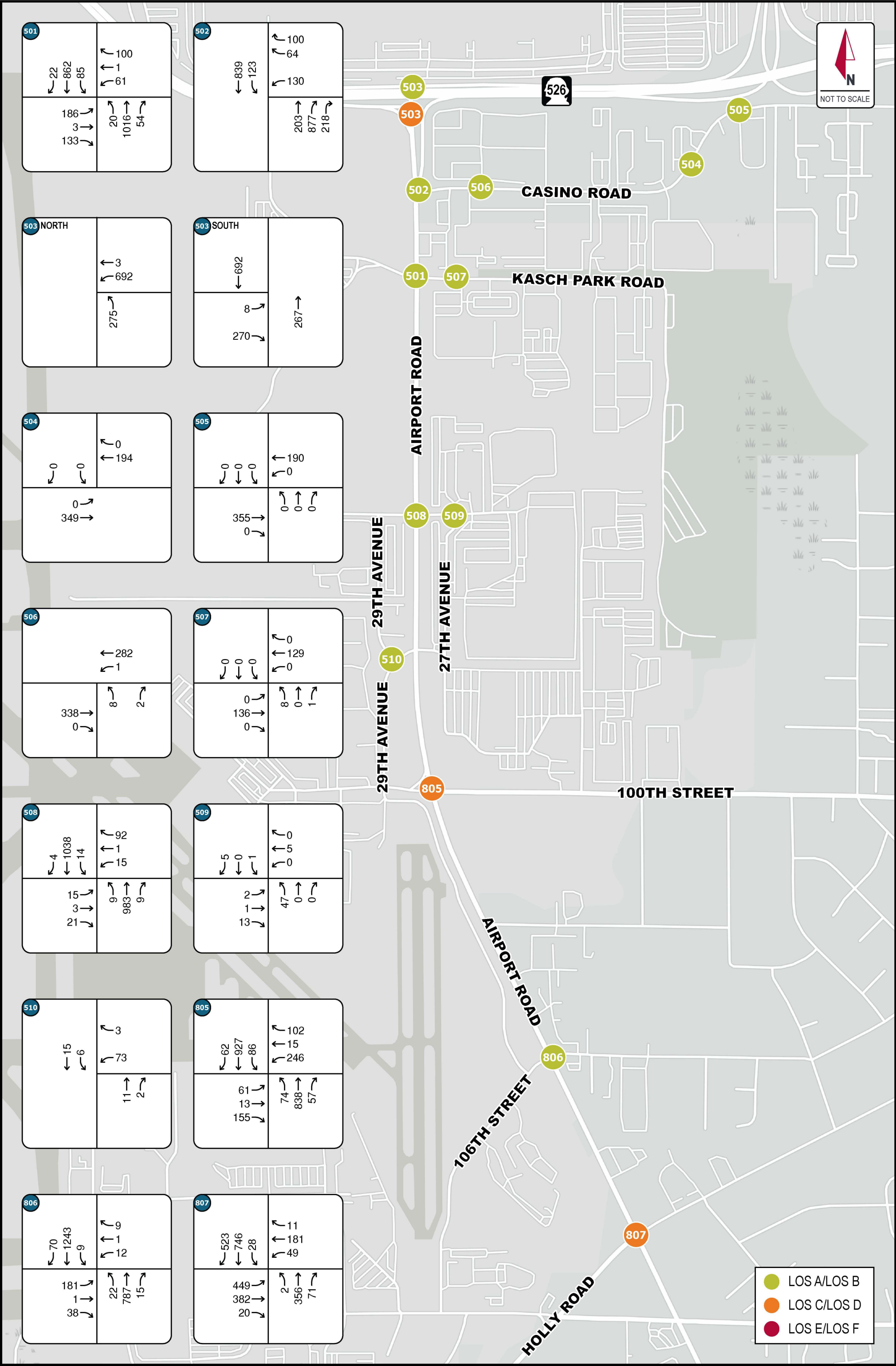


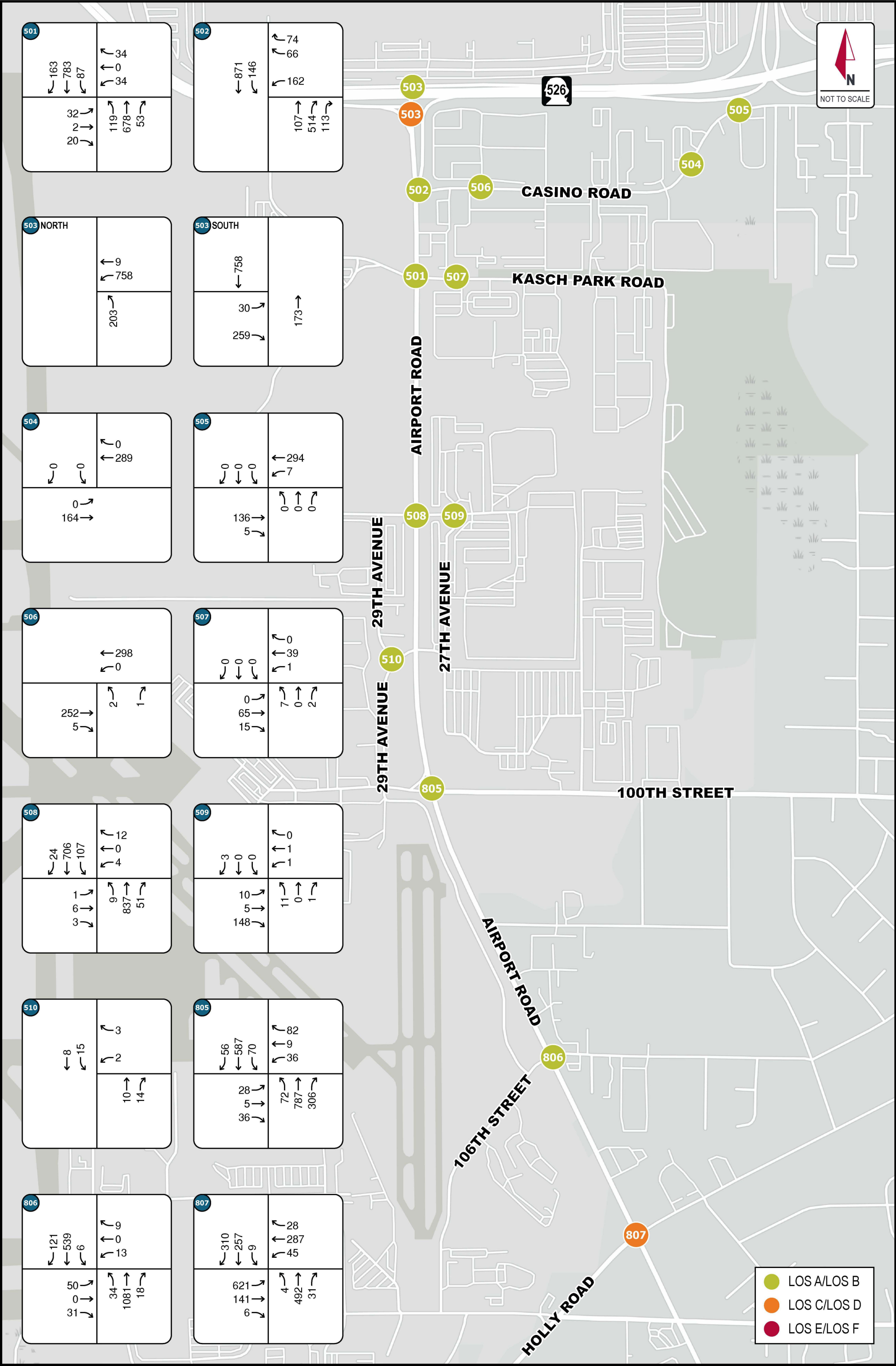


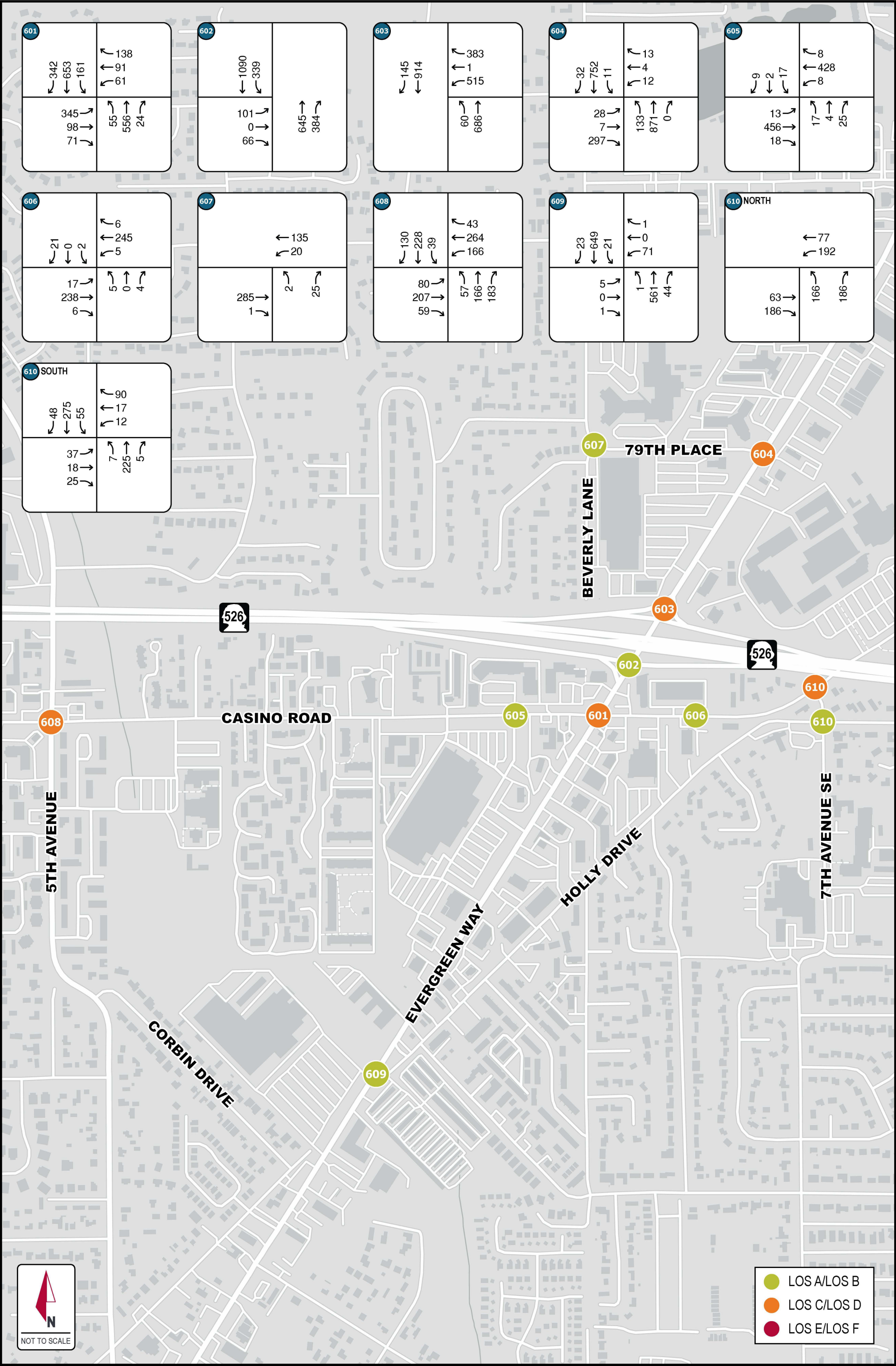


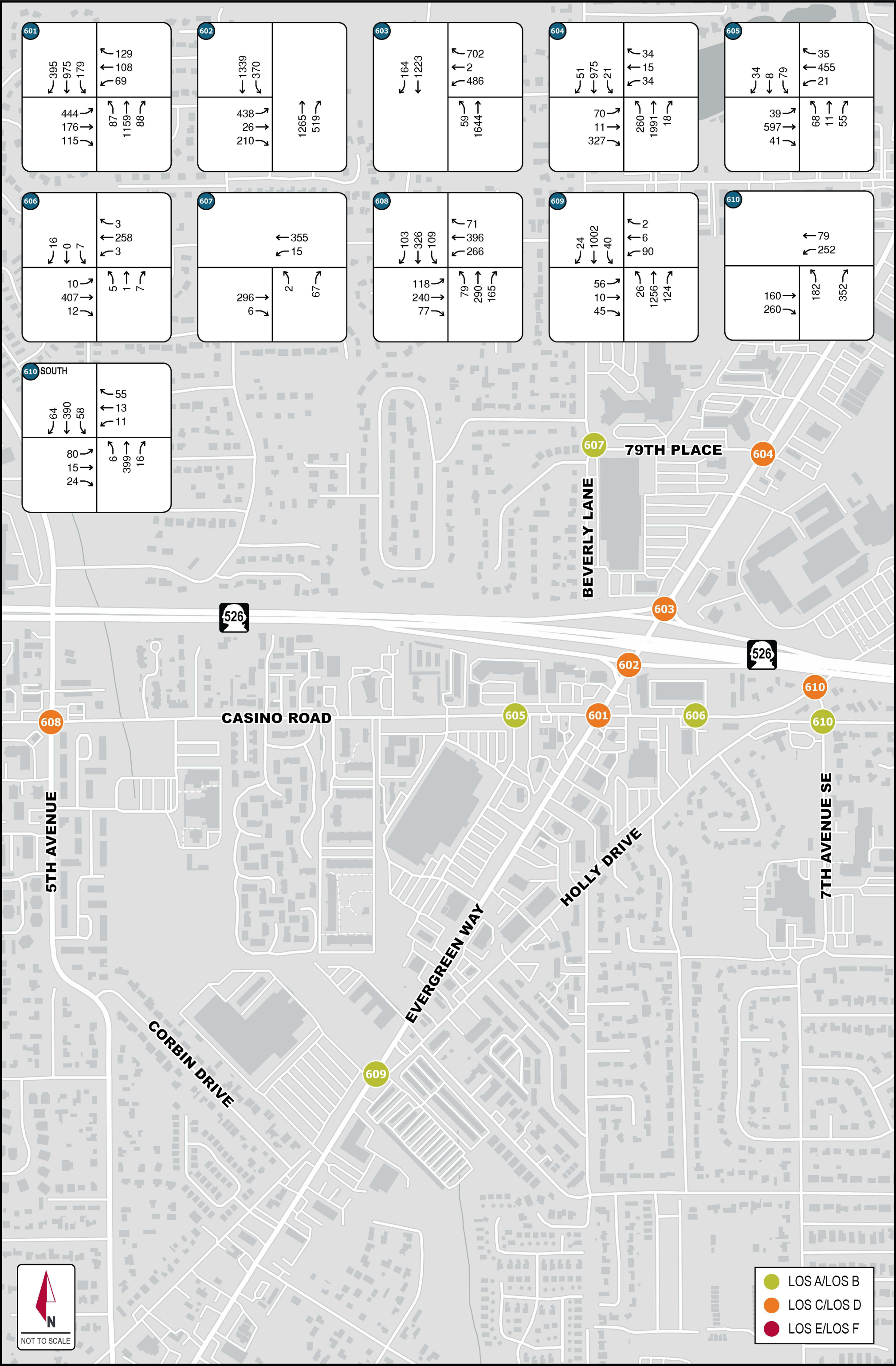


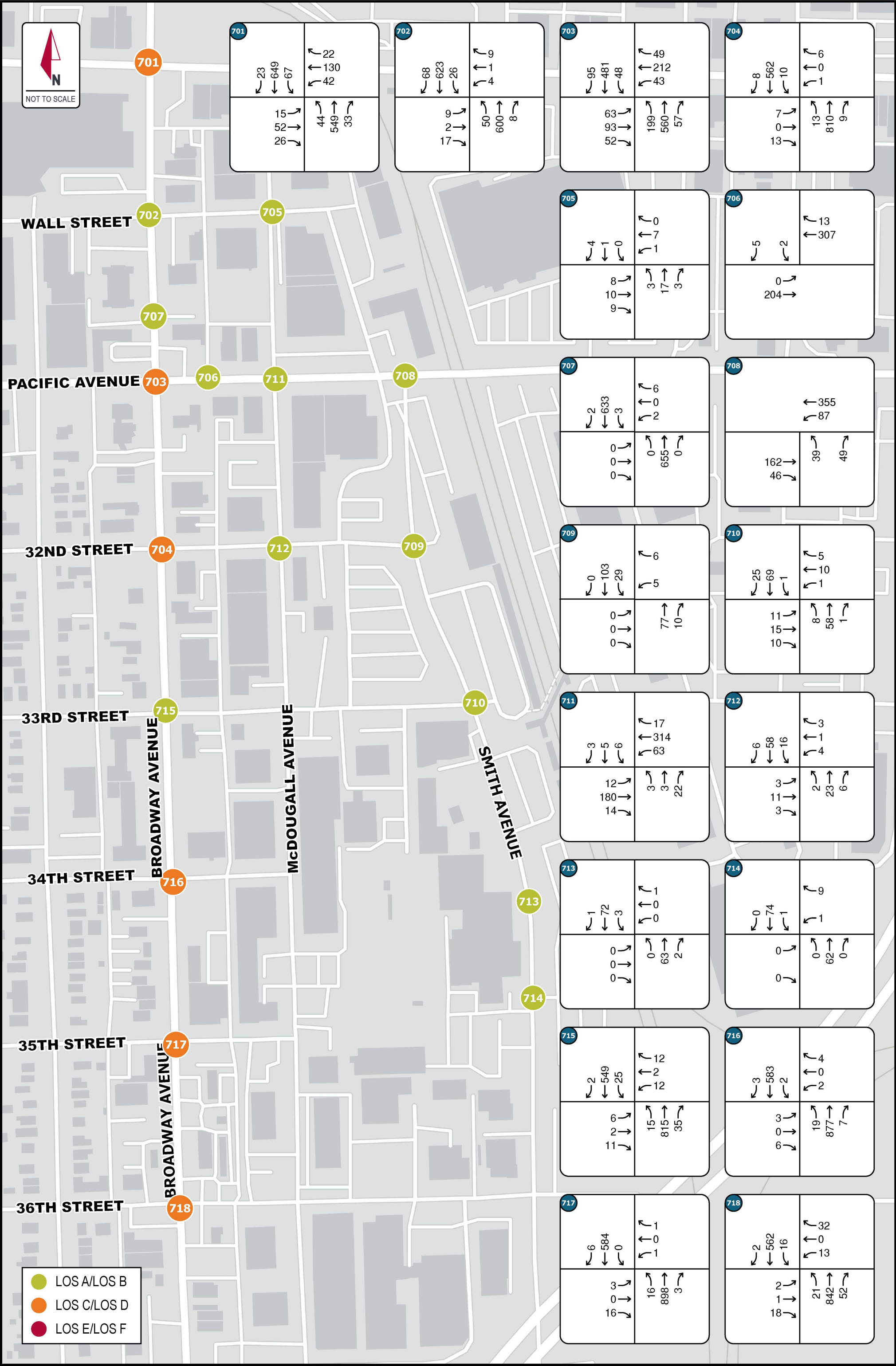














- LOS A/LOS B
- LOS C/LOS D
- LOS E/LOS F

701	
17 ↖ 718 ↖ 115 ↖	24 ↖ 81 ↖ 55 ↖
64 ↗ 357 ↗ 82 ↗	31 ↗ 1108 ↗ 226 ↗

	702 ↖51 ↖784 ↖9
↖28 ↖3 ↖56	↖45 ↖3 ↖9 ↖29 ↖1300 ↖11

	703 ↖ 64 ↖ 740 ↖ 43
141↗ 338↗ 236↗	↖ 52 ↖ 139 ↖ 45
↖ 95 ↖ 1113 ↖ 156	

	704 ↖ 17 ↖ 995 ↖ 10 ↖ 16 ↖ 0 ↖ 2
1↗ 0↗ 25↗	↖ 9 ↖ 1356 ↖ 19

	705 ↖ 11 ↖ 9 ↖ 0
8↗ 2↗ 8↗	↖ 19 ↖ 5 ↖ 1 ↖ 0 ↖ 16 ↖ 2

706		
3 ↖	0 ↖	0 ↖
237 ↖	0 ↖	542 ↖

	707 ↖ 0 ↖ 845 ↖ 4
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708	
695 ↘ 36 ↘	183 ↘ 65 ↘ 58 ↘ 516 ↘

