

# TECHNICAL MEMORANDUM

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January 23, 2026

Project# 18409

To: Julee Trudeau, PE, Jacobs  
From: Andrew Ooms, PE, PTOE, RSP  
RE: Seward: O'Malley to Dimond Preliminary Origin Destination Findings: **Working Draft**

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## Introduction

This memorandum documents initial questions that the project team seeks to answer via study area origin-destination (OD) data provided by Streetlight. Preliminary text responses are included in this document with more refined information including maps and graphics as beneficial will be provided at a later date.

OD data goes beyond typical traffic counts which only observe a single turning movement by identifying the route vehicles travel between local origins and destinations within the study area and roads used to leave the study area. OD data is provided to and from many areas/neighborhoods (zones) in the study area and on key exit points outside the study area. Additionally, "middle filters" are available at many internal locations to identify, for instance, what proportion of trips from a pair of zones travel through one middle filter compared to another, and thus which route is most often taken.

## Origin-Destination Questions

The project team assembled a list of questions that the OD data may be able to provide insights on to inform decisions. For example, what is the degree of out of direction travel from residents along Brayton Drive? What proportion of vehicles along Independence Drive do not begin or end within the residential neighborhoods in the area? These questions can in turn inform design decisions related to serving vehicle demand and enhancing predictions of traffic shifts due to potential new connections. The following questions were identified (in no particular order) and some preliminary data findings are provided in *italics*.

1. O'Malley Interchange general usage
  - a. Travelers coming from Minnesota Drive thru O'Malley I/C to east
  - b. Travelers coming from SB Seward Highway to O'Malley I/C to Brayton
  - c. Travelers coming from east of O'Malley to Brayton or NB Seward highway, what is the split

2. Pre-project baseline: if the project provided a connection under the Seward Highway to connect Academy and Scooter, how do the trips change along Brayton?<sup>1</sup>
3. Brayton to NB Seward Highway
4. Brayton to Fred Meyer or other locations east on Abbott
5. O'Malley under bridge: Where are the left turners from where going: Brayton or Seward? Overall routing to inform Scooter crossing assignment.
6. Dimond under bridge: Overall routing to inform Scooter crossing assignment.
7. What ODs are accessed via the Scooter on/off ramps? How do those compare to Dimond on/off?
  - a. *Scooter Off Ramp*
    1. *85% from SB Seward north of Dimond*
      1. *SB Seward Destinations*
        1. *25% 100<sup>th</sup> Avenue to West*
        2. *21% Greater Dimond Center*
        3. *17% Industrial along west side of Old Seward*
        4. *16% Residential on East side of Old Seward*
        5. *22% other*
  - b. *Scooter On Ramp*
    1. *39% from Dimond Center to SB Seward S of O'Malley*
8. Cut through: OD of current Academy, Vanguard, and Independence (south of Fred Meyer) travelers.
  - a. *76% of vehicles on Independence south of Vanguard are coming from or going to neighborhoods in area bounded by Brayton, O'Malley, Lake Otis, and Vanguard/South of Fred Meyer*
  - b. *84% of vehicles on Vanguard north of Independence are coming from or going to neighborhoods in area bounded by Brayton, O'Malley, Lake Otis, and Vanguard/South of Fred Meyer*
9. Relative proportion of trips from greater Independence neighborhood to Dimond Mall/Old Seward area compare to total trips (i.e., how many might take an undercrossing?)
10. Fred Meyer OD: How many might use a Scooter crossing to access Fred Meyer?
11. Brayton Two Way: OD routes to/from Heather Meadows and Brayton trailer court -> How much Brayton at O'Malley traffic could be reduced with two way?

<sup>1</sup> Note that the OD data only reports what travel occurred based on current conditions. However, this information can inform estimates of what shifts may be likely between OD pairs based on potential connections due to less out of direction travel, ease of routing/left turns/etc, and the like.

12. Overall Dimond Mall OD
13. Brayton vs Seward: split of through trips on Brayton vs Seward from O'Malley to Dimond
  - a. 78% of through trips between O'Malley and Dimond use the Seward Highway; 22% use Brayton Drive
14. Brayton Destinations: OD of all trips on Brayton south of Academy
  - a. *42% of trips on Brayton S of Academy* are from neighborhoods on Brayton
    1. *Included in the 42% are 12% of all trips are from Brayton Neighborhoods to West Dimond, Dimond Center, or North Old Seward*
  - b. *12% are from Minnesota*
  - c. *10% are headed to Heather Meadows*
  - d. *9% to Independence Neighborhood*
  - e. *20%+ are to locations to the south/southeast/southwest of that location*
15. Independence neighborhood to Dimond Mall: using Academy/Brayton or Independence/Abbott?
  - a. *84% using Abbott to access Dimond*
  - b. *16% using Brayton to access Dimond*
16. Old Seward at Scooter OD: How many already on Old Seward would take crossing?
17. Brayton south of Academy and Academy OD: How many already on Brayton would take crossing?
18. Dimond and O'Malley ramps: overall OD routing understanding
19. Scooter Crossing volume: Dimond W of Old Seward and Abbott E of Vanguard OD pairs
20. Overview: Seward mainline north of Dimond
21. General Scooter Ramps OD

## Next Steps

These questions as well as their answers will be expanded, refined, consolidated, and/or clarified as the capabilities and limitations of the provided OD data are better understood and in response to ongoing coordination with the project team and project stakeholders.