Exhibit A

Comprehensive Plan Policies for Discussion at Plan Commission Workshop

This is not an exhaustive list of policies which may be relevant.
Policies LU come from Chapter 3, Land Use.
Policies TR come from Chapter 4, Transportation.

To view the entire Comprehensive Plan:
https://my.spokanecity.org/shapingspokane/comprehensive-plan/

Comprehensive Plan Policies that reference arterials

LU 4.3 Neighborhood Through-Traffic

Create boundaries for new neighborhoods through which principal arterials should not pass.

Discussion: Principal arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences. Whenever possible, principal arterials should be located on the outer edge of neighborhoods.

Policies that talk about Connections

LU 4.4 Connections

Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

LU 4.5 Block Length

Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.

TR 2 Transportation Supporting Land Use

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

Exhibit B

SPOKANE **Agenda Sheet for City Council Meeting of:** 07/16/2018 9		**Date Rec'd**	6/27/2018
		Clerk's File #	RES 2018-0061
		Renews #	
Submitting Dept	CITY COUNCIL	**Cross Ref #**	
Contact Name/Phone	LORI KINNEAR 625-6261	**Project #**	
Contact E-Mail	LKINNEAR@SPOKANECITY.ORG	**Bid #**	
Agenda Item Type	Resolutions	**Requisition #**	
Agenda Item Name	0320 - RESOLUTION AMENDING THE COMPREHENSIVE PLAN AMENDMENT DOCKET		

Agenda Wording

A Resolution amending the Comprehensive Plan Amendment Annual Work Program to add a proposed amendment to the proposed arterial street projects map contained in the transportation chapter of the Comprehensive Plan.

Summary (Background)

This resolution proposes to amend the comprehensive plan by amending the arterial streets project map (TR 12) to remove a proposed collector arterial extending from Crestline Street to Southeast Boulevard.

Fiscal Impact	Grant related? NO Public Works? NO	**Budget Account**	
Neutral	$	#	
Select	$	#	
Select	$	#	
Select	$	#	
Approvals		**Council Notifications**	
Dept Head	MCCLATCHEY, BRIAN	**Study Session**	PIES Comm, 6/25/18
Division Director		**Other**	
Finance	HUGHES, MICHELLE	**Distribution List**	
Legal	PICCOLO, MIKE		
For the Mayor	SANDERS, THERESA		
Additional Approvals			
Purchasing		ADOPTED BY SPOKANE CITY COUNCIL:	
CITY COUNCIL	MCCLATCHEY, BRIAN	7/9/2018	
		Terri L. Pfister	
		CITY CLERK	

OFFICE OF THE CITY CLERK
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3342
509.625.6350

July 9, 2018

City Clerk File No.:
RES 2018-0061

COUNCIL ACTION MEMORANDUM

RE: RESOLUTIONS 2018-0061

During its 3:30 p.m. Briefing Session held Monday, July 9, 2018, upon review of the July 16, 2018, Advance Agenda, the Spokane City Council took the following actions:

> **Motion** by Council Member Beggs, seconded by Council Member Kinnear, **to suspend** the Council Rules; **carried unanimously (Council Member Fagan absent).**
>
> **Motion** by Council Member Kinnear, seconded by Council Member Beggs, **to move** (from the July 16, 2018, Advance Agenda) Resolution 2018-0061—amending the Comprehensive Plan Amendment Annual Work Program to add a proposed amendment to the proposed arterial street projects map contained in the transportation chapter of the Comprehensive Plan—to tonight's (July 9, 2018) Legislative Agenda; **carried unanimously (Council Member Fagan absent).**

At the 6:00 p.m. Legislative Session on July 9, Council Member Kinnear provided an overview of Resolution 2018-0061. Public testimony was received and Council commentary held, after which the following action was taken:

> **Upon Unanimous Roll Call Vote,** the City Council **adopted Resolution 2018-0061** amending the Comprehensive Plan Amendment Annual Work Program to add a proposed amendment to the proposed arterial street projects map contained in the transportation chapter of the Comprehensive Plan.

Terri L. Pfister, MMC
Spokane City Clerk

RESOLUTION NO. 2018-0061

A Resolution amending the Comprehensive Plan Amendment Annual Work Program to add a proposed amendment to the proposed arterial street projects map contained in the transportation chapter of the Comprehensive Plan.

WHEREAS, the City Council adopted Resolution No. 2018-0021 (March 26, 2018), which set the docket for comprehensive plan amendments during the 2017-2018 amendment cycle; and

WHEREAS, section 17G.020.025(B)(1)(a) of the Spokane Municipal Code provides that "[p]roposals to amend the Comprehensive Plan may be made by the City Council at any time. An affirmative vote of not less than a majority of the total members of the City Council is required to initiate consideration of an amendment."; and

WHEREAS, in the 2017 update of the City's Comprehensive Plan, Map TR 12 was amended to reflect a proposed Crestline minor collector arterial connection between 37th Avenue and Southeast Boulevard at 31st Avenue; and

WHEREAS, the City Council wishes to amend the Comprehensive Plan Amendment Annual Work Program for 2018 to include a proposed amendment that, if approved, would remove the proposed Crestline minor arterial connection from Map TR 12.

NOW, THEREFORE, BE IT RESOLVED that the Comprehensive Plan Amendment Annual Work Program, as set forth in Resolution No. 2018-0021, is hereby amended to add the following proposed comprehensive plan amendment:

> Amendment of the Proposed Arterial Network Map (Map TR 12) in chapter 4 of the Comprehensive Plan (Transportation) to remove the proposed new urban major collector arterial on Crestline Street between 37th Avenue and Southeast Boulevard at 31st Avenue.

BE IT ALSO RESOLVED That the City Council has determined that this situation necessitates an emergency comprehensive plan amendment due to a community need to ensure adequate, appropriate, and available public facilities.

BE IT FURTHER RESOLVED that the Council requests that planning staff process this proposal as an emergency proposed amendment under SMC 17F.020.040(F) and prepare the amendment for City Council consideration on a faster timeline than the other items currently on the amendment docket.

Passed by the City Council this 9th day of July, 2018.

City Clerk

Approved as to form:

Assistant City Attorney

RES 2018-0061

From: Carol Tomsic [mailto:carol_tomsic@yahoo.com]
Sent: Thursday, July 05, 2018 6:49 PM
To: Beggs, Breean; Kinnear, Lori
Cc: Stuckart, Ben; Burke, Kate M.; Fagan, Mike; Mumm, Candace; Stratton, Karen; Pfister, Terri
Subject: Re: July 9 City Council Meeting

REF: amendment to the City Comprehensive Plan to reverse the Crestline designation as an arterial through Southeast Blvd.

I would like the City Council to add the amendment that reverses the 2017 Comprehensive Plan change that designated Crestline as an arterial to Southeast Blvd to the docket with the other requested amendments.

The proposed Garden District PUD does not extend Crestline to Southeast Blvd.

The Garden District PUD is focused on providing open space and a safe pedestrian and bicycle connectivity as a priority over traffic.

The existing homes on Crestline have an already established connectivity to the Lincoln Heights business district.

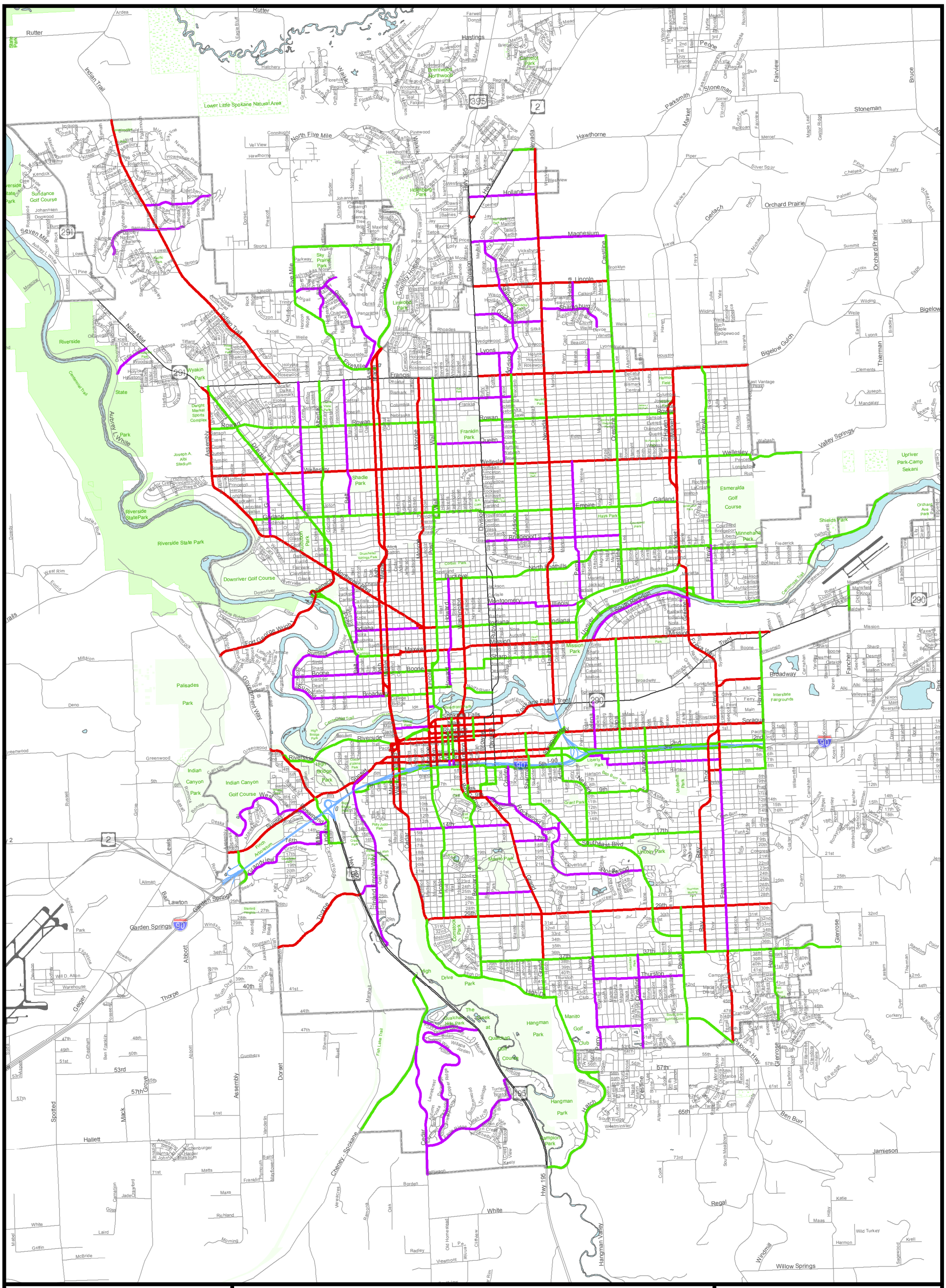
The Lincoln Heights Neighborhood District Plan supports a pedestrian friendly and walkable, economically vibrant neighborhood. An arterial through our business district will divide the district center and is contrary to the District Plan and the Garden District PUD.

I live, work and walk in the neighborhood. I want it to be a safe, walkable neighborhood with open space.

Thank you

Carol Tomsic
resident

Exhibit C



City of Spokane Official Arterial Street Map SMC 12.08.040

Date: 05\08

Legend

- City Limits
- Bodies of Water
- City Parks & Open Space
- County Parks
- State Parks

Designated Arterials

- P - Principal
- M - Minor
- C - Collector
- L - Local Access Streets
- I - State Interstate
- H - State Highway

0 0.5 1 2 Miles

Geographic Information System

N W E S

CITY OF SPOKANE

THIS IS NOT A LEGAL DOCUMENT: The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Exhibit D

720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

MEMORANDUM

DATE: February 15, 2019

TO: Inga Note, City of Spokane

FROM: Reah Flisakowski, DKS Associates
Kevin Chewuk, DKS Associates
Amanda Deering, DKS Associates

SUBJECT: Spokane 29th Avenue Corridor Study P18161-000

This memorandum summarizes a traffic study for the Spokane 29th Avenue corridor. The objective of this traffic study is to evaluate multi-modal safety and operations along 29th Avenue, review connectivity of surrounding streets, and review pedestrian and bicycle crossing needs of 29th Avenue. The study identifies improvement needs and develops solutions to address safety and mobility needs for all transportation system users of the nearly 2-mile corridor.

Study Area

The study area extends along 29th Avenue from Grand Boulevard to Ray Street, as shown in Figure 1. The following list provides the study intersections with existing control:

1. 29th Avenue / Grand Boulevard (signalized intersection)
2. 29th Avenue / Arthur Street (unsignalized intersection)
3. 29th Avenue / Perry Street (signalized intersection)
4. 29th Avenue / Pittsburg Street (unsignalized intersection)
5. 29th Avenue / Southeast Boulevard (signalized intersection)
6. 29th Avenue / Regal Street (signalized intersection)
7. 29th Avenue / Ray Street (signalized intersection)
8. Regal Street / Southeast Boulevard (signalized intersection)
9. 37th Avenue / Regal Street (signalized intersection)

Figure 1: Study Corridor

Current Facilities

The existing system includes a range of facilities for people who walk, ride bikes, use transit, or drive.

Pedestrians

Pedestrian facilities are provided throughout the study area, as shown in Table 1 and Figure 2. Sidewalk facilities exist on both the north and south sides of 29th Avenue for the entire study corridor. The sidewalk is curb-tight to the travel way, with no separation between motor vehicle traffic. Sidewalk widths are generally around 5 feet along the corridor, with wider sidewalks up to 8 feet adjacent to newer developments. The effective width of sidewalk is at times narrowed due to light poles, signing, or driveway accesses along the corridor.

Pedestrian crossing data over a 12-hour period was counted at the Garfield Street, Arthur Street, Pittsburg Street, and Martin Street intersections with 29th Avenue. The Martin Street and Pittsburg Street intersections had the most observed crossings, with 62 and 58 respectively. The Garfield Street intersection had 37 observed crossings, while the Arthur Street intersection had 30. The Grand Boulevard, Perry Street, Southeast Boulevard, Regal Street, and Ray Street intersections provide signalized pedestrian crossings on 29th Avenue. These intersections have marked crosswalks, although the paint is faded in many cases. Pittsburg Street provides a marked pedestrian crossing and signage. Curb ramps and street lighting are provided at most intersections, although the lighting is not pedestrian scaled and at times not in locations convenient for transit riders.

Figure 2: Pedestrian Facilities

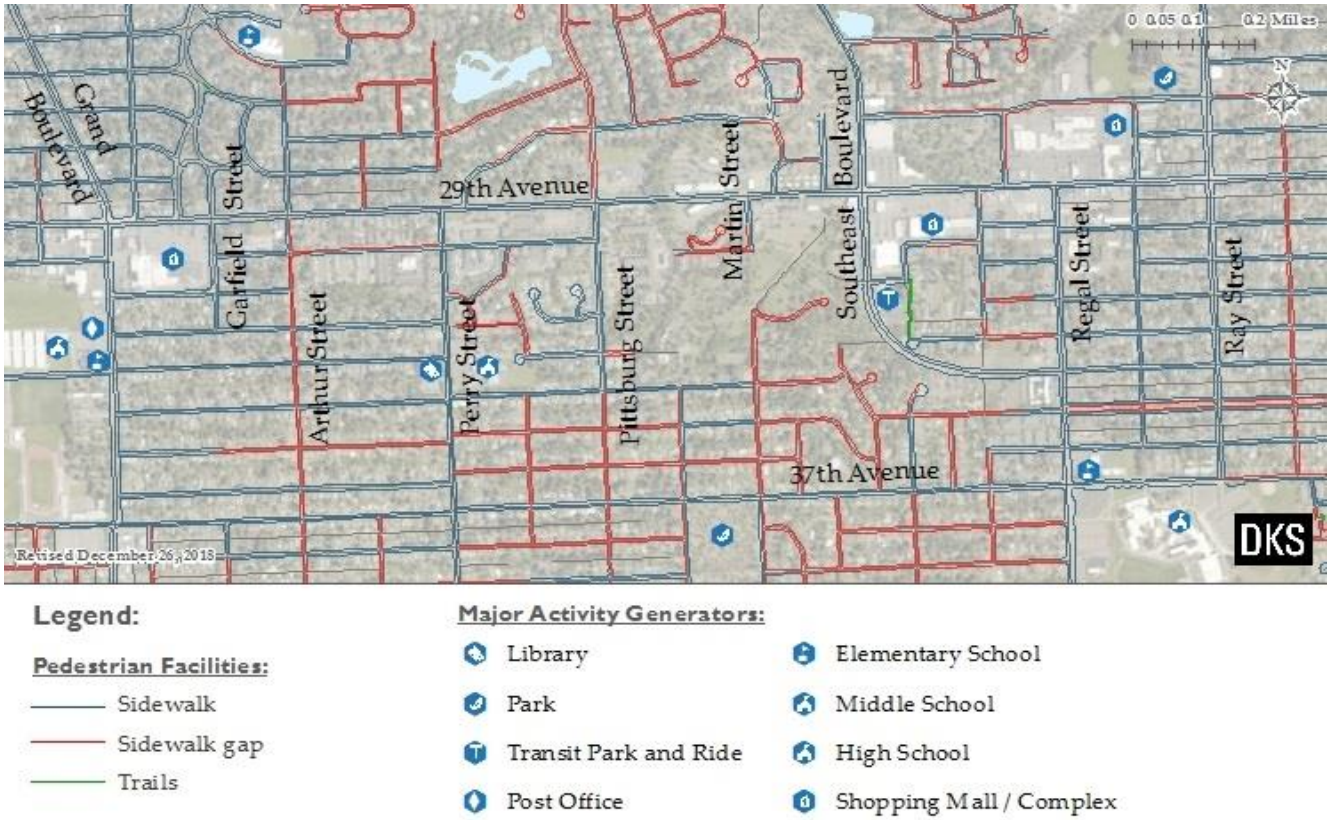


Table 1: Existing Pedestrian and Bicycle Characteristics

Roadway (limits)	Pedestrian Facilities	Bike Facilities
29th Avenue (Grand Boulevard to Ray Street)	Sidewalks on both sides	None
Grand Boulevard (near 29th Avenue)	Sidewalks on both sides	None
Garfield Street (near 29th Avenue)	Sidewalks on both sides	None
Arthur Street (near 29th Avenue)	Sidewalks on both sides north of 29th Ave.; one side south of 29th Ave.	None
Perry Street (near 29th Avenue)	Sidewalks on both sides	None
Pittsburg Street (near 29th Avenue)	Sidewalks on both sides south of 29th Ave., intermittent sidewalks north of 29th Ave.	None
Martin Street (near 29th Avenue)	Sidewalk on one side	None
Southeast Boulevard (near 29th Avenue)	Sidewalks on both sides	None
Regal Street (near 29th Avenue)	Sidewalks on both sides	None
Ray Street (near 29th Avenue)	Sidewalks on both sides	None

Bicyclists

Bike facilities are not currently provided along the study corridor, as shown in Table 1 and Figure 3. While intersecting roadways to the 29th Avenue study corridor also lack bike facilities, many of these streets are low-speed and low-volume bike friendly roadways.

Bike crossing data over a 12-hour period was counted at the Garfield Street, Arthur Street, Pittsburg Street, and Martin Street intersections with 29th Avenue. The Pittsburg Street intersection had the most observed crossings, with 16 over the 12-hour period. The Garfield Street, Arthur Street, and Martin Street intersections each had fewer than 6 crossings over the 12-hour period.

Figure 3: Bicycle Facilities

Transit Users

Transit service is provided along the study corridor through the Spokane Transit Authority (STA). Existing transit stops are located along the study corridor near Grand Boulevard, Arthur Street/Ivory Street, Perry Street, Pittsburg Street, Martin Street, Southeast Boulevard, Regal Street, and Ray Street. The South Hill Park and Ride is located just to the south of 29th Avenue, near the Southeast Boulevard intersection with 31st Avenue.

Transit service is provided between downtown Spokane and the South Hill Park and Ride on weekdays generally between 6 a.m. and 11 p.m., on Saturday generally between 7 a.m. and 11 p.m., and 9 a.m. to 8 p.m. on Sundays. Buses run every 15 minutes to an hour during the week, and hourly during the weekend.

STA is implementing a new high-performance transit route, the Monroe-Regal Line, that will provide frequent, all-day service between North Monroe Street and South Regal Street. The following improvements will be made at study area bus stops:

- **Grand Boulevard:** Enhanced stops, with a shelter for the westbound direction
- **Arthur Street/Ivory Street:** Standard stops at Arthur Street; Ivory Street bus stop will be closed
- **Perry Street:** Enhanced stop with a shelter for the westbound direction; standard stop for the eastbound direction
- **Pittsburg Street:** Standard stops
- **Martin Street:** Standard stops
- **Southeast Boulevard:** Enhanced stops with shelters

Drivers

29th Avenue is a principal arterial, serving as a key east-to-west route in the south end of the city. A four-lane cross section (i.e., two through lanes in each direction) is maintained through the study area, although in some sections left turn lanes are provided to further facilitate traffic flow. The posted speed on 29th Avenue through the study corridor is 30 miles per hour.

Within the study area, 29th Avenue also connects to other north-to-south principal arterials, including Grand Boulevard and Ray Street, minor arterial roadways including Southeast Boulevard and Regal Street, and major collector roadway including Perry Street at traffic signals. Other local streets connect 29th Avenue to the neighborhoods to the north and south. The remaining roadways in the study corridor serve local traffic needs or business access and primarily connect with 29th Avenue at stop-controlled intersections. Characteristics of the major roadways in the study area are summarized in Table 2.

Table 2: Study Area Roadway Characteristics

Roadway (limits)	Functional Classification*	Cross Section	Posted Speed
29th Avenue (Grand Boulevard to Ray Street)	Principal Arterial	4 to 5 lanes	30 mph
Grand Boulevard (near 29th Avenue)	Principal Arterial	3 to 5 lanes	30 mph
Garfield Street (near 29th Avenue)	Local Street	2 lanes	25 mph
Arthur Street (near 29th Avenue)	Local Street	2 lanes	25 mph
Perry Street (near 29th Avenue)	Major Collector	2 lanes	30 mph
Pittsburg Street (near 29th Avenue)	Local Street	2 lanes	25 mph
Martin Street (near 29th Avenue)	Local Street	2 lanes	25 mph
Southeast Boulevard (near 29th Avenue)	Minor Arterial	3 to 5 lanes	30 mph
Regal Street (near 29th Avenue)	Minor Arterial	3 lanes	30 mph
Ray Street (near 29th Avenue)	Principal Arterial	3 to 5 lanes	30 mph

*Source: Spokane Comprehensive Plan, Retrieved November 2018.

29th Avenue Safety and Access Survey

As part of understanding existing travel conditions along the 29th Avenue corridor, an online survey solicited feedback from residents that use the corridor. The online survey for the 29th Avenue Safety and Access project received responses from 190 people. Most of the responses were from people who live nearby and drive along the corridor regularly. Around 25 to 30 percent of the respondents walk or bike along or across the corridor regularly, and 5 percent use transit.

Around 40 percent of the responses suggested users felt unsafe or uncomfortable when walking across or along 29th Avenue. People most often felt that traffic was too fast and busy, traffic signals were too far apart, and the roadway was too wide to cross.

Around 35 percent of the responses suggested users felt unsafe or uncomfortable when biking across or along 29th Avenue, and another 25 percent avoid it for the same reasons. People most often felt that traffic was too fast and busy, intersections lack access to bike-appropriate streets, and that the corridor does not have enough bike route crossings.

Around 10 percent of the responses suggested users felt unsafe or uncomfortable when accessing transit along 29th Avenue, and another 20 percent avoid it for the same reasons. People most often felt that traffic was too fast and busy to cross and access a transit stop, and that traffic signals were too far apart.

Users felt the most problematic intersections were at Regal Street, Arthur Street, Mt Vernon Street, and Garfield Street.

Travel Conditions

This section summarizes the existing and future travel conditions for the study area.

Safety Evaluation

Safety of the intersections in the study area was assessed through historic crash data to identify deficiencies. Intersection crash data was reviewed to identify potential patterns for motor vehicle, pedestrian, and bicyclist crashes. Crash data from the past five years (January 2013 through December 2017) was obtained from WSDOT for 29th Avenue and intersecting roadways in the study area.

Over the past five years, 254 crashes occurred along the study corridor, with 149 of these crashes occurring at study intersections. Half of the crashes at study intersections occurred at the Southeast Boulevard, Regal Street, and Ray Street intersections (74 of 149 crashes), while the remaining intersections had 20 or fewer recorded crashes each. Most of the crashes occurring at the three intersections noted above were either rear end or turning movement crashes. Most of the crashes at other study locations were rear end crashes.

While many crashes occurred at the study intersections, they were generally not severe; 75 of 149 crashes were property damage only. Most of the remaining crashes did not involve serious injuries. Over the last five years, no fatalities were recorded. Two severe injuries occurred, one at the 29th Avenue / Southeast Boulevard intersection, and one at the Regal Street/ 37th Avenue intersection, and 19 other crashes resulted in moderate injuries.

Pedestrian Safety

There were nine reported crashes along the study corridor involving pedestrians over the past five years, with four occurring at study intersections. Four of the pedestrian crashes were near the Mt Vernon Street intersection with 29th Avenue. Two pedestrian involved crashes was recorded over the past five years at the Southeast Boulevard intersection, and one pedestrian involved crash at the Grand Boulevard, Regal Street, and Fiske Street intersections.

Pedestrians sustained injuries in all nine reported pedestrian crashes. One of these crashes involved a severe injury for the pedestrian, at the Mt Vernon Street intersection. Five of the crashes resulted in moderate injuries to pedestrians and three resulted in minor injuries. A recent pedestrian fatality (in November 2018) occurred near the Mt Vernon Street intersection with 29th Avenue, although this was not included in the crash data.

The majority of pedestrian-involved crashes (6 of 9) were caused by drivers failing to yield the right of way to a pedestrian in a crosswalk or on a sidewalk. All of the pedestrian-involved crashes occurred during the day or at night in a location with street lighting.

Bicycle Safety

There were eight bicycle-involved crashes over the past five years. The majority of the bicycle-involved crashes occurred at signalized study intersections (7 of 8). A cyclist sustained severe injuries in two of the crashes, and moderate injuries in each of the remaining crashes. The bicycle-involved collisions occurred most often between Southeast Boulevard and Ray Street (six collisions involving a bicycle).

Most of the crashes involving a bicyclist were caused by drivers failing to yield the right of way when turning (63 percent). Most of the bicycle crashes occurred during the day.

Intersection Safety

Crash rates provide an additional perspective on intersection safety and identify locations where people have a higher risk of being involved in a crash. Crash frequencies (the number of crashes in a period of time) tend to increase with higher vehicle traffic. With more exposure to vehicles, there are more opportunities for crashes to occur. Crash rates consider the amount of crashes relative to the traffic volume at the intersection and are expressed in units of crashes per million entering vehicles (MEV). Where an intersection's crash rate is at or greater than 1.0 MEV, it is an indication that a problem might exist, and that further study is warranted.

There was one intersection, 29th Avenue at Regal Street, with a crash rate that exceeded 1.0 MEV as shown in Table 3.

Table 3: Study Intersection Crash Rates

Study Intersections	Total Collisions (2013 to 2017)	Collision Type				Collision Severity		Collision Rate per MEV*
		Rear-end	Turning	Pedestrian / Bike	Other	Property Damage Only	Injury	
29th Avenue / Grand Boulevard	19	4	7	2	6	5	12	0.41
29th Avenue / Arthur Street	5	1	1	0	3	1	4	0.19
29th Avenue / Perry Street	15	8	5	0	2	9	6	0.50
29th Avenue / Pittsburg Street	2	1	0	0	1	2	0	0.08
29th Avenue / Southeast Boulevard	22	4	10	3	5	7	14	0.53
29th Avenue / Regal Street	29	8	15	2	4	14	15	**1.06**
29th Avenue / Ray Street	23	9	8	3	3	14	9	0.61
Regal Street / Southeast Boulevard	14	6	2	0	6	8	6	0.54
37th Avenue / Regal Street	20	7	6	1	6	10	10	0.57
Supplemental Intersections								
29th Avenue / Garfield Street	6	1	0	0	5	4	2	n/a
29th Avenue / Martin Street	2	1	1	0	0	1	1	n/a

Note: * Per MEV = Crashes per million entering vehicles

The study intersection that exceeded the 1.0 MEV crash rate is discussed below.

- **29th Street / Regal Street (signalized):** This four-leg intersection had 29 collisions. Turning crashes were most prominent here. The intersection has a permitted left turn on the eastbound and westbound 29th Avenue approaches (the westbound approach also has a permitted phase), without left-turn lanes. Failure to yield was the most common cause of crashes, possibly related to the permissive turn phasing**.** A majority of these crashes (12 of 14) involved drivers traveling eastbound on 29th Avenue making a left-turn into the shopping center getting hit by drivers traveling westbound on 29th Avenue. There was one pedestrian and one bicycle involved crash each caused by inattention of the pedestrian and bicyclist. About half of the crashes resulted in injuries (15 of 29). A potential mitigation strategy could be to add a protected-permitted left-turn phase for eastbound 29th Avenue (similar to the westbound direction).

Walking and Bicycle Network Conditions

As a major street connection through the area, 29th Avenue should not be a barrier to pedestrian and bicycle travel between the neighborhoods and businesses on the north and south side of the street. 29th Avenue is currently a four to five lane principal arterial street with a posted speed of 30 miles per hour. Safe and comfortable pedestrian and bicycle crossings should be provided in convenient areas to encourage ease of access.

Arthur Street, Pittsburg Street, and Martin Street are proposed to be improved to neighborhood greenways and/or bike routes in the Spokane Comprehensive Plan. These locations, in addition to Garfield Street were reviewed for potential enhanced crossing treatments. Given the facility characteristics and available data, each of the potential pedestrian crossing locations was evaluated using the National Cooperative Highway Research Program (NCHRP) Report 562 to determine the most suitable design treatments. This report discusses the various ways of improving pedestrian crossings and recommends a category of pedestrian crossing treatment based on roadway characteristics, traffic volumes, and pedestrian behavior.

Given the relatively low hourly pedestrian crossing volumes (less than five at each location) and based on NCHRP 562 worksheet, all four crossing locations meet the criteria for the "gray" treatment category, which includes consideration of raised median islands, curb extensions, or other traffic calming measures where feasible (the worksheets are included in the appendix). Without being able to reach the threshold of 20 pedestrians during the peak hour, the recommended crossing treatments are all static in nature.

In addition to evaluating crash rates and the NCHRP worksheet, it was confirmed that the Manual on Uniform Traffic Control Devices (MUTCD) Warrant 4 for Pedestrian Volume was not met at any of the four potential crossing locations.

Roadway Network Conditions

Study intersections are compared to mobility standards intended to maintain a minimum level of efficiency for motor vehicle travel. Two methods to gauge intersection operations include volume-to-capacity (v/c) ratios and level of service (LOS).

- **Volume-to-capacity (v/c) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of occupied capacity (capacity defined as the theoretical maximum vehicle throughput in a given time frame) at a turn movement, approach leg, or intersection. It is the peak hour traffic volume divided by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. A ratio approaching 1.00 indicates increased congestion and reduced performance. A ratio greater than 1.00 indicates the turn movement, approach leg, or intersection is oversaturated, which usually results in excessive queues and long delays.

- **Level of service (LOS):** A "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and traffic is highly congested.

Intersection mobility targets vary by jurisdiction of the roadways. A LOS "E" is the minimum performance standard during the peak-hour for intersections of arterial and collector streets under city jurisdiction. There is no standard for intersections with local streets. Study intersections that do not meet the mobility standard may require mitigation strategies to be identified.

Existing Intersection Operations

Table 4 shows the study intersection operational analysis under the existing (2018) a.m. and p.m. peak hour (traffic volumes can be seen in the appendix). All of the study intersections meet the respective mobility standard under existing peak hour conditions. It should be noted that the northbound left movement at the 29th Avenue / Arthur Street intersection operates with a LOS F during the p.m. peak hour, however, the intersection does not have a mobility standard since Arthur Street is classified as a local street.

DKS

Table 4: Existing (2018) Traffic Operational Analysis

Intersection	Mobility Target	AM Peak Hour			PM Peak Hour		
		Level of Service	Delay	Volume / Capacity	Level of Service	Delay	Volume / Capacity
29th Avenue / Grand Boulevard	LOS E	C	21	0.5	C	26	0.71
29th Avenue / Arthur Street	N/A	B/D	10/32	0.01/0.25	B/F	12/>100	0.03/0.63
29th Avenue / Perry Street	LOS E	A	9	0.57	A	9	0.72
29th Avenue / Pittsburg Street	N/A	A/B	0/12	0/0.19	A/B	0/14	0/0.18
29th Avenue / Southeast Blvd	LOS E	C	22	0.52	D	36	0.77
29th Avenue / Regal Street	LOS E	B	12	0.55	C	22	0.77
29th Avenue / Ray Street	LOS E	B	14	0.65	B	14	0.73
Regal Street / Southeast Boulevard	LOS E	A	9	0.63	B	11	0.74
37th Avenue / Regal Street	LOS E	C	21	0.55	C	29	0.72

Signalized intersections:
LOS = Level of Service of Intersection
Delay = Delay of Intersection
V/C = Volume-to-Capacity Ratio of Intersection

Stop Controlled intersections:
LOS = Level of Service of Major / Minor Movement
Delay = Delay of Major / Minor Movement
V/C = Volume-to-Capacity Ratio of Major / Minor Movement

Traffic Forecasting

Determining future street network needs requires the ability to forecast traffic volumes resulting from estimates of future population and employment for the 29th Avenue corridor, and the rest of the city and region. The objective of the transportation planning process is to provide the information necessary for making decisions about how and where improvements should be made to create a safe and efficient transportation system that provides travel options.

Estimating Driving Trips

The travel demand forecasting process generally involves estimating travel patterns for new development based on the decisions and preferences demonstrated by existing residents, employers and institutions around the region. Travel demand models are mathematical tools that help us understand future commuter, school and recreational travel patterns including information about the length, mode and time of day a trip will be made. Model forecasts are refined by comparing outputs with observed counts and behaviors on the local system. This refinement step is completed before any evaluation of system performance is made. Once the traffic forecasting process is complete, the 2040 volumes are used to determine the areas of the street network that are expected to be congested and that may need future investments to accommodate growth.

Spokane Regional Transportation Council (SRTC) has a travel demand model for the Spokane region. For the 29th Avenue corridor, the 2015 and 2040 travel demand models were used to develop traffic volumes for the study area.

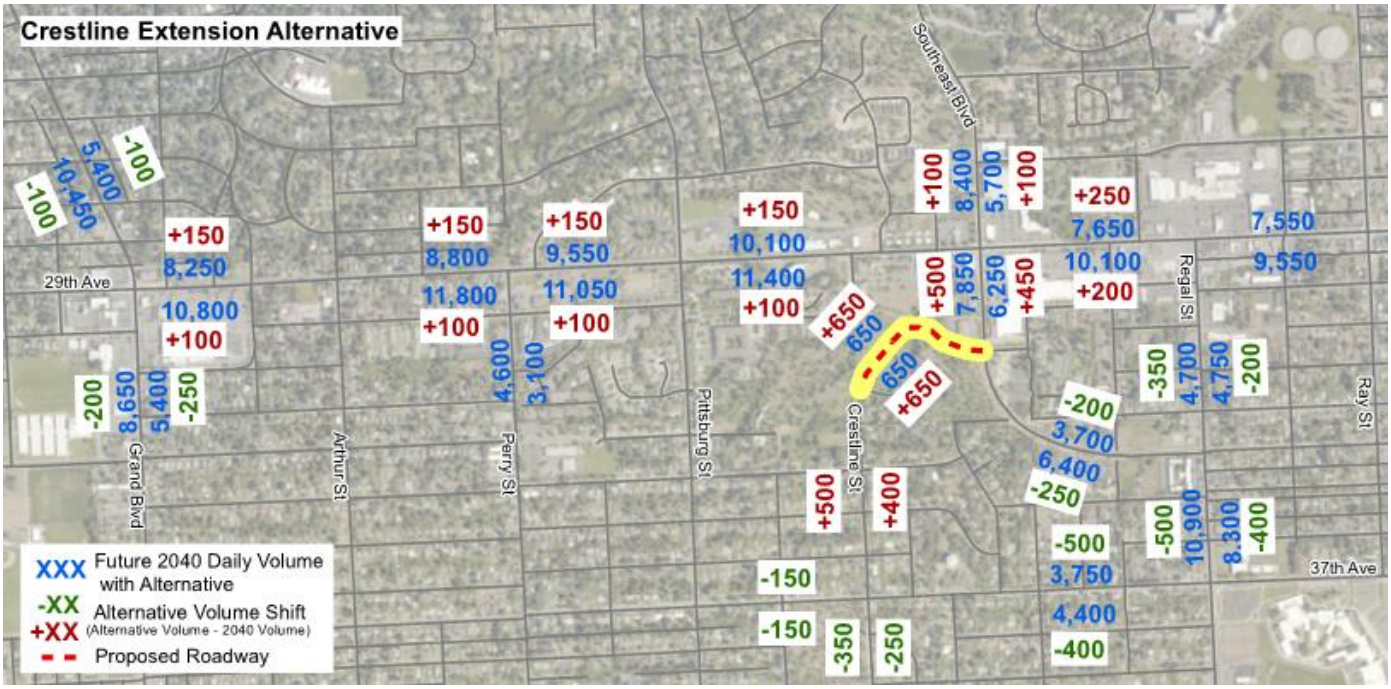
Circulation Scenarios

Future traffic volumes were prepared for 2040 for three roadway circulation scenarios, including:

- **2040 Baseline –** This scenario assumes no changes to the transportation network and represents the baseline condition to compare to other scenarios. The peak hour volumes can be seen in the appendix.
- **2040 Reopen Pittsburg Scenario**– This scenario assumes the removal of the traffic barrier on 29th Avenue at the Pittsburg Street intersection. Pittsburg Street is expected to attract up to 500 vehicles per day in the future. The daily traffic volumes are shown in Figure 4. The peak hour volumes can be seen in the appendix.
- **2040 Crestline Extension Scenario** – This scenario assumes the extension of Crestline Street to Southeast Boulevard as a two-lane facility. Crestline Street is expected to attract up to 650 vehicles per day in the future. The daily traffic volumes are shown in Figure 5. The peak hour volumes can be seen in the appendix.

Figure 4: Reopen Pittsburg Scenario 2040 Daily Traffic Volumes

Figure 5: Crestline Extension Scenario 2040 Daily Traffic Volumes



2040 Intersection Operations

Motor vehicle conditions were evaluated for each future scenario during the a.m. and p.m. peak hour at the study intersections (see Table 5, 6 and 7). During baseline 2040 conditions, all of the study intersections meet the respective mobility standard. However, the 29th Avenue at Arthur Street intersection is forecasted to operate with a LOS F for the northbound and southbound left-turn stop-controlled movements during both the a.m. and p.m. peak hour (the intersection does not have a mobility standard since Arthur Street is classified as a local street). This is caused by high delay for these movements due to the heavy volume of traffic on 29th Avenue.

In the Reopen Pittsburg Scenario, both the 29th Avenue intersections with Arthur Street and Pittsburg Street are forecasted to operate with a LOS F during the peak hours (these intersections do not have a mobility standard since the side street is classified as a local street). While opening Pittsburg Street is good for connectivity for all users, the side street northbound and southbound left-turn movements have high delay during the morning and evening peak hours due to steady traffic volumes on 29th Avenue. This is similar to the issue at the Arthur Street intersection. Eastbound and westbound drivers now able to turn left from 29th Avenue to Pittsburg Street would experience low delay. It is expected the intersection would operate with moderate to low delay for all movements during hours outside the morning and evening peaks.

The Crestline Street extension provides an important connection for all users and reduces out of direction travel for the surrounding neighborhood. The Crestline Extension Scenario slightly affects operations at the study intersections but does not cause any intersections to exceed mobility standards. Similar to the future baseline condition, the 29th Avenue/Arthur Street intersection is forecasted to operate with a LOS F during both the a.m. and p.m. peak hour.

Signal Warrant Analysis

A signal warrant analysis was performed for the 29th Avenue intersections with Arthur Street and Pittsburg Street to determine if side street volumes are high enough to justify (i.e. warrant) the construction of a traffic signal. For this analysis, the MUTCD[1] Warrant #3 (peak hour) was assessed. The result of the analysis found that a traffic signal would not be warranted at the intersections based on forecasted 2040 volumes. A signal would likely attract some traffic from adjacent streets to these intersections, but the level of side street traffic would still likely not be enough during the peak hours to warrant a traffic signal.

[1] Manual on Uniform Traffic Control Devices 2003 Ed., Federal Highway Administration, November 2004.

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Table 5: 2040 Baseline Traffic Operational Analysis

Intersection	Mobility Target	AM Peak Hour			PM Peak Hour		
		Level of Service	Delay	Volume / Capacity	Level of Service	Delay	Volume / Capacity
29th Avenue / Grand Boulevard	LOS E	C	23	0.55	C	30	0.79
29th Avenue / Arthur Street	N/A	B/F	11/58	0.03/0.45	B/F	12/>200	0.03/0.94
29th Avenue / Perry Street	LOS E	A	10	0.64	A	10	0.80
29th Avenue / Pittsburg Street	N/A	A/B	0/13	0/0.23	A/C	0/16	0/0.25
29th Avenue / Southeast Boulevard	LOS E	C	24	0.57	D	43	0.85
29th Avenue / Regal Street	LOS E	B	14	0.60	C	30	0.86
29th Avenue / Ray Street	LOS E	B	16	0.74	B	20	0.85
Regal Street / Southeast Boulevard	LOS E	A	9	0.60	B	11	0.77
37th Avenue / Regal Street	LOS E	C	22	0.57	C	31	0.77

Signalized intersections:
LOS = Level of Service of Intersection
Delay = Delay of Intersection
V/C = Volume-to-Capacity Ratio of Intersection

Stop Controlled intersections:
LOS = Level of Service of Major / Minor Movement
Delay = Delay of Major / Minor Movement
V/C = Volume-to-Capacity Ratio of Major / Minor Movement

Table 6: 2040 Reopen Pittsburg Scenario Traffic Operational Analysis

Intersection	Mobility Target	AM Peak Hour			PM Peak Hour		
		Level of Service	Delay	Volume / Capacity	Level of Service	Delay	Volume / Capacity
29th Avenue / Grand Boulevard	LOS E	-	-	-	-	-	-
29th Avenue / Arthur Street	N/A	-	-	-	-	-	-
29th Avenue / Perry Street	LOS E	A	9	0.61	A	9	0.74
29th Avenue / Pittsburg Street	N/A	B/D	10/34	0.06/0.55	B/F	12/>100	0.09/1.06
29th Avenue / Southeast Boulevard	LOS E	C	24	0.54	D	43	0.85
29th Avenue / Regal Street	LOS E	-	-	-	-	-	-
29th Avenue / Ray Street	LOS E	-	-	-	-	-	-
Regal Street / Southeast Boulevard	LOS E	-	-	-	-	-	-
37th Avenue / Regal Street	LOS E	-	-	-	-	-	-

Note: Cells denoted with "-" have no change in traffic operations from the Baseline scenario.

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Table 7: 2040 Crestline Extension Scenario Traffic Operational Analysis

Intersection	Mobility Target	AM Peak Hour			PM Peak Hour		
		Level of Service	Delay	Volume / Capacity	Level of Service	Delay	Volume / Capacity
29th Avenue / Grand Boulevard	LOS E	C	22	0.55	C	31	0.81
29th Avenue / Arthur Street	N/A	B/F	11/63	0.03/0.48	B/F	12/>200	0.04/0.92
29th Avenue / Perry Street	LOS E	B	10	0.65	B	10	0.82
29th Avenue / Pittsburg Street	N/A	A/B	0/13	0.00/0.23	A/C	0/16	0.00/0.24
29th Avenue / Southeast Boulevard	LOS E	C	25	0.59	D	46	0.88
29th Avenue / Regal Street	LOS E	B	14	0.59	C	29	0.85
29th Avenue / Ray Street	LOS E	-	-	-	-	-	-
Regal Street / Southeast Boulevard	LOS E	A	8	0.57	B	10	0.74
37th Avenue / Regal Street	LOS E	C	22	0.57	C	31	0.75

Note: Cells denoted with "-" have no change in traffic operations from the Baseline scenario.

Recommendations

Recommendations of the 29th Avenue corridor study are summarized below.

Circulation Scenarios

The future analysis found the circulation scenarios have a moderate overall effect on travel patterns and intersection operations along adjacent streets.

- **Reopen Pittsburg Scenario:** The traffic barrier at 29th Avenue should be removed to allow the intersection to operate with full access. The side street left-turn movements onto 29th Avenue would not attract a high volume of drivers during the peak hours due to the high delay waiting for a break in traffic flow. Opening the intersection would attract drivers to other turning movements (such as left turns from 29th Avenue to Pittsburg Street) during the peak hours and all movements during off-peak hours to improve connectivity in the neighborhood to help disperse traffic.

  The existing marked crosswalk would should remain with the opening of the intersection. The proposed neighborhood greenway along Pittsburg Street may trigger the need for a signalized crossing at 29th Avenue in the future. The installation of a traffic signal should also be considered in the future to provide a controlled intersection for all users. Although the vehicle volumes may not be high enough to warrant a traffic signal, benefits to city wide pedestrian and bicycle connectivity and safety for all users may justify the need.

- **Crestline Extension Scenario:** Crestline Street should be connected between 32nd Avenue and Southeast Boulevard to improve neighborhood connectivity. The street extension is expected to attract a moderate level of traffic (650 daily vehicles) which is within the acceptable range for a city local access street (less than 1,000 daily vehicles). There is a range of appropriate functional classification designations for the new extension, ranging from a local access street to a collector.

  Based on future volume forecasts, a two-lane section would operate adequately. A three-lane section will likely be need at the eastbound approach to Southeast Boulevard to provide a separate left-turn lane. The conditions on the new roadway will support bicycles sharing the road with drivers and not require dedicated bike lanes.

  It is also recommended that Martin Street be extended southeast to the Crestline Street extension to serve local connectivity needs for all users in the area. This will connect 30th Avenue and Martin Street to Southeast Boulevard, where drivers can access 29th Avenue at the traffic signal. With this street connection, it is recommended that a center raised median be constructed on 29th Avenue to restrict the Martin Street approach and Applebee's driveway to right-in/right-out movements. The Applebee's driveway and Martin Street have offset approaches to 29th Avenue

that create safety concerns. Restricting the turning movements at these intersections would have a minor affect on travel patterns. The Applebee's parking lot connects to a full access driveway on 29th Avenue to the west and Martin Street will connect to the Crestline Street extension and Southeast Boulevard to the east.

- **Combine Reopen Pittsburg + Crestline Extension Scenarios:** It is recommended that both scenarios are implemented together to improve overall local connectivity and offset potential changes in traffic travel patterns. South of 29th Avenue, Pittsburg Street and Crestline Street are parallel north-south facilities two-blocks apart (approximately 1,300 feet). The opening of the Pittsburg Street/29th Avenue intersection to full access may attract some local drivers that would otherwise use the Crestline Extension. Similarly, the Crestline Extension may attract some local drivers that don't want to experience the Pittsburg Street/29th Avenue delays during the peak hours. The benefit of constructing a full street grid is to provide drivers several route choices which may change during different times of the day and varying arterial traffic operations.

Potential 29th Avenue Crossings

The NCHRP worksheets did not indicate installing enhanced crossing treatments would be warranted. This is primarily due to low pedestrian crossing activity combined with high vehicle volumes and wide crossing widths. To increase crossing safety and comfort, a center median is needed to provide a pedestrian refuge and break up the long crossing distance. However, the 29th Avenue right-of-way is constrained at each potential crossing location, and a median would likely require removal of a travel lane or obtaining additional right-of-way. This is not currently an option, so a median was not recommended. The city has been collecting 7.5 feet of right of way as lots are being developed along 29th Avenue for a future center turn lane. If development in the future allows for a center turn lane, it would allow for safety improvements including a median and pedestrian refuge at crossings.

Recommendations for each potential crossing of 29th Avenue including proposed neighborhood greenways and/or bike routes are summarized below. While each crossing is unique, several similar type crossing treatments are recommended at each location for consistency along the corridor. Below is a list of improvements that could be implemented to enhance a pedestrian crossing at each location.

Garfield Street Crossing

Garfield Street crossing is located approximately 850 feet east of the Grand Boulevard signalized intersection. This location connects the neighborhood to the north to the Manito Shopping Center and the eastbound bus stop.

- Close the eastbound left turn lane and construct a raised median. Install a marked crosswalk and pedestrian signage on the west leg of the intersection.

- Install lighting as needed to meet recommend lighting levels for crossings

Arthur Street Crossing

Arthur Street is located approximately 1,500 feet east of Grand Boulevard and 1,300 feet west of the Perry Street signalized intersections.

- Install lighting as needed to meet recommend lighting levels for crossing.

Pittsburg Street Crossing

Pittsburg Street is located approximately 1,300 feet miles east of Perry Street and 2,000 feet west of the Southeast Boulevard signalized intersections.

- Maintain current marked crosswalk and signage as needed.
- Install lighting as needed to meet recommend lighting levels for pedestrian crossings.

Martin Street Crossing

Martin Street is located approximately 1,000 feet west of the Southeast Boulevard signalized intersection.

- Install lighting as needed to meet recommend lighting levels for crossings.

Rosauers Crossing

The Rosauers Crossing is located approximately 600 feet east of the Southeast Boulevard signalized intersection. This location connects the neighborhood to the north to the Rosauers Shopping Center and the eastbound bus stop. A recent pedestrian fatality (in November 2018) occurred at this crossing. The city is planning on improvements here and submitted a grant application in 2018.

Mt Vernon Street Crossing

The Mt Vernon Street Crossing is located approximately 400 feet west of the Regal Street signalized intersection. This location connects the shopping centers on the north and south side of 29th Avenue and the westbound bus stop. The city is planning on improvements here and submitted a grant application in 2018.

Appendix

Peak Hour Traffic Volume Figures

NCHRP Crossing Treatment Reports

Synchro HCM Reports

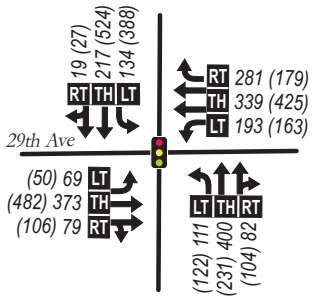
Bicycle and Pedestrian Counts

Turning Movement Counts

Collision Data

Peak Hour Traffic Volume Figures

1. 29th Avenue / Grand Boulevard



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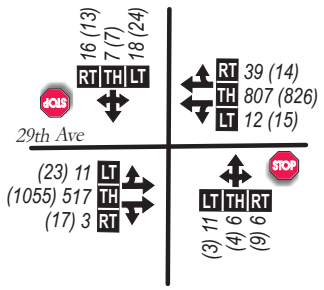

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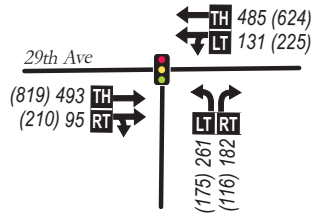

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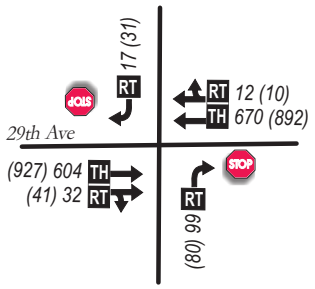

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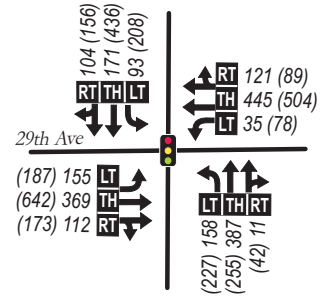

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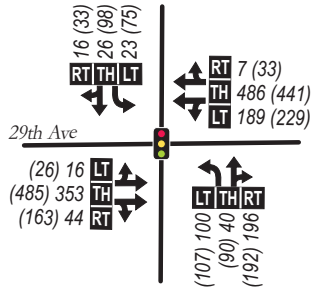

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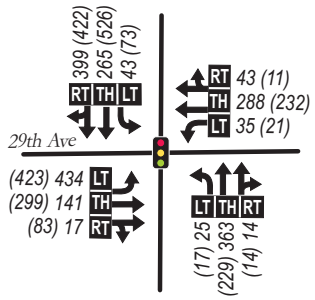

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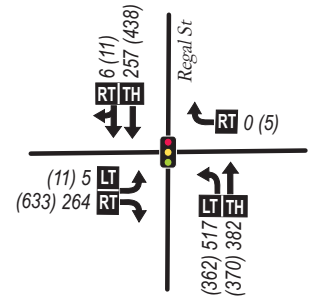

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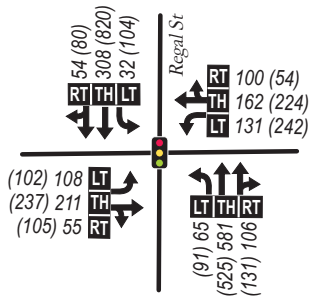


LEGEND

- Study Intersection

← - Lane Configuration

LT TH RT (Left•Thru•Right) - Turn Movement Volume

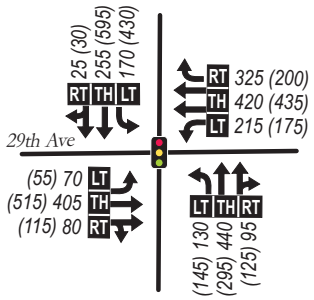
AM Peak Hour (PM Peak Hour) - Traffic Volumes

No Scale

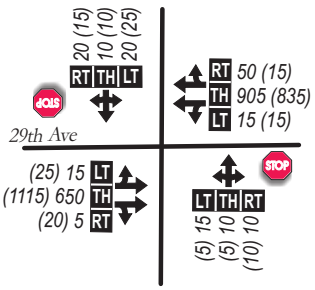
Figure A1

Existing 2018 Peak Hour Traffic Volumes

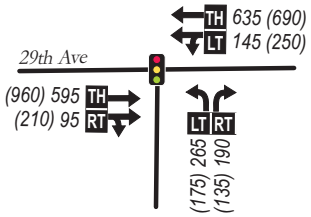
1. 29th Avenue / Grand Boulevard



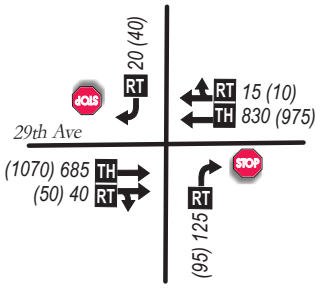
2. 29th Avenue / Arthur Street



3. 29th Avenue / Perry Street



4. 29th Avenue / Pittsburg Street



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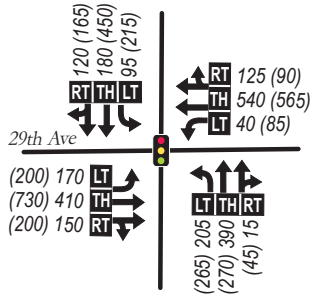

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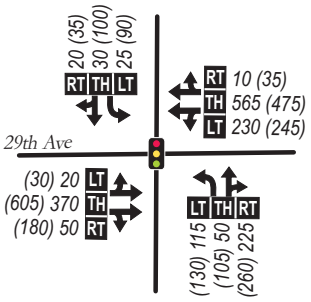

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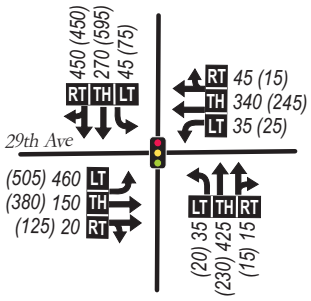

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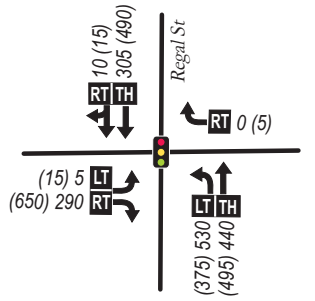
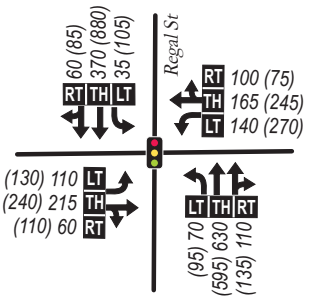


9. 37th Avenue / Regal Street



LEGEND

- Lane Configuration

- Study Intersection

LT TH RT (Left•Thru•Right) - Turn Movement Volume

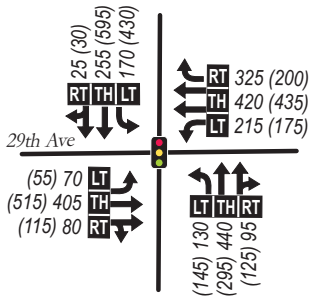
AM Peak Hour (PM Peak Hour) - Traffic Volumes

No Scale

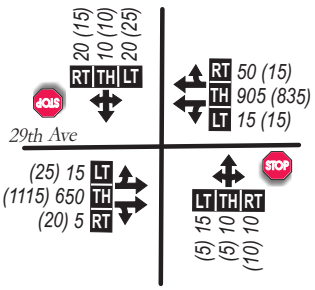
Figure **A2**

2040 Baseline Peak Hour Traffic Volumes

1. 29th Avenue / Grand Boulevard



2. 29th Avenue / Arthur Street



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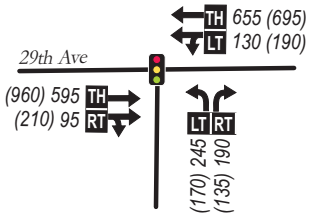
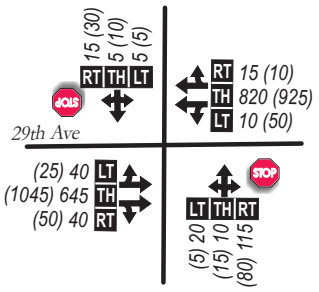


4. 29th Avenue / Pittsburg Street



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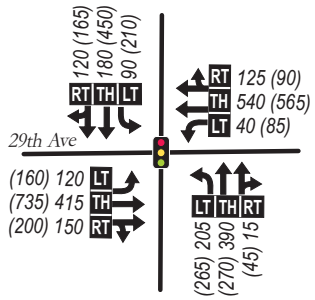

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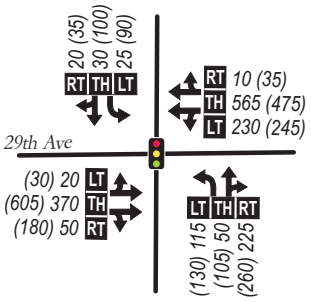

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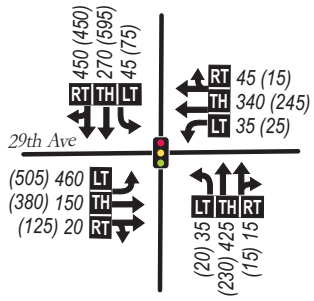

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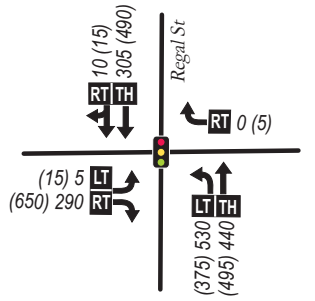
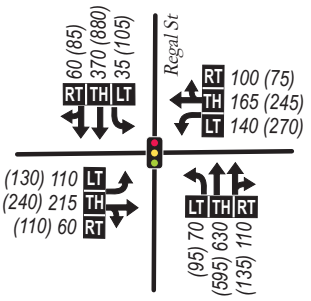


9. 37th Avenue / Regal Street



LEGEND

- Lane Configuration

- Study Intersection

LT TH RT (Left•Thru•Right) - Turn Movement Volume

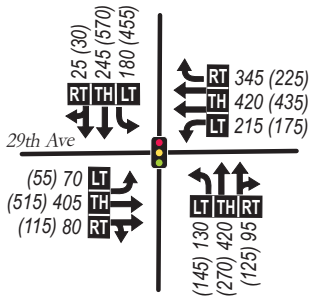
AM Peak Hour (PM Peak Hour) - Traffic Volumes

No Scale

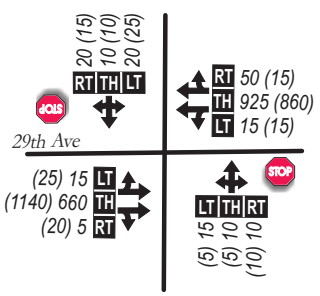
Figure **A3**

2040 Reopen Pittsburg Scenario Peak Hour Traffic Volumes

1. 29th Avenue / Grand Boulevard



2. 29th Avenue / Arthur Street



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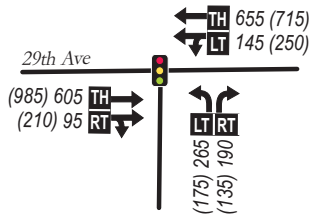
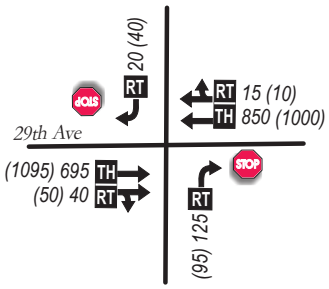
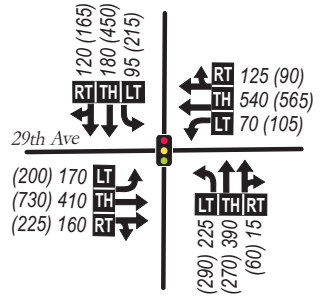


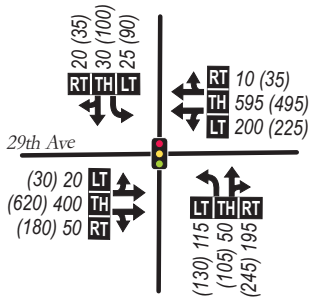
4. 29th Avenue / Pittsburg Street



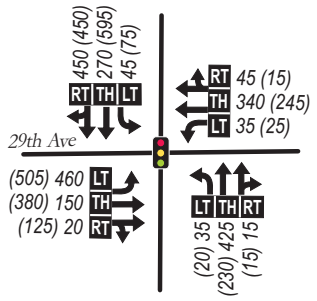
5. 29th Avenue / Southeast Boulevard



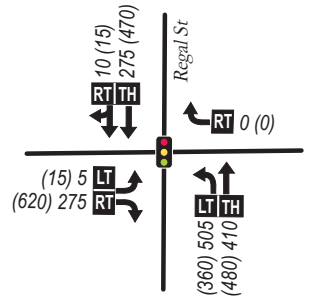
6. 29th Avenue / Regal Street



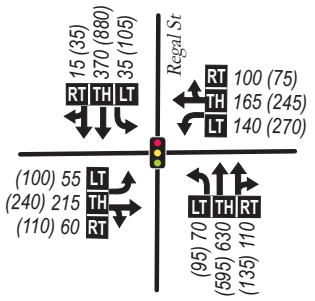
7. 29th Avenue / Ray Street



8. Regal Street / Southeast Boulevard



9. 37th Avenue / Regal Street



LEGEND

- Lane Configuration

- Study Intersection

LT TH RT - Turn Movement Volume
Left•Thru•Right

AM Peak Hour (PM Peak Hour) - Traffic Volumes

No Scale

Figure **A4**

2040 Crestline Extension Scenario Peak Hour Traffic Volumes

NCHRP Crossing Treatment Reports

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

This spreadsheet is still under development, please inform TTI if errors are identified.