	709 ↖ 0 ↖ 79 ↖ 23
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37↗ 16↗ 18↗	↖ 6 ↖ 9 ↖ 2
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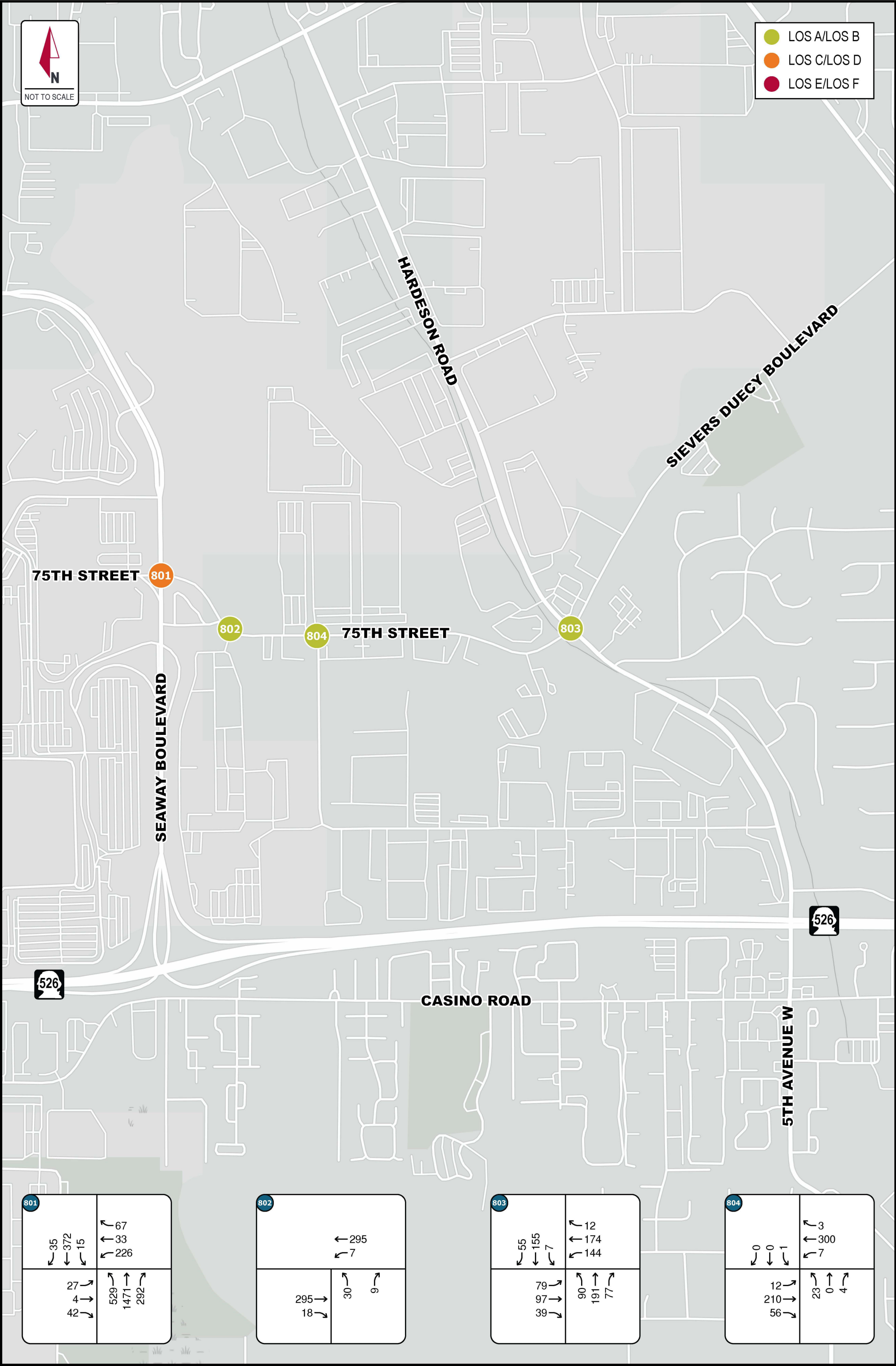
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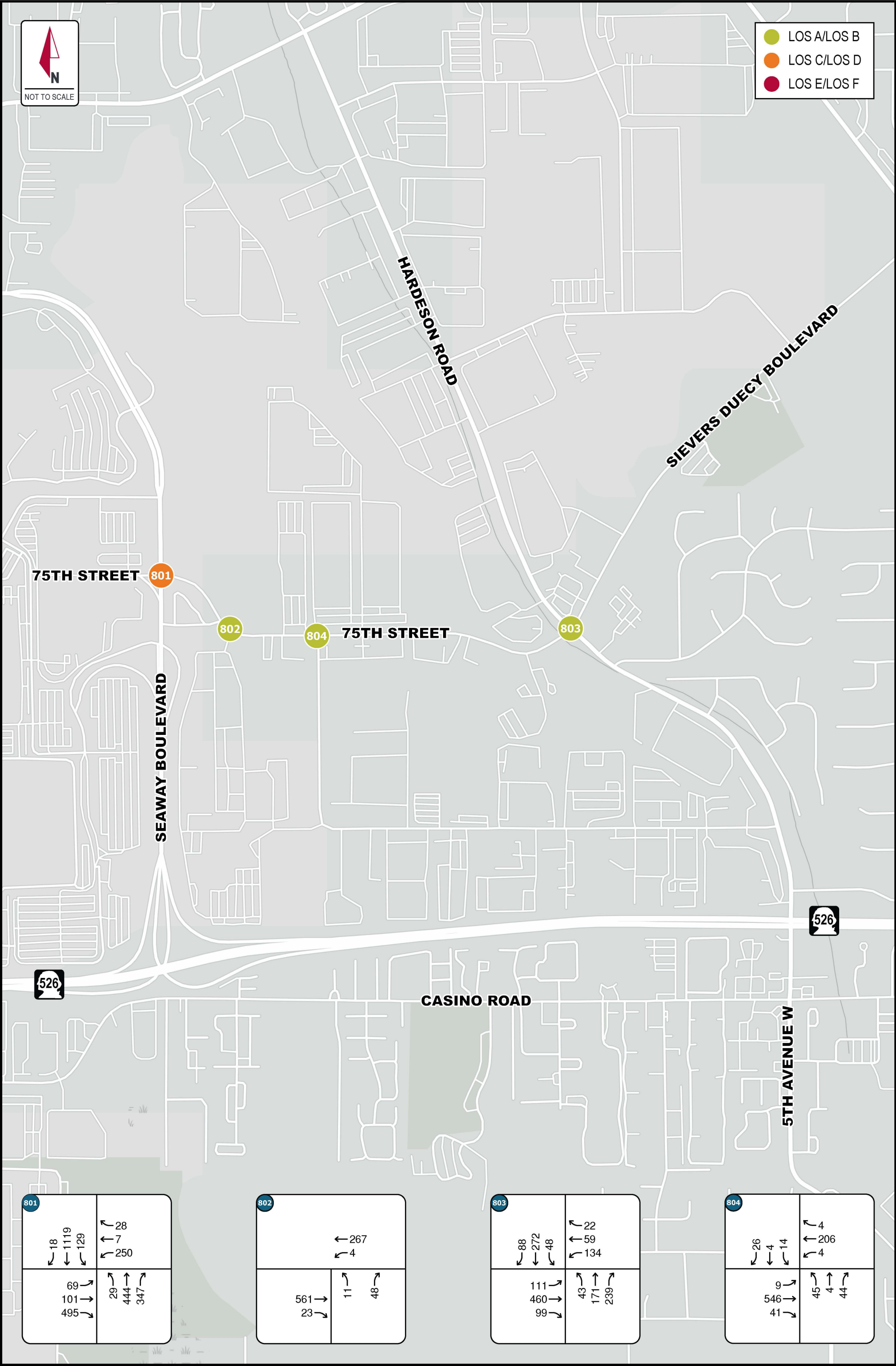
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	717 ↖ 7 ↖ 1042 ↖ 3
4↗ 0↗ 24↗	↖ 10 ↖ 1361 ↖ 26

	718 ↖ 11 ↖ 1014 ↖ 21
3↖ 0↖ 18↖	↖ 12 ↖ 1368 ↖ 68







Everett Link Extension

ATTACHMENT E

Traffic Forecasting Technical Memorandum



Everett Link Extension

Traffic Forecasting Technical Memorandum

July 2024

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Appendices

Appendix A Ridership Model Technical Memorandum

Appendix B No Build Project List

Acronyms

AIR	SR 99/Airport Road
ALD	West Alderwood
ASH	Ash Way
BI	Broadway/I-5
EGN	SR 526/Evergreen
EIS	Environmental Impact Statement
EVLE	Everett Link Extension
EVT	Everett Station
MAR	Mariner
NA	Not applicable
OMF	Operations and Maintenance Facility
PSRC	Puget Sound Regional Council
SR	State Route
ST3	Sound Transit 3
SWI	SW Everett Industrial Center

1 INTRODUCTION

1.1 Overview

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service northward from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington (Figure 1-1). The Everett Link Extension (EVLE) Project would provide fast, reliable light rail service to regional residential and job centers in Snohomish County's growing urban areas. The proposed project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

For the purposes of the Environmental Impact Statement (EIS), the EVLE Project consists of approximately 16 miles of light rail guideway, seven light rail stations, two parking facilities, and an operations and maintenance facility (OMF North). There are financial constraints around current project funding that may impact the proposed Link service.

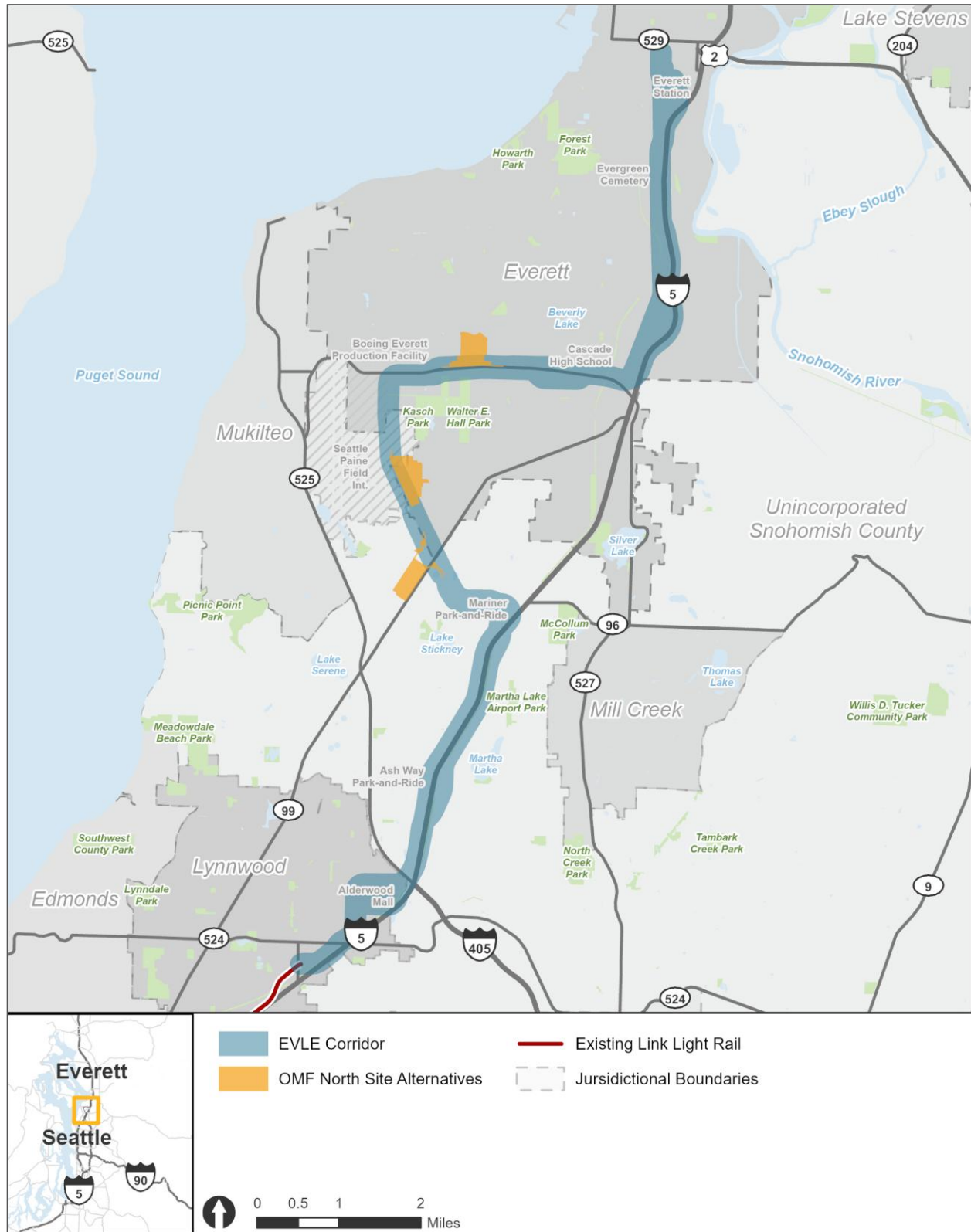
The first constraint relates only to the State Route (SR) 99/Airport Road Station. This station is currently considered provisional since planning, preliminary engineering, and environmental review are funded, but final design and construction are not. However, for purposes of the EIS evaluation, all seven stations are assumed to be funded and open according to the schedule described below to capture all locations where impacts could occur. The station will be fully constructed and open for service when additional third-party funding is identified.

The second constraint involves opening dates of Link service from Lynnwood City Center Station to Everett Station. Service would begin on one of the two schedules described below.

- **Target Schedule:** The Target Schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2037. This schedule requires additional funding and/or savings, and Sound Transit is seeking all options to open for service on this timeline. In case the agency cannot secure additional funding and/or reduce project costs, an Affordable Schedule for the EVLE Project has also been identified.
- **Affordable Schedule:** Under the Affordable Schedule, a shorter route would open first, and the two most northern stations (SR 526/Evergreen and Everett Station) would open in 2041. The other stations connecting Lynnwood City Center to the SW Everett Industrial Center Station would still open in 2037. In this scenario, the SW Everett Industrial Center Station is the project's interim terminus.

Under either schedule, new parking facilities would be constructed at two of the stations, Mariner and Everett Station, but are planned to open after start of service, in 2046. OMF North would open in 2034 in either scenario, prior to opening of the light rail extension, as the facility is necessary for storing rail cars and supporting service for not only the extension to Everett, but also other parts of the regional system.

Figure 1-1 EVLE Project Corridor



For planning and engineering purposes, the project is organized into eight geographic segments, discussed in this document from south to north. Within those segments, a total of 17 alignment alternatives and 18 station location alternatives are under consideration. These alignment and station alternatives are combined into Build Alternatives for analysis as shown in Table 1-1 and Figure 1-2.

Table 1-1 describes the alignment and station alternatives as follows:

- **Segments:** The eight alignment segments and corresponding abbreviations are:
 - West Alderwood (ALD).
 - Ash Way (ASH).
 - Mariner (MAR).
 - SR 99/Airport Road (AIR).
 - SW Everett Industrial Center (SWI).
 - SR 526/Evergreen (EGN).
 - Broadway/I-5 (BI).
 - Everett Station (EVT).
- **Alignment alternatives:** Alignment alternatives in each segment are identified with numbers (e.g., ALD-1).
- **Station alternatives:** Station alternatives in each segment are identified with letters (e.g., ALD-B).
- **Build Alternatives:** Alignments and stations are combined to create the Build Alternative name (e.g., Station ALD-B is located on Alignment ALD-1, so this pairing is referred to as Alternative ALD-1B).
- **Design options:** A design option is an alternate design for a portion of a Build Alternative. It could be a different route or profile along a portion of an alignment, a different station configuration, or a different parking location. For example, in the West Alderwood Segment the Alderwood Mall Boulevard Design Option is being considered for all three Build Alternatives.

Table 1-1 Alignment and Station Build Alternatives by Segment

Segment	Alignment Alternatives	Station Alternatives	Build Alternatives (Combined Alignment and Station)	Build Alternative Design Options Also Considered
West Alderwood	ALD-1	ALD-B	ALD-1B	Alderwood Mall Boulevard
	ALD-2	ALD-D	ALD-2D*	Alderwood Mall Boulevard
		ALD-F	ALD-2F	Alderwood Mall Boulevard
Ash Way	ASH-1	ASH-A	ASH-1A	None
	ASH-2	ASH-D	ASH-2D	None
Mariner	MAR-1	MAR-B	MAR-1B	Surface Parking
	MAR-2	MAR-D	MAR-2D	Surface Parking

Segment	Alignment Alternatives	Station Alternatives	Build Alternatives (Combined Alignment and Station)	Build Alternative Design Options Also Considered
SR 99/ Airport Road	AIR-1	AIR-A	AIR-1A	None
	AIR-2	AIR-B	AIR-2B	None
SW Everett Industrial Center	SWI-1	SWI-A	SWI-1A*	Lower
		SWI-B	SWI-1B	None
		SWI-C	SWI-1C	None
SR 526/ Evergreen	EGN-1	EGN-A	EGN-1A	None
	EGN-2	EGN-B	EGN-2B	North Side of SR 526
	EGN-3	EGN-E	EGN-3E	North Side of SR 526
Broadway/I-5	BI-1	None	BI-1*	None
	BI-2	None	BI-2	None
Everett Station	EVT-1	EVT-A	EVT-1A	None
	EVT-2	EVT-C	EVT-2C*	None
	EVT-3	EVT-D	EVT-3D*	None

* Denotes preferred alternative

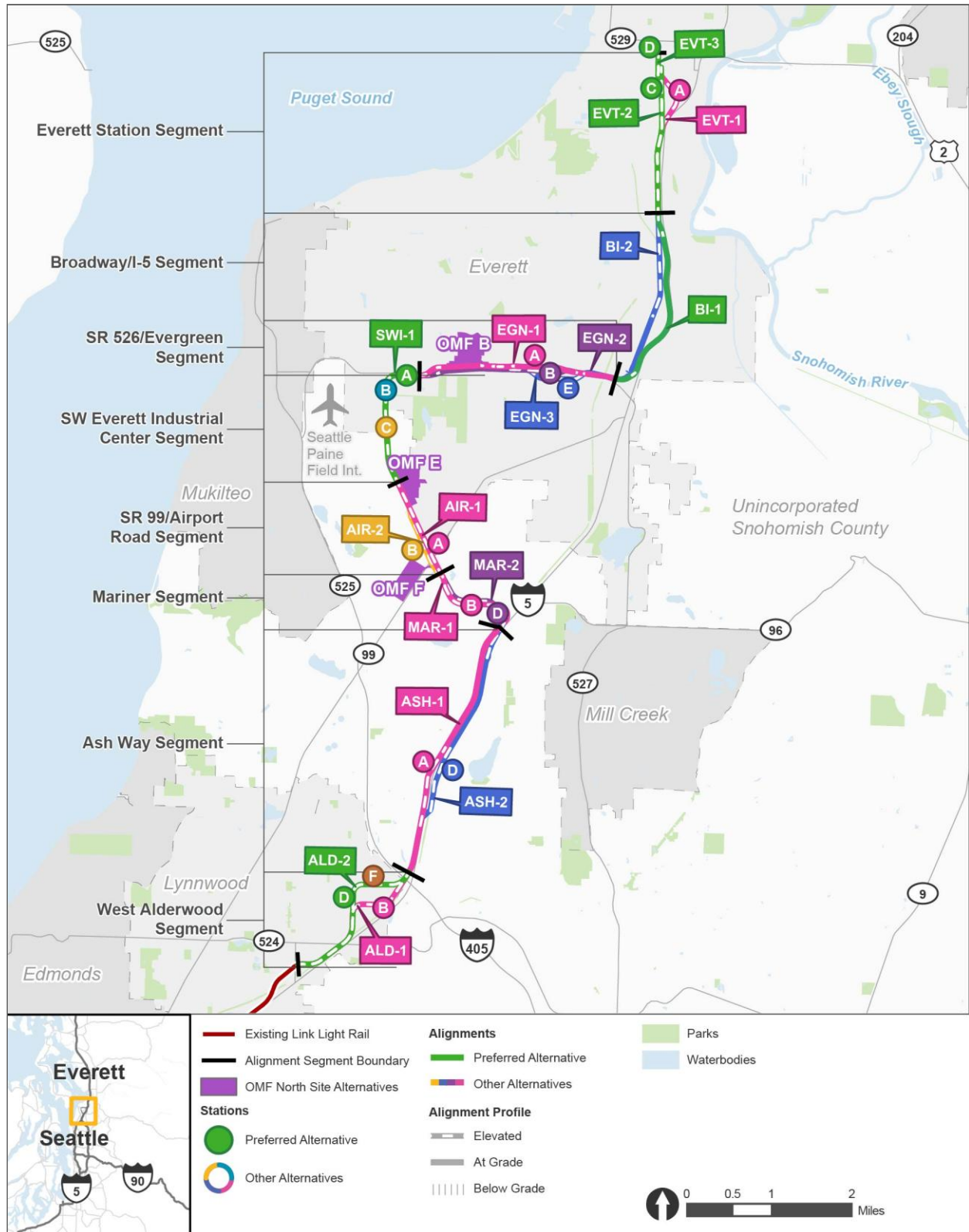
There are also three OMF North site alternatives under consideration as shown in Table 1-2 and Figure 1-2.

Table 1-2 OMF North Site Alternatives

Build Alternative	Build Alternative Design Options Also Considered
OMF Site F	Lead Tracks to West Side of Airport Road
OMF Site E	None
OMF Site B	Lead Tracks to South Side of SR 526

The No Build Alternative describes the environment, including the transportation system, as it would exist in 2046 without the proposed project.

Figure 1-2 EVLE Project Alternatives



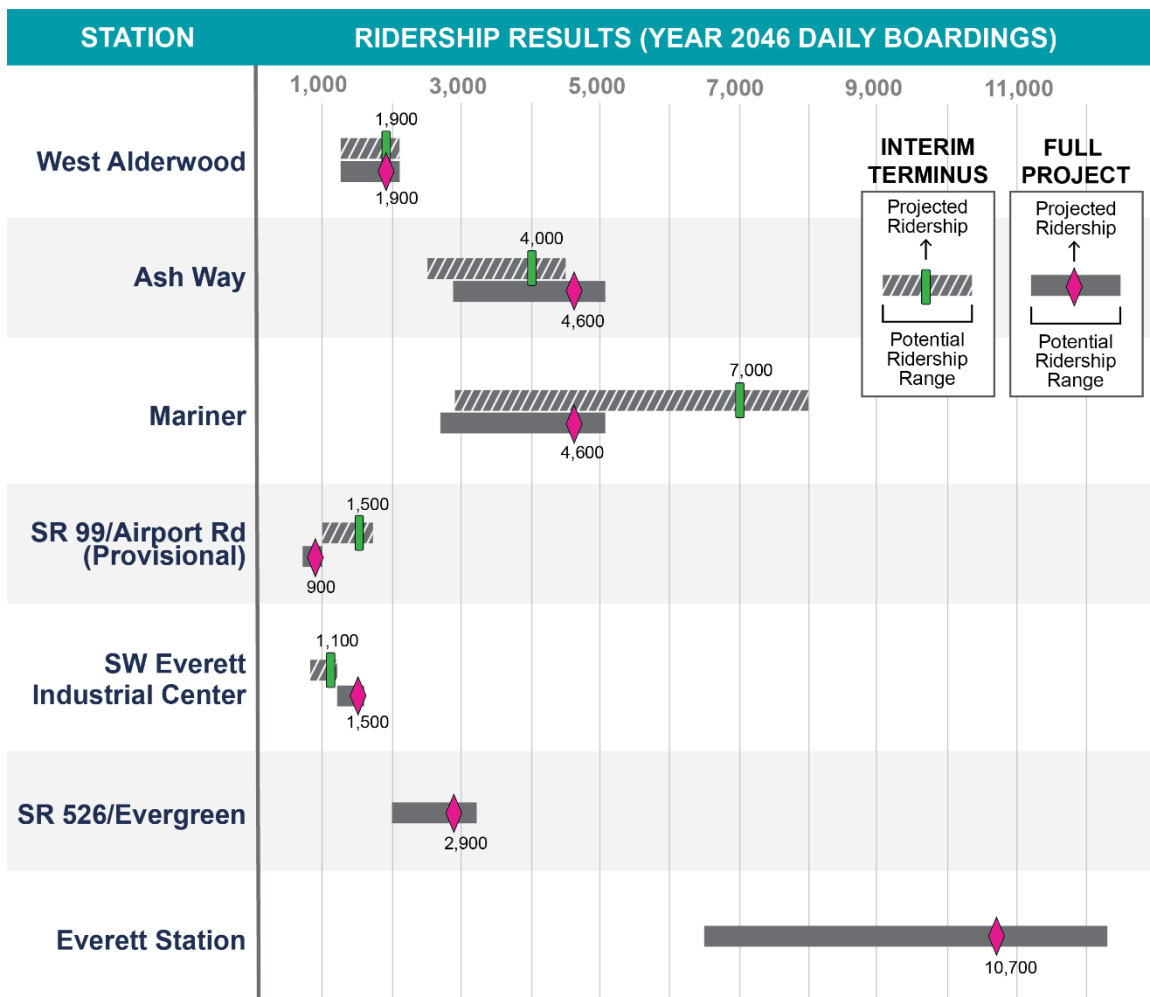
1.2 Purpose of Report

This report summarizes the ridership forecasts contained in the Sound Transit Incremental Ridership Model and recommends annual growth rates to develop traffic forecasts for roadways in the vicinity of each station.

2 RIDERSHIP FORECASTS

Station ridership forecasts were developed from Sound Transit's Incremental Ridership Model. The model includes assumptions about future transit service and parking at the stations that can influence the ridership forecast. The Incremental Ridership Model provides estimated daily Link boardings for an average weekday and boardings and alightings for a 3.5-hour weekday PM peak period. Sound Transit develops ridership forecasts and reports them as a range to account for potential variability in ridership patterns. The ridership forecasts are also reported with a base scenario that is used for developing Build traffic forecasts. The range of potential ridership and the projected daily boardings at each station is illustrated in Figure 2-1.

Figure 2-1 Potential Ridership Range and Projected Ridership for Interim Terminus and Full Project



Additional information on the Incremental Ridership Model can be found in Appendix A. In addition to daily boardings, the Sound Transit Ridership Model provides forecasts for the 3.5-hour PM peak period. These peak period forecasts for the interim terminus and the full project are shown in Table 2-1 and Table 2-2.

Table 2-1 EVLE PM Peak Period Boardings (2046)

Build Alternative Station	Interim Terminus	Full Project
West Alderwood	800	800
Ash Way	400	500
Mariner	800	200
SR 99/Airport Road	400	200
SW Everett Industrial Center	400	500
SR 526/ Evergreen	NA	600
Everett Station	NA	1,900

Table 2-2 EVLE PM Peak Period Alightings (2046)

Build Alternative Station	Interim Terminus	Full Project
West Alderwood	600	600
Ash Way	2,400	2,600
Mariner	5,200	3,500
SR 99/Airport Road	600	200
SW Everett Industrial Center	400	300
SR 526/ Evergreen	NA	1,000
Everett Station	NA	5,200

The 3.5-hour weekday PM peak period ridership forecasts were adapted for use in the AM and PM peak hour traffic analysis Synchro models. The Scenario 2 ridership represented the full build-out of the EVLE Project and was therefore used as the base for the traffic analysis. The calculation steps are outlined below:

1. AM peak period boardings and alightings were assumed to be the inverse of PM peak period boardings and alightings (i.e., PM boardings = AM alightings) at each station.
2. Ridership from the 3.5-hour peak periods were reduced to a 3-hour peak period by multiplying 3.5-hour peak period ridership totals by 3/3.5. This was done to match the duration of peak period intersection turning movement counts at the station areas.
3. The 3-hour AM and PM peak period ridership forecasts were then factored to reflect the 1-hour station area peak traffic period derived from the intersection turning movement counts (turning movement counts were collected in October 2023). The peak hour factor was calculated for all study intersections in each station area and ranges from 34-39% of the 3-hour count total. The peak hour factor represents how much of the peak period ridership forecast is assumed to coincide with the peak hour traffic analysis. The peak

hour share of the 3-hour peak period for each station's AM and PM peak period are summarized in Table 2-3.