Key

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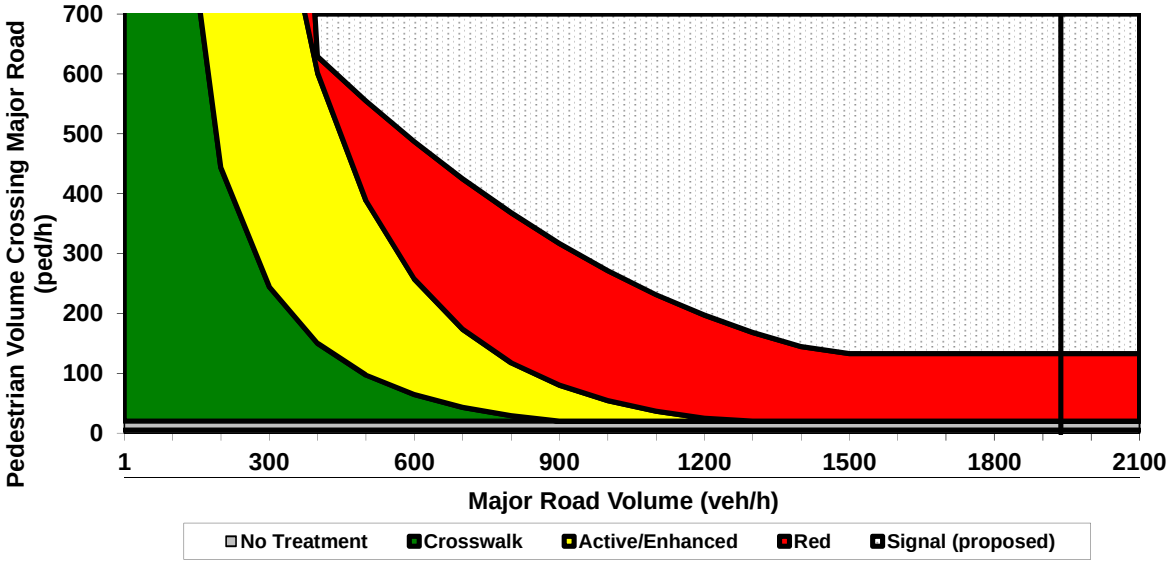
Analyst and Site Information			
Analyst	AMD	Major Street	29th St
Analysis Date	November 17, 2018	Minor Street or Location	Arthur St
Data Collection Date	October 16, 2018	Peak Hour	4:45pm

Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	*1a*	30
Is the population of the surrounding area <10,000? (enter ***YES*** or ***NO***)	*1b*	NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), V_p	*2a*	5
Result: Consider raised median islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), $V_{maj\text{-}s}$	*3a*	1937
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	*3b*	133
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	*3c*	133
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter ***YES*** or ***NO***)	*3d*	NO
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50%. — % rate of reduction for *3c* (up to 50%)	*3e*	
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50%. — Reduced value or *3c*	*3f*	133
Result:		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	*4a*	48
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	*4b*	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)	*4c*	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	*4d*	17
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), $V_{maj\text{-}d}$	*4e*	1937
Major road flow rate (veh/s), v	*4f*	0.54
Average pedestrian delay (s/person), d_p	*4g*	15378
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	*4h*	21.4
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter ***HIGH for High Compliance*** or ***LOW for Low Compliance***	*5a*	LOW
Treatment Category:	**Consider raised median islands, curb extensions, traffic calming, etc. as feasible.**	



This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

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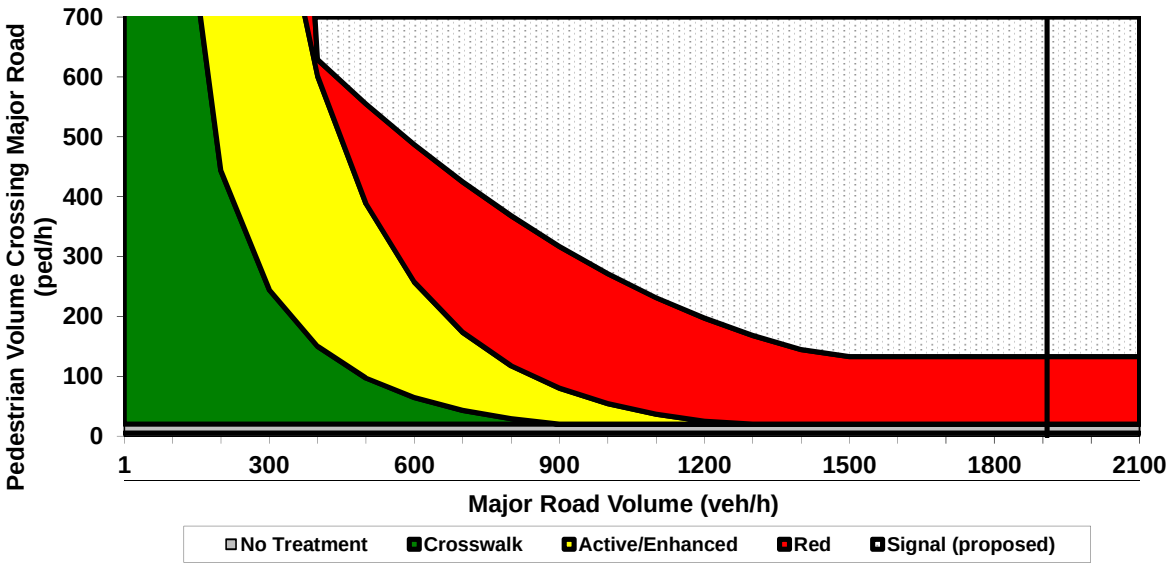
Analyst and Site Information			
Analyst	AMD	Major Street	29th St
Analysis Date	November 17, 2018	Minor Street or Location	Garfield St
Data Collection Date	October 16, 2018	Peak Hour	4:45pm

Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	*1a*	30
Is the population of the surrounding area <10,000? (enter ***YES*** or ***NO***)	*1b*	NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), V_p	*2a*	5
Result: Consider raised median islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), $V_{maj\text{-}s}$	*3a*	1909
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	*3b*	133
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	*3c*	133
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter ***YES*** or ***NO***)	*3d*	NO
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50%. — % rate of reduction for *3c* (up to 50%)	*3e*	
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50%. — Reduced value or *3c*	*3f*	133
Result:		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	*4a*	48
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	*4b*	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)	*4c*	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	*4d*	17
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), $V_{maj\text{-}d}$	*4e*	1909
Major road flow rate (veh/s), v	*4f*	0.53
Average pedestrian delay (s/person), d_p	*4g*	13254
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	*4h*	18.4
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter ***HIGH for High Compliance*** or ***LOW for Low Compliance***	*5a*	LOW
Treatment Category:	**Consider raised median islands, curb extensions, traffic calming, etc. as feasible.**	



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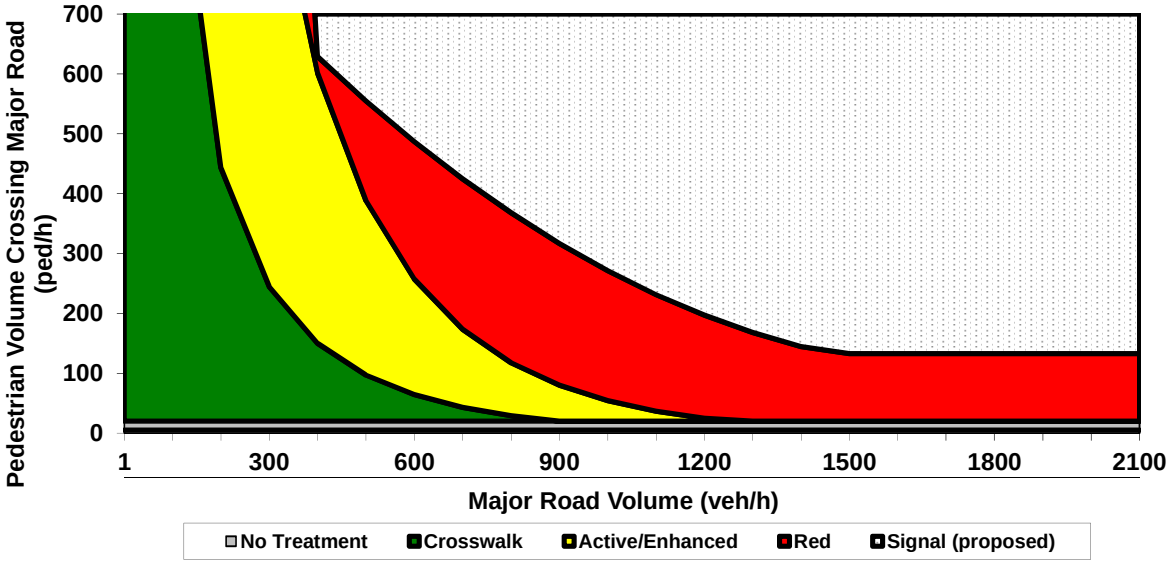
Analyst and Site Information			
Analyst	AMD	Major Street	29th St
Analysis Date	November 17, 2018	Minor Street or Location	Pittsburg St
Data Collection Date	October 16, 2018	Peak Hour	4:45pm

Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	*1a*	30
Is the population of the surrounding area <10,000? (enter ***YES*** or ***NO***)	*1b*	NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), V_p	*2a*	5
Result: Consider raised median islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), $V_{maj\text{-}s}$	*3a*	2150
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	*3b*	133
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	*3c*	133
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter ***YES*** or ***NO***)	*3d*	NO
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50%. — % rate of reduction for *3c* (up to 50%)	*3e*	
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50%. — Reduced value or *3c*	*3f*	133
Result:		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	*4a*	48
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	*4b*	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)	*4c*	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	*4d*	17
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), $V_{maj\text{-}d}$	*4e*	2150
Major road flow rate (veh/s), v	*4f*	0.60
Average pedestrian delay (s/person), d_p	*4g*	37756
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	*4h*	52.4
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter ***HIGH for High Compliance*** or ***LOW for Low Compliance***	*5a*	LOW
Treatment Category:	**Consider raised median islands, curb extensions, traffic calming, etc. as feasible.**	



The intersection of pedestrian volume and vehicle volume cannot be seen because the vehicle volume exceeds the limits of the graph.

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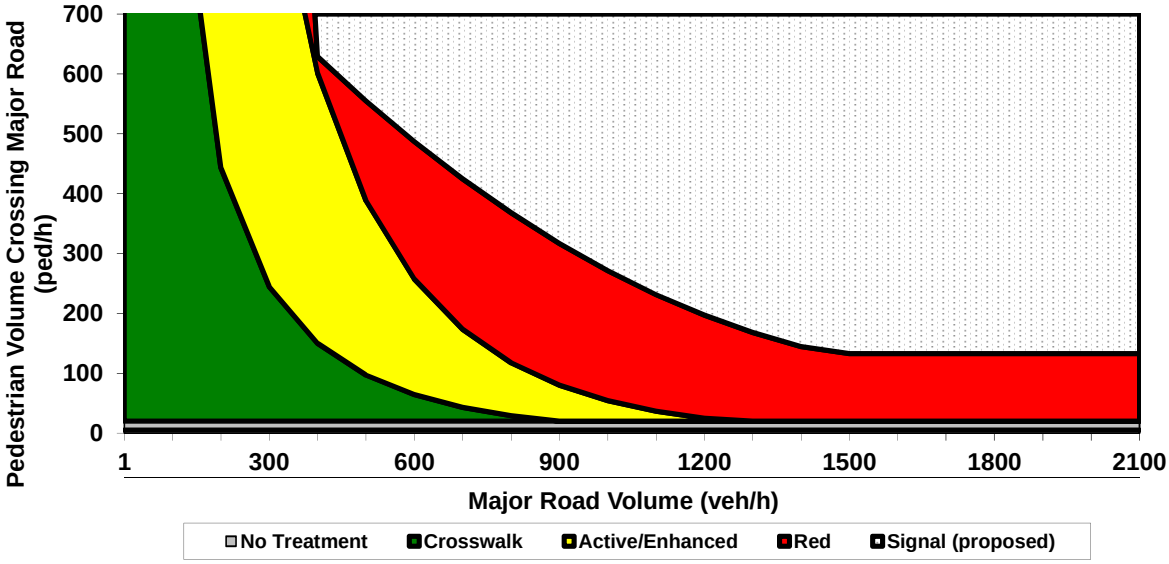
Analyst and Site Information			
Analyst	AMD	Major Street	29th St
Analysis Date	November 17, 2018	Minor Street or Location	Martin St
Data Collection Date	October 16, 2018	Peak Hour	4:45pm

Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	*1a*	30
Is the population of the surrounding area <10,000? (enter ***YES*** or ***NO***)	*1b*	NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), V_p	*2a*	5
Result: Consider raised median islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), $V_{maj\text{-}s}$	*3a*	2138
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	*3b*	133
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	*3c*	133
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter ***YES*** or ***NO***)	*3d*	NO
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50%. — % rate of reduction for *3c* (up to 50%)	*3e*	
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50%. — Reduced value or *3c*	*3f*	133
Result:		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	*4a*	48
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	*4b*	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)	*4c*	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	*4d*	17
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), $V_{maj\text{-}d}$	*4e*	2138
Major road flow rate (veh/s), v	*4f*	0.59
Average pedestrian delay (s/person), d_p	*4g*	32484
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	*4h*	45.1
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter ***HIGH for High Compliance*** or ***LOW for Low Compliance***	*5a*	LOW
Treatment Category:	**Consider raised median islands, curb extensions, traffic calming, etc. as feasible.**	



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Synchro HCM Reports

HCM Signalized Intersection Capacity Analysis
1: Grand Blvd & 29th Ave

2018 Existing AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	373	79	193	339	281	111	400	82	134	217	19
Future Volume (vph)	69	373	79	193	339	281	111	400	82	134	217	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3516		1805	3610	1615	1805	3518		1805	3566	
Flt Permitted	0.54	1.00		0.28	1.00	1.00	0.60	1.00		0.32	1.00	
Satd. Flow (perm)	1027	3516		540	3610	1615	1134	3518		605	3566	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	72	389	82	201	353	293	116	417	85	140	226	20
RTOR Reduction (vph)	0	14	0	0	0	198	0	13	0	0	5	0
Lane Group Flow (vph)	72	457	0	201	353	95	116	489	0	140	241	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		4	2			6		
Actuated Green, G (s)	23.8	17.6		33.4	23.2	23.2	26.8	17.8		27.1	17.9	
Effective Green, g (s)	23.8	18.3		33.4	23.9	23.9	26.8	18.5		27.1	18.7	
Actuated g/C Ratio	0.32	0.25		0.45	0.32	0.32	0.36	0.25		0.37	0.25	
Clearance Time (s)	4.0	4.7		4.0	4.7	4.7	4.0	4.7		4.0	4.8	
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	396	871		446	1169	523	493	881		371	903	
v/s Ratio Prot	0.02	c0.13		c0.07	0.10		0.03	c0.14		c0.05	0.07	
v/s Ratio Perm	0.04			0.13		0.06	0.06			0.09		
v/c Ratio	0.18	0.53		0.45	0.30	0.18	0.24	0.55		0.38	0.27	
Uniform Delay, d1	17.6	24.0		13.1	18.7	17.9	16.0	24.1		16.3	22.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.7		0.3	0.2	0.2	0.1	0.9		0.2	0.2	
Delay (s)	17.7	24.7		13.4	18.9	18.2	16.1	25.0		16.5	22.3	
Level of Service	B	C		B	B	B	B	C		B	C	
Approach Delay (s)		23.8			17.3			23.3			20.2	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	73.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	517	3	12	807	39	11	6	6	18	7	16
Future Vol, veh/h	11	517	3	12	807	39	11	6	6	18	7	16
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	8	3	0	17	4	5	0	0	0	0	12	0
Mvmt Flow	12	550	3	13	859	41	12	6	6	19	7	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	900	0	0	554	0	0	1036	1503	278	1208	1484	450
Stage 1	-	-	-	-	-	-	577	577	-	906	906	-
Stage 2	-	-	-	-	-	-	459	926	-	302	578	-
Critical Hdwy	4.26	-	-	4.44	-	-	7.5	6.5	6.9	7.5	6.74	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.74	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.74	-
Follow-up Hdwy	2.28	-	-	2.37	-	-	3.5	4	3.3	3.5	4.12	3.3
Pot Cap-1 Maneuver	714	-	-	915	-	-	189	123	725	141	113	562
Stage 1	-	-	-	-	-	-	474	505	-	301	331	-
Stage 2	-	-	-	-	-	-	557	350	-	688	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	714	-	-	914	-	-	167	116	724	129	107	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	116	-	129	107	-
Stage 1	-	-	-	-	-	-	462	492	-	294	321	-
Stage 2	-	-	-	-	-	-	512	340	-	657	463	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	27.7	32.1
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	714	-	-	914	-	-	176
HCM Lane V/C Ratio	0.134	0.016	-	-	0.014	-	-	0.248
HCM Control Delay (s)	27.7	10.1	0.1	-	9	0.1	-	32.1
HCM Lane LOS	D	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	493	95	131	485	261	182
Future Volume (vph)	493	95	131	485	261	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.98			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3522			3572	1805	1615
Flt Permitted	1.00			0.72	0.95	1.00
Satd. Flow (perm)	3522			2601	1805	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	548	106	146	539	290	202
RTOR Reduction (vph)	16	0	0	0	0	0
Lane Group Flow (vph)	638	0	0	685	290	202
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	8			4	2	
Permitted Phases			4			2
Actuated Green, G (s)	23.1			23.1	14.2	14.2
Effective Green, g (s)	24.0			24.0	14.8	14.8
Actuated g/C Ratio	0.51			0.51	0.32	0.32
Clearance Time (s)	4.9			4.9	4.6	4.6
Vehicle Extension (s)	3.5			3.5	3.0	3.0
Lane Grp Cap (vph)	1806			1333	570	510
v/s Ratio Prot	0.18				c0.16	
v/s Ratio Perm				c0.26		0.13
v/c Ratio	0.35			0.51	0.51	0.40
Uniform Delay, d1	6.8			7.5	13.0	12.5
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.1			0.4	0.7	0.5
Delay (s)	6.9			7.9	13.8	13.0
Level of Service	A			A	B	B
Approach Delay (s)	6.9			7.9	13.5	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	46.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	604	32	0	670	12	0	0	99	0	0	17
Future Vol, veh/h	0	604	32	0	670	12	0	0	99	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	3	0	0	6	20	0	0	2	0	0	24
Mvmt Flow	0	711	38	0	788	14	0	0	116	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	378	-	-	401
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.54
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	620	0	0	541
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	618	-	-	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.2	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	618	-	-	-	-	541
HCM Lane V/C Ratio	0.188	-	-	-	-	0.037
HCM Control Delay (s)	12.2	-	-	-	-	11.9
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	369	112	35	445	121	158	387	11	93	171	104
Future Volume (vph)	155	369	112	35	445	121	158	387	11	93	171	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	*0.75		1.00	*0.65	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	1.00		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3403		1768	3414		1768	2782		1768	2270	
Flt Permitted	0.25	1.00		0.47	1.00		0.31	1.00		0.42	1.00	
Satd. Flow (perm)	471	3403		880	3414		577	2782		784	2270	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	158	377	114	36	454	123	161	395	11	95	174	106
RTOR Reduction (vph)	0	18	0	0	17	0	0	1	0	0	26	0
Lane Group Flow (vph)	158	473	0	36	560	0	161	405	0	95	254	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	36.8	28.4		27.2	22.8		32.6	21.5		24.1	17.0	
Effective Green, g (s)	36.8	29.0		27.2	23.4		32.6	22.1		24.1	17.6	
Actuated g/C Ratio	0.47	0.37		0.35	0.30		0.41	0.28		0.31	0.22	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	385	1255		354	1016		415	782		329	508	
v/s Ratio Prot	c0.05	0.14		0.01	c0.16		c0.06	c0.15		0.03	0.11	
v/s Ratio Perm	0.14			0.03			0.10			0.06		
v/c Ratio	0.41	0.38		0.10	0.55		0.39	0.52		0.29	0.50	
Uniform Delay, d1	13.2	18.2		17.2	23.2		15.3	23.8		20.0	26.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.3		0.1	0.8		0.6	0.8		0.5	1.1	
Delay (s)	13.9	18.4		17.3	24.0		15.9	24.5		20.5	27.7	
Level of Service	B	B		B	C		B	C		C	C	
Approach Delay (s)		17.3			23.6			22.1			25.9	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	78.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	353	44	189	486	7	100	40	196	23	26	16
Future Volume (vph)	16	353	44	189	486	7	100	40	196	23	26	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frt		0.98			1.00		1.00	0.88		1.00	0.94	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3545			3555		1805	1663		1805	1793	
Flt Permitted		0.92			0.71		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		3268			2543		1805	1663		1805	1793	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	18	401	50	215	552	8	114	45	223	26	30	18
RTOR Reduction (vph)	0	6	0	0	0	0	0	179	0	0	17	0
Lane Group Flow (vph)	0	463	0	0	775	0	114	89	0	26	31	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		8			4		2	2		6	6	
Permitted Phases	8			4								
Actuated Green, G (s)		27.8			28.1		10.5	10.5		3.7	3.7	
Effective Green, g (s)		28.7			28.7		11.1	11.1		4.3	4.3	
Actuated g/C Ratio		0.51			0.51		0.20	0.20		0.08	0.08	
Clearance Time (s)		4.9			4.6		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1671			1300		357	329		138	137	
v/s Ratio Prot							c0.06	0.05		0.01	c0.02	
v/s Ratio Perm		0.14			c0.30							
v/c Ratio		0.28			0.60		0.32	0.27		0.19	0.23	
Uniform Delay, d1		7.8			9.6		19.3	19.1		24.3	24.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.7		0.5	0.4		0.7	0.9	
Delay (s)		7.9			10.4		19.8	19.5		24.9	25.2	
Level of Service		A			B		B	B		C	C	
Approach Delay (s)		7.9			10.4			19.6			25.1	
Approach LOS		A			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	56.1	Sum of lost time (s)	16.6
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	434	141	17	35	288	43	25	363	14	43	265	399
Future Volume (vph)	434	141	17	35	288	43	25	363	14	43	265	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3551		1805	3540		1805	3590		1805	3285	
Flt Permitted	0.54	1.00		0.65	1.00		0.27	1.00		0.46	1.00	
Satd. Flow (perm)	1032	3551		1229	3540		517	3590		871	3285	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	457	148	18	37	303	45	26	382	15	45	279	420
RTOR Reduction (vph)	0	7	0	0	11	0	0	4	0	0	314	0
Lane Group Flow (vph)	457	159	0	37	337	0	26	393	0	45	385	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	35.1	35.1		34.7	34.7		13.8	13.8		14.5	14.5	
Effective Green, g (s)	35.3	35.3		35.3	35.3		14.7	14.7		14.7	14.7	
Actuated g/C Ratio	0.61	0.61		0.61	0.61		0.25	0.25		0.25	0.25	
Clearance Time (s)	4.2	4.2		4.6	4.6		4.9	4.9		4.2	4.2	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		3.5	3.5		3.5	3.5	
Lane Grp Cap (vph)	628	2161		747	2154		131	909		220	832	
v/s Ratio Prot		0.04			0.10			0.11			c0.12	
v/s Ratio Perm	c0.44			0.03			0.05			0.05		
v/c Ratio	0.73	0.07		0.05	0.16		0.20	0.43		0.20	0.46	
Uniform Delay, d1	8.0	4.7		4.6	4.9		17.0	18.1		17.0	18.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.9	0.0		0.0	0.0		0.9	0.4		0.5	0.5	
Delay (s)	11.9	4.7		4.6	4.9		17.9	18.5		17.6	18.8	
Level of Service	B	A		A	A		B	B		B	B	
Approach Delay (s)		10.0			4.9			18.5			18.7	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	264	0	0	0	517	382	0	0	257	6
Future Volume (vph)	5	0	264	0	0	0	517	382	0	0	257	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0				4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00				1.00	1.00			0.95	
Frt	1.00		0.85				1.00	1.00			1.00	
Flt Protected	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (prot)	1805		1615				1805	1900			3598	
Flt Permitted	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (perm)	1805		1615				1805	1900			3598	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	6	0	322	0	0	0	630	466	0	0	313	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	6	0	322	0	0	0	630	466	0	0	318	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm			Perm	Split	NA			NA	
Protected Phases	1						2	2			3	
Permitted Phases			6			3 6		1 3 6				
Actuated Green, G (s)	1.6		38.7				32.5	54.8			11.5	
Effective Green, g (s)	2.2		39.3				33.1	55.4			12.1	
Actuated g/C Ratio	0.04		0.66				0.56	0.93			0.20	
Clearance Time (s)	4.6		4.6				4.6	4.6			4.6	
Vehicle Extension (s)	3.0		3.0				4.0	4.0			4.0	
Lane Grp Cap (vph)	66		1068				1005	1900			732	
v/s Ratio Prot	0.00						c0.35	c0.14			c0.09	
v/s Ratio Perm			0.20					0.11				
v/c Ratio	0.09		0.30				0.63	0.25			0.43	
Uniform Delay, d1	27.6		4.2				8.9	0.2			20.7	
Progression Factor	1.00		1.00				1.00	1.00			1.00	
Incremental Delay, d2	0.6		0.2				1.4	0.1			0.6	
Delay (s)	28.2		4.4				10.3	0.3			21.2	
Level of Service	C		A				B	A			C	
Approach Delay (s)		4.8			0.0			6.1			21.2	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	59.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	211	55	131	162	100	65	581	106	32	308	54
Future Volume (vph)	108	211	55	131	162	100	65	581	106	32	308	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.94		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1767	1799		1769	1745		1767	3442		1769	3446	
Flt Permitted	0.52	1.00		0.31	1.00		0.42	1.00		0.26	1.00	
Satd. Flow (perm)	959	1799		575	1745		789	3442		475	3446	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	116	227	59	141	174	108	70	625	114	34	331	58
RTOR Reduction (vph)	0	8	0	0	17	0	0	12	0	0	12	0
Lane Group Flow (vph)	116	278	0	141	265	0	70	727	0	34	377	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	24.7	18.1		31.9	21.7		31.7	25.5		27.3	23.3	
Effective Green, g (s)	24.7	18.7		31.9	22.3		31.7	26.1		27.3	23.9	
Actuated g/C Ratio	0.33	0.25		0.43	0.30		0.42	0.35		0.36	0.32	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	386	448		406	518		414	1197		241	1098	
v/s Ratio Prot	0.03	c0.15		c0.05	0.15		c0.01	c0.21		0.01	0.11	
v/s Ratio Perm	0.07			0.10			0.06			0.04		
v/c Ratio	0.30	0.62		0.35	0.51		0.17	0.61		0.14	0.34	
Uniform Delay, d1	18.1	25.0		14.3	21.8		13.2	20.2		15.8	19.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.9		0.2	0.4		0.1	0.9		0.1	0.2	
Delay (s)	18.2	26.9		14.4	22.2		13.2	21.1		15.9	19.8	
Level of Service	B	C		B	C		B	C		B	B	
Approach Delay (s)		24.4			19.6			20.5			19.5	
Approach LOS		C			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Grand Blvd & 29th Ave

2018 Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	482	106	163	425	179	122	231	104	388	524	27
Future Volume (vph)	50	482	106	163	425	179	122	231	104	388	524	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3512		1805	3610	1615	1805	3442		1805	3583	
Flt Permitted	0.49	1.00		0.20	1.00	1.00	0.43	1.00		0.31	1.00	
Satd. Flow (perm)	933	3512		383	3610	1615	819	3442		587	3583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	513	113	173	452	190	130	246	111	413	557	29
RTOR Reduction (vph)	0	14	0	0	0	115	0	45	0	0	3	0
Lane Group Flow (vph)	53	612	0	173	452	75	130	312	0	413	583	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		4	2			6		
Actuated Green, G (s)	29.1	22.9		38.6	28.4	28.4	24.7	15.1		37.2	23.6	
Effective Green, g (s)	29.1	23.6		38.6	29.1	29.1	24.7	15.8		37.2	24.4	
Actuated g/C Ratio	0.34	0.28		0.45	0.34	0.34	0.29	0.19		0.44	0.29	
Clearance Time (s)	4.0	4.7		4.0	4.7	4.7	4.0	4.7		4.0	4.8	
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	381	971		368	1231	550	348	637		515	1024	
v/s Ratio Prot	0.01	c0.17		c0.06	0.13		0.04	0.09		c0.17	0.16	
v/s Ratio Perm	0.04			0.15		0.05	0.07			c0.18		
v/c Ratio	0.14	0.63		0.47	0.37	0.14	0.37	0.49		0.80	0.57	
Uniform Delay, d1	19.1	27.0		15.6	21.2	19.4	23.2	31.1		18.2	26.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	1.5		0.3	0.3	0.2	0.2	0.8		8.3	0.9	
Delay (s)	19.1	28.5		15.9	21.4	19.6	23.4	32.0		26.5	26.9	
Level of Service	B	C		B	C	B	C	C		C	C	
Approach Delay (s)		27.8			19.8			29.7			26.7	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1055	17	15	826	14	3	4	9	24	7	13
Future Vol, veh/h	23	1055	17	15	826	14	3	4	9	24	7	13
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	7	1	0	0	0	0	0	0	0
Mvmt Flow	25	1147	18	16	898	15	3	4	10	26	8	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	914	0	0	1165	0	0	1691	2152	583	1565	2154	458
Stage 1	-	-	-	-	-	-	1206	1206	-	939	939	-
Stage 2	-	-	-	-	-	-	485	946	-	626	1215	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.27	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	754	-	-	568	-	-	62	49	461	77	49	555
Stage 1	-	-	-	-	-	-	198	259	-	288	345	-
Stage 2	-	-	-	-	-	-	537	343	-	443	256	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	753	-	-	568	-	-	46	42	461	62	42	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	42	-	62	42	-
Stage 1	-	-	-	-	-	-	179	234	-	260	325	-
Stage 2	-	-	-	-	-	-	482	323	-	385	232	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	55	111.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	89	753	-	-	568	-	-	76
HCM Lane V/C Ratio	0.195	0.033	-	-	0.029	-	-	0.629
HCM Control Delay (s)	55	9.9	0.5	-	11.5	0.3	-	111.7
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	819	210	225	624	175	116
Future Volume (vph)	819	210	225	624	175	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.97			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3499			3563	1805	1615
Flt Permitted	1.00			0.54	0.95	1.00
Satd. Flow (perm)	3499			1963	1805	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	881	226	242	671	188	125
RTOR Reduction (vph)	17	0	0	0	0	0
Lane Group Flow (vph)	1090	0	0	913	188	125
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	8			4	2	
Permitted Phases			4			2
Actuated Green, G (s)	35.2			35.2	11.5	11.5
Effective Green, g (s)	36.1			36.1	12.1	12.1
Actuated g/C Ratio	0.64			0.64	0.22	0.22
Clearance Time (s)	4.9			4.9	4.6	4.6
Vehicle Extension (s)	3.5			3.5	3.0	3.0
Lane Grp Cap (vph)	2247			1260	388	347
v/s Ratio Prot	0.31				c0.10	
v/s Ratio Perm				c0.47		0.08
v/c Ratio	0.49			0.92dl	0.48	0.36
Uniform Delay, d1	5.2			6.7	19.3	18.8
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.2			2.2	1.0	0.6
Delay (s)	5.4			8.9	20.3	19.4
Level of Service	A			A	C	B
Approach Delay (s)	5.4			8.9	19.9	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	927	41	0	892	10	0	0	80	0	0	31
Future Vol, veh/h	0	927	41	0	892	10	0	0	80	0	0	31
Conflicting Peds, #/hr	4	0	0	0	0	4	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	5	0	1	12	0	0	2	0	0	3
Mvmt Flow	0	1019	45	0	980	11	0	0	88	0	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	534	-	-	500
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	491	0	0	514
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	490	-	-	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.9	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	490	-	-	-	-	512
HCM Lane V/C Ratio	0.179	-	-	-	-	0.067
HCM Control Delay (s)	13.9	-	-	-	-	12.5
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	642	173	78	504	89	227	255	42	208	436	156
Future Volume (vph)	187	642	173	78	504	89	227	255	42	208	436	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	*0.75		1.00	*0.65	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3414		1769	3450		1769	2728		1766	2315	
Flt Permitted	0.19	1.00		0.16	1.00		0.10	1.00		0.51	1.00	
Satd. Flow (perm)	351	3414		306	3450		191	2728		955	2315	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	193	662	178	80	520	92	234	263	43	214	449	161
RTOR Reduction (vph)	0	16	0	0	10	0	0	6	0	0	13	0
Lane Group Flow (vph)	193	824	0	80	602	0	234	300	0	214	597	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	46.6	35.3		36.3	29.0		57.2	39.7		48.5	35.0	
Effective Green, g (s)	46.6	35.9		36.3	29.6		57.2	40.3		48.5	35.6	
Actuated g/C Ratio	0.41	0.32		0.32	0.26		0.51	0.36		0.43	0.32	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	315	1084		192	903		350	972		506	729	
v/s Ratio Prot	c0.07	c0.24		0.03	0.17		c0.11	0.11		0.05	c0.26	
v/s Ratio Perm	0.18			0.11			0.23			0.13		
v/c Ratio	0.61	0.76		0.42	0.67		0.67	0.31		0.42	0.82	
Uniform Delay, d1	23.8	34.7		28.4	37.3		25.1	26.3		20.9	35.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.5	3.3		1.5	2.1		4.8	0.2		0.6	7.5	
Delay (s)	27.3	38.0		29.8	39.3		29.9	26.5		21.5	43.2	
Level of Service	C	D		C	D		C	C		C	D	
Approach Delay (s)		36.0			38.2			28.0			37.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	113.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	485	163	229	441	33	107	90	192	75	98	33
Future Volume (vph)	26	485	163	229	441	33	107	90	192	75	98	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frt		0.96			0.99		1.00	0.90		1.00	0.96	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3472			3527		1805	1706		1805	1828	
Flt Permitted		0.91			0.57		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		3152			2039		1805	1706		1805	1828	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	29	545	183	257	496	37	120	101	216	84	110	37
RTOR Reduction (vph)	0	22	0	0	3	0	0	76	0	0	12	0
Lane Group Flow (vph)	0	735	0	0	787	0	120	241	0	84	135	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		8			4		2	2		6	6	
Permitted Phases	8			4								
Actuated Green, G (s)		35.3			35.6		16.3	16.3		11.2	11.2	
Effective Green, g (s)		36.2			36.2		16.9	16.9		11.8	11.8	
Actuated g/C Ratio		0.47			0.47		0.22	0.22		0.15	0.15	
Clearance Time (s)		4.9			4.6		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1483			959		396	374		276	280	
v/s Ratio Prot							0.07	c0.14		0.05	c0.07	
v/s Ratio Perm		0.23			c0.39							
v/c Ratio		0.50			0.99dl		0.30	0.65		0.30	0.48	
Uniform Delay, d1		14.0			17.5		25.1	27.3		28.9	29.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			5.7		0.4	3.8		0.6	1.3	
Delay (s)		14.3			23.3		25.5	31.1		29.5	31.1	
Level of Service		B			C		C	C		C	C	
Approach Delay (s)		14.3			23.3			29.5			30.5	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	76.9	Sum of lost time (s)	16.6
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	423	299	83	21	232	11	17	229	14	73	526	422
Future Volume (vph)	423	299	83	21	232	11	17	229	14	73	526	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3493		1805	3585		1805	3578		1805	3369	
Flt Permitted	0.59	1.00		0.52	1.00		0.18	1.00		0.59	1.00	
Satd. Flow (perm)	1127	3493		979	3585		345	3578		1127	3369	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	445	315	87	22	244	12	18	241	15	77	554	444
RTOR Reduction (vph)	0	29	0	0	4	0	0	6	0	0	208	0
Lane Group Flow (vph)	445	373	0	22	252	0	18	250	0	77	790	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	28.4	28.4		28.0	28.0		21.1	21.1		21.8	21.8	
Effective Green, g (s)	28.6	28.6		28.6	28.6		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.49	0.49		0.49	0.49		0.38	0.38		0.38	0.38	
Clearance Time (s)	4.2	4.2		4.6	4.6		4.9	4.9		4.2	4.2	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		3.5	3.5		3.5	3.5	
Lane Grp Cap (vph)	550	1704		477	1749		129	1343		423	1264	
v/s Ratio Prot		0.11			0.07			0.07			c0.23	
v/s Ratio Perm	c0.39			0.02			0.05			0.07		
v/c Ratio	0.81	0.22		0.05	0.14		0.14	0.19		0.18	0.63	
Uniform Delay, d1	12.7	8.6		7.9	8.3		12.1	12.3		12.3	14.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.3	0.0		0.0	0.0		0.6	0.1		0.2	1.0	
Delay (s)	21.0	8.6		7.9	8.3		12.6	12.4		12.5	16.0	
Level of Service	C	A		A	A		B	B		B	B	
Approach Delay (s)		15.2			8.3			12.4			15.7	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	58.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	633	0	0	5	362	370	0	0	438	11
Future Volume (vph)	11	0	633	0	0	5	362	370	0	0	438	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.6	4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00			1.00	1.00	1.00			0.95	
Frt	1.00		0.85			0.86	1.00	1.00			1.00	
Flt Protected	0.95		1.00			1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1805		1615			1644	1805	1900			3596	
Flt Permitted	0.95		1.00			1.00	0.95	1.00			1.00	
Satd. Flow (perm)	1805		1615			1644	1805	1900			3596	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	0	666	0	0	5	381	389	0	0	461	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	12	0	666	0	0	5	381	389	0	0	472	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm			Perm	Split	NA			NA	
Protected Phases	1						2	2			3	
Permitted Phases			6			3 6		1 3 6				
Actuated Green, G (s)	1.4		34.4			59.3	28.4	54.7			15.7	
Effective Green, g (s)	2.0		35.0			59.3	29.0	55.3			16.3	
Actuated g/C Ratio	0.03		0.59			1.00	0.49	0.93			0.27	
Clearance Time (s)	4.6		4.6				4.6	4.6			4.6	
Vehicle Extension (s)	3.0		3.0				4.0	4.0			4.0	
Lane Grp Cap (vph)	60		953			1644	882	1900			988	
v/s Ratio Prot	0.01						0.21	0.10			c0.13	
v/s Ratio Perm			c0.41			0.00		0.10				
v/c Ratio	0.20		0.70			0.00	0.43	0.20			0.48	
Uniform Delay, d1	27.9		8.5			0.0	9.8	0.2			17.9	
Progression Factor	1.00		1.00			1.00	1.00	1.00			1.00	
Incremental Delay, d2	1.6		2.3			0.0	0.5	0.1			0.5	
Delay (s)	29.5		10.7			0.0	10.3	0.2			18.4	
Level of Service	C		B			A	B	A			B	
Approach Delay (s)		11.1			0.0			5.2			18.4	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	237	105	242	224	54	91	525	131	104	820	80
Future Volume (vph)	102	237	105	242	224	54	91	525	131	104	820	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.97		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1767	1768		1769	1803		1769	3413		1769	3483	
Flt Permitted	0.51	1.00		0.19	1.00		0.15	1.00		0.23	1.00	
Satd. Flow (perm)	943	1768		349	1803		278	3413		433	3483	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	247	109	252	233	56	95	547	136	108	854	83
RTOR Reduction (vph)	0	13	0	0	6	0	0	18	0	0	6	0
Lane Group Flow (vph)	106	343	0	252	283	0	95	665	0	108	931	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	32.7	23.6		42.6	29.5		39.7	33.1		44.5	35.5	
Effective Green, g (s)	32.7	24.2		42.6	30.1		39.7	33.7		44.5	36.1	
Actuated g/C Ratio	0.33	0.25		0.44	0.31		0.41	0.34		0.45	0.37	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	391	437		369	554		213	1174		319	1284	
v/s Ratio Prot	0.03	c0.19		c0.10	0.16		c0.03	0.19		c0.03	c0.27	
v/s Ratio Perm	0.07			0.19			0.15			0.12		
v/c Ratio	0.27	0.79		0.68	0.51		0.45	0.57		0.34	0.73	
Uniform Delay, d1	23.1	34.4		20.5	27.8		20.0	26.2		16.8	26.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	8.3		4.1	0.3		0.5	0.7		0.2	2.1	
Delay (s)	23.3	42.7		24.6	28.2		20.6	26.8		17.0	28.8	
Level of Service	C	D		C	C		C	C		B	C	
Approach Delay (s)		38.3			26.5			26.1			27.5	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	97.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Grand Blvd & 29th Ave

2040 Future No Build AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	405	80	215	420	325	130	440	95	170	255	25
Future Volume (vph)	70	405	80	215	420	325	130	440	95	170	255	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3521		1805	3610	1615	1805	3514		1805	3562	
Flt Permitted	0.50	1.00		0.26	1.00	1.00	0.55	1.00		0.27	1.00	
Satd. Flow (perm)	946	3521		486	3610	1615	1041	3514		510	3562	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	422	83	224	438	339	135	458	99	177	266	26
RTOR Reduction (vph)	0	13	0	0	0	214	0	14	0	0	6	0
Lane Group Flow (vph)	73	492	0	224	438	125	135	543	0	177	286	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		4	2			6		
Actuated Green, G (s)	25.5	19.2		36.4	26.1	26.1	29.9	20.2		31.0	20.7	
Effective Green, g (s)	25.5	19.9		36.4	26.8	26.8	29.9	20.9		31.0	21.5	
Actuated g/C Ratio	0.32	0.25		0.45	0.33	0.33	0.37	0.26		0.39	0.27	
Clearance Time (s)	4.0	4.7		4.0	4.7	4.7	4.0	4.7		4.0	4.8	
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	367	872		437	1204	539	479	914		362	953	
v/s Ratio Prot	0.02	c0.14		c0.08	0.12		0.03	c0.15		c0.06	0.08	
v/s Ratio Perm	0.05			0.15		0.08	0.07			0.13		
v/c Ratio	0.20	0.56		0.51	0.36	0.23	0.28	0.59		0.49	0.30	
Uniform Delay, d1	19.5	26.4		14.6	20.3	19.3	17.1	26.0		17.3	23.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	1.0		0.4	0.3	0.3	0.1	1.2		0.4	0.2	
Delay (s)	19.6	27.4		15.0	20.5	19.6	17.2	27.2		17.7	23.7	
Level of Service	B	C		B	C	B	B	C		B	C	
Approach Delay (s)		26.4			19.0			25.3			21.4	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	650	5	15	905	50	15	10	10	20	10	20
Future Vol, veh/h	15	650	5	15	905	50	15	10	10	20	10	20
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	8	3	0	17	4	5	0	0	0	0	12	0
Mvmt Flow	16	691	5	16	963	53	16	11	11	21	11	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1016	0	0	697	0	0	1246	1775	349	1405	1751	508
Stage 1	-	-	-	-	-	-	727	727	-	1022	1022	-
Stage 2	-	-	-	-	-	-	519	1048	-	383	729	-
Critical Hdwy	4.26	-	-	4.44	-	-	7.5	6.5	6.9	7.5	6.74	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.74	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.74	-
Follow-up Hdwy	2.28	-	-	2.37	-	-	3.5	4	3.3	3.5	4.12	3.3
Pot Cap-1 Maneuver	643	-	-	802	-	-	132	84	653	101	76	515
Stage 1	-	-	-	-	-	-	386	432	-	256	291	-
Stage 2	-	-	-	-	-	-	513	307	-	617	403	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	643	-	-	801	-	-	104	77	652	83	69	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	77	-	83	69	-
Stage 1	-	-	-	-	-	-	370	414	-	246	278	-
Stage 2	-	-	-	-	-	-	451	293	-	567	386	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.3	47.5	58.4
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	121	643	-	-	801	-	-	118
HCM Lane V/C Ratio	0.308	0.025	-	-	0.02	-	-	0.451
HCM Control Delay (s)	47.5	10.7	0.2	-	9.6	0.2	-	58.4
HCM Lane LOS	E	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.1	-	-	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	595	95	145	635	265	190
Future Volume (vph)	595	95	145	635	265	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.98			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3536			3577	1805	1615
Flt Permitted	1.00			0.69	0.95	1.00
Satd. Flow (perm)	3536			2508	1805	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	647	103	158	690	288	207
RTOR Reduction (vph)	11	0	0	0	0	0
Lane Group Flow (vph)	739	0	0	848	288	207
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	8			4	2	
Permitted Phases			4			2
Actuated Green, G (s)	29.3			29.3	15.2	15.2
Effective Green, g (s)	30.2			30.2	15.8	15.8
Actuated g/C Ratio	0.56			0.56	0.29	0.29
Clearance Time (s)	4.9			4.9	4.6	4.6
Vehicle Extension (s)	3.5			3.5	3.0	3.0
Lane Grp Cap (vph)	1977			1402	528	472
v/s Ratio Prot	0.21				c0.16	
v/s Ratio Perm				c0.34		0.13
v/c Ratio	0.37			0.60	0.55	0.44
Uniform Delay, d1	6.6			7.9	16.1	15.5
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.1			0.8	1.2	0.7
Delay (s)	6.8			8.7	17.2	16.2
Level of Service	A			A	B	B
Approach Delay (s)	6.8			8.7	16.8	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	685	40	0	830	15	0	0	125	0	0	20
Future Vol, veh/h	0	685	40	0	830	15	0	0	125	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	6	20	0	0	2	0	0	24
Mvmt Flow	0	745	43	0	902	16	0	0	136	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	397	-	-	459
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.54
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	602	0	0	493
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	600	-	-	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.7	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	600	-	-	-	-	493
HCM Lane V/C Ratio	0.226	-	-	-	-	0.044
HCM Control Delay (s)	12.7	-	-	-	-	12.6
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	410	150	40	540	125	205	390	15	95	180	120
Future Volume (vph)	170	410	150	40	540	125	205	390	15	95	180	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	*0.75		1.00	*0.65	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3382		1768	3428		1769	2777		1768	2262	
Flt Permitted	0.20	1.00		0.43	1.00		0.27	1.00		0.46	1.00	
Satd. Flow (perm)	378	3382		804	3428		499	2777		850	2262	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	418	153	41	551	128	209	398	15	97	184	122
RTOR Reduction (vph)	0	23	0	0	14	0	0	1	0	0	30	0
Lane Group Flow (vph)	173	548	0	41	665	0	209	412	0	97	276	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	41.9	33.5		31.4	27.0		37.1	25.8		26.0	18.7	
Effective Green, g (s)	41.9	34.1		31.4	27.6		37.1	26.4		26.0	19.3	
Actuated g/C Ratio	0.48	0.39		0.36	0.31		0.42	0.30		0.29	0.22	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	351	1307		334	1072		417	831		326	494	
v/s Ratio Prot	c0.06	0.16		0.01	c0.19		c0.08	c0.15		0.02	0.12	
v/s Ratio Perm	0.17			0.04			0.13			0.06		
v/c Ratio	0.49	0.42		0.12	0.62		0.50	0.50		0.30	0.56	
Uniform Delay, d1	15.1	19.8		18.7	25.8		17.6	25.4		23.2	30.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.3		0.2	1.3		1.0	0.6		0.5	1.7	
Delay (s)	16.2	20.1		18.9	27.1		18.5	26.1		23.7	32.4	
Level of Service	B	C		B	C		B	C		C	C	
Approach Delay (s)		19.2			26.6			23.5			30.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	370	50	230	565	10	115	50	225	25	30	20
Future Volume (vph)	20	370	50	230	565	10	115	50	225	25	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frt		0.98			1.00		1.00	0.88		1.00	0.94	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3541			3552		1805	1666		1805	1786	
Flt Permitted		0.90			0.69		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		3207			2492		1805	1666		1805	1786	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	402	54	250	614	11	125	54	245	27	33	22
RTOR Reduction (vph)	0	6	0	0	0	0	0	168	0	0	20	0
Lane Group Flow (vph)	0	472	0	0	875	0	125	131	0	27	35	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		8			4		2	2		6	6	
Permitted Phases	8			4								
Actuated Green, G (s)		34.4			34.7		11.3	11.3		5.5	5.5	
Effective Green, g (s)		35.3			35.3		11.9	11.9		6.1	6.1	
Actuated g/C Ratio		0.54			0.54		0.18	0.18		0.09	0.09	
Clearance Time (s)		4.9			4.6		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1733			1347		328	303		168	166	
v/s Ratio Prot							0.07	c0.08		0.01	c0.02	
v/s Ratio Perm		0.15			c0.35							
v/c Ratio		0.27			0.65		0.38	0.43		0.16	0.21	
Uniform Delay, d1		8.1			10.6		23.5	23.7		27.2	27.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			1.1		0.7	1.0		0.5	0.6	
Delay (s)		8.2			11.7		24.2	24.7		27.7	28.0	
Level of Service		A			B		C	C		C	C	
Approach Delay (s)		8.2			11.7			24.5			27.9	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	65.3	Sum of lost time (s)	16.6
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	150	20	35	340	45	35	425	15	45	270	450
Future Volume (vph)	460	150	20	35	340	45	35	425	15	45	270	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3546		1805	3547		1805	3591		1805	3271	
Flt Permitted	0.51	1.00		0.64	1.00		0.25	1.00		0.40	1.00	
Satd. Flow (perm)	976	3546		1214	3547		478	3591		762	3271	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	484	158	21	37	358	47	37	447	16	47	284	474
RTOR Reduction (vph)	0	8	0	0	9	0	0	4	0	0	284	0
Lane Group Flow (vph)	484	171	0	37	396	0	37	459	0	47	474	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	35.1	35.1		34.7	34.7		15.0	15.0		15.7	15.7	
Effective Green, g (s)	35.3	35.3		35.3	35.3		15.9	15.9		15.9	15.9	
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.27	0.27		0.27	0.27	
Clearance Time (s)	4.2	4.2		4.6	4.6		4.9	4.9		4.2	4.2	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		3.5	3.5		3.5	3.5	
Lane Grp Cap (vph)	581	2114		723	2115		128	964		204	878	
v/s Ratio Prot		0.05			0.11			0.13			c0.14	
v/s Ratio Perm	c0.50			0.03			0.08			0.06		
v/c Ratio	0.83	0.08		0.05	0.19		0.29	0.48		0.23	0.54	
Uniform Delay, d1	9.6	5.1		5.0	5.4		17.2	18.2		16.9	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.8	0.0		0.0	0.0		1.5	0.4		0.7	0.8	
Delay (s)	19.4	5.1		5.0	5.5		18.6	18.6		17.6	19.3	
Level of Service	B	A		A	A		B	B		B	B	
Approach Delay (s)		15.5			5.4			18.6			19.2	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	59.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	290	0	0	0	530	440	0	0	305	10
Future Volume (vph)	5	0	290	0	0	0	530	440	0	0	305	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0				4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00				1.00	1.00			0.95	
Frt	1.00		0.85				1.00	1.00			1.00	
Flt Protected	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (prot)	1805		1615				1805	1900			3593	
Flt Permitted	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (perm)	1805		1615				1805	1900			3593	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	315	0	0	0	576	478	0	0	332	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	5	0	315	0	0	0	576	478	0	0	341	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm			Perm	Split	NA			NA	
Protected Phases	1						2	2			3	
Permitted Phases			6			3 6		1 3 6				
Actuated Green, G (s)	1.6		38.8				32.6	55.4			12.0	
Effective Green, g (s)	2.2		39.4				33.2	56.0			12.6	
Actuated g/C Ratio	0.04		0.66				0.55	0.93			0.21	
Clearance Time (s)	4.6		4.6				4.6	4.6			4.6	
Vehicle Extension (s)	3.0		3.0				4.0	4.0			4.0	
Lane Grp Cap (vph)	66		1060				998	1900			754	
v/s Ratio Prot	0.00						c0.32	c0.14			c0.09	
v/s Ratio Perm			0.20					0.11				
v/c Ratio	0.08		0.30				0.58	0.25			0.45	
Uniform Delay, d1	27.9		4.4				8.8	0.2			20.7	
Progression Factor	1.00		1.00				1.00	1.00			1.00	
Incremental Delay, d2	0.5		0.2				1.0	0.1			0.6	
Delay (s)	28.4		4.6				9.8	0.3			21.3	
Level of Service	C		A				A	A			C	
Approach Delay (s)		4.9			0.0			5.5			21.3	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	215	60	140	165	100	70	630	110	35	370	60
Future Volume (vph)	110	215	60	140	165	100	70	630	110	35	370	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.94		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1767	1795		1769	1746		1767	3446		1769	3451	
Flt Permitted	0.51	1.00		0.29	1.00		0.37	1.00		0.23	1.00	
Satd. Flow (perm)	947	1795		536	1746		696	3446		424	3451	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	118	231	65	151	177	108	75	677	118	38	398	65
RTOR Reduction (vph)	0	8	0	0	17	0	0	11	0	0	11	0
Lane Group Flow (vph)	118	288	0	151	268	0	75	784	0	38	452	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	25.7	19.0		33.5	22.9		34.0	27.8		29.6	25.6	
Effective Green, g (s)	25.7	19.6		33.5	23.5		34.0	28.4		29.6	26.2	
Actuated g/C Ratio	0.33	0.25		0.43	0.30		0.43	0.36		0.38	0.33	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	379	447		394	522		385	1245		228	1150	
v/s Ratio Prot	0.03	c0.16		c0.05	0.15		c0.02	c0.23		0.01	0.13	
v/s Ratio Perm	0.08			0.11			0.07			0.05		
v/c Ratio	0.31	0.64		0.38	0.51		0.19	0.63		0.17	0.39	
Uniform Delay, d1	19.1	26.4		15.1	22.8		13.5	20.8		16.2	20.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	2.4		0.2	0.4		0.1	1.1		0.1	0.3	
Delay (s)	19.3	28.8		15.4	23.2		13.6	21.8		16.3	20.4	
Level of Service	B	C		B	C		B	C		B	C	
Approach Delay (s)		26.1			20.5			21.1			20.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	78.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Grand Blvd & 29th Ave

2040 Future No Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	515	115	175	435	200	145	295	125	430	595	30
Future Volume (vph)	55	515	115	175	435	200	145	295	125	430	595	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3511		1805	3610	1615	1805	3449		1805	3584	
Flt Permitted	0.49	1.00		0.17	1.00	1.00	0.38	1.00		0.24	1.00	
Satd. Flow (perm)	923	3511		326	3610	1615	718	3449		457	3584	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	59	548	122	186	463	213	154	314	133	457	633	32
RTOR Reduction (vph)	0	14	0	0	0	125	0	40	0	0	3	0
Lane Group Flow (vph)	59	656	0	186	463	88	154	407	0	457	662	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		4	2			6		
Actuated Green, G (s)	32.1	25.8		42.7	32.4	32.4	29.0	18.6		43.8	29.4	
Effective Green, g (s)	32.1	26.5		42.7	33.1	33.1	29.0	19.3		43.8	30.2	
Actuated g/C Ratio	0.33	0.28		0.44	0.34	0.34	0.30	0.20		0.46	0.31	
Clearance Time (s)	4.0	4.7		4.0	4.7	4.7	4.0	4.7		4.0	4.8	
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	366	969		343	1244	556	334	693		507	1127	
v/s Ratio Prot	0.01	c0.19		c0.07	0.13		0.05	0.12		c0.20	0.18	
v/s Ratio Perm	0.04			0.17		0.05	0.09			c0.21		
v/c Ratio	0.16	0.68		0.54	0.37	0.16	0.46	0.59		0.90	0.59	
Uniform Delay, d1	22.0	30.9		18.5	23.6	21.8	25.6	34.7		20.4	27.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	2.1		0.9	0.3	0.2	0.4	1.5		18.7	0.9	
Delay (s)	22.1	33.0		19.4	23.9	22.0	25.9	36.3		39.1	28.6	
Level of Service	C	C		B	C	C	C	D		D	C	
Approach Delay (s)		32.1			22.5			33.6			32.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	96.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1115	20	15	835	15	5	5	10	25	10	15
Future Vol, veh/h	25	1115	20	15	835	15	5	5	10	25	10	15
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	7	1	0	0	0	0	0	0	0
Mvmt Flow	27	1212	22	16	908	16	5	5	11	27	11	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	925	0	0	1234	0	0	1769	2234	617	1612	2237	463
Stage 1	-	-	-	-	-	-	1277	1277	-	949	949	-
Stage 2	-	-	-	-	-	-	492	957	-	663	1288	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.27	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	747	-	-	534	-	-	54	43	438	71	43	551
Stage 1	-	-	-	-	-	-	179	239	-	284	342	-
Stage 2	-	-	-	-	-	-	532	339	-	422	237	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	746	-	-	534	-	-	35	36	438	53	36	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	36	-	53	36	-
Stage 1	-	-	-	-	-	-	158	211	-	251	320	-
Stage 2	-	-	-	-	-	-	468	318	-	354	210	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	84.3	177.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	66	746	-	-	534	-	-	64
HCM Lane V/C Ratio	0.329	0.036	-	-	0.031	-	-	0.849
HCM Control Delay (s)	84.3	10	0.6	-	12	0.4	-	177.8
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.1	-	-	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	960	210	250	690	175	135
Future Volume (vph)	960	210	250	690	175	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.97			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3513			3563	1805	1615
Flt Permitted	1.00			0.52	0.95	1.00
Satd. Flow (perm)	3513			1879	1805	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1032	226	269	742	188	145
RTOR Reduction (vph)	13	0	0	0	0	0
Lane Group Flow (vph)	1245	0	0	1011	188	145
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	8			4	2	
Permitted Phases			4			2
Actuated Green, G (s)	39.8			39.8	11.5	11.5
Effective Green, g (s)	40.7			40.7	12.1	12.1
Actuated g/C Ratio	0.67			0.67	0.20	0.20
Clearance Time (s)	4.9			4.9	4.6	4.6
Vehicle Extension (s)	3.5			3.5	3.0	3.0
Lane Grp Cap (vph)	2351			1257	359	321
v/s Ratio Prot	0.35				c0.10	
v/s Ratio Perm				c0.54		0.09
v/c Ratio	0.53			1.18dl	0.52	0.45
Uniform Delay, d1	5.1			7.2	21.8	21.4
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.2			3.9	1.4	1.0
Delay (s)	5.4			11.1	23.2	22.4
Level of Service	A			B	C	C
Approach Delay (s)	5.4			11.1	22.8	
Approach LOS	A			B	C	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	60.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1070	50	0	975	10	0	0	95	0	0	40
Future Vol, veh/h	0	1070	50	0	975	10	0	0	95	0	0	40
Conflicting Peds, #/hr	4	0	0	0	0	4	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	5	0	1	12	0	0	2	0	0	3
Mvmt Flow	0	1163	54	0	1060	11	0	0	103	0	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	611	-	-	540
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	437	0	0	484
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	436	-	-	482
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.8	13.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	436	-	-	-	-	482
HCM Lane V/C Ratio	0.237	-	-	-	-	0.09
HCM Control Delay (s)	15.8	-	-	-	-	13.2
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	730	200	85	565	90	265	270	45	215	450	165
Future Volume (vph)	200	730	200	85	565	90	265	270	45	215	450	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	*0.75		1.00	*0.65	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3411		1769	3457		1770	2728		1766	2313	
Flt Permitted	0.16	1.00		0.12	1.00		0.10	1.00		0.51	1.00	
Satd. Flow (perm)	301	3411		229	3457		190	2728		950	2313	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	206	753	206	88	582	93	273	278	46	222	464	170
RTOR Reduction (vph)	0	16	0	0	9	0	0	6	0	0	13	0
Lane Group Flow (vph)	206	943	0	88	666	0	273	318	0	222	621	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	51.2	37.6		42.2	32.6		60.8	42.5		49.6	35.3	
Effective Green, g (s)	51.2	38.2		42.2	33.2		60.8	43.1		49.6	35.9	
Actuated g/C Ratio	0.42	0.32		0.35	0.27		0.50	0.36		0.41	0.30	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	303	1075		201	946		375	970		485	685	
v/s Ratio Prot	c0.08	c0.28		0.03	0.19		c0.13	0.12		0.05	c0.27	
v/s Ratio Perm	0.20			0.12			0.24			0.13		
v/c Ratio	0.68	0.88		0.44	0.70		0.73	0.33		0.46	0.91	
Uniform Delay, d1	25.6	39.3		29.6	39.6		30.5	28.5		24.2	41.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.0	8.5		1.5	2.6		6.9	0.3		0.7	15.8	
Delay (s)	31.5	47.7		31.1	42.1		37.4	28.7		24.9	56.9	
Level of Service	C	D		C	D		D	C		C	E	
Approach Delay (s)		44.9			40.9			32.7			48.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	42.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	121.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	605	180	245	475	35	130	105	260	90	100	35
Future Volume (vph)	30	605	180	245	475	35	130	105	260	90	100	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frt		0.97			0.99		1.00	0.89		1.00	0.96	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3484			3528		1805	1697		1805	1826	
Flt Permitted		0.90			0.53		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		3142			1906		1805	1697		1805	1826	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	658	196	266	516	38	141	114	283	98	109	38
RTOR Reduction (vph)	0	19	0	0	3	0	0	84	0	0	12	0
Lane Group Flow (vph)	0	868	0	0	817	0	141	313	0	98	135	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		8			4		2	2		6	6	
Permitted Phases	8			4								
Actuated Green, G (s)		35.4			35.7		20.1	20.1		11.5	11.5	
Effective Green, g (s)		36.3			36.3		20.7	20.7		12.1	12.1	
Actuated g/C Ratio		0.45			0.45		0.26	0.26		0.15	0.15	
Clearance Time (s)		4.9			4.6		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1406			853		460	433		269	272	
v/s Ratio Prot							0.08	c0.18		0.05	c0.07	
v/s Ratio Perm		0.28			c0.43							
v/c Ratio		0.62			1.43dl		0.31	0.72		0.36	0.50	
Uniform Delay, d1		17.1			21.7		24.4	27.6		31.0	31.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			21.0		0.4	5.9		0.8	1.4	
Delay (s)		17.9			42.7		24.8	33.4		31.9	33.1	
Level of Service		B			D		C	C		C	C	
Approach Delay (s)		17.9			42.7			31.2			32.6	
Approach LOS		B			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	81.1	Sum of lost time (s)	16.6
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	505	380	125	25	245	15	20	230	15	75	595	450
Future Volume (vph)	505	380	125	25	245	15	20	230	15	75	595	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.99		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3476		1805	3578		1805	3576		1805	3377	
Flt Permitted	0.58	1.00		0.43	1.00		0.16	1.00		0.59	1.00	
Satd. Flow (perm)	1108	3476		811	3578		299	3576		1125	3377	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	532	400	132	26	258	16	21	242	16	79	626	474
RTOR Reduction (vph)	0	35	0	0	5	0	0	7	0	0	198	0
Lane Group Flow (vph)	532	497	0	26	269	0	21	251	0	79	902	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	35.3	35.3		34.9	34.9		24.5	24.5		25.2	25.2	
Effective Green, g (s)	35.5	35.5		35.5	35.5		25.4	25.4		25.4	25.4	
Actuated g/C Ratio	0.52	0.52		0.52	0.52		0.37	0.37		0.37	0.37	
Clearance Time (s)	4.2	4.2		4.6	4.6		4.9	4.9		4.2	4.2	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		3.5	3.5		3.5	3.5	
Lane Grp Cap (vph)	570	1790		417	1843		110	1318		414	1244	
v/s Ratio Prot		0.14			0.08			0.07			c0.27	
v/s Ratio Perm	c0.48			0.03			0.07			0.07		
v/c Ratio	0.93	0.28		0.06	0.15		0.19	0.19		0.19	0.73	
Uniform Delay, d1	15.6	9.4		8.4	8.8		14.8	14.8		14.8	18.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	22.5	0.1		0.0	0.0		1.0	0.1		0.3	2.2	
Delay (s)	38.0	9.5		8.4	8.8		15.8	14.9		15.0	21.0	
Level of Service	D	A		A	A		B	B		B	C	
Approach Delay (s)		23.8			8.7			14.9			20.6	
Approach LOS		C			A			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	68.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	650	0	0	5	375	495	0	0	490	15
Future Volume (vph)	15	0	650	0	0	5	375	495	0	0	490	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.6	4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00			1.00	1.00	1.00			0.95	
Frt	1.00		0.85			0.86	1.00	1.00			1.00	
Flt Protected	0.95		1.00			1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1805		1615			1644	1805	1900			3594	
Flt Permitted	0.95		1.00			1.00	0.95	1.00			1.00	
Satd. Flow (perm)	1805		1615			1644	1805	1900			3594	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	0	684	0	0	5	395	521	0	0	516	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	16	0	684	0	0	5	395	521	0	0	530	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm			Perm	Split	NA			NA	
Protected Phases	1						2	2			3	
Permitted Phases			6			3 6		1 3 6				
Actuated Green, G (s)	1.5		36.2			62.8	30.1	58.2			17.4	
Effective Green, g (s)	2.1		36.8			62.8	30.7	58.8			18.0	
Actuated g/C Ratio	0.03		0.59			1.00	0.49	0.94			0.29	
Clearance Time (s)	4.6		4.6				4.6	4.6			4.6	
Vehicle Extension (s)	3.0		3.0				4.0	4.0			4.0	
Lane Grp Cap (vph)	60		946			1644	882	1900			1030	
v/s Ratio Prot	0.01						0.22	0.13			c0.15	
v/s Ratio Perm			c0.42			0.00		0.14				
v/c Ratio	0.27		0.72			0.00	0.45	0.27			0.51	
Uniform Delay, d1	29.6		9.3			0.0	10.5	0.2			18.7	
Progression Factor	1.00		1.00			1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.4		2.8			0.0	0.5	0.1			0.6	
Delay (s)	32.0		12.1			0.0	11.0	0.3			19.3	
Level of Service	C		B			A	B	A			B	
Approach Delay (s)		12.6			0.0			4.9			19.3	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	62.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	240	110	270	245	75	95	595	135	105	880	85
Future Volume (vph)	130	240	110	270	245	75	95	595	135	105	880	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.96		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1767	1765		1769	1790		1769	3421		1769	3483	
Flt Permitted	0.44	1.00		0.17	1.00		0.12	1.00		0.19	1.00	
Satd. Flow (perm)	817	1765		317	1790		224	3421		362	3483	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	135	250	115	281	255	78	99	620	141	109	917	89
RTOR Reduction (vph)	0	14	0	0	8	0	0	16	0	0	6	0
Lane Group Flow (vph)	135	351	0	281	325	0	99	745	0	109	1000	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	34.3	24.6		45.0	31.3		41.8	35.2		46.6	37.6	
Effective Green, g (s)	34.3	25.2		45.0	31.9		41.8	35.8		46.6	38.2	
Actuated g/C Ratio	0.33	0.25		0.44	0.31		0.41	0.35		0.46	0.37	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	363	434		371	557		191	1196		288	1299	
v/s Ratio Prot	0.04	0.20		c0.12	0.18		c0.03	0.22		c0.03	c0.29	
v/s Ratio Perm	0.09			c0.21			0.18			0.14		
v/c Ratio	0.37	0.81		0.76	0.58		0.52	0.62		0.38	0.77	
Uniform Delay, d1	24.7	36.3		21.7	29.7		21.5	27.7		18.0	28.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	10.1		7.6	1.0		1.0	1.1		0.3	3.0	
Delay (s)	24.9	46.4		29.4	30.7		22.5	28.8		18.3	31.2	
Level of Service	C	D		C	C		C	C		B	C	
Approach Delay (s)		40.6			30.1			28.0			29.9	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	102.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	595	95	130	655	245	190
Future Volume (vph)	595	95	130	655	245	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.98			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3536			3580	1805	1615
Flt Permitted	1.00			0.73	0.95	1.00
Satd. Flow (perm)	3536			2632	1805	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	647	103	141	712	266	207
RTOR Reduction (vph)	11	0	0	0	0	0
Lane Group Flow (vph)	739	0	0	853	266	207
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	8			4	2	
Permitted Phases			4			2
Actuated Green, G (s)	28.1			28.1	14.3	14.3
Effective Green, g (s)	29.0			29.0	14.9	14.9
Actuated g/C Ratio	0.56			0.56	0.29	0.29
Clearance Time (s)	4.9			4.9	4.6	4.6
Vehicle Extension (s)	3.5			3.5	3.0	3.0
Lane Grp Cap (vph)	1975			1470	518	463
v/s Ratio Prot	0.21				c0.15	
v/s Ratio Perm				c0.32		0.13
v/c Ratio	0.37			0.58	0.51	0.45
Uniform Delay, d1	6.4			7.5	15.5	15.1
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.1			0.6	0.9	0.7
Delay (s)	6.5			8.1	16.3	15.8
Level of Service	A			A	B	B
Approach Delay (s)	6.5			8.1	16.1	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	51.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	645	40	10	820	15	20	10	115	5	5	15
Future Vol, veh/h	40	645	40	10	820	15	20	10	115	5	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	6	20	0	0	2	0	0	24
Mvmt Flow	43	701	43	11	891	16	22	11	125	5	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	907	0	0	744	0	0	1279	1738	375	1366	1751	454
Stage 1	-	-	-	-	-	-	809	809	-	921	921	-
Stage 2	-	-	-	-	-	-	470	929	-	445	830	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.94	7.5	6.5	7.38
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.32	3.5	4	3.54
Pot Cap-1 Maneuver	759	-	-	873	-	-	125	88	623	108	87	497
Stage 1	-	-	-	-	-	-	345	396	-	295	352	-
Stage 2	-	-	-	-	-	-	548	349	-	567	388	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	759	-	-	873	-	-	104	77	621	70	77	497
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	77	-	70	77	-
Stage 1	-	-	-	-	-	-	312	358	-	266	343	-
Stage 2	-	-	-	-	-	-	508	340	-	395	350	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	32	34.2
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	759	-	-	873	-	-	150
HCM Lane V/C Ratio	0.551	0.057	-	-	0.012	-	-	0.181
HCM Control Delay (s)	32	10	0.4	-	9.2	0.1	-	34.2
HCM Lane LOS	D	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.1	0.2	-	-	0	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	415	150	40	540	125	205	390	15	90	180	120
Future Volume (vph)	120	415	150	40	540	125	205	390	15	90	180	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	*0.75		1.00	*0.65	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3383		1768	3428		1769	2777		1768	2262	
Flt Permitted	0.20	1.00		0.41	1.00		0.27	1.00		0.46	1.00	
Satd. Flow (perm)	381	3383		757	3428		507	2777		853	2262	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	423	153	41	551	128	209	398	15	92	184	122
RTOR Reduction (vph)	0	23	0	0	14	0	0	1	0	0	30	0
Lane Group Flow (vph)	122	553	0	41	665	0	209	412	0	92	276	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	39.7	31.3		30.6	26.2		36.4	25.3		25.4	18.3	
Effective Green, g (s)	39.7	31.9		30.6	26.8		36.4	25.9		25.4	18.9	
Actuated g/C Ratio	0.47	0.37		0.36	0.31		0.43	0.30		0.30	0.22	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	331	1265		323	1077		424	843		330	501	
v/s Ratio Prot	c0.04	0.16		0.01	c0.19		c0.08	c0.15		0.02	0.12	
v/s Ratio Perm	0.13			0.04			0.13			0.06		
v/c Ratio	0.37	0.44		0.13	0.62		0.49	0.49		0.28	0.55	
Uniform Delay, d1	14.6	20.0		18.0	24.9		16.7	24.3		22.2	29.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.3		0.2	1.2		0.9	0.6		0.5	1.6	
Delay (s)	15.3	20.3		18.2	26.1		17.6	24.9		22.6	31.1	
Level of Service	B	C		B	C		B	C		C	C	
Approach Delay (s)		19.4			25.7			22.4			29.1	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	960	210	190	695	170	135
Future Volume (vph)	960	210	190	695	170	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.97			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3513			3572	1805	1615
Flt Permitted	1.00			0.55	0.95	1.00
Satd. Flow (perm)	3513			1969	1805	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1032	226	204	747	183	145
RTOR Reduction (vph)	13	0	0	0	0	0
Lane Group Flow (vph)	1245	0	0	951	183	145
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	8			4	2	
Permitted Phases			4			2
Actuated Green, G (s)	37.0			37.0	11.3	11.3
Effective Green, g (s)	37.9			37.9	11.9	11.9
Actuated g/C Ratio	0.66			0.66	0.21	0.21
Clearance Time (s)	4.9			4.9	4.6	4.6
Vehicle Extension (s)	3.5			3.5	3.0	3.0
Lane Grp Cap (vph)	2303			1291	371	332
v/s Ratio Prot	0.35				c0.10	
v/s Ratio Perm				c0.48		0.09
v/c Ratio	0.54			0.93dl	0.49	0.44
Uniform Delay, d1	5.3			6.6	20.3	20.0
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.3			2.3	1.0	0.9
Delay (s)	5.6			8.9	21.3	20.9
Level of Service	A			A	C	C
Approach Delay (s)	5.6			8.9	21.2	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	57.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	12.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1045	50	50	925	10	5	15	80	5	10	30
Future Vol, veh/h	25	1045	50	50	925	10	5	15	80	5	10	30
Conflicting Peds, #/hr	4	0	0	0	0	4	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	5	0	1	12	0	0	2	0	0	3
Mvmt Flow	27	1136	54	54	1005	11	5	16	87	5	11	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1020	0	0	1190	0	0	1833	2345	597	1755	2367	512
Stage 1	-	-	-	-	-	-	1217	1217	-	1123	1123	-
Stage 2	-	-	-	-	-	-	616	1128	-	632	1244	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.94	7.5	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.32	3.5	4	3.33
Pot Cap-1 Maneuver	688	-	-	594	-	-	48	37	446	55	36	504
Stage 1	-	-	-	-	-	-	195	256	-	223	283	-
Stage 2	-	-	-	-	-	-	450	282	-	440	248	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	685	-	-	594	-	-	23	26	445	17	25	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	26	-	17	25	-
Stage 1	-	-	-	-	-	-	172	226	-	196	223	-
Stage 2	-	-	-	-	-	-	317	222	-	289	219	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.6	181.8	177.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	685	-	-	594	-	-	60
HCM Lane V/C Ratio	1.055	0.04	-	-	0.091	-	-	0.815
HCM Control Delay (s)	181.8	10.5	0.6	-	11.7	1.1	-	177.5
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	6.8	0.1	-	-	0.3	-	-	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	735	200	85	565	90	265	270	45	210	450	165
Future Volume (vph)	160	735	200	85	565	90	265	270	45	210	450	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	*0.75		1.00	*0.65	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3412		1769	3457		1770	2728		1766	2313	
Flt Permitted	0.18	1.00		0.12	1.00		0.10	1.00		0.51	1.00	
Satd. Flow (perm)	329	3412		222	3457		190	2728		950	2313	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	165	758	206	88	582	93	273	278	46	216	464	170
RTOR Reduction (vph)	0	17	0	0	9	0	0	6	0	0	13	0
Lane Group Flow (vph)	165	947	0	88	666	0	273	318	0	216	621	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	49.3	36.6		43.1	33.5		60.6	42.8		49.0	35.2	
Effective Green, g (s)	49.3	37.2		43.1	34.1		60.6	43.4		49.0	35.8	
Actuated g/C Ratio	0.41	0.31		0.36	0.28		0.51	0.36		0.41	0.30	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	287	1057		203	982		377	986		481	690	
v/s Ratio Prot	c0.06	c0.28		0.03	0.19		c0.13	0.12		0.05	c0.27	
v/s Ratio Perm	0.17			0.12			0.24			0.13		
v/c Ratio	0.57	0.90		0.43	0.68		0.72	0.32		0.45	0.90	
Uniform Delay, d1	25.2	39.6		28.9	38.1		30.0	27.7		23.9	40.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	10.2		1.5	2.0		6.8	0.3		0.7	14.9	
Delay (s)	27.9	49.8		30.4	40.1		36.7	27.9		24.6	55.2	
Level of Service	C	D		C	D		D	C		C	E	
Approach Delay (s)		46.6			39.0			31.9			47.5	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	42.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Grand Blvd & 29th Ave

2040 Future AM - Crestline connection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	405	80	215	420	345	130	420	95	180	245	25
Future Volume (vph)	70	405	80	215	420	345	130	420	95	180	245	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3521		1805	3610	1615	1805	3510		1805	3560	
Flt Permitted	0.50	1.00		0.26	1.00	1.00	0.57	1.00		0.27	1.00	
Satd. Flow (perm)	946	3521		490	3610	1615	1081	3510		520	3560	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	422	83	224	438	359	135	438	99	188	255	26
RTOR Reduction (vph)	0	13	0	0	0	226	0	15	0	0	6	0
Lane Group Flow (vph)	73	492	0	224	438	133	135	522	0	188	275	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		4	2			6		
Actuated Green, G (s)	25.5	19.2		36.3	26.0	26.0	29.2	19.5		30.9	20.3	
Effective Green, g (s)	25.5	19.9		36.3	26.7	26.7	29.2	20.2		30.9	21.1	
Actuated g/C Ratio	0.32	0.25		0.45	0.33	0.33	0.37	0.25		0.39	0.26	
Clearance Time (s)	4.0	4.7		4.0	4.7	4.7	4.0	4.7		4.0	4.8	
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	370	878		438	1207	540	483	888		372	941	
v/s Ratio Prot	0.02	c0.14		c0.08	0.12		0.03	c0.15		c0.07	0.08	
v/s Ratio Perm	0.05			0.15		0.08	0.07			0.13		
v/c Ratio	0.20	0.56		0.51	0.36	0.25	0.28	0.59		0.51	0.29	
Uniform Delay, d1	19.3	26.1		14.4	20.1	19.3	17.3	26.1		17.2	23.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	1.0		0.4	0.3	0.3	0.1	1.2		0.4	0.2	
Delay (s)	19.3	27.1		14.9	20.4	19.6	17.5	27.3		17.6	23.6	
Level of Service	B	C		B	C	B	B	C		B	C	
Approach Delay (s)		26.2			18.9			25.3			21.2	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	660	5	15	925	50	15	10	10	20	10	20
Future Vol, veh/h	15	660	5	15	925	50	15	10	10	20	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	8	3	0	17	4	5	0	0	0	0	12	0
Mvmt Flow	16	702	5	16	984	53	16	11	11	21	11	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1037	0	0	707	0	0	1267	1806	354	1432	1782	519
Stage 1	-	-	-	-	-	-	737	737	-	1043	1043	-
Stage 2	-	-	-	-	-	-	530	1069	-	389	739	-
Critical Hdwy	4.26	-	-	4.44	-	-	7.5	6.5	6.9	7.5	6.74	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.74	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.74	-
Follow-up Hdwy	2.28	-	-	2.37	-	-	3.5	4	3.3	3.5	4.12	3.3
Pot Cap-1 Maneuver	631	-	-	794	-	-	128	80	648	96	73	507
Stage 1	-	-	-	-	-	-	381	428	-	249	284	-
Stage 2	-	-	-	-	-	-	506	300	-	612	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	631	-	-	794	-	-	101	73	648	78	67	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	73	-	78	67	-
Stage 1	-	-	-	-	-	-	365	410	-	239	270	-
Stage 2	-	-	-	-	-	-	443	286	-	562	382	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.3	50.1	63.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	116	631	-	-	794	-	-	112
HCM Lane V/C Ratio	0.321	0.025	-	-	0.02	-	-	0.475
HCM Control Delay (s)	50.1	10.9	0.2	-	9.6	0.2	-	63.3
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	605	95	145	655	265	190
Future Volume (vph)	605	95	145	655	265	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.98			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3537			3578	1805	1615
Flt Permitted	1.00			0.69	0.95	1.00
Satd. Flow (perm)	3537			2507	1805	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	658	103	158	712	288	207
RTOR Reduction (vph)	11	0	0	0	0	0
Lane Group Flow (vph)	750	0	0	870	288	207
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	8			4	2	
Permitted Phases			4			2
Actuated Green, G (s)	30.1			30.1	15.2	15.2
Effective Green, g (s)	31.0			31.0	15.8	15.8
Actuated g/C Ratio	0.57			0.57	0.29	0.29
Clearance Time (s)	4.9			4.9	4.6	4.6
Vehicle Extension (s)	3.5			3.5	3.0	3.0
Lane Grp Cap (vph)	2000			1418	520	465
v/s Ratio Prot	0.21				c0.16	
v/s Ratio Perm				c0.35		0.13
v/c Ratio	0.37			0.61	0.55	0.45
Uniform Delay, d1	6.6			7.9	16.5	15.9
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.1			0.8	1.3	0.7
Delay (s)	6.7			8.7	17.8	16.6
Level of Service	A			A	B	B
Approach Delay (s)	6.7			8.7	17.3	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	695	40	0	850	15	0	0	125	0	0	20
Future Vol, veh/h	0	695	40	0	850	15	0	0	125	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	6	20	0	0	2	0	0	24
Mvmt Flow	0	755	43	0	924	16	0	0	136	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	399	-	-	470
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.54
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	601	0	0	485
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	601	-	-	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.7	12.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	601	-	-	-	-	485
HCM Lane V/C Ratio	0.226	-	-	-	-	0.045
HCM Control Delay (s)	12.7	-	-	-	-	12.8
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	410	160	70	540	125	225	390	45	95	180	120
Future Volume (vph)	170	410	160	70	540	125	225	390	45	95	180	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	*0.75		1.00	*0.65	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.98		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3374		1768	3428		1769	2746		1768	2262	
Flt Permitted	0.19	1.00		0.38	1.00		0.27	1.00		0.44	1.00	
Satd. Flow (perm)	362	3374		699	3428		500	2746		821	2262	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	418	163	71	551	128	230	398	46	97	184	122
RTOR Reduction (vph)	0	26	0	0	14	0	0	5	0	0	30	0
Lane Group Flow (vph)	173	555	0	71	665	0	230	439	0	97	276	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	41.3	30.6		33.0	26.3		38.3	27.0		26.2	18.9	
Effective Green, g (s)	41.3	31.2		33.0	26.9		38.3	27.6		26.2	19.5	
Actuated g/C Ratio	0.47	0.35		0.37	0.30		0.43	0.31		0.30	0.22	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	342	1185		340	1038		435	853		320	496	
v/s Ratio Prot	c0.06	0.16		0.02	c0.19		c0.09	c0.16		0.02	0.12	
v/s Ratio Perm	0.17			0.06			0.14			0.06		
v/c Ratio	0.51	0.47		0.21	0.64		0.53	0.51		0.30	0.56	
Uniform Delay, d1	15.8	22.4		18.3	26.8		17.3	25.1		23.3	30.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.4		0.3	1.5		1.2	0.7		0.5	1.7	
Delay (s)	17.0	22.8		18.6	28.3		18.5	25.8		23.9	32.5	
Level of Service	B	C		B	C		B	C		C	C	
Approach Delay (s)		21.4			27.4			23.3			30.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	88.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	400	50	200	595	10	115	50	195	25	30	20
Future Volume (vph)	20	400	50	200	595	10	115	50	195	25	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frt		0.98			1.00		1.00	0.88		1.00	0.94	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3545			3559		1805	1673		1805	1786	
Flt Permitted		0.91			0.70		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		3221			2510		1805	1673		1805	1786	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	435	54	217	647	11	125	54	212	27	33	22
RTOR Reduction (vph)	0	5	0	0	0	0	0	147	0	0	20	0
Lane Group Flow (vph)	0	506	0	0	875	0	125	119	0	27	35	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		8			4		2	2		6	6	
Permitted Phases	8			4								
Actuated Green, G (s)		34.5			34.8		10.9	10.9		5.5	5.5	
Effective Green, g (s)		35.4			35.4		11.5	11.5		6.1	6.1	
Actuated g/C Ratio		0.54			0.54		0.18	0.18		0.09	0.09	
Clearance Time (s)		4.9			4.6		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1754			1366		319	295		169	167	
v/s Ratio Prot							0.07	c0.07		0.01	c0.02	
v/s Ratio Perm		0.16			c0.35							
v/c Ratio		0.29			0.64		0.39	0.40		0.16	0.21	
Uniform Delay, d1		8.0			10.3		23.7	23.7		27.1	27.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			1.0		0.8	0.9		0.4	0.6	
Delay (s)		8.1			11.4		24.5	24.6		27.5	27.9	
Level of Service		A			B		C	C		C	C	
Approach Delay (s)		8.1			11.4			24.6			27.7	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	275	0	0	0	505	410	0	0	275	10
Future Volume (vph)	5	0	275	0	0	0	505	410	0	0	275	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0				4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00				1.00	1.00			0.95	
Frt	1.00		0.85				1.00	1.00			0.99	
Flt Protected	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (prot)	1805		1615				1805	1900			3591	
Flt Permitted	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (perm)	1805		1615				1805	1900			3591	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	299	0	0	0	549	446	0	0	299	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	5	0	299	0	0	0	549	446	0	0	308	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm			Perm	Split	NA			NA	
Protected Phases	1						2	2			3	
Permitted Phases			6			3 6		1 3 6				
Actuated Green, G (s)	1.5		37.4				31.3	53.4			11.4	
Effective Green, g (s)	2.1		38.0				31.9	54.0			12.0	
Actuated g/C Ratio	0.04		0.66				0.55	0.93			0.21	
Clearance Time (s)	4.6		4.6				4.6	4.6			4.6	
Vehicle Extension (s)	3.0		3.0				4.0	4.0			4.0	
Lane Grp Cap (vph)	65		1058				992	1900			742	
v/s Ratio Prot	0.00						c0.30	c0.13			c0.09	
v/s Ratio Perm			0.19					0.11				
v/c Ratio	0.08		0.28				0.55	0.23			0.41	
Uniform Delay, d1	27.0		4.2				8.4	0.2			20.0	
Progression Factor	1.00		1.00				1.00	1.00			1.00	
Incremental Delay, d2	0.5		0.1				0.8	0.1			0.5	
Delay (s)	27.5		4.4				9.3	0.3			20.5	
Level of Service	C		A				A	A			C	
Approach Delay (s)		4.8			0.0			5.2			20.5	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	215	60	140	165	100	70	630	110	35	370	15
Future Volume (vph)	55	215	60	140	165	100	70	630	110	35	370	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.94		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1767	1795		1769	1746		1767	3446		1769	3515	
Flt Permitted	0.59	1.00		0.30	1.00		0.41	1.00		0.22	1.00	
Satd. Flow (perm)	1088	1795		560	1746		756	3446		413	3515	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	59	231	65	151	177	108	75	677	118	38	398	16
RTOR Reduction (vph)	0	8	0	0	16	0	0	11	0	0	2	0
Lane Group Flow (vph)	59	288	0	151	269	0	75	784	0	38	412	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	24.1	20.1		34.8	26.8		33.8	27.6		29.4	25.4	
Effective Green, g (s)	24.1	20.7		34.8	27.4		33.8	28.2		29.4	26.0	
Actuated g/C Ratio	0.30	0.26		0.44	0.34		0.42	0.35		0.37	0.33	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	363	466		407	601		399	1220		220	1148	
v/s Ratio Prot	0.01	c0.16		c0.05	0.15		c0.01	c0.23		0.01	0.12	
v/s Ratio Perm	0.04			0.11			0.07			0.05		
v/c Ratio	0.16	0.62		0.37	0.45		0.19	0.64		0.17	0.36	
Uniform Delay, d1	20.0	26.0		14.8	20.2		14.0	21.5		16.8	20.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	1.7		0.2	0.2		0.1	1.2		0.1	0.2	
Delay (s)	20.1	27.7		15.0	20.4		14.1	22.7		16.9	20.7	
Level of Service	C	C		B	C		B	C		B	C	
Approach Delay (s)		26.4			18.5			22.0			20.4	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Grand Blvd & 29th Ave

2040 Future PM - Crestline connection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	515	115	175	435	225	145	270	125	455	570	30
Future Volume (vph)	55	515	115	175	435	225	145	270	125	455	570	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3511		1805	3610	1615	1805	3439		1805	3583	
Flt Permitted	0.49	1.00		0.17	1.00	1.00	0.41	1.00		0.25	1.00	
Satd. Flow (perm)	923	3511		323	3610	1615	778	3439		482	3583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	59	548	122	186	463	239	154	287	133	484	606	32
RTOR Reduction (vph)	0	14	0	0	0	141	0	46	0	0	3	0
Lane Group Flow (vph)	59	656	0	186	463	98	154	374	0	484	635	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		4	2			6		
Actuated Green, G (s)	31.8	25.5		42.3	32.0	32.0	28.2	17.7		43.6	29.1	
Effective Green, g (s)	31.8	26.2		42.3	32.7	32.7	28.2	18.4		43.6	29.9	
Actuated g/C Ratio	0.33	0.27		0.44	0.34	0.34	0.30	0.19		0.46	0.31	
Clearance Time (s)	4.0	4.7		4.0	4.7	4.7	4.0	4.7		4.0	4.8	
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	365	964		342	1237	553	343	663		525	1122	
v/s Ratio Prot	0.01	c0.19		c0.07	0.13		0.05	0.11		c0.21	0.18	
v/s Ratio Perm	0.04			0.17		0.06	0.08			c0.21		
v/c Ratio	0.16	0.68		0.54	0.37	0.18	0.45	0.56		0.92	0.57	
Uniform Delay, d1	21.9	30.9		18.5	23.6	21.9	25.9	34.9		20.5	27.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	2.2		0.9	0.3	0.2	0.3	1.3		21.5	0.8	
Delay (s)	22.0	33.0		19.4	23.9	22.2	26.2	36.2		42.0	28.1	
Level of Service	C	C		B	C	C	C	D		D	C	
Approach Delay (s)		32.1			22.5			33.5			34.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	95.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1140	20	15	860	15	5	5	10	25	10	15
Future Vol, veh/h	25	1140	20	15	860	15	5	5	10	25	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	7	1	0	0	0	0	0	0	0
Mvmt Flow	27	1239	22	16	935	16	5	5	11	27	11	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	951	0	0	1261	0	0	1809	2287	631	1651	2290	476
Stage 1	-	-	-	-	-	-	1304	1304	-	975	975	-
Stage 2	-	-	-	-	-	-	505	983	-	676	1315	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.27	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	730	-	-	521	-	-	50	40	429	66	40	541
Stage 1	-	-	-	-	-	-	172	232	-	274	332	-
Stage 2	-	-	-	-	-	-	523	329	-	414	230	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	730	-	-	521	-	-	31	33	429	49	33	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	33	-	49	33	-
Stage 1	-	-	-	-	-	-	151	203	-	240	310	-
Stage 2	-	-	-	-	-	-	458	308	-	344	201	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	95.8	208.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	60	730	-	-	521	-	-	59
HCM Lane V/C Ratio	0.362	0.037	-	-	0.031	-	-	0.921
HCM Control Delay (s)	95.8	10.1	0.6	-	12.1	0.4	-	208.3
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	985	210	250	715	175	135
Future Volume (vph)	985	210	250	715	175	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.97			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3515			3564	1805	1615
Flt Permitted	1.00			0.52	0.95	1.00
Satd. Flow (perm)	3515			1871	1805	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1059	226	269	769	188	145
RTOR Reduction (vph)	12	0	0	0	0	0
Lane Group Flow (vph)	1273	0	0	1038	188	145
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	8			4	2	
Permitted Phases			4			2
Actuated Green, G (s)	40.3			40.3	11.5	11.5
Effective Green, g (s)	41.2			41.2	12.1	12.1
Actuated g/C Ratio	0.67			0.67	0.20	0.20
Clearance Time (s)	4.9			4.9	4.6	4.6
Vehicle Extension (s)	3.5			3.5	3.0	3.0
Lane Grp Cap (vph)	2362			1257	356	318
v/s Ratio Prot	0.36				c0.10	
v/s Ratio Perm				c0.55		0.09
v/c Ratio	0.54			1.22dl	0.53	0.46
Uniform Delay, d1	5.2			7.4	22.0	21.7
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.3			4.7	1.4	1.0
Delay (s)	5.4			12.1	23.5	22.7
Level of Service	A			B	C	C
Approach Delay (s)	5.4			12.1	23.1	
Approach LOS	A			B	C	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	61.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1095	50	0	1000	10	0	0	95	0	0	40
Future Vol, veh/h	0	1095	50	0	1000	10	0	0	95	0	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	5	0	1	12	0	0	2	0	0	3
Mvmt Flow	0	1190	54	0	1087	11	0	0	103	0	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	622	-	-	549
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	430	0	0	477
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	430	-	-	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16	13.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	430	-	-	-	-	477
HCM Lane V/C Ratio	0.24	-	-	-	-	0.091
HCM Control Delay (s)	16	-	-	-	-	13.3
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	730	225	105	565	90	290	270	60	215	450	165
Future Volume (vph)	200	730	225	105	565	90	290	270	60	215	450	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	*0.75		1.00	*0.65	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1769	3399		1769	3457		1770	2709		1766	2313	
Flt Permitted	0.16	1.00		0.12	1.00		0.10	1.00		0.50	1.00	
Satd. Flow (perm)	297	3399		226	3457		190	2709		932	2313	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	206	753	232	108	582	93	299	278	62	222	464	170
RTOR Reduction (vph)	0	20	0	0	9	0	0	8	0	0	13	0
Lane Group Flow (vph)	206	965	0	108	666	0	299	332	0	222	621	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	51.8	37.2		43.6	33.0		62.4	44.1		49.5	35.2	
Effective Green, g (s)	51.8	37.8		43.6	33.6		62.4	44.7		49.5	35.8	
Actuated g/C Ratio	0.42	0.31		0.35	0.27		0.51	0.36		0.40	0.29	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	301	1041		212	941		393	981		470	671	
v/s Ratio Prot	c0.08	c0.28		0.04	0.19		c0.14	0.12		0.05	c0.27	
v/s Ratio Perm	0.21			0.14			0.24			0.13		
v/c Ratio	0.68	0.93		0.51	0.71		0.76	0.34		0.47	0.92	
Uniform Delay, d1	26.3	41.5		30.6	40.5		32.4	28.6		25.3	42.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.3	13.7		1.9	2.6		8.4	0.3		0.8	18.8	
Delay (s)	32.6	55.2		32.5	43.1		40.8	28.9		26.1	61.3	
Level of Service	C	E		C	D		D	C		C	E	
Approach Delay (s)		51.3			41.6			34.5			52.2	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	123.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	620	180	225	495	35	130	105	245	90	100	35
Future Volume (vph)	30	620	180	225	495	35	130	105	245	90	100	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frt		0.97			0.99		1.00	0.90		1.00	0.96	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3486			3532		1805	1700		1805	1826	
Flt Permitted		0.90			0.53		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		3148			1916		1805	1700		1805	1826	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	674	196	245	538	38	141	114	266	98	109	38
RTOR Reduction (vph)	0	19	0	0	3	0	0	80	0	0	12	0
Lane Group Flow (vph)	0	884	0	0	818	0	141	300	0	98	135	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		8			4		2	2		6	6	
Permitted Phases	8			4								
Actuated Green, G (s)		35.4			35.7		19.4	19.4		11.4	11.4	
Effective Green, g (s)		36.3			36.3		20.0	20.0		12.0	12.0	
Actuated g/C Ratio		0.45			0.45		0.25	0.25		0.15	0.15	
Clearance Time (s)		4.9			4.6		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1423			866		449	423		269	272	
v/s Ratio Prot							0.08	c0.18		0.05	c0.07	
v/s Ratio Perm		0.28			c0.43							
v/c Ratio		0.62			1.32dl		0.31	0.71		0.36	0.50	
Uniform Delay, d1		16.8			21.0		24.6	27.5		30.7	31.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9			18.5		0.4	5.5		0.8	1.4	
Delay (s)		17.6			39.5		25.0	33.0		31.6	32.8	
Level of Service		B			D		C	C		C	C	
Approach Delay (s)		17.6			39.5			30.9			32.3	
Approach LOS		B			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	16.6
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	620	0	0	0	360	480	0	0	470	15
Future Volume (vph)	15	0	620	0	0	0	360	480	0	0	470	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0				4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00				1.00	1.00			0.95	
Frt	1.00		0.85				1.00	1.00			1.00	
Flt Protected	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (prot)	1805		1615				1805	1900			3593	
Flt Permitted	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (perm)	1805		1615				1805	1900			3593	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	0	653	0	0	0	379	505	0	0	495	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	16	0	653	0	0	0	379	505	0	0	509	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm			Perm	Split	NA			NA	
Protected Phases	1						2	2			3	
Permitted Phases			6			3 6		1 3 6				
Actuated Green, G (s)	1.4		34.2				28.2	55.6			16.8	
Effective Green, g (s)	2.0		34.8				28.8	56.2			17.4	
Actuated g/C Ratio	0.03		0.58				0.48	0.93			0.29	
Clearance Time (s)	4.6		4.6				4.6	4.6			4.6	
Vehicle Extension (s)	3.0		3.0				4.0	4.0			4.0	
Lane Grp Cap (vph)	59		933				863	1900			1038	
v/s Ratio Prot	0.01						0.21	0.13			c0.14	
v/s Ratio Perm			c0.40					0.14				
v/c Ratio	0.27		0.70				0.44	0.27			0.49	
Uniform Delay, d1	28.4		9.0				10.4	0.2			17.7	
Progression Factor	1.00		1.00				1.00	1.00			1.00	
Incremental Delay, d2	2.5		2.3				0.5	0.1			0.5	
Delay (s)	30.9		11.3				10.9	0.3			18.2	
Level of Service	C		B				B	A			B	
Approach Delay (s)		11.8			0.0			4.8			18.2	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	60.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	240	110	270	245	75	95	595	135	105	880	35
Future Volume (vph)	100	240	110	270	245	75	95	595	135	105	880	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.96		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1767	1765		1769	1790		1769	3421		1769	3515	
Flt Permitted	0.46	1.00		0.17	1.00		0.14	1.00		0.19	1.00	
Satd. Flow (perm)	857	1765		322	1790		260	3421		355	3515	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	104	250	115	281	255	78	99	620	141	109	917	36
RTOR Reduction (vph)	0	14	0	0	8	0	0	16	0	0	2	0
Lane Group Flow (vph)	104	351	0	281	325	0	99	745	0	109	951	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	33.4	24.4		44.7	31.7		40.8	34.2		45.6	36.6	
Effective Green, g (s)	33.4	25.0		44.7	32.3		40.8	34.8		45.6	37.2	
Actuated g/C Ratio	0.33	0.25		0.44	0.32		0.40	0.34		0.45	0.37	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	364	436		375	571		203	1177		285	1293	
v/s Ratio Prot	0.03	c0.20		c0.12	0.18		c0.03	0.22		c0.03	c0.27	
v/s Ratio Perm	0.07			0.21			0.16			0.14		
v/c Ratio	0.29	0.81		0.75	0.57		0.49	0.63		0.38	0.74	
Uniform Delay, d1	24.2	35.8		21.3	28.6		21.1	27.8		18.0	27.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	9.9		7.0	0.8		0.7	1.2		0.3	2.3	
Delay (s)	24.3	45.6		28.3	29.4		21.7	29.0		18.3	30.0	
Level of Service	C	D		C	C		C	C		B	C	
Approach Delay (s)		40.9			28.9			28.1			28.8	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	101.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Bicycle and Pedestrian Counts

K-D-N
KEY DATA NETWORK

S Arthur St and E 29th Ave

	Bicycles In Roadway												Pedestrians at Crosswalks			
10/16/18	SB-R	SB-T	SB-L	WB-R	WB-T	WB-L	NB-R	NB-T	NB-L	EB-R	EB-T	EB-L	North Leg	East Leg	South Leg	West Leg
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	1	1	0	0	0	0	0	0	0	6	7	11	6

K-D-N
KEY DATA NETWORK

S Garfield St and E 29th Ave

	Bicycles In Roadway												Pedestrians at Crosswalks			
10/16/18	SB-R	SB-T	SB-L	WB-R	WB-T	WB-L	NB-R	NB-T	NB-L	EB-R	EB-T	EB-L	North Leg	East Leg	South Leg	West Leg
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	2	0	0	0	0	8	4	15	10

K-D-N
KEY DATA NETWORK

S Pittsburg St at E 29th Ave

	Bicycles In Roadway												Pedestrians at Crosswalks			
10/16/18	SB-R	SB-T	SB-L	WB-R	WB-T	WB-L	NB-R	NB-T	NB-L	EB-R	EB-T	EB-L	North Leg	East Leg	South Leg	West Leg
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	3	0	0	5	0	1	7	0	0	0	0	9	4	23	22

K-D-N
KEY DATA NETWORK

S Martin St and E 29th Ave

	Bicycles In Roadway												Pedestrians at Crosswalks			
10/16/18	SB-R	SB-T	SB-L	WB-R	WB-T	WB-L	NB-R	NB-T	NB-L	EB-R	EB-T	EB-L	North Leg	East Leg	South Leg	West Leg
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	1	0	20	3	33	6

Turning Movement Counts

City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

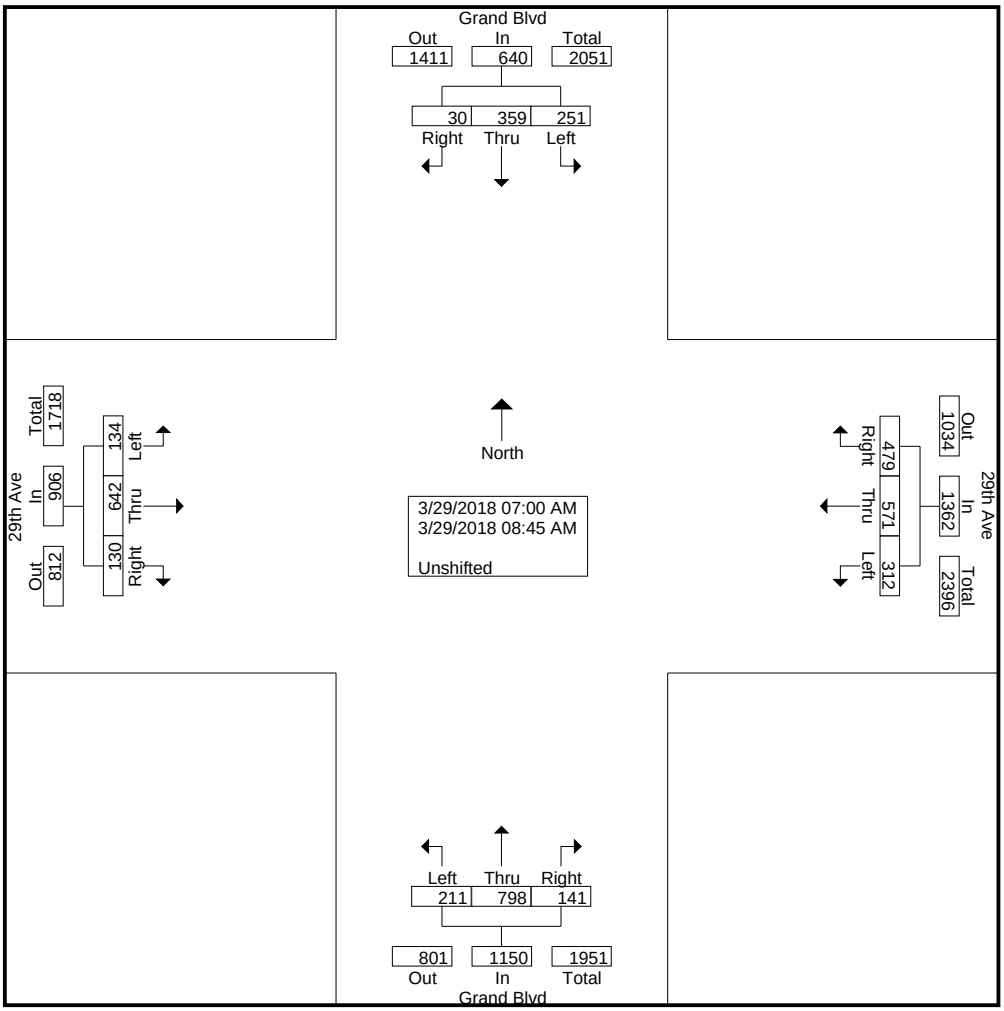
2900 S Grand Blvd
600 E 29th Ave

Peak Hour Data on Page 2

File Name : Grand & 29th INT155 AM
Site Code : INT155
Start Date : 3/29/2018
Page No : 1

Groups Printed- Unshifted

	Grand Blvd From North				29th Ave From East				Grand Blvd From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	1	23	18	42	41	47	7	95	9	74	17	100	9	36	12	57	294
07:15 AM	2	22	17	41	44	48	21	113	13	101	33	147	10	61	8	79	380
07:30 AM	4	40	40	84	62	85	25	172	5	136	28	169	4	73	15	92	517
07:45 AM	5	48	29	82	87	89	33	209	15	126	31	172	15	77	15	107	570
Total	12	133	104	249	234	269	86	589	42	437	109	588	38	247	50	335	1761
08:00 AM	6	51	24	81	78	87	38	203	14	94	30	138	17	85	17	119	541
08:15 AM	5	56	39	100	53	91	65	209	29	77	26	132	21	112	12	145	586
08:30 AM	3	62	42	107	63	72	57	192	24	103	24	151	26	99	25	150	600
08:45 AM	4	57	42	103	51	52	66	169	32	87	22	141	28	99	30	157	570
Total	18	226	147	391	245	302	226	773	99	361	102	562	92	395	84	571	2297
Grand Total	30	359	251	640	479	571	312	1362	141	798	211	1150	130	642	134	906	4058
Apprch %	4.7	56.1	39.2		35.2	41.9	22.9		12.3	69.4	18.3		14.3	70.9	14.8		
Total %	0.7	8.8	6.2	15.8	11.8	14.1	7.7	33.6	3.5	19.7	5.2	28.3	3.2	15.8	3.3	22.3	

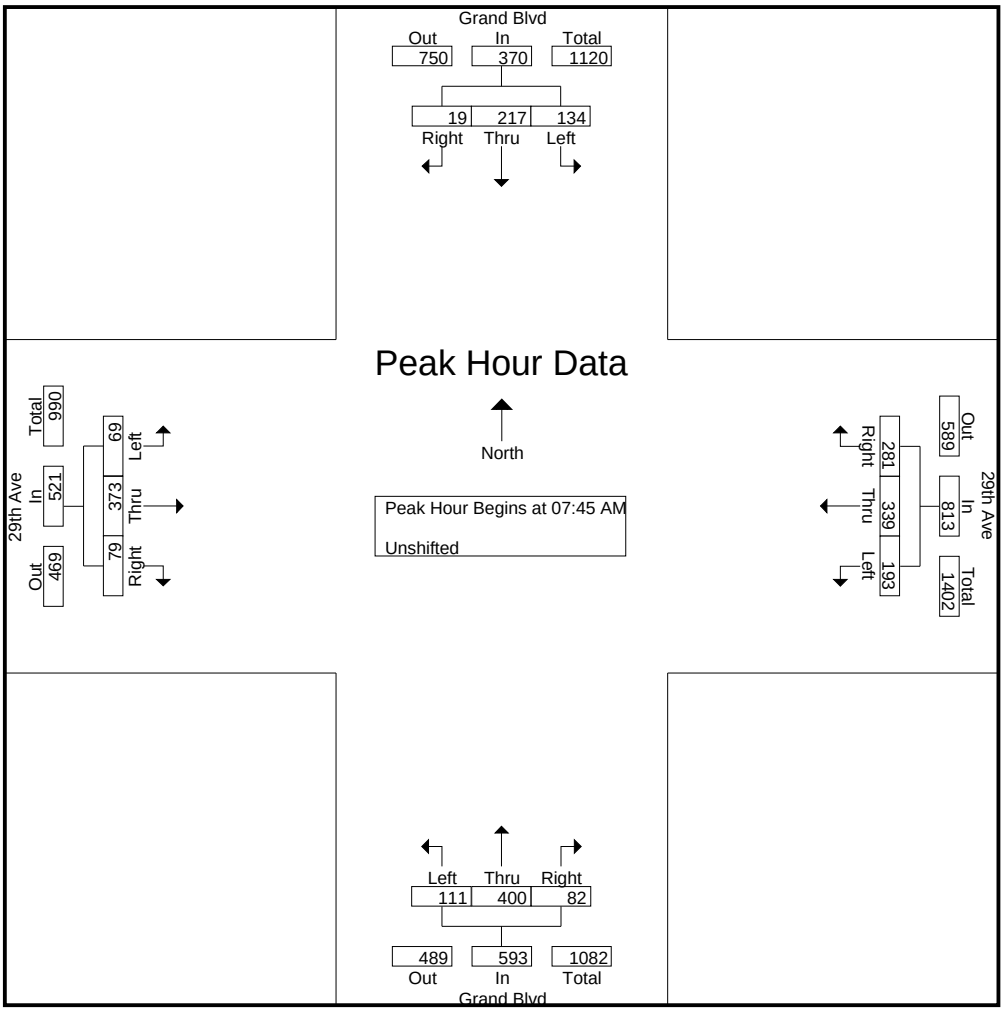


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Grand & 29th INT155 AM
Site Code : INT155
Start Date : 3/29/2018
Page No : 2

	Grand Blvd From North				29th Ave From East				Grand Blvd From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	48	29	82	**87**	89	33	**209**	15	**126**	**31**	**172**	15	77	15	107	570
08:00 AM	**6**	51	24	81	78	87	38	203	14	94	30	138	17	85	17	119	541
08:15 AM	5	56	39	100	53	**91**	**65**	209	**29**	77	26	132	21	**112**	12	145	586
08:30 AM	3	**62**	**42**	**107**	63	72	57	192	24	103	24	151	**26**	99	**25**	**150**	**600**
Total Volume	19	217	134	370	281	339	193	813	82	400	111	593	79	373	69	521	2297
% App. Total	5.1	58.6	36.2		34.6	41.7	23.7		13.8	67.5	18.7		15.2	71.6	13.2		
PHF	.792	.875	.798	.864	.807	.931	.742	.972	.707	.794	.895	.862	.760	.833	.690	.868	.957



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

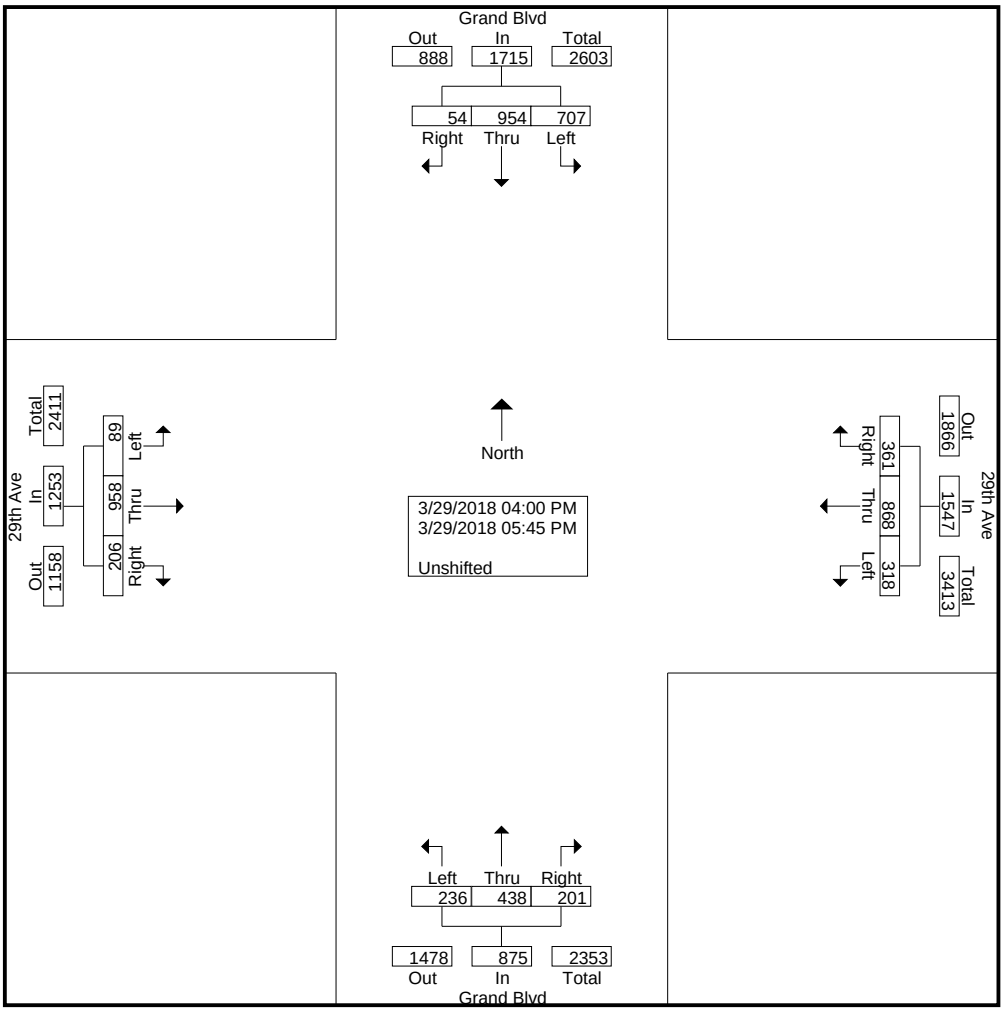
2900 S Grand Blvd
600 E 29th Ave

Peak Hour Data on Page 2

File Name : Grand & 29th INT155 PM
Site Code : INT155
Start Date : 3/29/2018
Page No : 1

Groups Printed- Unshifted

	Grand Blvd From North				29th Ave From East				Grand Blvd From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	9	105	74	188	51	124	49	224	31	53	24	108	33	109	12	154	674
04:15 PM	6	105	92	203	42	106	35	183	20	42	34	96	16	135	9	160	642
04:30 PM	8	112	72	192	44	109	34	187	20	63	30	113	27	122	10	159	651
04:45 PM	7	126	95	228	47	109	44	200	24	58	37	119	29	118	10	157	704
Total	30	448	333	811	184	448	162	794	95	216	125	436	105	484	41	630	2671
05:00 PM	4	126	95	225	48	95	37	180	22	60	26	108	21	137	18	176	689
05:15 PM	10	162	114	286	40	115	38	193	29	51	31	111	32	115	11	158	748
05:30 PM	6	110	84	200	44	106	44	194	29	62	28	119	24	112	11	147	660
05:45 PM	4	108	81	193	45	104	37	186	26	49	26	101	24	110	8	142	622
Total	24	506	374	904	177	420	156	753	106	222	111	439	101	474	48	623	2719
Grand Total	54	954	707	1715	361	868	318	1547	201	438	236	875	206	958	89	1253	5390
Apprch %	3.1	55.6	41.2		23.3	56.1	20.6		23	50.1	27		16.4	76.5	7.1		
Total %	1	17.7	13.1	31.8	6.7	16.1	5.9	28.7	3.7	8.1	4.4	16.2	3.8	17.8	1.7	23.2	

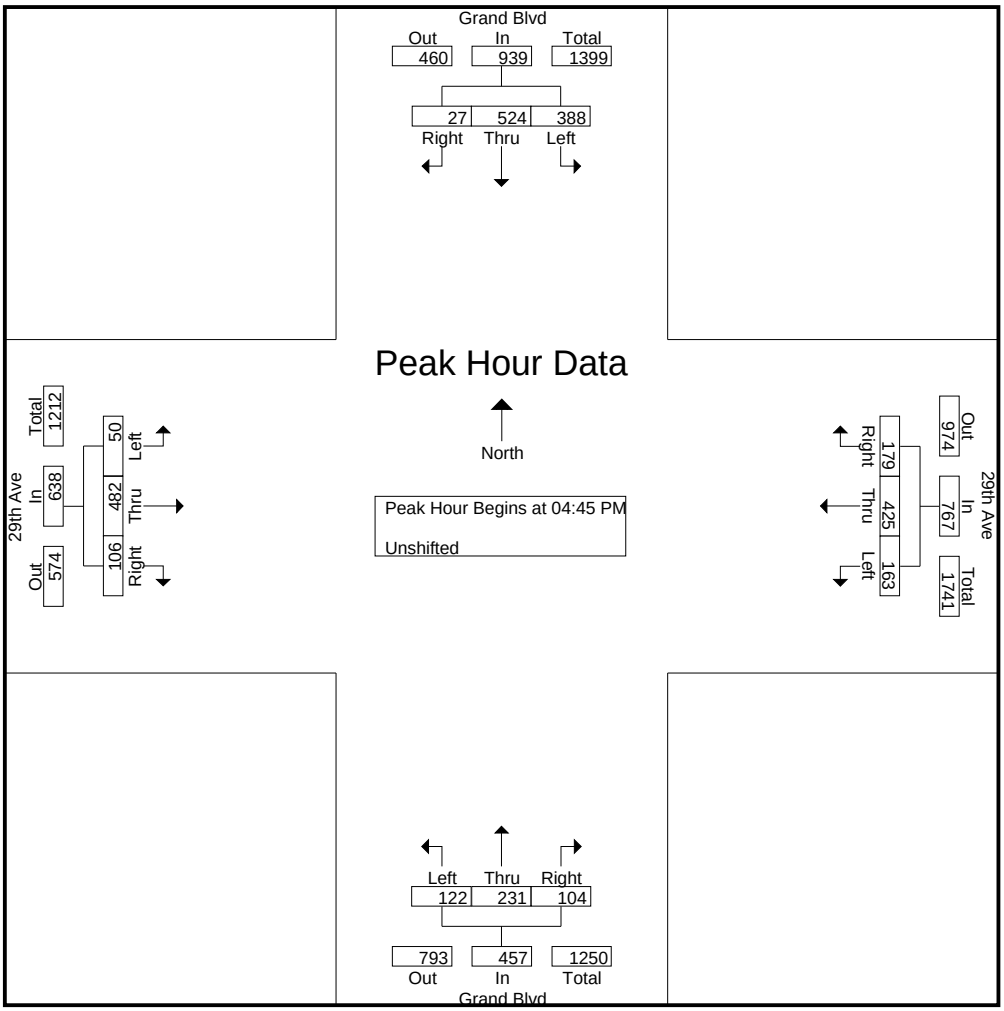


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

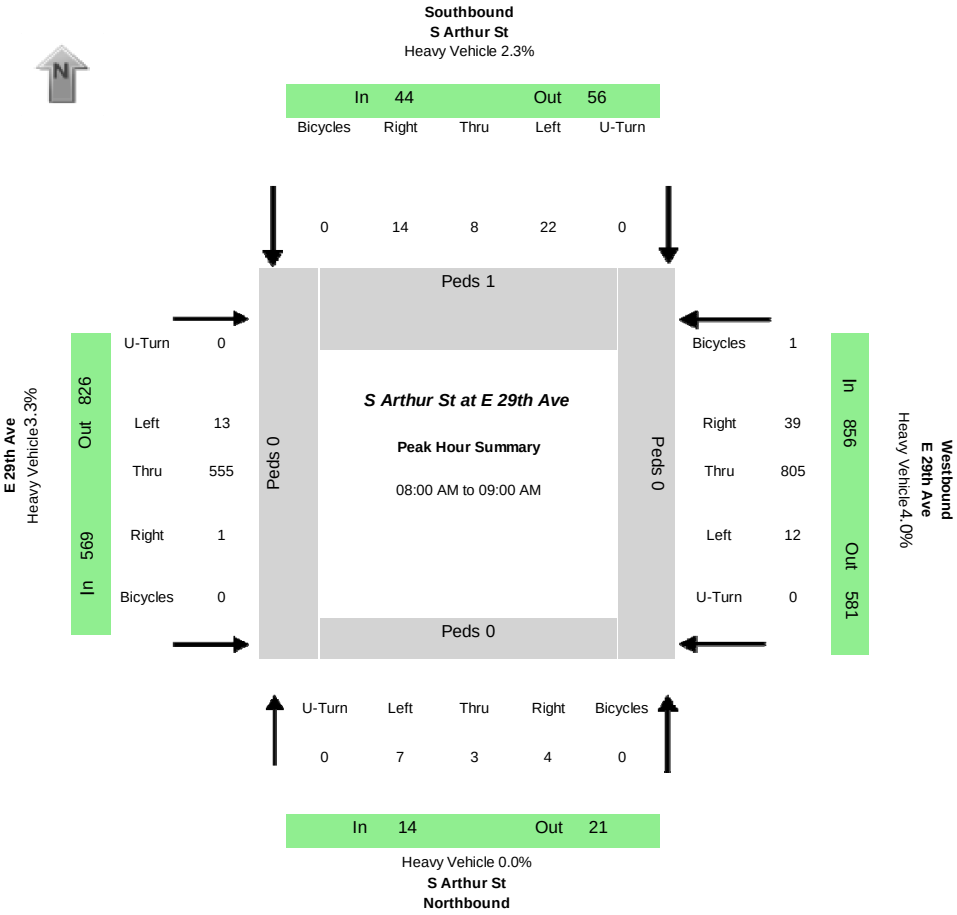
File Name : Grand & 29th INT155 PM
Site Code : INT155
Start Date : 3/29/2018
Page No : 2

	Grand Blvd From North				29th Ave From East				Grand Blvd From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	126	95	228	47	109	**44**	**200**	24	58	**37**	**119**	29	118	10	157	704
05:00 PM	4	126	95	225	**48**	95	37	180	22	60	26	108	21	**137**	**18**	**176**	689
05:15 PM	**10**	**162**	**114**	**286**	40	**115**	38	193	**29**	51	31	111	**32**	115	11	158	**748**
05:30 PM	6	110	84	200	44	106	44	194	29	**62**	28	119	24	112	11	147	660
Total Volume	27	524	388	939	179	425	163	767	104	231	122	457	106	482	50	638	2801
% App. Total	2.9	55.8	41.3		23.3	55.4	21.3		22.8	50.5	26.7		16.6	75.5	7.8		
PHF	.675	.809	.851	.821	.932	.924	.926	.959	.897	.931	.824	.960	.828	.880	.694	.906	.936



K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*S Arthur St*
E/W street	*E 29th Ave*
City, State	Spokane WA
Site Notes	
Location	47.62815 - -117.395459
Start Date Start Time	Tuesday, October 16, 2018 07:00:00 AM
Weather Study ID #	
Peak Hour Start	08:00:00 AM
Peak 15 Min Start	08:25:00 AM
PHF (15-Min Int)	0.94



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
7	3	4	0	22	8	14	0	13	555	1	0	12	805	39	0	14	44	569	856	21	55	826	581
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	7.7%	3.2%	0.0%	0.0%	16.7%	3.7%	5.1%	0.0%	0.0%	2.3%	3.3%	4.0%	14.3%	5.5%	3.6%	3.1%

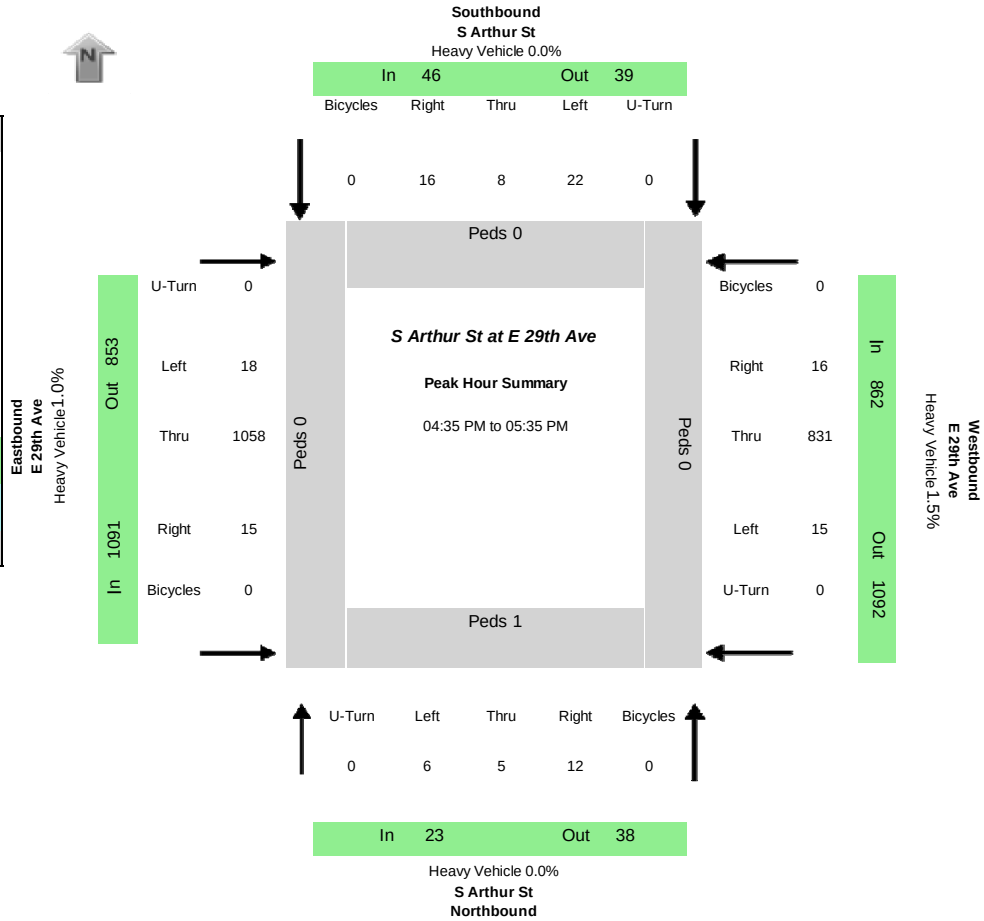
PHV- Bicycles																	PHV - Pedestrians in Crosswalk				
Northbound				Southbound				Eastbound				Westbound									
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**	NB	SB	EB	WB	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1

All Vehicle Volumes

	Northbound S Arthur St				Southbound S Arthur St				Eastbound E 29th Ave				Westbound E 29th Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
07:00:00 AM	1	0	1	0	0	0	0	0	0	14	0	0	0	35	2	0		
07:05:00 AM	0	1	2	0	1	0	0	0	0	21	0	0	0	37	1	0		
07:10:00 AM	1	0	0	0	3	0	0	0	0	16	1	0	0	41	0	0	178	
07:15:00 AM	0	1	2	0	1	0	0	0	0	23	0	0	0	42	1	0	195	
07:20:00 AM	1	0	1	0	1	0	1	0	1	28	0	0	0	51	3	0	219	
07:25:00 AM	0	0	0	0	2	0	0	0	1	36	0	0	0	49	1	0	246	
07:30:00 AM	1	1	0	0	1	0	0	0	2	23	0	0	1	59	0	0	264	
07:35:00 AM	2	1	0	0	0	0	0	0	0	21	0	0	1	78	1	0	281	
07:40:00 AM	1	0	2	0	0	0	0	0	1	33	0	0	1	77	1	0	308	
07:45:00 AM	4	1	1	0	0	0	2	0	0	31	0	0	0	74	2	0	335	
07:50:00 AM	0	1	1	0	1	1	2	0	0	35	0	0	1	58	2	0	333	
07:55:00 AM	0	2	2	0	0	0	1	0	0	52	2	0	0	60	0	0	336	1068
08:00:00 AM	2	2	0	0	0	0	0	0	1	45	0	0	0	71	8	0	350	1144
08:05:00 AM	0	0	0	0	1	0	0	0	1	31	0	0	1	82	4	0	368	1201
08:10:00 AM	2	0	0	0	3	2	0	0	2	47	0	0	0	48	3	0	356	1246
08:15:00 AM	0	0	0	0	1	1	0	0	4	37	0	0	2	73	6	0	351	1300
08:20:00 AM	0	0	0	0	5	1	1	0	2	35	0	0	2	71	9	0	357	1339
08:25:00 AM	2	0	0	0	6	1	3	0	0	50	1	0	1	70	3	0	387	1387
08:30:00 AM	1	0	0	0	1	1	4	0	1	59	0	0	4	58	0	0	392	1428
08:35:00 AM	0	0	2	0	0	0	1	0	0	47	0	0	0	77	2	0	395	1453
08:40:00 AM	0	0	0	0	0	0	2	0	0	48	0	0	1	65	0	0	374	1453
08:45:00 AM	0	0	0	0	2	0	0	0	1	41	0	0	0	67	1	0	357	1450
08:50:00 AM	0	0	1	0	1	1	1	0	1	55	0	0	1	69	2	0	360	1480
08:55:00 AM	0	1	1	0	2	1	2	0	0	60	0	0	0	54	1	0	366	1483

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*S Arthur St*
E/W street	*E 29th Ave*
City, State	Spokane WA
Site Notes	
Location	47.62815 - -117.395459
Start Date	Tuesday, October 16, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.91



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
6	5	12	0	22	8	16	0	18	1058	15	0	15	831	16	0	23	46	1091	862	38	39	853	1092

Percent Heavy Vehicles

0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	6.7%	1.4%	0.0%	0.0%	0.0%	0.0%	1.0%	1.5%	2.6%	0.0%	1.4%	1.0%

PHV- Bicycles

Northbound				Southbound				Eastbound				Westbound				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHV - Pedestrians

in Crosswalk				
NB	SB	EB	WB	**Sum**
1	0	0	0	1

All Vehicle Volumes

	Northbound				Southbound				Eastbound				Westbound					
	S Arthur St				S Arthur St				E 29th Ave				E 29th Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	1	0	3	0	2	65	2	0	0	61	2	0		
04:05:00 PM	0	0	0	0	1	1	0	0	2	57	2	0	1	65	0	0		
04:10:00 PM	0	0	0	0	0	1	0	0	1	77	1	0	1	58	2	0	406	
04:15:00 PM	0	0	0	0	2	0	0	0	0	63	0	0	1	74	2	0	412	
04:20:00 PM	0	0	2	0	5	0	3	0	3	77	1	0	1	64	3	0	442	
04:25:00 PM	0	1	1	0	2	1	0	0	3	75	1	0	0	67	0	0	452	
04:30:00 PM	0	0	1	0	1	1	2	0	1	71	1	0	0	55	0	0	443	
04:35:00 PM	1	0	0	0	0	0	3	0	0	81	1	0	0	67	1	0	438	
04:40:00 PM	2	1	3	0	1	1	0	0	0	78	1	0	2	63	1	0	440	
04:45:00 PM	0	0	4	0	1	2	4	0	2	81	3	0	1	65	1	0	471	
04:50:00 PM	0	0	1	0	4	1	2	0	1	65	0	0	1	75	0	0	467	
04:55:00 PM	1	1	1	0	1	0	0	0	1	87	1	0	2	81	2	0	492	1790
05:00:00 PM	0	0	1	0	2	1	0	0	1	87	0	0	1	54	3	0	478	1804
05:05:00 PM	0	1	0	0	3	1	0	0	2	89	0	0	2	76	1	0	503	1850
05:10:00 PM	0	0	0	0	0	0	0	0	4	111	1	0	3	63	2	0	509	1893
05:15:00 PM	1	1	1	0	2	0	3	0	1	110	2	0	0	75	2	0	557	1949
05:20:00 PM	1	0	1	0	1	1	1	0	2	93	2	0	2	66	2	0	554	1962
05:25:00 PM	0	1	0	0	6	1	2	0	2	96	3	0	1	64	0	0	546	1987
05:30:00 PM	0	0	0	0	1	0	1	0	2	80	1	0	0	82	1	0	516	2022
05:35:00 PM	0	0	0	0	1	0	0	0	1	76	0	0	1	57	0	0	480	2004
05:40:00 PM	0	0	0	0	2	0	0	0	4	80	4	0	1	68	0	0	463	2010
05:45:00 PM	1	0	2	0	2	0	0	0	1	89	1	0	0	50	2	0	443	1994
05:50:00 PM	0	0	0	0	1	1	0	0	1	79	2	0	1	54	3	0	449	1986
05:55:00 PM	0	0	0	0	0	0	2	0	0	59	0	0	1	44	4	0	400	1918

City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

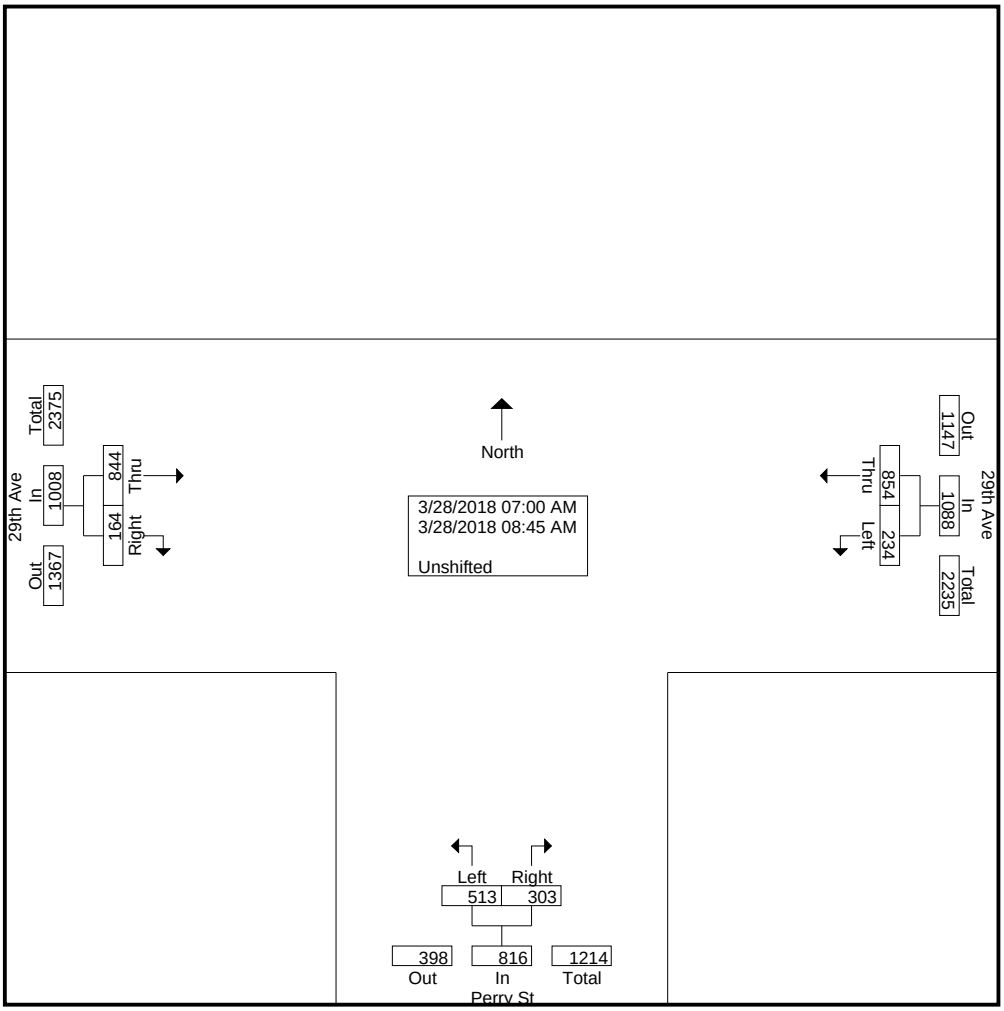
2900 S Perry St
1400 E 29th Ave

Peak Hour Data on Page 2

File Name : Perry & 29th INT150 AM
Site Code : INT150
Start Date : 3/28/2018
Page No : 1

Groups Printed- Unshifted

	29th Ave From East			Perry St From South			29th Ave From West			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	64	17	81	27	34	61	12	55	67	209
07:15 AM	64	24	88	25	65	90	14	63	77	255
07:30 AM	106	31	137	32	103	135	24	95	119	391
07:45 AM	108	29	137	42	70	112	31	100	131	380
Total	342	101	443	126	272	398	81	313	394	1235
08:00 AM	125	23	148	34	67	101	19	117	136	385
08:15 AM	135	51	186	51	67	118	23	131	154	458
08:30 AM	117	28	145	55	57	112	22	145	167	424
08:45 AM	135	31	166	37	50	87	19	138	157	410
Total	512	133	645	177	241	418	83	531	614	1677
Grand Total	854	234	1088	303	513	816	164	844	1008	2912
Apprch %	78.5	21.5		37.1	62.9		16.3	83.7		
Total %	29.3	8	37.4	10.4	17.6	28	5.6	29	34.6	