Table 2-3 EVLE Station Peak Hour Share of 3-Hour Peak Period

Station	AM	PM
West Alderwood	39.4%	35.4%
Ash Way	37.6%	34.7%
Mariner	37.9%	34.4%
SR 99/Airport Rd	36.8%	37.2%
SW Everett Industrial Center	35.7%	36.0%
SR 526/Evergreen	37.0%	34.8%
Everett Station	38.1%	34.6%

4. The Incremental Ridership Model provides number of riders accessing the stations via one of three modes – Walk, Auto, or Transfer (Transit). Auto refers specifically to riders driving to the station and parking. Consistent with prior Sound Transit analysis, this study assumed park-and-ride lots provided by the project are completely full and that they fully discharge in the 3.5-hour PM peak period. For Walk and Transfer passengers, riders who are picked-up/dropped-off were calculated by subtracting a portion of the Walk and Transfer riders, estimated following Sound Transit's *Curb Space Estimation Methodology and Application Report* methodology (Sound Transit, 2021). Sound Transit's methodology leverages research contained in the Transportation Research Board's Transit Cooperative Research Program Report 153: *Guidelines for Providing Access to Public Transportation Stations* (Transportation Research Board, 2012), which covers station access and transit types. The methodology splits the pick-up/drop-off riders into either Traditional or Ride-Hail. Based on Sound Transit's methodology, it was assumed the demand for Ride-Hail services would increase 50% by 2046 from current demand.
5. Five rider access modes were defined after following the steps outlined in the *Curb Space Estimation Methodology and Application Report* (Walk, Auto, Transfer, Traditional Pick-Up/Drop-Off, Ride-Hail Pick-Up/Drop-Off). Based on that report, rider occupancy assumptions were made to convert the number of riders to number of vehicles to be used in the traffic analysis forecast. The following occupancies were assumed:
 - a. Auto: 1.2 riders per vehicle.
 - b. Traditional Pick-Up/Drop-Off: 1 rider per vehicle.
 - c. Ride-Hail: 1 rider per vehicle.
 - d. Walk and Transfer: No vehicle access required.
6. The total riders per access mode were divided by the rider occupancy per vehicle to calculate the number of vehicles generated by each station in the peak hour. An

additional inbound and outbound vehicle trip was assumed per pick-up/drop-off rider for non-rider drivers entering or exiting the stations.

- Total vehicle trips for each access mode were summed to calculate the total station vehicle trip generation.

Table 2-4 Station Vehicle Trip Generation – 2046*

Station	Rider Type	Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
West Alderwood (no park-and-ride provided)	Auto (Parking)	NA	NA	NA	NA	NA	NA
	Traditional Pickup/Drop Off	45	45	90	40	40	80
	Ride-Hail	12	12	24	11	11	22
	Total	57	57	114	51	51	102
Ash Way (0 net new park-and-ride spaces)	Auto (Parking)	266	0	266	0	245	245
	Traditional Pickup/Drop Off	94	94	188	87	87	174
	Ride-Hail	26	26	52	24	24	48
	Total	386	120	506	111	356	467
Mariner (550 new park-and-ride spaces provided)	Auto (Parking)	275	0	275	0	250	250
	Traditional Pickup/Drop Off	114	114	228	104	104	208
	Ride-Hail	32	32	64	29	29	58
	Total	421	146	567	133	383	516
SR 99/ Airport Road (no park-and-ride provided)	Auto (Parking)	NA	NA	NA	NA	NA	NA
	Traditional Pickup/Drop Off	12	12	24	12	12	24
	Ride-Hail	4	4	8	4	4	8
	Total	16	16	32	16	16	32
SW Everett Industrial Center (no park-and-ride provided)	Auto (Parking)	NA	NA	NA	NA	NA	NA
	Traditional Pickup/Drop Off	23	23	46	24	24	48
	Ride-Hail	6	6	12	6	6	12
	Total	29	29	58	30	30	60
SR 526/ Evergreen (no park-and-ride provided)	Auto (Parking)	NA	NA	NA	NA	NA	NA
	Traditional Pickup/Drop Off	57	57	114	53	53	106
	Ride-Hail	23	23	46	21	21	42
	Total	80	80	160	74	74	148

Station	Rider Type	Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Everett Station (1,000 new park-and-ride spaces provided)	Auto (Parking)	524	0	524	0	475	475
	Traditional Pickup/Drop Off	220	220	440	199	199	398
	Ride-Hail	61	61	122	55	55	110
	Total	805	281	1,086	254	729	983

* Auto trips associated with park-and-ride are included as new auto trips for both existing and new park-and-ride spaces.

3 TRAFFIC FORECASTS

3.1 Travel Demand Model Methodology and Assumptions

The Puget Sound Regional Council's (PSRC) regional travel demand model was used as the basis for developing future traffic forecasts. Future travel demand models were developed for the 2040 and 2050 No Build and Build conditions. These models were adapted from their initial coding to account for planned improvement projects and the EVLE Project. PSRC's 2018 travel demand model was used as the base existing year. The No Build project list for the project is consistent with the assumptions in PSRC's No Build conditions (see Appendix B). Table 3-1 and Table 3-2 summarize the network assumptions included in each model scenario.

Table 3-1 Study Assumptions

Condition	Existing Year (2023)	Opening Year (2037)	Horizon Year (2046)	Notes
Existing	X			Includes land use, roadway, and transit network conditions for the year 2023.
No Build Alternative		X	X	Based on travel demand forecasts and an assumed list of constructed background projects and transit service modifications.
Build Alternatives		X		The opening year condition assumes the project is constructed and operating as far as SW Everett Industrial Center Station, but no parking facilities are constructed.
Build Alternatives			X	The horizon year condition assumes the full-length project is constructed and operating including parking facilities.

Table 3-2 Future Year Traffic Analysis Scenarios

Scenario	Analysis Year	Model Year	Roadway Network Year	Transit Network Year	EVLE
No Build (Interim Year)	2037	2040	2040	2030	No
Build (Interim Year)	2037	2040	2040	2040	Yes (to SW Everett Industrial Center Station)
No Build (Horizon Year)	2046	2050	2050	2030	No
Build (Horizon Year)	2046	2050	2050	2040	Yes (full project)

3.2 Annual Traffic Growth Rates

Background traffic growth rates were developed for each station area from the PSRC travel demand models. A perimeter was defined around each station's study area. The total peak hour entering volume on roadway links crossing the perimeter was calculated for each Existing, No Build, and Build travel demand model. An average growth rate was calculated by dividing the total percent growth in vehicles entering the station area perimeter from the existing to future year by the total number of years difference. An example of a station area perimeter is shown in Figure 3-1. Table 3-3 and Table 3-4 provide the average annual growth rates developed for each station area. Station areas that showed a small annual decrease in volume were assumed to have no growth and are shaded in gray.

Figure 3-1 Station Area Perimeter Example – Everett Station

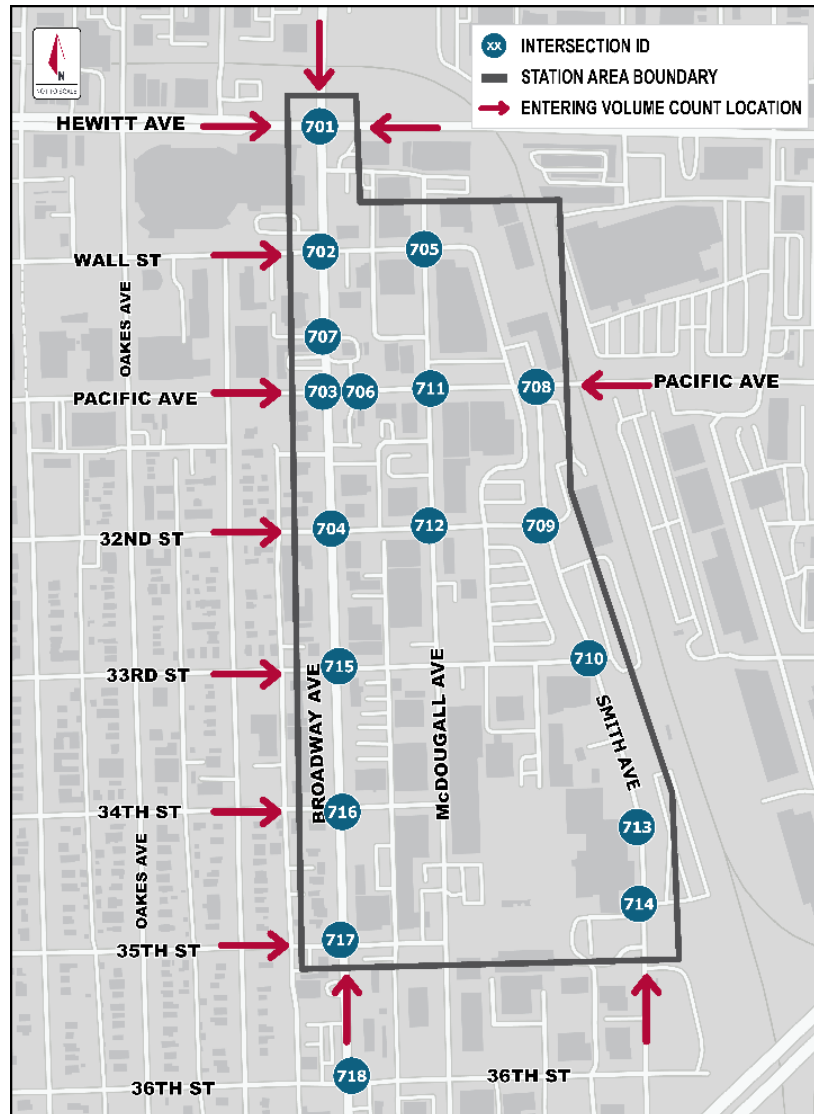


Table 3-3 Average Annual Traffic Peak-Hour Growth Rates – No Build

#	Subarea	2037		2046	
		AM	PM	AM	PM
1	West Alderwood	1.1%	0.7%	1.3%	0.9%
2	Ash Way	0.7%	0.8%	0.8%	0.8%
3	Mariner	0.4%	0.4%	0.5%	0.5%
4	SR 99/Airport Road and OMF Site F	1.1%	1.2%	1.2%	1.3%
5	SW Everett Industrial Center and OMF Site E	0.9%	1.1%	0.9%	0.9%
6	SR 526/Evergreen	1.4%	0.9%	1.4%	1.1%
7	Everett Station	2.5%	2.2%	1.9%	2.1%
8	OMF Site B	0.0%	0.2%	0.0%	0.0%

Table 3-4 Average Annual Traffic Growth Rates – Build

#	Subarea	2037		2046	
		AM	PM	AM	PM
1	West Alderwood	1.0%	0.7%	1.2%	0.8%
2	Ash Way	0.7%	0.7%	0.7%	0.9%
3	Mariner	0.2%	0.4%	0.4%	0.4%
4	SR 99/Airport Road and OMF Site F	1.0%	1.1%	1.0%	1.2%
5	SW Everett Industrial Center and OMF Site E	0.8%	1.1%	0.8%	0.8%
6	SR 526/Evergreen	1.3%	0.7%	1.3%	0.9%
7	Everett Station	2.5%	2.1%	1.9%	2.0%
8	OMF Site B	0.0%	0.1%	0.0%	0.0%

4 NEXT STEPS

The forecast methods described in this report will be used to calculate the base future conditions for the EVLE EIS. In the Draft EIS Transportation Technical Report, existing turning movement volumes will be increased by the average annual growth rates to determine base No Build and Build intersection turning movement forecasts. The Build turning movement forecasts will also include the station vehicle trip generation totals as discussed in Section 2.

5 REFERENCES

Sound Transit. 2021. *Curb Space Estimation Methodology and Application Report*.

Transportation Research Board. 2012. *Transit Cooperative Research Program Report 153: Guidelines for Providing Access to Public Transportation Stations*.

<https://nap.nationalacademies.org/catalog/14614/guidelines-for-providing-access-to-public-transportation-stations>.



Everett Link Extension

APPENDIX A

Ridership Model Technical Memorandum



MEMO

TO: Brant Lyerla
FROM: Rosella Picado, Dora Wu, Ashlyn Clarry
SUBJECT: EVLE Phase 2 Ridership Forecasting Memorandum
DATE: July 2, 2024

INTRODUCTION

This memorandum summarizes the ridership estimates for the Everett Link Extension (EVLE) Phase 2 2046 scenarios, prepared in support of the Draft Environmental Impact Statement (Draft EIS). The EVLE ridership forecasting was undertaken under Contract RTA/RP 0185-21, Task Order 3-009.

RIDERSHIP FORECASTING METHODOLOGY

Ridership forecasts for the EVLE Phase 2 (“the Project”) scenarios were prepared using the Sound Transit (ST) Incremental Ridership Model, Version 2019.01. The ST Model estimates future transit demand by growing base year (2016) transit trips considering changes in the transit service, highway travel times and cost, and land use, among other factors. The project forecasts described in this memorandum were developed for a 2046 horizon year.

The ST Model estimates peak period and off-peak period ridership. The peak period represents transportation supply conditions and demand from 3:00 PM to 6:30 PM on an average weekday. Demand during the AM Peak is assumed to be equal to PM peak demand, though in the opposite travel direction¹. The Off-Peak period represents the remaining hours of a weekday. Correspondingly, the model requires base year and horizon year transit network inputs for the 3.5-Hour PM Peak and Off-Peak segments, including route extents, stop/station locations, travel times, and frequency for each route pattern. The model also requires explicit identification of park-and-ride facility locations.

In addition to changes in the transit supply between base and future years, the ST Model accounts for growth in households and employment when estimating future transit ridership. In May 2023, Puget Sound Regional Council (PSRC) released updated land use projections for the Puget Sound Region consistent with the Vision 2050 regional growth plan. This latest update is known as the Land Use Vision – Implemented Targets (LUV-it) projections, which represents “policy-driven growth forecasts intended for use in regional travel demand modeling and other planning analyses”². The LUV-it projections were

¹ Mathematically, the AM period demand is calculated as the transpose of the PM period demand.

² PSRC, May 2023. Data Guide for Land Use Vision – Implemented Targets.
<https://www.psrc.org/sites/default/files/2023-05/luv-it-data-guide.pdf>

incorporated into the transit ridership forecasting process for the Project, in the form of blended employment and household growth rates for the 2018 to 2046 period.

The ST Model grows the base year transit trips in three stages, as follows:

- Stage 1 – Accounts for changes in transit trips due to land use growth.
- Stage 2 – Accounts for changes in transit trips due to changes in the highway level of service, including travel times, tolls, and auto operating costs.
- Stage 3 – Accounts for changes in transit trips due to changes in transit service, including new lines and stations, discontinued or truncated bus service, and changes in transit travel time, route frequency, station access times, etc.

When applying the ST Model to different scenarios of the same transit project, it is customary to keep all model inputs constant except for the horizon year transit supply. More specifically, only Project-related changes that affect the transit network are modified (Stage 3). The Base forecasts reported below follow this practice.

It is also customary to report future ridership as a range rather than a point estimate. The assumptions applied to develop the low end and high end of the forecast range are described below. Low and high ridership estimates were developed for the No Build Scenario (Scenario 0), the Initial Phase Scenario (Scenario 1), and the Full-Length Representative Scenario (Scenario 2).

EVLE PHASE 2 SCENARIOS

For the Draft EIS Phase 2, six (6) scenarios were developed to study ridership along the EVLE corridor, including a No Build Scenario, an Initial Phase Scenario, and four full-length build scenarios. The starting point for coding the EVLE scenarios is the EVLE Draft EIS Phase 1 network, which itself is derived from Revised ST3 Plan Initial Targets 2041 Network under contract RTA-RP 0258-16, Task Order 2-018. Community Transit and Everett Transit route changes were incorporated into the model network, based on 2046 assumptions provided by the EVLE team. Link assumptions, ST Express assumptions and proposed modifications to pedestrian and transit crossings over Interstate 5 (I-5) are described below. These assumptions were also provided by the EVLE team.

LINK ASSUMPTIONS

Scenario 0 – No Build

Scenario 0 is the EVLE No Build condition. This scenario assumes completion of the Revised ST3 Plan, except for EVLE, as follows:

- The 1 Line extends between Ballard and Tacoma Dome with 5-minute peak and 10-minute off-peak headways.
- The 2 Line extends from Lynnwood City Center to Downtown Redmond, operating at 6-minute peak and 10-minute off-peak headways.
- The 3 Line extends from Lynnwood City Center to Alaska Junction, operating at 6-minute peak and 10-minute off-peak headways.
- The 4 Line extends from South Kirkland to Issaquah, operating at 6-minute peak and 10-minute off-peak headways.



This scenario includes transit and pedestrian crossings near the Ash Way Transit Center and the Mariner Park-and-Ride (PNR).

Scenario 1– Initial Phase

Scenario 1 represents the EVLE initial phase, with the 3 Line terminating at SW Industrial Center Station, instead of Everett Station as assumed in the Preferred scenario. The 2 Line terminates at Mariner Station. The transit and pedestrian crossings near the Ash Way Transit Center and the Mariner PNR are included in this scenario.

Scenario 2 – Representative

Scenario 2 assumes full-length build of the EVLE with seven stations, located at West Alderwood (ALD), Ash Way (ASH), Mariner (MAR), SR 99/Airport Rd (AIR), SW Industrial Center (SWI), Evergreen (EGN), and Everett (EVE). In addition, this scenario assumes expanded Park-and-Ride (PNR) capacity at Ash Way and Mariner.

Scenario 3 – Alternative 1

Scenario 3 is similar to Scenario 2, except it does not include SR 99/Airport Rd Station nor the PNR expansion at Mariner and Everett Station. Moreover, Scenario 3 assumes that Ash Way Station is located between Ash Way and I-5, north of the Ash Way PNR.

Scenario 4 – Alternative 2

Scenario 4 includes the seven stations along the EVLE but the locations of most stations differ from that of Scenario 2. For example, Ash Way Station is west of I-5, Mariner Station is south of 130th St, and SW Industrial Center is located closer to Paine Field on Airport Rd instead of just south of the Boeing factory along SR 526. Additionally, Evergreen Station is located north of SR 526, instead of south of SR 526 in Scenario 2. Everett Station is also at a location that is slightly closer to the Sounder Everett Station in Scenario 4 than in Scenario 2.

Scenario 5 – Alternative 3

Scenario 5 is very similar to Scenario 2, except for a different location for Mariner Station and the exclusion of the transit and pedestrian crossings near the Ash Way Transit Center and the Mariner PNR. This is the only scenario modeled without these crossings.

BUS SERVICE ASSUMPTIONS

Bus routes in the region were revised based on information provided by the project team. Some proposed bus service changes could not be represented in the ST Model due to the granularity of the network and alternative analysis zones. This limitation applies to proposed bus circulation changes around station areas and to bus routes near the boundary of the model network.

Table 1 shows the Sound Transit Express Bus assumptions for the six EVLE scenarios.

Table 1: Sound Transit Express Bus Assumptions

Scenario & Route	Route Extents	Peak/Off-Peak Headway (in minutes)
Scenario 0 No Build		
ST Express 512	Everett - Lynnwood	8 / 10
ST Express 513	Seaway TC - Lynnwood	30 / -
ST Express 532	Everett - Bellevue	20 / -
Stride S2	Lynnwood - Bellevue	10 / 15
Scenario 1 Initial Phase		
ST Express 512	Everett - Mariner	8 / 10
ST Express 513	Seaway TC - Mariner	15 / -
ST Express 532	Everett - Bellevue	20 / -
Stride S2	Lynnwood - Bellevue	10 / 15
Scenarios 2, 3, 4, 5 Full-Length Build		
ST Express 512	Deleted	n/a
ST Express 513	Deleted	n/a
ST Express 532	Deleted	n/a
Stride S2	Lynnwood - Bellevue	10 / 15

Source: Sound Transit

SYSTEMWIDE TRANSIT RIDERSHIP

BASE FORECASTS

Table 2 shows a comparison of Base transit ridership across all scenarios at the regional level. The difference in transit trips between the No Build Scenario and the Build Scenarios represents new transit trips regionwide due to EVLE. All build scenarios including the Initial Phase Scenario show increased regional transit trips relative to the No Build Scenario (Scenario 0).

The Initial Phase Scenario shows the smallest increase in any of the measures reported in Table 2 since it serves fewer stations than any of the full-length Build scenarios.

The four full-length build scenarios show similar growth in transit demand relative to No Build conditions, in both regional daily transit trips and regional daily transit boardings. The difference in transit trips between the Representative Scenario (Scenario 2) and any of the other full-length build scenarios is within 1,000 trips (less than one percent). The differences in Link boardings are larger (within 2,000 boardings) but still relatively minor (also less than 1 percent). EVLE trips-on-project for the full-length builds, which counts transit trips that use any portion of the proposed Link extension, are also within 1,000 trips of the estimate for the Preferred scenario.

The following factors explain the small differences in regionwide measures among the full-length build scenarios:

- Additional parking provision. Scenario 3 exhibits slightly fewer systemwide transit trips and Link boardings than the other full builds because it does not include additional parking at Mariner and Ash Way.
- Number of stations. Another contributing factor to the lower transit demand measures exhibited by Scenario 3 is that it serves six stations, or one fewer station than the other build scenarios.
- Station-to-station travel time. Scenario 5 has slightly higher total transit trips, total Link boardings, and higher EVLE trips-on-project mostly due to shorter travel time between Mariner Station and Lynnwood Station.

Table 2. Regional Daily Transit Measures by Scenario (2046)

Measures	Scenario 0 No Build	Scenario 1 Initial Phase	Scenario 2	Scenario 3 Full Alt 1	Scenario 4 Full Alt 2	Scenario 5 Full Alt 3
			Full Representative			
2 Line Extent (Mariner to Downtown Redmond)	Lynnwood - Downtown Redmond	Mariner - Downtown Redmond	Mariner - Downtown Redmond	Mariner - Downtown Redmond	Mariner - Downtown Redmond	Mariner - Downtown Redmond
3 Line Extent (Everett to Alaska Junction)	Lynnwood - Alaska Junction	SW Everett Industrial Center - Alaska Junction	Everett – Alaska Junction	Everett - Alaska Junction	Everett - Alaska Junction	Everett - Alaska Junction
Number of Project Stations	0	5	7	6	7	7
2/3 Line Headways	6/10-minute peak/off-peak					
Added Parking	None	None	MAR & EVT	None	MAR & EVT	MAR & EVT
Transit Trips	825,000	831,000	835,000	834,000	834,000	836,000
Transit Boardings	1,275,000	1,280,000	1,287,000	1,286,000	1,278,000	1,285,000
Systemwide Link Boardings	585,000	596,000	610,000	608,000	609,000	611,000
EVLE Trips-on-Project	-	29,000	45,000	44,000	44,000	46,000

Source: ST Model; estimates rounded to nearest 1000.

LOW AND HIGH FORECASTS

In addition to the Base forecast, Low and High forecasts were developed for Scenario 0 No Build, Scenario 1 Initial Phase, and Scenario 2 Representative, to reflect the uncertainty in economic growth projections and assumed changes in transportation policies.

Table 3 below shows the differences between the key model inputs used to develop Low, Base, and High Forecast scenarios.

For the Base Forecast, the growth rates between the base year transit trips and the future year transit trips were calculated using the growth projected by LUV-it from 2018 to 2046. For the Low Forecast, the

trip growth rates were calculated using the growth from LUV-it from 2018 to 2040, whereas for the High Forecast, the growth rates were calculated using the growth from 2018 to 2050.

Parking costs varied across Low, Base and High Forecasts, since in the ST Model, changes in parking costs are a function of changes in employment density, among other inputs. For the Base Forecast, the parking costs were calculated using LUV-it 2046 employment data. The parking costs for the Low Forecast and the High Forecast were calculated using LUV-it 2040 and 2050 employment data, respectively.

Another important factor that affects transit use is auto operating cost. The model assumes a base auto operating cost of 19 cents per mile for both peak period and off-peak period. For the High Forecast scenario, a road usage charge was incorporated into the model at 7 cents per mile for the peak period and 2 cents per mile for the off-peak period, resulting in 26 cents per mile auto operating cost and 21 cents per mile auto operating cost during the peak period and the off-peak period, respectively.

Furthermore, to represent possible long-term changes in travel behavior post-pandemic, in the Low Forecast the base year trip tables were adjusted by applying factors for each origin-destination (O-D) pair, ranging between 0 and 1. These factors were constructed as functions of trip distance between the origin and the destination and the proportion of office employment in the origin and the destination zone. No trip reduction factors were applied to the base year trip tables in the Base and the High Forecasts.

Table 3: Key Inputs to 2046 Low, Base, and High Forecast Scenarios

Model Input	Low Forecast	Base Forecast	High Forecast
Land Use Projection	LUV-it 2040 projection	LUV-it 2046 projection	LUV-it 2050 projection
Parking Costs	Based on 2040 employment	Based on 2046 employment	Based on 2050 employment
Real Income Growth	0.5% per year	0.5% per year	0.5% per year
Road Usage Charge	Does not apply	Does not apply	Increase of 7 cents per mile for peak period and 2 cents per mile for off-peak period
Transit Fares	Same as Base Forecast	Same as 2016/2017	Same as Base Forecast
Highway Travel Times	Same as Base Forecast	Same travel times as used previously for 2042 scenarios	Same as Base Forecast
Transit Network	Same as Base Forecast	Realigned ST3 Plan network	Same as Base Forecast
Post Pandemic Travel Behavior	Applies	Does not apply	Does not apply

Table 4 shows the range of PM Peak Period and average weekday EVLE trips-on-project for Scenario 1 and Scenario 2. For Scenario 1 Initial Phase, trips-on-project ranges from 17,600 in the Low Forecast to 32,900 in the High Forecast. The number of trips from the Low Forecast is 40% lower than the Base Forecast, whereas the number of trips from the High Forecast is 12% higher than that from the Base Forecast. For Scenario 2 Representative, the average weekday trip total from the Low Forecast is 27,900, 38% lower than the weekday trips from the Base Forecast. The Scenario 2 High Forecast has daily trips of 51,100, 13% higher than that of the Base Forecast.

Table 4: EVLE Daily and 3.5-Hour PM Peak Trips-on-Project

	3.5-Hour PM Peak		Daily	
	Scenario 1 Initial Phase	Scenario 2 Full Representative	Scenario 1 Initial Phase	Scenario 2 Full Representative
Trips-on-Project				
Low forecast	5,900	8,300	17,600	27,900
Base forecast	11,100	15,800	29,300	45,300
High forecast	12,700	18,100	32,900	51,100

Source: ST Model; estimates rounded to the nearest 100.

EVLE STATION BOARDINGS

Table 5 summarizes the daily boardings at the stations along EVLE for each alternative under the Base Forecast.

Overall, the four full-length build scenarios, Scenarios 2, 3, 4, and 5, exhibit similar station boarding patterns, with the terminus station of the extension, Everett Station, exhibiting the highest weekday boardings. Daily boardings at the Everett Station range from 10,100 in Scenario 3 to 10,800 in Scenario 5. Mariner Station and Ash Way have the second and the third highest daily boardings in the four full-length build scenarios, ranging from 4,300 to 5,000.

The small variations in station boardings observed across the full-length build scenarios are largely explained by the number of EVLE stations and PNR lot capacity. Access distance to/from the PNR, access to connecting bus routes and station location also play a role, though not a significant one given the granularity of the model network and zone system. The following are the two most notable differences at the station level:

- Everett Station, Scenario 3. This scenario results in the lowest boardings for Everett Station (among the full builds) because it does not include additional PNR lot capacity.
- Mariner Station, Scenario 3. Although Mariner Station also has no additional park and ride lot capacity, the omission of a station at SR 99/Airport Rd results in additional boardings at Mariner, compared to the other full build scenarios. This makes up for the loss of boardings due to the lower PNR lot capacity.

For Scenario 1 Initial Phase, because the 3 Line ends at the SW Industrial Station, the Mariner Station, as the terminal station of the 2 Line and the southern terminus of ST Express Route 512, has the highest daily boardings among the EVLE stations. Other than Mariner Station and SR 99/Airport Station, the rest of the

stations along the initial phase have either lower or the same boardings, compared to the full-length build scenarios.

Table 5: EVLE Daily Station Boardings, 2046 Base Forecast

Station	Scenario 0 No Build	Scenario 1 Initial Phase	Scenario 2	Scenario 3 Full Alt 1	Scenario 4 Full Alt 2	Scenario 5 Full Alt 3
			Full Representative			
Everett	n/a	n/a	10,700	10,100	10,400	10,800
SW 526 / Evergreen	n/a	n/a	2,900	2,900	2,500	2,800
SW Everett Industrial Center	n/a	1,100	1,500	1,700	1,500	1,500
SR 99 / Airport Road	n/a	1,500	900	n/a	600	900
Mariner	n/a	7,000	4,600	5,000	4,900	4,800
Ash Way	n/a	4,000	4,600	4,500	4,300	4,600
West Alderwood	n/a	1,900	1,900	1,800	1,800	2,000

Source: ST Model; model estimates rounded to nearest 100.

Table 6 and Table 7 summarize station boardings and alightings by direction in the 3.5-Hour PM Peak period. The peak direction of travel is northbound (NB) in the PM Peak. As shown in these tables, total EVLE NB alightings are approximately 10 times higher than NB boardings, indicating that most trips using the EVLE in the PM Peak traveling NB originate south of the project. Among the project stations and across all full build scenarios, Everett Station has the highest NB alightings, followed by Mariner Station and Ash Way Station.

For the Initial Phase scenario, Mariner Station has the highest alightings, followed by Ash Way Station. Although Mariner is not the terminus of the initial phase, it has bus connections to Everett which result in many trips transferring from rail to bus at Mariner. The Initial Phase scenario shows no boardings NB north of Ash Way Station, suggesting that the NB boardings north of Ash Way exhibited by the full build scenarios are largely destined to Everett.

There is a secondary PM Peak demand on the EVLE full build scenarios for southbound (SB) travel, as shown by the high Everett station boardings in the SB direction. Total EVLE SB boardings on the full build scenarios are higher than EVLE SB alightings by approximately 2,500 trips, indicating these many trips are traveling to destinations south of the project in the PM Peak.

Table 6: EVLE 3.5-Hour PM Peak Station Boardings, 2046 Base Forecast

Station	Scenario 1 Initial Phase		Scenario 2 Full Representative		Scenario 3 Full Alt 1		Scenario 4 Full Alt 2		Scenario 5 Full Alt 3	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
EVE	n/a	n/a	0	1,930	0	1,880	0	1,910	0	1,940
EGN	n/a	n/a	350	240	330	250	360	270	350	240
SWI	0	360	180	290	160	290	60	280	180	290
AIR	0	360	120	110	0	0	120	90	120	110
MAR	0	810	80	170	100	240	130	180	80	170
ASH	50	400	80	420	60	370	60	340	80	420
ALD	430	320	520	310	500	310	520	300	530	310



Total	480	2,250	1,330	3,470	1,150	3,340	1,250	3,370	1,340	3,480
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Source: ST Model; model estimates rounded to nearest 10.

Table 7: EVLE 3.5-Hour PM Peak Station Alightings, 2046 Base Forecast

Station	Scenario 1 Initial Phase		Scenario 2 Full Representative		Scenario 3 Full Alt 1		Scenario 4 Full Alt 2		Scenario 5 Full Alt 3	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
EVE	n/a	n/a	5,190	0	4,680	0	5,220	0	5,220	0
EGN	n/a	n/a	560	400	560	400	590	360	570	400
SWI	370	0	270	50	270	50	250	50	270	50
AIR	580	0	80	90	0	0	70	80	130	90
MAR	5,130	40	3,300	180	3,460	210	3,380	190	3,410	190
ASH	2,310	60	2,510	120	2,760	120	2,640	120	2,430	110
ALD	530	70	480	100	400	90	400	90	530	100
Total	8,920	170	12,390	940	12,130	870	12,550	890	12,560	940

Source: ST Model; model estimates rounded to nearest 10.



Everett Link Extension

APPENDIX B

No Build Project List

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Sound Transit 2 (ST2)	Sound Transit	East Link Extension	This project extends light rail from International District/Chinatown Station in downtown Seattle to Redmond Technology Center. The project includes ten new stations at I-90/Rainier (Judkins Park), Mercer Island P&R, South Bellevue P&R, East Main Street, Bellevue Transit Center, NE 8th Street (Wilburton), Spring District/120th, BelRed/130th, Overlake Village Park-and-Ride and Overlake Transit Center (Redmond Technology Center). Project includes new parking facility at Bel-Red/130th Station (+/- 300 spaces) and expanded parking at South Bellevue and Redmond Technology Center stations (totaling +/- 1500 and +/- 300 spaces respectively).	2015-2025
ST2	Sound Transit	Lynnwood Link Extension	This project extends light rail from Northgate Station to Lynnwood Transit Center. The project includes four new stations at N 145th Street, N 185th Street, Mountlake Terrace Transit Center and Lynnwood Transit Center. A new parking facility is included at N 185th (+/- 500 spaces), and expanded parking is included at N 145th and Lynnwood stations (by +/- 500 spaces at each).	2019-2024
ST2	Sound Transit	Federal Way Link LRT: Extension from South 200th to Kent-Des Moines Road via SR 99	Construct an approximately 2.3-mile extension of the Central Link light rail system from S 200th Street to a new station near Kent-Des Moines Road (S 240th St). The project will include all necessary components such as infrastructure, systems, and stations. For prototypical cost estimating purposes, the alignment is assumed to be aerial structure primarily along SR 99. The Kent-Des Moines Station will include a new 500 stall regional park-and-ride. The final alignment and station location will be determined through project level design and environmental review.	2019-2025/26
ST2	Sound Transit	Federal Way Link LRT: Extension from Kent Des Moines Road to S 272nd Street via SR 99	Continue extension of the Central Link light rail system for 2.5 miles from Kent-Des Moines Station (S 240th St) to S 272nd Street (at existing Redondo Heights Park-and-Ride lot), including a new station at S 272nd Street. The project will include all necessary components such as infrastructure, systems, and stations. For prototypical costing purposes, the alignment is assumed to be aerial along SR 99. The S 272nd St Station will include a new 500 stall garage (within Redondo Heights Park and-Ride). The final alignment and station locations will be determined through project level design and environmental review.	2019-2025/27

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
ST2	Sound Transit	Hilltop Tacoma Extension	This project will more than double the length of Tacoma Link, starting with a relocated Theater District station, and adding six new stations. These will connect to popular destinations such as Old City Hall, the Stadium District, Wright Park and major medical facilities before reaching its new Hilltop neighborhood terminus. Tracks will run in existing road lanes and will be compatible with on-street parking and existing bicycle facilities. Platforms will be located in the center roadway. The project also includes expansion of the Operations and Maintenance Facility located on E 25th Street to accommodate storage of five new light rail vehicles.	2019-2023
ST2	Sound Transit	Souder - Auburn Station Access	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 500 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2021-2026
ST2	Sound Transit	Souder - Kent Station Access	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 450 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2021-2027
ST2	Sound Transit	South Tacoma Station Improvements	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 400 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2025-2030

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
ST2	Sound Transit	Lakewood Station improvements	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 600 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2025-2030
ST2	Sound Transit	Sumner Station improvements	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 400 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2017-2025
Sound Transit 3 (ST3) System Plan Project List	Sound Transit	Downtown Redmond Link Extension	This project extends East Link to downtown Redmond, as described in Sound Transit Board Resolution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations, one with parking at southeast Redmond and a second in downtown Redmond.	2019-2025
ST3 System Plan Project List	Sound Transit	West Seattle and Ballard Link Extension: Ballard to downtown Seattle	This project builds light rail from downtown Seattle to Ballard's Market Street area with a new rail-only subway through Seattle Center/Uptown and South Lake Union. The project will be constructed in conjunction with a new downtown Seattle light rail tunnel, which will extend from International District/Chinatown to the Denny Station. The Ballard to downtown Seattle project includes elevated light rail on 15th Avenue West and Elliott Avenue West and a rail-only movable bridge over Salmon Bay. Five new stations serve the areas of South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.	2037-2039

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
ST3 System Plan Project List	Sound Transit	West Seattle and Ballard Link Extension: Downtown Seattle to West Seattle	This project builds light rail from downtown Seattle to the vicinity of West Seattle's Alaska Junction neighborhood with an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project includes five new or expanded stations at the Stadium, Delridge, Avalon, and Alaska Junction areas, with a transfer connection at SODO.	2026-2037/39
ST3 System Plan Project List	Sound Transit	Federal Way Link Extension	This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way.	2019-2025/26
ST3 System Plan Project List	Sound Transit	Tacoma Dome Link Extension	This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way.	2019-2025/26
ST3 System Plan Project List	Sound Transit	South Kirkland to Issaquah Link	This project builds light rail from south Kirkland to Issaquah with four new stations in south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah, with one provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built.	2044
ST3 System Plan Project List	Sound Transit	Infill light rail station: South Boeing Access Road	This project builds a new infill station on the Link light rail line in the vicinity of South Boeing Access Road and I-5	2031
ST3 System Plan Project List	Sound Transit	Infill light rail station: South Graham Street	This project builds a new infill station on the Link light rail line in the vicinity of South Graham Street	2031
ST3 System Plan Project List	Sound Transit	Infill light rail station: Northeast 130th Street	This project builds a new infill station at I-5 and NE 130th Street along the Lynnwood Link Extension	2022-2025

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
ST3 System Plan Project List	Sound Transit	Tacoma Link extension to Tacoma Community College	This project extends Tacoma Link from downtown Tacoma to Tacoma Community College with six new stations.	2041
ST3 System Plan Project List	Sound Transit	Ballard Link: 2nd Downtown Tunnel (SODO-Denny) (Downtown Seattle Light Rail Tunnel)	This project builds a second light rail tunnel in downtown Seattle that provides capacity for the entire system to move through this area. The tunnel will be constructed as part of the Ballard to downtown Seattle light rail project, which includes a subway that extends from downtown Seattle through the Seattle Center/Uptown and South Lake Union neighborhoods. The downtown tunnel will extend from International District/Chinatown to the Denny Station with four new and expanded stations at International District/Chinatown, Midtown, Westlake, and Denny.	2037
ST3 System Plan Project List	Sound Transit	Sounder North Parking (Edmonds & Mukilteo Parking & Access)	This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Sounder Stations.	2034
ST3 System Plan Project List	Sound Transit	Sounder South Capital Improvements Program	This project establishes a program of capital elements that would be used to meet growing demand for Sounder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity.	2024-2036
ST3 System Plan Project List	Sound Transit	Sounder Expansion to DuPont	This project extends Sounder commuter rail service from Lakewood to DuPont with two new stations at Tillicum and DuPont	2045

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
ST3 System Plan Project List	Sound Transit	I-405 Bus Rapid Transit	This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and ten stations, including a new transit center in South Renton and new stations at Northeast 85th Street with BAT lanes extending toward Downtown Kirkland and at Northeast 44th Street in Renton.	2027/28
ST3 System Plan Project List	Sound Transit	Stride BRT: SR 522 and NE 145th Street Bus Rapid Transit (BRT)	This project establishes Bus Rapid Transit (BRT) from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature Business Access Transit (BAT) lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.	Ongoing through 2027
ST3 System Plan Project List	Sound Transit	King County Metro RapidRide C and D and Madison Street BRT Capital Improvements	This project provides a capped contribution to help design implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as early deliverables to provide improved speed and reliability in advance of light rail starting operations to these areas. The project also includes a contribution to funding for Madison Street BRT in Seattle.	Ongoing through 2027

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
ST3 System Plan Project List	Sound Transit	Capital enhancements to improve bus speed and reliability between east Pierce County cities and Sumner Sounder station	The project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.	2019-2024
ST3 System Plan Project List	Sound Transit	A capped contribution for capital enhancements for speed, reliability, and convenience along Pacific Avenue / SR 7	This project provides a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue in Tacoma.	2019-2024
ST3 System Plan Project List	Sound Transit	Bus-on-Shoulder Program Opportunities along I-5, I-405, I-90, SR 518, and SR 167	This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT and Federal Highway Administration in order to determine locations that may be feasible.	2019-2024
ST3 System Plan Project List	Sound Transit	North Sammamish Park-and-Ride	This project builds a surface park-and-ride in north Sammamish. The site for the park-and-ride will be determined in coordination with the City of Sammamish.	2045
ST3 System Plan Project List	Sound Transit	Interim ST Express service (including bus service improvements from Lakewood to Tacoma Dome)	This project funds operations for ST Express regional bus service maintaining interim express bus service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs. Frequent service between Lakewood and Tacoma Dome Station is included	Ongoing

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Snohomish County Capital Improvement Plan (CIP)	Snohomish County	Road Fund Transportation Improvement Program	The annual construction program (ACP)/road fund program includes construction of large grant-funded transportation improvements including 36th Ave W/35th Ave W and Index Galena Rd flood repair. The program also invests in pavement preservation, ADA, safety, and nonmotorized programs. The ACP is updated each year along with the six-year Transportation Improvement Program (TIP) to specify the transportation capital program in accordance with the adopted Comprehensive Plan, which sets the stage for future land use and growth through 2035.	Ongoing through 2035
Snohomish County CIP	Snohomish County	Centennial Trail - South	Development of the eastside rail corridor from the City of Snohomish to the King County border, as an extension of the current Centennial Trail. This segment will ultimately extend the Centennial Trail from Skagit County all the way to King County and add an additional twelve miles to the trail. Centennial Trail South is proposed to be developed as a paved, multi-use trail.	TBD
Snohomish County CIP	Snohomish County	Interurban Trail	Removal and restoration of the trail north of 128th St. as required by agreement with WSDOT based upon relocation of this section through an adjacent development project. Project has been expanded to provide for future trail improvements, in support of anticipated use associated with light rail improvements and associated population.	2028
Snohomish County CIP	Snohomish County	Whitehorse Trail Improvements	Continuing improvements to the Whitehorse Trail to open the full corridor, make trailhead improvements and complete bank stabilization projects.	2023
Snohomish County Transportation Improvement Program (TIP)	Snohomish County	SR 524 Widening at Yew Way: Paradise Lake Rd to SR 524	Widen SR 524 Between Yew Way and Paradise Lake Road from the existing 2 lane section to a 3-lane section with 1' shoulders on both sides.	2023
Snohomish County TIP	Snohomish County	Hilltop Elementary School Sidewalk Gap Improvements	Construct curb/gutter/sidewalk, planter strip where two gaps exist on Damson Rd and Logan Rd.	2028

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Snohomish County TIP	Snohomish County	Center Rd Pedestrian Improvements: 10 Ave W to 8 Ave W	Construct curb, gutter, and sidewalk to improve the school walk route and enhance pedestrian safety on the north side of Center Rd between 10 Ave W and 8 Ave W.	2025
Snohomish County TIP	Snohomish County	18 Ave W Sidewalk: 151 St SW to Jefferson Way	Extend sidewalk, curb and gutter, and planter strip on west side of 18th Ave W between 151st St SW and Jefferson Way.	2024
Snohomish County TIP	Snohomish County	39 Ave SE Sidewalk: 228 St SE to 226 St SE	Construct 900 LF sidewalk on the west side of 39th Ave from 228th St to 226th St.	2028
Snohomish County TIP	Snohomish County	Transportation Demand Management on Regional Corridors	Corridor TDM on 5 corridors to reduce trips, reduce emissions, and improve mobility.	2023
Snohomish County TIP	Snohomish County	Interurban Trail Improvements: 167 PI SW to 160 St SW	Construct missing links in Interurban Trail along Meadow Rd and 13 Ave W, between 160th St SW and 167th PI SW.	2025
Snohomish County TIP	Snohomish County	North Creek Trail Phase 2: Waxen Rd to 183 St SE	Construct the north phase of NCT between Waxen Rd and 183 St SE	2025
Snohomish County TIP	Snohomish County	North Creek Trail Phase 3: Sprague Dr to Waxen Rd	Construct an elevated structure to connect NCT between Sprague Dr and Waxen Rd	2028
Snohomish County TIP	Snohomish County	128 St SW: 8 Ave W to Interurban Trail Multimodal Improvements	Install bicycle facilities between 8 Ave W and Interurban Trail	2024

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Snohomish County TIP	Snohomish County	Lakewood Rd Pedestrian Improvements near Lk Goodwin County Park	Extend the separated walkway approx. 325 ft from the county park to the store. Install crosswalk and RRFB west of store.	2024
Snohomish County TIP	Snohomish County	I-5 / 164 St SW Direct Access Improvements	Design for eastbound/westbound transit and HOV access across I-5, direct access from I-5 to Ash Way Park & Ride from the north, 164th St SW, and future light rail station	2028
Snohomish County TIP	Snohomish County	Larch Way/Logan Rd and Locust Way Intersection Improvements	Construct full intersection improvements to include roundabout, bicycle lanes, curbs, gutters, and sidewalks.	2024
Snohomish County TIP	Snohomish County	Adaptive Signal System - SR 527, SR 96, 128, Airport Rd Corridor	Replace signal controls with an adaptive signal control system on SR526 / Airport Rd, 128 St SW, SR 96 to Seattle Hill Rd, and on SR 527 from SR 96 to 228 St SE.	2028
Snohomish County TIP	Snohomish County	S Machias Rd / Dubuque Rd Intersection Improvements	Construct intersection improvements to include traffic signal and southbound left turn channelization, re-configure Centennial Trail crossing.	2028
Snohomish County TIP	Snohomish County	84 St NE / 163 Ave NE Intersection Improvements	Construct full intersection improvements to improve safety.	2023
Snohomish County TIP	Snohomish County	84 St NE / 123 Ave NE Intersection Improvements	Construct full intersection improvements to improve safety.	2028
Snohomish County TIP	Snohomish County	84 St NE Corridor Spot Improvements	Design and construct spot safety improvements along 84th St NE including but not limited to speed radar feedback signs, advance light beacons, reflectorized signposts, and profiled plastic line.	2023

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Snohomish County TIP	Snohomish County	35 Ave SE / 39 Ave SE (York Rd): SR 524 to 180 St SE Ph II	Widen corridor to 3 lane urban standards with bike lanes; intersection upgrades per traffic analysis.	2023
Snohomish County TIP	Snohomish County	36 Ave W / 35 Ave W Phase 1: 164 St SW to 156 St SW	Widen corridor to three lane urban standard with bike lanes.	2024
Snohomish County TIP	Snohomish County	35 Ave W Phase 2: 156 St SW to SR 99	Widen corridor to three lane urban standard with bike lanes.	2024
Snohomish County TIP	Snohomish County	Ash Way/Gibson Rd Phase 2: Admiralty Way to 134 St SW	Construct intersection improvements and widen corridor to 3 lane urban standards with bike lanes.	2028
Snohomish County TIP	Snohomish County	67 Ave NE / 152 St NE Intersection Improvements	Construct major intersection improvements.	2028
Snohomish County TIP	Snohomish County	43 Ave SE Phase 1: 188 St SE to 180 St SE and SR 524 Roundabout	Construct arterial improvements on 43rd Ave SE between 188 St SE and 180 St SE including widening and new connection. Construct SR 524 Roundabout.	2025
Snohomish County TIP	Snohomish County	43 Ave SE Phase 2: 204 St SE to 188 St SE	Construct arterial improvements on 43rd Ave SE between 204th St SE and 188th St SE including widening and new connections.	2028
Snohomish County TIP	Snohomish County	Alderwood Mall Parkway: SR 525 to 168 St SW	Widen to five lanes with bicycle and pedestrian facilities from 168th St to SR 525 NB ramps.	2028
Snohomish County TIP	Snohomish County	Maple Rd / Butternut Rd Intersection Improvements	Construct full intersection improvements.	2028