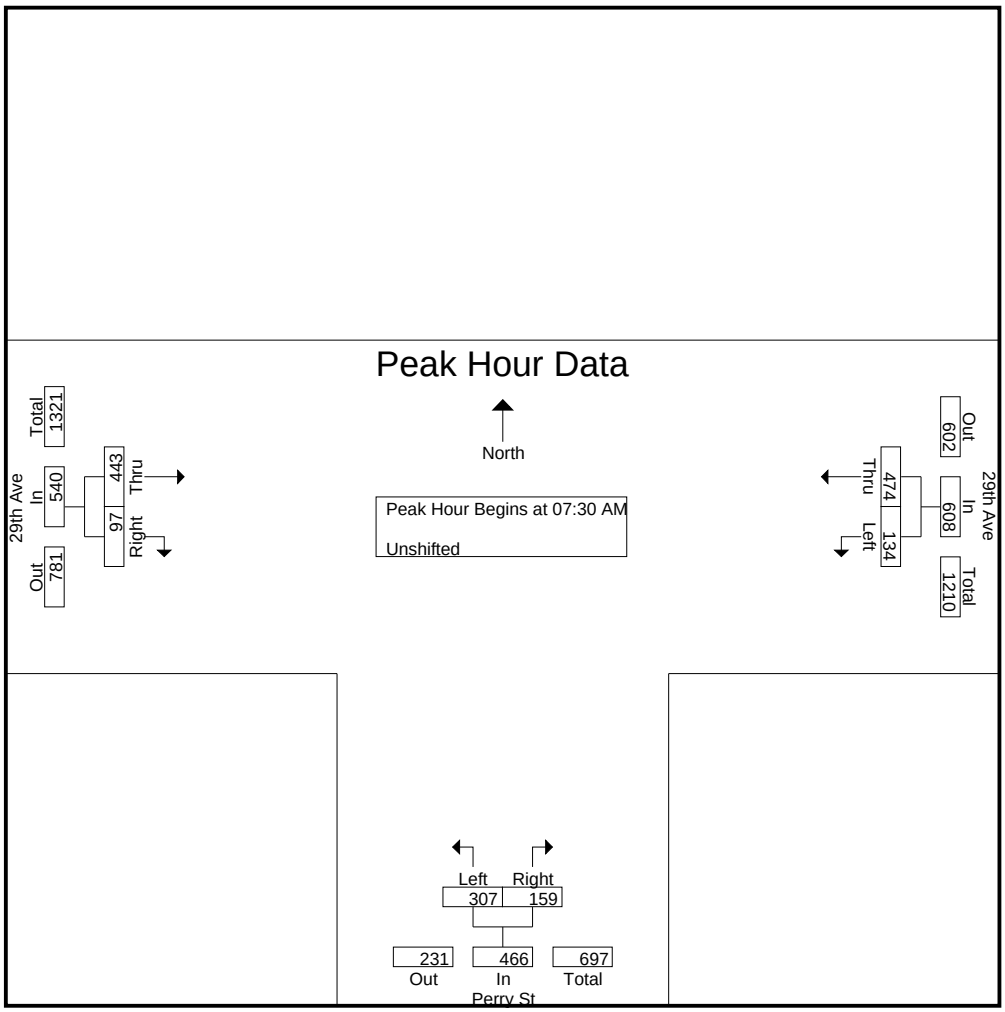


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Perry & 29th INT150 AM
Site Code : INT150
Start Date : 3/28/2018
Page No : 2

	29th Ave From East			Perry St From South			29th Ave From West			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	106	31	137	32	**103**	**135**	24	95	119	391
07:45 AM	108	29	137	42	70	112	**31**	100	131	380
08:00 AM	125	23	148	34	67	101	19	117	136	385
08:15 AM	**135**	**51**	**186**	**51**	67	118	23	**131**	**154**	**458**
Total Volume	474	134	608	159	307	466	97	443	540	1614
% App. Total	78	22		34.1	65.9		18	82		
PHF	.878	.657	.817	.779	.745	.863	.782	.845	.877	.881



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

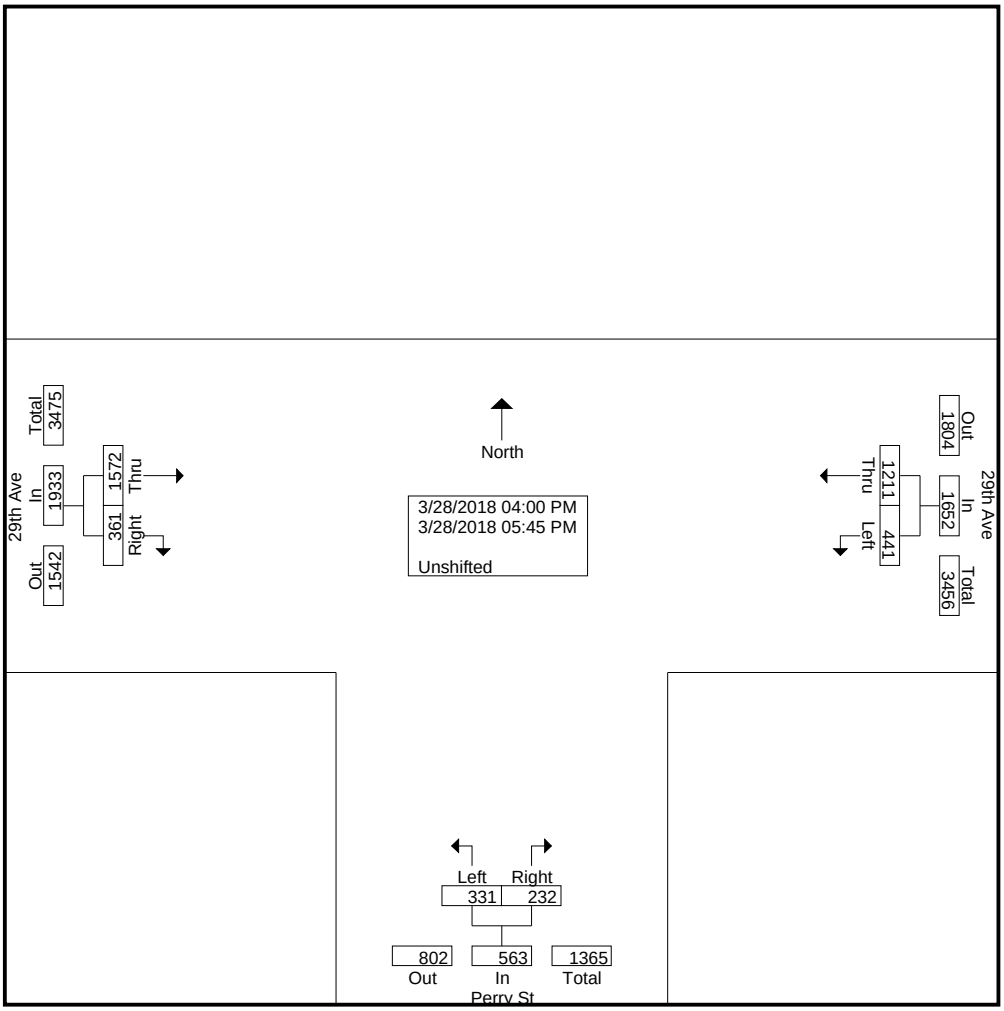
2900 S Perry St
1400 E 29th Ave

Peak Hour Data on Page 2

File Name : Perry & 29th INT150 PM
Site Code : INT150
Start Date : 3/28/2018
Page No : 1

Groups Printed- Unshifted

	29th Ave From East			Perry St From South			29th Ave From West			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	174	67	241	34	39	73	38	201	239	553
04:15 PM	134	56	190	23	35	58	38	174	212	460
04:30 PM	148	55	203	28	50	78	43	204	247	528
04:45 PM	146	48	194	37	37	74	43	194	237	505
Total	602	226	828	122	161	283	162	773	935	2046
05:00 PM	172	60	232	35	38	73	42	234	276	581
05:15 PM	157	59	216	19	50	69	81	184	265	550
05:30 PM	149	58	207	25	50	75	44	207	251	533
05:45 PM	131	38	169	31	32	63	32	174	206	438
Total	609	215	824	110	170	280	199	799	998	2102
Grand Total	1211	441	1652	232	331	563	361	1572	1933	4148
Apprch %	73.3	26.7		41.2	58.8		18.7	81.3		
Total %	29.2	10.6	39.8	5.6	8	13.6	8.7	37.9	46.6	

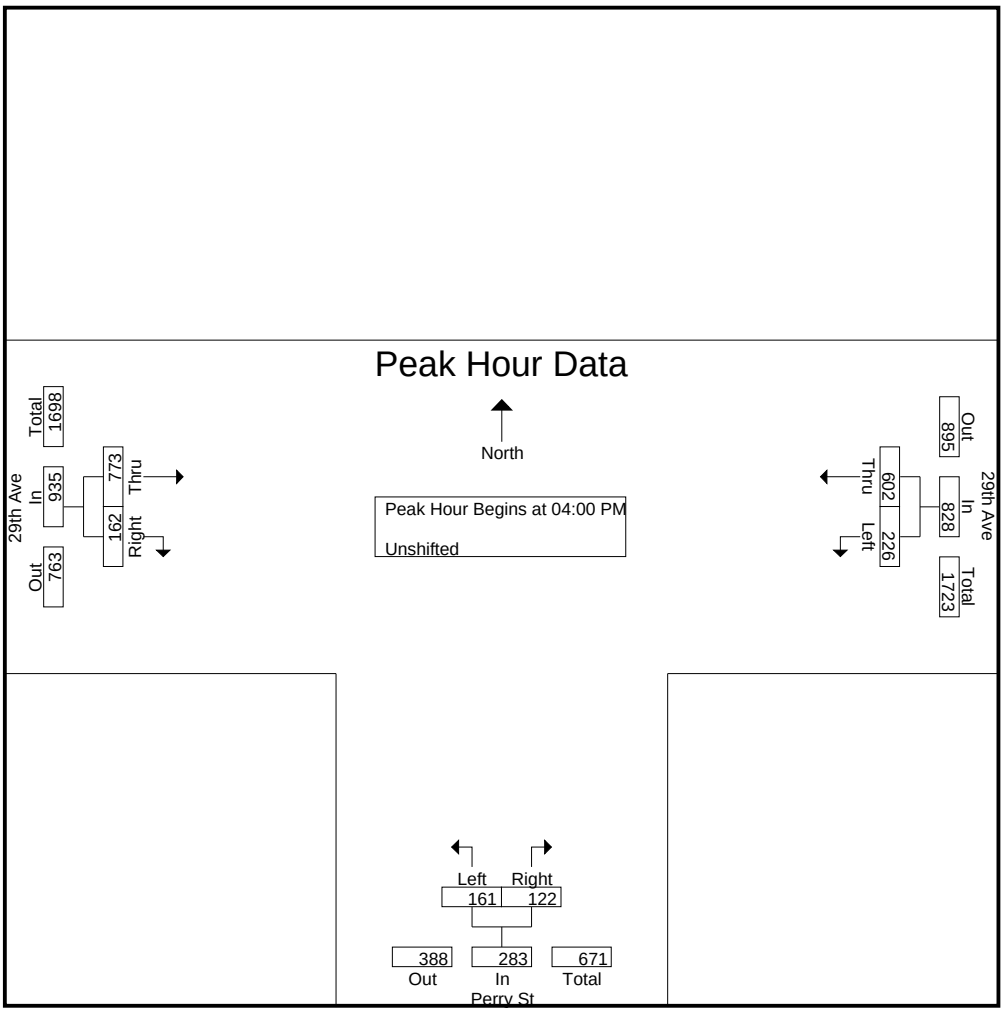


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

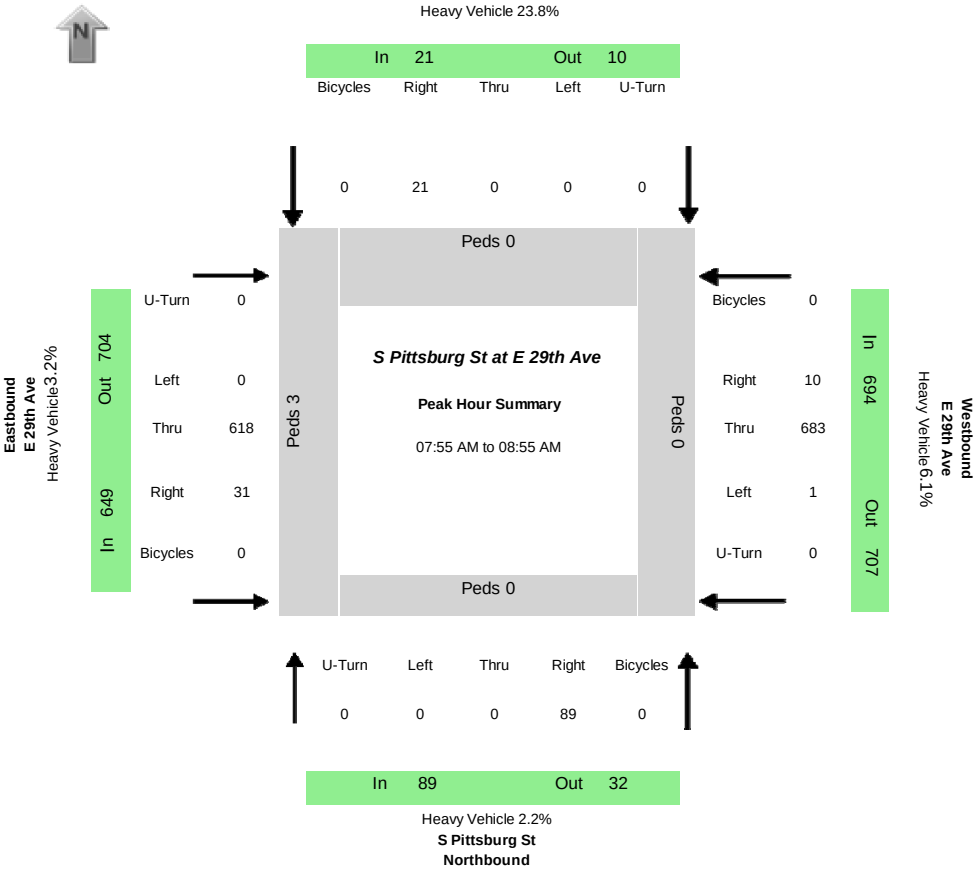
File Name : Perry & 29th INT150 PM
Site Code : INT150
Start Date : 3/28/2018
Page No : 2

	29th Ave From East			Perry St From South			29th Ave From West			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**174**	**67**	**241**	34	39	73	38	201	239	**553**
04:15 PM	134	56	190	23	35	58	38	174	212	460
04:30 PM	148	55	203	28	**50**	**78**	**43**	**204**	**247**	528
04:45 PM	146	48	194	**37**	37	74	43	194	237	505
Total Volume	602	226	828	122	161	283	162	773	935	2046
% App. Total	72.7	27.3		43.1	56.9		17.3	82.7		
PHF	.865	.843	.859	.824	.805	.907	.942	.947	.946	.925



K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*S Pittsburg St*
E/W street	*E 29th Ave*
City, State	Spokane WA
Site Notes	
Location	47.628203 - -117.38469
Start Date Start Time	Tuesday, October 16, 2018 07:00:00 AM
Weather Study ID #	
Peak Hour Start	07:55:00 AM
Peak 15 Min Start	08:30:00 AM
PHF (15-Min Int)	0.86



Peak-Hour Volumes (PHV)																							
Northbound				**Southbound**				**Eastbound**				**Westbound**				**Entering**				**Leaving**			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	89	0	0	0	21	0	0	618	31	0	1	683	10	0	89	21	649	694	32	10	704	707
Percent Heavy Vehicles																							
0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	23.8%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	5.9%	20.0%	0.0%	2.2%	23.8%	3.2%	6.1%	0.0%	20.0%	6.4%	3.3%

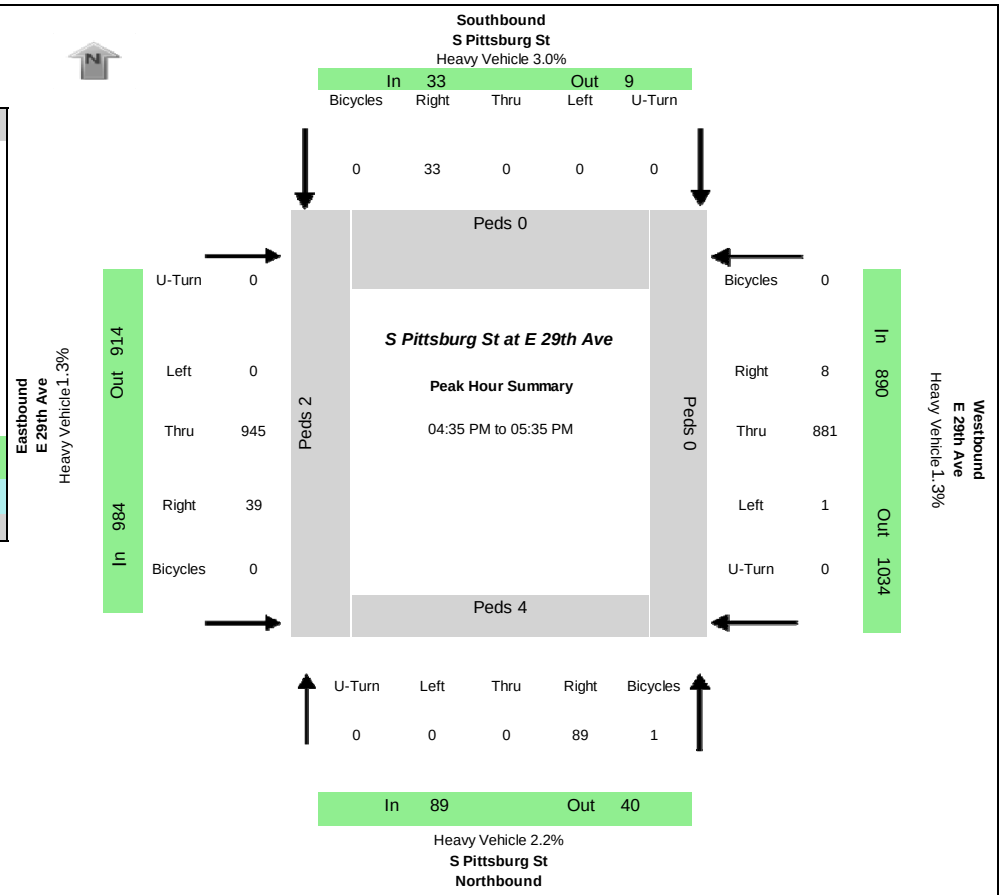
PHV- Bicycles																	PHV - Pedestrians				
																	in Crosswalk				
Northbound				**Southbound**				**Eastbound**				**Westbound**									
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**	NB	SB	EB	WB	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3

All Vehicle Volumes

	Northbound				**Southbound**				**Eastbound**				**Westbound**					
	S Pittsburg St				S Pittsburg St				E 29th Ave				E 29th Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
07:00:00 AM	0	0	5	0	0	0	0	0	0	26	1	0	1	29	0	0		
07:05:00 AM	0	0	5	0	0	0	0	0	0	30	1	0	0	26	0	0		
07:10:00 AM	0	0	6	0	0	0	0	0	0	22	1	0	0	24	2	0	179	
07:15:00 AM	0	0	8	0	0	0	1	0	0	28	1	0	0	38	0	0	193	
07:20:00 AM	0	0	7	0	0	0	0	0	0	30	0	0	0	29	0	0	197	
07:25:00 AM	0	0	7	0	0	0	0	0	0	43	0	0	0	32	0	0	224	
07:30:00 AM	0	0	6	0	0	0	4	0	0	30	1	0	0	34	0	0	223	
07:35:00 AM	0	0	7	0	0	0	2	0	0	36	3	0	0	51	1	0	257	
07:40:00 AM	0	0	7	0	0	0	2	0	0	42	3	0	0	33	0	0	262	
07:45:00 AM	0	0	5	0	0	0	1	0	0	37	3	0	0	46	1	0	280	
07:50:00 AM	0	0	11	0	0	0	1	0	0	48	2	0	1	49	1	0	293	
07:55:00 AM	0	0	8	0	0	0	0	0	0	58	2	0	0	47	0	0	321	986
08:00:00 AM	0	0	8	0	0	0	1	0	0	40	2	0	0	63	0	0	342	1038
08:05:00 AM	0	0	5	0	0	0	3	0	0	39	1	0	0	53	1	0	331	1078
08:10:00 AM	0	0	11	0	0	0	2	0	0	42	3	0	0	54	0	0	328	1135
08:15:00 AM	0	0	8	0	0	0	2	0	0	36	1	0	0	74	0	0	335	1180
08:20:00 AM	0	0	9	0	0	0	1	0	0	41	3	0	0	58	3	0	348	1229
08:25:00 AM	0	0	8	0	0	0	2	0	0	62	5	0	0	49	1	0	363	1274
08:30:00 AM	0	0	9	0	0	0	1	0	0	74	4	0	0	48	0	0	378	1335
08:35:00 AM	0	0	9	0	0	0	2	0	0	63	5	0	0	72	4	0	418	1390
08:40:00 AM	0	0	8	0	0	0	1	0	0	64	1	0	0	57	1	0	423	1435
08:45:00 AM	0	0	4	0	0	0	5	0	0	44	4	0	1	50	0	0	395	1450
08:50:00 AM	0	0	2	0	0	0	1	0	0	55	0	0	0	58	0	0	356	1453
08:55:00 AM	0	0	7	0	0	0	4	0	0	57	1	0	0	43	1	0	337	1451

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*S Pittsburg St*
E/W street	*E 29th Ave*
City, State	Spokane WA
Site Notes	
Location	47.628203 - -117.38469
Start Date Start Time	Tuesday, October 16, 2018 04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	05:10:00 PM
PHF (15-Min Int)	0.89



Peak-Hour Volumes (PHV)																							
Northbound				**Southbound**				**Eastbound**				**Westbound**				**Entering**				**Leaving**			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	89	0	0	0	33	0	0	945	39	0	1	881	8	0	89	33	984	890	40	8	914	1034
Percent Heavy Vehicles																							
0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	1.2%	5.1%	0.0%	0.0%	1.2%	12.5%	0.0%	2.2%	3.0%	1.3%	1.3%	5.0%	12.5%	1.3%	1.3%

PHV- Bicycles																	PHV - Pedestrians				
																	in Crosswalk				
Northbound				**Southbound**				**Eastbound**				**Westbound**									
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**	NB	SB	EB	WB	**Sum**
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	2	0	6

All Vehicle Volumes

	Northbound				**Southbound**				**Eastbound**				**Westbound**				15 Min	1 HR
	S Pittsburg St				S Pittsburg St				E 29th Ave				E 29th Ave					
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	5	0	0	0	3	0	0	56	2	0	0	65	2	0		
04:05:00 PM	0	0	5	0	0	0	4	0	0	59	3	0	0	53	0	0		
04:10:00 PM	0	0	7	0	0	0	2	0	0	74	1	0	0	63	0	0	404	
04:15:00 PM	0	0	4	0	0	0	2	0	0	55	2	0	1	70	1	0	406	
04:20:00 PM	0	0	4	0	0	0	2	0	0	85	2	0	0	74	0	0	449	
04:25:00 PM	0	0	3	0	0	0	3	0	0	73	4	0	0	60	0	0	445	
04:30:00 PM	0	0	8	0	0	0	3	0	0	82	1	0	0	67	3	0	474	
04:35:00 PM	0	0	14	0	0	0	4	0	0	69	3	0	0	61	0	0	458	
04:40:00 PM	0	0	8	0	0	0	4	0	0	74	5	0	0	66	0	0	472	
04:45:00 PM	0	0	9	0	0	0	1	0	0	75	1	0	0	74	0	0	468	
04:50:00 PM	0	0	10	0	0	0	0	0	0	71	2	0	0	85	0	0	485	
04:55:00 PM	0	0	5	0	0	0	3	0	0	81	3	0	0	76	0	0	496	1817
05:00:00 PM	0	0	7	0	0	0	5	0	0	62	5	0	0	60	1	0	476	1824
05:05:00 PM	0	0	5	0	0	0	3	0	0	67	2	0	0	70	2	0	457	1849
05:10:00 PM	0	0	6	0	0	0	2	0	0	103	0	0	0	78	1	0	479	1892
05:15:00 PM	0	0	4	0	0	0	1	0	0	95	6	0	0	78	2	0	525	1943
05:20:00 PM	0	0	7	0	0	0	6	0	0	93	7	0	1	70	0	0	560	1960
05:25:00 PM	0	0	9	0	0	0	3	0	0	78	3	0	0	82	2	0	547	1994
05:30:00 PM	0	0	5	0	0	0	1	0	0	77	2	0	0	81	0	0	527	1996
05:35:00 PM	0	0	10	0	0	0	3	0	0	59	5	0	0	63	2	0	485	1987
05:40:00 PM	0	0	3	0	0	0	3	0	0	66	5	0	0	75	0	0	460	1982
05:45:00 PM	0	0	6	0	0	0	2	0	0	92	2	0	0	48	2	0	446	1974
05:50:00 PM	0	0	3	0	0	0	2	0	0	80	1	0	0	68	2	0	460	1962
05:55:00 PM	0	0	3	0	0	0	2	0	0	53	1	0	0	59	4	0	430	1916

City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

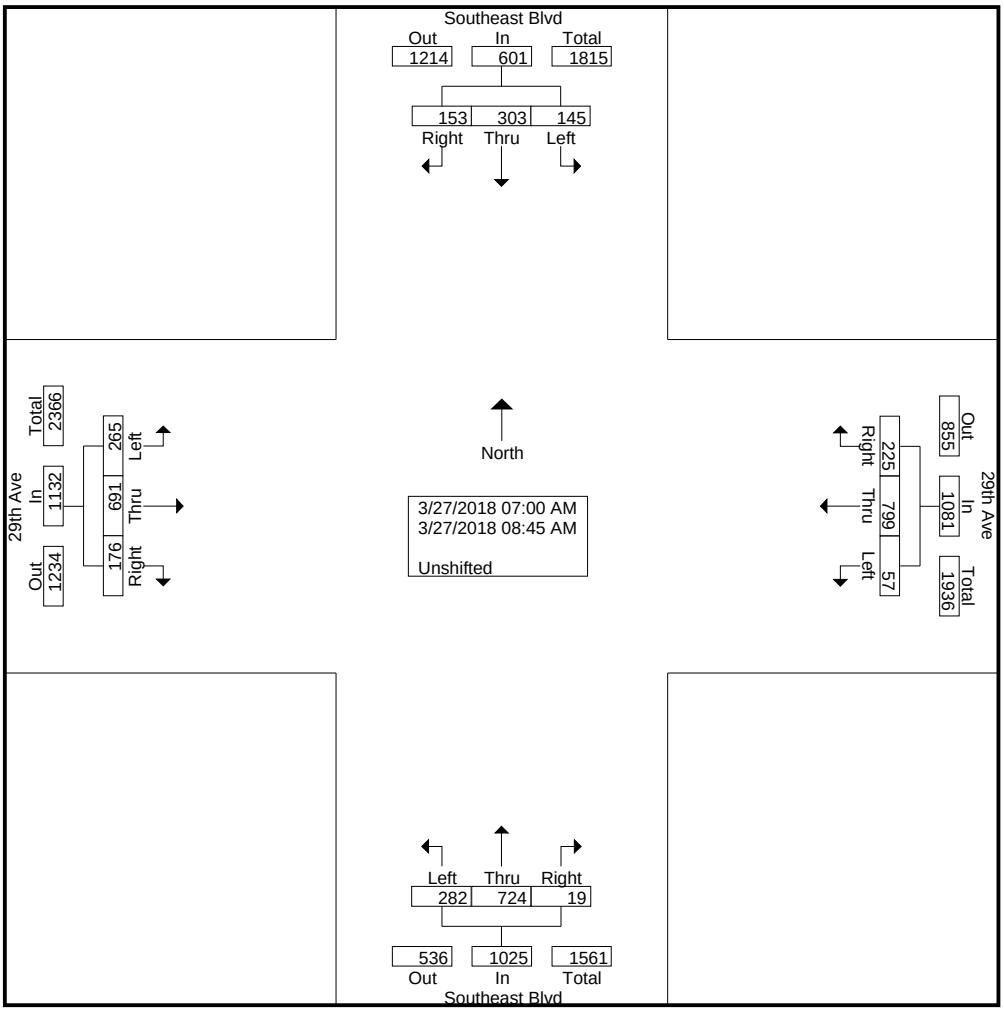
2900 S Southeast Blvd
2500 E 29th Ave

Peak Hour Data on Page 2

File Name : Southeast & 29th INT151 AM
Site Code : INT151
Start Date : 3/27/2018
Page No : 1

Groups Printed- Unshifted

	Southeast Blvd From North				29th Ave From East				Southeast Blvd From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	13	29	9	51	26	59	3	88	2	95	34	131	13	64	14	91	361
07:15 AM	7	21	12	40	21	88	5	114	2	83	20	105	10	63	28	101	360
07:30 AM	19	43	11	73	35	99	3	137	2	93	40	135	16	96	36	148	493
07:45 AM	20	45	21	86	35	102	12	149	3	120	40	163	29	75	47	151	549
Total	59	138	53	250	117	348	23	488	9	391	134	534	68	298	125	491	1763
08:00 AM	33	43	21	97	28	109	9	146	3	84	39	126	27	86	31	144	513
08:15 AM	29	46	25	100	33	127	6	166	4	90	42	136	32	85	29	146	548
08:30 AM	22	37	26	85	25	107	8	140	1	93	37	131	24	123	48	195	551
08:45 AM	10	39	20	69	22	108	11	141	2	66	30	98	25	99	32	156	464
Total	94	165	92	351	108	451	34	593	10	333	148	491	108	393	140	641	2076
Grand Total	153	303	145	601	225	799	57	1081	19	724	282	1025	176	691	265	1132	3839
Apprch %	25.5	50.4	24.1		20.8	73.9	5.3		1.9	70.6	27.5		15.5	61	23.4		
Total %	4	7.9	3.8	15.7	5.9	20.8	1.5	28.2	0.5	18.9	7.3	26.7	4.6	18	6.9	29.5	

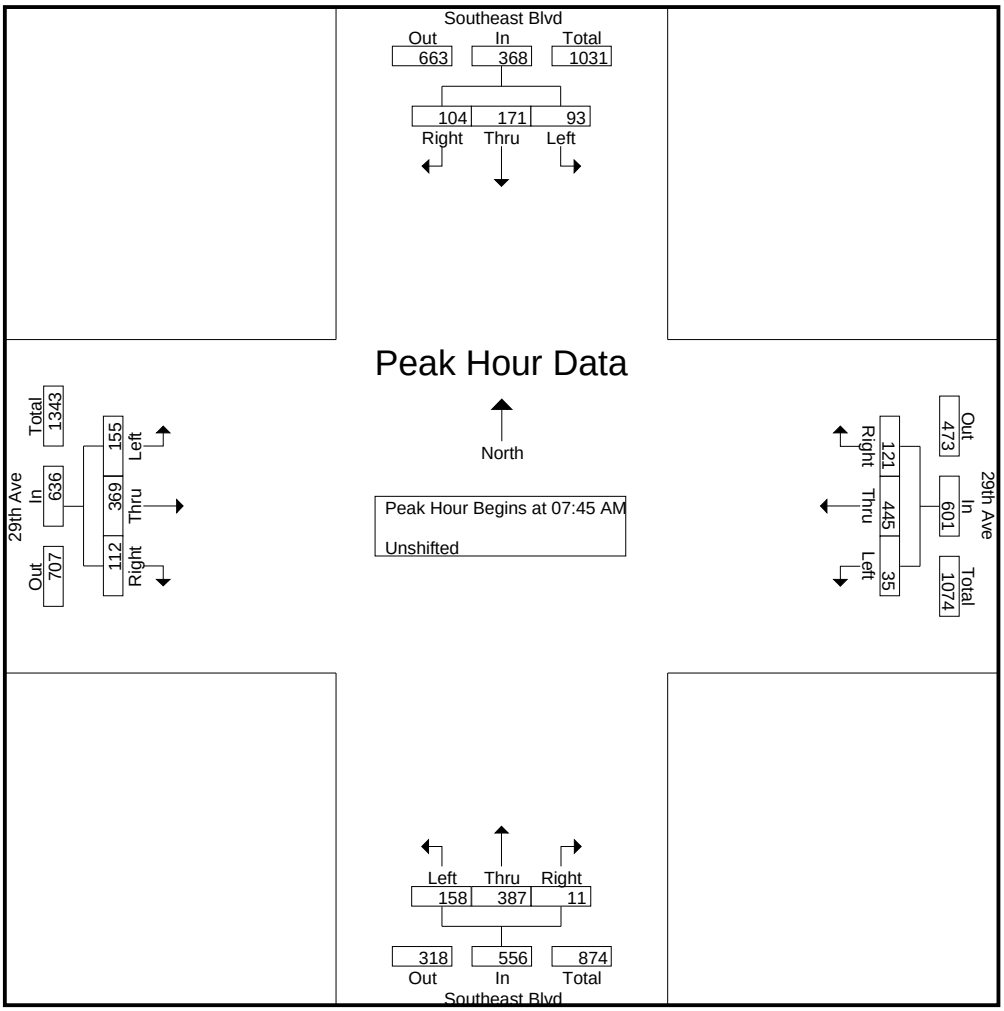


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Southeast & 29th INT151 AM
Site Code : INT151
Start Date : 3/27/2018
Page No : 2

	Southeast Blvd From North				29th Ave From East				Southeast Blvd From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	20	45	21	86	**35**	102	**12**	149	3	**120**	40	**163**	29	75	47	151	549
08:00 AM	**33**	43	21	97	28	109	9	146	3	84	39	126	27	86	31	144	513
08:15 AM	29	**46**	25	**100**	33	**127**	6	**166**	**4**	90	**42**	136	**32**	85	29	146	548
08:30 AM	22	37	**26**	85	25	107	8	140	1	93	37	131	24	**123**	**48**	**195**	**551**
Total Volume	104	171	93	368	121	445	35	601	11	387	158	556	112	369	155	636	2161
% App. Total	28.3	46.5	25.3		20.1	74	5.8		2	69.6	28.4		17.6	58	24.4		
PHF	.788	.929	.894	.920	.864	.876	.729	.905	.688	.806	.940	.853	.875	.750	.807	.815	.980



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

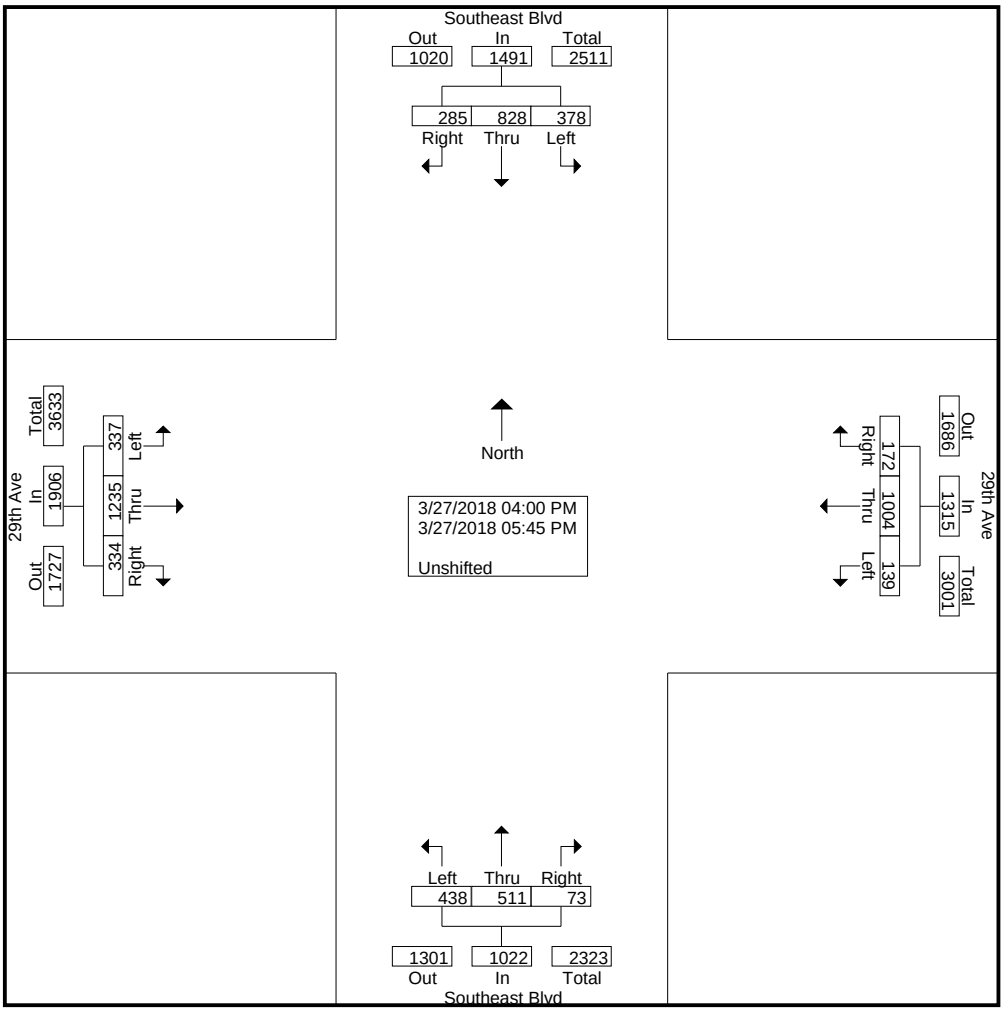
2900 S Southeast Blvd
2500 E 29th Ave

Peak Hour Data on Page 2

File Name : Southeast & 29th INT151 PM
Site Code : INT151
Start Date : 3/27/2018
Page No : 1

Groups Printed- Unshifted

	Southeast Blvd From North				29th Ave From East				Southeast Blvd From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	34	92	52	178	24	114	18	156	7	69	54	130	44	148	44	236	700
04:15 PM	40	106	37	183	20	151	14	185	7	71	49	127	44	163	35	242	737
04:30 PM	26	91	45	162	26	129	12	167	11	56	53	120	32	163	38	233	682
04:45 PM	42	80	49	171	30	115	19	164	8	65	58	131	47	161	35	243	709
Total	142	369	183	694	100	509	63	672	33	261	214	508	167	635	152	954	2828
05:00 PM	44	130	51	225	25	119	13	157	13	61	58	132	40	166	54	260	774
05:15 PM	33	121	54	208	14	136	16	166	11	68	53	132	48	146	51	245	751
05:30 PM	37	105	54	196	20	134	30	184	10	61	58	129	38	169	47	254	763
05:45 PM	29	103	36	168	13	106	17	136	6	60	55	121	41	119	33	193	618
Total	143	459	195	797	72	495	76	643	40	250	224	514	167	600	185	952	2906
Grand Total	285	828	378	1491	172	1004	139	1315	73	511	438	1022	334	1235	337	1906	5734
Apprch %	19.1	55.5	25.4		13.1	76.3	10.6		7.1	50	42.9		17.5	64.8	17.7		
Total %	5	14.4	6.6	26	3	17.5	2.4	22.9	1.3	8.9	7.6	17.8	5.8	21.5	5.9	33.2	

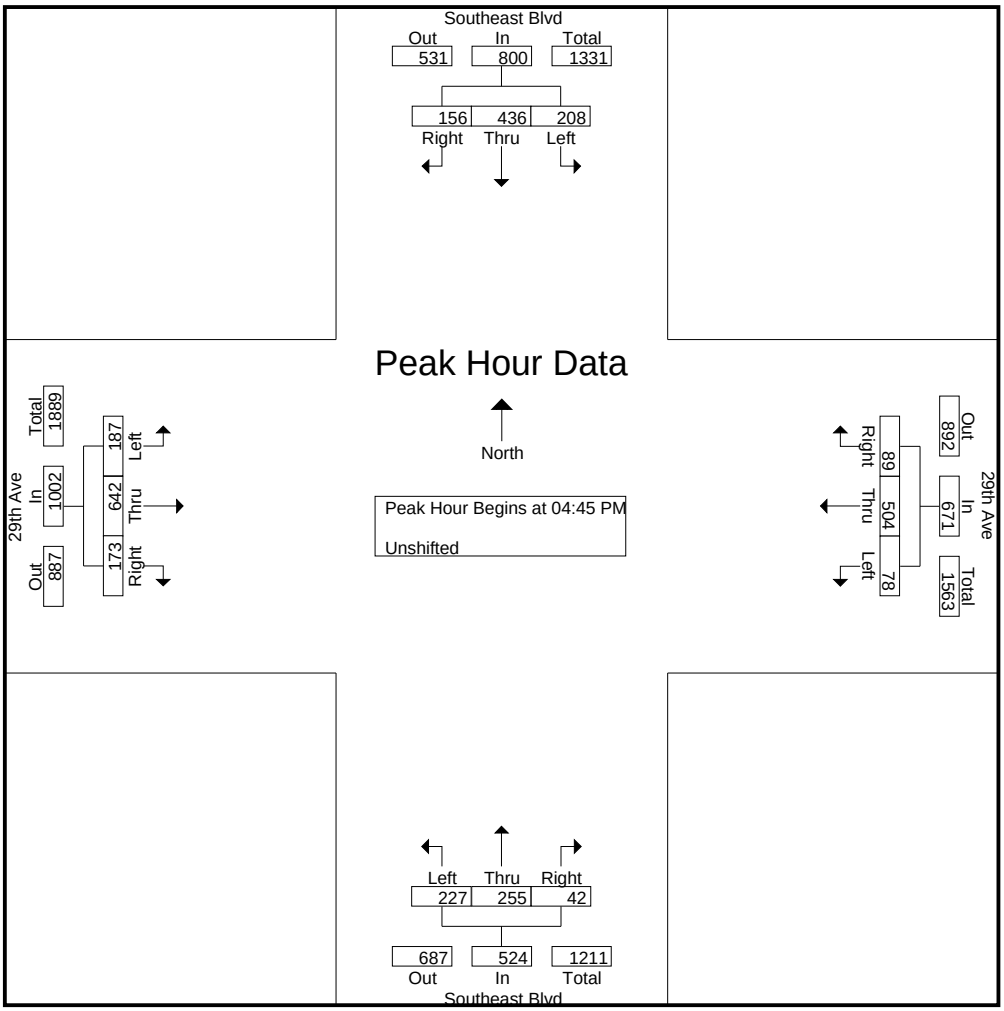


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Southeast & 29th INT151 PM
Site Code : INT151
Start Date : 3/27/2018
Page No : 2

	Southeast Blvd From North				29th Ave From East				Southeast Blvd From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	42	80	49	171	**30**	115	19	164	8	65	**58**	131	47	161	35	243	709
05:00 PM	**44**	**130**	51	**225**	25	119	13	157	**13**	61	58	**132**	40	166	**54**	**260**	**774**
05:15 PM	33	121	**54**	208	14	**136**	16	166	11	**68**	53	132	**48**	146	51	245	751
05:30 PM	37	105	54	196	20	134	**30**	**184**	10	61	58	129	38	**169**	47	254	763
Total Volume	156	436	208	800	89	504	78	671	42	255	227	524	173	642	187	1002	2997
% App. Total	19.5	54.5	26		13.3	75.1	11.6		8	48.7	43.3		17.3	64.1	18.7		
PHF	.886	.838	.963	.889	.742	.926	.650	.912	.808	.938	.978	.992	.901	.950	.866	.963	.968



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

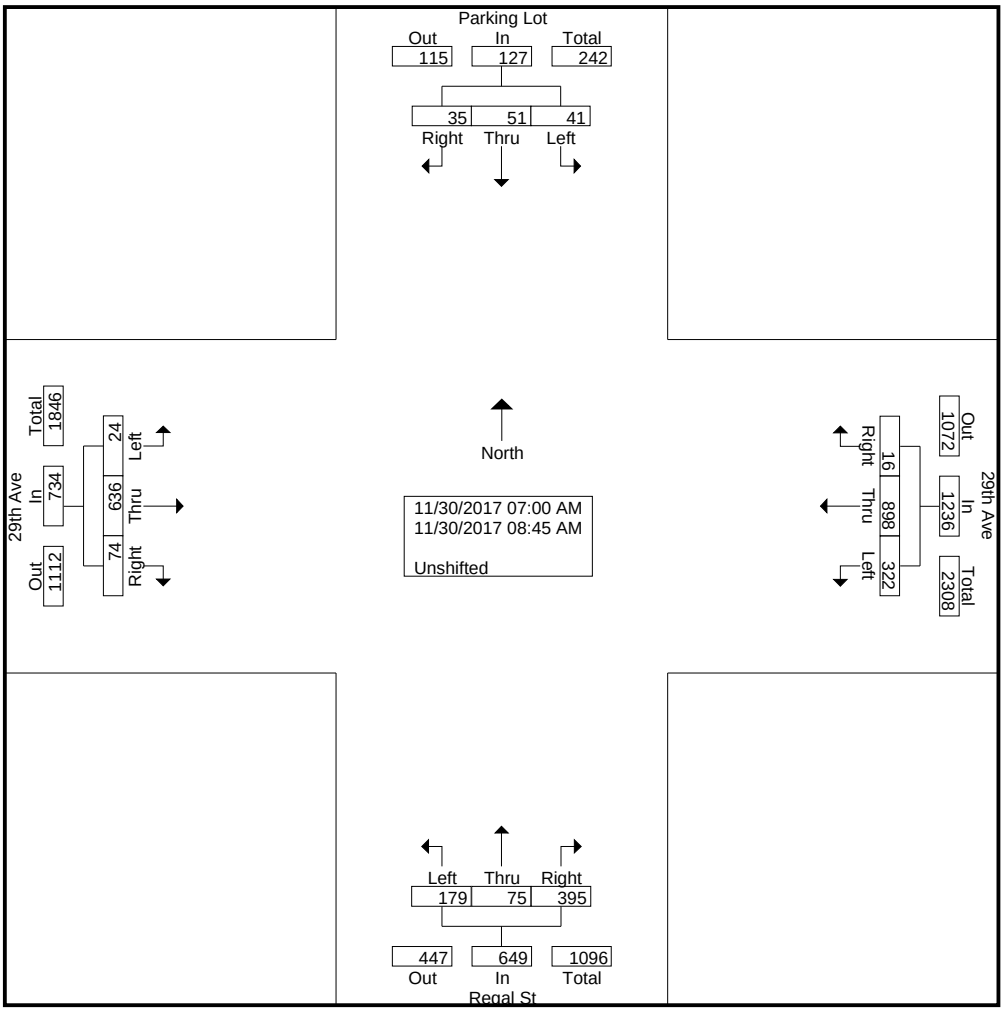
2900 S Regal St
2900 E 29th Ave

Peak Hour Data on Page 2

File Name : Regal & 29th INT152 AM
Site Code : INT152
Start Date : 11/30/2017
Page No : 1

Groups Printed- Unshifted

	Parking Lot From North				29th Ave From East				Regal St From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	6	5	0	11	1	72	19	92	28	7	15	50	2	62	2	66	219
07:15 AM	4	2	3	9	3	99	39	141	61	4	18	83	6	52	3	61	294
07:30 AM	1	8	8	17	0	135	39	174	68	5	26	99	9	74	1	84	374
07:45 AM	1	5	4	10	3	126	61	190	50	7	28	85	6	83	2	91	376
Total	12	20	15	47	7	432	158	597	207	23	87	317	23	271	8	302	1263
08:00 AM	3	6	7	16	1	119	35	155	56	4	29	89	4	75	2	81	341
08:15 AM	5	7	4	16	1	114	44	159	52	13	22	87	13	73	5	91	353
08:30 AM	7	8	8	23	2	127	49	178	38	16	21	75	21	122	7	150	426
08:45 AM	8	10	7	25	5	106	36	147	42	19	20	81	13	95	2	110	363
Total	23	31	26	80	9	466	164	639	188	52	92	332	51	365	16	432	1483
Grand Total	35	51	41	127	16	898	322	1236	395	75	179	649	74	636	24	734	2746
Apprch %	27.6	40.2	32.3		1.3	72.7	26.1		60.9	11.6	27.6		10.1	86.6	3.3		
Total %	1.3	1.9	1.5	4.6	0.6	32.7	11.7	45	14.4	2.7	6.5	23.6	2.7	23.2	0.9	26.7	

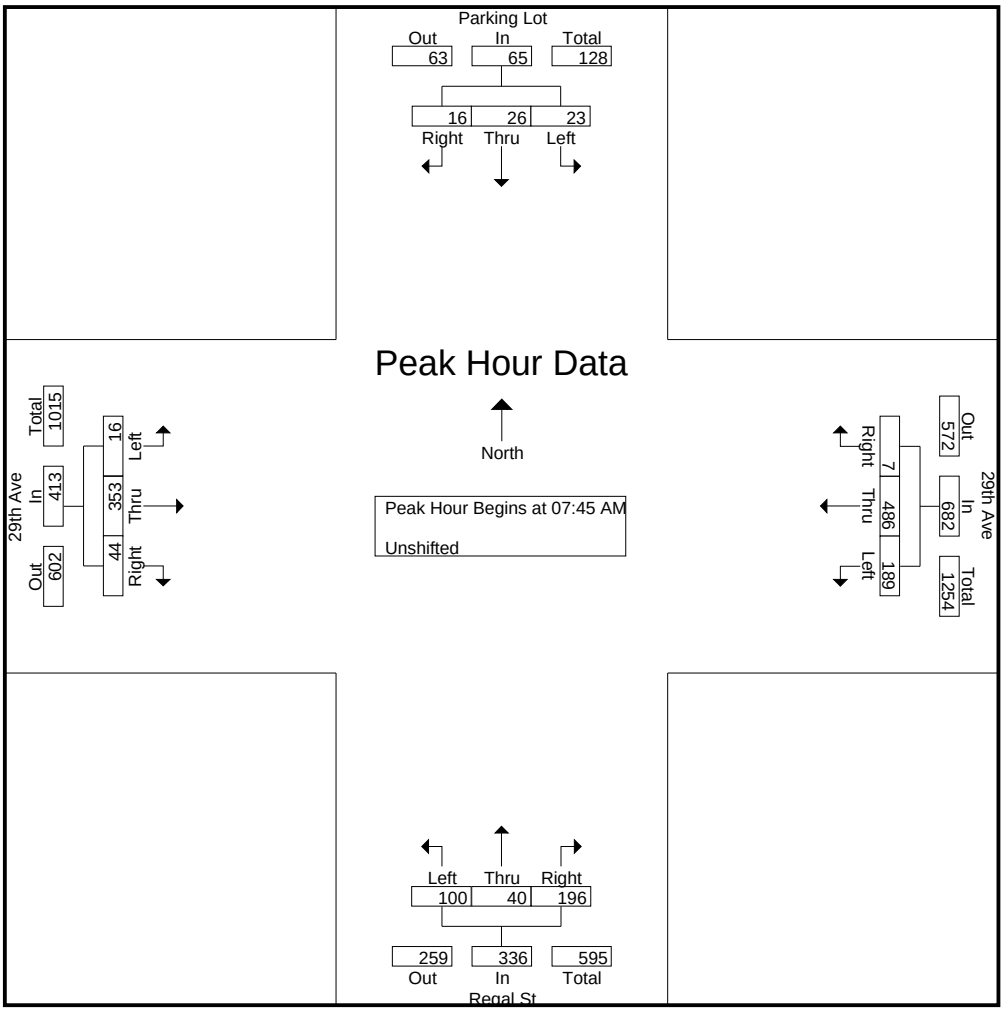


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Regal & 29th INT152 AM
Site Code : INT152
Start Date : 11/30/2017
Page No : 2

	Parking Lot From North				29th Ave From East				Regal St From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	5	4	10	**3**	126	**61**	**190**	50	7	28	85	6	83	2	91	376
08:00 AM	3	6	7	16	1	119	35	155	**56**	4	**29**	**89**	4	75	2	81	341
08:15 AM	5	7	4	16	1	114	44	159	52	13	22	87	13	73	5	91	353
08:30 AM	**7**	**8**	**8**	**23**	2	**127**	49	178	38	**16**	21	75	**21**	**122**	**7**	**150**	**426**
Total Volume	16	26	23	65	7	486	189	682	196	40	100	336	44	353	16	413	1496
% App. Total	24.6	40	35.4		1	71.3	27.7		58.3	11.9	29.8		10.7	85.5	3.9		
PHF	.571	.813	.719	.707	.583	.957	.775	.897	.875	.625	.862	.944	.524	.723	.571	.688	.878



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

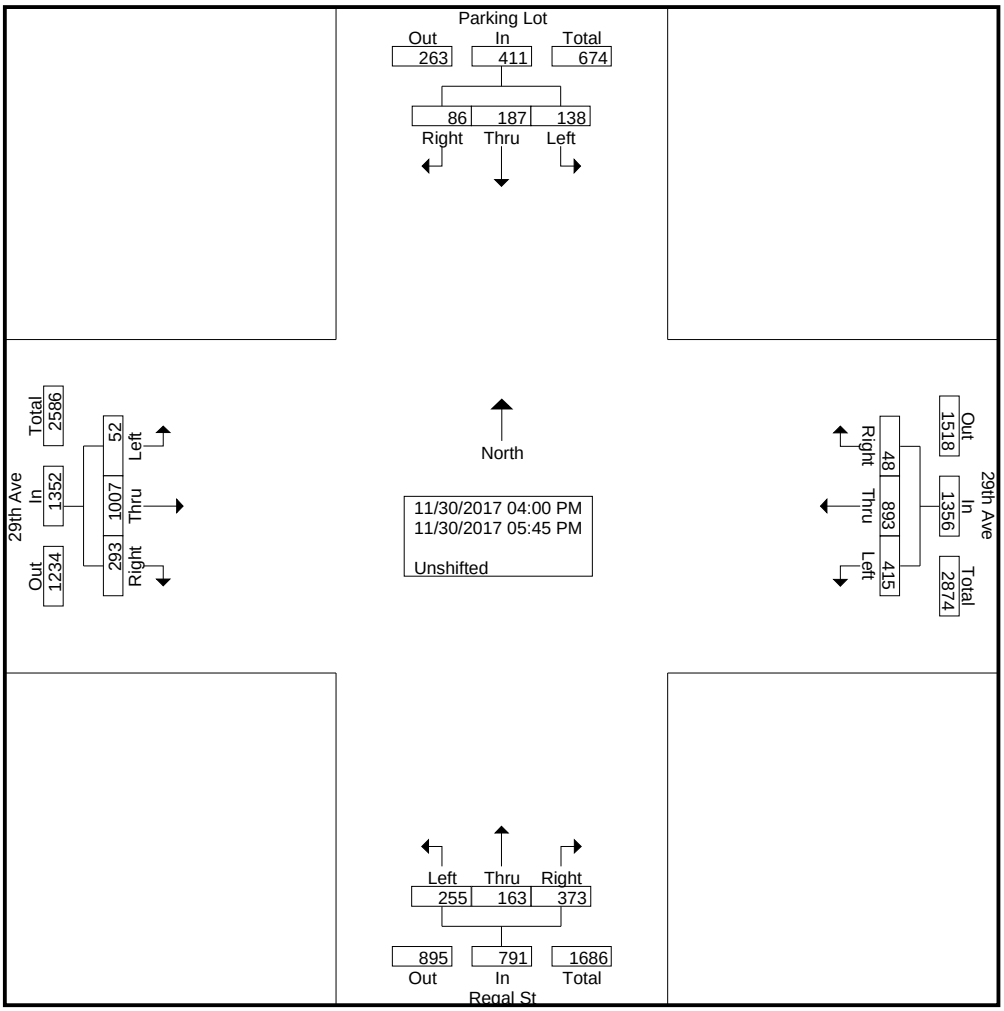
2900 S Regal St
2900 E 29th Ave

Peak Hour Data on Page 2

File Name : Regal & 29th INT152 PM
Site Code : INT152
Start Date : 11/30/2017
Page No : 1

Groups Printed- Unshifted

	Parking Lot From North				29th Ave From East				Regal St From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	13	27	13	53	8	125	46	179	50	15	35	100	36	130	3	169	501
04:15 PM	14	25	16	55	4	108	41	153	44	20	41	105	36	141	11	188	501
04:30 PM	15	16	17	48	1	122	55	178	46	19	42	107	22	120	5	147	480
04:45 PM	7	24	17	48	8	103	56	167	52	22	27	101	46	116	4	166	482
Total	49	92	63	204	21	458	198	677	192	76	145	413	140	507	23	670	1964
05:00 PM	13	25	18	56	6	125	51	182	43	20	30	93	30	141	7	178	509
05:15 PM	7	20	19	46	16	133	67	216	43	30	28	101	55	128	8	191	554
05:30 PM	6	29	21	56	3	80	55	138	54	18	22	94	32	100	7	139	427
05:45 PM	11	21	17	49	2	97	44	143	41	19	30	90	36	131	7	174	456
Total	37	95	75	207	27	435	217	679	181	87	110	378	153	500	29	682	1946
Grand Total	86	187	138	411	48	893	415	1356	373	163	255	791	293	1007	52	1352	3910
Apprch %	20.9	45.5	33.6		3.5	65.9	30.6		47.2	20.6	32.2		21.7	74.5	3.8		
Total %	2.2	4.8	3.5	10.5	1.2	22.8	10.6	34.7	9.5	4.2	6.5	20.2	7.5	25.8	1.3	34.6	

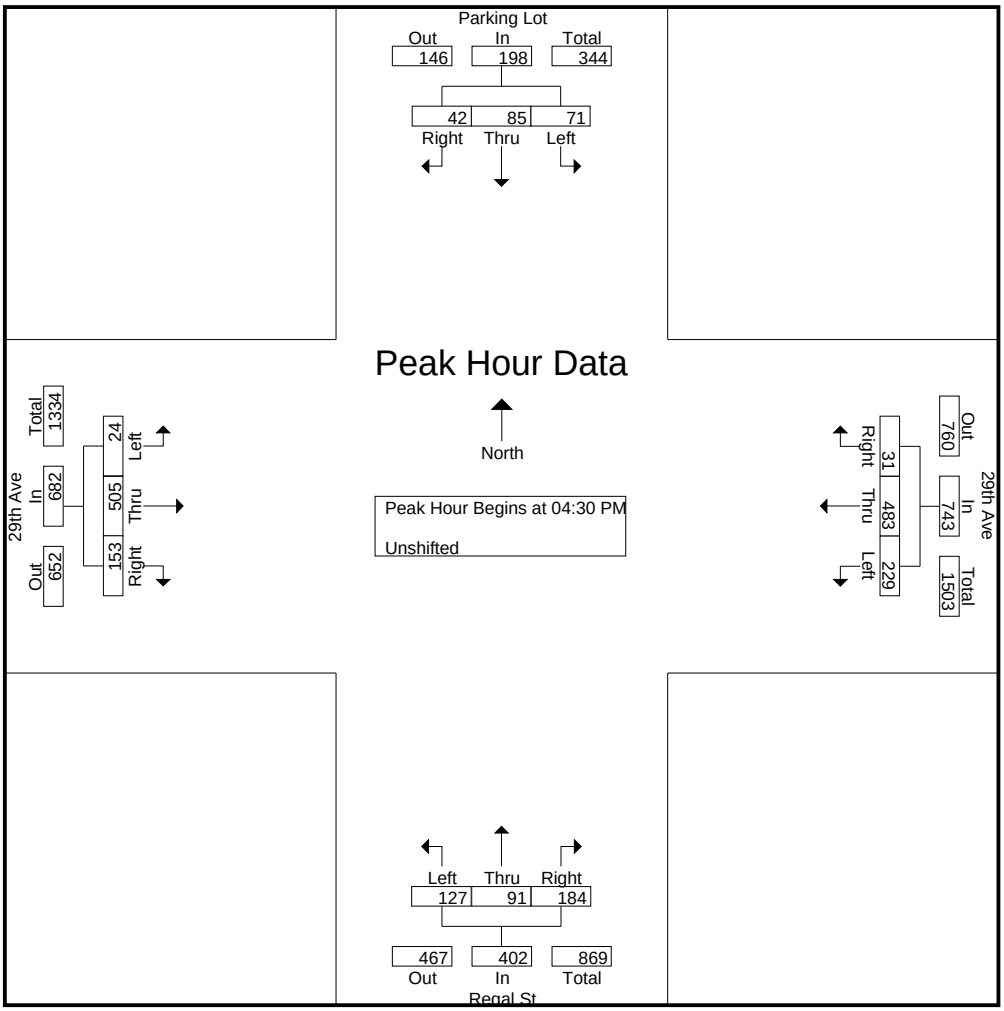


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Regal & 29th INT152 PM
Site Code : INT152
Start Date : 11/30/2017
Page No : 2

	Parking Lot From North				29th Ave From East				Regal St From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**15**	16	17	48	1	122	55	178	46	19	**42**	**107**	22	120	5	147	480
04:45 PM	7	24	17	48	8	103	56	167	**52**	22	27	101	46	116	4	166	482
05:00 PM	13	**25**	18	**56**	6	125	51	182	43	20	30	93	30	**141**	7	178	509
05:15 PM	7	20	**19**	46	**16**	**133**	**67**	**216**	43	**30**	28	101	**55**	128	**8**	**191**	**554**
Total Volume	42	85	71	198	31	483	229	743	184	91	127	402	153	505	24	682	2025
% App. Total	21.2	42.9	35.9		4.2	65	30.8		45.8	22.6	31.6		22.4	74	3.5		
PHF	.700	.850	.934	.884	.484	.908	.854	.860	.885	.758	.756	.939	.695	.895	.750	.893	.914



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

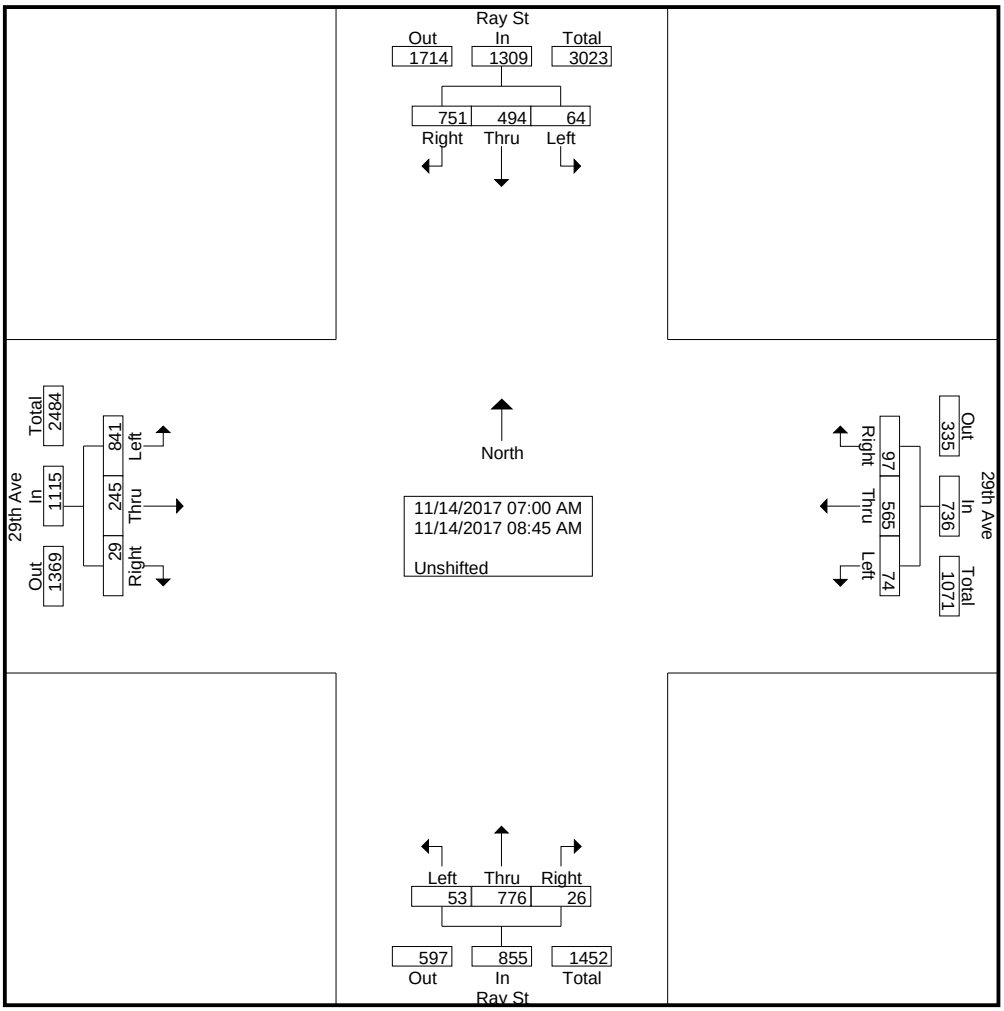
2900 S Ray St
3200 E 29th Ave

Peak Hour Data on Page 2

File Name : Ray & 29th INT107 AM
Site Code : INT107
Start Date : 11/14/2017
Page No : 1

Groups Printed- Unshifted

	Ray St From North				29th Ave From East				Ray St From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	73	42	3	118	6	44	3	53	1	115	6	122	3	20	81	104	397
07:15 AM	85	60	8	153	21	69	6	96	0	93	6	99	4	24	103	131	479
07:30 AM	101	71	7	179	12	96	25	133	9	134	10	153	1	19	136	156	621
07:45 AM	100	77	10	187	11	80	22	113	7	106	10	123	4	25	94	123	546
Total	359	250	28	637	50	289	56	395	17	448	32	497	12	88	414	514	2043
08:00 AM	113	72	11	196	12	68	4	84	1	72	6	79	5	43	112	160	519
08:15 AM	106	69	11	186	10	77	4	91	4	87	6	97	3	39	119	161	535
08:30 AM	80	47	11	138	10	63	5	78	2	98	3	103	5	34	109	148	467
08:45 AM	93	56	3	152	15	68	5	88	2	71	6	79	4	41	87	132	451
Total	392	244	36	672	47	276	18	341	9	328	21	358	17	157	427	601	1972
Grand Total	751	494	64	1309	97	565	74	736	26	776	53	855	29	245	841	1115	4015
Apprch %	57.4	37.7	4.9		13.2	76.8	10.1		3	90.8	6.2		2.6	22	75.4		
Total %	18.7	12.3	1.6	32.6	2.4	14.1	1.8	18.3	0.6	19.3	1.3	21.3	0.7	6.1	20.9	27.8	

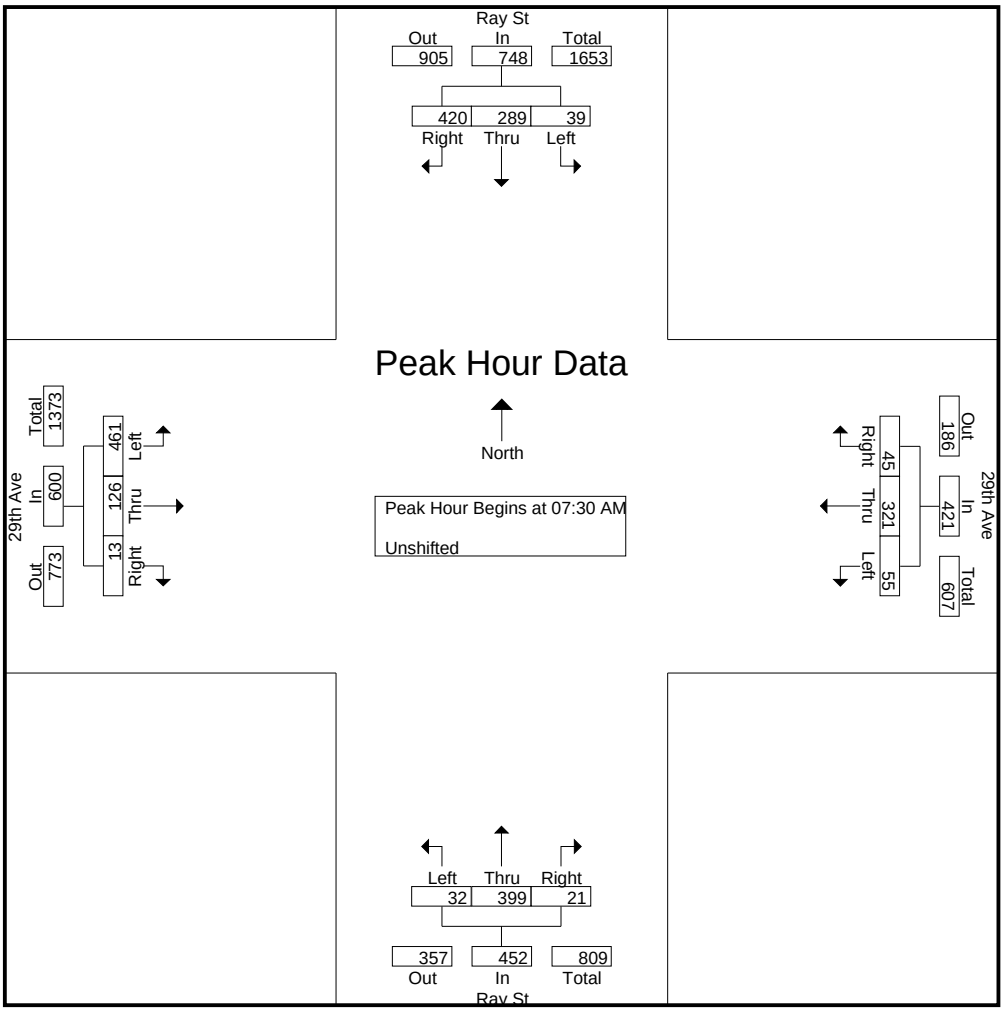


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Ray & 29th INT107 AM
Site Code : INT107
Start Date : 11/14/2017
Page No : 2

	Ray St From North				29th Ave From East				Ray St From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	101	71	7	179	**12**	**96**	**25**	**133**	**9**	**134**	**10**	**153**	1	19	**136**	156	**621**
07:45 AM	100	**77**	10	187	11	80	22	113	7	106	10	123	4	25	94	123	546
08:00 AM	**113**	72	**11**	**196**	12	68	4	84	1	72	6	79	**5**	**43**	112	160	519
08:15 AM	106	69	11	186	10	77	4	91	4	87	6	97	3	39	119	**161**	535
Total Volume	420	289	39	748	45	321	55	421	21	399	32	452	13	126	461	600	2221
% App. Total	56.1	38.6	5.2		10.7	76.2	13.1		4.6	88.3	7.1		2.2	21	76.8		
PHF	.929	.938	.886	.954	.938	.836	.550	.791	.583	.744	.800	.739	.650	.733	.847	.932	.894



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

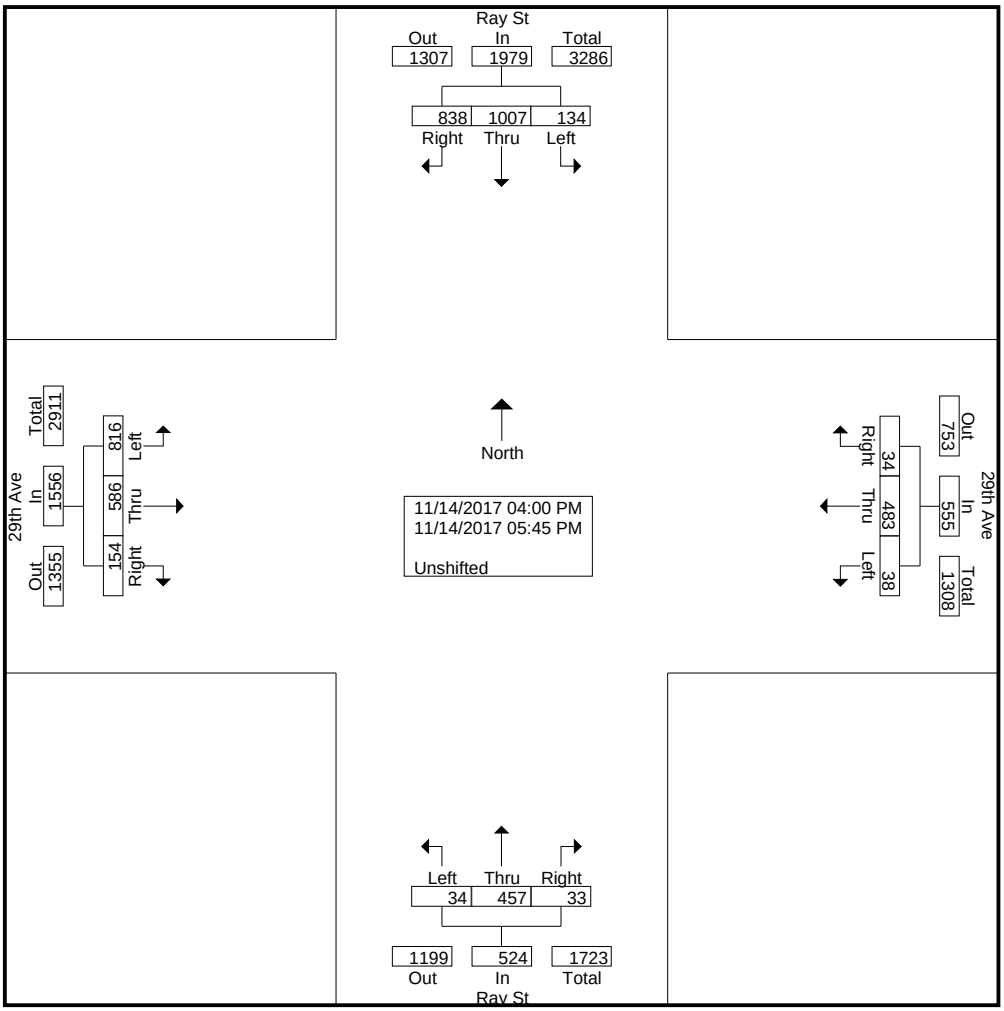
2900 S Ray St
3200 E 29th Ave

Peak Hour Data on Page 2

File Name : Ray & 29th INT107 PM
Site Code : INT107
Start Date : 11/14/2017
Page No : 1

Groups Printed- Unshifted

	Ray St From North				29th Ave From East				Ray St From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	118	130	12	260	10	62	6	78	6	72	6	84	23	73	116	212	634
04:15 PM	104	137	16	257	3	62	4	69	6	66	3	75	12	68	103	183	584
04:30 PM	110	108	15	233	6	67	1	74	2	48	4	54	21	72	96	189	550
04:45 PM	98	131	13	242	3	61	5	69	2	51	2	55	17	60	101	178	544
Total	430	506	56	992	22	252	16	290	16	237	15	268	73	273	416	762	2312
05:00 PM	102	135	17	254	4	65	4	73	4	62	3	69	26	80	112	218	614
05:15 PM	109	139	19	267	2	54	9	65	5	61	5	71	16	90	108	214	617
05:30 PM	113	121	24	258	2	52	3	57	3	55	7	65	24	69	102	195	575
05:45 PM	84	106	18	208	4	60	6	70	5	42	4	51	15	74	78	167	496
Total	408	501	78	987	12	231	22	265	17	220	19	256	81	313	400	794	2302
Grand Total	838	1007	134	1979	34	483	38	555	33	457	34	524	154	586	816	1556	4614
Apprch %	42.3	50.9	6.8		6.1	87	6.8		6.3	87.2	6.5		9.9	37.7	52.4		
Total %	18.2	21.8	2.9	42.9	0.7	10.5	0.8	12	0.7	9.9	0.7	11.4	3.3	12.7	17.7	33.7	

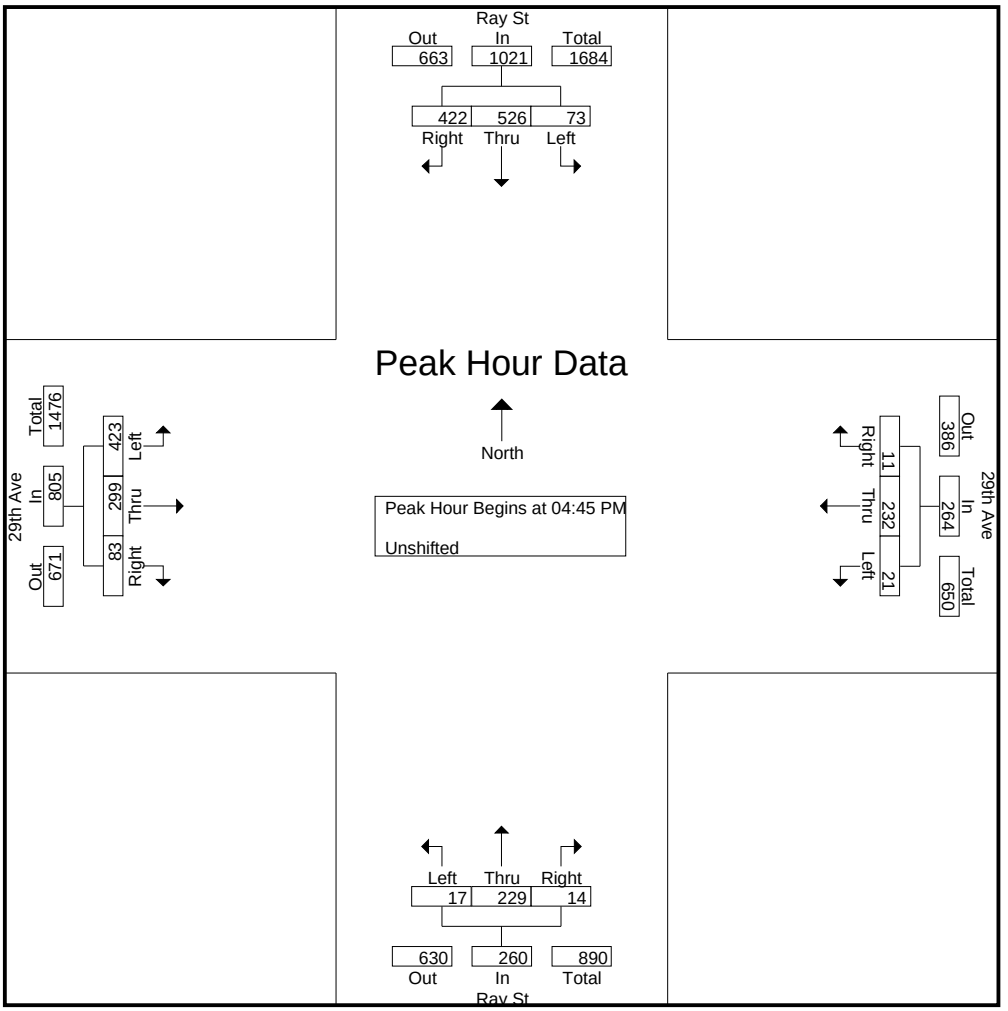


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Ray & 29th INT107 PM
Site Code : INT107
Start Date : 11/14/2017
Page No : 2

	Ray St From North				29th Ave From East				Ray St From South				29th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	98	131	13	242	3	61	5	69	2	51	2	55	17	60	101	178	544
05:00 PM	102	135	17	254	**4**	**65**	4	**73**	4	**62**	3	69	**26**	80	**112**	**218**	614
05:15 PM	109	**139**	19	**267**	2	54	**9**	65	**5**	61	5	**71**	16	**90**	108	214	**617**
05:30 PM	**113**	121	**24**	258	2	52	3	57	3	55	**7**	65	24	69	102	195	575
Total Volume	422	526	73	1021	11	232	21	264	14	229	17	260	83	299	423	805	2350
% App. Total	41.3	51.5	7.1		4.2	87.9	8		5.4	88.1	6.5		10.3	37.1	52.5		
PHF	.934	.946	.760	.956	.688	.892	.583	.904	.700	.923	.607	.915	.798	.831	.944	.923	.952



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

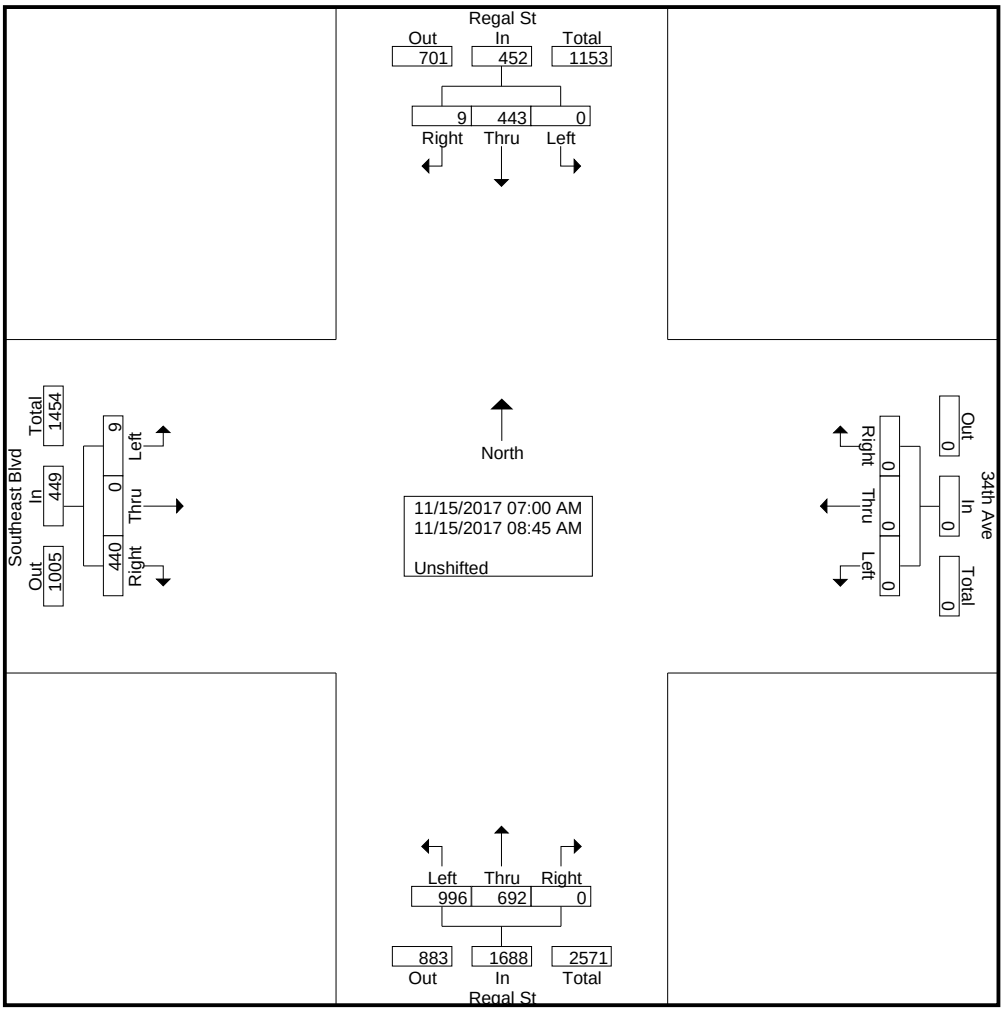
3400 S Regal St
3400 S Southeast Blvd

Peak Hour Data on Page 2

File Name : Regal & Southeast INT305 AM
Site Code : INT305
Start Date : 11/15/2017
Page No : 1

Groups Printed- Unshifted

	Regal St From North				34th Ave From East				Regal St From South				Southeast Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	33	0	33	0	0	0	0	0	50	112	162	34	0	0	34	229
07:15 AM	0	52	0	52	0	0	0	0	0	75	115	190	39	0	3	42	284
07:30 AM	1	54	0	55	0	0	0	0	0	98	153	251	54	0	0	54	360
07:45 AM	2	81	0	83	0	0	0	0	0	110	162	272	80	0	0	80	435
Total	3	220	0	223	0	0	0	0	0	333	542	875	207	0	3	210	1308
08:00 AM	2	59	0	61	0	0	0	0	0	96	123	219	59	0	2	61	341
08:15 AM	1	54	0	55	0	0	0	0	0	105	103	208	69	0	1	70	333
08:30 AM	1	63	0	64	0	0	0	0	0	71	129	200	56	0	2	58	322
08:45 AM	2	47	0	49	0	0	0	0	0	87	99	186	49	0	1	50	285
Total	6	223	0	229	0	0	0	0	0	359	454	813	233	0	6	239	1281
Grand Total	9	443	0	452	0	0	0	0	0	692	996	1688	440	0	9	449	2589
Apprch %	2	98	0		0	0	0		0	41	59		98	0	2		
Total %	0.3	17.1	0	17.5	0	0	0	0	0	26.7	38.5	65.2	17	0	0.3	17.3	

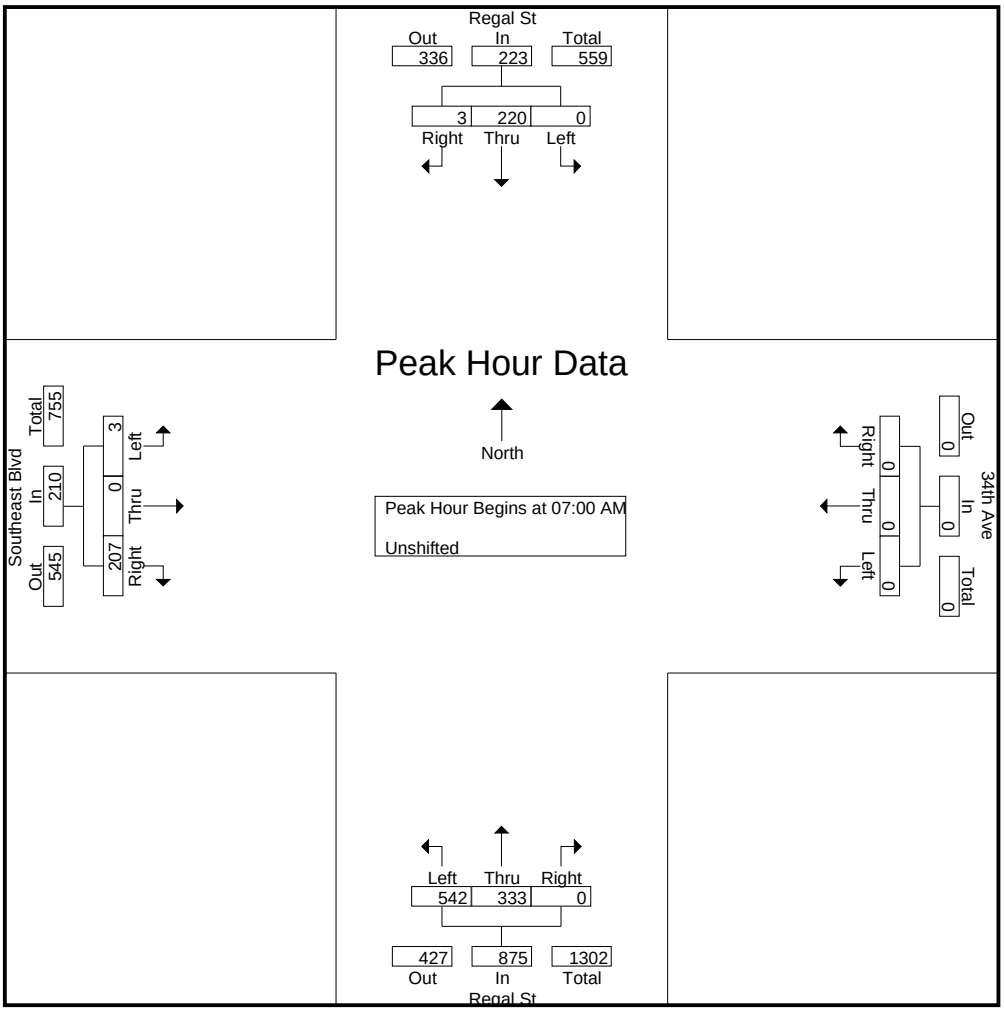


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Regal & Southeast INT305 AM
Site Code : INT305
Start Date : 11/15/2017
Page No : 2

	Regal St From North				34th Ave From East				Regal St From South				Southeast Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	33	0	33	0	0	0	0	0	50	112	162	34	0	0	34	229
07:15 AM	0	52	0	52	0	0	0	0	0	75	115	190	39	0	**3**	42	284
07:30 AM	1	54	0	55	0	0	0	0	0	98	153	251	54	0	0	54	360
07:45 AM	**2**	**81**	0	**83**	0	0	0	0	0	**110**	**162**	**272**	**80**	0	0	**80**	**435**
Total Volume	3	220	0	223	0	0	0	0	0	333	542	875	207	0	3	210	1308
% App. Total	1.3	98.7	0		0	0	0		0	38.1	61.9		98.6	0	1.4		
PHF	.375	.679	.000	.672	.000	.000	.000	.000	.000	.757	.836	.804	.647	.000	.250	.656	.752



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

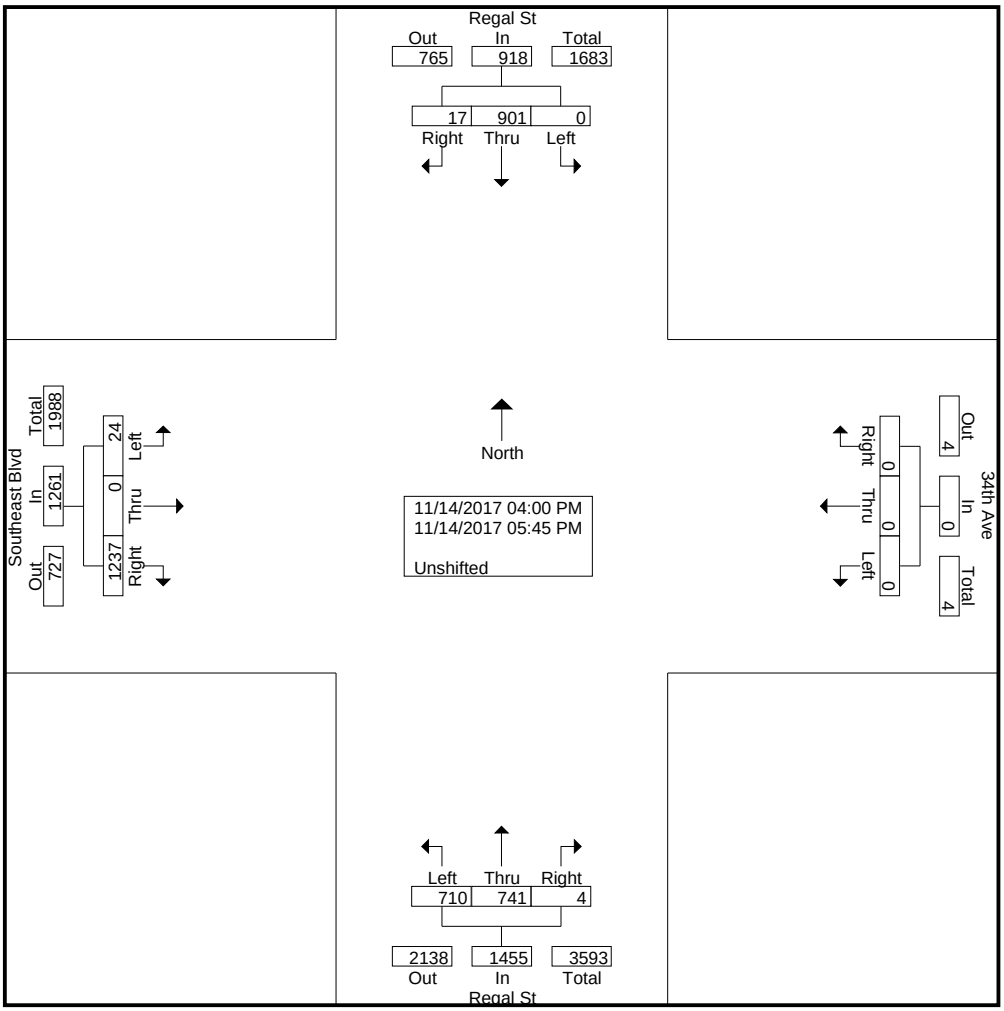
3400 S Regal St
3400 S Southeast Blvd

Peak Hour Data on Page 2

File Name : Regal & Southeast INT305 PM
Site Code : INT305
Start Date : 11/14/2017
Page No : 1

Groups Printed- Unshifted

	Regal St From North				34th Ave From East				Regal St From South				Southeast Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	3	107	0	110	0	0	0	0	0	101	85	186	129	0	4	133	429
04:15 PM	1	139	0	140	0	0	0	0	2	97	91	190	175	0	2	177	507
04:30 PM	1	105	0	106	0	0	0	0	0	92	110	202	140	0	2	142	450
04:45 PM	3	98	0	101	0	0	0	0	0	91	90	181	164	0	4	168	450
Total	8	449	0	457	0	0	0	0	2	381	376	759	608	0	12	620	1836
05:00 PM	3	97	0	100	0	0	0	0	0	94	110	204	141	0	4	145	449
05:15 PM	4	128	0	132	0	0	0	0	2	99	73	174	175	0	0	175	481
05:30 PM	1	115	0	116	0	0	0	0	0	86	89	175	153	0	3	156	447
05:45 PM	1	112	0	113	0	0	0	0	0	81	62	143	160	0	5	165	421
Total	9	452	0	461	0	0	0	0	2	360	334	696	629	0	12	641	1798
Grand Total	17	901	0	918	0	0	0	0	4	741	710	1455	1237	0	24	1261	3634
Apprch %	1.9	98.1	0		0	0	0		0.3	50.9	48.8		98.1	0	1.9		
Total %	0.5	24.8	0	25.3	0	0	0	0	0.1	20.4	19.5	40	34	0	0.7	34.7	

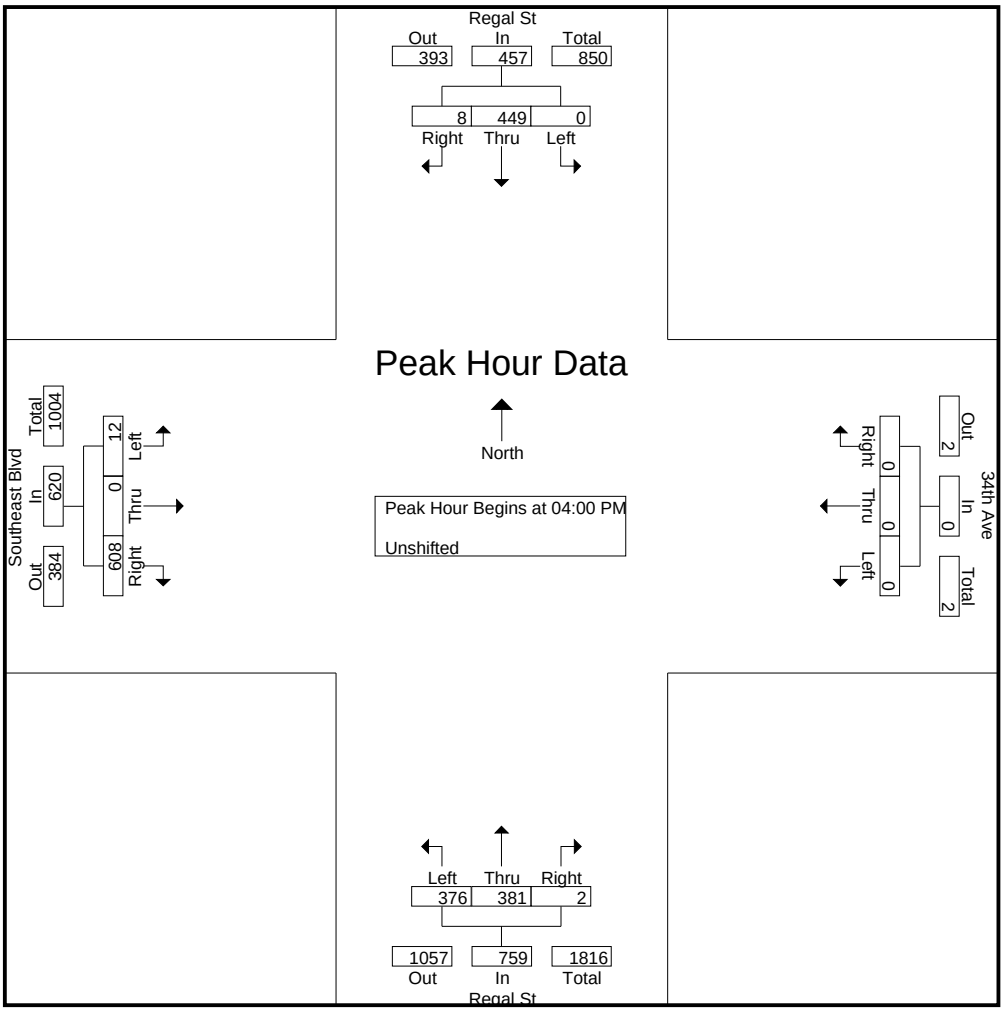


City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

File Name : Regal & Southeast INT305 PM
Site Code : INT305
Start Date : 11/14/2017
Page No : 2

	Regal St From North				34th Ave From East				Regal St From South				Southeast Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	107	0	110	0	0	0	0	0	**101**	85	186	129	0	**4**	133	429
04:15 PM	1	**139**	0	**140**	0	0	0	0	**2**	97	91	190	**175**	0	2	**177**	**507**
04:30 PM	1	105	0	106	0	0	0	0	0	92	**110**	**202**	140	0	2	142	450
04:45 PM	3	98	0	101	0	0	0	0	0	91	90	181	164	0	4	168	450
Total Volume	8	449	0	457	0	0	0	0	2	381	376	759	608	0	12	620	1836
% App. Total	1.8	98.2	0		0	0	0		0.3	50.2	49.5		98.1	0	1.9		
PHF	.667	.808	.000	.816	.000	.000	.000	.000	.250	.943	.855	.939	.869	.000	.750	.876	.905



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

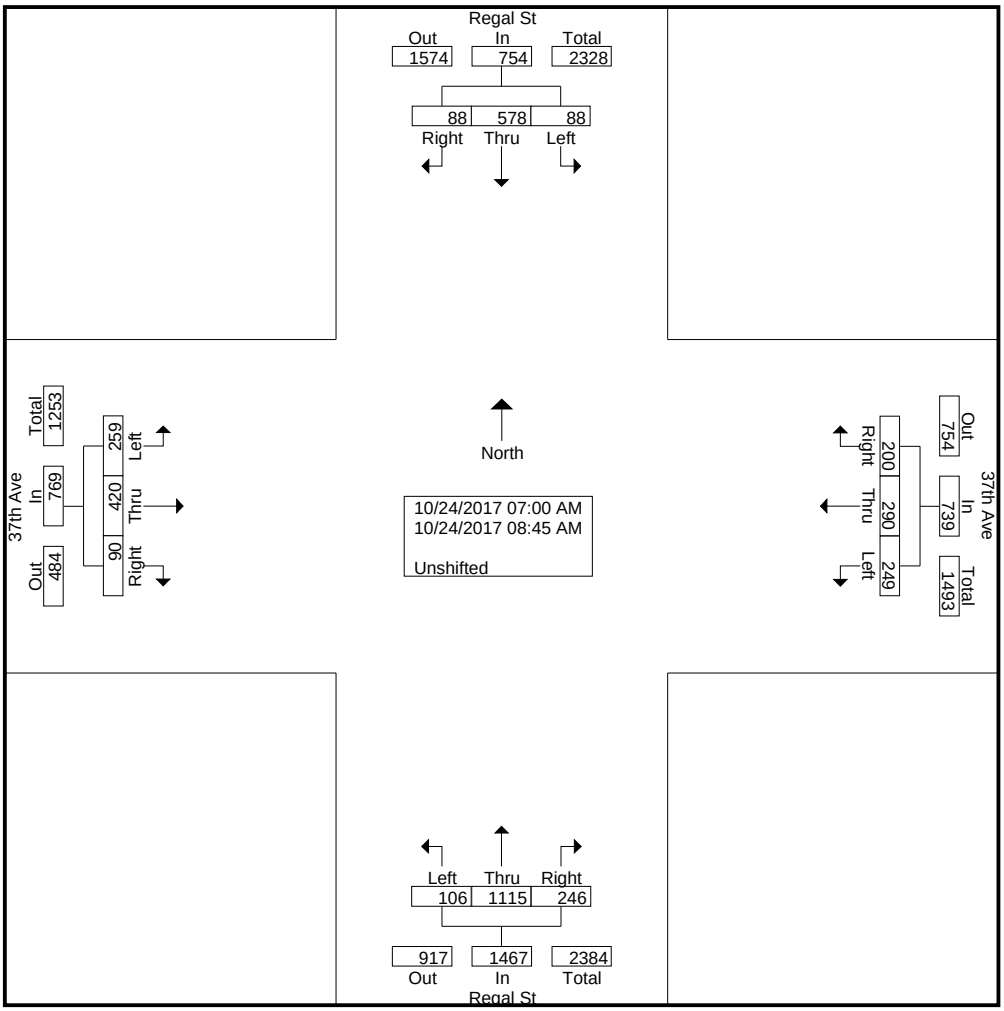
3700 S Regal St
2900 E 37th Ave

Peak Hour Data on Page 2

File Name : Regal & 37th INT232 AM
Site Code : INT232
Start Date : 10/24/2017
Page No : 1

Groups Printed- Unshifted

	Regal St From North				37th Ave From East				Regal St From South				37th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	5	45	11	61	26	27	22	75	37	108	7	152	6	48	23	77	365
07:15 AM	10	57	13	80	23	17	29	69	31	135	10	176	8	52	34	94	419
07:30 AM	12	76	26	114	26	47	31	104	45	176	15	236	12	69	60	141	595
07:45 AM	7	67	12	86	28	35	34	97	29	153	15	197	8	63	28	99	479
Total	34	245	62	341	103	126	116	345	142	572	47	761	34	232	145	411	1858
08:00 AM	14	85	4	103	22	38	40	100	20	143	8	171	9	38	24	71	445
08:15 AM	20	81	6	107	37	44	29	110	31	148	19	198	19	47	31	97	512
08:30 AM	13	75	10	98	13	45	28	86	26	137	23	186	19	63	25	107	477
08:45 AM	7	92	6	105	25	37	36	98	27	115	9	151	9	40	34	83	437
Total	54	333	26	413	97	164	133	394	104	543	59	706	56	188	114	358	1871
Grand Total	88	578	88	754	200	290	249	739	246	1115	106	1467	90	420	259	769	3729
Apprch %	11.7	76.7	11.7		27.1	39.2	33.7		16.8	76	7.2		11.7	54.6	33.7		
Total %	2.4	15.5	2.4	20.2	5.4	7.8	6.7	19.8	6.6	29.9	2.8	39.3	2.4	11.3	6.9	20.6	



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File Name : Regal & 37th INT232 AM
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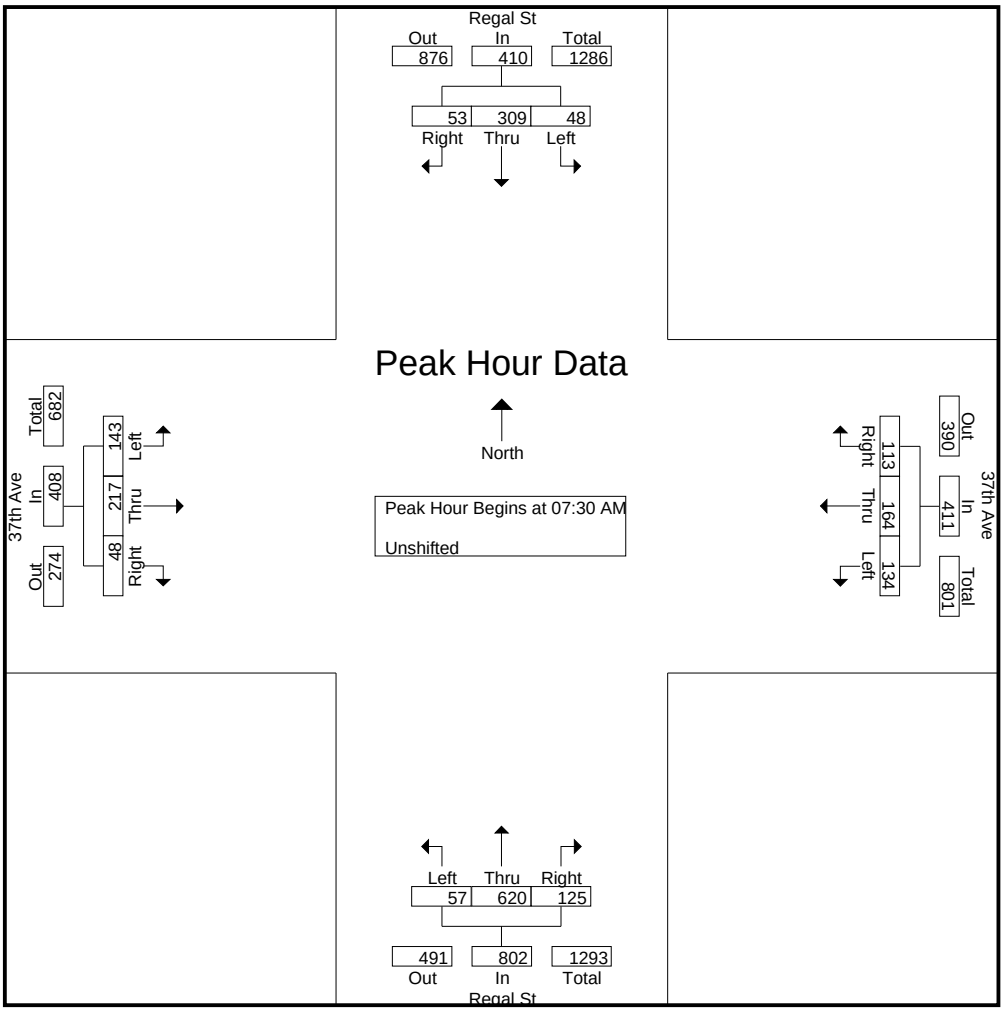
	Regal St From North				37th Ave From East				Regal St From South				37th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	76	**26**	**114**	26	**47**	31	104	**45**	**176**	15	**236**	12	**69**	**60**	**141**	**595**
07:45 AM	7	67	12	86	28	35	34	97	29	153	15	197	8	63	28	99	479
08:00 AM	14	**85**	4	103	22	38	**40**	100	20	143	8	171	9	38	24	71	445
08:15 AM	**20**	81	6	107	**37**	44	29	**110**	31	148	**19**	198	**19**	47	31	97	512
Total Volume	53	309	48	410	113	164	134	411	125	620	57	802	48	217	143	408	2031
% App. Total	12.9	75.4	11.7		27.5	39.9	32.6		15.6	77.3	7.1		11.8	53.2	35		
PHF	.663	.909	.462	.899	.764	.872	.838	.934	.694	.881	.750	.850	.632	.786	.596	.723	.853



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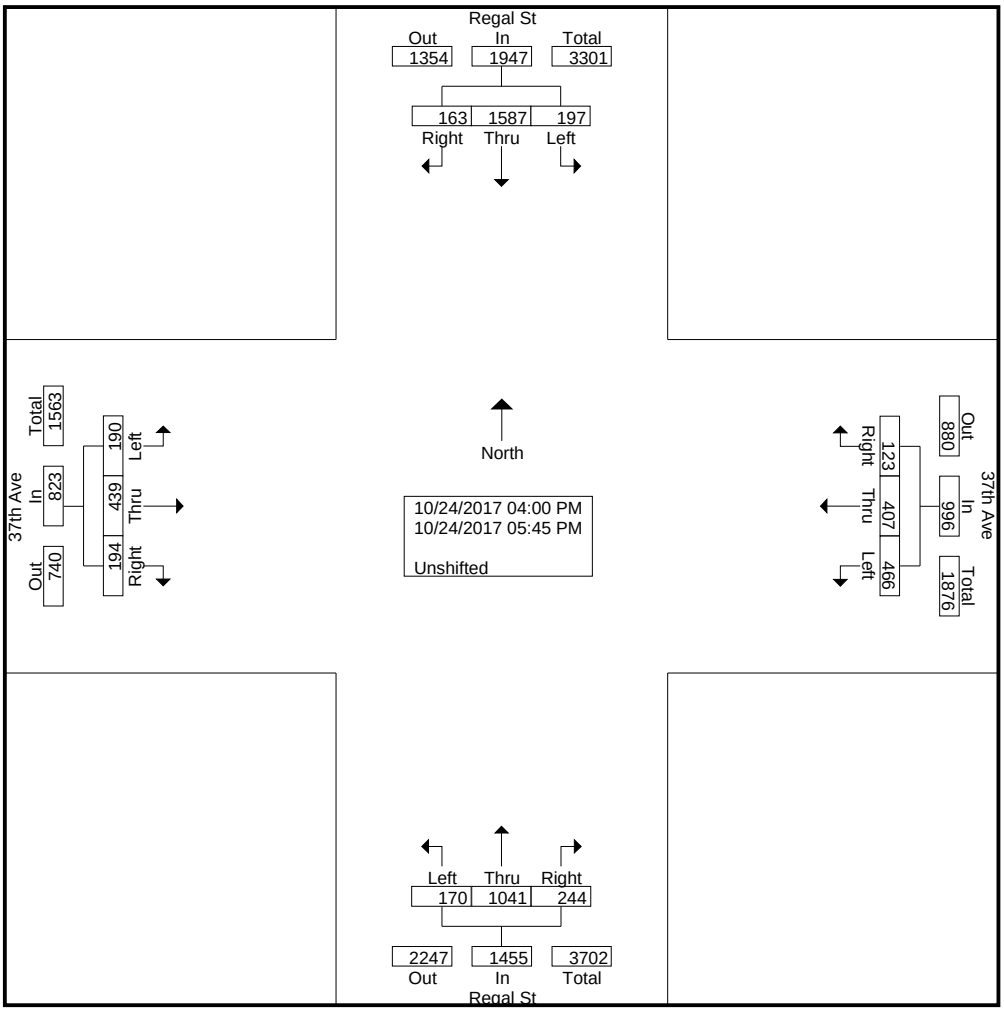
3700 S Regal St
2900 E 37th Ave

Peak Hour Data on Page 2

File Name : Regal & 37th INT232 PM
Site Code : INT232
Start Date : 10/24/2017
Page No : 1

Groups Printed- Unshifted

	Regal St From North				37th Ave From East				Regal St From South				37th Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	27	192	19	238	24	41	57	122	31	150	14	195	19	50	31	100	655
04:15 PM	21	202	28	251	17	58	51	126	28	121	24	173	29	51	24	104	654
04:30 PM	15	192	19	226	13	49	55	117	29	115	23	167	15	53	20	88	598
04:45 PM	14	203	26	243	10	44	64	118	29	114	31	174	23	57	27	107	642
Total	77	789	92	958	64	192	227	483	117	500	92	709	86	211	102	399	2549
05:00 PM	25	194	23	242	16	55	69	140	35	147	19	201	34	54	24	112	695
05:15 PM	22	218	30	270	14	63	63	140	26	139	23	188	28	61	19	108	706
05:30 PM	19	205	25	249	14	62	46	122	41	125	18	184	20	65	32	117	672
05:45 PM	20	181	27	228	15	35	61	111	25	130	18	173	26	48	13	87	599
Total	86	798	105	989	59	215	239	513	127	541	78	746	108	228	88	424	2672
Grand Total	163	1587	197	1947	123	407	466	996	244	1041	170	1455	194	439	190	823	5221
Apprch %	8.4	81.5	10.1		12.3	40.9	46.8		16.8	71.5	11.7		23.6	53.3	23.1		
Total %	3.1	30.4	3.8	37.3	2.4	7.8	8.9	19.1	4.7	19.9	3.3	27.9	3.7	8.4	3.6	15.8	



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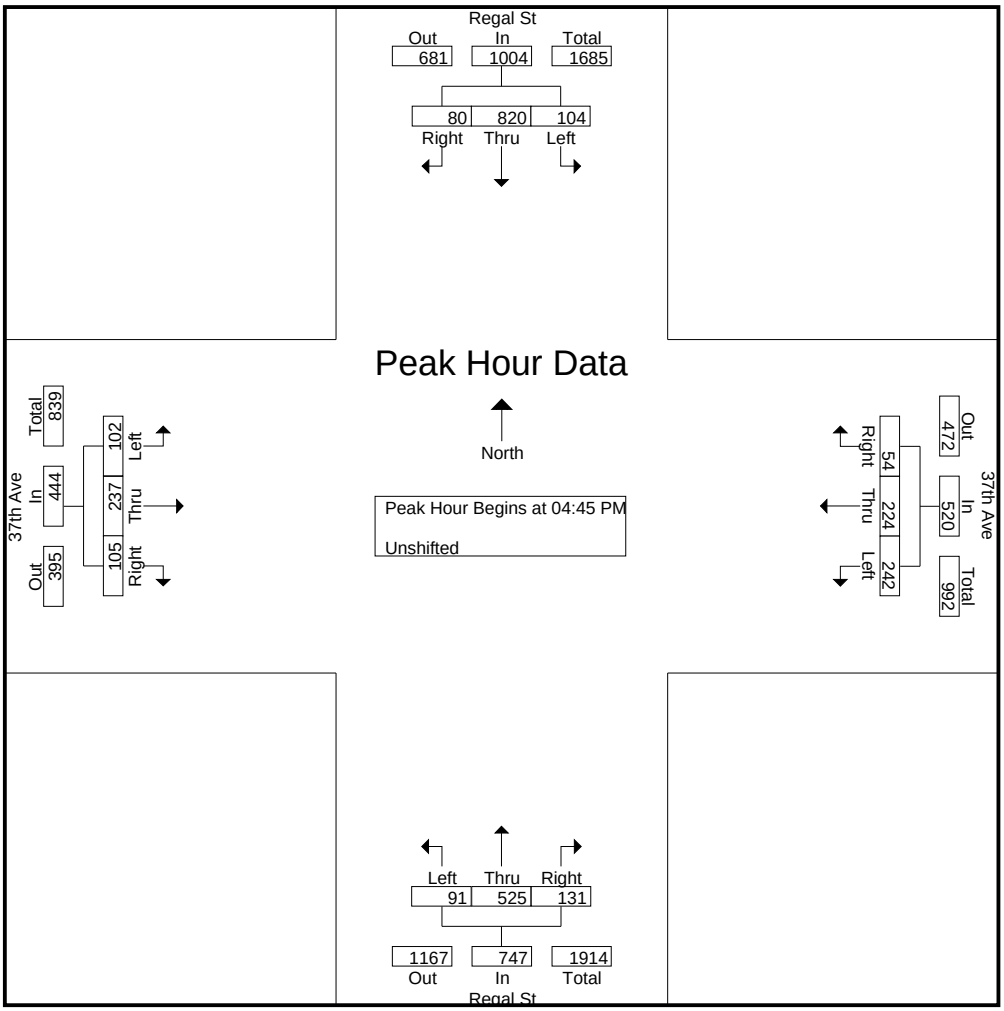
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	203	26	243	10	44	64	118	29	114	**31**	174	23	57	27	107	642
05:00 PM	**25**	194	23	242	**16**	55	**69**	**140**	35	**147**	19	**201**	**34**	54	24	112	695
05:15 PM	22	**218**	**30**	**270**	14	**63**	63	140	26	139	23	188	28	61	19	108	**706**
05:30 PM	19	205	25	249	14	62	46	122	**41**	125	18	184	20	**65**	**32**	**117**	672
Total Volume	80	820	104	1004	54	224	242	520	131	525	91	747	105	237	102	444	2715
% App. Total	8	81.7	10.4		10.4	43.1	46.5		17.5	70.3	12.2		23.6	53.4	23		
PHF	.800	.940	.867	.930	.844	.889	.877	.929	.799	.893	.734	.929	.772	.912	.797	.949	.961



Collision Data

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2013 - 12/31/2014

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUS SER INJ	TOTAL INJ	# VEH	# PED S	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
City Street	Spokane	Spokane	E 20TH AVE	700	S ROCKWOOD BLVD					E271971	#########	15:06	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 22ND AVE	3400	S FREYA ST					E237196	#########	08:59	Suspected Serious Injury	0	1	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 22ND AVE	600	S HATCH ST					E258917	#########	07:00	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 22ND AVE	3500		300	F	W	S FREYA ST	E364030	#########	20:17	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 23RD AVE	3400	S FREYA ST					E378252	#########	09:31	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 23RD AVE	612						E279842	#########	17:10	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry	Dusk
City Street	Spokane	Spokane	E 24TH AVE		S FREYA ST					E328249	#########	11:04	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 24TH AVE	4000	S MYRTLE ST					E288640	#########	11:12	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 25TH AVE		S GRAND BLVD					E320472	#########	21:23	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 25TH AVE		S SOUTHEAST BLVD					E326909	#########	10:49	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 26TH AVE	3600	S FREYA ST					E243984	#########	17:00	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 26TH AVE	3600		60	F	E	S FREYA ST	E258848	#########	19:22	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 27TH AVE		S LAMONTE ST					E343271	#########	07:42	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	E 27TH AVE	3200	S RAY ST					E332395	#########	10:30	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 27TH AVE	2500	S SOUTHEAST BLVD					E313781	#########	11:09	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 27TH AVE	2500		256	F	E	S SOUTHEAST BLVD	E261548	#########	16:04	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E 27TH AVE ENTER ALLEY WAY	500	S GRAND BLVD					E319472	#########	10:53	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 28TH AVE	3600	S FREYA ST					E279986	#########	16:10	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Related	Dry	Dusk
City Street	Spokane	Spokane	E 28TH AVE	3200	S RAY ST					E301731	#########	17:03	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1600	E PINECREST RD					E232619	#########	19:36	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	1200	S ARTHUR ST					3666452	#########	00:00	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	1200	S ARTHUR ST					E342666	#########	10:20	Possible Injury	0	0	3	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	0	S DIVISION ST					3666412	#########	08:03	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3000	S FISKE ST					E290735	#########	12:33	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3000	S FISKE ST					E336896	#########	19:08	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					3428188	#########	10:02	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E243786	#########	07:46	Possible Injury	0	0	3	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E289975	#########	18:37	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E334015	#########	07:59	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E337814	#########	07:50	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E380943	#########	08:50	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S FREYA ST					E388549	#########	18:40	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE		S GRAND BLVD					E257211	#########	17:00	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S GRAND BLVD					E278571	#########	22:24	Possible Injury	0	0	1	3	0	0	At Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	400	S GRAND BLVD					E352154	#########	08:59	No Apparent Injury	0	0	0	2	0	0	At Driveway within Major Intersection	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S HATCH ST					E290881	#########	13:15	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	300	S LATAWAH ST					E297806	#########	14:18	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2200	S LEE ST					E379924	#########	15:31	Suspected Minor Injury	0	0	1	3	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S MANITO BLVD					E271039	#########	13:33	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S MANITO BLVD					E383376	#########	10:24	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S MANITO BLVD					E388546	#########	16:35	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	2000	S MARTIN ST					E342549	#########	11:15	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S MOUNT VERNON ST					E255148	#########	19:17	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E332782	#########	09:09	Possible Injury	0	0	3	2	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1300	S PERRY ST					E265969	#########	17:41	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1300	S PERRY ST					E284965	#########	16:30	No Apparent Injury	0	0	0	3	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1400	S PERRY ST					E313050	#########	18:04	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	1800	S PITTSBURG ST					E268205	#########	00:24	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE		S RAY ST					E307180	#########	08:10	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E222423	#########	15:48	Suspected Minor Injury	0	0	1	1	1	0	At Intersection and Related	Dry	Dusk
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E247484	#########	08:20	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E275696	#########	14:18	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E370829	#########	18:17	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE		S SCOTT ST					3603011	#########	17:19	Suspected Serious Injury	0	1	1	2	0	0	At Driveway within Major Intersection	Dry	Daylight

FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Curb, Raised Traffic Island or Raised Median Curb		Motor Vehicle	Passenger Car	Backing	North	Vehicle Backing
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
One parked--one moving		Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Miscellaneous Object or Debris on Road		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Entering at angle	Boulder (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Merging (Entering Traffic)	North	South
One parked--one moving		Motor Vehicle	Truck (Flatbad,Van,etc)	Making Right Turn	East	North
Vehicle - Pedalcyclist		Motor Vehicle	Not Stated	Going Straight Ahead	East	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From opposite direction - one left turn - one straight	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle	From opposite direction - all others	Motor Vehicle	Passenger Car	Starting in Traffic Lane	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting in Traffic Lane	West	East
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle	Vehicle overturned	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle	Metal Sign Post	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From same direction - both going straight - both moving - rear-end	From same direction - both going straight - both moving - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	South	East
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Fire Hydrant		Motor Vehicle	Passenger Car	Making Left Turn	West	North
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From same direction - one left turn - one straight		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	South	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
From opposite direction - one left turn - one straight	From opposite direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - both moving - rear-end	From same direction - both going straight - both moving - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Metal Sign Post	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Entering at angle		Motor Vehicle	Motorcycle	Overtaking and Passing	West	East

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
Inattention	Improper Backing						
Did Not Grant RW to Vehicle			Motor Vehicle	Motorcycle	Going Straight Ahead	North	South
Disregard Yield Sign - Flashing Yellow			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Improper Backing			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Other Driver Distractions Inside Vehicle			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Inattention							
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Other			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Driver Not Distracted			Pedalcyclist				
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	West	Vehicle Stopped
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car	Stopped for Traffic	West	Vehicle Stopped
Under Influence of Alcohol	Exceeding Stated Speed Limit		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Follow Too Closely	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic		Vehicle Stopped
Operating Defective Equipment			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Inattention	Disregard Stop Sign - Flashing Red		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting in Traffic Lane	South	North
Inattention			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Disregard Stop Sign - Flashing Red	Inattention		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Disregard Stop Sign - Flashing Red	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
None			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Follow Too Closely			Motor Vehicle	Moped	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Under Influence of Alcohol			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Under Influence of Alcohol	Other		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Under Influence of Alcohol	Improper Turn						
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	East	West
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped in Roadway	East	Vehicle Stopped
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped in Roadway	East	Vehicle Stopped
Other			Motor Vehicle	Passenger Car	Making Left Turn	East	South
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Inattention			Motor Vehicle	Passenger Car	Making Left Turn	East	South
Follow Too Closely			Motor Vehicle	Passenger Car	Slowing	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Under Influence of Alcohol							
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	West	Vehicle Stopped
None			Pedestrian				
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	North

UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
			Past the Outside Shoulder of Primary Trafficway	2404863.34	855029.85
None			Lane of Primary Trafficway	2415002.03	854617.89
None			Lane of Primary Trafficway	2404423.96	854311.96
None			Outside Shoulder of Primary Trafficway	2414702.4	854607.05
None			Lane of Primary Trafficway	2415017.68	854311.47
			Outside Shoulder of Primary Trafficway	2404050.31	853874.13
None			Lane of Primary Trafficway	2415030.52	853995.44
None			Lane of Primary Trafficway	2416351.07	854050.68
None			Lane of Primary Trafficway	2403718.28	853210.53
None			Lane of Primary Trafficway	2410618.87	853478.02
None			Lane of Primary Trafficway	2415050.67	853372.66
			Lane of Primary Trafficway	2415110.65	853375.43
None			Lane of Primary Trafficway	2403231.4	852524.41
None			Lane of Primary Trafficway	2413721.98	853024.38
None			Lane of Primary Trafficway	2410759.83	852835.57
None			Lane of Primary Trafficway	2411014.3	852858.74
			Outside Shoulder of Primary Trafficway	2404220.51	852583.77
Did Not Grant RW to Vehicle			Lane of Primary Trafficway	2415074.86	852759.18
Other			Lane of Primary Trafficway	2413730.31	852709.66
None			Lane of Primary Trafficway	2407343.98	852053.91
None			Lane of Primary Trafficway	2405817.53	851973.37
None			Lane of Primary Trafficway	2405817.53	851973.37
None			Lane of Primary Trafficway	2401875.43	851815.9
Driver Not Distracted			Lane of Primary Trafficway	2413125.17	852273.44
None			Lane of Primary Trafficway	2413125.17	852273.44
None			Lane of Primary Trafficway	2415092.66	852344.06
None			Lane of Primary Trafficway	2415092.66	852344.06
None			Lane of Primary Trafficway	2415092.66	852344.06
None			Lane of Primary Trafficway	2415092.66	852344.06
None			Lane of Primary Trafficway	2415092.66	852344.06
None			Lane of Primary Trafficway	2415092.66	852344.06
None			Lane of Primary Trafficway	2415092.66	852344.06
None			Lane of Primary Trafficway	2404233.46	851919.39
None			Lane of Primary Trafficway	2404233.46	851919.39
None			Lane of Primary Trafficway	2404234.2	851887.64
None			Lane of Primary Trafficway	2404499.32	851892.95
			Past the Outside Shoulder of Primary Trafficway	2403678.45	851880.42
None			Lane of Primary Trafficway	2410006.68	852160.51
None			Lane of Primary Trafficway	2402884.45	851856.56
None			Lane of Primary Trafficway	2402822.8	851855.24
None			Lane of Primary Trafficway	2402822.8	851855.24
None			Lane of Primary Trafficway	2409780.16	852150.82
None			Lane of Primary Trafficway	2411768.37	852217.55
None			Lane of Primary Trafficway	2411770.18	852217.6
None			Lane of Primary Trafficway	2407134.77	852045.67
None			Lane of Primary Trafficway	2407134.77	852045.67
None			Lane of Primary Trafficway	2407134.77	852045.67
			Other Location (City/County/Misc. Trafficway)	2408463.38	852089.29
None			Lane of Primary Trafficway	2413748.09	852275.54
Inattention			Lane of Primary Trafficway	2412436.98	852251.71
None			Lane of Primary Trafficway	2412436.98	852251.71
None			Lane of Primary Trafficway	2412436.98	852251.71
None			Lane of Primary Trafficway	2412436.98	852251.71
None			Lane of Primary Trafficway	2404864.51	851907.31

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2013 - 12/31/2014

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUS SER INJ	TOTAL INJ	# VEH	# PED	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
City Street	Spokane	Spokane	E 29TH AVE		S SCOTT ST					E253967	#########	15:25	Possible Injury	0	0	1	2	0	0	At Driveway within Major Intersection	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S SOUTHEAST BLVD					E233144	#########	09:52	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S SOUTHEAST BLVD					E251721	#########	08:51	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	E 29TH AVE		S SOUTHEAST BLVD					E263817	#########	20:17	Possible Injury	0	0	3	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE		S SOUTHEAST BLVD					E290777	#########	17:24	No Apparent Injury	0	0	0	2	0	0	At Driveway within Major Intersection	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE		S SOUTHEAST BLVD					E330451	#########	13:10	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	0	S SOUTHEAST BLVD					E336285	#########	10:36	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2400	S STONE ST					E373807	#########	08:33	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2400	S STONE ST					E381199	#########	15:39	Possible Injury	0	0	1	4	0	0	At Intersection and Not Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	1400		80	F	E	E PINECREST RD	E258962	#########	17:30	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1400		82	F	W	E PINECREST RD	E282500	#########	08:27	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1900		630	F	E	PITTSBURG	E234721	#########	11:01	Possible Injury	0	0	1	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1100		0.09	M	E	S ARTHUR ST	E265835	#########	10:48	Suspected Minor Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3000		126	F	W	S FISKE ST	3698852	#########	13:20	No Apparent Injury	0	0	0	3	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3000		200	F	W	S FISKE ST	E238337	#########	09:04	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3600		300	F	E	S FREYA ST	E229764	#########	18:17	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	3600		316	F	E	S FREYA ST	E295374	#########	21:54	Suspected Minor Injury	0	0	2	1	0	0	Not at Intersection and Not Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	4200		400	F	W	S HAVANA ST	3177421	#########	05:18	Suspected Minor Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	1100		212	F	W	S IVORY ST	3480763	#########	14:52	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1100		200	F	E	S LATAWAH ST	E326401	#########	16:07	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	0		21	F	E	S LEE ST	E260252	#########	12:22	No Apparent Injury	0	0	0	3	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2000		0.09	M	W	S LEE ST	E362583	#########	16:05	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2200		50	F	W	S LEE ST	E364953	#########	11:48	Possible Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Wet	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2000		200	F	W	S MARTIN ST	E220065	#########	13:33	Possible Injury	0	0	2	3	0	0	Not at Intersection and Not Related	Ice	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2000		50	F	W	S MARTIN ST	E274577	#########	21:50	Possible Injury	0	0	3	2	0	0	Driveway Related but Not at Driveway	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	2000		94	F	W	S MARTIN ST	E294222	#########	18:13	Possible Injury	0	0	1	2	0	0	Driveway Related but Not at Driveway	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	1900		0.1	M	W	S MARTIN ST	E361522	#########	08:13	Possible Injury	0	0	3	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	4800		350	F	W	S MOUNT VERNON ST	E284570	#########	16:33	Suspected Serious Injury	0	1	1	1	1	0	Not at Intersection and Not Related	Dry	Dusk
City Street	Spokane	Spokane	E 29TH AVE	2700		101	F	W	S MOUNT VERNON ST	E356090	#########	14:01	Possible Injury	0	0	1	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2626		260	F	W	S MOUNT VERNON ST	E374208	#########	17:16	Possible Injury	0	0	1	2	0	0	At Driveway	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	4100		0.09	M	E	S MYRTLE ST	E352155	#########	12:33	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1300		100	F	W	S PERRY ST	E227196	#########	14:26	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	0		25	F	E	S PERRY ST	E280290	#########	10:18	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Wet	Daylight
City Street	Spokane	Spokane	E 29TH AVE	1400		50	F	E	S PERRY ST	E335697	#########	14:01	Possible Injury	0	0	1	2	0	0	Intersection Related but Not at Intersection	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	3200		277	F	E	S RAY ST	E367178	#########	11:19	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2900		233	F	E	S REGAL ST	E388467	#########	13:46	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2610		425	F	E	S SOUTHEAST BLVD	3603069	#########	17:50	Possible Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	5000		165	F	E	S SOUTHEAST BLVD	E278166	#########	14:59	Possible Injury	0	0	1	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E 29TH AVE	2400		53	F	NW	S SOUTHEAST BLVD	E323142	#########	20:33	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 29TH AVE	2500		272	F	E	S SOUTHEAST BLVD	E387405	#########	12:39	No Apparent Injury	0	0	0	2	0	0	At Driveway	Snow/Slush	Daylight
City Street	Spokane	Spokane	E 30TH AVE	1000	S ARTHUR ST					E385260	#########	19:11	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-No Street Lights
City Street	Spokane	Spokane	E 30TH AVE		S PERRY ST					3428186	#########	12:26	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Wet	Daylight
City Street	Spokane	Spokane	E 30TH AVE	3600	S REBECCA ST					E243983	#########	18:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 30TH AVE	3611		151	F	E	S FREYA ST	E231736	#########	06:16	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	E 30TH AVE	500		80	F	W	S GRAND BLVD	E280886	#########	15:31	Possible Injury	0	0	1	1	0	1	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 30TH AVE	3100		92	F	W	S RAY ST	E294074	#########	04:30	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 30TH AVE	3100		300	F	W	S RAY ST	E316012	#########	12:13	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E 31ST AVE	3600		187	F	E	S FREYA ST	E296040	#########	14:14	Suspected Minor Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 32ND AVE	1000	S ARTHUR ST					E296122	#########	17:18	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	E 32ND AVE	0	S DIVISION ST					E228100	#########	07:06	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Snow/Slush	Daylight
City Street	Spokane	Spokane	E 32ND AVE	3400	S FREYA ST					E245779	#########	11:02	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 32ND AVE		S GRAND BLVD					E351825	#########	14:30	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 32ND AVE	3600	S REBECCA ST					3698869	#########	07:51	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 32ND AVE	3200	S THOR ST					E341539	#########	17:05	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet	Daylight

FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Not Stated	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Not Stated	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Building		Motor Vehicle	Passenger Car	Slowing	East	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From same direction - all others		Motor Vehicle	Passenger Car	Making U-Turn	East	East
Entering at angle	From same direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Street Light Pole or Base		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Other Objects	Other Objects	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Changing Lanes	East	West
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - both moving - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - both moving - rear-end	From same direction - both going straight - both moving - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end	From same direction - one left turn - one straight	Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From same direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	South	East
One parked--one moving	Other Objects	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From opposite direction - all others		Motor Vehicle	Passenger Car	Making U-Turn	West	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting in Traffic Lane	East	West
One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Curb, Raised Traffic Island or Raised Median Curb	Other Objects	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - all others		Motor Vehicle	Passenger Car	Making U-Turn	Southwest	West
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
One parked--one moving		Motor Vehicle	Other	Going Straight Ahead	West	East
One parked--one moving		Motor Vehicle	Not Stated	Backing	South	Vehicle Backing
Vehicle backing hits pedestrian		Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
Entering at angle	Fence	Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Entering at angle	Utility Pole	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Backing	Vehicle Backing	Vehicle Backing
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
None			Pedalcyclist				
Other			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Exceeding Reas. Safe Speed	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	West	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	East	Vehicle Stopped
Exceeding Reas. Safe Speed							
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	West	Vehicle Stopped
Improper U-Turn			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	West	Vehicle Stopped
Driver Distractions Outside Vehicle			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Exceeding Reas. Safe Speed							
Exceeding Reas. Safe Speed							
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Passenger Car	Slowing	East	West
Inattention			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	East	Vehicle Stopped
Inattention			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped in Roadway	Vehicle Stopped	Vehicle Stopped
Fail to Yield Row to Pedestrian			Pedestrian				
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Improper U-Turn			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Inattention			Motor Vehicle	Truck (Flatbad,Van,etc)	Legally Parked, Unoccupied		
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Driver Not Distracted			Pedestrian				
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Apparently Asleep	Inattention						
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Inattention			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Over Center Line			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
None			Pedalcyclist				
Other			Motor Vehicle	Passenger Car	Illegally Parked, Unoccupied		
Improper Backing			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Other			Pedestrian				
Inattention			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Exceeding Reas. Safe Speed	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Unknown Driver Distraction			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East

UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
None			Lane of Primary Trafficway	2404864.51	851907.31
None			Lane of Primary Trafficway	2410765.39	852165.3
None			Lane of Primary Trafficway	2410787.53	852196.98
None			Lane of Primary Trafficway	2410764.19	852195.34
Other			Lane of Primary Trafficway	2410765.38	852165.3
None			Lane of Primary Trafficway	2410765.38	852165.3
Disregard Stop and Go Light	Inattention		Lane of Primary Trafficway	2410782.96	852196.66
None			Lane of Primary Trafficway	2410440.73	852187.3
None			Lane of Primary Trafficway	2410440.73	852187.3
None			Lane of Primary Trafficway	2407423.54	852057.53
			Past the Outside Shoulder of Primary Trafficway	2407262.14	852059.43
None			Lane of Primary Trafficway	2409147.5	852123.29
None			Lane of Primary Trafficway	2406316.74	852007.07
None			Lane of Primary Trafficway	2412999.24	852262.49
None			Lane of Primary Trafficway	2412925.65	852267.14
			Outside Shoulder of Primary Trafficway	2415392.34	852358.16
			Past the Outside Shoulder of Primary Trafficway	2415407.74	852361.25
			Outside Shoulder of Primary Trafficway	2417347.72	852432.16
None			Lane of Primary Trafficway	2406265.92	852004.35
None			Lane of Primary Trafficway	2403877.48	851871.23
None			Lane of Primary Trafficway	2410027.98	852160.73
None			Lane of Primary Trafficway	2409507.52	852142.41
None			Lane of Primary Trafficway	2409957.22	852158.41
None			Lane of Primary Trafficway	2409580.17	852144.65
None			Lane of Primary Trafficway	2409730.06	852149.28
None			Lane of Primary Trafficway	2409686.2	852147.59
None			Lane of Primary Trafficway	2409252.64	852134.54
None			Lane of Primary Trafficway	2411421.33	852192.51
None			Lane of Primary Trafficway	2411908.23	852216.82
None			Lane of Primary Trafficway	2411510.52	852202.42
None			Outside Shoulder of Primary Trafficway	2416912.88	852405.47
None			Lane of Primary Trafficway	2407034.83	852041.45
None			Lane of Primary Trafficway	2407159.72	852046.66
None			Lane of Primary Trafficway	2407184.7	852047.64
None			Outside Shoulder of Primary Trafficway	2414058.89	852330.13
None			Lane of Primary Trafficway	2412670.26	852259.08
None			Lane of Primary Trafficway	2411226.25	852182.57
None			Lane of Primary Trafficway	2410965.1	852201.78
			Outside Shoulder of Primary Trafficway	2410720.31	852192.78
None			Lane of Primary Trafficway	2411072.72	852197.4
Unknown Driver Distraction			Lane of Primary Trafficway	2405837.45	851636.01
None			Lane of Primary Trafficway	2407151.83	851695.11
None			Lane of Primary Trafficway	2415766.7	851966.04
			Outside Shoulder of Primary Trafficway	2415256	851959.73
Did Not Grant RW to Vehicle			Lane of Primary Trafficway	2404173.56	851573.02
None			Outside Shoulder of Primary Trafficway	2413676.42	851892.63
			Outside Shoulder of Primary Trafficway	2413468.62	851883.53
Other			Outside Shoulder of Primary Trafficway	2415306.71	851642.13
Inattention			Lane of Primary Trafficway	2405868.9	850974.98
None			Lane of Primary Trafficway	2401929.12	850829.73
None			Lane of Primary Trafficway	2415131.41	851322.25
None			Intersecting Trafficway	2404297.59	850927.78
None			Lane of Primary Trafficway	2415793.22	851344.24
None			Lane of Primary Trafficway	2414481.59	851302.19

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2013 - 12/31/2014

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUS SER INJ	TOTAL INJ	# VEH	# PED S	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
City Street	Spokane	Spokane	E 33RD AVE	3400	S FREYA ST					3709531	#########	08:10	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 33RD AVE	100	S MANITO BLVD					2688238	#########	16:52	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 35TH AVE			251	F	E	S THOR ST	E242761	#########	02:54	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 35TH AVE	3128						3603057	#########	15:28	Possible Injury	0	0	2	4	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 36TH AVE	4000	S MYRTLE ST					E324423	#########	17:11	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 36TH AVE	3800	S REBECCA ST					E281470	#########	07:52	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 36TH AVE	3800	S REBECCA ST					E328479	#########	12:28	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	3500	S FREYA ST					E301436	#########	13:12	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	3500	S FREYA ST					E335927	#########	18:15	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	600	S GRAND BLVD					E301273	#########	20:17	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 37TH AVE	600	S GRAND BLVD					E353903	#########	11:55	Suspected Serious Injury	0	1	1	1	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	1200	S PERRY ST					3626955	#########	22:07	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	E 37TH AVE	1200	S PERRY ST					E278568	#########	21:47	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 37TH AVE	1200	S PERRY ST					E292103	#########	23:01	Suspected Serious Injury	0	1	1	1	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 37TH AVE	2900	S REGAL ST					3602561	#########	11:58	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	2900	S REGAL ST					3627355	#########	20:19	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 37TH AVE	2900	S REGAL ST					3666415	#########	07:11	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet	Dawn
City Street	Spokane	Spokane	E 37TH AVE	2900	S REGAL ST					E280289	#########	14:16	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	5100		50	F	W	S CUSTER ST	3479759	#########	10:10	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	5100		298	F	E	S CUSTER ST	E350717	#########	17:38	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	4600		50	F	E	S MORRILL DR	3698854	#########	08:35	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	2000		83	F	E	S NAPA ST	E315378	#########	23:47	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	E 37TH AVE	1300		150	F	W	S PERRY ST	E323108	#########	17:33	Possible Injury	0	0	1	3	0	0	Intersection Related but Not at Intersection	Dry	Daylight
City Street	Spokane	Spokane	E 37TH AVE	3800		200	F	E	S REBECCA ST	E294424	#########	18:49	Possible Injury	0	0	1	3	0	0	Driveway Related but Not at Driveway	Snow/Slush	Dark-Street Lights On
City Street	Spokane	Spokane	E 43RD AVE	800	S SCOTT ST					E243060	#########	09:08	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 43RD AVE	1100		318	F	E	S ARTHUR ST	3528565	#########	04:15	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	E 44TH AVE	2500	S COOK ST					E276282	#########	16:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 44TH AVE	2900	S FISKE ST					E281528	#########	12:34	No Apparent Injury	0	0	0	2	0	0	At Driveway within Major Intersection	Dry	Daylight
City Street	Spokane	Spokane	E 44TH AVE	2800		167	F	W	S REGAL ST	3666424	#########	02:33	Unknown	0	0	0	1	0	0	At Driveway	Dry	Unknown
City Street	Spokane	Spokane	E 46TH AVE	2500	S DONALD CT					E256294	#########	18:51	Possible Injury	0	0	1	1	1	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E 46TH AVE	1700	S MAGNOLIA ST					E256889	#########	03:26	Possible Injury	0	0	2	1	0	0	At Driveway within Major Intersection	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 53RD AVE	2900	S REGAL ST					E320227	#########	21:27	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 53RD AVE	2900		300	F	E	S REGAL ST	E374518	#########	06:14	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry	Dawn
City Street	Spokane	Spokane	E 57TH AVE	8100	S HATCH RD					E295376	#########	09:30	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Ice	Daylight
City Street	Spokane	Spokane	E 57TH AVE	1100	S HATCH RD					E379213	#########	17:44	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E 57TH AVE		S PERRY ST					E336199	#########	08:57	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E ALTAMONT PL	2200		20	F	NW	E NORTH ALTAMONT BLVD	E284568	#########	12:47	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E CONGRESS AVE	3300	S THOR ST					E302309	#########	08:53	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Ice	Daylight
City Street	Spokane	Spokane	E EMPIRE AVE	2200				E	CRESTLINE	E248240	#########	22:24	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E ERMINA	3827						3602386	#########	02:30	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E EUCLID AVE	100		131	F	E	E FAIRVIEW AVE	3323013	#########	05:15	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E GARLAND AVE	2700		299	F	E	E EMPIRE AVE	E308563	#########	13:58	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E HARTSON AVE	300	S CHANDLER ST					E220019	#########	10:03	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Snow/Slush	Daylight
City Street	Spokane	Spokane	E HARTSON AVE	3600	S FREYA ST					E304651	#########	15:13	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	E HARTSON AVE	700	S HATCH ST					3709533	#########	08:14	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E HARTSON AVE		S HATCH ST					E249265	#########	19:10	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Dusk
City Street	Spokane	Spokane	E HARTSON AVE	800	S SCOTT ST					E268613	#########	13:52	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E HARTSON AVE	800	S SCOTT ST					E352290	#########	10:53	Suspected Serious Injury	0	1	3	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E HARTSON AVE	200		168	F	W	S COWLEY ST	E331993	#########	10:05	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E HARTSON AVE	1500		200	F	W	S HELENA ST	3604551	#########	21:35	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E HARTSON AVE	3800		80	F	W	S JULIA ST	E374918	#########	23:59	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E HARTSON AVE	800		65	F	E	S SCOTT ST	E243881	#########	08:31	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E INDIANA AVE	100		33	F	SW	E INDIANA AVE	E333823	#########	09:01	Possible Injury	0	0	3	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	E NEWARK AVE	1200	S DENVER ST					E320226	#########	12:36	Possible Injury	0	0	2	2	0	0	At Intersection and Not Related	Dry	Daylight

FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	West	South
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
One parked--one moving	One parked--one moving	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Fence		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Curb, Raised Traffic Island or Raised Median Curb		Motor Vehicle	Motorcycle	Making Left Turn	West	Northeast
Retaining Wall (concrete, rock, brick, etc.)	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Retaining Wall (concrete, rock, brick, etc.)	Vehicle overturned	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Same direction -- both turning left -- both moving -- sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
From opposite direction - one left turn - one straight		Motor Vehicle	Bus or Motor Stage	Making Left Turn	West	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Earth Bank or Ledge		Motor Vehicle	Passenger Car	Going Straight Ahead	West	North
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - sideswipe	From same direction - one left turn - one straight	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From opposite direction - one left turn - one straight		Motor Vehicle	Motorcycle	Going Straight Ahead	West	East
One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
From same direction - one left turn - one straight		Motor Vehicle	Passenger Car	Overtaking and Passing	East	West
Curb, Raised Traffic Island or Raised Median Curb	Tree or Stump (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Other*	North	South
Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Tree or Stump (stationary)	Building	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
One parked--one moving	One parked--one moving	Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Metal Sign Post		Motor Vehicle	Passenger Car	Making Left Turn	East	South
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	East	South
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Signal Pole		Motor Vehicle	Truck (Flatbad,Van,etc)	Backing	Vehicle Backing	Vehicle Backing
Entering at angle	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
One parked--one moving	One parked--one moving	Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Other*	West	East
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Backing	North	Vehicle Backing
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Driver Operating Handheld Telecommunications Device			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Occupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Other	Exceeding Reas. Safe Speed		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Other			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Unknown Driver Distraction							
Inattention							
Other							
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Under Influence of Alcohol	Disregard Stop Sign - Flashing Red						
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Did Not Grant RW to Vehicle	Improper Turn	Inattention	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
None			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Overtaking and Passing	East	West
Other							
Driver Distractions Outside Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Under Influence of Alcohol							
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Making Left Turn	East	South
Apparently Asleep	Inattention		Motor Vehicle	Passenger Car	Legally Parked, Unoccupied	Vehicle Stopped	East
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Improper Passing			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Other							
None			Pedestrian				
Exceeding Reas. Safe Speed							
Under Influence of Alcohol	Disregard Stop Sign - Flashing Red		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Under Influence of Alcohol			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
None							
Improper Turn			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Improper Backing							
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Under Influence of Alcohol			Motor Vehicle	Passenger Car	Illegally Parked, Unoccupied		
Apparently Asleep			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Exceeding Reas. Safe Speed	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car	Making Left Turn	East	South
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Disregard Yield Sign - Flashing Yellow			Motor Vehicle	Motorcycle	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Inattention			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Improper Backing			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic		

UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
None			Lane of Primary Trafficway	2415142.25	851006.88
None			Lane of Primary Trafficway	2402924.46	850534.7
			Outside Shoulder of Primary Trafficway	2414757.74	850322.44
			Outside Shoulder of Primary Trafficway	2413461.14	850264.79
None			Lane of Primary Trafficway	2416494.88	850065.95
None			Lane of Primary Trafficway	2415840.29	850040.55
None			Lane of Primary Trafficway	2415840.29	850040.55
None			Lane of Primary Trafficway	2415191.88	849687.21
None			Lane of Primary Trafficway	2415191.88	849687.21
			Past the Outside Shoulder of Primary Trafficway	2404336.26	849240.43
			Outside Shoulder of Primary Trafficway	2404336.26	849240.43
			Past the Outside Shoulder of Primary Trafficway	2407259.06	849364.27
None			Lane of Primary Trafficway	2407259.94	849348.22
			Past the Outside Shoulder of Primary Trafficway	2407259.06	849364.27
None			Lane of Primary Trafficway	2412571.04	849603.01
None			Lane of Primary Trafficway	2412534.54	849601.2
None			Lane of Primary Trafficway	2412534.54	849601.2
Follow Too Closely			Lane of Primary Trafficway	2412534.54	849601.2
Improper Passing			Lane of Primary Trafficway	2419275.01	849830.24
			Past the Outside Shoulder of Primary Trafficway	2419619.37	849879.37
None			Lane of Primary Trafficway	2418206.24	849795.52
			Past the Outside Shoulder of Primary Trafficway	2409323.23	849464.97
None			Lane of Primary Trafficway	2407110.58	849339.48
None			Lane of Primary Trafficway	2416057.33	849723.36
None			Lane of Primary Trafficway	2405102.21	847006.48
			Outside Shoulder of Primary Trafficway	2406384.12	847160.63
None			Lane of Primary Trafficway	2411337.88	846853.15
None			Lane of Primary Trafficway	2413320.67	846947.94
			Past the Outside Shoulder of Primary Trafficway	2412511.8	846892.74
Did Not Grant RW to Vehicle			Lane of Primary Trafficway	2411910.65	846067.95
			Past the Outside Shoulder of Primary Trafficway	2409127.77	846038.77
Under Influence of Alcohol			Intersecting Trafficway	2412818.26	844112.2
None			Outside Shoulder of Primary Trafficway	2413117.92	844119.7
			Past the Outside Shoulder of Primary Trafficway	2407000.35	842598.68
None			Lane of Primary Trafficway	2407025.11	842597.94
None			Lane of Primary Trafficway	2407549.86	842599.79
			Past the Outside Shoulder of Primary Trafficway	2409953.72	859136.15
None			Lane of Primary Trafficway	2414432.87	855314.08
			Outside Shoulder of Primary Trafficway	2409348.52	875809.87
Other			Outside Shoulder of Primary Trafficway		
			Outside Shoulder of Primary Trafficway	2401837.1	873018.28
None			Lane of Primary Trafficway	2411233.42	876042.11
None			Lane of Primary Trafficway	2402915.44	859814.44
None			Lane of Primary Trafficway	2414805.75	860303.72
None			Lane of Primary Trafficway	2404239.64	859867.29
None			Lane of Primary Trafficway	2404233.38	859862.55
None			Lane of Primary Trafficway	2404564.15	859876.31
None			Lane of Primary Trafficway	2404564.15	859876.31
			Outside Shoulder of Primary Trafficway	2402213.78	859790.47
			Outside Shoulder of Primary Trafficway	2407338.82	859994.91
None			Outside Shoulder of Primary Trafficway	2415813.01	860339.16
			Outside Shoulder of Primary Trafficway	2404628.98	859879.42
None			Lane of Primary Trafficway	2402023.81	868929.66
None			Lane of Primary Trafficway	2406560.49	859605.88

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2013 - 12/31/2014

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUS SER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
City Street	Spokane	Spokane	E ROCKWOOD BLVD	1900		0.12	M	W	S CRESTLINE ST	E249869	#########	00:40	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E SOUTH ALTAMONT BLVD	2300		86	F	NE	S DENNY CT	3698511	#########	17:55	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush	Dark-Street Lights On
City Street	Spokane	Spokane	E SOUTH RIVERTON AVE	1500	E MISSION AVE					E275637	#########	12:36	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E SOUTHEAST BLVD	1500	E 18TH AVE					E263093	#########	07:41	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E SOUTHEAST BLVD	1500	MADELIA ST					3633210	#########	14:59	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice	Daylight
City Street	Spokane	Spokane	E SOUTHEAST BLVD	1900		216	F	S	S MAGNOLIA ST	3528558	#########	02:42	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E SOUTHEAST BLVD	2100		346	F	NW	S SOUTHEAST BLVD	E367745	#########	12:31	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E SUMAC DR	3800		90	F	SW	S JULIA CT	3529171	#########	00:35	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	E SUMAC DR	3600		479	F	W	S REBECCA ST	E364998	#########	20:38	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	E SUMNER AVE	0	S GRAND BLVD					3603053	#########	16:18	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E SUMNER AVE	200	S ROCKWOOD BLVD					3666235	#########	20:46	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	E SUMNER AVE	0		60	F	NE	S GRAND BLVD	E294627	#########	15:20	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Snow/Slush	Dusk
City Street	Spokane	Spokane	E SYRINGA RD	800	E 19TH AVE					3698858	#########	10:28	Possible Injury	0	0	1	1	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	E THURSTON AVE	1800		30	F	E	S PITTSBURG ST	E309917	#########	09:50	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Ice	Daylight
City Street	Spokane	Spokane	ELLIOTT DR		W FORT GEORGE WRIGHT DR					E224989	#########	10:27	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	FIVE MILE RD		STRONG					E266804	#########	18:12	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	GLASS		POST					E279245	#########	18:00	Possible Injury	0	0	1	2	0	0	At Intersection and Not Related	Unknown	Unknown
City Street	Spokane	Spokane	GREENE			40	F	S	MARSHALL	E257276	#########	07:46	No Apparent Injury	0	0	0	3	0	0	Intersection Related but Not at Intersection	Dry	Daylight
City Street	Spokane	Spokane	OAK ALLEY		COLLEGE	150	F	SW	COLLEGE	E344406	#########	10:22	Possible Injury	0	0	1	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	OLYMPIC ALLEY	1214	PERRY	220	F	W	PERRY	E373506	#########	14:30	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Sand/Mud/Dirt	Daylight
City Street	Spokane	Spokane	PITTSBURG		53RD AVE					E230106	#########	07:34	Possible Injury	0	0	4	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	ROSAMOND	3720						E280293	#########	18:21	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-No Street Lights
City Street	Spokane	Spokane	S ALLEY OF WABASH	400		70	F	W	ADDISON	E358098	#########	07:52	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S ARTHUR ST	3000	E 30TH AVE					E304453	#########	21:34	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	S ARTHUR ST		E 33RD AVE					3602556	#########	12:01	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S ARTHUR ST	600	E NEWARK AVE					E356243	#########	13:11	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S ARTHUR ST	103		274	F	N	E 2ND AVE	E218526	#########	12:04	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S ARTHUR ST	100		224	F	N	E 2ND AVE	E226063	#########	10:43	No Apparent Injury	0	0	0	2	0	0	At Driveway	Wet	Daylight
City Street	Spokane	Spokane	S COOK ST	3500	E 35TH AVE					E303171	#########	23:50	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Snow/Slush	Dark-No Street Lights
City Street	Spokane	Spokane	S COOK ST	500	E HARTSON AVE					E378886	#########	09:46	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S COWLEY ST	500	E HARTSON AVE					E249748	#########	17:32	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S COWLEY ST	500	E HARTSON AVE					E337117	#########	17:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S CRESTLINE ST	4100	E 42ND AVE					E305128	#########	23:28	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Snow/Slush	Dark-Street Lights On
City Street	Spokane	Spokane	S CRESTLINE ST	3300		270	F	N	E 34TH AVE	E362112	#########	19:18	Suspected Minor Injury	0	0	1	1	1	0	At Driveway	Dry	Dark-No Street Lights
City Street	Spokane	Spokane	S CRESTLINE ST			300	F	N	E THURSTON AVE	E322378	#########	14:39	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S CUBA ST	3600	E 37TH AVE					E316013	#########	14:55	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S CUBA ST	2500		154	F	S	E 25TH AVE	E238753	#########	14:48	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S FISKE ST		E 29TH AVE					E290776	#########	15:30	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FISKE ST	3000		104	F	N	E 31ST AVE	E290736	#########	12:33	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	2000	E 21ST AVE					E341826	#########	17:02	Possible Injury	0	0	2	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	2200	E 23RD AVE					E243244	#########	15:45	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	2700	E 28TH AVE					E366461	#########	13:48	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	2800	E 29TH AVE					E325882	#########	17:02	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	3100	E 32ND AVE					E340863	#########	18:49	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	3300	E 34TH AVE					E244864	#########	15:25	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST		E 35TH AVE					E230404	#########	12:01	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	3400	E 35TH AVE					E251400	#########	12:25	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S FREYA ST	3500	E 37TH AVE					3603058	#########	15:45	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	3900	E 42ND AVE					3528368	#########	21:45	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	S FREYA ST		E 47TH AVE					E308706	#########	08:14	Possible Injury	0	0	1	1	0	0	At Intersection and Related	Ice	Daylight
City Street	Spokane	Spokane	S FREYA ST		E BEN BURR BLVD					E343026	#########	11:28	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	2000	E CONGRESS AVE					E346165	#########	11:36	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST		S PALOUSE HWY					E350996	#########	14:32	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	2300		21	F	N	E 24TH AVE	E315068	#########	17:31	Suspected Minor Injury	0	0	1	3	0	0	Intersection Related but Not at Intersection	Dry	Daylight

FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Concrete Barrier/Jersey Barrier - Face		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	Southeast	Northwest
From same direction - one right turn - one straight		Motor Vehicle	Passenger Car	Making Right Turn	Northeast	West
From same direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Guardrail - Face		Motor Vehicle	Passenger Car	Going Straight Ahead	Southeast	Northwest
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Southeast	Northwest
Other Objects	Tree or Stump (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Tree or Stump (stationary)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making U-Turn	East	East
Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	South	East
Wood Sign Post		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From opposite direction - both going straight - sideswipe		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Retaining Wall (concrete, rock, brick, etc.)	Other Objects	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	East
One parked--one moving	Tree or Stump (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	Northwest	Northeast
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting in Traffic Lane	East	West
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Boulder (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Utility Pole	Building	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	North	West
Entering at angle	Fence	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
One car leaving parked position		Motor Vehicle	Passenger Car	Backing	South	Vehicle Backing
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Rock Bank or Ledge		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From opposite direction - one left turn - one straight		Motor Vehicle	Not Stated	Making Left Turn	South	West
Utility Pole		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Vehicle turning left hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Building		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From same direction - all others		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Backing	Vehicle Backing	Vehicle Backing
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle	From opposite direction - all others	Motor Vehicle	Passenger Car	Making Left Turn	East	South
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Fire Hydrant		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Vehicle overturned	Roadway Ditch	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
Exceeding Reas. Safe Speed							
Exceeding Reas. Safe Speed	Inattention						
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Northwest	Southeast
Under Influence of Alcohol							
Follow Too Closely			Motor Vehicle	Passenger Car	Going Straight Ahead	Southeast	Northwest
Under Influence of Alcohol							
Unknown Driver Distraction							
Improper Turn			Motor Vehicle	Passenger Car	Slowing	East	West
Driver Distractions Outside Vehicle							
Exceeding Reas. Safe Speed	Unknown Driver Distraction		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Exceeding Reas. Safe Speed	Operating Defective Equipment						
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Northeast	Southwest
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Follow Too Closely			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Improper Backing			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Inattention							
Unknown Driver Distraction							
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Under Influence of Drugs	Exceeding Reas. Safe Speed						
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Unknown Driver Distraction							
None			Pedestrian				
Other			Motor Vehicle	Passenger Car	Illegally Parked, Unoccupied		
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Driver Interacting with Passengers, Animals or Objects Inside Vehicle	Over Center Line						
Improper Backing			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Operating Defective Equipment			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Disregard Stop Sign - Flashing Red	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
None			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car	Starting in Traffic Lane	North	South
Other							
Exceeding Reas. Safe Speed							
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Disregard Stop Sign - Flashing Red	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Driver Interacting with Passengers, Animals or Objects Inside Vehicle	Follow Too Closely		Motor Vehicle	Passenger Car	Stopped for Traffic	North	Vehicle Stopped

UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
			Outside Shoulder of Primary Trafficway	2409052.27	854329.08
			Past the Outside Shoulder of Primary Trafficway	2410571.14	858117.11
None			Lane of Primary Trafficway	2407356.23	867954.84
None			Lane of Primary Trafficway	2407593.02	855869.49
None			Lane of Primary Trafficway	2408072.34	855782.46
			Outside Shoulder of Primary Trafficway	2408730.42	855771.18
None			Lane of Primary Trafficway	2409323.97	855680.85
			Past the Outside Shoulder of Primary Trafficway	2416495.86	845728.5
			Past the Outside Shoulder of Primary Trafficway	2415582.39	845640.05
None			Intersecting Trafficway	2401779.76	857948.94
			Past the Outside Shoulder of Primary Trafficway	2402732.18	858253.8
None			Lane of Primary Trafficway	2401815.86	857993.3
			Other Location (City/County/Misc. Trafficway)	2405319.18	855478.95
			Outside Shoulder of Primary Trafficway	2408672	848105.87
None			Intersecting Trafficway	2387390.28	867800.18
None			Lane of Primary Trafficway	2389930.36	891117.45
None			Lane of Primary Trafficway		
None			Lane of Primary Trafficway		
None			Lane of Primary Trafficway		
None			Outside Shoulder of Primary Trafficway		
Operating Defective Equipment			Lane of Primary Trafficway	2409015.61	843973.42
			Past the Outside Shoulder of Primary Trafficway		
			Past the Outside Shoulder of Primary Trafficway		
None			Intersecting Trafficway	2405837.45	851636.01
None			Lane of Primary Trafficway	2405881.48	850662.23
None			Lane of Primary Trafficway	2405561.59	859706.35
None			Lane of Primary Trafficway	2405463.74	861897.29
None			Lane of Primary Trafficway	2405482.78	861848.46
			Past the Outside Shoulder of Primary Trafficway	2411191.08	850206.14
None			Lane of Primary Trafficway	2410876.25	860149.68
None			Lane of Primary Trafficway	2402381.49	859779.26
None			Lane of Primary Trafficway	2402381.49	859779.26
			Past the Outside Shoulder of Primary Trafficway	2409995.84	847490.37
Did Not Grant RW to Vehicle			Lane of Primary Trafficway	2409831.49	850755.08
Improper Parking Location			Outside Shoulder of Primary Trafficway	2409950.41	848455.29
None			Lane of Primary Trafficway	2417170.03	849755.57
			Past the Outside Shoulder of Primary Trafficway	2417036.16	853609.6
None			Lane of Primary Trafficway	2413125.17	852273.44
			Outside Shoulder of Primary Trafficway	2413142.68	851667.18
None			Lane of Primary Trafficway	2414990.71	855000.79
None			Lane of Primary Trafficway	2415017.68	854311.47
None			Lane of Primary Trafficway	2415074.86	852759.18
None			Lane of Primary Trafficway	2415092.66	852344.06
None			Lane of Primary Trafficway	2415131.41	851322.25
None			Lane of Primary Trafficway	2415153.26	850705.74
None			Lane of Primary Trafficway	2415166.19	850400.1
None			Lane of Primary Trafficway	2415165.91	850406.69
None			Lane of Primary Trafficway	2415191.88	849687.21
			Past the Outside Shoulder of Primary Trafficway	2415275	847670.13
			Past the Outside Shoulder of Primary Trafficway	2415421.24	846032.32
None			Lane of Primary Trafficway	2414915.96	857439.56
None			Lane of Primary Trafficway	2414979.88	855328.22
None			Lane of Primary Trafficway	2415454.61	844287.64
None			Lane of Primary Trafficway	2415029.68	854016.59

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2013 - 12/31/2014

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUS SER INJ	TOTAL INJ	# VEH	# PED S	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
City Street	Spokane	Spokane	S FREYA ST	2800		40	F	N	E 29TH AVE	E284765	#########	21:32	Possible Injury	0	0	1	2	0	0	Intersection Related but Not at Intersection	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S FREYA ST	4500		100	F	S	E 45TH CT	E299080	#########	16:09	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Snow/Slush	Dusk
City Street	Spokane	Spokane	S FREYA ST	4400		278	F	N	E 45TH CT	E335000	#########	15:10	Suspected Minor Injury	0	0	4	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	2000		50	F	N	E CONGRESS AVE	E218689	#########	21:00	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	S FREYA ST	600		64	F	S	E HARTSON AVE	E342497	#########	18:53	No Apparent Injury	0	0	0	3	0	0	Intersection Related but Not at Intersection	Dry	Daylight
City Street	Spokane	Spokane	S FREYA ST	600		100	F	S	E HARTSON AVE	E386780	#########	17:12	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-No Street Lights
City Street	Spokane	Spokane	S GARFIELD RD	2400	E 25TH AVE					E313849	#########	20:53	Unknown	0	0	0	1	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S GARFIELD RD	2200		150	F	SW	S ROCKWOOD BLVD	E361207	#########	10:50	No Apparent Injury	0	0	0	2	0	0	Driveway Related but Not at Driveway	Dry	Daylight
City Street	Spokane	Spokane	S GARFIELD ST	2800	E 29TH AVE					E224601	#########	11:09	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	1200	E 13TH AVE					E295381	#########	07:42	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	0	E 13TH AVE					E359591	#########	16:58	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	1400	E 14TH AVE					E312400	#########	18:14	Suspected Minor Injury	0	0	1	1	1	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	1300	E 14TH AVE					E364392	#########	15:00	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD		E 17TH AVE					3362449	#########	23:35	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	2000	E 20TH AVE					E331217	#########	18:45	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	2500	E 25TH AVE					3709530	#########	13:06	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	2500	E 25TH AVE					E255801	#########	13:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	2500	E 25TH AVE					E360156	#########	11:14	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD		E 28TH AVE					3604783	#########	16:51	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD		E 29TH AVE					E254951	#########	01:24	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Unknown	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	9900	E 29TH AVE					E370060	#########	18:20	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	2800	E 29TH AVE					E382672	#########	11:12	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	3200	E 32ND AVE					E239145	#########	15:28	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	3200	E 32ND AVE					E253569	#########	22:02	Suspected Minor Injury	0	0	3	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	3600	E 37TH AVE					3529166	#########	21:10	Suspected Serious Injury	0	1	1	1	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD		E 37TH AVE					E231989	#########	11:37	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	3500	E 37TH AVE					E384417	#########	19:30	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	900	W CLIFF DR					E254232	#########	09:44	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	2800		114	F	N	E 29TH AVE	3529174	#########	20:46	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	2800		144	F	N	E 29TH AVE	E360548	#########	16:13	Suspected Minor Injury	0	0	1	1	0	1	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	2800		160	F	N	E 29TH AVE	E373292	#########	08:40	Possible Injury	0	0	3	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	3200		50	F	S	E 32ND AVE	E274129	#########	16:21	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S GRAND BLVD	3700		50	F	S	E 37TH AVE	3604667	#########	00:53	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	4200		65	F	S	E 42ND AVE	3666738	#########	19:16	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S GRAND BLVD	900		118	F	SE	W ROCKWOOD BLVD	E288670	#########	09:57	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S HOWARD ST	9900		156	F	N	W 33RD AVE	E367781	#########	15:30	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Wet	Daylight
City Street	Spokane	Spokane	S IVORY ST	700	E NEWARK AVE					3698867	#########	10:58	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S IVORY ST			75	F	S	E NEWARK AVE	3528559	#########	02:44	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S LAMONTE ST	2600	E 27TH AVE					E323544	#########	21:28	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S LAMONTE ST	3000		50	F	S	E 30TH AVE	E268302	#########	12:00	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S LAMONTE ST	4100		200	F	S	E 41ST AVE	E372289	#########	18:00	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S LINDEKE CT		S LINDEKE ST					E301026	#########	10:53	Unknown	0	0	0	1	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S LINDEKE CT	1300		278	F	N	S LINDEKE ST	E291097	#########	13:25	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S LINDEKE ST	1301						3604666	#########	23:30	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Unknown	Dark-Street Lights On
City Street	Spokane	Spokane	S MADELIA ST	4000	E 42ND AVE					E275758	#########	00:23	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S MADELIA ST	4000	E 42ND AVE					E298431	#########	07:53	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S MIAMI ST	4200		53	F	S	E 42ND AVE	E228102	#########	08:06	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush	Daylight
City Street	Spokane	Spokane	S MOUNT VERNON ST	2800		100	F	N	E 29TH AVE	E249935	#########	16:35	Suspected Minor Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S MOUNT VERNON ST	3100		45	F	S	E 31ST AVE	E241550	#########	10:31	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S MOUNT VERNON ST	3200		82	F	S	E 32ND AVE	E272580	#########	14:42	Possible Injury	0	0	2	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S MYRTLE ST	2800	ALLEY					E277283	#########	18:55	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S MYRTLE ST	2300	E 25TH AVE					E379208	#########	09:42	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S MYRTLE ST	2700	E 28TH AVE					E324619	#########	15:55	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S MYRTLE ST		E 35TH AVE					E227201	#########	12:59	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight

FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From opposite direction - all others		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Vehicle Strikes Deer		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Slowing	South	North
Retaining Wall (concrete, rock, brick, etc.)	Vehicle overturned	Motor Vehicle	Passenger Car	Making Right Turn	North	West
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Passenger Car	Starting in Traffic Lane	South	North
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	Northwest
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Vehicle turning left hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Fire Hydrant	Tree or Stump (stationary)	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end	Entering at angle	Motor Vehicle	Not Stated	Going Straight Ahead	South	North
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Changing Lanes	West	East
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Vehicle - Pedalcyclist		Motor Vehicle	Not Stated	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Curb, Raised Traffic Island or Raised Median Curb		Motor Vehicle	Motorcycle	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	Northeast
From same direction - one left turn - one straight		Motor Vehicle	Passenger Car	Going Straight Ahead	Southeast	Northwest
Tree or Stump (stationary)	Other Objects	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Making Right Turn	South	East
From same direction - all others		Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	East	South
One parked--one moving	One parked--one moving	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Other*	North	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Backing	Vehicle Backing	Vehicle Backing
One parked--one moving		Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
Utility Pole	Boulder (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
From opposite direction - both moving - head-on		Motor Vehicle	Passenger Car	Other*	South	North
Fence		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Tree or Stump (stationary)	Culvert and/or other Appurtenance in Ditch	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From opposite direction - both moving - head-on		Motor Vehicle	Passenger Car	Going Straight Ahead	West	North
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
Other			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Other Driver Distractions Inside Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
None							
None			Motor Vehicle	Passenger Car	Stopped for Traffic	South	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Not Stated	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Under Influence of Alcohol	Exceeding Reas. Safe Speed						
Other	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Fail to Yield Row to Pedestrian			Pedestrian				
Inattention			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Under Influence of Alcohol	Exceeding Stated Speed Limit						
Other			Motor Vehicle	Bus or Motor Stage	Going Straight Ahead	North	South
Inattention			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	Vehicle Backing	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Inattention			Motor Vehicle	Passenger Car	Making Left Turn	North	East
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Under Influence of Alcohol	Follow Too Closely		Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Other			Pedalcyclist				
Other	Exceeding Reas. Safe Speed	Did Not Grant RW to Vehicle	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Unknown Driver Distraction							
Under Influence of Drugs	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	South	Vehicle Stopped
None			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	South	Vehicle Stopped
Driver Interacting with Passengers, Animals or Objects Inside Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Under Influence of Alcohol							
None			Pedalcyclist				
Improper Backing			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Inattention			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Under Influence of Alcohol			Motor Vehicle	Not Stated	Stopped in Roadway		Vehicle Stopped
Driver Distractions Outside Vehicle			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Inattention			Motor Vehicle	Bus or Motor Stage	Legally Parked, Occupied		
Other Driver Distractions Inside Vehicle	Inattention		Motor Vehicle	Motorcycle	Stopped at Signal or Stop Sign	South	North
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Other			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied		
Inattention			Motor Vehicle	Passenger Car	Legally Parked, Unoccupied	Vehicle Stopped	
Disregard Stop Sign - Flashing Red	Exceeding Reas. Safe Speed						
Other			Motor Vehicle	Passenger Car	Other*	North	South
Inattention							
Inattention			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Exceeding Reas. Safe Speed							
Other			Pedestrian				
Driver Operating Handheld Telecommunications Device			Motor Vehicle	School Bus	Legally Parked, Occupied		
Over Center Line	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South

UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
None			Lane of Primary Trafficway	2415090.96	852383.76
None			Lane of Primary Trafficway	2415415.72	846550.41
None			Lane of Primary Trafficway	2415414.62	846928.53
			Lane of Primary Trafficway	2414978.93	855378.59
None			Lane of Primary Trafficway	2414808.16	860239.44
Other			Lane of Primary Trafficway	2414809.5	860203.51
			Past the Outside Shoulder of Primary Trafficway	2404956.36	853261.02
None			Lane of Primary Trafficway	2405201.32	854248.37
None			Lane of Primary Trafficway	2405156.21	851919.88
None			Lane of Primary Trafficway	2402087.47	857541.94
None			Lane of Primary Trafficway	2402087.47	857541.94
None			Intersecting Trafficway	2402419.9	857126.58
None			Lane of Primary Trafficway	2402419.9	857126.58
			Past the Outside Shoulder of Primary Trafficway	2402656.37	856173.86
None			Lane of Primary Trafficway	2402948.62	855032.75
None			Lane of Primary Trafficway	2403718.28	853210.53
None			Lane of Primary Trafficway	2403718.28	853210.53
None			Lane of Primary Trafficway	2403718.28	853210.53
None			Lane of Primary Trafficway	2404131.83	852263.68
None			Intersecting Trafficway	2404233.46	851919.39
None			Lane of Primary Trafficway	2404233.49	851918.51
None			Lane of Primary Trafficway	2404234.2	851887.64
None			Lane of Primary Trafficway	2404297.59	850927.78
None			Lane of Primary Trafficway	2404297.59	850927.78
			Median Shoulder of Primary Trafficway	2404336.26	849240.43
None			Lane of Primary Trafficway	2404336.26	849240.42
None			Lane of Primary Trafficway	2404336.26	849240.43
None			Lane of Primary Trafficway	2401380.68	858373.51
			Past the Outside Shoulder of Primary Trafficway	2404260.84	852030.15
Operating Defective Equipment	Did Not Grant RW to Vehicle	Follow Too Closely	Lane of Primary Trafficway	2404264.78	852064.83
None			Lane of Primary Trafficway	2404211.1	852078.24
None			Lane of Primary Trafficway	2404299.26	850877.53
None			Lane of Primary Trafficway	2404327.54	849190.71
			Outside Shoulder of Primary Trafficway	2404392.65	847385.12
None			Lane of Primary Trafficway	2401095.41	858713.01
None			Outside Shoulder of Primary Trafficway	2399625.16	850491.85
	None		Lane of Primary Trafficway	2406218.83	859674.19
			Outside Shoulder of Primary Trafficway	2406221.86	859598.93
None			Lane of Primary Trafficway	2403231.4	852524.41
			Outside Shoulder of Primary Trafficway	2403267.76	851483.16
None			Outside Shoulder of Primary Trafficway	2403371.06	847572.33
			Past the Outside Shoulder of Primary Trafficway	2391766.29	857452.35
Other			Lane of Primary Trafficway	2391782.59	857729.76
			Past the Outside Shoulder of Primary Trafficway	2391789.87	857174.19
None			Lane of Primary Trafficway	2408395.47	847502.65
None			Lane of Primary Trafficway	2408395.47	847502.65
			Past the Outside Shoulder of Primary Trafficway	2417619.41	847846.29
Other			Lane of Primary Trafficway	2412003.54	852334.84
			Outside Shoulder of Primary Trafficway	2411803.41	851510.48
None			Lane of Primary Trafficway	2411815.64	851136.34
None			Lane of Primary Trafficway	2416400.63	852560.54
None			Lane of Primary Trafficway	2416362.75	853740.07
None			Lane of Primary Trafficway	2416398.71	852807.98
None			Lane of Primary Trafficway	2416484.41	850377.69

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2013 - 12/31/2014

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUS SER INJ	TOTAL INJ	# VEH	# PED S	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
City Street	Spokane	Spokane	S MYRTLE ST	2800		64	F	S	E 28TH AVE	E361866	#########	05:54	Possible Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S PALOUSE HWY	5000		496	F	SE	E PALOUSE HWY	E336895	#########	17:02	No Apparent Injury	0	0	0	3	0	0	Driveway Related but Not at Driveway	Dry	Daylight
City Street	Spokane	Spokane	S PERRY ST	2900	E 29TH AVE					E240882	#########	21:05	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S PERRY ST	3000	E 30TH AVE					E285195	#########	18:00	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dusk
City Street	Spokane	Spokane	S PERRY ST	3600	E 37TH AVE					3479871	#########	08:15	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice	Daylight
City Street	Spokane	Spokane	S PERRY ST	3600	E 37TH AVE					E257506	#########	15:10	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S PERRY ST	3900	E 40TH AVE					E346808	#########	12:21	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S PERRY ST	4400		313	F	W	S HOGAN ST	E240261	#########	11:57	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S PITTSBURG ST	3600	E 37TH AVE					E292482	#########	07:54	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice	Daylight
City Street	Spokane	Spokane	S PITTSBURG ST	3500	E 37TH AVE					E387989	#########	19:35	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	S RAY PL	9900		27	F	SE	S THOR ST	3529169	#########	01:46	Possible Injury	0	0	3	1	0	0	Not at Intersection and Not Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S RAY ST	2400	E 26TH AVE					E276972	#########	14:02	Possible Injury	0	0	2	1	2	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST	2700	E 27TH AVE					3480112	#########	09:57	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST	2700	E 27TH AVE					E285535	#########	14:00	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST		E 27TH AVE					E381191	#########	21:38	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S RAY ST		E 29TH AVE					3603066	#########	16:55	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST		E 29TH AVE					E268907	#########	15:42	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST		E 29TH AVE					E274759	#########	19:01	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S RAY ST		E 29TH AVE					E315377	#########	20:41	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S RAY ST		E 29TH AVE					E325598	#########	18:48	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST	7500	E 35TH AVE					E248712	#########	18:06	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST	3500	E 37TH AVE					E226500	#########	16:04	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST	3500	E 37TH AVE					E371395	#########	07:36	Possible Injury	0	0	1	1	0	1	At Driveway within Major Intersection	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST	1800		30	F	S	E 20TH AVE	E220511	#########	10:49	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Snow/Slush	Daylight
City Street	Spokane	Spokane	S RAY ST	2000		83	F	N	E 22ND AVE	E238339	#########	08:06	Suspected Minor Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Ice	Daylight
City Street	Spokane	Spokane	S RAY ST	1300		50	F	S	E 27TH AVE	E272431	#########	18:15	No Apparent Injury	0	0	0	2	0	0	Intersection Related but Not at Intersection	Dry	Daylight
City Street	Spokane	Spokane	S RAY ST	3500		30	F	N	E 36TH AVE	E264858	#########	17:14	No Apparent Injury	0	0	0	3	0	0	Intersection Related but Not at Intersection	Dry	Daylight
City Street	Spokane	Spokane	S REBECCA ST	2700	E 28TH AVE					E336287	#########	14:39	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REBECCA ST	3600	E 36TH AVE					E247151	#########	07:47	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST		E 29TH AVE					E247771	#########	14:46	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	3400	E 35TH AVE					E272576	#########	07:42	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S REGAL ST		E 35TH AVE					E386101	#########	16:31	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST		E 36TH AVE					3633807	#########	16:42	Possible Injury	0	0	2	3	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST		E 37TH AVE					3603055	#########	12:52	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S REGAL ST		E 37TH AVE					E250698	#########	11:51	Suspected Minor Injury	0	0	1	1	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST		E 37TH AVE					E344325	#########	23:18	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST		E 39TH AVE					E330749	#########	18:04	Suspected Minor Injury	0	0	1	3	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					3603070	#########	11:35	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					3604663	#########	18:15	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E270783	#########	17:39	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E303675	#########	20:53	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST		E 44TH AVE					E332935	#########	16:36	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E333607	#########	14:46	Possible Injury	0	0	1	1	0	1	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E338031	#########	17:39	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E348661	#########	16:11	Possible Injury	0	0	1	1	1	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E362757	#########	08:58	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	5000	E 53RD AVE					3399930	#########	00:28	Suspected Minor Injury	0	0	3	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST		E PALOUSE HWY					E383210	#########	16:48	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST	4100	E THURSTON AVE					3698857	#########	11:57	Possible Injury	0	0	1	2	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4100	E THURSTON AVE					E278501	#########	10:30	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4100	E THURSTON AVE					E285293	#########	06:54	Suspected Minor Injury	0	0	2	1	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	3900	E THURSTON AVE					E383943	#########	16:56	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST		S SOUTHEAST BLVD					E317596	#########	01:46	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST	2900		0	F	S	ALLEYWAY	E290737	#########	12:33	No Apparent Injury	0	0	0	2	0	0	Intersection Related but Not at Intersection	Dry	Daylight

FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Fence		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Metal Sign Post	Entering at angle	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Metal Sign Post	Vehicle overturned	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Vehicle going straight hits pedestrian	Vehicle going straight hits pedestrian	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Wood Sign Post		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	South
From opposite direction - one left turn - one straight	Miscellaneous Object or Debris on Road	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	West	South
Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Making Right Turn	North	West
From opposite direction - one left turn - one straight	From same direction - both going straight - both moving - sideswipe	Motor Vehicle	Passenger Car	Making Left Turn	North	East
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	South	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From opposite direction - all others		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Vehicle overturned		Motor Vehicle	Motorcycle	Going Straight Ahead	South	North
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From same direction - both going straight - both moving - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Retaining Wall (concrete, rock, brick, etc.)		Motor Vehicle	Motorcycle	Making Left Turn	West	North
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Same direction -- both turning left -- both moving -- sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	South
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Vehicle turning left hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Making Right Turn	West	South
From opposite direction - one left turn - one straight	Wood Sign Post	Motor Vehicle	Passenger Car	Going Straight Ahead	North	Southwest
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Curb, Raised Traffic Island or Raised Median Curb	From opposite direction - all others	Motor Vehicle	Passenger Car	Changing Lanes	South	North
Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Vehicle Strikes Deer		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
From same direction - one left turn - one straight		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Curb, Raised Traffic Island or Raised Median Curb		Motor Vehicle	Passenger Car	Making Right Turn	West	South
One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	South	East

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
Driver Distractions Outside Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Improper Turn			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	South	Vehicle Stopped
Improper Turn			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign		Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Inattention			Motor Vehicle	Passenger Car	Slowing	North	South
Apparently Asleep							
Disregard Stop Sign - Flashing Red	Exceeding Reas. Safe Speed		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle							
Under Influence of Alcohol							
Fail to Yield Row to Pedestrian			Pedestrian				
Over Center Line							
Inattention			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Under Influence of Alcohol	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	Vehicle Backing	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
None			Pedalcyclist				
Fail to Yield Row to Pedestrian			Pedalcyclist				
Inattention			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	North	South
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car	Starting in Traffic Lane	South	North
None			Pedalcyclist				
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Exceeding Reas. Safe Speed							
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car	Slowing	South	North
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Backing	Vehicle Stopped
Follow Too Closely	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	South	Vehicle Stopped
Improper Turn							
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Follow Too Closely			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn		Vehicle Stopped
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Unknown Driver Distraction			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Inattention			Pedalcyclist				
Driver Adjusting Audio or Entertainment System			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Fail to Yield Row to Pedestrian			Pedestrian				
Inattention			Pedalcyclist				
Under Influence of Alcohol	Exceeding Stated Speed Limit		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	Southwest	West
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Exceeding Stated Speed Limit	Exceeding Reas. Safe Speed		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
None							
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Other							
Operating Defective Equipment			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied		

UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
None			Outside Shoulder of Primary Trafficway	2416400.97	852744.42
None			Lane of Primary Trafficway	2414166.16	845368.05
None			Intersecting Trafficway	2407134.77	852045.67
None			Intersecting Trafficway	2407151.83	851695.11
None			Lane of Primary Trafficway	2407259.06	849364.27
None			Lane of Primary Trafficway	2407259.94	849348.22
None			Lane of Primary Trafficway	2407304.01	848393.82
			Past the Outside Shoulder of Primary Trafficway	2407428.79	846669.31
None			Lane of Primary Trafficway	2408577	849430.9
			Past the Outside Shoulder of Primary Trafficway	2408577	849430.9
			Other Location (City/County/Misc. Trafficway)	2414147.2	858494.98
None			Lane of Primary Trafficway	2413734.23	853330.46
			Other Location (City/County/Misc. Trafficway)	2413721.98	853024.38
Driver Not Distracted			Lane of Primary Trafficway	2413721.98	853024.38
None			Lane of Primary Trafficway	2413732.04	853021.4
None			Lane of Primary Trafficway	2413748.28	852307.68
None			Lane of Primary Trafficway	2413748.28	852307.68
Other	Inattention		Lane of Primary Trafficway	2413748.28	852307.68
None			Intersecting Trafficway	2413748.09	852275.54
None			Lane of Primary Trafficway	2413748.09	852275.54
None			Lane of Primary Trafficway	2413850.91	850293.08
None			Lane of Primary Trafficway	2413877.57	849641.44
Disregard Stop Sign - Flashing Red			Lane of Primary Trafficway	2413877.57	849641.44
None			Lane of Primary Trafficway	2413656.4	855586.51
			Lane of Primary Trafficway	2413683.71	854644.65
None			Lane of Primary Trafficway	2413754.71	852976.34
None			Lane of Primary Trafficway	2413863.09	849998.14
None			Lane of Primary Trafficway	2415737.42	852786.34
None			Lane of Primary Trafficway	2415840.29	850040.55
None			Lane of Primary Trafficway	2412436.98	852251.71
None			Lane of Primary Trafficway	2412519.73	850299.93
None			Lane of Primary Trafficway	2412520.34	850218.14
None			Lane of Primary Trafficway	2412519	849922
None			Lane of Primary Trafficway	2412571.04	849603.01
			Past the Outside Shoulder of Primary Trafficway	2412571.04	849603.01
None			Lane of Primary Trafficway	2412534.54	849601.2
None			Lane of Primary Trafficway	2412561.39	848931.3
None			Lane of Primary Trafficway	2412678.56	846904.54
Other			Lane of Primary Trafficway	2412678.56	846904.54
Driver Not Distracted			Lane of Primary Trafficway	2412678.56	846904.54
None			Lane of Primary Trafficway	2412678.56	846904.54
None			Lane of Primary Trafficway	2412678.56	846904.54
None			Intersecting Trafficway	2412678.56	846904.54
None			Lane of Primary Trafficway	2412678.56	846904.54
None			Lane of Primary Trafficway	2412678.56	846904.54
None			Lane of Primary Trafficway	2412678.56	846904.54
Inattention			Lane of Primary Trafficway	2412818.26	844112.2
None			Lane of Primary Trafficway	2412788.12	845725.57
None			Outside Shoulder of Primary Trafficway	2412597.94	848270.49
None			Lane of Primary Trafficway	2412597.94	848270.49
			Lane of Primary Trafficway	2412597.94	848270.49
None			Lane of Primary Trafficway	2412597.94	848270.49
			Other Location (City/County/Misc. Trafficway)	2412496.43	850604.86
			Past the Outside Shoulder of Primary Trafficway	2412461.77	852063.08

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2013 - 12/31/2014

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUS SER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
City Street	Spokane	Spokane	S REGAL ST	4400		100	F	S	E 44TH AVE	E247322	#########	19:32	Possible Injury	0	0	1	1	0	1	At Driveway	Wet	Daylight
City Street	Spokane	Spokane	S REGAL ST	4400		256	F	S	E 44TH AVE	E315775	#########	19:07	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST	4400				S	E 44TH AVE	E320647	#########	15:51	Suspected Minor Injury	0	0	1	1	1	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4200		500	F	N	E 44TH ST	E253924	#########	08:24	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	4500		272	F	N	E 46TH AVE	E256994	#########	13:38	Possible Injury	0	0	1	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S REGAL ST	5500		30	F	N	E 46TH AVE	E303169	#########	00:11	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST	4800		77	F	S	E PALOUSE HWY	E271592	#########	02:35	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S REGAL ST	4800		0.1	M	S	E PALOUSE HWY	E356264	#########	11:11	No Apparent Injury	0	0	0	5	0	0	Intersection Related but Not at Intersection	Dry	Daylight
City Street	Spokane	Spokane	S ROCKWOOD BLVD	1900	S UPPER TERRACE RD					E250694	#########	00:49	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S ROCKWOOD BLVD	1800		193	F	S	E 18TH AVE	E275206	#########	13:25	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S ROCKWOOD BLVD	2200		150	F	W	S ARTHUR ST	E301409	#########	02:48	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S ROCKWOOD BLVD	1600		30	F	S	S CONKLIN ST	E219966	#########	07:30	Possible Injury	0	0	2	2	0	0	Not at Intersection and Not Related	Ice	Daylight
City Street	Spokane	Spokane	S SCOTT ST	4300		60	F	S	E 43RD AVE	E243885	#########	14:52	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S SCOTT ST	4300		50	F	S	E 43RD AVE	E342796	#########	20:29	Suspected Minor Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Dusk
City Street	Spokane	Spokane	S SCOTT ST	4300		110	F	N	E 44TH AVE	E324704	#########	19:12	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD		E 25TH AVE					E233515	#########	16:21	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2700	E 27TH AVE					E369773	#########	17:38	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S SOUTHEAST BLVD		E 29TH AVE					E388550	#########	16:27	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice	Dark-Street Lights Off
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400	E ROCKWOOD BLVD					E308705	#########	07:49	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Snow/Slush	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD		S REGAL ST					3698855	#########	12:27	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	7000	S REGAL ST					E321891	#########	14:25	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2500		100	F	SE	E 25TH AVE	3626928	#########	21:24	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400		200	F	NW	E 25TH AVE	3698856	#########	13:18	Possible Injury	0	0	3	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2600		50	F	N	E 27TH AVE	E320995	#########	11:48	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	0		100	F	S	E 27TH AVE	E347138	#########	07:52	No Apparent Injury	0	0	0	2	0	0	Intersection Related but Not at Intersection	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD			200	F	S	E 29TH AVE	3604626	#########	12:45	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3000		228	F	S	E 29TH AVE	E290603	#########	17:10	Possible Injury	0	0	2	2	0	0	At Driveway	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3000		350	F	S	E 29TH AVE	E319817	#########	11:43	Possible Injury	0	0	1	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2300		118	F	S	E OVERBLUFF RD	E318670	#########	13:33	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD			183	F	S	E OVERBLUFF RD	E354537	#########	10:08	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3300		100	F	S	E ROCKWOOD BLVD	E239904	#########	17:52	Possible Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2500		0.25	M	S	E ROCKWOOD BLVD	E358099	#########	15:57	Suspected Minor Injury	0	0	1	1	0	1	At Driveway	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3800		0.28	M	W	S REGAL ST	E299811	#########	07:45	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Ice	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	400		293	F	W	S REGAL ST	E345264	#########	12:15	No Apparent Injury	0	0	0	2	0	0	Driveway Related but Not at Driveway	Dry	Daylight
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2800						E294221	#########	17:04	Possible Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S TEKOA ST		E 26TH AVE					E218692	#########	23:40	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	S TEKOA ST		E 31ST AVE					E246987	#########	15:21	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S TEKOA ST	1800	S MANITO PL					E342795	#########	16:24	Suspected Minor Injury	0	0	1	1	0	0	At Intersection and Not Related	Dry	Daylight
City Street	Spokane	Spokane	S TEKOA ST	2100		150	F	N	E 22ND AVE	E296148	#########	17:25	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Ice	Dark-Street Lights On
City Street	Spokane	Spokane	S TEKOA ST	3400		75	F	N	S MANITO BLVD	E363453	#########	17:32	Suspected Minor Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Oil	Daylight
City Street	Spokane	Spokane	S THOR ST	1900	E 20TH AVE					E341537	#########	17:57	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet	Daylight
City Street	Spokane	Spokane	S THOR ST		E HARTSON AVE					3698501	#########	20:57	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry	Unknown
City Street	Spokane	Spokane	S THOR ST	3300	E HARTSON AVE					E289977	#########	14:50	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	S THOR ST	600		100	F	S	E HARTSON AVE	E278164	#########	03:03	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	S THOR ST	600		132	F	S	E HARTSON AVE	E304041	#########	11:43	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Snow/Slush	Daylight
City Street	Spokane	Spokane	S THOR ST	900		50	F	N	E HARTSON AVE	E371953	#########	17:11	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Wet	Dark-Street Lights On
City Street	Spokane	Spokane	S WALL ST	1200	W 14TH AVE					3633303	#########	08:51	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Daylight
City Street	Spokane	Spokane	SOUTHEAST BLVD		S PERRY ST					E322674	#########	20:01	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry	Dark-Street Lights On
City Street	Spokane	Spokane	STONE	1300		25	F	N	E SHARP AVE	E291150	#########	01:21	No Apparent Injury	0	0	0	1	0	0	At Driveway	Dry	Dark-Street Lights On

FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Merging (Entering Traffic)	East	West
Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	East	North
Vehicle turning right hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	East	North
Fire Hydrant		Motor Vehicle	Passenger Car	Changing Lanes	South	Northwest
From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Metal Sign Post	Other Objects	Motor Vehicle	Not Stated	Other*	North	South
Curb, Raised Traffic Island or Raised Median Curb	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Tree or Stump (stationary)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Northwest	Southeast
From opposite direction - all others		Motor Vehicle	Passenger Car	Other*	South	North
Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	Southeast	Northwest
From opposite direction - both moving - head-on		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
One car leaving parked position		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting From Parked Position	North	South
From opposite direction - all others		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making U-Turn	South	South
Entering at angle		Motor Vehicle	Not Stated	Making Left Turn	East	South
From opposite direction - one left turn - one straight	From opposite direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Other*	East	West
Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	East	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	West	South
From opposite direction - all others		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead		
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Metal Sign Post		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Entering at angle		Motor Vehicle	Passenger Car	Merging (Entering Traffic)	East	West
From same direction - all others		Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Northwest	Southeast
Vehicle - Pedalcyclist		Motor Vehicle	Not Stated	Other*	West	East
Tree or Stump (stationary)	Tree or Stump (stationary)	Motor Vehicle	Passenger Car	Going Straight Ahead	Northwest	Southeast
From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
From same direction - both going straight - both moving - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Fire Hydrant		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Vehicle overturned		Motor Vehicle	Motorcycle	Going Straight Ahead	North	South
Earth Bank or Ledge	Vehicle overturned	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Other*	North	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Tree or Stump (stationary)	Fence	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Vehicle Backing	East
From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Guardrail - Face	Guardrail - Face	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Changing Lanes	North	South
From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Changing Lanes	North	South
Entering at angle		Motor Vehicle	Truck (Flatbad,Van,etc)	Making Right Turn	North	South
Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Building		Motor Vehicle	Passenger Car	Making Left Turn	North	East

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
Unknown Driver Distraction			Pedalcyclist				
Improper Turn	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Fail to Yield Row to Pedestrian			Pedestrian				
Exceeding Reas. Safe Speed							
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Over Center Line							
Inattention							
Driver Distractions Outside Vehicle	Follow Too Closely		Motor Vehicle	Passenger Car	Stopped for Traffic	South	Vehicle Stopped
Apparently Fatigued							
Other	Operating Defective Equipment		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Exceeding Reas. Safe Speed	Driver Eating or Drinking						
Exceeding Reas. Safe Speed	Over Center Line		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Did Not Grant RW to Vehicle			Motor Vehicle	Motorcycle	Going Straight Ahead	North	South
Improper U-Turn			Motor Vehicle	Motorcycle	Going Straight Ahead	South	North
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Making Left Turn	North	East
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Disregard Stop and Go Light			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Improper Turn			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead		
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped in Roadway	North	South
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Other							
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Improper Backing			Motor Vehicle	Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Had Taken Medication							
Inattention			Motor Vehicle	Passenger Car	Stopped for Traffic	Northwest	Vehicle Stopped
Other			Pedalcyclist				
None							
Driver Operating Other Electronic Devices (computers, navigational, etc.)	Follow Too Closely		Motor Vehicle	Passenger Car	Slowing	West	East
Follow Too Closely			Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Other							
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Unknown Driver Distraction							
Driver Not Distracted							
Inattention			Pedestrian				
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Exceeding Stated Speed Limit	Inattention						
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Apparently Asleep							
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	North	Vehicle Stopped
Improper Turn			Motor Vehicle	Passenger Car	Stopped at Signal or Stop Sign	East	North
Improper Turn			Motor Vehicle	Passenger Car	Starting in Traffic Lane	East	West
Under Influence of Alcohol							

UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Unknown Driver Distraction			Lane of Primary Trafficway	2412700.73	846806.94
None			Intersecting Trafficway	2412749.78	846658.35
None			Lane of Primary Trafficway	2412744	846646.61
			Past the Outside Shoulder of Primary Trafficway	2412626.51	847401.58
None			Lane of Primary Trafficway	2412780.7	846376.7
			Past the Outside Shoulder of Primary Trafficway	2412778.92	846134.04
			Median Shoulder of Primary Trafficway	2412793.84	845648.96
None			Lane of Primary Trafficway	2412803.87	845204.11
			Past the Outside Shoulder of Primary Trafficway	2404837.55	855170.86
None			Lane of Primary Trafficway	2404895.71	855915.79
			Past the Outside Shoulder of Primary Trafficway	2405575.73	854226.83
None			Lane of Primary Trafficway	2405296.89	856377.25
None			Lane of Primary Trafficway	2405108.78	846946.64
None			Lane of Primary Trafficway	2405107.69	846956.58
None			Lane of Primary Trafficway	2405122.63	846757.92
None			Lane of Primary Trafficway	2410618.88	853478.01
None			Lane of Primary Trafficway	2410759.83	852835.57
None			Lane of Primary Trafficway	2410765.38	852165.3
None			Lane of Primary Trafficway	2410198.52	854451.5
None			Intersecting Trafficway	2412496.43	850604.86
None			Intersecting Trafficway	2412511.55	850623.25
None			Lane of Primary Trafficway	2410665.08	853389.56
None			Lane of Primary Trafficway	2410521.32	853652.84
None			Lane of Primary Trafficway	2410757.41	852885.81
None			Lane of Primary Trafficway	2410763.22	852736.68
			Median of Primary Trafficway	2410811.14	851967.28
None			Lane of Primary Trafficway	2410774.94	851937.9
None			Lane of Primary Trafficway	2410818.36	851817.3
None			Lane of Primary Trafficway	2410166.85	854716.39
			Past the Outside Shoulder of Primary Trafficway	2410184.96	854654.22
None			Lane of Primary Trafficway	2410257.9	854354.85
None			Lane of Primary Trafficway	2410721.2	853258.6
			Median of Primary Trafficway	2411065.38	850874.97
None			Lane of Primary Trafficway	2412205.72	850572.12
None			Lane of Primary Trafficway	2410768.02	852383.37
			Past the Outside Shoulder of Primary Trafficway	2402379.49	852832.71
None			Lane of Primary Trafficway	2402441.46	851176.55
			Lane of Primary Trafficway	2402051.41	854857.01
			Past the Outside Shoulder of Primary Trafficway	2402185.67	854051.13
None			Outside Shoulder of Primary Trafficway	2402483.02	849893.24
None			Lane of Primary Trafficway	2414420.03	855648.73
			Past the Outside Shoulder of Primary Trafficway	2414151.82	860195
Follow Too Closely			Lane of Primary Trafficway	2414149.76	860278.17
			Outside Shoulder of Primary Trafficway	2414180.83	860099.56
None			Lane of Primary Trafficway	2414145.02	860063.12
None			Lane of Primary Trafficway	2414146.96	860354.72
None			Intersecting Trafficway	2399117.29	857010.13
None			Lane of Primary Trafficway	2406995.43	855891.12
			Past the Outside Shoulder of Primary Trafficway	2409850.57	867299.3

OFFICIAL REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2015 - 12/31/2017