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Snohomish County TIP	Snohomish County	Jordan Creek Bridge #214 Replacement	Replace existing bridge with single span buried concrete structure or longer girder bridge.	2024
Snohomish County TIP	Snohomish County	Richardson Creek Bridge #300 (Woods Crk Rd) Replacement	Replace short-span bridge.	2028
Snohomish County TIP	Snohomish County	Granite Falls Bridge #102 (Mtn Loop Hwy) Replacement	Replace Granite Falls Bridge #102.	2028
Snohomish County TIP	Snohomish County	Everett Creek Bridge #565 (Crawford Loop Rd) Replacement	Replace short-span bridge.	2028
Snohomish County TIP	Snohomish County	Swamp Creek Bridge #503 Replacement	Replace functionally obsolete and structurally deficient high volume bridge.	2024
Snohomish County TIP	Snohomish County	19 Ave NE Culvert Replacement near 6304 (Hibulb Crk) MP 0.09	Replace culvert.	2028
Snohomish County TIP	Snohomish County	Mann Rd and Ben Howard Rd Improvements	Raise Ben Howard Rd and Mann Rd in three locations to reduce road flooding.	2023
Snohomish County TIP	Snohomish County	67 Ave NE at 112 St NE Drainage Improvement (Phase 1)	Replace failing culverts at 67 Ave NE and 112 St NE intersection. SWM funding design.	2024
Snohomish County TIP	Snohomish County	67 Ave NE at 112 St NE Drainage Improvement (Phase 2)	Replace three failing driveway culverts along 67 Ave NE north of 112 St NE intersection. SWM funding design.	2024

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Snohomish County TIP	Snohomish County	Elliott Rd Flood Reduction at Anderson Creek MP 0.48	Culvert replacement and downstream channel restoration to reduce flooding.	2025
Snohomish County TIP	Snohomish County	111 St SE Culvert Replacement at MP 0.35	Replace failing twin CMP culverts causing potholes in roadway.	2025
Snohomish County TIP	Snohomish County	132 Ave SE Culvert Replacement at 3624	Replace culvert crossing 132nd Ave SE near 3624.	2025
Snohomish County TIP	Snohomish County	Meadow Rd Culvert Replacement at 13632	Replace failing roadway culvert and adjacent driveway culverts with a single skewed fish passable culvert.	2025
City of Lynnwood Capital Facilities Plan (CFP) and TIP	City of Lynnwood	Neighborhood Traffic Calming Program	Institute a City-wide Neighborhood Traffic Calming Program to address traffic issues on local streets and to afford continued protection to neighborhoods.	2028
City of Lynnwood CFP and TIP	City of Lynnwood	City Center: New Road - 42nd Ave W	Construct a new road from Alderwood Mall Blvd. to 194th St SW to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic. This roadway is part of an integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Centers designated in the PSRC's Vision 2040. The project has received a federal grant for design work.	2027
City of Lynnwood CFP and TIP	City of Lynnwood	City Center Gateway: I-5/44th Ave W Underpass Improvements	Improve the pedestrian access and gateway of the Interstate 5 underpass along 44th Ave. W.	2024

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
City of Lynnwood CFP and TIP	City of Lynnwood	School Safety Improvements	Added per Council request Sept 24, 2018 during budget discussions. Concerns from residents near schools, particularly Lynndale Elementary, prompted the need for a study of conditions surrounding schools. Area of concern include traffic patterns and available safe walk routes. The study identified various potential improvements to be considered for implementation. Selected projects will be moved forward for further evaluation and/or construction.	2023
City of Lynnwood CFP and TIP	City of Lynnwood	48th Ave W Bike and Ped Improvements	Project will enhance this critical pedestrian and bicycle connection between the Lynnwood Transit Center and transit service along 196th Street SW. It will also provide an improved connection between the transit center and the neighborhoods to the north. A partnership with Sound Transit is anticipated for the project.	2028
City of Lynnwood CFP and TIP	City of Lynnwood	Highway 99/ Pacific Highway Center Median Treatment Project	City of Edmond currently effort in design to extend the center median of Hwy 99 from King County border north through Edmonds and about 500 feet north of 212th/99 in Lynnwood. Lynnwood will begin to receive urgings to continue the center median treatment which starts on Aurora in Shoreline. Center medians at two locations of Hwy 99 in Lynnwood have been modified to mitigate left turning collisions. Before a full treatment project is complete, City is likely to have more locations where property owners request an extension of c-curbing or adding a median.	2023
City of Lynnwood CFP and TIP	City of Lynnwood	City-Wide Sidewalk and Walkway Program	Construct new asphalt shoulders, walkways, or sidewalks to those roads. Included on the City's Pedestrian Skeleton System	2028
City of Lynnwood CFP and TIP	City of Lynnwood	City Center: Expanded Road: 196th St SW (SR524)	The additional capacity is needed to keep projected City Center traffic flowing at an acceptable LOS during the afternoon peak hour. The project was identified in the City Center traffic analyses and is necessary to shorten traffic delays caused by future growth.	2023
City of Lynnwood CFP and TIP	City of Lynnwood	Poplar Extension Bridge	This project will construct a bridge across I-5 to connect Poplar Way with 33rd Ave W.	2026
City of Lynnwood CFP and TIP	City of Lynnwood	Beech Road Improvements	This project will construct two extensions of Beech Road.	2023

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
City of Lynnwood CFP and TIP	City of Lynnwood	Scriber Creek Trail Improvements, Phase II & III	Replacement of the current trail with an elevated trail designed to allow for seasonal flooding. The elevated trail will provide additional viewing opportunities of the wetland and include interpretive signage. The 1.5-mile trail begins at the transit center and runs north to Scriber Lake Park.	2026
City of Lynnwood CFP and TIP	City of Lynnwood	Scriber Creek Trail Extension, Acquisition (aka Center to Sound Trail)	Master planning for the extension of Scriber Creek Trail northward through the city from Scriber Lake Park to Lund 's Gulch, creating a north-south bicycle corridor through Lynnwood for recreation and commuter use. Missing links along the existing trail from the Transit Center to Scriber Lake Park would be completed with the trail improved to a Class I bicycle/pedestrian trail. This project would provide a north-south trail corridor, a Class I bicycle/pedestrian trail, that would link parks, open space, neighborhoods, schools, businesses, and shopping in Lynnwood.	2028
City of Lynnwood CFP and TIP	City of Lynnwood	Scriber Creek Trail Extension, Development (aka Center to Sound Trail)	Extension of Scriber Creek Trail from Scriber Lake Park northward to Lund's Gulch, and improvements to existing trail from the Transit Center through Scriber Lake Park to 196th St SW.	2027
City of Lynnwood CFP and TIP	City of Lynnwood	33rd Ave W Extension	This project will realign 33rd Ave to the new intersection at 33rd Ave W and 184th St SW (the intersection constructed to access Costco).	2028
City of Lynnwood CFP and TIP	City of Lynnwood	Maple Rd Improvement	This old county section of road has missing curb, gutter, and sidewalks and is in need of reconstruction.	2026
City of Lynnwood CFP and TIP	City of Lynnwood	New Road: Maple Road Extension	The project is to construct a new road, and would also allow the re-configuration of the traffic signal just west of Alderwood Mall Parkway on Maple Road to provide more queue space and reduce congestion.	2025
City of Lynnwood CFP and TIP	City of Lynnwood	Interurban Trail Improvements	Provide signage, trailheads, and historic markers, and improve landscaping along Lynnwood 's 3.8-mile portion of the Regional Interurban Trail.	2028

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
City of Lynnwood CFP and TIP	City of Lynnwood	Roundabout/Traffic Signal (48th Ave W & 188th St SW)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2027
City of Lynnwood CFP and TIP	City of Lynnwood	Intersection Improvements (52nd & 176th)	Future project to build a roundabout or a fully actuated signal with mast arm supports, illumination, and telemetry interconnect. This signal will improve both access and safety at this intersection.	2027
City of Lynnwood CFP and TIP	City of Lynnwood	Traffic Signal (66th Ave & 212th St)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2027
City of Lynnwood CFP and TIP	City of Lynnwood	Turn Lanes (City of Edmonds - 212th St SW & Hwy 99)	The City of Edmonds requested that we put this project on our CFP. It is adjacent to Lynnwood and Lynnwood may participate depending on the design. This project would install turn lanes at this intersection to relieve congestion.	2025
City of Lynnwood CFP and TIP	City of Lynnwood	Traffic Signal (52nd Ave W & 208th St SW)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2027
City of Lynnwood CFP and TIP	City of Lynnwood	Traffic Signal (52nd Ave W & 204th St SW)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2025
City of Lynnwood CFP and TIP	City of Lynnwood	Traffic Signal (48th Ave W & 194th St SW)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2027
City of Lynnwood CFP and TIP	City of Lynnwood	City Center: New Road - 194th St SW	Construct a new road from 40th Ave W to 33rd Ave W to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic.	2028
City of Lynnwood CFP and TIP	City of Lynnwood	City Center: Expanded Road: 200th St SW	Widen 200th St SW from three lanes to 5/7 lanes with bike lanes and wide sidewalks and turning lanes at the 44th Ave W/200th St SW intersection.	2024

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
City of Lynnwood CFP and TIP	City of Lynnwood	City Center (46th Ave W)	This new City Center roadway would connect 196th Street SW through private properties to the signalized 46th Intersection at 200th Street SW that is the future entrance to the Light Rail Station	2027
City of Everett TIP 2023-2028	City of Everett	I-5 / Downtown Everett Interchange Access Improvements	To build infrastructure that will accommodate current and future transportation demand, improve safety for all modes of transportation and improve downtown Everett connectivity to I-5 and US-2 as well as between the two highways. The improvements will be along the vicinity of I-5 between Pacific Ave, Everett Ave, Hewitt Aves., and US-2.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5/100th Street SE HOV Access/ Undercrossing	Improvements to HOV access and undercrossing of I-5 at 100th St SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	NB Everett Mall Way to SB I-5 Onramp	On ramp improvements between Everett Mall Way to southbound I-5.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5 / Smith Island interchange	Interchange improvements on (1) 12th Ave. NE and I-5; and (2) SR 529 and I-5.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5 / East Marine View Drive Interchange	Interchange improvements on I-5 and East Marine View Drive.	2024
City of Everett TIP 2023-2028	City of Everett	I-5 HOV Lanes	Improvements to northbound I-5 HOV lanes from US 2 to SR 528.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5 / 128th Street Interchange	Interchange Improvements to I-5 at the intersection with 128th Street.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5 / 128th Street HOV Ramps (Mariner PNR)	Improvements to I-5 HOV ramps towards 128th Street, near Mariner Park and Ride.	2023-2028
City of Everett TIP 2023-2028	City of Everett	US 2 Improvements	Improvements to US 2 between I-5 heading east to SR 204.	2023-2028
City of Everett TIP 2023-2028	City of Everett	SR 526/Hardeson Road Interchange	Corridor improvements at the SR 526 interchange with Hardeson Rd.	2025

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
City of Everett TIP 2023-2028	City of Everett	SR 526/Evergreen Way Interchange	Interchange improvements at SR 526 and Evergreen Way.	2023-2028
City of Everett TIP 2023-2028	City of Everett	SR 526/40th Avenue West Intersection	Intersection improvements at SR 526 and 40th Ave W.	2023-2028
City of Everett TIP 2023-2028	City of Everett	SR 529/Smith Island Ramps	Ramp improvements on SR 529 on Smith Island.	2023-2028
City of Everett TIP 2023-2028	City of Everett	W. Marine View Dr./Rucker Ave./41st St. Freight Route	Freight route improvements along (1) W Marine View Dr. to Pacific Ave, and then to Rucker Ave.; and (2) Rucker Ave. to 41st St	2023-2028
City of Everett TIP 2023-2028	City of Everett	Broadway Corridor Improvements	Principal arterial corridor improvements along Broadway Ave between SR 526 to SR 529.	2023-2028
City of Everett TIP 2023-2028	City of Everett	SE Everett Mall Way Improvements	Principal arterial improvements on SE Everett Mall Way between SR 99 to SR 526.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Arterial Safety Projects (Forest Pk entrances; I-5 and Pacific)	Two arterial safety projects including (1) Forest Pk entrances; and (2) I-5 and Pacific Ave.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Evergreen Way Improvements, 41st to Airport Road	Improvements on Evergreen Way between 41st St to Airport Rd.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Evergreen Way Streetscape Improvements	Streetscape improvements on Evergreen Way between 41st St to Airport Rd.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Mukilteo Blvd. Safety Improvements	Safety improvements on Mukilteo Blvd. between Friday Ave. to city limits.	2023-2028

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
City of Everett TIP 2023-2028	City of Everett	Edgewater Cr. Bridge Replacement	Edgewater Bridge replacement between Mukilteo Blvd to bridge at city limits.	2024
City of Everett TIP 2023-2028	City of Everett	Merrill & Ring Creek Bridge Replacement	Merrill & Ring Creek Bridge replacement between Mukilteo Blvd to west of Harbor Ln.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Marshland Bridge Replacement	Marshland Bridge replacement along Lowell-Snohomish River Rd.	2023-2028
City of Everett TIP 2023-2028	City of Everett	116th Street SE Improvements	Improvements on 116th St SE between SR 527 to 35th Street SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	100th Street SW Improvements	Improvements on 100th Street SW between Airport Rd to 4th Avenue West.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Casino Road at 5th Ave. W. Road Intersection Improvements	Safety and capacity improvements on Casino Road between Evergreen Way to 5th Ave W.	2023-2028
City of Everett TIP 2023-2028	City of Everett	4th Avenue West Widening and Improvement	Improvements on 4th Ave W between 104th St SW to 112th St SW.	2023-2028
City of Everett TIP 2023-2028	City of Everett	100th Street SE Improvements	Improvements on 100th Street SE between SR 527 to 7th Avenue SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	100th Street SE Improvements	Improvements on 100th Street SE between 7th Avenue SE to Evergreen Way.	2023-2028
City of Everett TIP 2023-2028	City of Everett	110th Street SE Improvements	Improvements on 110th Street SE between SR 527 to 35th Street SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Lenora St./BNSF Rail Line Overcrossing	Overcrossing on Lenora St./BNSF rail line between Lenora Street and Lowell Snohomish River Road.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Minor Arterial Expansions and Streetscaping	Minor arterial expansions and streetscaping in various locations within city limits.	2023-2028

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
City of Everett TIP 2023-2028	City of Everett	East Everett Ave./ BNSF Overcrossing	E. Everett Avenue/BNSF overcrossing between E. Grand Ave to Railway Ave.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Bond Street Ped/Bike Improvements	Bond Street pedestrian crossing between Kromer Ave. to Terminal Ave.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Silver Lake Road- 121st St. SE Ped. Improv.	Pedestrian improvements on Silver Lake Road between 112th St to SR 527.	2023-2028
City of Everett TIP 2023-2028	City of Everett	37th Street improvements and traffic signal	Street improvements on 37th St. between Rucker Ave. to Wetmore Ave.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Collector Arterial Streetscape Improvements	Streetscape improvements on various collector arterials within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	BNSF RR safety improvements	BNSF railroad safety improvements at various locations within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	106th Place SE Improvements	Improvements on 106th Place SE between 16th Ave SE to SR 527.	2023-2028
City of Everett TIP 2023-2028	City of Everett	3rd Avenue SE Street Improvements	Improvements on 3rd Avenue SE between 92nd St to 95th St SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Upper & Lower Ridge Rd. Str. Improv	Improvements on Upper Ridge Rd, to 76th St, and then to Lower Ridge Rd.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Simpson Site Access Improvements	Access improvements to Simpson Site, adjacent to Snohomish Riverfront.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Downtown Streetscape Improvements	Downtown streetscape improvements across various locations in the Everett central business district.	2023-2028

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City of Everett TIP 2023-2028	City of Everett	Traffic Signal Central Controller Replacement	Replacement for the traffic signal central controller at various locations within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Smith Island Bike/Ped improvements	Road improvements for various arterials on Smith Island.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Bicycle Master Plan Implementation	City of Everett Bicycle Master Plan implementation for projects within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	California Street Bicycle Pedestrian Corridor	Implementation of a bicycle pedestrian corridor on California St between W. Marine View Dr to US 2 vicinity.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Fleming St. Bicycle Corridor	Implementation of a bicycle pedestrian corridor on Fleming St between Madison St. to Mukilteo Blvd.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Fulton St. Bicycle Pedestrian Corridor	Implementation of a bicycle pedestrian corridor on Fulton St between Pacific Ave to California St.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Riverside Business Park Ped trail	Pedestrian trail at Riverside Business Park alongside Snohomish River.	2023-2028
City of Everett TIP 2023-2028	City of Everett	West/East Marine View Drive Bike-Ped Improvements	Bicycle/pedestrian improvements on West/East Marine View Drive between Alverson Bridge to North Broadway.	2023-2028
City of Everett TIP 2023-2028	City of Everett	N. Broadway Pedestrian Bridge	Pedestrian bridge on N. Broadway from Everett Community College connecting to Washington State University - Everett campus.	2023-2028
City of Everett TIP 2023-2028	City of Everett	75th St. SW	Bicycle/pedestrian corridor between Hardeson Rd. to Seaway Blvd.	2023-2028
City of Everett TIP 2023-2028	City of Everett	47th Street Pedestrian Improvements	Pedestrian improvements on 47th Street between Evergreen Way to Black Forest Ln.	2023-2028

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City of Everett TIP 2023-2028	City of Everett	Pigeon Creek No. 1/BNSF Crossing	Improvements on Pigeon Creek Rd between Port of Everett Public Access Walkway to Pigeon Crk Rd.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Grand Ave./N. Marina Ped-Bike Connection	Pedestrian/bicycle connection between Grand Ave. to W. Marine View Drive.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Pigeon Creek Road No. 1 Improvements	Improvements on Pigeon Creek Rd between Mukilteo Blvd and BNSF right-of-way.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Lowell Snohomish River Rd. Bike/ Ped Connection	Bicycle/pedestrian connection on Lowell Snohomish River Rd between Rotary Park to Everett city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Everett Non-Motorized Projects	Non-motorized projects across various locations within the Everett city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Riverfront District Bike/Ped Paths	Implementation of bicycle/pedestrian paths in various locations in Riverfront District.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Interurban Trail Bike/Ped Path Improvements	Implementation of bicycle/pedestrian paths in various locations along the Interurban Trail.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Bicycle Detection Signals	Installation of bicycle detection signals in various locations within Everett city limits.	2023-2028
PSRC Regional TIP	Edmonds	76th Ave. W @ 220th St. SW Intersection Improvements	The project will widen the intersection on all approaches to add turn lanes and construct wider sidewalks, new traffic signal system, lighting, signage, pavement, pavement striping, stormwater improvements and potential conversion of overhead utility lines to underground.	2025

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC Regional TIP	Edmonds	Hwy 99 Revitalization Project – Stage 4 from 220th St. SW to 240th St. SW	Widen the roadway and install ADA-compliant curb ramps, landscaping enhancements, a planter strip between sidewalk and BAT lanes, and enhanced street lighting. Add a second northbound and southbound left-turn lane at the intersection of Hwy 99 and 220th St SW and a right-turn lane for the westbound movement along 220th St SW. Accessible Pedestrian Signal (APS) will be installed on all corners at Hwy 99 @ 224th St SW and Hwy 99 @ 220th St SW. Also includes new stormwater infrastructure and water and sewer utility improvements (including conversion of overhead utilities to underground).	2028
PSRC Regional TIP	Edmonds	Olympic View Dr. from 196th St. SW to Talbot St.	Full-width grind and overlay of the roadway, upgrade ADA curb ramps within existing sidewalk on north and west sides of the street, and upgrade catch basins to vaned grates.	2026
PSRC Regional TIP	King County Department of Transportation (Transit)	King County Post Pandemic TDM	Apply effective transportation demand management (TDM) strategies to increase transit and rideshare ridership. The project will focus on 24 designated Regional Growth and MIC Centers in both King and Snohomish counties. Work will include production of educational resources to support sustained mode shifts, outreach and commuter van subsidies, robust employer marketing strategies and incentives, creation of travel maps and interactive online tools, build and distribute customized travel training modules, support Transportation Management Associations, and provide small business incentives.	2027
PSRC Regional TIP	Lake Stevens	Main Street Improvements Project	The project is to design and construct 1,500 linear feet of full street improvement in Downtown Lake Stevens between 16th St NE to 20th St NE. Full Street improvements consist of new curb, gutter, planters, mixed-use path on the west side and sidewalk on the east side, utilities upgrade and relocations, and a new pedestrian bridge over a fish-bearing stream.	2024

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC Regional TIP	Marysville	88th St NE Phase 1 (State Ave to 55th Ave NE)	The phase 1 project will construct a 3 lane roadway with shared use paths to replace the existing 2 lane roadway with minimal shoulders. Curb and gutter, shared use paths, ADA ramps, and landscape strips will be installed. Shared use paths will accommodate both pedestrian and bicyclist and meet ADA standards. Two existing traffic signals will be replaced at 51st Avenue and at 55th Avenue along with existing pedestrian crossings. Illumination will also be installed along the corridor. NOTE: This project is Phase 1 of the 88th St. NE Corridor Improvements from State Avenue to 67th Avenue NE with STIP ID – MAR-27 for ROW funds.	2028
PSRC Regional TIP	Marysville	156th ST NE Corridor Improvements	Construction of the full buildout of 156th St NE from 3 lanes to 5 lanes from Smokey Point Blvd. to west of Hayho Creek. The project will build out the south side of the roadway in order to remove a bottleneck along the arterial. The half-road widening improvement will include an additional 2 lanes, curb and gutter, landscape strip, sidewalk, stormwater conveyance, illumination, signage and pavement markings. The sidewalk on the north side of the roadway will be widened to accommodate a shared use pathway to accommodate both bicyclists and pedestrians.	2023
PSRC Regional TIP	Marysville	53rd and 61st Intersection and Shared-Use Path Improvements	The project will construct a traffic signal at the intersection of 61st ST NE & 53rd Ave NE as well as a multi-use path along 53rd Ave NE between 64th St NE (SR 528) & 61st St NE to connect Jennings Park trails to the Ebey Waterfront Trail system.	2023
PSRC Regional TIP	Marysville	2020 City Safety RRFBs	Install Rectangular Rapid Flashing Beacons (RRFB) at the following locations: 100th St NE and 55th Ave NE and 51st Ave NE and 139th PL NE. Also includes associated ADA and utility work; pavement marking removal; and sign/post removal, relocation, or replacement as needed.	2024

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC Regional TIP	Mountlake Terrace	"Main Street" Reconstruction	This project reconstructs existing roadways to allow two travel lanes, bike lanes, and curbside parking. Other work includes: replacing curbs and gutters, upgrading curb ramps to current ADA guidelines, constructing sidewalks with tree wells, installing LED pedestrian and street lighting, upgrading storm drainage, and modifying/upgrading traffic signals, including installation of optical fiber and connection to the City of Lynnwood's Traffic Control Center. Phase I of the project reconstructs 236th St SW from the Transit Center through the intersection at 56th Ave W. Phase II reconstructs 56th Ave W from 236th Street SW to 230th Street SW. Phase I was completed in 2021. Phase II is expected to begin construction in 2023 and be complete in 2024.	2023
PSRC Regional TIP	Mountlake Terrace	Veterans Memorial Park Trail Light Rail Access	This project will install a paved pedestrian walking surface along the Veterans Memorial Park Trail to provide a walking route with improved surface between the Mountlake Terrace Town Center, Civic Campus, and the Mountlake Terrace Transit Center, which is the site of the future light rail station. The project includes pedestrian lighting to improve pedestrian vision along the forested trail and a pedestrian bridge crossing a seasonal creek. This project will be constructed using matching funds provided by Sound Transit.	2024
PSRC Regional TIP	Mukilteo	47th Place West Pavement Preservation	Extend the life of the pavement on 47th Pl W by completing pavement grinding, HMA overlay, full depth pavement repair where needed, curb ramp upgrades to comply with ADA requirements, restriping, and upgraded signage to comply with MUTCD standards. Channelization may also be modified to include bicycle lanes, following an evaluation to determine community desire for this change.	2024
PSRC Regional TIP	Snohomish	Bickford & Weaver Intersection Improvements	This project provides for intersection improvements at Bickford Avenue and Weaver Road. The project includes a new traffic signal, curbing, channelization, sidewalks and drainage improvements.	2024
PSRC Regional TIP	Snohomish County	Richardson Creek Bridge #300 Replacement	This narrow, scour prone, short span (20 feet) bridge, built in 1961, will be replaced with a new structure. The new structure will be built to standards that will provide wider vehicle travel lanes and bicycle and pedestrian facilities. The new span length will remove structure supports from high water areas to avoid structural damages.	2027