Under 23 U.S.Code § 409 and 23 U.S.Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	29TH SUPER 1 FOODS THRU WAY	830	GARFIELD SUPER 1 FOODS PLOT					E696035	07/26/2017	13:38	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	ACCESS RD FROM SR090 P1 RAMP	0	W 4TH AVE					E636432	01/28/2017	17:00	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	ALBERTSON PKG LOT THRUWAY	12312	HASTINGS					E667622	04/17/2017	15:00	Possible Injury	0	0	1	1	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	COLFAX		WESTVIEW					E395430	01/26/2015	14:50	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	COWLEY	930		150	F	N	ROCKWOOD	E729252	10/31/2017	07:37	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 20TH AVE	1300		50	F	W	S PERRY ST	E426418	05/21/2015	02:00	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 20TH AVE	900		70	F	E	S SYRINGA RD	E648763	03/04/2017	03:28	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 23RD AVE	0	S RAY ST					E727022	10/25/2017	14:08	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 23RD AVE	3900		251	F	W	S MYRTLE ST	E450337	08/08/2015	11:53	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 24TH AVE	200	S GRAND BLVD					E488415	12/01/2015	09:11	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 24TH AVE	0	S REBECCA ST					E624055	12/23/2016	20:53	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E 24TH AVE	2000		0.8	M	W	S RAY ST	E610336	11/20/2016	00:15	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	E 25TH AVE	700	S HATCH ST					3697590	07/01/2016	10:08	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 25TH AVE	3700	S REBECCA ST					E436642	06/24/2015	11:36	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 25TH AVE	2700		50	F	E	S BOXWOOD LN	E745904	12/11/2017	16:08	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 26TH AVE	0	S FREYA ST					E748230	12/17/2017	15:40	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E 26TH AVE	900		60	F	W	S ARTHUR ST	E619869	12/13/2016	09:54	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 27TH AVE	3200	S RAY ST					E425926	05/19/2015	20:37	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 27TH AVE	2500	S SOUTHEAST BLVD					E524263	03/13/2016	17:42	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 27TH AVE	0	S TEKOA ST					E468545	10/06/2015	17:14	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 27TH AVE	600		100	F	W	S HATCH ST	E499113	12/28/2015	12:52	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 27TH AVE	2800		150	F	E	S MOUNT VERNON ST	E727579	10/26/2017	12:20	Suspected Minor Injury	0	0	2	1	1	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 27TH AVE	3100		100	F	W	S RAY ST	E735162	11/14/2017	11:35	Possible Injury	0	0	1	5	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 28TH AVE	0	S MYRTLE ST					E732928	11/08/2017	21:00	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 28TH AVE	3500		300	F	W	S FREYA ST	E434168	06/16/2015	12:57	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 28TH AVE	3200		153	F	E	S RAY ST	E405905	03/06/2015	15:41	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	1400	E PINECREST RD					E411511	03/27/2015	17:44	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	1200	S ARTHUR ST					E523342	03/10/2016	15:06	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S FISKE ST					E436644	06/23/2015	12:01	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S FISKE ST					E573583	08/12/2016	15:39	Suspected Serious Injury	0	1	1	1	0	1	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S FISKE ST					E595400	10/13/2016	15:51	Possible Injury	0	0	1	3	0	0	At Intersection and Not Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E409676	03/21/2015	12:27	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E471213	10/14/2015	11:30	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E473884	10/22/2015	21:05	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E490561	12/06/2015	19:31	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3600	S FREYA ST					E563496	07/14/2016	10:39	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	900	S GARFIELD ST					E432706	06/11/2015	11:52	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	900	S GARFIELD ST					E433920	06/15/2015	12:23	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	900	S GARFIELD ST					E499669	12/29/2015	13:45	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	900	S GARFIELD ST					E547124	05/25/2016	10:14	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	900	S GARFIELD ST					E589991	09/29/2016	08:32	Suspected Minor Injury	0	0	2	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	400	S GRAND BLVD					E504932	01/12/2016	15:42	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	400	S GRAND BLVD					E506642	01/17/2016	23:34	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	0	S GRAND BLVD					E612626	11/26/2016	20:23	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S GRAND BLVD					E624380	12/24/2016	14:46	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	0	S GRAND BLVD					E666445	04/30/2017	20:01	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S GRAND BLVD					E686399	06/29/2017	10:56	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S GRAND BLVD					E713377	09/19/2017	14:07	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	200	S LAMONTE ST					E498109	12/17/2015	14:12	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 29TH AVE	0	S LEE ST					E682346	06/17/2017	12:52	No Apparent Injury	0	0	0	2	0	0	At Driveway within Major Intersection	Dry
City Street	Spokane	Spokane	E 29TH AVE		S MANITO BLVD					E482763	11/16/2015	08:47	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	200	S MANITO BLVD					E569086	07/28/2016	08:52	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE		S MANITO BLVD					E592710	10/02/2016	15:33	No Apparent Injury	0	0	0	3	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S MANITO BLVD					E704222	08/23/2017	07:51	Possible Injury	0	0	1	1	1	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2000	S MARTIN ST					E447355	07/30/2015	08:39	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E441474	07/09/2015	15:43	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Building		Motor Vehicle	Passenger Car	Making Right Turn	West	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dawn	Entering at angle		Motor Vehicle	Passenger Car	Other*	East	South
Dark-No Street Lights	Retaining Wall (concrete, rock, brick, etc.)	Building	Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dark-Street Lights On	Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead		
Daylight	Wood Sign Post		Motor Vehicle	School Bus	Making Left Turn	East	South
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dark-Street Lights On	One parked--one moving	One parked--one moving	Motor Vehicle	Not Stated	Going Straight Ahead		
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle	Not Stated	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dusk	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Truck (Flatbad,Van,etc)	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	Boulder (stationary)	Building	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Truck (Flatbad,Van,etc)	Going Straight Ahead	West	East
Daylight	Vehicle going straight hits pedestrian	Utility Pole	Motor Vehicle	Other	Legally Parked, Unoccupied		
Daylight	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	One parked--one moving		Motor Vehicle	School Bus	Changing Lanes	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Overtaking and Passing	West	East
Daylight	From opposite direction - one left turn - one straight	Entering at angle	Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	North
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	North	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Passenger Car	Changing Lanes	East	West
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dusk	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Dark-Street Lights On	Entering at angle		Motor Vehicle	Not Stated	Making Right Turn	East	North
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dusk	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	Entering at angle	From opposite direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle	Boulder (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	East	West
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - both moving - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	South	West

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Exceeding Reas. Safe Speed	Unknown Driver Distraction		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Other				
Inattention			Motor Vehicle	Passenger Car
Other			Motor Vehicle	Truck (Flatbad,Van,etc)
Inattention				
Exceeding Reas. Safe Speed				
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other				
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Disregard Stop Sign - Flashing Red		Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Apparently Ill			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Truck (Flatbad,Van,etc)
Inattention			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Passenger Car
Under Influence of Alcohol				
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Motor Vehicle	Passenger Car
None			Pedestrian	
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed	Improper Passing		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Pedalcyclist	
Unknown Driver Distraction			Motor Vehicle	Passenger Car
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car
Under Influence of Alcohol	Follow Too Closely		Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Not Distracted			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Bus or Motor Stage
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car
Other			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Passenger Car
Disregard Stop and Go Light			Motor Vehicle	Passenger Car
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Distractions Outside Vehicle			Motor Vehicle	Passenger Car
None			Pedestrian	
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2404868.99	851815.92
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2401609.23	860534.83
						Other Location (City/County/Misc. Trafficway)		
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2400871.9	894729.48
Illegally Parked, Unoccupied			Other			Other Location (City/County/Misc. Trafficway)		
						Past the Outside Shoulder of Primary Trafficway	2406959.05	855184.61
						Past the Outside Shoulder of Primary Trafficway	2405547.79	855136.51
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2413698.13	854269.14
Legally Parked, Occupied			None			Outside Shoulder of Primary Trafficway	2416084.71	854365.25
						Past the Outside Shoulder of Primary Trafficway	2403568.27	853511.31
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2415686.54	854024.52
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2409474.51	853785.6
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2404460.51	853243.69
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2415699.03	853711.41
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2411633.9	853542.69
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415050.67	853372.66
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2405724.57	852966.85
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413732.02	853021.4
						Past the Outside Shoulder of Primary Trafficway	2410759.83	852835.58
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2402393.67	852496.28
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2404380.17	852578.04
						Outside Shoulder of Primary Trafficway	2412127.77	852919.24
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2413632.35	853017.69
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2416398.73	852807.99
Stopped in Roadway	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2414775.29	852747.76
Illegally Parked, Unoccupied	Vehicle Stopped		Other			Outside Shoulder of Primary Trafficway	2413931.31	852718.84
Stopped in Roadway	West	Vehicle Stopped	None			Lane of Primary Trafficway	2407344	852053.92
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2405817.52	851973.37
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2413125.19	852273.42
						Lane of Primary Trafficway	2413125.19	852273.42
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413125.19	852273.42
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415092.66	852344.06
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2415092.66	852344.05
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2415092.66	852344.05
Stopped at Signal or Stop Sign	West	Vehicle Stopped	None			Lane of Primary Trafficway	2415092.66	852344.05
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415092.66	852344.05
Going Straight Ahead	East	West	Driver Not Distracted			Lane of Primary Trafficway	2405154.58	851955.22
Going Straight Ahead	West	West	None			Lane of Primary Trafficway	2405154.58	851955.22
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2405154.58	851955.22
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2405154.58	851955.22
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2405154.58	851955.22
Going Straight Ahead	East	West	Other			Lane of Primary Trafficway	2404234.22	851887.64
Stopped at Signal or Stop Sign	North	Vehicle Stopped	On Wrong Side Of Road			Intersecting Trafficway	2404234.22	851887.64
Going Straight Ahead	West	East	Driver Not Distracted			Lane of Primary Trafficway	2404234.21	851887.65
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2404234.21	851887.65
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2404234.21	851887.65
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2404234.21	851887.65
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2404234.21	851887.65
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2403254.61	851870.35
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2410006.68	852160.51
Stopped for Traffic	East	West	None			Lane of Primary Trafficway	2402822.82	851855.24
Stopped for Traffic	East	Vehicle Stopped	None			Lane of Primary Trafficway	2402885.86	851856.6
Stopped for Traffic	West	East	Driver Not Distracted			Lane of Primary Trafficway	2402822.82	851855.24
			None			Lane of Primary Trafficway	2402822.82	851855.24
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2409780.16	852150.81
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2411770.18	852217.61

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E448841	07/28/2015	10:47	Possible Injury	0	0	1	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E462240	09/17/2015	11:21	Possible Injury	0	0	1	2	0	0	At Driveway within Major Intersection	Dry
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E486096	11/24/2015	21:07	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E490179	12/05/2015	12:54	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E499116	12/28/2015	13:44	Possible Injury	0	0	1	1	1	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E534576	04/16/2016	11:58	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2800	S MOUNT VERNON ST					E604276	11/03/2016	17:12	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S MOUNT VERNON ST					E615041	12/02/2016	16:28	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	0	S MOUNT VERNON ST					E733166	11/09/2017	11:37	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	3800	S MYRTLE ST					E495926	12/20/2015	08:40	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 29TH AVE	1400	S PERRY ST					E541246	05/07/2016	16:28	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	1400	S PERRY ST					E592701	10/05/2016	19:47	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S PERRY ST					E606021	11/08/2016	17:48	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S PERRY ST					E696601	07/30/2017	17:26	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S PERRY ST					E752252	12/27/2017	16:45	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2000	S PITTSBURG ST					E414945	04/09/2015	13:25	No Apparent Injury	0	0	0	3	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE		S RAY ST					3709550	04/04/2015	13:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE		S RAY ST					E390541	01/08/2015	08:16	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 29TH AVE	0	S RAY ST					E390542	01/08/2015	08:47	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 29TH AVE		S RAY ST					E454211	08/21/2015	18:28	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S RAY ST					E627858	01/03/2017	23:30	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E406975	03/11/2015	12:27	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E418489	04/22/2015	17:55	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E426961	05/23/2015	21:40	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E427619	05/25/2015	16:59	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E434169	06/16/2015	08:57	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E456621	08/30/2015	11:02	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E463068	09/20/2015	13:27	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E519243	02/26/2016	12:27	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E543273	05/13/2016	12:10	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E544571	05/17/2016	17:14	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E547122	05/24/2016	19:25	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E599423	10/23/2016	18:45	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3000	S REGAL ST					E600800	10/26/2016	21:10	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	0	S REGAL ST					E617502	12/08/2016	20:22	Unknown	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S REGAL ST					E624119	12/22/2016	17:01	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 29TH AVE	0	S REGAL ST					E639514	02/07/2017	12:54	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	0	S REGAL ST					E641011	02/10/2017	19:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S REGAL ST					E737626	11/20/2017	17:54	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	0	S REGAL ST					E747710	12/09/2017	11:18	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	800	S SCOTT ST					3633433	07/17/2015	21:53	Suspected Minor Injury	0	0	2	1	0	0	At Driveway within Major Intersection	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S SCOTT ST					E641285	02/11/2017	15:40	Possible Injury	0	0	1	2	0	0	At Driveway within Major Intersection	Dry
City Street	Spokane	Spokane	E 29TH AVE	2500	S SOUTHEAST BLVD					E498819	12/27/2015	18:09	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	0	S SOUTHEAST BLVD					E539013	04/30/2016	19:06	Suspected Serious Injury	0	1	2	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 29TH AVE	0	S SOUTHEAST BLVD					E655318	03/26/2017	13:06	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S SOUTHEAST BLVD					E661582	04/13/2017	10:44	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	5400	S SOUTHEAST BLVD					E679604	06/09/2017	07:31	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S SOUTHEAST BLVD					E705707	08/28/2017	11:54	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	0	S TEKOA ST					E623990	12/15/2016	15:46	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Not Related	Ice
City Street	Spokane	Spokane	E 29TH AVE	3200		192	F	W	E 29TH AVE	E707923	09/03/2017	03:00	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	1400		51	F	W	E PINECREST RD	E443415	07/16/2015	16:25	Suspected Minor Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	900		100	F	W	S ARTHUR ST	E452182	08/14/2015	10:18	Possible Injury	0	0	3	3	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	E 29TH AVE	1000		30	F	E	S ARTHUR ST	E497114	12/22/2015	21:00	Suspected Minor Injury	0	0	3	3	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	900		227	F	W	S ARTHUR ST	E559192	06/30/2016	16:04	Suspected Minor Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	900		277	F	W	S ARTHUR ST	E610857	11/13/2016	10:15	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	0		100	F	E	S DIVISION ST	E589066	09/27/2016	16:22	Suspected Minor Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight	From opposite direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	Vehicle going straight hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dusk	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Dark-Street Lights On	From opposite direction - one left turn - one straight	From opposite direction - all others	Motor Vehicle	Passenger Car	Making Left Turn	East	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From opposite direction - one left turn - one straight	Signal Pole	Motor Vehicle	Passenger Car	Making Left Turn	East	South
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From opposite direction - one left turn - one straight	Entering at angle	Motor Vehicle	Passenger Car	Making Left Turn	East	South
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Bus or Motor Stage	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Vehicle - Pedalcyclist	Vehicle - Pedalcyclist	Pedalcyclist				
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Not Stated	Going Straight Ahead	East	West
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight	From opposite direction - all others	Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Building	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	Utility Box		Motor Vehicle	Truck Tractor & Semi-Trailer	Making Right Turn	West	South
Dark-Street Lights On	From opposite direction - one left turn - one straight	Building	Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	Vehicle overturned		Motor Vehicle	Motorcycle	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	South	East
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight	From opposite direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Same direction -- both turning right -- one stopped -- sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Dark-No Street Lights	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	From opposite direction - all others	From same direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Vehicle overturned		Motor Vehicle	Motorcycle	Slowing	West	East
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Merging (Entering Traffic)	South	West
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Operating Hands-free Wireless Telecommunications Device	Follow Too Closely		Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Fail to Yield Row to Pedestrian			Pedestrian	
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Passenger Car
Under Influence of Alcohol	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car
Exceeding Reas. Safe Speed			Motor Vehicle	School Bus
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop and Go Light			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Passenger Car
Other			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Improper Turn			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Motorcycle
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Improper Turn			Motor Vehicle	Passenger Car
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Improper Turn				
Improper Turn	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Under Influence of Alcohol			Motor Vehicle	Passenger Car
Improper Turn	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Interacting with Passengers, Animals or Objects Inside Vehicle	Follow Too Closely		Motor Vehicle	Passenger Car
None				
Inattention			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Disregard Stop and Go Light	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop and Go Light			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Distractions Outside Vehicle	Follow Too Closely		Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Operating Defective Equipment	Exceeding Reas. Safe Speed			
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	Passenger Car

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412007.63	852234.49
Stopped for Traffic	East	Vehicle Stopped	None			Lane of Primary Trafficway	2412006.73	852234.42
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2411770.18	852217.61
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412006.27	852234.39
			None			Lane of Primary Trafficway	2411770.18	852217.61
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412006.2	852234.38
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2411770.18	852217.61
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2411770.19	852217.61
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2411770.19	852217.61
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2416413.39	852391.26
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2407134.77	852045.66
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2407134.77	852045.66
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2407134.79	852045.66
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2407134.79	852045.66
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2407134.79	852045.66
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2408463.38	852089.27
Merging (Entering Traffic)	West	Northeast	Inattention			Lane of Primary Trafficway	2413757.84	852273.7
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413757.84	852273.69
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413796.88	852312.13
Going Straight Ahead	West	East	None			Outside Shoulder of Primary Trafficway	2413757.84	852273.7
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413757.82	852273.7
Changing Lanes	East	West	None			Lane of Primary Trafficway	2412436.98	852251.71
Slowing	West	East	None			Lane of Primary Trafficway	2412436.97	852251.72
Making Left Turn	North	East	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	East	West	Driver Not Distracted			Lane of Primary Trafficway	2412436.97	852251.72
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412436.97	852251.72
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412436.97	852251.72
						Past the Outside Shoulder of Primary Trafficway	2412436.98	852251.7
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412436.98	852251.7
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412436.98	852251.7
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412436.98	852251.7
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2412436.98	852251.7
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412436.98	852251.7
						Lane of Primary Trafficway	2404865.11	851907.35
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2404862.61	851943.02
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2410765.38	852165.31
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2410785.72	852196.86
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2410765.39	852165.29
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2410765.39	852165.29
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2410781.48	852185.58
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2410765.39	852165.29
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2402417.65	851840.43
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2414165.14	852319.65
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2407293.26	852051.92
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2405719.96	851950.99
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2405847.13	851975.38
						Lane of Primary Trafficway	2405592.96	851943.74
Going Straight Ahead	East	West	Driver Not Distracted			Lane of Primary Trafficway	2405542.42	851942.96
Slowing	East	West	Other			Lane of Primary Trafficway	2401975.33	851820.44

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	E 29TH AVE	3000		293	F	W	S FISKE ST	E410412	03/24/2015	12:42	No Apparent Injury	0	0	0	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	E 29TH AVE	3100		317	F	E	S FISKE ST	E492939	12/11/2015	13:45	Possible Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3029		151	F	W	S FISKE ST	E515288	02/13/2016	12:57	Suspected Minor Injury	0	0	1	1	1	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	3500		220	F	W	S FREYA ST	3731382	06/06/2017	08:20	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3500		170	F	W	S FREYA ST	3731383	06/06/2017	08:27	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	900		254	F	E	S GARFIELD ST	E404933	03/02/2015	23:30	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	600		105	F	E	S GRAND BLVD	E666711	05/01/2017	10:52	Suspected Minor Injury	0	0	1	1	1	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	600		200	F	E	S GRAND BLVD	E736601	11/15/2017	10:34	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	4200		0.09	M	W	S HAVANA ST	E460316	09/09/2015	18:42	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2200		46	F	E	S LEE ST	E569750	08/02/2016	15:53	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	200		111	F	E	S MANITO BLVD	E536885	04/23/2016	13:03	Possible Injury	0	0	1	2	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	E 29TH AVE	100		60	F	W	S MANITO BLVD	E556247	06/21/2016	17:41	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2800		76	F	E	S MOUNT VERNON ST	E618133	12/10/2016	11:43	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	2600		323	F	W	S MOUNT VERNON ST	E623667	12/20/2016	17:00	Suspected Minor Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 29TH AVE	1400		100	F	E	S PERRY ST	E610023	11/19/2016	11:50	No Apparent Injury	0	0	0	2	0	0	Intersection Related but Not at Intersection	Wet
City Street	Spokane	Spokane	E 29TH AVE	1800		441	F	E	S PITTSBURG ST	E645929	02/26/2017	09:09	Suspected Minor Injury	0	0	1	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	E 29TH AVE	1700		80	F	E	S PITTSBURG ST	E649793	03/08/2017	15:57	Suspected Minor Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	3100		200	F	W	S RAY ST	E403331	02/25/2015	07:26	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	3100		80	F	W	S RAY ST	E705241	08/26/2017	13:26	No Apparent Injury	0	0	0	2	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	E 29TH AVE	2900		100	F	E	S REGAL ST	E515836	02/05/2016	12:13	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2900		140	F	E	S REGAL ST	E525722	02/05/2016	12:13	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2900		300	F	E	S REGAL ST	E536340	04/21/2016	10:19	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2800		40	F	W	S REGAL ST	E628190	01/04/2017	14:52	No Apparent Injury	0	0	0	2	0	0	Driveway Related but Not at Driveway	Ice
City Street	Spokane	Spokane	E 29TH AVE	2900		84	F	E	S REGAL ST	E628191	01/04/2017	14:42	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	700		36	F	S	S SCOTT ST	E697401	08/01/2017	17:59	Possible Injury	0	0	1	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	2500		264	F	E	S SOUTHEAST BLVD	E421474	05/02/2015	15:28	Possible Injury	0	0	1	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	2500		264	F	E	S SOUTHEAST BLVD	E461087	09/09/2015	17:04	Possible Injury	0	0	1	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 29TH AVE	2600		0.13	M	E	S SOUTHEAST BLVD	E548835	05/31/2016	17:52	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 29TH AVE	2600				E	S SOUTHEAST BLVD	E750923	12/24/2017	17:38	No Apparent Injury	0	0	0	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	E 29TH AVE PETCO THRU WAY	2805		50	F	W	S REGAL ST	E681022	06/13/2017	16:12	Suspected Minor Injury	0	0	1	1	0	1	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 30TH AVE	0	S FREYA ST					E667381	05/03/2017	10:57	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 30TH AVE	0	S MYRTLE ST					E658058	04/03/2017	17:04	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 30TH AVE	1700	S PITTSBURG ST					E397561	02/02/2015	08:13	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 30TH AVE	3600		75	F	E	S FREYA ST	E594709	10/11/2016	23:17	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 30TH AVE	3600		310	F	E	S FREYA ST	E624839	12/26/2016	21:40	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 30TH AVE	1300		315	F	W	S PERRY ST	E477014	10/31/2015	03:00	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	E 30TH AVE	1700		100	F	W	S PITTSBURG ST	E736864	11/18/2017	19:01	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 30TH AVE	1400		276	F	W	S WINTHROPE LN	E438299	06/29/2015	15:29	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 31ST AVE	0	S GARFIELD ST					E696283	07/28/2017	20:11	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 32ND AVE	0	S ARTHUR ST					E714319	09/21/2017	16:58	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 32ND AVE	900		100	F	W	S ARTHUR ST	E685989	06/28/2017	07:13	Suspected Minor Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 32ND AVE	2800		200	F	E	S REGAL ST	E617853	12/04/2016	18:55	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	E 33RD AVE	2900	S FISKE ST					E510771	01/29/2016	13:41	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 33RD AVE	2657	S MOUNT VERNON ST					3709631	02/28/2015	18:13	Suspected Minor Injury	0	0	1	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 33RD AVE	3200	S RAY ST					E549768	06/03/2016	09:10	Possible Injury	0	0	1	1	0	1	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 33RD AVE	1000		186	F	E	S ARTHUR ST	E405987	03/01/2015	12:44	Possible Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 33RD AVE	3500		300	F	W	S FREYA ST	E709526	09/07/2017	12:25	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 33RD AVE	2600		30	F	W	S MOUNT VERNON ST	E753794	12/31/2017	22:36	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	E 34TH AVE	0	S REBECCA ST					E709044	09/06/2017	18:32	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 34TH AVE	2900		150	F	E	S REGAL ST	E423462	05/10/2015	22:08	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 35TH AVE	2200	S CRESTLINE ST					E581006	09/04/2016	21:43	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 35TH AVE	3200		174	F	E	S RAY ST	E449064	08/04/2015	23:25	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 35TH AVE	2800		63	F	E	S REGAL ST	E640405	02/08/2017	08:09	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	E 36TH AVE	1000	S ARTHUR ST					E424780	05/15/2015	08:42	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 36TH AVE	1600	S HELENA ST					E575874	08/19/2016	18:01	Possible Injury	0	0	1	1	0	1	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 36TH AVE	0	S NAPA ST					3213509	11/15/2017	08:33	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	From same direction - both going straight - both moving - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Vehicle going straight hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting in Traffic Lane	North	South
Daylight	One parked--one moving		Motor Vehicle	School Bus	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Other Objects		Motor Vehicle	Not Stated	Other*		
Daylight	Vehicle turning right hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	South	East
Daylight	Retaining Wall (concrete, rock, brick, etc.)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-Street Lights On	Vehicle going straight hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	Southeast
Daylight	From opposite direction - all others	From opposite direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Changing Lanes	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	North	West
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Changing Lanes	West	North
Daylight	From same direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Not Stated	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Not Stated	Making Right Turn	East	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Entering at angle	Fence	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From same direction - one right turn - one straight		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Other Objects		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	One parked--one moving	Vehicle overturned	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dusk	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle	From opposite direction - all others	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	Retaining Wall (concrete, rock, brick, etc.)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Truck (Flatbad,Van,etc)	Going Straight Ahead	West	East
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights Off	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle	Tree or Stump (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Inattention			Pedestrian	
Improper Passing			Motor Vehicle	Truck Tractor & Semi-Trailer
Inattention			Motor Vehicle	School Bus
Other				
Driver Interacting with Passengers, Animals or Objects Inside Vehicle			Pedestrian	
Unknown Driver Distraction				
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Pedestrian	
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Passenger Car
Under Influence of Alcohol			Motor Vehicle	Passenger Car
Improper Turn	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Improper Turn			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Motorcycle
Inattention			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Other			Pedalcyclist	
Disregard Stop Sign - Flashing Red	Inattention		Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	School Bus
Under Influence of Alcohol	Other		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol	Exceeding Reas. Safe Speed		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other				
Other	Inattention		Motor Vehicle	Passenger Car
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Other
Other			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Under Influence of Alcohol				
Fail to Yield Row to Pedestrian			Pedalcyclist	
Fail to Yield Row to Pedestrian			Pedestrian	
Operating Defective Equipment	Inattention		Motor Vehicle	Passenger Car
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Operating Defective Equipment	Other		Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Under Influence of Alcohol	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Improper Passing			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Pedalcyclist	
None			Pedalcyclist	
Did Not Grant RW to Vehicle	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412832.19	852281.71
Slowing	West	East	None			Lane of Primary Trafficway	2413442.07	852286.36
			None			Lane of Primary Trafficway	2412974.45	852267.92
Legally Parked, Unoccupied	Vehicle Stopped	Vehicle Stopped	None			Outside Shoulder of Primary Trafficway	2414872.6	852335.33
Stopped in Roadway	Vehicle Stopped	Vehicle Stopped	Improper Parking Location			Lane of Primary Trafficway	2414922.41	852333.27
						Past the Outside Shoulder of Primary Trafficway	2405408.5	851969.58
			None			Lane of Primary Trafficway	2404373.81	851918.73
						Past the Outside Shoulder of Primary Trafficway	2404432.92	851927.23
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2417248.09	852425.94
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2410053.12	852160.96
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2402933.3	851857.84
Slowing	East	West	None			Lane of Primary Trafficway	2402762.65	851853.04
Stopped in Roadway	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412083.68	852241.99
			None			Lane of Primary Trafficway	2411447.33	852229.36
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2407234.36	852049.6
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2408902.99	852115.78
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2408543.21	852094.8
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2413557.16	852301.94
Slowing	West	East	Other			Lane of Primary Trafficway	2413678.1	852295.8
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2412537.16	852254.88
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2412577	852256.49
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412737.06	852261.19
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412397.28	852250.13
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412521.07	852261.36
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2404861.9	851907.22
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2411064.7	852199.79
Going Straight Ahead	East	West	Driver Not Distracted			Lane of Primary Trafficway	2411064.38	852204.14
Slowing	West	East	None			Lane of Primary Trafficway	2411429.03	852216.52
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2411506.83	852199.99
			Inattention			Outside Shoulder of Primary Trafficway	2412360.99	852516.76
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2415105.63	851944.42
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2416427.68	851989.85
Making Right Turn	West	South	None			Lane of Primary Trafficway	2408487.68	851759.54
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2415180.39	851945.9
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2415415.27	851953.06
						Outside Shoulder of Primary Trafficway	2406836.82	851680.96
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2408388.09	851753.91
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2407451.18	851709.03
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2405188.98	851281.54
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2405868.92	850974.99
Legally Parked, Unoccupied						Outside Shoulder of Primary Trafficway	2405768.94	850971.66
Legally Parked, Unoccupied	Vehicle Stopped		None			Outside Shoulder of Primary Trafficway	2412679.13	851241.19
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2413167.69	850938.48
						Past the Outside Shoulder of Primary Trafficway	2411812.65	850895.26
			None			Lane of Primary Trafficway	2413823.24	850969.67
			None			Lane of Primary Trafficway	2406067.59	850665.61
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2414842.24	851004.15
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2411782.7	850890.55
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2415814.68	850732.12
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2412681.29	850613.99
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2409868.29	850157.75
Legally Parked, Unoccupied	Vehicle Stopped		None			Outside Shoulder of Primary Trafficway	2414022.55	850359.86
Legally Parked, Occupied			None			Outside Shoulder of Primary Trafficway	2412583.55	850221.64
			Did Not Grant RW to Vehicle			Lane of Primary Trafficway	2405937.32	849550.94
			Operating Defective Equipment	Inattention		Lane of Primary Trafficway	2407907.73	849739.98
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2409226.31	849789.16

OFFICIAL REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2015 - 12/31/2017

Under 23 U.S.Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	E 36TH AVE	3600	S PERRY ST					E421216	01/10/2015	22:19	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 36TH AVE	3800	S REBECCA ST					3697586	05/26/2016	08:45	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 36TH AVE	0	S REGAL ST					E657912	04/03/2017	11:15	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 36TH AVE	3900		50	F	W	S MYRTLE ST	E581343	09/04/2016	00:46	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	1000	S ARTHUR ST					3631277	09/22/2015	15:21	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	2600	S COOK ST					2903905	07/28/2016	08:20	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	0	S COOK ST					E655779	03/27/2017	17:13	Possible Injury	0	0	1	2	0	0	At Intersection and Not Related	Wet
City Street	Spokane	Spokane	E 37TH AVE	3500	S FREYA ST					E464674	09/16/2015	13:24	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	3500	S FREYA ST					E466088	09/29/2015	07:47	Possible Injury	0	0	1	1	0	1	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	3500	S FREYA ST					E471919	10/16/2015	08:00	Suspected Minor Injury	0	0	1	1	1	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	0	S FREYA ST					E636031	01/26/2017	18:58	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E 37TH AVE	400	S LATAWAH ST					E428731	05/30/2015	16:11	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	1800	S NAPA ST					E539624	05/02/2016	16:12	Suspected Minor Injury	0	0	1	1	0	1	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	0	S PERRY ST					E640093	02/01/2017	15:25	Possible Injury	0	0	2	2	0	0	At Intersection and Not Related	Ice
City Street	Spokane	Spokane	E 37TH AVE	0	S PERRY ST					E676427	05/30/2017	20:12	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	1600	S PITTSBURG ST					3709489	08/02/2015	08:00	Suspected Minor Injury	0	0	1	0	0	1	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	1600	S PITTSBURG ST					E548834	05/31/2016	13:41	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	3000	S RAY ST					E453935	08/20/2015	12:05	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	9900	S REGAL ST					E480219	11/09/2015	11:11	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 37TH AVE		S REGAL ST					E503140	01/07/2016	14:37	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E 37TH AVE		S REGAL ST					E593745	10/09/2016	21:53	Possible Injury	0	0	1	1	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	E 37TH AVE	0	S REGAL ST					E740092	11/27/2017	12:24	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	2600	S SMITH ST					E534458	04/15/2016	15:12	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	3500		200	F	W	S FREYA ST	E523600	03/11/2016	08:13	Possible Injury	0	0	2	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	700		178	F	W	S GARFIELD ST	E538206	04/27/2016	19:26	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 37TH AVE	700		100	F	E	S HATCH ST	E465430	09/24/2015	22:57	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	1600		187	F	E	S HELENA ST	E657952	04/03/2017	07:10	Possible Injury	0	0	1	2	1	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 37TH AVE	3100		315	F	W	S RAY ST	E644475	02/21/2017	07:59	Possible Injury	0	0	1	2	0	0	At Driveway	Snow/Slush
City Street	Spokane	Spokane	E 37TH AVE	3700		99	F	W	S REBECCA ST	E704279	08/23/2017	18:43	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E 37TH AVE	3100				E	S REGAL ST	E615440	12/02/2016	17:01	No Apparent Injury	0	0	0	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	E 39TH AVE	2400	S COOK ST					E514078	02/09/2016	22:40	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 39TH AVE	2400	S STONE ST					E577238	08/24/2016	04:32	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 40TH AVE	1204		67	F	E	S IVORY ST	E508821	01/23/2016	17:39	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	E 41ST AVE	1400		103	F	W	S HOGAN ST	E480369	09/23/2015	12:09	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 42ND AVE	1600		51	F	W	S MADELIA ST	E682587	06/18/2017	22:04	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 43RD AVE	0	S SCOTT ST					E610136	11/20/2016	00:13	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 44TH AVE			150	F	W	S FREYA ST	E507805	01/21/2016	01:57	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	E 44TH AVE	2900		40	F	E	S REGAL ST	E397361	02/02/2015	08:25	Possible Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	E 44TH AVE	2900		290	F	E	S REGAL ST	E553526	06/14/2016	14:42	No Apparent Injury	0	0	0	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	E 44TH AVE	2900		101	F	E	S REGAL ST	E553529	06/14/2016	15:33	Possible Injury	0	0	2	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E 44TH AVE	2600		200	F	E	S STONINGTON LN	E574983	08/11/2016	12:43	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E GRETA AVE	0	E CALKINS DR					E707335	09/01/2017	06:11	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E HILLS CT	3100		0.11	M	W	S RAY ST	E564995	07/19/2016	20:19	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E INDIANA ALLEY	900						E393215	01/18/2015	11:58	No Apparent Injury	0	0	0	2	0	0	At Driveway	Ice
City Street	Spokane	Spokane	E JACKSON AVE AT N STANDARD ST	500						E453207	08/19/2015	04:11	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E LAKE PARK RD	2900						E721859	09/30/2017	21:40	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E PALOUSE HWY	4700	S REGAL ST					E444662	07/21/2015	08:54	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E PRATT AVE	3600		200	F	E	S FREYA ST	E735949	11/16/2017	02:33	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	E PRATT AVE	4200		139	F	W	S HAVANA ST	E661588	04/14/2017	20:30	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E ROCKWOOD BLVD	1000	S ARTHUR ST					E548689	05/31/2016	08:13	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E ROCKWOOD BLVD	0	S COWLEY ST					E494328	12/16/2015	08:45	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Ice
City Street	Spokane	Spokane	E ROCKWOOD BLVD	0	S GARFIELD ST					E633532	01/18/2017	11:25	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	E ROCKWOOD BLVD	1800	S NAPA ST					E485073	11/23/2015	00:49	Possible Injury	0	0	1	1	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	E ROCKWOOD BLVD	0	S NAPA ST					E622538	12/20/2016	14:22	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Ice
City Street	Spokane	Spokane	E ROCKWOOD BLVD		S SOUTHEAST BLVD					E409339	03/19/2015	23:44	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E ROCKWOOD BLVD	200		34	F	SE	E 12TH AVE	E671752	05/16/2017	15:28	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Wet

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Dark-Street Lights On	Other Objects	Fence	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From opposite direction - both going straight - sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	West	South
Daylight	Vehicle turning right hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	West	South
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Bus or Motor Stage	Going Straight Ahead	East	West
Dusk	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Vehicle - Pedalcyclist		Pedalcyclist				
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Same direction -- both turning right -- one stopped -- rear end		Motor Vehicle	Passenger Car	Making Right Turn	East	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Dark-Street Lights On	Retaining Wall (concrete, rock, brick, etc.)	Retaining Wall (concrete, rock, brick, etc.)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	From same direction - one right turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-Street Lights On	Other Objects	Utility Box	Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	One parked--one moving	Vehicle hits Pedestrian - All Other Actions	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Other*	North	South
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Other Objects		Motor Vehicle	Passenger Car	Other*	West	East
Dark-No Street Lights	Fence	Tree or Stump (stationary)	Motor Vehicle	Passenger Car	Going Straight Ahead	East	Southwest
Daylight	Miscellaneous Object or Debris on Road	Tree or Stump (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-No Street Lights	Fence		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Daylight	From same direction - both going straight - both moving - sideswipe	From same direction - all others	Motor Vehicle	Passenger Car	Changing Lanes	East	West
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Fire Hydrant	Utility Box	Motor Vehicle	Passenger Car	Making Right Turn	South	East
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights Off	Fence	Guardrail - Through, Over or Under	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-No Street Lights	Over Embankment - No Guardrail Present		Motor Vehicle	Passenger Car	Making U-Turn	East	East
Daylight	From same direction - all others		Motor Vehicle	Truck & Trailer	Backing	West	Vehicle Backing
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dark-No Street Lights	Other Objects	Linear Curb	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	East	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-No Street Lights	Tree or Stump (stationary)	All other non-collision	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From same direction - all others		Motor Vehicle	Passenger Car	Slowing	West	East
Dark-Street Lights On	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Under Influence of Alcohol	Exceeding Reas. Safe Speed			
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Eating or Drinking			Motor Vehicle	Passenger Car
Over Center Line			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle	Inattention		Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Scooter Bike
None			Pedalcyclist	
Fail to Yield Row to Pedestrian	Driver Distractions Outside Vehicle		Pedestrian	
Under Influence of Alcohol			Motor Vehicle	Passenger Car
Driver Distractions Outside Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Pedalcyclist	
Follow Too Closely			Motor Vehicle	School Bus
Inattention			Motor Vehicle	Passenger Car
None				
Follow Too Closely			Motor Vehicle	Passenger Car
Driver Adjusting Audio or Entertainment System	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Exceeding Reas. Safe Speed				
Inattention			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Driver Interacting with Passengers, Animals or Objects Inside Vehicle		Motor Vehicle	Passenger Car
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol				
Other			Motor Vehicle	Passenger Car
Improper Turn	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Eating or Drinking			Motor Vehicle	Passenger Car
Other Driver Distractions Inside Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
On Wrong Side Of Road				
Under Influence of Alcohol				
Other	Apparently Ill			
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol	Inattention		Motor Vehicle	Passenger Car
Unknown Driver Distraction				
Other			Pedestrian	
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Bus or Motor Stage
Inattention			Motor Vehicle	Passenger Car
Improper Turn	On Wrong Side Of Road			
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	Passenger Car
Driver Operating Handheld Telecommunications Device				
Exceeding Reas. Safe Speed				
Improper Backing			Motor Vehicle	Passenger Car
Exceeding Stated Speed Limit			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol				
Follow Too Closely			Motor Vehicle	Passenger Car
Other	Exceeding Reas. Safe Speed		Motor Vehicle	School Bus
Disregard Stop Sign - Flashing Red	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention				
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol	Disregard Stop Sign - Flashing Red	Exceeding Stated Speed Limit	Motor Vehicle	Passenger Car
None				

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
						Past the Outside Shoulder of Primary Trafficway	2407245.94	849601.06
Going Straight Ahead	East	West		None		Lane of Primary Trafficway	2415840.29	850040.55
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412518.99	849922
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2416444.92	850064.02
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2405949.95	849293.31
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2411220.75	849539.21
Slowing	East	West	None			Lane of Primary Trafficway	2411220.74	849539.2
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2415191.88	849687.21
			Other	Exceeding Reas. Safe Speed		Intersecting Trafficway	2415191.88	849687.21
			None			Intersecting Trafficway	2415191.88	849687.21
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2415191.88	849687.22
Slowing	East	West	None			Lane of Primary Trafficway	2403632.15	849225.54
			Disregard Stop Sign - Flashing Red			Lane of Primary Trafficway	2409240.44	849457.14
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2407259.07	849364.25
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2407259.07	849364.25
						Lane of Primary Trafficway	2408577	849430.91
Stopped in Roadway	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2408577	849430.91
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413877.56	849641.45
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412571.76	849603.04
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412534.52	849601.2
						Past the Outside Shoulder of Primary Trafficway	2412534.52	849601.2
Making Left Turn	West	North	None			Lane of Primary Trafficway	2412534.53	849601.21
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2411563.47	849554.63
Legally Parked, Unoccupied	Vehicle Stopped	West	None			Outside Shoulder of Primary Trafficway	2414992.38	849679.76
Making Right Turn	East	North	None			Lane of Primary Trafficway	2405103.8	849266.63
						Past the Outside Shoulder of Primary Trafficway	2404723.47	849254.84
Illegally Parked, Unoccupied			Improper Parking Location			Outside Shoulder of Primary Trafficway	2408105.91	849417.79
Going Straight Ahead	West	East	Inattention			Lane of Primary Trafficway	2413562.48	849628.92
Stopped for Traffic	West	North	None			Lane of Primary Trafficway	2415758.81	849708.6
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2413562.94	849640.32
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2411251.54	848874.49
						Outside Shoulder of Primary Trafficway	2410587.42	848846.34
						Past the Outside Shoulder of Primary Trafficway	2406721.27	848376.46
						Outside Shoulder of Primary Trafficway	2407577.08	847818.58
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2408345.05	847505.56
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2405102.19	847006.47
						Past the Outside Shoulder of Primary Trafficway	2415258.19	847041.89
			None			Outside Shoulder of Primary Trafficway	2412718.84	846905.23
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2412965.81	846942.68
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412779.24	846915.52
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2411816.74	846866.12
						Past the Outside Shoulder of Primary Trafficway	2403444.35	888034.45
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2412936.85	858777.77
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway		
						Past the Outside Shoulder of Primary Trafficway	2403714.83	871108.54
						Past the Outside Shoulder of Primary Trafficway		
Stopped for Traffic	East	Vehicle Stopped	Follow Too Closely			Lane of Primary Trafficway	2412808.53	845725.76
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2415051.68	859111.08
						Past the Outside Shoulder of Primary Trafficway	2417371.95	859171.54
Stopped in Roadway	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2405722.59	854201.7
Legally Parked, Occupied	Vehicle Stopped	North	None			Outside Shoulder of Primary Trafficway	2402428.52	858338.86
Making Left Turn	West	North	None			Lane of Primary Trafficway	2404905.09	856935.05
						Past the Outside Shoulder of Primary Trafficway	2408797.45	854236.85
Slowing	West	East	None			Lane of Primary Trafficway	2408797.47	854236.86
Legally Parked, Unoccupied			None			Past the Outside Shoulder of Primary Trafficway	2410198.52	854451.5
						Past the Outside Shoulder of Primary Trafficway	2403200.29	857713.15

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	E ROCKWOOD BLVD	200		100	F	NW	E SUMNER AVE	E494326	12/16/2015	08:48	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Ice
City Street	Spokane	Spokane	E ROCKWOOD BLVD	1300		181	F	W	S PERRY ST	E574989	08/17/2016	11:39	Possible Injury	0	0	1	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E ROCKWOOD BLVD	1200		301	F	W	S PERRY ST	E683749	06/21/2017	20:00	Possible Injury	0	0	1	1	0	1	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E SOUTH ALTAMONT BLVD	2200		185	F	SE	S ALTAMONT BLVD	E419386	04/26/2015	13:26	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E SOUTHEAST BLVD	1800		0.11	M	E	S HELENA ST	E652785	03/18/2017	05:00	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	E SOUTHEAST BLVD	2000		0.12	M	NW	S SOUTHEAST BLVD	3605137	12/18/2016	08:27	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	E SOUTHEAST BLVD	1900		0.12	M	NW	S SOUTHEAST BLVD	E650578	03/12/2017	05:38	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	E SUMNER AVE	0		133	F	NE	S GRAND BLVD	E745427	12/08/2017	17:24	Possible Injury	0	0	3	2	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	E THURSTON AVE	2100	S CRESTLINE ST					E416256	04/14/2015	20:50	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E THURSTON AVE	1400	S PERRY ST					E454377	08/22/2015	07:14	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E THURSTON AVE	0	S PERRY ST					E645579	02/24/2017	18:14	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	E THURSTON AVE	2700	S REGAL ST					E562931	07/11/2016	17:55	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	E THURSTON AVE	1000		196	F	W	S LAURA ST	E585216	09/15/2016	14:50	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E THURSTON AVE	2200		67	F	E	S LEE ST	E685416	06/27/2017	03:07	Suspected Serious Injury	0	1	2	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E THURSTON AVE	2100		200	F	E	S MARTIN ST	E665945	04/28/2017	11:38	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E THURSTON AVE	1400		100	F	E	S PERRY ST	E430331	06/04/2015	19:12	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	E THURSTON AVE	1800		75	F	E	S PITTSBURG ST	E411571	03/27/2015	22:15	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	E THURSTON AVE	1800		200	F	E	S PITTSBURG ST	E687196	07/01/2017	21:40	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	E VANETTA LN	1500	MONTAGE LN					E425929	05/19/2015	22:37	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	NEVADA		HAWTHORNE					E417204	04/18/2015	08:52	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	P LOT THROUGH WAY 3900 N MARKET			300	F	E	REGAL	2915831	10/08/2017	07:28	Died in Hospital	2	1	1	1	3	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	PACIFIC		MCCLELLAN					E726642	10/23/2017	16:25	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	PRIVATE DR AT HILL N DALE ST	8613		200	F	E	MAGNESIUM	E457150	08/31/2015	19:41	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S ALTAMONT ST	0	E 42ND AVE					E626525	12/30/2016	13:03	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S ALTAMONT ST	600	E HARTSON AVE					E550323	06/04/2016	18:34	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S ALTAMONT ST	0	E NORTH ALTAMONT BLVD					E631895	01/14/2017	13:56	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	S ARTHUR ST	3100	E 32ND AVE					E557673	06/26/2016	18:24	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S ARTHUR ST	0	E 32ND AVE					E688373	07/05/2017	17:10	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S ARTHUR ST	3500	E 37TH AVE					E439410	07/02/2015	16:25	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S ARTHUR ST	7400						E591898	10/04/2016	17:38	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	S CONKLIN ST	900		0.1	M	N	E ROCKWOOD BLVD	E494882	12/16/2015	07:53	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	S COOK ST	0	E 42ND AVE					E675352	05/27/2017	22:56	No Apparent Injury	0	0	0	1	0	0	Traffic Calming Circle	Dry
City Street	Spokane	Spokane	S COOK ST	4400	E 46TH AVE					E436386	06/23/2015	16:20	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S COOK ST	0	E HARTSON AVE					E675408	05/28/2017	13:33	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S COOK ST	0	E SPRAGUE AVE					E673922	05/23/2017	15:36	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S COOK ST	1100		50	F	S	E SOUTH ALTAMONT BLVD	E736865	11/18/2017	21:51	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S COWLEY ST	600	E HARTSON AVE					E580412	09/02/2016	07:48	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S COWLEY ST	0	E PACIFIC AVE					E751336	12/23/2017	11:14	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S CRESTLINE ST	5200	E 53RD AVE					E395653	01/27/2015	08:01	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S CRESTLINE ST	5200	E 53RD AVE					E428827	05/30/2015	16:24	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S CRESTLINE ST	0	E PACIFIC AVE					E702488	08/17/2017	10:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S CRESTLINE ST	3800	E THURSTON AVE					E492071	12/10/2015	11:18	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S CRESTLINE ST	3700		77	F	S	E 37TH AVE	E394617	01/23/2015	08:30	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	S CUBA ST	3500	E 36TH AVE					E541327	05/08/2016	11:21	Possible Injury	0	0	1	1	0	1	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S DENVER ST	0	E NEWARK AVE					E713024	09/17/2017	19:49	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2100	E 22ND AVE					E538374	04/28/2016	11:02	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2100	E 22ND AVE					E594704	10/11/2016	07:40	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2300	E 23RD AVE					E584899	09/15/2016	09:32	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0	E 24TH AVE					E728824	10/29/2017	14:20	Possible Injury	0	0	1	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0	E 26TH AVE					E705133	08/26/2017	15:48	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2500	E 27TH AVE					E440842	07/07/2015	21:14	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2500	E 27TH AVE					E475741	10/28/2015	08:51	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2800	E 28TH AVE					E513179	02/06/2016	10:23	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2800	E 29TH AVE					E390639	01/08/2015	16:07	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S FREYA ST	2800	E 29TH AVE					E406653	03/10/2015	06:27	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2800	E 29TH AVE					E474727	10/25/2015	16:21	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Overtaking and Passing	West	East
Daylight	Tree or Stump (stationary)	Street Light Pole or Base	Motor Vehicle	Passenger Car	Going Straight Ahead	North	East
Dark-Street Lights On	Concrete Barrier/Jersey Barrier - Face	Tree or Stump (stationary)	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Fence		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-No Street Lights	Snow Bank		Motor Vehicle	Passenger Car	Going Straight Ahead	Southeast	Northwest
Dark-Street Lights On	From opposite direction - all others	Retaining Wall (concrete, rock, brick, etc.)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle	Building	Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - both moving - sideswipe	Vehicle overturned	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-Street Lights On	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Truck (Flatbad,Van,etc)	Backing	South	Vehicle Backing
Dark-No Street Lights	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-Street Lights On	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Dark-No Street Lights	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Vehicle going straight hits pedestrian	Vehicle going straight hits pedestrian	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Dark-Street Lights On	Building	Tree or Stump (stationary)	Motor Vehicle	Passenger Car	Backing	West	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Vehicle overturned	Bridge Rail - Face	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	From same direction - all others		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Other*		
Dark-Street Lights On	Metal Sign Post	Street Light Pole or Base	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle	Other Objects	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting in Traffic Lane	South	North
Dark-Street Lights On	Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	West	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Not Stated	Other*		
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Other*	South	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Not Stated	Going Straight Ahead		
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	Vehicle Strikes Deer		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Not Stated	Going Straight Ahead	East	West

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Other			Motor Vehicle	School Bus
Other	Did Not Grant RW to Vehicle		Motor Vehicle	Motorcycle
Under Influence of Alcohol			Pedalcyclist	
Exceeding Stated Speed Limit				
Other				
Inattention	Exceeding Reas. Safe Speed			
Inattention				
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car
Disregard Stop Sign - Flashing Red	Inattention		Motor Vehicle	Passenger Car
Disregard Stop Sign - Flashing Red	Exceeding Reas. Safe Speed		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Smoking			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Apparently Asleep			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Improper Backing		Motor Vehicle	Passenger Car
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	Other
Disregard Stop and Go Light			Motor Vehicle	Passenger Car
Other			Pedestrian	
Improper Turn			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Operating Defective Equipment				
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Other			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Passenger Car
Exceeding Reas. Safe Speed				
Other			Motor Vehicle	School Bus
Exceeding Reas. Safe Speed				
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention				
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Pedalcyclist	
Unknown Driver Distraction			Motor Vehicle	Motorcycle
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Passenger Car
None				
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	Passenger Car

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Legally Parked, Occupied	Vehicle Stopped	North	None			Outside Shoulder of Primary Trafficway	2402642.41	858309.49
Going Straight Ahead	West	East	Other	Exceeding Reas. Safe Speed		Lane of Primary Trafficway	2406859.69	854275.06
			None			Outside Shoulder of Primary Trafficway	2406740.03	854276.75
						Past the Outside Shoulder of Primary Trafficway	2410048.02	857922.26
						Past the Outside Shoulder of Primary Trafficway	2408639.9	855803.82
						Past the Outside Shoulder of Primary Trafficway	2409057.99	855767.03
						Past the Outside Shoulder of Primary Trafficway	2409031.7	855755.46
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2401852.23	858062.27
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2409965.81	848155.45
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2407318.98	848076.78
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2407318.99	848076.79
Slowing	North	South	Driver Not Distracted			Lane of Primary Trafficway	2412597.93	848270.49
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2406323.33	848048.49
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2410371.95	848168.84
Legally Parked, Unoccupied	Vehicle Stopped	Vehicle Backing	None			Outside Shoulder of Primary Trafficway	2409832.12	848151.93
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2407419.07	848082.52
Illegally Parked, Unoccupied	Vehicle Stopped		Other			Outside Shoulder of Primary Trafficway	2408717.92	848115.34
Legally Parked, Unoccupied	Vehicle Stopped		None			Outside Shoulder of Primary Trafficway	2408841.61	848102.15
Legally Parked, Unoccupied			None			Intersecting Trafficway	2406520.57	885591.18
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2404104.22	896818.21
						Other Location (City/County/Misc. Trafficway)		
Making Right Turn	South	East	None			Lane of Primary Trafficway		
						Other Location (City/County/Misc. Trafficway)		
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2410963.78	847521.75
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2410503.62	860121.03
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2410163.86	859191.01
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2405868.9	850974.98
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2405868.92	850974.99
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2405949.95	849293.31
						Lane of Primary Trafficway	2405529.35	860693.25
Stopped in Roadway	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2405296.41	856942.06
						Past the Outside Shoulder of Primary Trafficway	2411298.46	847541.96
Legally Parked, Unoccupied	Vehicle Stopped		None			Outside Shoulder of Primary Trafficway	2411626.78	846054.86
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2410876.23	860149.67
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2410753.47	862791.74
						Past the Outside Shoulder of Primary Trafficway	2411033.6	857950.81
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2402381.49	859779.25
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2402283.73	861850.22
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2410202.4	844009.3
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2410202.42	844009.3
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2409307.3	861992.57
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2409965.81	848155.45
Legally Parked, Unoccupied		East	None			Past the Outside Shoulder of Primary Trafficway	2409907.52	849410.63
			Unknown Driver Distraction			Lane of Primary Trafficway	2417158.3	850086.23
Overtaking and Passing	South	North	None			Lane of Primary Trafficway	2406560.48	859605.88
Slowing	South	North	None			Lane of Primary Trafficway	2415002.03	854617.87
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2415002.03	854617.87
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415017.69	854311.46
Going Straight Ahead	South	North	Other			Lane of Primary Trafficway	2415030.53	853995.43
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415050.67	853372.66
						Lane of Primary Trafficway	2415062.69	853071.22
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2415062.69	853071.22
Stopped in Roadway	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2415074.86	852759.18
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2415092.66	852344.06
Making Left Turn	East	South	None			Lane of Primary Trafficway	2415092.66	852344.06
Going Straight Ahead	North	West	None			Lane of Primary Trafficway	2415092.66	852344.05

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	S FREYA ST	2800	E 29TH AVE					E555533	06/20/2016	13:22	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2800	E 29TH AVE					E563822	07/15/2016	10:41	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2800	E 29TH AVE					E583170	09/10/2016	15:11	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2800	E 29TH AVE					E585393	09/17/2016	08:44	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S FREYA ST	0	E 29TH AVE					E654529	03/23/2017	11:11	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0	E 30TH AVE					E647842	03/03/2017	08:33	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S FREYA ST	3100	E 32ND AVE					E413469	04/03/2015	19:58	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	3100	E 33RD AVE					E584215	09/11/2016	07:02	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0	E 34TH AVE					E707650	09/02/2017	13:13	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	3500	E 37TH AVE					E477501	11/01/2015	19:16	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0	E 47TH AVE					E705101	08/26/2017	10:55	Suspected Serious Injury	0	1	1	1	0	1	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0	E 51ST AVE					E673917	05/11/2017	20:38	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S FREYA ST	3900	E AVION LN					E419334	04/25/2015	18:24	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	1400	E BEN BURR BLVD					E538240	04/27/2016	19:10	Suspected Minor Injury	0	0	1	1	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0	E BEN BURR BLVD					E624056	12/23/2016	20:40	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	S FREYA ST	600	E HARTSON AVE					E406478	03/10/2015	03:31	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	600	E HARTSON AVE					E463003	09/19/2015	23:01	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	600	E HARTSON AVE					E502159	01/04/2016	16:24	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S FREYA ST	5200	S PALOUSE HWY					E452872	08/17/2015	17:30	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0		0	F	N	29TH AVE	E668215	05/05/2017	15:25	Possible Injury	0	0	1	2	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S FREYA ST	2300		81	F	N	E 24TH AVE	E471449	10/14/2015	17:17	Possible Injury	0	0	3	2	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S FREYA ST	2400		30	F	N	E 25TH AVE	E668558	05/07/2017	14:13	Suspected Minor Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2500		75	F	N	E 26TH AVE	3631078	04/07/2015	01:48	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2700		40	F	N	E 28TH AVE	E443924	07/18/2015	10:30	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	2800		60	F	S	E 29TH AVE	E674312	05/24/2017	16:45	Possible Injury	0	0	2	4	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	3700		212	F	S	E 37TH AVE	E669585	05/10/2017	11:35	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S FREYA ST	0		65	F	NE	THOR PL	E473886	10/22/2015	07:37	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S GARFIELD ST	2800	E 29TH AVE					E483707	11/18/2015	08:13	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S GARFIELD ST	2800		93	F	N	E 29TH AVE	E454208	08/20/2015	11:30	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2200	E 22ND AVE					E579817	08/29/2016	21:23	Suspected Minor Injury	0	0	1	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2500	E 25TH AVE					E401691	02/18/2015	08:17	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2500	E 25TH AVE					E435893	06/21/2015	19:39	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2500	E 25TH AVE					E479899	11/08/2015	18:22	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S GRAND BLVD	0	E 25TH AVE					E711350	09/12/2017	15:54	Suspected Minor Injury	0	0	1	1	1	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2600	E 28TH AVE					E492686	12/11/2015	15:22	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	9900	E 28TH AVE					E564534	07/18/2016	09:28	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2800	E 29TH AVE					E435890	06/20/2015	16:02	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2800	E 29TH AVE					E441738	07/10/2015	10:55	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2800	E 29TH AVE					E443255	07/14/2015	14:17	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2800	E 29TH AVE					E590461	09/30/2016	14:56	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	9900	E 30TH AVE					E624280	12/23/2016	15:06	Possible Injury	0	0	2	2	0	0	At Driveway within Major Intersection	Ice
City Street	Spokane	Spokane	S GRAND BLVD	0	E 33RD AVE					E673476	05/22/2017	08:46	Suspected Minor Injury	0	0	2	1	1	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	3500	E 36TH AVE					E529043	03/28/2016	10:17	Possible Injury	0	0	1	1	0	1	At Intersection and Related	Wet
City Street	Spokane	Spokane	S GRAND BLVD	0	E HIGH DR					E606384	11/09/2016	17:55	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	0	E MANITO PL					E719413	10/04/2017	20:27	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	300		25	F	S	E 20TH AVE	E720072	10/07/2017	15:30	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	3100		107	F	S	E 31ST AVE	E558481	06/24/2016	16:21	Suspected Minor Injury	0	0	3	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	S GRAND BLVD	3300		88	F	S	E 33RD AVE	E483713	11/17/2015	07:24	Possible Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	S GRAND BLVD	3300		50	F	S	E 34TH AVE	E452183	08/15/2015	13:14	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	3400		174	F	S	E 34TH AVE	E579242	08/30/2016	11:24	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S GRAND BLVD	3500				N	E 36TH AVE	E697237	08/01/2017	08:37	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD			260	F	NE	E 37TH AVE	E638047	02/02/2017	16:45	Possible Injury	0	0	1	3	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S GRAND BLVD	3800		80	F	N	E 39TH AVE	E706609	08/29/2017	16:32	Possible Injury	0	0	3	3	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S GRAND BLVD	3900		165	F	N	E 40TH AVE	E409779	03/21/2015	13:55	Possible Injury	0	0	2	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	4200		69	F	S	E 42ND AVE	E396093	01/29/2015	03:00	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	2000		141	F	N	E MANITO PL	E734279	11/07/2017	12:37	Suspected Serious Injury	0	1	1	1	0	0	Not at Intersection and Not Related	Wet

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Daylight	Entering at angle	From opposite direction - all others	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Starting in Traffic Lane	West	East
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-No Street Lights	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	Vehicle overturned		Motor Vehicle	Motorcycle	Going Straight Ahead	South	North
Dark-Street Lights Off	From same direction - both going straight - both moving - rear-end	Fence	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-Street Lights On	Signal Pole	Fence	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Dark-Street Lights On	From same direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	East	East
Daylight	Entering at angle	Fence	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dusk	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - both moving - rear-end	From same direction - both going straight - both moving - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-Street Lights On	Fence		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Truck (Flatbad,Van,etc)	Going Straight Ahead	South	North
Daylight	From same direction - all others		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Overtaking and Passing	North	South
Daylight	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	Vehicle overturned		Motor Vehicle	Motorcycle	Making Right Turn	South	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Daylight	Vehicle turning left hits pedestrian		Motor Vehicle	Passenger Car	Making Left Turn	East	South
Daylight	From same direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Other*	North	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	East	North
Daylight	Metal Sign Post	Utility Pole	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	East	North
Daylight	Metal Sign Post	Tree or Stump (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dawn	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Utility Pole		Motor Vehicle	Passenger Car	Other*	South	Northeast
Dusk	From same direction - both going straight - both moving - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	One car leaving parked position		Motor Vehicle	Passenger Car	Starting From Parked Position	North	South
Dark-No Street Lights	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Linear Curb	Tree or Stump (stationary)	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
None			Pedalcyclist	
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Follow Too Closely				
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed				
Other			Motor Vehicle	Passenger Car
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Under Influence of Alcohol			
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Operating Defective Equipment	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Improper Passing	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Passenger Car
Driver Not Distracted				
Disregard Stop and Go Light			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Fail to Yield Row to Pedestrian			Pedestrian	
Improper Turn	Inattention		Motor Vehicle	Passenger Car
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Driver Interacting with Passengers, Animals or Objects Inside Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop and Go Light			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Apparently Asleep				
Did Not Grant RW to Vehicle			Pedalcyclist	
Driver Interacting with Passengers, Animals or Objects Inside Vehicle				
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Passenger Car
Inattention	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed	Driver Not Distracted		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention				
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle	Driver Distractions Outside Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Apparently Ill				

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2415092.66	852344.05
Starting in Traffic Lane	East	West	None			Lane of Primary Trafficway	2415092.66	852344.05
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2415092.66	852344.05
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2415092.66	852344.05
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2415092.66	852344.06
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2415105.63	851944.42
Making Left Turn	South	West	None			Lane of Primary Trafficway	2415131.41	851322.25
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2415142.24	851006.87
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2415153.26	850705.74
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415191.88	849687.21
			Did Not Grant RW to Vehicle			Lane of Primary Trafficway	2415421.23	846032.32
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415451.26	844516.64
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415191.07	848995.33
						Lane of Primary Trafficway	2414915.96	857439.55
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2414915.97	857439.55
						Other Location (City/County/Misc. Trafficway)	2414805.75	860303.72
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2414805.75	860303.72
Going Straight Ahead	East	North	None			Lane of Primary Trafficway	2414805.75	860303.72
Starting in Traffic Lane	East	West	None			Lane of Primary Trafficway	2415454.62	844287.65
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2415074.86	852759.19
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2415018.01	854075.85
Slowing	South	North	None			Lane of Primary Trafficway	2415038.06	853717.4
						Past the Outside Shoulder of Primary Trafficway	2415047.85	853447.88
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2415073.31	852799.38
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2415094.61	852283.85
Making U-Turn	North	East	None			Lane of Primary Trafficway	2415184.12	849475.65
Legally Parked, Unoccupied			None			Past the Outside Shoulder of Primary Trafficway	2414663.04	862667.57
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2405176.06	851609.99
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2405151.99	852048.61
						Lane of Primary Trafficway	2403198.05	854279.5
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2403718.28	853210.53
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2403718.27	853210.52
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2403718.27	853210.52
			None			Intersecting Trafficway	2403718.27	853210.52
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2404131.81	852263.68
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2404173.25	852263.83
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2404234.22	851887.64
Going Straight Ahead	North	North	Driver Not Distracted			Lane of Primary Trafficway	2404234.22	851887.64
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2404234.22	851887.64
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2404234.22	851887.64
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2404289.17	851575.87
						Past the Outside Shoulder of Primary Trafficway	2404308.86	850590.87
			None			Lane of Primary Trafficway	2404347.11	849492.03
						Other Location (City/County/Misc. Trafficway)	2404408.57	846993.96
Going Straight Ahead	South	North	Unknown Driver Distraction			Lane of Primary Trafficway	2403062.93	854685.65
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2402956.34	855008.9
Stopped for Traffic	North	South	None			Lane of Primary Trafficway	2404276.56	851146.86
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2404311.93	850502.74
Slowing	South	North	None			Lane of Primary Trafficway	2404323.66	850167.95
Backing	Vehicle Backing	Vehicle Backing	None			Lane of Primary Trafficway	2404334.57	850044.35
						Past the Outside Shoulder of Primary Trafficway	2404354.62	849669.9
Slowing	North	South	None			Lane of Primary Trafficway	2404347.1	849492.02
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2404336	848610.28
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2404350.89	848330.69
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2404394.97	847381.01
						Outside Shoulder of Primary Trafficway	2403015.46	854819.21