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC Regional TIP	Snohomish County	84th St NE & 163rd Ave NE Roundabout	Design and construct roundabout at the intersection of 84th St NE and 163rd Ave NE.	2023
PSRC Regional TIP	Snohomish County	Jordan Creek Bridge	Replace existing bridge with new structure meeting current standards including six-foot shoulders to accommodate plans for future Jordan Road ped/bike lanes.	2024
PSRC Regional TIP	Snohomish County	84th St NE/123rd Ave NE Intersection Safety Improvements	Design and construct a roundabout at the intersection of 84th St NE and 123rd Ave NE.	2025
PSRC Regional TIP	Snohomish County	84th St NE Corridor Spot Improvements	Install spot improvements along corridor such as profiled pavement markings, real-time warning signs, and speed feedback signs.	2024
PSRC Regional TIP	Snohomish County	Granite Falls Bridge #102 Replacement Project	Design and construct a new bridge with sidewalks, bike lanes, two vehicle lanes.	2026
PSRC Regional TIP	Snohomish County	Pilchuck Creek Bridge 626 Replacement	Replace the existing bridge with a single span structure that will clear the floodplain. The replacement bridge will have two travel lanes and a protected walkway.	2027
PSRC Regional TIP	WSDOT Northwest Region	SR 527/Penny Creek – Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	2025
PSRC Regional TIP	WSDOT Northwest Region	SR 526/Corridor Improvements	Improve freight access and mobility for all modes on SR 526 between the SW Everett industrial area and the Boeing West Perimeter Road to the west and I-5 to the east. Specific improvements to be determined, but may include revisions to lane configurations, channelization, and ramp metering	2026
PSRC Regional TIP	WSDOT Northwest Region	SR 531/43rd Ave NE to 67th Ave NE – Widening	This project will widen the SR 531 corridor between 43rd Ave NE and 67th Ave NE, including intersection and pedestrian improvements.	2026

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC Regional TIP	WSDOT Northwest Region	SR 9/Unnamed Tributaries to Prairie & Quilceda Creeks – Fish Passage	Remove the existing fish passage barriers and replace them with fish passable structures.	2024
PSRC Regional TIP	WSDOT Northwest Region	SR 524/Scriber Creek to Swamp Creek – Fish Passage	Remove the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	2028
PSRC Regional TIP	WSDOT Northwest Region	US 2/Corridor Safety Improvements	This project will provide safety enhancements on US 2 between Snohomish and Skykomish. The project is evaluating a number of strategies such as signing, signal timing revisions, 2' median with rumble strips, and intersection improvements.	2022
PSRC Regional Transportation Plan (RTP) 2022-2050	Community Transit	Swift BRT Blue Line Extension to N. 185th Street (Shoreline)	Swift Bus Rapid Transit N. 185th Street. Requires speed & reliability improvements and accessible transit stops. When Sound Transit's Lynnwood Link Extension opens for service in 2024, there will be a planned connection between Link and the first Swift Blue line at the N 185th Street/I-5 Link station. This connection will require extension of Swift south along Highway 99/Aurora Avenue to N 185th Street and then east along N 185th Street to Interstate 5.	2024
PSRC RTP 2022-2050	Community Transit	Swift BRT Gold Line - Smokey Point Corridor	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on N Broadway (Smokey Point corridor) from Everett Station up N Broadway, SR 529, State Ave, Smokey Pt to Arlington (SR 531). Requires speed & reliability improvements and accessible transit stops.	2027

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC RTP 2022-2050	Community Transit	Swift BRT Orange Line - 164th Street & 196th Street Corridors	Swift Orange Bus Rapid Transit (BRT) will be Community Transit's 3rd BRT line and run in the 164th/196th Street Corridors between two terminals adjacent to McCollum Park & Ride in Everett and Edmonds Community College. The Orange Line will include approximately 13 station pairs (26 individual stations) along an 11.5 mile corridor that will connect to our Blue and Green BRT Lines, Sound Transit's Link light rail and Stride I-405 BRT. The project also includes priority treatments for speed and reliability along the corridor. Service will begin in 2024 with 13 BRT branded, 60-ft buses. Service will be provided to the Lynnwood Regional Growth Center, two locally designated centers and four park and ride facilities with all day, bi-directional service operating at 10 minute frequency during peak hours. A total of 42,500 annual service are planned.	2024
PSRC RTP 2022-2050	Everett	41st Street Rucker Avenue Freight Corridor Phase 2	Arterial and access improvements from Port of Everett to I-5 on West Marine View Drive to Rucker Avenue to 41st Street with improvements to better accommodate over-dimensional freight traffic and increasing general freight traffic.	2027
PSRC RTP 2022-2050	Everett	Broadway Corridor Improvements	Widen to 5 lanes with bike lanes, sidewalks, new bridge. Transit signal priority.	2030
PSRC RTP 2022-2050	Lynnwood	44th Ave. W. (SR 524 Spur)	Widen roadway to 7 lanes with 8 lanes just south of 196th St. SW. The City of Lynnwood is proposing BAT lanes on this corridor but this is still subject to public process.	2028
PSRC RTP 2022-2050	Lynnwood	I-5/44th Avenue Interchange Improvements	Completion of existing half diamond interchange by adding access to the north. Project includes two braided ramps.	2040

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC RTP 2022-2050	Lynnwood	Scriber Creek Trail	The City of Lynnwood is proposing to improve the Scriber Creek Trail to provide a shared use/multi-modal trail. The full scope of this project converts approximately three miles of mixed condition (walking paths, sidewalks, undeveloped right-of-way, asphalt trail) into a non-motorized transportation connection from the regional Interurban Trail (at the south end) to the City's Lund's Gulch Open Space (the north end). The proposed trail is designed as accessible, shared-use infrastructure with hard surfaces. Portions of the trail at-grade will be constructed with hard surfaces. Where necessary in wetland areas, the trail will be constructed on elevated boardwalk, and at stream crossings bridges will be installed. At street crossings, each of the crossings will be enhanced with improved channelization, signage, lighting and ADA curb ramps. A short segment of the trail will be a separated shared-use facility along the south side of 200th Street SW. This project will be implemented in phases. The first segment planned for construction is approximately one mile from the Interurban to Wilcox Park and is currently in design and permitting.	2045
PSRC RTP 2022-2050	Lynnwood	SR 524 (196th St SW) Widening	The project will improve 196th Street SW (SR-524) by providing additional multi-modal capacity and safety/aesthetic boulevard features. Capacity improvements include increasing the roadway section to 7 lanes to accommodate installation of Business Access and Transit (BAT) lanes in each direction.	2023
PSRC RTP 2022-2050	Marysville	172nd St NE (SR531) Improvements	Widen 172nd St NE from 11th Ave NE to 27th Ave NE, to 3/5 lane arterial including curb, gutter, sidewalk, bicycle lanes, shared use paths. Project includes intersection improvements at 11th Ave NE, 16th Dr NE, 19th Dr NE, 19th Ave NE, 23rd Ave NE and 27th Ave NE. The project includes improvements at the BNSF railroad crossing.	2031
PSRC RTP 2022-2050	Marysville	84th St NE (83rd Ave NE to SR 9)	Widen to 3 lane arterial with curb, gutter sidewalk and bicycle lanes and/or multi-use trail. Includes intersection improvements at 83rd Ave NE.	2032
PSRC RTP 2022-2050	Marysville	88th St NE (36th Ave NE to NB I-5 Ramp)	Add new westbound lane (right-turn drop lane).	2031

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC RTP 2022-2050	Marysville	88th St NE (State Ave to 67th Ave NE)	Upgrade existing 2 lane roadway to 3-lanes, including curb, gutter and multi-use path.	2031
PSRC RTP 2022-2050	Marysville	SR528 Widening	Widen SR 528, from 83rd Ave NE to SR9, to 4/5 lanes including curb, gutter, sidewalk and bicycle lanes.	2035
PSRC RTP 2022-2050	Snohomish County	128th St SW/ Airport Rd	Widen 128th St SW/Airport Road to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike and pedestrian crossing of I-5. The project will provide needed speed and reliability improvements on the corridor for the existing Community Transit Swift BRT. The project provides access to the future Sound Transit light rail station at 128th/I-5. This project will be coordinated with WSDOT project 1706.	2046
PSRC RTP 2022-2050	Snohomish County	164th St SE/SW	Widen 164th St SE/SW to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike and pedestrian crossing of I-5. The project will provide needed speed and reliability improvements on the corridor for future Community Transit Swift BRT. This project is an important link to a future Sound Transit light rail station at 164th St and I-5.	2046
PSRC RTP 2022-2050	Snohomish County	Whitehorse Trail	Shared use bike path, currently gravel to be paved in future. A new steel bridge and some restoration at various bridges. Build two new trailheads with parking. Incorporate fly fishing museum at one trailhead.	2025
PSRC RTP 2022-2050	WSDOT	I-405 Corridor: I-5/ I-405 to 164th Street SW Auxiliary Lane	Add one lane to northbound I-5 from I-405 to 164th Street SW.	2025
PSRC RTP 2022-2050	WSDOT	I-405 Corridor: SR 527 to I-5 ETL Widening and Interchange Improvements	Add one lane in each direction to provide dual Express Toll Lanes in each direction to the I-5 Interchange, including direct connector between I-5 and I-405.	2030

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC RTP 2022-2050	WSDOT	I-5 @ 100th and Everett Mall: South Everett Interchange Improvements	Construct a new crossing under I-5 at 100th St SE and provide NB and SB HOV access to South Everett Freeway Station. This involves an arterial under I-5 then surface on W side of I-5. The improvements extend up to 7th Ave SE.	2030
PSRC RTP 2022-2050	WSDOT	I-5 @ 156th St. NE Interchange	Convert the 156th Street NE overcrossing to a full interchange.	2030
PSRC RTP 2022-2050	WSDOT	I-5 @ 196th St (SR 524) Interchange Northbound Braided Ramp	This project adds a braided ramp NB at the I-5/ 196th St Interchange.	2030
PSRC RTP 2022-2050	WSDOT	I-5/Northbound Marine View Dr to SR 529 - Corridor & Interchange Improvements	Minor widening of the roadway and re-striping northbound I-5 to create four lanes, with one designated HOV only, will improve mobility and increase highway capacity. This project will also complete the half-interchange at SR 529 by constructing a new northbound I-5 off-ramp to SR 529 and a new southbound on-ramp from SR 529 to I-5. Also includes pedestrian and bicycle improvements.	2023
PSRC RTP 2022-2050	WSDOT	SR 524: 24th Ave. to Royal Anne Rd. Widening	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane with pedestrian and bicycle improvements.	2030
PSRC RTP 2022-2050	WSDOT	SR 526 Corridor Improvements	Widening of Seaway Blvd ramp, bridge widening at Henderson Rd, restriping of the eastbound main line of SR526 to create an additional general purpose lane, and installing ramp metering of eastbound SR 526 on-ramp to northbound I-5.	2024
PSRC RTP 2022-2050	WSDOT	SR 9 - 176th St SE to SR 96	Widen SR 9 between 176th St SE and SR 96 to four/ five lanes, including pedestrian and bicycle improvements.	2025
PSRC RTP 2022-2050	WSDOT	SR 9 - Market Place to Lundeen	Add third NB and third SB through lanes, including bicycle and pedestrian improvements.	2030
PSRC RTP 2022-2050	WSDOT	SR 9 - US 2 to Market Place	Widen to 4/5 lanes from US-2 to Market Place, including pedestrian and bicycle improvements.	2035

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
PSRC RTP 2022-2050	WSDOT	SR 9 / US2 Interchange	Interchange Improvements at SR 9/US 2, including pedestrian and bicycle improvements. Specific improvements will be determined through ongoing collaboration.	2030
PSRC RTP 2022-2050	WSDOT	SR 9 @ SR 204 Intersection Improvements	Construct intersection improvements with pedestrian and bicycle facilities. Specific improvements will be determined through ongoing collaboration	2024
PSRC RTP 2022-2050	WSDOT	SR 9: 2nd St. to US 2 Widening	Widen to four lanes with pedestrian and bicycle improvements. Includes intersection improvements at Bickford Avenue and US 2 interchange ramps.	2030
PSRC RTP 2022-2050	WSDOT	SR 99/ Evergreen Way: 148th St SW to Airport Rd	Construct BAT lanes on Evergreen Way / Highway 99 from 148th Street SW to Airport Road.	2025
PSRC RTP 2022-2050	WSDOT	US 2: Trestle Widening - Stage 1	Replace the westbound US 2 structure between I-5 and SR 204. The number of lanes and designation will be determined during the NEPA process. This project will also improve the interchange connections of SR 204 to westbound US 2 and the I-5/US 2 interchange. Pedestrian and bicycle improvements are included.	2030
Washington State Statewide Transportation Improvement Program (STIP)	Community Transit	RideStore Rehab at Lynnwood Transit Center	Rehab Remodel the existing Ride Store at the Lynnwood Transit Center to accommodate and support increased customer traffic expected in 2024 from Link Light Rail and Swift BRT Orange Line. Construction will modernize the facility and includes new ADA accessible pathways and sales counters; expanded customer service space; expanded lost and found storage; improved HVAC system and upgrades for Next Generation ORCA	2024
Washington State STIP	Community Transit	Swift BRT Gold Line	Swift BRT Gold Line will be Community Transit's 4th line of Bus Rapid Transit traveling between Everett Station and Smokey Point Transit Center in Arlington with service to Everett Community College, Marysville and the Cascade Industrial Center. Project will include design, engineering, construction and purchase of 13 zero emission buses. Planned service start date is October 2027. This is a multi-year project, and the programming reflects the funds available within the span of the current TIP.	2027

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Washington State STIP	Community Transit	Swift BRT Orange Line	This project will include all phases to implement the Swift BRT Orange Line. PROJECT DEVELOPMENT PHASE includes: completion of the environmental review process, including developing and reviewing alternatives; selecting a locally preferred alternative and alignment; and completion of the design and engineering portion of the project. CONSTRUCTION PHASE: includes construction of 26 BRT stations along the Orange Line alignment which includes a terminus station/transit center at Edmonds College. Stations include weather protection, seating, information kiosks, off-board fare collection, raised platforms, loading mats, real-time passenger information system and iconic markers. OTHER PHASE: includes purchase of expansion buses to provide service for the new line. This is a multiyear project and the programming reflects the funds available within the span of the regional TIP.	2024
Washington State STIP	Community Transit	Swift BRT TDM Expansion	Transit Demand Management (TDM) efforts for Swift Bus Rapid Transit (BRT) services. Providing marketing and outreach to existing and potential users promoting awareness, education and behavior change targeting Swift BRT connections to Link Light Rail. Targeted communities include Bothell, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace and nearby unincorporated areas of Snohomish County.	2025
Washington State STIP	Everett	100th Street SW	This project will include improved roadway, bike lanes, sidewalks and transit stops along both sides of this arterial corridor between the Paine Field MIC and two lines of the Swift Bus Rapid Transit system to enhance transit and non-motorized access.	2027
Washington State STIP	Everett	Casino Road & 5th Avenue W Pedestrian Safety	At the traffic signal, install accessible pedestrian pushbuttons, flashing yellow left turn phasing that operates in red when a pedestrian presses the pushbutton, fiber, and cameras. Install lighting.	2024
Washington State STIP	Everett	Citywide Safety Flashing Yellow Arrow Improvements	Install flashing yellow arrow left turn traffic signal phasing that operates in red when a pedestrian presses a pushbutton. Install traffic monitoring cameras and switches.	2024

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Washington State STIP	Everett	Edgewater Bridge	Remove and replace the existing bridge with a three span prestressed concrete girder bridge.	2024
Washington State STIP	Everett	Everett Citywide Innovative Safety	For traffic signals throughout the city, design for and install flashing yellow arrows, retroreflective tape on existing backplates, leading pedestrian intervals, and accessible pedestrian pushbuttons	2024
Washington State STIP	Everett	Everett Mall Way - 4th Ave. to East Mall Dr.	Project will improve traffic signal phasing and timing and improve conditions for pedestrians in crosswalks.	2025
Washington State STIP	Everett	Fulton Street Bicycle Pedestrian Corridor	Improve Fulton Street from Pacific Avenue to California Street with bike-only pathways and bike-enhanced signalized crossings at the major intersections with Pacific Avenue and Hewitt Avenue. Sidewalk additions and improvements in the Fulton corridor and north of Hewitt connecting the sidewalk at Hewitt/Fulton to the California Street corridor.	2026
Washington State STIP	Everett Transit	2018 Everett Transit Passenger Amenities	Rehab and/or replace bus shelters. Work may include rust removal and painting, painting and resealing/repairing water drains and spouts, and replacing glass panels. Depending on the amount of federal funds programmed, the federal amount represents approximately 80% of the annual budget for this activity.	2023
Washington State STIP	Lynnwood	42nd Avenue W Improvements Segment 1	The project will construct a new grid street, 42nd Avenue W, from Alderwood Mall Boulevard to 196th Street SW, within the Lynnwood Regional Growth Center. The project includes approximately 1,400 feet of new infrastructure providing multiple travel lanes, sidewalks, bicycle facilities, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls and utility improvements. Design for this project is part of a larger corridor under LYN-50. LYN-50A will fund Segment 1 (Alderwood Mall Boulevard to 196th Street SW) right-of-way and construction. Segment 2 (196th Street SW to 194th Street SW) right-of-way and construction will be included in a future project (LYN-50B).	2030
Washington State STIP	Lynnwood	44th Ave W I-5 Underpass	Install sidewalk and crossing improvements, a shared use path, lighting, and public art.	2025

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Washington State STIP	Lynnwood	Alderwood Mall Parkway Pavement Preservation	The project includes pavement overlay along Alderwood Mall Parkway from Alderwood Mall Blvd to 184th St SW. The project will restore the pavement and curb ramps will be upgraded to current ADA standards to the maximum extent feasible.	2024
Washington State STIP	Lynnwood	Scriber Creek Trail Phase 3	This trail project converts approximately one mile of narrow walking paths into a non-motorized transportation facility. The proposed trail is designed as accessible, shared-use infrastructure with hard surfaces. Portions of the trail at-grade will be constructed with hard surfaces. Where necessary in wetland areas, the trail will be constructed on elevated boardwalk, and at stream crossings bridges will be installed. This project is for phase 3 of the larger Scriber Creek Trail project. Phase 1 is included in LYN-9. Phase 2 is included in LYN-53. Phase 3 extends the trail north within separated public right-of-way from 200th St SW to Wilcox Park through Scriber Lake Park, improving the intersection crossing at 196th St SW/ 52nd Ave.	2025
Washington State STIP	Snohomish County	36th/35th Ave W Phase 1: 164th St SW to 156th St SW	Phase 1 of this project will widen the existing two-lane roadway between 164th St SW and 156th St SW to a three-lane, Urban Standards roadway with a continuous center lane and bicycle lanes. Roadway geometry will be coordinated for functional consistency at two major intersections in the corridor. The project will be constructed to Complete Street Standards to include continuous ADA compliant sidewalk and bike lanes. It will also include continuous curb, gutter and planter strips on both sides of the street for safety and more effective storm water management.	2025
Washington State STIP	Snohomish County	Alderwood Mall Parkway - 168th St SW to SR 525	Widen Alderwood Mall Parkway to five lanes with bicycle and pedestrian facilities from 168th St SW to SR 525 ramps.	2026

Plan	Sponsor	Project Title	Description	Estimated Year of Construction
Washington State STIP	Snohomish Co.	Ash Way/Gibson Rd Phase 2: Admiralty Way to 134 St SW	The project will improve the corridor from a two-lane configuration with minimal shoulders, intermittent sidewalks and minimal non-motorized options to a three-lane urban section with bike lanes, curbs, and sidewalks. The project will provide intersection improvements such as roundabout/traffic signals or other traffic controls at appropriate intersections based on a completed traffic analysis/study. The entire corridor will be upgraded to be consistent with 'Complete Streets' guidelines. Stormwater facilities will also be installed with this widening project. The project will also replace a fish barrier/box culvert beneath the intersection of Gibson Rd/Admiral Way.	2028
Washington State STIP	Snohomish County	Swamp Creek #503 Bridge Replacement	Replace existing bridge with new structure meeting current standards.	2024
Washington State STIP	WSDOT - NW	SR 522/Paradise Lake Rd to Snohomish River Br - Interchange & Widening	This project provides a new interchange at SR 522 and Paradise Lake Road, and widening SR 522 from Paradise Lake Road to the Snohomish River bridge.	2026
Washington State STIP	WSDOT - NW	SR 529/ Northbound Snohomish River Bridge - Special Bridge Repair	Raise sways and repair portals on Spans D, E, F, G, H, and I on the northbound Snohomish River Bridge. In addition, perform condition state 3 and 4 repairs on the south end only of the bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	2026
Washington State STIP	WSDOT - NW	SR 9/Marsh Road to 2nd Street Vicinity - Widening	This project will widen the SR 9 corridor between Marsh Rd and 2nd Street Interchange in order to relieve congestion. This will include constructing a second bridge over the Snohomish River to increase capacity and safety in the corridor. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	2025



Everett Link Extension

ATTACHMENT F

Puget Sound Regional Council's No Build Conditions

Constrained RTP Projects 2038-2040								
		Roadway	12		Candidate	27		
		Transit	13		Financially Constrained	3		
		Nonmotorized	5		Unprogrammed	0		
		Total Projects	30		Total Projects	30		
Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description
2038	1028	Roadway	N 175th Street, Stone Avenue N to I-5	Candidate	N 175th St	Stone Avenue N	Interstate 5	
2038	5091	Transit	RapidRide D Line Improvements	Candidate	15th Ave NW	3rd Ave NW	S Main St	Previously named `Seattle Priority Bus Corridor 10` (T2040 TD 5091). Enhance existing RapidRide D operations with capital components to support efficient and convenient transit service. Capital improvements may include additional speed and reliability measures such as those identified for new RapidRide corridors including dedicated running ways, transit signal priority and other ITS features, enhanced stations, specialized vehicles, enhanced fare collection systems, wayfinding, multimodal improvements, supporting facilities. Extension of D Line to Northgate and safety improvements to the Ballard Bridge may also be included.
2038	5097	Transit	RapidRide C Line Improvements	Candidate	SW Barton St / Fauntleroy Way SW / California Ave SW / SW Alaska St / SW Avalon Way / West Seattle Bridge / SR 99 / 3rd Ave / Westlake Ave	South Lake Union	White Center	Previously named `Seattle Priority Bus Corridor 1` (T2040 ID: 5097). Enhance existing RapidRide C operations with capital components to support efficient and convenient transit service. Capital improvements may include additional bus rapid transit speed and reliability measures such as dedicated running ways, transit signal priority and other ITS features, enhanced stations, specialized vehicles, enhanced fare collection systems, wayfinding, multimodal improvements and supporting facilities.
2038	5632	Transit	Third Avenue Transit Spine	Candidate	3rd Ave	Denny Way	S Jackson St	This project was previously identified as the southern segment of Priority Bus Corridor 8 (T2040 ID:5095). The Third Ave Corridor is also an integral part of Priority Bus Corridor 7 (T2040 ID 5164); RapidRide Corridors 2, 3, 6, and 7 (T2040 ID: 5087, 5165, 5141, 5152); and RapidRide C, D, and E (T2040 ID: 5097, 5091, 4092). The project includes investments to increase capacity, optimize operations, and improve the traveler experience for transit in this corridor. The project reconfigures the corridor to increase transit capacity and improve operations, expanded transit stops, and installations to improve the traveler experience. The project incorporates ITS, way-finding, traveler information systems, and electric trolley wire infrastructure. It also includes elements that support bus rapid transit such as dedicated running ways, transit signal priority features, and enhanced fare collection systems. Enhancements to improve access to transit may include pedestrian and bicycle access improvements and amenities such as secure and covered bike parking, digital kiosks, real-time information, lighting, and integrated access.
2038	5742	Roadway	SR 169 Widening (from SE 276th St to South City Limits)	Financially Constrained	SR 169	SE 276th St	South City Limit	Construct a second SB lane and a second NB lane on SR 169 from SE 276th St to SE 280th St. Provide center left turn lane/pockets where warranted. Provide curb, gutter, bike lane, and sidewalk on both sides. Construct second SB lane on SR 169 from SE 280th St to south City Limit. This will convert SB approach at SE 280th St intersection to through lane and through/right-turn shared lane. Provide curb, gutter, bike lane, and sidewalk on the west side.
2039	4075	Transit	Tacoma Link Extension to Tacoma Community College	Candidate	Central and west Tacoma	Hilltop District	Tacoma Community College	Project extends Tacoma Link beyond downtown Tacoma environs to Tacoma Community College and makes modifications to existng and planned Tacoma Link infrastructure. Extension route includes six new stations. Project includes expansion of fleet and of operations and maintenance facility.
2040	2273	Nonmotorized	Soos Creek Trail, Phases 5 & 6	Candidate	Regional trail corridor, utility corridor	SE 192nd Street	Cedar River Trail at SR169	Design and construct a regional trail from SE 192nd Street to Cedar River Trail at SR169
2040	4035	Nonmotorized	Green River Trail - Phase 4	Candidate	Off road alignment between Brannon Park and SR18	Brannan Park (Auburn)	SR-18	Acquisition, design, permitting, and construction of paved regional trail
2040	5501	Nonmotorized	Mountain to Sound Greenway Trail	Candidate	Parallel to the South Side of I-90	142nd Ave SE	Lakemont Blvd	Construct a paved multipurpose trail beginning at 142nd Place SE, then following a new grade-separated alignment eastward along the south side of I-90 and the north side of SE 36th St to the curve near the 150th Ave SE interchange with I-90, then following a new independent alignment to the south of the interchange and north of the 150th Avenue SE/SE 37th St intersection. Eastward from 150th Ave SE, the trail will continue at grade on the south side of I-90 and the north side of SE 37th St. Eastward from the termination of SE 37th St, the trail will continue on the south side of I-90 and the north side of private properties and/or Newport Way to the intersection of Lakemont Blvd SE and Newport Way.
2040	5502	Nonmotorized	West Lake Sammamish Pkwy and Path Improvements	Candidate	West Lake Sammamish Parkway	North City Limit	I-90	Construct a ten foot multi-use path on the west side of the parkway and a four foot bike shoulder on the east side. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting. The project will include multiple mid-block pedestrian crossings and intersection improvements, and rehabilitation of existing pavement throughout the corridor. This project will be phased.
2040	5584	Nonmotorized	Interurban Trail (South) Redevelopment	Candidate	Interurban Corridor - Tukwila to Pacific	Fort Dent Way, Tukwila	3rd Avenue SW, Pacific	Redevelopment of the the existing Interurban Trail(South)from Green River Trail in the City of Tukwila to 3rd Avenue SW in the City of Pacific.
2040	494	Roadway	Shaw Road Widening- Phase 4 (12th to 23rd) Project ID 494	Candidate	Shaw Road - 12th Ave SE to 23rd Ave SE	12th Ave. SE	23rd Ave. SE	The ultimate project is to widen the stretch of Shaw Road, a principal arterial, from 12th Ave SE to 23rd Ave SE. There are a variety of complex issues for this length section of Shaw; 1) the vertical challenges, 2) the horizontal challenges, 3) the environmental issue with a fish bearing stream that crosses the road multiple times, 4)hydrologic issues with the ground water seepage from the slopes, and 5) numerous individual driveways entering a Major Arterial. Initial evaluation of this stretch of Shaw is underway in order to determine alignment, lane configuration, multimodal accommodation, and public outreach.
2040	2007	Roadway	S 272nd Street Multimodal Corridor	Candidate	S 272nd Street	26th Avenue S	Military Road	This project will be considered for a series of four roundabouts on S 272nd Street at 26th Ave S, I-5 Southbound off/on-ramps, I-Northbound off/on-ramps, and Military Road S. Additionally, a separated shared use path will be constructed between 26th Ave S and Military Road S
2040	3476	Roadway	Avondale Rd/Union Hill Rd Intersection 3476	Candidate	SR 520	Avondale Road	Union Hill Road	Study and design solutions for this heavily congested at-grade intersection. Develop a preliminary design to determine which option listed below should be pursued. Estimated cost for the preliminary design work is \$3 million. Solutions to study include:1. Grade separation of critical movements such as: - Westbound Union Hill Rd to Southbound SR 520 left turn, or - Northbound and southbound through movements between SR 520 and Avondale Rd., or - All left turns at intersection.2. Flyover Ramp: This option would provide a fyover ramp from westbound Union Hill Road to westbound SR 520. To accommodate this fyover from the center of Union Hill Road to the center of SR 520, it would be necessary to widen both roadways, modify the NE 76th Street ramps, build retaining walls and potentially require additional right of way.
2040	3644	Roadway	SR 169 Widening SR 516 to 231st	Candidate	SR 169	SR 516	SE 231st St.	Widen to 4 lanes with turn lanes where warranted, includes bicycle and pedestrian improvements.

Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description
2040	4092	Roadway	RapidRide E Line Improvements	Candidate	SR 99	N 145th St	3rd Ave	Previously named `Seattle Priority Bus Corridor 9` (T2040 ID:4092). Enhance existing RapidRide E operations with capital components to support efficient, safe and convenient transit service including additional bus rapid transit investments. Capital improvements may include additional speed and reliability measures such as BAT lanes, roadway reconstruction, ITS and safety improvements and complementary pedestrian, bike and freight improvements.
2040	4351	Roadway	I-405 Corridor: NE 85th St. to NE 124th St. Widening	Candidate	I-405	NE 85th	NE 124th	Add one general purpose lane in each direction.
2040	4524	Roadway	Bel-Red Regional Connectivity - NE 6th St Extension	Candidate	NE 6th Street	112th Avenue NE	120th Avenue NE	This project will extend the existing NE 6th St transit and HOV ramp, which provides access to the I-405 northbound and southbound express toll lanes, eastward from the middle of the freeway. The new road would extend as a transit/HOV facility to an at-grade intersection with 116th Ave NE and continue, likely as a general purpose roadway, to 120th Ave NE. An alternative to be further analyzed would extend the roadway as a grade-separated facility over 116th Ave NE to connect with 120th Ave NE. The project will include or be coordinated with a separate project to implement a non-motorized crossing of I-405 in the vicinity. This project may be phased.
2040	5618	Roadway	I-405 Corridor: Downtown Bellevue Access NE 4th to SR 520	Candidate	I-405	NE 4th	SR 520	Downtown Bellevue Access Improvements Builds new SB Braided Ramps from 520 to NE 10th St. WB 520 to SB 405 flyover ramp and improvements to WB 520. Builds new auxiliary lanes as needed between NE 4th St. and SR 520.
2040	5641	Roadway	Bellevue Way SE Southbound HOV Lane	Candidate	Bellevue Way SE	S. Bellevue Park & Ride (Main Entrance at 112th Ave SE)	`Y` between Bellevue Way SE and 108th Ave SE	Construct an inside High Occupancy Vehicle (HOV) lane and an outside sidewalk or shoulder on southbound Bellevue Way SE between the intersection of 108th Avenue SE and Bellevue Way on the north and the main entrance to the South Bellevue Park & Ride on the south end. The HOV lane segment between the South Bellevue Park & Ride and I-90 will be built by Sound Transit as part of the East Link project. The improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. This project may be phased.
2040	2529	Transit	Link LRT extension to South Kirkland and Issaquah	Candidate	Link LRT extension	South Kirkland P&R	Central Issaquah	This project extends light rail from downtown Bellevue to south Kirkland and Issaquah, with new stations at South Kirkland Park-and-Ride, Richards Road (Factoria area), Eastgate area near Bellevue College, and central Issaquah, and a provisional station in the Lakemont area. Includes a new parking facility (+/- 500 spaces) and pedestrian bridge across I-90 at central Issaquah, and expansion of parking at South Kirkland (by +/- 230 spaces). Interlining with the existing system through downtown Bellevue will necessitate modifications to portions of guideway and some stations.
2040	3602	Transit	George`s Corner Park and Ride Expansion	Candidate	Hansville Rd NE, near SR 104	SR 104@Hansville Rd	N/A	100 additional stalls (350 total) at George`s Corner Park and Ride, behind the George`s Corner PUD.
2040	5318	Transit	BRT on SR 303 Silverdale to Bremerton Transportation Center	Candidate	SR 303 and Bremerton	Silverdale	Bremerton	Bus Rapid Transit on SR 303 from Silverdale to Bremerton Transportation Center. This route was identified in the Transit Competitive Index (PSRC Index).
2040	5590	Transit	BRT From Port Orchard Ferry Transit Center to Bethel and Highway 160	Candidate	Port Orchard and Bethel	Port Orchard Transit Center	Highway 160	Bus Rapid Transit from the Port Orchard Ferry Transit Center to Bethel and Highway 160.
2040	5657	Transit	I-90 Corridor Park and Ride Expansion	Candidate	I-90 Corridor	Downtown Seattle	King County limits	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 600 stalls, I-90 corridor
2040	5658	Transit	SR 522 Corridor Park and Ride Expansion	Candidate	SR 522 Corridor	Seattle	King County Limits	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 900 stalls, SR 522 corridor
2040	5659	Transit	I-5 North Corridor Park and Ride Expansion	Candidate	I-5 Corridor	Downtown Seattle	King County Limits	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 400 stalls, I-5 North corridor
2040	5699	Transit	I-405 Corridor Park and Ride Expansion	Candidate	I-405 Corridor	Renton	Bothell	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 900 stalls, I-405 corridor.
2040	4631	Roadway	I-5/44th Avenue Interchange Improvements	Financially Constrained	I-5 @ 44th Ave W	196th St SW	220th St SW	Completion of existing half diamond interchange by adding access to the north. Project includes two braided ramps.
2040	5737	Transit	Kirkland to University of Washington Passenger Only Ferry Route	Financially Constrained	Lake Washington	City of Kirkland	UW Waterfront Activities Center	The implementation of a new King County passenger only ferry (POF) route from the City of Kirkland to the University of Washington. This project develops and constructs a ferry terminal* and access improvements in Kirkland along with the procurement of new vessels to support the service.*Terminal costs for the UW Waterfront Activities Center is included in the Kenmore to UW new ferry route project.

All RTP Projects 2038-2040								
			Roadway 46		Candidate 27			
			Transit 14		Financially Constrained 3			
			Nonmotorized 6		Unprogrammed 36			
			Total Projects 66		Total Projects 66			
Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description
2038	1028	Roadway	N 175th Street, Stone Avenue N to I-5	Candidate	N 175th St	Stone Avenue N	Interstate 5	
2038	5091	Transit	RapidRide D Line Improvements	Candidate	15th Ave NW	3rd Ave NW	S Main St	Previously named `Seattle Priority Bus Corridor 10` (T2040 TD 5091). Enhance existing RapidRide D operations with capital components to support efficient and convenient transit service. Capital improvements may include additional speed and reliability measures such as those identified for new RapidRide corridors including dedicated running ways, transit signal priority and other ITS features, enhanced stations, specialized vehicles, enhanced fare collection systems, wayfinding, multimodal improvements, supporting facilities. Extension of D Line to Northgate and safety improvements to the Ballard Bridge may also be included.
2038	5097	Transit	RapidRide C Line Improvements	Candidate	SW Barton St / Fauntleroy Way SW / California Ave SW / SW Alaska St / SW Avalon Way / West Seattle Bridge / SR 99 / 3rd Ave / Westlake Ave	South Lake Union	White Center	Previously named `Seattle Priority Bus Corridor 1` (T2040 ID: 5097). Enhance existing RapidRide C operations with capital components to support efficient and convenient transit service. Capital improvements may include additional bus rapid transit speed and reliability measures such as dedicated running ways, transit signal priority and other ITS features, enhanced stations, specialized vehicles, enhanced fare collection systems, wayfinding, multimodal improvements and supporting facilities.
2038	5632	Transit	Third Avenue Transit Spine	Candidate	3rd Ave	Denny Way	S Jackson St	This project was previously identified as the southern segment of Priority Bus Corridor 8 (T2040 ID:5095). The Third Ave Corridor is also an integral part of Priority Bus Corridor 7 (T2040 ID 5164); RapidRide Corridors 2, 3, 6, and 7 (T2040 ID: 5087, 5165, 5141, 5152); and RapidRide C, D, and E (T2040 ID: 5097, 5091, 4092). The project includes investments to increase capacity, optimize operations, and improve the traveler experience for transit in this corridor. The project reconfigures the corridor to increase transit capacity and improve operations, expanded transit stops, and installations to improve the traveler experience. The project incorporates ITS, way-finding, traveler information systems, and electric trolley wire infrastructure. It also includes elements that support bus rapid transit such as dedicated running ways, transit signal priority features, and enhanced fare collection systems. Enhancements to improve access to transit may include pedestrian and bicycle access improvements and amenities such as secure and covered bike parking, digital kiosks, real-time information, lighting, and integrated access.
2038	5742	Roadway	SR 169 Widening (from SE 276th St to South City Limits)	Financially Constrained	SR 169	SE 276th St	South City Limit	Construct a second SB lane and a second NB lane on SR 169 from SE 276th St to SE 280th St. Provide center left turn lane/pockets where warranted. Provide curb, gutter, bike lane, and sidewalk on both sides. Construct second SB lane on SR 169 from SE 280th St to south City Limit. This will convert SB approach at SE 280th St intersection to through lane and through/right-turn shared lane. Provide curb, gutter, bike lane, and sidewalk on the west side.
2038	112	Roadway	SR 704/Cross Base Highway - New Alignment (Stage two)	Unprogrammed	SR 704 - new alignment located approx. along the common boundary of Ft. Lewis and McChord AFB	I-5	SR 7	The limited east-west access and circuitous nature of the existing routes results in poor transportation system linkage to the growing areas of mid-Pierce County and creates additional congestion on the existing east-west corridors of SR 512 north of McChord Air Force Base and SR 510 south of Fort Lewis in Thurston County. This project will construct a new alignment between the Thorne Lane interchange at I-5 and the intersection of 176th Street and SR 7 in Spanaway to improve transportation system linkage and capacity between mid-Pierce County and destinations along the I-5 corridor for the efficient movement of people and goods.
2038	5759	Roadway	SR 410/254th Ave E to Cole St- Widening	Unprogrammed		254th Avenue E	Cole Street	Traffic volumes on this section of SR 410 exceed roadway capacity leading to congestion. By widening the existing roadway to four lanes between Mundy Loss Rd. and Park Ave. and constructing roundabouts at 254th Ave., SR 165, Main St., Park Ave. and Cole St. this corridor project has the potential to reduce congestion and enhance motorist Safety.
2039	4075	Transit	Tacoma Link Extension to Tacoma Community College	Candidate	Central and west Tacoma	Hilltop District	Tacoma Community College	Project extends Tacoma Link beyond downtown Tacoma environs to Tacoma Community College and makes modifications to existng and planned Tacoma Link infrastructure. Extension route includes six new stations. Project includes expansion of fleet and of operations and maintenance facility.
2040	2273	Nonmotorized	Soos Creek Trail, Phases 5 & 6	Candidate	Regional trail corridor, utility corridor	SE 192nd Street	Cedar River Trail at SR169	Design and construct a regional trail from SE 192nd Street to Cedar River Trail at SR169
2040	4035	Nonmotorized	Green River Trail - Phase 4	Candidate	Off road alignment between Brannon Park and SR18	Brannan Park (Auburn)	SR-18	Acquisition, design, permitting, and construction of paved regional trail
2040	5501	Nonmotorized	Mountain to Sound Greenway Trail	Candidate	Parallel to the South Side of I-90	142nd Ave SE	Lakemont Blvd	Construct a paved multipurpose trail beginning at 142nd Place SE, then following a new grade-separated alignment eastward along the south side of I-90 and the north side of SE 36th St to the curve near the 150th Ave SE interchange with I-90, then following a new independent alignment to the south of the interchange and north of the 150th Avenue SE/SE 37th St intersection. Eastward from 150th Ave SE, the trail will continue at grade on the south side of I-90 and the north side of SE 37th St. Eastward from the termination of SE 37th St, the trail will continue on the south side of I-90 and the north side of private properties and/or Newport Way to the intersection of Lakemont Blvd SE and Newport Way.
2040	5502	Nonmotorized	West Lake Sammamish Pkwy and Path Improvements	Candidate	West Lake Sammamish Parkway	North City Limit	I-90	Construct a ten foot multi-use path on the west side of the parkway and a four foot bike shoulder on the east side. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting. The project will include multiple mid-block pedestrian crossings and intersection improvements, and rehabilitation of existing pavement throughout the corridor. This project will be phased.
2040	5584	Nonmotorized	Interurban Trail (South) Redevelopment	Candidate	Interurban Corridor - Tukwila to Pacific	Fort Dent Way, Tukwila	3rd Avenue SW, Pacific	Redevelopment of the the existing Interurban Trail(South)from Green River Trail in the City of Tukwila to 3rd Avenue SW in the City of Pacific.

Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description
2040	494	Roadway	Shaw Road Widening- Phase 4 (12th to 23rd) Project ID 494	Candidate	Shaw Road - 12th Ave SE to 23rd Ave SE	12th Ave. SE	23rd Ave. SE	The ultimate project is to widen the stretch of Shaw Road, a principal arterial, from 12th Ave SE to 23rd Ave SE. There are a variety of complex issues for this length section of Shaw; 1) the vertical challenges, 2) the horizontal challenges, 3) the environmental issue with a fish bearing stream that crosses the road multiple times, 4)hydrologic issues with the ground water seepage from the slopes, and 5) numerous individual driveways entering a Major Arterial. Initial evaluation of this stretch of Shaw is underway in order to determine alignment, lane configuration, multimodal accommodation, and public outreach.
2040	2007	Roadway	S 272nd Street Multimodal Corridor	Candidate	S 272nd Street	26th Avenue S	Military Road	This project will be considered for a series of four roundabouts on S 272nd Street at 26th Ave S, I-5 Southbound off/on-ramps, I-Northbound off/on-ramps, and Military Road S. Additionally, a separated shared use path will be constructed between 26th Ave S and Military Road S
2040	3476	Roadway	Avondale Rd/Union Hill Rd Intersection 3476	Candidate	SR 520	Avondale Road	Union Hill Road	Study and design solutions for this heavily congested at-grade intersection. Develop a preliminary design to determine which option listed below should be pursued. Estimated cost for the preliminary design work is \$3 million. Solutions to study include:1. Grade separation of critical movements such as: - Westbound Union Hill Rd to Southbound SR 520 left turn, or - Northbound and southbound through movements between SR 520 and Avondale Rd., or - All left turns at intersection.2. Flyover Ramp: This option would provide a fyover ramp from westbound Union Hill Road to westbound SR 520. To accommodate this fyover from the center of Union Hill Road to the center of SR 520, it would be necessary to widen both roadways, modify the NE 76th Street ramps, build retaining walls and potentially require additional right of way.
2040	3644	Roadway	SR 169 Widening SR 516 to 231st	Candidate	SR 169	SR 516	SE 231st St.	Widen to 4 lanes with turn lanes where warranted, includes bicycle and pedestrian improvements.
2040	4092	Roadway	RapidRide E Line Improvements	Candidate	SR 99	N 145th St	3rd Ave	Previously named `Seattle Priority Bus Corridor 9' (T2040 ID:4092). Enhance existing RapidRide E operations with capital components to support efficient, safe and convenient transit service including additional bus rapid transit investments. Capital improvements may include additional speed and reliability measures such as BAT lanes, roadway reconstruction, ITS and safety improvements and complementary pedestrian, bike and freight improvements.
2040	4351	Roadway	I-405 Corridor: NE 85th St. to NE 124th St. Widening	Candidate	I-405	NE 85th	NE 124th	Add one general purpose lane in each direction.
2040	4524	Roadway	Bel-Red Regional Connectivity - NE 6th St Extension	Candidate	NE 6th Street	112th Avenue NE	120th Avenue NE	This project will extend the existing NE 6th St transit and HOV ramp, which provides access to the I-405 northbound and southbound express toll lanes, eastward from the middle of the freeway. The new road would extend as a transit/HOV facility to an at-grade intersection with 116th Ave NE and continue, likely as a general purpose roadway, to 120th Ave NE. An alternative to be further analyzed would extend the roadway as a grade-separated facility over 116th Ave NE to connect with 120th Ave NE. The project will include or be coordinated with a separate project to implement a non-motorized crossing of I-405 in the vicinity. This project may be phased.
2040	5618	Roadway	I-405 Corridor: Downtown Bellevue Access NE 4th to SR 520	Candidate	I-405	NE 4th	SR 520	Downtown Bellevue Access Improvements Builds new SB Braided Ramps from 520 to NE 10th St. WB 520 to SB 405 flyover ramp and improvements to WB 520. Builds new auxiliary lanes as needed between NE 4th St. and SR 520.
2040	5641	Roadway	Bellevue Way SE Southbound HOV Lane	Candidate	Bellevue Way SE	S. Bellevue Park & Ride (Main Entrance at 112th Ave SE)	`Y` between Bellevue Way SE and 108th Ave SE	Construct an inside High Occupancy Vehicle (HOV) lane and an outside sidewalk or shoulder on southbound Bellevue Way SE between the intersection of 108th Avenue SE and Bellevue Way on the north and the main entrance to the South Bellevue Park & Ride on the south end. The HOV lane segment between the South Bellevue Park & Ride and I-90 will be built by Sound Transit as part of the East Link project. The improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. This project may be phased.
2040	2529	Transit	Link LRT extension to South Kirkland and Issaquah	Candidate	Link LRT extension	South Kirkland P&R	Central Issaquah	This project extends light rail from downtown Bellevue to south Kirkland and Issaquah, with new stations at South Kirkland Park-and-Ride, Richards Road (Factoria area), Eastgate area near Bellevue College, and central Issaquah, and a provisional station in the Lakemont area. Includes a new parking facility (+/- 500 spaces) and pedestrian bridge across I-90 at central Issaquah, and expansion of parking at South Kirkland (by +/- 230 spaces). Interlining with the existing system through downtown Bellevue will necessitate modifications to portions of guideway and some stations.
2040	3602	Transit	George`s Corner Park and Ride Expansion	Candidate	Hansville Rd NE, near SR 104	SR 104@Hansville Rd	N/A	100 additional stalls (350 total) at George`s Corner Park and Ride, behind the George`s Corner PUD.
2040	5318	Transit	BRT on SR 303 Silverdale to Bremerton Transportation Center	Candidate	SR 303 and Bremerton	Silverdale	Bremerton	Bus Rapid Transit on SR 303 from Silverdale to Bremerton Transportation Center. This route was identified in the Transit Competitive Index (PSRC Index).
2040	5590	Transit	BRT From Port Orchard Ferry Transit Center to Bethel and Highway 160	Candidate	Port Orchard and Bethel	Port Orchard Transit Center	Highway 160	Bus Rapid Transit from the Port Orchard Ferry Transit Center to Bethel and Highway 160.
2040	5657	Transit	I-90 Corridor Park and Ride Expansion	Candidate	I-90 Corridor	Downtown Seattle	King County limits	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 600 stalls, I-90 corridor
2040	5658	Transit	SR 522 Corridor Park and Ride Expansion	Candidate	SR 522 Corridor	Seatlle	King County Limits	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 900 stalls, SR 522 corridor
2040	5659	Transit	I-5 North Corridor Park and Ride Expansion	Candidate	I-5 Corridor	Downtown Seattle	King County Limits	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 400 stalls, I-5 North corridor
2040	5699	Transit	I-405 Corridor Park and Ride Expansion	Candidate	I-405 Corridor	Renton	Bothell	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 900 stalls, I-405 corridor.
2040	4631	Roadway	I-5/44th Avenue Interchange Improvements	Financially Constrained	I-5 @ 44th Ave W	196th St SW	220th St SW	Completion of existing half diamond interchange by adding access to the north. Project includes two braided ramps.
2040	5737	Transit	Kirkland to University of Washington Passenger Only Ferry Route	Financially Constrained	Lake Washington	City of Kirkland	UW Waterfront Activities Center	The implementation of a new King County passenger only ferry (POF) route from the City ofKirkland to the University of Washington. This project develops and constructs a ferry terminal* and access improvements in Kirkland along with the procurement of new vessels to supportthe service.*Terminal costs for the UW Waterfront Activities Center is included in the Kenmore to UW new ferry route project.
2040	5507	Nonmotorized	Trail To The Mountain	Unprogrammed	Tacoma Rail ROW	Downtown Tacoma	Mount Rainier at Elbe	Construct a 44 mile shared use path following a lightly used City of Tacoma owned rail line from the Tacoma Dome Station to the entrance of Mt. Rainier.
2040	522	Roadway	224th St. E.	Unprogrammed	224th St. E.	SR 7	SR 161	Widen the existing roadway to 3 lanes.

Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description
2040	1682	Roadway	SR 104: NE 178 St. to SR 522 Widening and Intersection Improvements	Unprogrammed	SR 104	NE 178th St.	SR 522	Add one general purpose lane in each direction with intersection channelization and pedestrian/bicycle improvements.
2040	1708	Roadway	I-5: SR 2 to SR 528 Managed Lanes and Interchange Improvements	Unprogrammed	I-5	SR 2	SR 528	Construct HOV/HOT Lanes in each direction and reconstruct the SR 528 interchange including pedestrian and bicycle improvements.
2040	1937	Roadway	160th St. E.	Unprogrammed	160th St. E.	Canyon Rd. E.	SR-161	Widen and reconstruct existing arterial roadway to four lanes including non-motorized facilities.
2040	2380	Roadway	SR 522 @ NE 195th St. Interchange Improvements	Unprogrammed	SR 522	NE 195th St.	NE 195th St.	Construct second half of the existing half-diamond interchange making a full diamond interchange with pedestrian and bicycle improvements.
2040	4005	Roadway	Everett Arterial Access Improvements	Unprogrammed	Vicinity of Walnut and Chestnut on various streets	Everett Avenue	Pacific	Arterial access improvements to US 2 and I-5 in Everett.
2040	4176	Roadway	US 2: Bickford to Monroe	Unprogrammed	US 2	Bickford Ave.	City of Monroe (SR 522)	Widen to four lanes. The alignment may be on the existing highway or it may be on R/W purchased for a bypass in the 1960s. The final decision should be resolved in an EIS.
2040	4177	Roadway	US 2: Monroe to City of Sultan	Unprogrammed	US 2	Monroe east city limits	Sultan west city limits	Widen the corridor to four lanes.
2040	4178	Roadway	US 2: within Sultan	Unprogrammed	US 2	City of Sultan west city limits	City of Sultan east city limits	The long term vision through Sultan is a four-lane section (two lanes in each direction with bike lanes, sidewalks and a center median). The existing signalized intersections would be replaced with roundabouts.
2040	4200	Roadway	I-5 @ Mercer and SR 520 I/C's	Unprogrammed	I-5	E Denny Way	NE 45th St.	Reconstruct the Mercer Street and SR 520 Interchanges to eliminate the left side exit ramps.
2040	4231	Roadway	SR 169: SE 383rd St. to Green River Bridge Southbound Climbing Lane	Unprogrammed	SR 169	SE 383rd St.	Green River Bridge	Construct a southbound truck climbing lane.
2040	4232	Roadway	SR 169: Green River Bridge to Crest of Hill Northbound Climbing Lane	Unprogrammed	SR 169	Green River Bridge	Crest of Hill	Replace the existing northbound truck climbing shoulder with a truck climbing lane and extend it to the north.
2040	4233	Roadway	SR 169: Cedar River Bridge to Mile Post 17 Southbound Climbing Lane	Unprogrammed	SR 169	Cedar River Bridge	Mile Post 17	Construct a southbound truck climbing lane.
2040	4310	Roadway	SR 167: S. 180th St./SW 43rd St. to I-405 Widening	Unprogrammed	SR 167	S. 180th St.	I-405	Add two lanes in the northbound direction and one lane in the southbound direction to provide four general purpose lanes and one HOV lane in each direction (or three general purpose lanes and two HOV lanes in each direction).
2040	4314	Roadway	I-405 Corridor: SR 167 Interchange Area Improvements (Tier II)	Unprogrammed	I-405	SR 181	SR 169	Complete I-405 Master Plan improvements including: (a) Add general purpose direct connector ramp from northbound SR 167 to southbound I-405; (b) Add HOV flyover direct connector ramps from northbound NB 167 to southbound I-405 and from northbound I-405 to southbound SR 167; (c) Add HOV direct access in vicinity of Rainier Avenue South; (d) Reconstruct I-405 between SR 167 and SR 169 resulting in 6 lanes (three general purpose lanes, two express toll lanes, and auxiliary lane) in each direction; (e) Reconstruct access to Renton Hill; (f) Reconstruct the bridge over the Cedar River and re-align and reconstruct the BNSF crossing over the Cedar River; and g) construct new direct access at the SR 181 interchange vicinity.
2040	4346	Roadway	I-405 Corridor: SR 520 to NE 70th Pl. Northbound Auxiliary Lane	Unprogrammed	I-405	SR 520	NE 70th Pl.	Constructs an auxiliary lane on northbound I-405 to relieve congestion in this area.
2040	4360	Roadway	I-405 Corridor: I-405 @ I-5 Tukwila Interchange Improvements	Unprogrammed	I-405	I-5	I-5	Complete the I-405 Corridor Program Master Plan improvements, including: (a) Reconstruct the interchange ramps from eastbound SR 518 to northbound I-5 and southbound I-5; (b) reconstruct the interchange ramp from northbound I-5 to northbound I-405; (c) add new general purpose direct connector flyover ramps from southbound I-405 to southbound I-5 and from southbound I-5 to northbound I-405; (d) reconstruct the northbound I-5 mainline through the interchange; and (e) add HOV direct connector ramps between I-405 and I-5 in all directions.
2040	4376	Roadway	I-405 Corridor: I-405 @ I-90 Interchange: HOV Direct Connector Ramps - Phase 2	Unprogrammed	I-405	I-90	I-90	Construct HOV direct connector ramps from SB I-405 to WB I-90, EB I-90 to NB I-405, NB I-405 to WB I-90, EB I-90 to SB I-405
2040	4382	Roadway	I-405 Corridor: NE 8th St. and SR 520 Interchange Improvements	Unprogrammed	I-405	NE 8th St.	SR 520	Complete the I-405 Corridor Program Master Plan improvements, including: (a) Reconstruct the NE 8th Street interchange with pedestrian and bicycle improvements; and (b) Reconstruct the SR 520 interchange to include HOV direct connector ramps in the northwest and southwest quadrants.
2040	4387	Roadway	I-405 Corridor: SR 520 to SR 522 (Widening - SR 520 to NE 124th St)	Unprogrammed	I-405	SR 520	NE 124th St	Add one lane NB and SB resulting in 6 lanes (1 HOV, 4 General Purpose & 1 Auxiliary; or 2 HOV, 3 General Purpose & 1 Auxiliary) in each direction.
2040	4388	Roadway	I-405 Corridor: North General Purpose Interchanges	Unprogrammed	I-405	70th	240th	70th/85th Braided Ramp Interchange. 124th Interchange rebuild. Build braided ramps between SR 522 and 195th Interchanges.
2040	4392	Roadway	I-405 Corridor: NE 124 St. to SR 527 Widening	Unprogrammed	I-405	NE 124th St.	SR 527	Add one lane in each direction (except on northbound I-405 between NE 195th Street and SR 527) to provide three general purpose lanes and two express toll lanes in each direction. Add northbound auxiliary lane between NE 124th Street and SR 522.
2040	4398	Roadway	I-405 Corridor: North Corridor HOV/ETL Direct Access Ramps	Unprogrammed	I-405	NE 195th St Interchange	NE 195th St Interchange	Build an inline transit station at interchange.
2040	4402	Roadway	I-405 Corridor: SR 527 to I-5 Widening	Unprogrammed	I-405 Corridor: SR 527 to I-5	SR 527	I-5	Addresses I-5 connecting capacity to I-405 as necessary by adding one lane approaching ramp to I-405 to avoid congestion. Add 2 lanes NB and SB, except 1 lane NB between NE 195th St. and SR 527 where NB lane previously built, resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. Includes the 4 ft. managed lane buffer.
2040	4429	Roadway	SR 509 Extension (with I-5), Phase 2	Unprogrammed	SR 509	I-5	Existing SR 509	Widen the highway to six lanes between I-5 and S. 188th St. interchange. Complete the S. 188th St interchange to a full interchange and construct a half diamond interchange at S. 200th St to and from the north. This project also constructs NB and SB auxiliary lanes and collector-distributor lanes along I-5.
2040	5327	Roadway	SR 169 Widening: 152nd Ave. SE to I-405	Unprogrammed	SR 169	152 Ave. SE	I-405	Widen from four to six lanes with pedestrian and bicycle improvements.

Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description
2040	5390	Roadway	SR 518 @ SR 99 Interchange Improvements	Unprogrammed	SR 518	SR 99	SR 99	Construct interchange improvements with pedestrian and bicycle improvements. May include new flyover ramps or turn movements.
2040	5419	Roadway	US 2: within Goldbar	Unprogrammed	US 2	Gold Bar WCL	Gold Bar ECL	Within the city of Goldbar, this will be a four-lane section (two lanes in each direction with bike lanes, sidewalks and a center median). The existing signalized intersections would be replaced with roundabouts.
2040	5420	Roadway	US 2: within Baring	Unprogrammed	US 2	Enter Baring	Leave Baring	Widen to four lanes (safety related widening)
2040	5617	Roadway	I-405 Corridor: SR 167 Interchange SR 181 to SR 167	Unprogrammed	I-405	SR 181	SR 167	Add one lane NB and SB between SR 181 and SR 167 resulting in 2 Express Toll Lanes and 3 General Purpose and 1 Auxiliary Lane in each direction.
2040	5624	Roadway	94th Ave. E., 136th St. E. to 152nd St. E.	Unprogrammed	94th Ave. E.	136th St. E.	152nd St. E.	Widen existing 2 lane roadway to 5 lanes from 136th St. E. to 148th St. Ct. E. and to 3 lanes from 148th St. Ct. E. to 152nd St. E. The project will also provide curb, gutter, and sidewalk.
2040	5625	Roadway	Rhodes Lake Road East	Unprogrammed	Rhodes Lake Road East	SR 162	Falling Water Boulevard East	Construct a new major principal arterial roadway with non-motorized facilities.
2040	5749	Transit	HCT: Route 4 Corridor Lakewood to Puyallup	Unprogrammed	Lakewood to Puyallup	To be determined	To be determined	Pierce Transit's Route 4 went into service in June 2015 when the Routes 204 and 410 were combined into one. Since that time, Route 4 continues to be one of Pierce Transit's most productive. The proposed project, once constructed, would finalize the agency's vision of upgrading all four Pierce Transit trunk routes to Bus Rapid Transit within the next 10 to 15 years. Once constructed, the fifth (and likely final) Stream BRT route will connect two Regional Growth Centers (Lakewood and Puyallup South Hill). The proposed project will be analyzed as part of the Stream BRT System Expansion Study to commence in mid-2021.

Constrained RTP Projects 2047-2050								
		Roadway	0	Candidate	10			
		Transit	10	Financially Constrained	1			
		Nonmotorized	1	Unprogrammed	0			
		Total Projects	11	Total Projects	11			
Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description
2050	2860	Nonmotorized	SR 18 Trail (Auburn to Snoqualmie Trail)	Candidate	Varies through corridors from Auburn to Snoqualmie	Interurban Trail	Redmond Ridge Trail n/o I-90	Shared use multi-purpose path linking communities and lands from Auburn to Snoqualmie
2050	5633	Transit	Center City Connector Extension - Seattle Center	Candidate	1st Ave / 1st Ave N	Stewart St	Republican St	Make capital improvements to extend Center City Connector line north to Seattle Center. Provide infrastructure and expand streetcar fleet to ensure good speed and reliability and access to stations. Capital improvements may include significant reassignments of roadway space plus transit vehicle rail and power delivery systems, bicycle and pedestrian facilities, urban design elements, ITS systems, way-finding, transit shelters, pavement upgrades and lighting.
2050	5655	Transit	I-5 South Corridor Park and Ride Expansion	Candidate	I-5 Corridor	King County Limits	Downtown Seattle	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 800 stalls, I-5 South corridor
2050	5656	Transit	SR 167 and SR 169 Corridor Park and Ride Expansion	Candidate	SR 167 and SR 169 Corridors	Renton	King County Limits	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 600 stalls, SR 167 and SR 169 corridor.
2050	5675	Transit	Overlake Newcastle Renton	Candidate	Overlake to Renton via Factoria (Park Ave, Coal Creek Pkwy, 145th PL NE, 156 Ave NE)	Overlake	Renton	Construct a new RapidRide line connecting Renton to Overlake via Factoria. This project will improve the attractiveness of transit between two Regional Growth Centers and will include the following elements: New transit only or BAT lanes on existing or new right of way along some of the proposed route to maintain high transit travel speeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; Upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops This project will also complete the Bellevue College Connector Project with transit enhancements along with pedestrian, bicycle and trail infrastructure improvements. The project will reconstruct Snoqualmie River Rd to support frequent bus service, construct sidewalks and provide accessible bus stops and a separated off-street path connecting 145th Pl SE to the Mountain to Sound Greenway Trail. This project will also include a College Transit Center to be built in partnership with the City of Bellevue and Bellevue college. This project will connect the two Regional Growth Centers, Overlake and Renton, while connecting to Bellevue College, Eastgate, Newcastle, and Renton Highlands. The project will also increase access to other regional transit services including I-405 at SR 167 and Link Light Rail at the Redmond Technology Center.
2050	5677	Transit	ID# 1009: Bothell to UW via Kenmore	Candidate	Bothell to the University of Washington via SR 522 and 25th Ave NE	Bothell	UW	Construct a new RapidRide line connecting Bothell with the University of Washington. This project will improve the attractiveness of transit in a congested and physically constrained corridor. This project will include the following elements: New transit only or BAT lanes on existing or new right of way along the proposed routing to maintain high transit travel speeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops. This project will connect the University of Washington Regional Growth Center with the UW Bothell campus and all the North Shore communities in between including Bothell, Kenmore, Lake Forest Park, Lake City, Wedgwood and Ravena. It also increases access to other regional transit services including the I-405 BRT at NE 195th St and Link Light Rail at the University of Washington Station.
2050	5690	Transit	ID# RR 1014: Loyal Heights to U District via Green Lake	Candidate	Loyal Heights to the U District via Green Lake	Loyal Hights	U District	Construct a new RapidRide line connecting Loyal Heights and the University District via Green Lake. This project would improve the attractiveness of transit for a regional growth center and include the following elements: New transit only or BAT lanes on existing or new right of way along the proposed routing to maintain high transit travel speeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops. This project will connect to one Regional Growth Center, University District. It will expand transit access to existing and planned Light Rail, Commuter Rail and Sound Transit BRT services.
2050	5693	Transit	ID# RR 1043 West Seattle - White Center - Burien	Candidate	California Ave SW, Fauntleroy Way, and SW Roxbury St to White Center and 8th Ave S and 1st Ave SW to Burien	West Seattle	Burien	Construct a new RapidRide line connecting Alki to Burien via West Seattle. This project would improve the attractiveness of transit between two regional growth centers and include the following elements: New transit only or BAT lanes on existing or new right of way along 15% of the proposed routing to maintain high transit travel speeds; Major intersection investments at 6-8 intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at more than 70% of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building 28 RapidRide station, 18 Enhanced RapidRide stops, and 6 standard RapidRide stops.
2050	5694	Transit	ID# RR 1061: Interbay - Madison Park via Capitol Hill	Candidate	Interbay - Madison Park - Capital Hill	Interbay	Madison Park	Construct a new RapidRide line connecting Interbay to Madison Park via Capitol Hill. This project would improve the attractiveness of transit to a regional growth centers and include the following elements: New transit only or BAT lanes on existing or new right of way along the proposed routing to maintain high transit travelspeeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use.
2050	5697	Transit	ID# RR 1202: Seattle CBD - Sand Point - Green Lake	Candidate	Seattle CBD - Sand Point - Green Lake	Seattle CBD	Green Lake	Construct a new RapidRide line connecting Seattle CBD - Sand Point - Green Lake. This project will improve the attractiveness of transit between two Regional Growth Centers and will include the following elements: New transit only or BAT lanes on existing or new right of way along some of the proposed route to maintain high transit travel speeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; Upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops.
2050	5760	Transit	First Hill Streetcar - Broadway Extension	Financially Constrained	Broadway	Denny Way	E Alhoa St	Implement the First Hill Streetcar Line segment from Denny Way north to E Aloha St and extend the protected bike lane on east side of street. Streetcar service will provide connections to Pioneer Square, China Town/International District, First Hill, Link Light Rail, and Capital Hill.

All RTP Projects 2047-2050									
		Roadway	6			Candidate	10		
		Transit	10			Financially Constrained	1		
		Nonmotorized	2			Unprogrammed	7		
		Total Projects	18			Total Projects	18		
Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description	
2050	2860	Nonmotorized	SR 18 Trail (Auburn to Snoqualmie Trail)	Candidate	Varies through corridors from Auburn to Snoqualmie	Interurban Trail	Redmond Ridge Trail n/o I-90	Shared use multi-purpose path linking communities and lands from Auburn to Snoqualmie	
2050	5633	Transit	Center City Connector Extension - Seattle Center	Candidate	1st Ave / 1st Ave N	Stewart St	Republican St	Make capital improvements to extend Center City Connector line north to Seattle Center. Provide infrastructure and expand streetcar fleet to ensure good speed and reliability and access to stations. Capital improvements may include significant reassignments of roadway space plus transit vehicle rail and power delivery systems, bicycle and pedestrian facilities, urban design elements, ITS systems, way-finding, transit shelters, pavement upgrades and lighting.	
2050	5655	Transit	I-5 South Corridor Park and Ride Expansion	Candidate	I-5 Corridor	King County Limits	Downtown Seattle	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 800 stalls, I-5 South corridor	
2050	5656	Transit	SR 167 and SR 169 Corridor Park and Ride Expansion	Candidate	SR 167 and SR 169 Corridors	Renton	King County Limits	This project would enhance access to transit by investing in expanding park and ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 600 stalls, SR 167 and SR 169 corridor.	
2050	5675	Transit	Overlake Newcastle Renton	Candidate	Overlake to Renton via Factoria (Park Ave, Coal Creek Pkwy, 145th PL NE, 156 Ave NE)	Overlake	Renton	Construct a new RapidRide line connecting Renton to Overlake via Factoria. This project will improve the attractiveness of transit between two Regional Growth Centers and will include the following elements: New transit only or BAT lanes on existing or new right of way along some of the proposed route to maintain high transit travel speeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; Upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops This project will also complete the Bellevue College Connector Project with transit enhancements along with pedestrian, bicycle and trail infrastructure improvements. The project will reconstruct Snoqualmie River Rd to support frequent bus service, construct sidewalks and provide accessible bus stops and a separated off-street path connecting 145th PI SE to the Mountain to Sound Greenway Trail. This project will also include a College Transit Center to be built in partnership with the City of Bellevue and Bellevue college. This project will connect the two Regional Growth Centers, Overlake and Renton, while connecting to Bellevue College, Eastgate, Newcastle, and Renton Highlands. The project will also increase access to other regional transit services including I-405 at SR 167 and Link Light Rail at the Redmond Technology Center.	
2050	5677	Transit	ID# 1009: Bothell to UW via Kenmore	Candidate	Bothell to the University of Washington via SR 522 and 25th Ave NE	Bothell	UW	Construct a new RapidRide line connecting Bothell with the University of Washington. This project will improve the attractiveness of transit in a congested and physically constrained corridor. This project will include the following elements: New transit only or BAT lanes on existing or new right of way along the proposed routing to maintain high transit travel speeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops. This project will connect the University of Washington Regional Growth Center with the UW Bothell campus and all the North Shore communities in between including Bothell, Kenmore, Lake Forest Park, Lake City, Wedgwood and Ravena. It also increases access to other regional transit services including the I-405 BRT at NE 195th St and Link Light Rail at the University of Washington Station.	
2050	5690	Transit	ID# RR 1014: Loyal Heights to U District via Green Lake	Candidate	Loyal Heights to the U District via Green Lake	Loyal Hights	U District	Construct a new RapidRide line connecting Loyal Heights and the University District via Green Lake. This project would improve the attractiveness of transit for a regional growth center and include the following elements: New transit only or BAT lanes on existing or new right of way along the proposed routing to maintain high transit travel speeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops. This project will connect to one Regional Growth Center, University District. It will expand transit access to existing and planned Light Rail, Commuter Rail and Sound Transit BRT services.	
2050	5693	Transit	ID# RR 1043 West Seattle - White Center - Burien	Candidate	California Ave SW, Fauntleroy Way, and SW Roxbury St to White Center and 8th Ave S and 1st Ave SW to Burien	West Seattle	Burien	Construct a new RapidRide line connecting Alki to Burien via West Seattle. This project would improve the attractiveness of transit between two regional growth centers and include the following elements: New transit only or BAT lanes on existing or new right of way along 15% of the proposed routing to maintain high transit travel speeds; Major intersection investments at 6-8 intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at more than 70% of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building 28 RapidRide station, 18 Enhanced RapidRide stops, and 6 standard RapidRide stops.	
2050	5694	Transit	ID# RR 1061: Interbay - Madison Park via Capitol Hill	Candidate	Interbay - Madison Park - Capital Hill	Interbay	Madison Park	Construct a new RapidRide line connecting Interbay to Madison Park via Capitol Hill. This project would improve the attractiveness of transit to a regional growth centers and include the following elements: New transit only or BAT lanes on existing or new right of way along the proposed routing to maintain high transit travelspeeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use.	

Completion Year	MTP ID	Project Type	Project Title	Requested Status	ProjectOn	ProjectFrom	ProjectTo	Project Description
2050	5697	Transit	ID# RR 1202: Seattle CBD - Sand Point - Green Lake	Candidate	Seattle CBD - Sand Point - Green Lake	Seattle CBD	Green Lake	Construct a new RapidRide line connecting Seattle CBD - Sand Point - Green Lake. This project will improve the attractiveness of transit between two Regional Growth Centers and will include the following elements: New transit only or BAT lanes on existing or new right of way along some of the proposed route to maintain high transit travel speeds; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; Upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops , and standard RapidRide stops
2050	5760	Transit	First Hill Streetcar - Broadway Extension	Financially Constrained	Broadway	Denny Way	E Aloha St	Implement the First Hill Streetcar Line segment from Denny Way north to E Aloha St and extend the protected bike lane on east side of street. Streetcar service will provide connections to Pioneer Square, China Town/International District, First Hill, Link Light Rail, and Capital Hill.
2050	4612	Nonmotorized	Landsburg-Kanaskat Trail	Unprogrammed	Dedicated trail right-of-way, abandoned railway alignment.	Eastern terminus of Cedar River Trail at Landsburg Road SE	Retreat-Kanaskat Road at the Green River; northern terminus of Foothills Trail (RTNR ID FH-5), Kanaskat.	Develop paved regional trail between terminus of existing Cedar River Trail at Landsburg to intersection of Kanaskat Kangley Road and Retreat Kanaskat Road in Kanaskat.
2050	447	Roadway	NE 132nd/NE 128th St	Unprogrammed	NE 132nd/NE 128th St	184th Ave NE	196th Ave NE	Widen NE 128 St for right-turn lane and shoulder. Modify signals at NE 132 St and NE 128 St. Widen NE 132 St from 3 to 4 lanes. Insall a new signal at Bear Creek Rd.
2050	1563	Roadway	212th Street BNSF Railroad Grade Separation	Unprogrammed	S 212th St	BNSF railroad crossing	BNSF railroad crossing	Construct grade separation at the Burlington Northern Santa Fe Railway mainline tracks at South 212th Street. The project will include the construction of a bridge; six-lane vehicle crossing; full width paving; concrete curbs, gutters, and sidewalks; a facility for bicycle travel; street lighting; utilities and appurtenances.
2050	4554	Roadway	Avondale Road	Unprogrammed	Avondale Road	City of Redmond	Woodinville Duvall Road	Capacity and pedestrian improvements will aid traffic flow in the Avondale Corridor.
2050	4556	Roadway	Issaquah Hobart Road	Unprogrammed	Issaquah-Hobart Road	I-90	SR-18	Operational, ITS and safety improvements to congested corridor used as an Urban Connector between the Maple Valley/SR-18 area and Eastside cities.
2050	4562	Roadway	Novelty Hill Road	Unprogrammed	Novelty Hill Road	196th Avenue SE	West Snoqualmie Road NE	Capacity, ITS and operational improvements will improve flow through this heavily used commuting corridor in the Bear Creek area between Duvall area and Redmond. Project results in additional lanes, operational, and safety improvements between the UPDs and Redmond.
2050	4571	Roadway	Woodinville-Duvall Road	Unprogrammed	Woodinville-Duvall Road	SR-522	SR-203	Operational, safety, nonmotorized, ITS and capacity improvements in this congested corridor heavily used by regional traffic.