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	S GRAND BLVD	1100		37	F	S	E SUMNER AVE	E556759	06/23/2016	14:32	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S GRAND BLVD	1200		40	F	SE	S GRAND BLVD	E623300	12/13/2016	17:22	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S HARGREAVES CT	2600		384	F	S	E 25TH AVE	E625194	12/26/2016	07:17	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	S HATCH ST	0	E 20TH AVE					E717275	09/29/2017	14:50	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S HATCH ST	2200	E 23RD AVE					E522649	03/08/2016	18:13	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S HATCH ST	2500	E 26TH AVE					E578098	08/27/2016	12:29	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S HATCH ST	3600	E 38TH AVE					E421041	05/01/2015	13:29	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S HATCH ST	3600	E 38TH AVE					E459929	09/09/2015	09:27	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S HATCH ST	0	E 38TH AVE					E698198	08/03/2017	19:57	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S HELENA ST	0	E 13TH AVE					E630807	01/11/2017	10:37	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Ice
City Street	Spokane	Spokane	S HIGH DR	2000	W 21ST AVE					E538736	04/22/2016	12:34	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S IVORY ST	1100		25	F	N	E NEWARK AVE	E467794	10/04/2015	20:09	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S LAMONTE ST	0	E 29TH AVE					E633746	01/19/2017	09:47	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S LATAWAH ST	0	E 14TH AVE					E682887	06/19/2017	18:40	Possible Injury	0	0	1	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S LATAWAH ST	1600		50	F	S	E 16TH AVE	E636951	01/29/2017	14:30	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	S LATAWAH ST	4100		100	F	N	E 42ND AVE	E485076	11/22/2015	17:15	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S LEE ST	0	E SPRAGUE AVE					E471560	10/15/2015	19:13	Suspected Minor Injury	0	0	1	1	1	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S MADISON ST	2100	W 21ST AVE					E417341	04/18/2015	18:23	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S MAGNOLIA ST	0	E PACIFIC AVE					E614095	11/30/2016	06:42	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S MANITO BLVD	2400		79	F	NE	E 25TH AVE	E404649	03/02/2015	08:31	Suspected Minor Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S MANITO BLVD	3100		165	F	S	E 31ST AVE	E662129	04/15/2017	05:57	Suspected Minor Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S MANITO BLVD	3500		179	F	E	S DIVISION ST	E538205	04/27/2016	19:26	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S MEADOW ST	6803		213	F	E	S MORAN VIEW ST	E750614	12/22/2017	16:55	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	S MOUNT VERNON ST	3100		50	F	N	E 32ND AVE	E454212	08/21/2015	19:29	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S MYRTLE ST	1900	E 19TH AVE					E486025	11/24/2015	10:09	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	S MYRTLE ST	0	E 29TH AVE					E661782	04/15/2017	17:50	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S MYRTLE ST	0	E 30TH AVE					E659625	04/08/2017	18:05	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S MYRTLE ST	2800		50	F	N	E 29TH AVE	E521191	03/03/2016	19:54	Suspected Minor Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S NAPA ST	3500	E 37TH AVE					E392147	01/14/2015	08:53	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S NAPA ST	4304		316	F	N	E 44TH AVE	E466464	09/29/2015	18:52	Suspected Serious Injury	0	2	2	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S PALOUSE HWY	0	S FREYA ST					E738083	11/21/2017	16:40	No Apparent Injury	0	0	0	1	0	0	At Intersection and Not Related	Wet
City Street	Spokane	Spokane	S PALOUSE HWY	5000		0.12	M	SE	E PALOUSE HWY	E615712	12/03/2016	09:27	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	S PALOUSE HWY	5100		190	F	SE	S THOR ST	E691470	07/15/2017	06:07	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S PARKRIDGE BLVD	6300		94	F	S	S COPPER RIDGE BLVD	E575472	08/18/2016	17:20	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S PERRY ST	2900	E 29TH AVE					E489507	12/03/2015	21:45	Unknown	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S PERRY ST	3400	E 34TH AVE					E447056	07/29/2015	11:04	No Apparent Injury	0	0	0	3	2	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PERRY ST	3400	E 35TH AVE					E594315	10/11/2016	08:57	Possible Injury	0	0	2	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S PERRY ST	3500	E 36TH AVE					E433217	06/13/2015	12:13	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PERRY ST	4900	E 49TH AVE					E477505	10/06/2015	21:07	Suspected Minor Injury	0	0	1	1	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S PERRY ST	0	E 49TH AVE					E749811	12/20/2017	18:00	Possible Injury	0	0	1	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PERRY ST	4000	E THURSTON AVE					3631082	07/25/2015	21:53	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PERRY ST	4000	E THURSTON AVE					E458186	09/03/2015	15:54	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PERRY ST	4000	E THURSTON AVE					E538388	04/28/2016	09:27	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PERRY ST	0	E THURSTON AVE					E668911	05/08/2017	08:02	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PERRY ST	0	E THURSTON AVE					E681695	06/15/2017	19:23	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PERRY ST	0	E THURSTON AVE					E710482	09/11/2017	08:01	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S PITTSBURG ST	0	E 30TH AVE					E646296	02/27/2017	07:36	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S PITTSBURG ST	2600		106	F	SE	E 27TH AVE	E543839	05/14/2016	15:29	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S PITTSBURG ST	3000		136	F	S	E 29TH AVE	E692108	07/17/2017	13:44	Possible Injury	0	0	1	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S PITTSBURG ST	4200		51	F	S	E 42ND AVE	E573727	08/14/2016	12:12	No Apparent Injury	0	0	0	4	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S POPLAR ST	100		75	F	N	W PACIFIC AVE	E451451	08/12/2015	13:53	Suspected Serious Injury	0	1	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S POPLAR ST	100		30	F	N	W PACIFIC AVE	E548879	05/31/2016	05:08	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S POPLAR ST ALLEY	200		153	F	S	W 2ND AVE	E550243	06/05/2016	12:33	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY PL	1200		87	F	NE	S RAY ST	E527967	03/23/2016	07:13	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	1800	21ST CT					E493668	12/14/2015	16:36	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	1800	E 20TH AVE					E499166	12/28/2015	10:55	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Snow/Slush

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Daylight	Vehicle overturned		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	One parked--one moving		Motor Vehicle	Farm Tractor and/or Farm equipment	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-Street Lights On	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle	One parked--one moving	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Entering at angle	Metal Sign Post	Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dusk	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	One parked--one moving		Motor Vehicle	Truck (Flatbad,Van,etc)	Going Straight Ahead	South	North
Daylight	Same direction -- both turning right -- one stopped -- rear end		Motor Vehicle	Motorcycle	Making Left Turn	South	West
Dark-Street Lights On	One parked--one moving	One parked--one moving	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	Fire Hydrant		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-No Street Lights	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Other*	North	South
Dark-Street Lights On	Vehicle going straight hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dawn	Entering at angle	From same direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dawn	Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	Building		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting From Parked Position	West	East
Dusk	One parked--one moving		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Right Turn	North	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dark-Street Lights Off	One parked--one moving	Vehicle overturned	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-No Street Lights	Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-Street Lights On	Roadway Ditch		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Earth Bank or Ledge	Vehicle overturned	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Southeast	Northwest
Dawn	Tree or Stump (stationary)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Tree or Stump (stationary)		Motor Vehicle	Passenger Car	Going Straight Ahead	Northwest	South
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Slowing	South	North
Daylight	Entering at angle	Street Light Pole or Base	Motor Vehicle	Passenger Car	Making Right Turn	East	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Other*	South	East
Dark-Street Lights On	Tree or Stump (stationary)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	Tree or Stump (stationary)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	West
Dark-Street Lights On	Entering at angle	Building	Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Entering at angle	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Entering at angle	Vehicle overturned	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	Fence		Motor Vehicle	Not Stated	Other*	West	East
Daylight	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	One parked--one moving		Motor Vehicle	Scooter Bike	Going Straight Ahead	South	North
Dawn	One parked--one moving		Motor Vehicle	Passenger Car	Backing	Vehicle Backing	Vehicle Backing
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	From same direction - both going straight - both moving - sideswipe	Linear Curb	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle	Vehicle overturned	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Other Driver Distractions Inside Vehicle				
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Other			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	School Bus
Inattention				
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
On Wrong Side Of Road	Unknown Driver Distraction		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Fail to Yield Row to Pedestrian	Inattention		Pedestrian	
None			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Pedestrian	
Under Influence of Alcohol	Driver Operating Handheld Telecommunications Device			
Under Influence of Alcohol	Operating Defective Equipment		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other				
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	Truck (Flatbad,Van,etc)
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Passenger Car
Other Driver Distractions Inside Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol	Exceeding Stated Speed Limit			
Inattention				
Inattention				
Other				
Other	Inattention			
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red			Motor Vehicle	Passenger Car
Inattention	Follow Too Closely		Motor Vehicle	Truck (Flatbad,Van,etc)
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Exceeding Reas. Safe Speed				
Unknown Driver Distraction				
Under Influence of Alcohol			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red	Other	Driver Interacting with Passengers, Animals or Objects Inside Vehicle	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop Sign - Flashing Red	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other				
Operating Defective Equipment			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Motor Vehicle	Passenger Car
Improper Backing	On Wrong Side Of Road		Motor Vehicle	Passenger Car
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	Passenger Car
Other			Motor Vehicle	Passenger Car
Disregard Stop Sign - Flashing Red	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
						Past the Outside Shoulder of Primary Trafficway	2401777.49	857912.45
Stopped in Roadway	North	South	Other			Lane of Primary Trafficway	2401960.78	857697.06
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2411247.82	853141.48
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2404397.06	855077.59
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2404437.91	853906.9
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2404469.51	852914.39
Changing Lanes	South	North	Inattention			Lane of Primary Trafficway	2404645.05	848926.54
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2404645.05	848926.54
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2404645.04	848926.55
Legally Parked, Occupied	Vehicle Stopped		None			Outside Shoulder of Primary Trafficway	2407639.88	857685.77
Stopped in Roadway	North	East	None			Lane of Primary Trafficway	2396725.79	854284.68
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2406229.22	859696.32
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Intersecting Trafficway	2403254.61	851870.36
						Past the Outside Shoulder of Primary Trafficway	2403214.37	857157.75
Legally Parked, Unoccupied	Vehicle Stopped		None			Outside Shoulder of Primary Trafficway	2403212.78	856595.86
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2403719.31	847526.07
			Inattention			Lane of Primary Trafficway	2409646.62	862749.34
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2397691.75	854273.37
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2408571.67	861956.53
			Inattention			Lane of Primary Trafficway	2402820.97	853234.78
						Median of Primary Trafficway	2402802.7	851030.02
Legally Parked, Unoccupied			None			Past the Outside Shoulder of Primary Trafficway	2402172.12	849819.4
						Past the Outside Shoulder of Primary Trafficway	2402148	838564.66
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2411812.34	851267.65
Legally Parked, Occupied			None			Intersecting Trafficway	2416269.13	856041.2
Going Straight Ahead	West	East	None			Intersecting Trafficway	2416413.39	852391.27
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2416427.68	851989.85
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2416411.65	852441.01
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2409240.43	849457.13
						Past the Outside Shoulder of Primary Trafficway	2409338.34	847127.01
						Past the Outside Shoulder of Primary Trafficway	2415454.62	844287.65
						Past the Outside Shoulder of Primary Trafficway	2414259.3	845283.37
						Past the Outside Shoulder of Primary Trafficway	2414962.39	844699.18
						Median of Primary Trafficway	2398702.67	840806.29
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2407134.77	852045.66
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2407209.42	850328.69
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2407224.77	850033.56
Going Straight Ahead	North	North	None			Lane of Primary Trafficway	2407241.41	849699.08
						Past the Outside Shoulder of Primary Trafficway	2407492.56	845235.25
						Past the Outside Shoulder of Primary Trafficway	2407492.55	845235.24
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2407318.98	848076.78
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2407318.98	848076.78
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2407318.98	848076.78
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2407318.99	848076.79
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2407318.99	848076.79
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2407318.99	848076.79
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2408487.7	851759.55
						Past the Outside Shoulder of Primary Trafficway	2408419.34	853126.86
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2408502.53	851959.65
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2408677.87	847400.71
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2392567.98	861553.11
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2392561.3	861508.61
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2392579.65	860928.3
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2413710.07	858146.18
Going Straight Ahead	North	South	Operating Defective Equipment			Lane of Primary Trafficway	2413675.9	854957.91
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2413655.38	855616.45

OFFICIAL REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE
01/01/2015 - 12/31/2017
Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PED	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	S RAY ST	0	E 20TH AVE					E629872	01/09/2017	12:55	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	S RAY ST	1800	E 21ST AVE					E461683	09/15/2015	16:34	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	0	E 21ST AVE					E610022	11/19/2016	17:03	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Wet
City Street	Spokane	Spokane	S RAY ST	2400	E 26TH AVE					E431177	06/07/2015	13:28	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	2600	E 27TH AVE					E589706	09/28/2016	16:27	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	0	E 27TH AVE					E703594	08/21/2017	16:39	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	2800	E 28TH AVE					E418727	04/23/2015	15:55	Suspected Minor Injury	0	0	4	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	2800	E 29TH AVE					E389702	01/05/2015	21:48	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S RAY ST	2800	E 29TH AVE					E393138	01/18/2015	14:48	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S RAY ST	9900	E 29TH AVE					E490810	12/07/2015	08:13	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S RAY ST	9900	E 29TH AVE					E493661	12/14/2015	16:39	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	2800	E 29TH AVE					E512850	02/05/2016	12:34	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	2800	E 29TH AVE					E579238	08/30/2016	13:17	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	2800	E 29TH AVE					E593484	10/09/2016	07:30	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S RAY ST	9900	E 29TH AVE					E594558	10/11/2016	15:13	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	0	E 29TH AVE					E645577	02/24/2017	20:25	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S RAY ST	0	E 29TH AVE					E665961	04/28/2017	15:40	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	9900	E 29TH AVE					E734757	11/13/2017	19:26	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S RAY ST	0	E 34TH AVE					E704630	08/24/2017	19:34	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST		E 36TH AVE					E391611	01/10/2015	18:45	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S RAY ST	0	E 36TH AVE					E669158	05/09/2017	07:55	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	3500	E 37TH AVE					E494245	12/07/2015	14:53	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S RAY ST	1200	S RAY PL					E433686	06/14/2015	19:31	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	2100		50	F	N	E 23RD AVE	E543262	05/13/2016	19:50	No Apparent Injury	0	0	0	3	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S RAY ST	2100		119	F	S	E 23RD AVE	E753414	12/29/2017	13:25	Suspected Minor Injury	0	0	1	2	0	0	Intersection Related but Not at Intersection	Ice
City Street	Spokane	Spokane	S RAY ST	2100		107	F	N	E 24TH AVE	E538468	04/26/2016	23:42	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	2300		83	F	N	E 25TH AVE	E746775	12/08/2017	18:40	Suspected Minor Injury	0	0	1	1	1	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	2600		120	F	N	E 27TH AVE	E443122	07/15/2015	16:00	Suspected Minor Injury	0	0	2	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	2800		101	F	S	E 28TH AVE	E421221	05/02/2015	11:18	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S RAY ST	2800		200	F	S	E 29TH AVE	E643882	02/19/2017	21:19	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	S REBECCA ST	2400	E 26TH AVE					3528042	10/30/2015	15:51	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REBECCA ST	0	E 28TH AVE					E726582	10/20/2017	10:48	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S REBECCA ST	200	E 2ND AVE					E543260	05/13/2016	16:35	Unknown	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REBECCA ST	2900	E 30TH AVE					E590460	09/29/2016	15:53	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REBECCA ST	3100	E 33RD AVE					E443936	07/18/2015	14:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REBECCA ST		E 34TH AVE					E635578	01/23/2017	08:57	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Ice
City Street	Spokane	Spokane	S REBECCA ST	600	E HARTSON AVE					E457143	08/31/2015	13:51	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REBECCA ST	3300		75	F	S	E 34TH AVE	E615783	12/04/2016	23:26	Suspected Minor Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	2900	E 29TH AVE					E437457	06/26/2015	19:44	Suspected Minor Injury	0	0	1	1	0	1	At Driveway within Major Intersection	Dry
City Street	Spokane	Spokane	S REGAL ST	2900	E 29TH AVE					E580948	09/03/2016	12:47	No Apparent Injury	0	0	0	2	0	0	At Driveway within Major Intersection	Dry
City Street	Spokane	Spokane	S REGAL ST	0	E 31ST AVE					E749471	12/19/2017	14:50	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S REGAL ST	0	E 32ND AVE					E704280	08/23/2017	11:02	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3300	E 34TH AVE					E448120	08/01/2015	17:21	Unknown	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	E 34TH AVE					E616650	12/06/2016	16:55	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST		E 35TH AVE					E468593	10/06/2015	14:12	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	2800	E 35TH AVE					E750524	12/21/2017	15:34	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S REGAL ST	9900	E 36TH AVE					E502160	01/05/2016	14:26	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S REGAL ST	0	E 36TH AVE					E667648	05/03/2017	16:26	Possible Injury	0	0	3	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3600	E 37TH AVE					E395069	01/25/2015	15:42	Suspected Minor Injury	0	0	2	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3600	E 37TH AVE					E553765	06/06/2016	09:21	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3600	E 37TH AVE					E605418	11/07/2016	11:39	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	E 37TH AVE					E634201	01/18/2017	12:25	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Wet
City Street	Spokane	Spokane	S REGAL ST	0	E 37TH AVE					E637939	02/02/2017	07:19	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	9900	E 37TH AVE					E694128	07/22/2017	17:49	Possible Injury	0	0	3	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	E 37TH AVE					E708384	08/30/2017	14:00	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3900	E 39TH AVE					E522217	03/07/2016	17:02	Suspected Minor Injury	0	0	1	1	1	0	At Driveway	Dry

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Daylight	One parked--one moving		Motor Vehicle	Passenger Car	Other*	South	Northeast
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dusk	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	School Bus	Going Straight Ahead	North	South
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Not Stated	Making Left Turn	South	West
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	From opposite direction - one left turn - one straight	From opposite direction - all others	Motor Vehicle	Passenger Car	Making Left Turn	South	West
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Dusk	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Dark-Street Lights On	Street Light Pole or Base		Motor Vehicle	Passenger Car	Making Right Turn	North	West
Daylight	Entering at angle	From opposite direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	Same direction -- both turning left -- both moving -- sideswipe		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	From opposite direction - both moving - head-on		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dark-Street Lights On	Fence	Building	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dark-Street Lights On	Vehicle going straight hits pedestrian		Motor Vehicle	Not Stated	Going Straight Ahead		
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	Metal Sign Post	Street Light Pole or Base	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle	Metal Sign Post	Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Daylight	Utility Pole		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle	Fence	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Starting in Traffic Lane	South	North
Dark-Street Lights On	Person fell, jumped or was pushed from vehicle		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	Tree or Stump (stationary)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Other*	South	East
Daylight	Fence		Motor Vehicle	Not Stated	Making Left Turn	North	East
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle	From opposite direction - all others	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	South	East
Daylight	From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Passenger Car	Changing Lanes	South	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Vehicle going straight hits pedestrian		Motor Vehicle	Passenger Car	Making Right Turn	East	North

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Driver Operating Handheld Telecommunications Device	Follow Too Closely	Motor Vehicle	Passenger Car
None			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Motorcycle
Did Not Grant RW to Vehicle			Motor Vehicle	Motorcycle
Follow Too Closely			Motor Vehicle	Passenger Car
Disregard Stop and Go Light			Motor Vehicle	Passenger Car
Disregard Stop and Go Light			Motor Vehicle	Passenger Car
Other			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Passenger Car
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Apparently Ill			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed				
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Motor Vehicle	Truck Tractor & Semi-Trailer
Under Influence of Alcohol	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed	Driver Operating Other Electronic Devices (computers, navigational, etc.)		Motor Vehicle	Passenger Car
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Apparently Asleep				
Other			Pedestrian	
Inattention	Driver Interacting with Passengers, Animals or Objects Inside Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed				
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Inattention	Did Not Grant RW to Vehicle	Driver Distractions Outside Vehicle	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed				
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Under Influence of Alcohol				
None			Pedalcyclist	
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
None				
Other				
Follow Too Closely			Motor Vehicle	Passenger Car
Improper Turn			Motor Vehicle	Passenger Car
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Disregard Stop and Go Light	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol	Inattention	Follow Too Closely	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Fail to Yield Row to Pedestrian			Pedestrian	

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Illegally Parked, Unoccupied			Other			Lane of Primary Trafficway	2413655.36	855616.45
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413675.9	854957.91
Going Straight Ahead	North	South	Other			Lane of Primary Trafficway	2413675.9	854957.92
Stopped in Roadway	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413734.25	853330.47
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413732.02	853021.4
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413732.02	853021.4
Slowing	North	South	None			Lane of Primary Trafficway	2413743.36	852711.35
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413757.84	852273.69
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2413757.84	852273.69
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413756.31	852312.63
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413756.31	852312.63
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413757.84	852273.7
Slowing	North	West	None			Lane of Primary Trafficway	2413757.84	852273.7
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413757.84	852273.7
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413756.26	852314.11
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413757.82	852273.7
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413757.82	852273.7
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2413795.47	852276.08
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2413835.93	850656.94
						Past the Outside Shoulder of Primary Trafficway	2413864.32	849968.4
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2413864.32	849968.4
Making Left Turn	North	East	Other			Lane of Primary Trafficway	2413877.56	849641.45
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2413574.2	857943.84
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413696.5	854318.79
Slowing	North	South	Other			Lane of Primary Trafficway	2413702.84	854150.74
						Past the Outside Shoulder of Primary Trafficway	2413708.97	854051.77
			Under Influence of Alcohol	Inattention		Lane of Primary Trafficway	2413724.78	853719.61
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413727.6	853141.17
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2413745.26	852610.43
						Past the Outside Shoulder of Primary Trafficway	2413763.54	852073.94
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2415712.83	853403.07
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2415737.43	852786.33
						Past the Outside Shoulder of Primary Trafficway	2415468.62	861992.08
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2415766.68	851966.04
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2415802.64	851039.76
Going Straight Ahead	East	West	Other			Lane of Primary Trafficway	2415814.68	850732.12
Going Straight Ahead	East	West	Driver Not Distracted			Lane of Primary Trafficway	2415524.67	860327.64
						Lane of Primary Trafficway	2415817.56	850657.29
			Inattention			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412436.97	852251.72
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412466.95	851567.08
						Past the Outside Shoulder of Primary Trafficway	2412478.89	851241.54
						Past the Outside Shoulder of Primary Trafficway	2412531.23	850607.24
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412531.22	850607.25
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412520.35	850218.15
Going Straight Ahead	Northeast	South	None			Lane of Primary Trafficway	2412519.79	850301.59
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412552.72	849923.41
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412518.99	849922
Going Straight Ahead	East	West	None			Lane of Primary Trafficway	2412534.54	849601.2
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412534.52	849601.2
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Intersecting Trafficway	2412534.52	849601.2
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412534.53	849601.21
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412534.53	849601.21
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412571.05	849602.99
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412534.53	849601.21
			None			Outside Shoulder of Primary Trafficway	2412561.39	848931.31

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUS SER INJ	TOTAL INJ	# VEH	# PED S	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	S REGAL ST		E 44TH AVE					E390976	01/08/2015	06:49	Suspected Minor Injury	0	0	1	1	1	0	At Intersection and Related	Unknown
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E429012	05/31/2015	20:13	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E544854	05/18/2016	23:48	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	4400	E 44TH AVE					E549559	06/02/2016	15:25	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	E 44TH AVE					E739454	11/24/2017	18:19	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	4400	E 46TH AVE					E410947	03/25/2015	16:30	No Apparent Injury	0	0	0	3	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST		E 55TH AVE					E680527	06/08/2017	20:25	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	600	E HARTSON AVE					E604743	11/05/2016	15:15	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST		E PALOUSE HWY					E434344	06/16/2015	20:40	No Apparent Injury	0	0	0	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST		E PALOUSE HWY					E449067	07/31/2015	21:09	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST		E PALOUSE HWY					E489288	12/01/2015	19:30	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST		E PALOUSE HWY					E510876	01/29/2016	18:46	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S REGAL ST		E PALOUSE HWY					E561604	07/08/2016	17:33	No Apparent Injury	0	0	0	4	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	E PALOUSE HWY					E668287	05/05/2017	14:47	Possible Injury	0	0	1	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3900	E THURSTON AVE					E404099	02/28/2015	12:34	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3900	E THURSTON AVE					E429194	06/01/2015	11:50	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3900	E THURSTON AVE					E520024	02/29/2016	17:33	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3900	E THURSTON AVE					E570978	08/06/2016	12:22	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3900	E THURSTON AVE					E578339	08/25/2016	14:12	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3900	E THURSTON AVE					E605539	11/07/2016	14:20	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	E THURSTON AVE					E675751	05/29/2017	11:02	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	E THURSTON AVE					E724753	10/19/2017	07:53	Possible Injury	0	0	1	1	0	1	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3300	S SOUTHEAST BLVD					E398349	02/04/2015	09:00	Possible Injury	0	0	1	3	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S REGAL ST	2700	S SOUTHEAST BLVD					E430563	06/05/2015	09:50	No Apparent Injury	0	0	0	1	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3300	S SOUTHEAST BLVD					E580028	09/01/2016	12:46	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	S SOUTHEAST BLVD					E641599	02/12/2017	17:41	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	6800	S SOUTHEAST BLVD					E676425	05/30/2017	12:25	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	0	S SOUTHEAST BLVD					E743768	12/06/2017	09:54	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S REGAL ST	2900		200	F	S	E 29TH AVE	E575650	08/19/2016	11:00	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S REGAL ST	2900		79	F	S	E 29TH AVE	E738551	11/22/2017	13:20	Possible Injury	0	0	1	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	S REGAL ST	2900		143	F	N	E 30TH AVE	E527968	03/24/2016	14:59	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S REGAL ST	3000		66	F	S	E 30TH AVE	E536714	04/22/2016	15:30	Suspected Minor Injury	0	0	1	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S REGAL ST	3000		72	F	S	E 30TH AVE	E625228	12/24/2016	12:45	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	S REGAL ST	3000		128	F	S	E 30TH AVE	E662222	04/17/2017	12:35	No Apparent Injury	0	0	0	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	S REGAL ST	3200		100	F	S	E 32ND AVE	E544225	05/16/2016	12:42	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3700		156	F	S	E 37TH AVE	3604518	09/13/2016	19:13	Suspected Serious Injury	0	1	1	1	0	1	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3700		159	F	S	E 37TH AVE	E412581	03/31/2015	16:56	Possible Injury	0	0	1	3	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S REGAL ST	4300		331	F	S	E 42ND AVE	E597500	10/18/2016	17:41	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Wet
City Street	Spokane	Spokane	S REGAL ST	4300		180	F	N	E 44TH AVE	E410556	03/24/2015	20:43	Possible Injury	0	0	1	1	1	0	At Driveway	Wet
City Street	Spokane	Spokane	S REGAL ST	4300		200	F	N	E 44TH AVE	E462011	09/16/2015	17:44	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S REGAL ST	4400		261	F	S	E 44TH AVE	E517119	02/18/2016	09:58	Possible Injury	0	0	1	2	0	0	At Driveway	Wet
City Street	Spokane	Spokane	S REGAL ST	4300		178	F	N	E 44TH AVE	E562570	07/11/2016	17:06	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S REGAL ST	4400		100	F	S	E 44TH AVE	E566243	07/23/2016	17:08	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	4300		180	F	N	E 44TH AVE	E597880	10/19/2016	18:05	Suspected Minor Injury	0	0	2	1	2	0	At Driveway	Dry
City Street	Spokane	Spokane	S REGAL ST	4300		176	F	N	E 44TH AVE	E672023	05/17/2017	12:52	No Apparent Injury	0	0	0	2	0	0	Driveway Related but Not at Driveway	Dry
City Street	Spokane	Spokane	S REGAL ST	4600		20	F	E	E 46TH AVE	3633434	04/04/2017	13:32	Possible Injury	0	0	1	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	5200		50	F	N	E 53RD AVE	3772157	06/15/2017	12:37	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	5100		306	F	N	E 53RD AVE	E484039	11/19/2015	12:57	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	4800		315	F	S	E PALOUSE HWY	E400549	02/13/2015	06:45	Possible Injury	0	0	3	3	0	0	Intersection Related but Not at Intersection	Wet
City Street	Spokane	Spokane	S REGAL ST	4800		124	F	S	E PALOUSE HWY	E584370	09/14/2016	07:48	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	4800		100	F	S	E PALOUSE HWY	E626740	12/30/2016	16:33	No Apparent Injury	0	0	0	3	0	0	Intersection Related but Not at Intersection	Ice
City Street	Spokane	Spokane	S REGAL ST	4600		155	F	N	E PALOUSE HWY	E634114	01/20/2017	10:06	Suspected Minor Injury	0	0	1	1	1	0	At Driveway	Ice
City Street	Spokane	Spokane	S REGAL ST	4800		148	F	S	PALOUSE HWY	E670096	05/11/2017	18:46	Suspected Minor Injury	0	0	2	3	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S REGAL ST	3400		100	F	S	S SOUTHEAST BLVD	E428825	05/30/2015	12:12	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S REGAL ST	3300		99	F	N	S SOUTHEAST BLVD	E610855	11/21/2016	16:36	Possible Injury	0	0	1	2	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S ROCKWOOD BLVD	2000	E 20TH AVE					E405931	03/06/2015	17:17	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Dark-Street Lights On	Vehicle turning left hits pedestrian		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Dusk	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Passenger Car	Changing Lanes	North	South
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - both moving - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	Metal Sign Post	Fire Hydrant	Motor Vehicle	Passenger Car	Making Left Turn	South	Northwest
Dusk	From same direction - both going straight - both moving - sideswipe		Motor Vehicle	Passenger Car	Overtaking and Passing	North	South
Dark-Street Lights On	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Daylight	From same direction - both going straight - both moving - rear-end	From same direction - both going straight - both moving - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - sideswipe	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - one left turn - one straight		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dusk	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	From opposite direction - one left turn - one straight	Street Light Pole or Base	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	East	North
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Metal Sign Post		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Not Stated	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	Southwest
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	Utility Pole		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - both moving - rear-end	From same direction - both going straight - both moving - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	North	South
Dark-Street Lights On	Vehicle turning right hits pedestrian		Motor Vehicle	Not Stated	Making Right Turn	West	South
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Other*	North	West
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Overtaking and Passing	North	South
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	Vehicle turning right hits pedestrian	Vehicle turning right hits pedestrian	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	West	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - both moving - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - both moving - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	North
Daylight	From same direction - both going straight - one stopped - rear-end	From same direction - both going straight - one stopped - rear-end	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Entering at angle	Retaining Wall (concrete, rock, brick, etc.)	Motor Vehicle	Passenger Car	Going Straight Ahead	East	West

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Fail to Yield Row to Pedestrian			Pedestrian	
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Other			Motor Vehicle	Passenger Car
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car
Improper Turn			Motor Vehicle	Passenger Car
Under Influence of Drugs				
Under Influence of Alcohol			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol	Disregard Stop and Go Light		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Under Influence of Alcohol	Did Not Grant RW to Vehicle		Motor Vehicle	Not Stated
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Passenger Car
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car
Inattention	Driver Adjusting Audio or Entertainment System		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Improper Turn			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Pedalcyclist	
Inattention			Motor Vehicle	Passenger Car
Other				
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Improper Turn			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Inattention	Did Not Grant RW to Vehicle	Driver Distractions Outside Vehicle	Motor Vehicle	Passenger Car
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Improper Turn			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Apparently Ill				
Fail to Yield Row to Pedestrian	Driver Interacting with Passengers, Animals or Objects Inside Vehicle		Pedalcyclist	
Inattention	Driver Distractions Outside Vehicle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Pedestrian	
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Improper Passing			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Fail to Yield Row to Pedestrian			Pedestrian	
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely	Inattention		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Follow Too Closely			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Operating Handheld Telecommunications Device	Follow Too Closely		Motor Vehicle	Passenger Car
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Pedestrian	
Inattention	Follow Too Closely		Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
			None			Intersecting Trafficway	2412678.56	846904.54
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412678.55	846904.53
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412678.55	846904.53
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412678.55	846904.53
Stopped for Traffic	South	West	None			Lane of Primary Trafficway	2412678.56	846904.54
Slowing	North	South	None			Lane of Primary Trafficway	2412779.27	846103.49
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412826.51	843453.04
						Past the Outside Shoulder of Primary Trafficway	2412198.33	860211.64
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412788.12	845725.57
Making Left Turn	East	South	None			Lane of Primary Trafficway	2412788.12	845725.57
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412788.12	845725.57
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412788.12	845725.57
Slowing	South	North	None			Lane of Primary Trafficway	2412788.12	845725.57
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412788.1	845725.56
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412597.94	848270.49
Making Left Turn	North	East	None			Lane of Primary Trafficway	2412597.93	848270.49
Making Left Turn	South	West	Driver Not Distracted			Lane of Primary Trafficway	2412597.93	848270.49
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412597.93	848270.49
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412597.93	848270.49
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412597.93	848270.49
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412597.94	848270.48
			Inattention			Lane of Primary Trafficway	2412597.94	848270.48
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412496.43	850604.86
						Other Location (City/County/Misc. Trafficway)	2412532.88	850575.13
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412531.25	850606.95
Making Left Turn	South	West	None			Lane of Primary Trafficway	2412496.42	850604.86
Making Right Turn	South	North	None			Lane of Primary Trafficway	2412531.32	850605.53
Making Left Turn	South	West	None			Lane of Primary Trafficway	2412496.42	850604.86
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412447.3	852051.54
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412452.95	852173.21
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412447.26	852052.32
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412457.42	851843.55
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412469.89	851777.86
Slowing	South	North	None			Lane of Primary Trafficway	2412458.04	851720.42
						Past the Outside Shoulder of Primary Trafficway	2412484.17	851142.09
			None			Lane of Primary Trafficway	2412578.39	849447.03
Slowing	South	North	None			Lane of Primary Trafficway	2412571.02	849443.93
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412654.43	847243.85
			None			Lane of Primary Trafficway	2412648.87	847082.46
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412652.16	847102.45
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2412765.63	846658.78
Making Left Turn	West	North	None			Lane of Primary Trafficway	2412656.89	847081.45
Slowing	North	South	None			Lane of Primary Trafficway	2412700.68	846807.17
			None			Lane of Primary Trafficway	2412663.45	847083.7
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412660.32	847080.01
Slowing	South	North	None			Lane of Primary Trafficway	2412799.33	846103.21
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2412817.48	844162.21
Slowing	South	North	None			Lane of Primary Trafficway	2412813.34	844417.82
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412799.32	845410.3
Stopped for Traffic	South	Vehicle Stopped	None			Lane of Primary Trafficway	2412812.7	845601.44
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412799.52	845626.07
			None			Lane of Primary Trafficway	2412785.11	845880.07
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412803.44	845569.97
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412508.93	850503.16
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412492.92	850703.53
Going Straight Ahead	Northwest	Northeast	None			Lane of Primary Trafficway	2404863.34	855029.85

OFFICIAL REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF SPOKANE

01/01/2015 - 12/31/2017

Under 23 U.S.C. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FAT	# SUSER INJ	TOTAL INJ	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION
City Street	Spokane	Spokane	S ROCKWOOD BLVD	2200	S GARFIELD RD					E399460	02/09/2015	14:49	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S ROCKWOOD BLVD	1700		200	F	E	E 18TH AVE	E500619	01/01/2016	00:30	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	S ROCKWOOD BLVD	1700		74	F	NE	E 18TH AVE	E532271	04/07/2016	22:52	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S ROCKWOOD BLVD	1700		100	F	SW	E 18TH AVE	E556758	06/23/2016	13:04	Suspected Minor Injury	0	0	1	1	0	1	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S ROCKWOOD BLVD	2100		44	F	SE	E HIGHLAND BLVD	E403741	02/26/2015	04:00	No Apparent Injury	0	0	0	3	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S ROCKWOOD BLVD	1800		145	F	N	E SYRINGA RD	E432422	06/10/2015	17:46	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S ROCKWOOD BLVD	2200		59	F	SE	S GARFIELD RD	E624847	12/26/2016	22:50	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	S SCOTT ST	0	E 1ST AVE					E489001	12/02/2015	11:46	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Snow/Slush
City Street	Spokane	Spokane	S SCOTT ST	0	E 29TH AVE					E729301	10/31/2017	12:41	Possible Injury	0	0	1	2	0	0	At Driveway within Major Intersection	Dry
City Street	Spokane	Spokane	S SCOTT ST	4000		78	F	N	E 41ST AVE	E720326	10/07/2017	20:59	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SCOTT ST	4200		50	F	S	E 42ND AVE	E698935	08/06/2017	03:30	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SCOTT ST	4300		94	F	N	S HATCH RD	E665629	04/25/2017	18:14	Suspected Serious Injury	0	1	1	1	1	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SHERIDAN ST	0	E 2ND AVE					E640406	02/08/2017	11:21	Possible Injury	0	0	2	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400	E 25TH AVE					E558674	06/29/2016	11:31	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400	E 25TH AVE					E593483	10/09/2016	08:00	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2700	E 27TH AVE					E434164	06/15/2015	18:54	Suspected Minor Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	0	E 27TH AVE					E728828	10/30/2017	12:50	Possible Injury	0	0	1	2	0	0	At Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD		E 29TH AVE					3631654	10/01/2015	17:38	No Apparent Injury	0	0	0	3	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD		E 29TH AVE					E552268	06/10/2016	15:51	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD		E 29TH AVE					E590440	09/30/2016	12:05	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	9900	E 29TH AVE					E643057	02/16/2017	14:12	Possible Injury	0	0	3	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S SOUTHEAST BLVD	0	E 29TH AVE					E658849	04/04/2017	06:38	Possible Injury	0	0	1	2	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S SOUTHEAST BLVD	0	E 29TH AVE					E687738	07/03/2017	21:44	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	0	E 29TH AVE					E739860	11/26/2017	17:32	Possible Injury	0	0	1	1	1	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400	E ROCKWOOD BLVD					E429499	06/02/2015	14:04	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400	E ROCKWOOD BLVD					E590398	09/30/2016	13:59	No Apparent Injury	0	0	0	2	0	0	At Driveway within Major Intersection	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	9900	E ROCKWOOD BLVD					E729233	10/31/2017	07:55	No Apparent Injury	0	0	0	2	0	0	At Intersection and Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400		250	F	NW	E 25TH AVE	E412732	04/01/2015	11:57	Suspected Minor Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400		100	F	NW	E 25TH AVE	E511328	01/31/2016	20:50	Possible Injury	0	0	1	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2700		292	F	S	E 27TH AVE	E450773	08/10/2015	16:23	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2700		305	F	S	E 27TH AVE	E547942	05/27/2016	13:35	Suspected Serious Injury	0	1	2	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3000		324	F	S	E 29TH AVE	E419108	04/24/2015	12:00	Possible Injury	0	0	1	2	0	0	Driveway Related but Not at Driveway	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3000		212	F	S	E 29TH AVE	E519323	02/26/2016	17:35	No Apparent Injury	0	0	0	3	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3000		150	F	S	E 29TH AVE	E631683	01/13/2017	10:59	No Apparent Injury	0	0	0	2	0	0	At Driveway	Ice
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2800		249	F	N	E 29TH AVE	E649483	03/02/2017	12:00	No Apparent Injury	0	0	0	2	0	0	Intersection Related but Not at Intersection	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3200		274	F	S	E 31ST AVE	E575744	08/19/2016	15:22	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3200		153	F	S	E 31ST AVE	E648022	03/04/2017	07:22	Suspected Minor Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Ice
City Street	Spokane	Spokane	S SOUTHEAST BLVD	3000		363	F	N	E 31ST AVE	E736537	11/17/2017	07:47	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2400		200	F	S	E ROCKWOOD BLVD	E683748	06/21/2017	20:00	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2100		67	F	SE	E SOUTHEAST BLVD	E725130	10/20/2017	17:00	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2100		50	F	SE	LINCOLN PARK ENTRANCE	E750529	12/22/2017	18:35	Possible Injury	0	0	1	1	0	0	Not at Intersection and Not Related	Snow/Slush
City Street	Spokane	Spokane	S SOUTHEAST BLVD	2800		300	F	S	S 27TH ST	E669733	05/10/2017	18:38	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	5300		198	F	W	S REGAL ST	E671250	05/15/2017	08:15	No Apparent Injury	0	0	0	2	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S SOUTHEAST BLVD	6400		0.19	M	W	S SOUTHEAST BLVD	E442119	07/13/2015	01:06	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S STONE ST	0	E 29TH AVE					E717484	09/30/2017	19:30	Suspected Minor Injury	0	0	2	2	0	0	At Intersection and Not Related	Wet
City Street	Spokane	Spokane	S STONINGTON LN	4200		87	F	S	E 42ND LN	E420422	04/27/2015	20:27	No Apparent Injury	0	0	0	2	0	0	At Driveway	Dry
City Street	Spokane	Spokane	S SYRINGA RD	2000		276	F	N	E OVERBLUFF RD	E590946	10/02/2016	20:01	Unknown	0	0	0	1	0	0	Not at Intersection and Not Related	Dry
City Street	Spokane	Spokane	S UPPER TERRACE RD	1500	E ROCKWOOD BLVD					E607580	11/07/2016	00:34	Possible Injury	0	0	1	1	0	0	At Intersection and Related	Wet
City Street	Spokane	Spokane	SOUTHEAST BLVD	1300		30	F	W	S PERRY ST	E729232	10/31/2017	07:37	No Apparent Injury	0	0	0	1	0	0	Not at Intersection and Not Related	Dry

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	SECOND COLLISION TYPE / OBJECT STRUCK	UNIT 1 TYPE	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	Southeast	South
Dark-Street Lights On	Earth Bank or Ledge		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-No Street Lights	Other Objects		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	Vehicle - Pedalcyclist		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	Other Objects	One parked--one moving	Motor Vehicle	Passenger Car	Other*	East	West
Daylight	Retaining Wall (concrete, rock, brick, etc.)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dark-No Street Lights	Tree or Stump (stationary)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Southeast	Northwest
Daylight	One parked--one moving	One parked--one moving	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	North	Southwest
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	South	West
Dark-No Street Lights	Tree or Stump (stationary)	Tree or Stump (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-No Street Lights	One parked--one moving		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Vehicle going straight hits pedestrian	Fence	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Other*	West	East
Daylight	From opposite direction - all others		Motor Vehicle	Passenger Car	Changing Lanes	South	North
Daylight	From same direction - both going straight - both moving - rear-end	Vehicle overturned	Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	From opposite direction - one left turn - one straight	From opposite direction - all others	Motor Vehicle	Passenger Car	Making Left Turn	North	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Starting in Traffic Lane	North	South
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	Entering at angle	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East
Dusk	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Dark-Street Lights On	Vehicle turning left hits pedestrian		Motor Vehicle	Passenger Car	Making Left Turn	South	West
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	West	North
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	West	East
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Rock Bank or Ledge	Vehicle overturned	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	From opposite direction - both moving - head-on		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Making Left Turn	East	West
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Daylight	From same direction - all others		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East
Dark-Street Lights On	Entering at angle	Entering at angle	Motor Vehicle	Passenger Car	Making Left Turn	East	South
Daylight	Entering at angle		Motor Vehicle	Passenger Car	Going Straight Ahead	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Changing Lanes	North	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	Tree or Stump (stationary)		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North
Daylight	From opposite direction - one left turn - one straight		Motor Vehicle	Passenger Car	Making Left Turn	North	East
Dusk	Metal Sign Post	Metal Sign Post	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Daylight	Mailbox		Motor Vehicle	Passenger Car	Going Straight Ahead	Southeast	Northwest
Dark-Street Lights On	Street Light Pole or Base		Motor Vehicle	Passenger Car	Going Straight Ahead	South	North
Daylight	Entering at angle		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South
Daylight	From same direction - both going straight - one stopped - rear-end		Motor Vehicle	Passenger Car	Going Straight Ahead	East	West
Dark-Street Lights On	Fence		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Southwest	East
Dark-Street Lights On	From same direction - both going straight - both moving - rear-end	Utility Pole	Motor Vehicle	Passenger Car	Changing Lanes	West	East
Dark-No Street Lights	One parked--one moving		Motor Vehicle	Not Stated	Backing	Vehicle Backing	Vehicle Backing
Dark-No Street Lights	Utility Pole		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South
Dark-Street Lights On	Vehicle overturned	Tree or Stump (stationary)	Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	West	South
Daylight	Metal Sign Post		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West

UNIT 1 CONTRIBUTING CIRCUMSTANCE 1	UNIT 1 CONTRIBUTING CIRCUMSTANCE 2	UNIT 1 CONTRIBUTING CIRCUMSTANCE 3	UNIT 2 TYPE	VEHICLE 2 TYPE
Other			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Unknown Driver Distraction			
Operating Defective Equipment	Exceeding Reas. Safe Speed			
Other			Pedalcyclist	
Over Center Line				
Driver Interacting with Passengers, Animals or Objects Inside Vehicle				
Unknown Driver Distraction				
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Under Influence of Alcohol				
Inattention			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Other			Pedestrian	
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
None			Motor Vehicle	Passenger Car
Disregard Stop and Go Light			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Disregard Stop and Go Light			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Exceeding Reas. Safe Speed			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Fail to Yield Row to Pedestrian			Pedestrian	
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Driver Operating Handheld Telecommunications Device	Follow Too Closely		Motor Vehicle	Passenger Car
Apparently Fatigued	Unknown Driver Distraction			
Under Influence of Alcohol	Driver Operating Handheld Telecommunications Device		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Did Not Grant RW to Vehicle		Motor Vehicle	Passenger Car
Under Influence of Drugs			Motor Vehicle	Passenger Car
Improper Turn			Motor Vehicle	Passenger Car
Did Not Grant RW to Vehicle			Motor Vehicle	Bus or Motor Stage
Exceeding Reas. Safe Speed			Motor Vehicle	Passenger Car
Follow Too Closely			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Inattention	Follow Too Closely		Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
None				
Did Not Grant RW to Vehicle			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Under Influence of Alcohol				
Other				
None				
Did Not Grant RW to Vehicle			Motor Vehicle	Passenger Car
Inattention			Motor Vehicle	Bus or Motor Stage
Under Influence of Alcohol				
Exceeding Stated Speed Limit			Motor Vehicle	Passenger Car
Unknown Driver Distraction			Motor Vehicle	Pickup,Panel Truck or Vanette under 10,000 lb
Unknown Driver Distraction				
Other				
Operating Defective Equipment				

VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	UNIT 2 CONTRIBUTING CIRCUMSTANCE 1	UNIT 2 CONTRIBUTING CIRCUMSTANCE 2	UNIT 2 CONTRIBUTING CIRCUMSTANCE 3	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2405288.03	854371.14
						Past the Outside Shoulder of Primary Trafficway	2405145.45	856167.89
						Past the Outside Shoulder of Primary Trafficway	2405021.71	856135.63
			None			Lane of Primary Trafficway	2404907.6	856014.57
						Median of Primary Trafficway	2405067.59	854569.71
						Past the Outside Shoulder of Primary Trafficway	2404948.12	855776.04
						Past the Outside Shoulder of Primary Trafficway	2405338.29	854340.51
Legally Parked, Unoccupied			None			Intersecting Trafficway	2404515.29	862335.08
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2404862.61	851943.02
						Past the Outside Shoulder of Primary Trafficway	2405051.89	847814.41
Legally Parked, Unoccupied			None			Outside Shoulder of Primary Trafficway	2405076.53	847321.22
			None			Outside Shoulder of Primary Trafficway	2405119.96	846744.59
Going Straight Ahead	North	South	Unknown Driver Distraction			Lane of Primary Trafficway	2403800.05	861548.31
Going Straight Ahead	South	North	Other			Lane of Primary Trafficway	2410618.86	853478.03
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410618.86	853478.03
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410759.83	852835.58
Slowing	South	North	None			Lane of Primary Trafficway	2410759.84	852835.56
Going Straight Ahead	South	North	Unknown Driver Distraction			Lane of Primary Trafficway	2410765.38	852165.31
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410765.38	852165.31
Making Left Turn	South	West	None			Lane of Primary Trafficway	2410765.38	852165.31
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2410764.29	852193.38
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410765.39	852165.29
Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2410765.39	852165.29
			None			Intersecting Trafficway	2410765.39	852165.29
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410215.76	854452.17
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2410215.76	854452.17
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2410244.36	854453.97
						Past the Outside Shoulder of Primary Trafficway	2410488.03	853691.44
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410570.15	853565.34
Making Left Turn	North	East	None			Lane of Primary Trafficway	2410783.29	852544.75
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410776.59	852531.52
Going Straight Ahead	North	South	None			Lane of Primary Trafficway	2410788.67	851842.36
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410799.42	851955.54
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2410809.62	852016.68
Stopped for Traffic	North	South	None			Lane of Primary Trafficway	2410758.98	852443.41
Stopped in Roadway	South	Vehicle Stopped	None			Lane of Primary Trafficway	2410879.3	851131.82
						Median of Primary Trafficway	2410839.58	851249.04
Going Straight Ahead	South	North	Other			Lane of Primary Trafficway	2410817.67	851763.86
						Median of Primary Trafficway	2410288.14	854263.35
						Past the Outside Shoulder of Primary Trafficway	2409694.41	855497.73
						Past the Outside Shoulder of Primary Trafficway	2410017.29	855207.72
Going Straight Ahead	South	North	None			Lane of Primary Trafficway	2410788.06	852537.83
Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	None			Lane of Primary Trafficway	2412337.39	850611.88
						Past the Outside Shoulder of Primary Trafficway	2411445.6	850632.22
Going Straight Ahead	West	East	None			Lane of Primary Trafficway	2410440.75	852187.31
Legally Parked, Unoccupied	Vehicle Stopped		None			Intersecting Trafficway	2411604.44	847463.58
						Past the Outside Shoulder of Primary Trafficway	2405664.8	854902.09
						Past the Outside Shoulder of Primary Trafficway	2404305.28	856884.81
						Past the Outside Shoulder of Primary Trafficway	2406965.54	855891.15

Exhibit E

NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(S): Z19-070COMP

PROPONENT: Spokane City Council

DESCRIPTION OF PROPOSAL: Amendment of the Proposed Arterial Network Map (Map TR12) in Chapter 4, Transportation of the City's Comprehensive Plan. This amendment would remove designation of the "urban major collector arterial" and "proposed urban major collector arterial" on Crestline Street between 37th Avenue and Southeast Boulevard at 31st Avenue. No specific development proposal is being approved at this time. No streets and/or public rights-of-way will be vacated as part of this proposal.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: See map

LEAD AGENCY: City of Spokane, Planning

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

[ ] There is no comment period for this DNS.

[ ] This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.

[X] This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). Comments regarding this DNS must be submitted no later than 5 p.m. on March 26, 2019 if they are intended to alter the DNS.

****

Responsible Official: Heather Trautman, AICP

Position/Title: Director, Planning Services **Phone:** (509) 625-6300

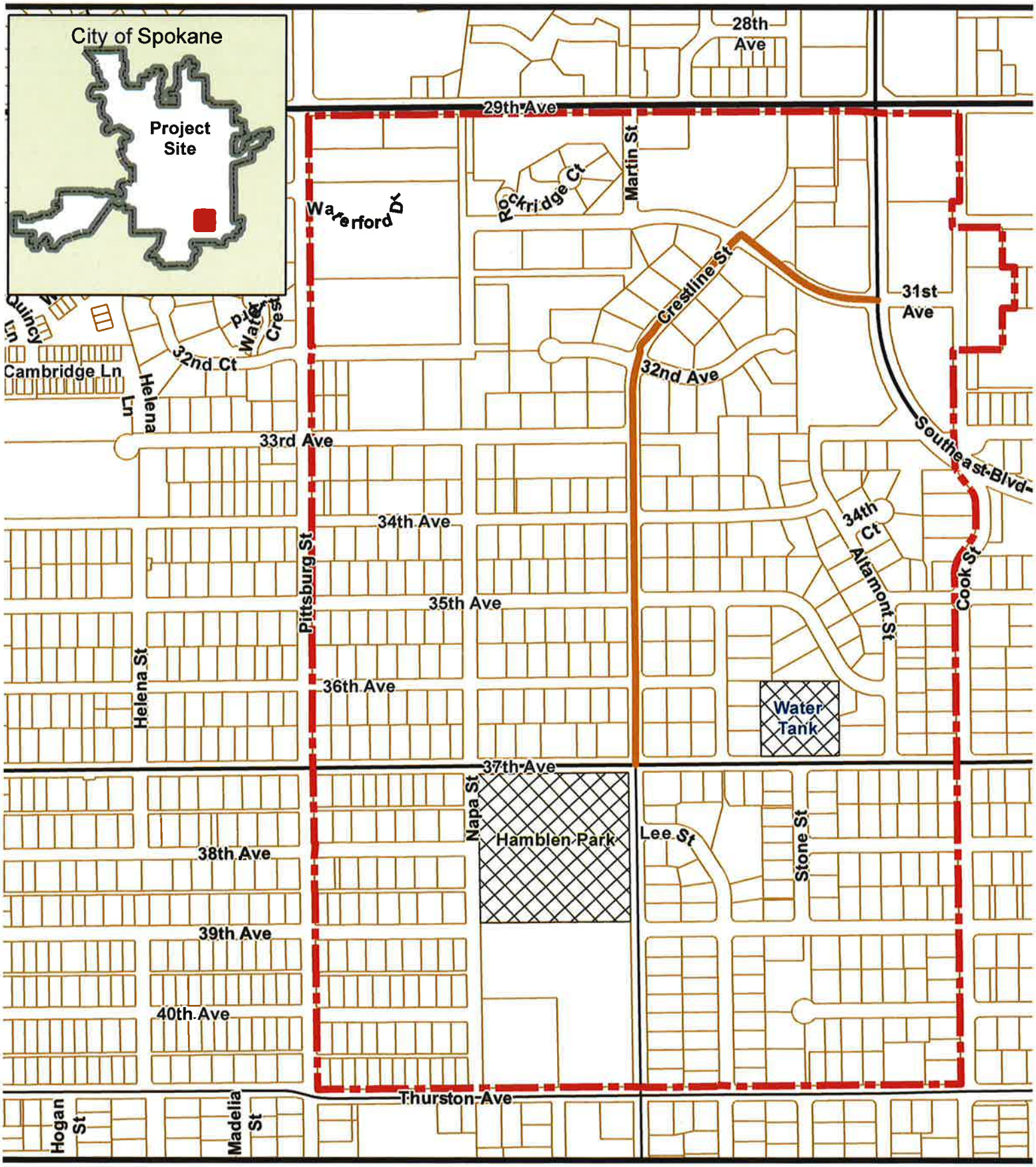
Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201

Date Issued: March 6, 2019 **Signature:** Heather Trautman

****

APPEAL OF THIS DETERMINATION, after it has become final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane WA 99201. The appeal deadline is 5pm on March 26, 2019 (no action on this proposal will occur for at least 14 days from the date of the signing of this DNS). This appeal must be on forms provided by the Responsible Official, make specific factual objections, and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.

****



Legend

- Proposed Changes
- Notification Boundary
- City Owned Property
- Parcel

0 250 500 1,000 Feet

N

Applicant: City Council

Proposal: Proposal to amend the Comprehensive Plan Map in Chapter 4, Map TR12, to remove a proposed collector arterial on Crestline Street between 37th & Southeast Boulevard and 31st

33-25-43

Date: 6/21/2018

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals:

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

A. Background

1. Name of proposed project, if applicable:

File No. Z19-070COMP, Comprehensive Plan, Chapter 4 Transportation, Proposed Arterial Network Map TR12 Comprehensive Plan Map Amendment Proposal

2. Name of applicant:

Spokane City Council

3. Address and phone number of applicant and contact person:

Tirrell Black
City of Spokane, 808 West Spokane Falls Boulevard, Spokane WA 99201
(509) 625-6300 or 625-6185; email: tblack@spokanecity.org

4. Date checklist prepared:

February 22, 2019

5. Agency requesting checklist:

City of Spokane Planning Services

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

Council action anticipated Spring 2019.

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

None

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

A traffic study by DKS Associates on 29th Avenue Corridor between Grand Boulevard and Regal Street dated February 15, 2019, is available for review on the project page; page 18 of this report addresses this section of Crestline Street. The traffic study can be viewed on the project page: https://my.spokanecity.org/projects/proposed-amendment-to-map-tr12-chapter-4-relating-to-crestline/

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

This amendment proposal is referenced on page 18-19 of City of Spokane Hearing Examiner Decision, File Z18-598PUD, Garden District Preliminary Plat and PUD Application issued January 15, 2019. This document may be viewed here: https://static.spokanecity.org/documents/projects/garden-district-pud/z18-598ppud-garden-distirct-he-decision-final.pdf

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

None

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Amendment of the Proposed Arterial Network Map (Map TR12) in Chapter 4, Transportation of the City's Comprehensive Plan. This amendment would remove designation of the "urban major collector arterial" and "proposed urban major collector arterial" on Crestline Street between 37th Avenue and Southeast Boulevard at 31st Avenue. If approved, this section of Crestline Street would be classified as "urban local access."

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

The section of Crestline Street north of 37th Avenue and ending at the connection to Southeast Boulevard in the vicinity of 31st Avenue (33-25-43). See map attached.

13. Does the proposed action lie within the Aquifer Sensitie Area (ASA)? The General Sewer Serviec Area? The Priority Sewer Service Area? The City of Spokane? (See: Spokane County's ASA Overlay Zone Atals for boundaries.)

14. The following questions supplement Part A.

Critical Aquifer Recharge Area (CARA) / Aquifer Sensitive Area (ASA)

Describe any systems, other than those designed for the disposal of sanitary waste, installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities).
Non project action

(2) Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored?
Non project action

(3) What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems.
Non project action

(4) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater?

Nonproject action

a. Stormwater

(1) What are the depths on the site to groundwater and to bedrock (if known)?

Non project action

(2) Will stormwater be discharged into the ground? If so, describe any potential impacts?

Non project action

B. Environmental Elements

1. *Earth*

a. General description of the site:

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

2. Air

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

N/A

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

N/A

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

N/A

3. Water

a. Surface Water:

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

b. Ground Water:

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

N/A

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

N/A

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A

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

N/A

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

N/A

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

N/A

4. Plants

a. Check the types of vegetation found on the site:

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
____shrubs
____grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

N/A

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

N/A

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

N/A

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

N/A

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

N/A

5. Animals

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

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

N/A

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

N/A

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

N/A

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

N/A

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

N/A

6. Energy and Natural Resources

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

N/A

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

N/A

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

N/A

7. Environmental Health

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

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

N/A

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

N/A

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

N/A

4) Describe special emergency services that might be required.

N/A

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

N/A

b. Noise

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

N/A

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

N/A

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

N/A

8. Land and Shoreline Use

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

N/A

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

N/A

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

N/A

c. Describe any structures on the site.

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

9. Housing

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

N/A

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

N/A

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

N/A

10. Aesthetics

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

N/A

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

N/A

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

N/A

11. Light and Glare

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

N/A

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

N/A

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

N/A

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

N/A

12. Recreation

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

N/A

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

N/A

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

N/A

13. Historic and cultural preservation

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

N/A

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

N/A

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

N/A

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

N/A

14. Transportation

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

See the attached map. This proposal only changes the classification of a roadway.

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

29th Avenue, 37th Avenue and Southeast Boulevard have transit service. A Park and Ride lot is also within ¼ mile of the roadway.

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

N/A

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

The proposal could result in changes to roadway width, alignment, type of intersection control.

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

N/A

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

The proposal will not generate additional trips, however some existing trips could be re-routed through the street network.

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

N/A

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

N/A

15. Public Services

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

N/A

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

N/A

16. Utilities

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

N/A

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

N/A

C. Signature

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

Signature: _____

Name of signee _Tirrell Black, Associate Planner, City of Spokane

Date Submitted: February 25, 2019

D. Supplemental sheet for nonproject actions

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

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

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

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

N/A

Proposed measures to avoid or reduce such increases are:

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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

This proposal does not change land use. This proposal is not in Shoreline juridisdiction.

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

N/A

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

The proposal could result in changes to roadway width, alignment, type of intersection control, but the proposal itself does not increase demand.

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

N/A

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

N/A

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the *agency* may withdraw any Determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: February 25, 2019 Signature: Tirrell Black, City of Spokane, Planning

Proponent: Spokane City Counil

FOR STAFF USE ONLY

Staff member(s) reviewing checklist: _____

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

A. _ there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.

B. _ probable significant adverse impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.

C. _ there are probable significant adverse environmental impacts and recommends a Determination of Significance.

Exhibit F

Agency Comment

SRTC SPOKANE REGIONAL TRANSPORTATION COUNCIL
221 W. FIRST AVE., SUITE 310 ▪ SPOKANE, WA 99201 ▪ 509-343-6370 ▪ WWW.SRTC.ORG

March 5, 2019

Tirrell Black, AICP
Associate Planner
City of Spokane
Planning Services
808 W Spokane Falls Blvd.
Spokane, WA 99201

RE: City of Spokane 2019 Proposed Comprehensive Plan Amendment – Z19-070COMP

Dear Ms. Black:

Thank you for the opportunity to comment on the application for Spokane County's 2019 comprehensive plan amendment Z19-070COMP. SRTC staff has reviewed the application materials you provided.

Based on the information you provided for the location and scale of the proposed comprehensive plan changes, SRTC has determined that the proposed amendment is generally consistent with the relevant policies and principles of Horizon 2040, our Regional Transportation Plan (RTP) as well as with the relevant transportation planning requirements of the Revised Code of Washington (RCW), including the Growth Management Act (GMA).

SRTC did not conduct a level of service (LOS) analysis for the regional mobility corridors because of the scale of the project. In the future, SRTC would like to be able to provide a more comprehensive analysis of regional impacts and potential scenarios for consideration. To that end, we look forward to working with the City of Spokane to discuss opportunities for SRTC to provide analysis which could supplement future staff reports.

Please contact me if you need any additional information about our review of this amendment proposal.

Sincerely,

Mike Ulrich
Senior Transportation Planner

Spokane Transit

Tirrell Black
City of Spokane
808 West Spokane Falls Blvd
Spokane WA 99201

RE: FILE NO. Z19-070COMP Proposed Arterial Network Map TR 12 Amendment

Dear Ms. Black,

Thank you for the opportunity to comment on the proposed amendment referenced above. Spokane Transit owns and operates the South Hill Park and Ride at East 31st Avenue and South Southeast Blvd adjacent to the requested amendment. Should the subject section of Crestline Street be reclassified "urban local access" and extend to Southeast Blvd in alignment with 31st Avenue, we request that the City of Spokane improve the pedestrian crossing of Southeast Boulevard at 31st Avenue. An improved pedestrian crossing that uses current best practices to provide a safe and visible connection between future growth, existing destinations and the transit facility is in the best interest of existing and future travelers and residents of the area. We further request that the design of this intersection and pedestrian improvements is coordinated with Spokane Transit to ensure compatibility with transit operations and improvements.

Thank you.

Sincerely,

Kathleen Weinand, AICP
Principal Transit Planner

328-RIDE
spokanetransit.com
TTY 456-4327

1230 W Boone Avenue
Spokane, Washington 99201-2686

509.325.6000 T
509.325.6036 F

Exhibit G

From: RON HOWE <ronhowe6953@msn.com>
Sent: Sunday, March 17, 2019 12:51 PM
To: Black, Tirrell <tblack@spokanecity.org>
Subject: Proposed Amendment to Map TR12, Chapter 4, Relating to Crestline

---

My wife Susan and I live at 3626 S. Altamont.
We are in favor of extending Crestline st. thru to Southeast Blvd.
It puts cars on a North/South Arterial as soon as possible. Without the connection it just forces far more south traffic in to the neighborhoods.
The developer may not be happy but those of us living in the area for the last 30 years will be happy.
Put in bump strips to slow and discourage outside traffic.

We are also in favor of reopening Pittsburg now the Mayor Barnard as left the premises.

Live simply, Love Generously, Care Deeply, Speak Kindly,
Ron Howe

From: Levi Deters
To: Black, Tirrell; Planning & Development Services Crestline Comments; Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject: Deters Letter regarding Amendment to Comp Plan, Map TR12
Date: Sunday, March 10, 2019 12:29:35 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. **The traffic study does not support the extension of Crestline as an arterial**. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial. There is no identifiable problem that will be fixed by designating Crestline an arterial, and the study further confirms that the 29th Avenue corridor can handle traffic counts projected over the next 20 years.
2. **The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."** Designating Crestline as an arterial, whether running it through 31st to SE Blvd or the worse suggestion of running it through on 32nd to SE Blvd and adding 650 vehicles a day will absolutely have a severe adverse impact on our neighborhood and home values, in addition to causing danger for our children who walk to school because we are too close to the neighborhood schools to have a bus service. It should be noted that each of the homes on 32nd Avenue have school aged children or younger, and also pets, and that we have covenants (originally designed by Dr. Sonneland) for not having fences. It would also inhibit the charm and walkability of our current neighborhood, which we have now because we are tucked away, as a neighborhood should be. Taking the walkability of an existing neighborhood away from us is also contrary to a provision in the Comprehensive Plan. The Developer has offered to connect 31st to SE Blvd as a small residential road from his development, if deemed necessary. This alternative is acceptable if Crestline doesn't connect to it. ***It makes absolutely no sense, however, to have 32nd connect to SE Blvd.*** SE Blvd was designed as a minor arterial roadway to flow traffic through, not to have additional turns in and out, and certainly not to have that connection run through a quiet, twisty neighborhood
street. Please consider the Quail Run Home Owners Association property holders in your decision, as the land being developed was once part of this HOA until larger legal entities removed it from the HOA and single family restrictions set up by Dr. Sonneland originally. While this is contestable, the homeowners do not have the funds to legally contest this after hiring legal council in this regardWhat we do hope is that the City will take into perspective the investments these families have made to live in this area as originally intended, and as we do support Greenstone, we hope to minimize the change in terms of turning our culdesac into an arterial, or the Crestline extension for that matter.
3. **The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.**
4. **The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.**

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

From a Quail Run Home Owners Association property owner, again the Sonneland land was part of this until very recently removed via non discussed measures with the 9 other owners of this 10 owner HOA. While the methods to remove this property from Dr. Sonneland's covenant restrictions (which have been strictly regulated for decades) remain suspect, we do support Greenstone if this property were to be developed. We again plead with the City to take into account the neighborhood that we bought into, a small investment by City standards, but to each of us owners a monumental investment on what we thought we be our long term homes. By extending Crestline, and more disastrously making 32nd an

arterial, this would change and disrupt the nature of our association dramatically, much more so than developing the land itself.

In conclusion, I am asking for you to vote to protect and preserve our existing neighborhoods, home values and safety. The traffic study does not provide evidence that further connectivity is necessary, and more importantly, we do not want ‘improved neighborhood connectivity’ , instead preferring to keep our walkability, trees and safety in our neighborhood.

Thank you for your consideration,

Levi, Adrienne, Rosamond, Magnolia, and Tula Deters. 2306 E
32nd Ave Spokane WA

From:	Addy Rigsby
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12
Date:	Friday, March 8, 2019 11:17:50 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you, Addy Rigsby 2214 E 35th Ave
Spokane, WA 99203

From: Jim Frank <jfrank@greenstonehomes.com>
Sent: Friday, March 8, 2019 4:54 PM
To: Black, Tirrell <tblack@spokanecity.org>
Cc: Kelly Puzio <kgpuzio@gmail.com>; Elizabeth A. Tellessen <eat@winstoncashatt.com>
Subject: TR12 Comments

This is the photo appendix attachment to my previous

comments. Thanks, Jim

Crestline ROW from 32nd Avenue looking North
Alee of Deciduous Trees that will be impacted by arterial extension

Ponderosa Pines that will be impacted by arterial extension

From: Jim Frank <jfrank@greenstonehomes.com>
Sent: Friday, March 8, 2019 4:36 PM
To: Black, Tirrell <tblack@spokanecity.org>
Cc: Kelly Puzio <kgpuzio@gmail.com>; Elizabeth A. Tellessen <eat@winstoncashatt.com>; Carol Tomsic <carol_tomsic@yahoo.com>; Ben Scandalis <bscandalis@greenstonehomes.com>; Joe Frank <joe.frank@greenstonehomes.com>
Subject: TR12 Comments

Hi Tirrell,

Attached are comments in support of the TR12 map amendment that would remove the proposed "Major Collector Arterial" designation for Crestline Street north of 37th Avenue.

Thanks, Jim

Proposed Amendment to Map TR12, Chapter 4 Transportation
Related to Designation of Crestline as a "Proposed Urban Major Collector"

Submitted by: Jim Frank, individually and Greenstone Corporation

Date: March 3, 2019

1. **Background:** Crestline north of 37th Avenue is currently designated as an "Urban Local Access" street. The City of Spokane Comprehensive Plan was revised and adopted by City Council in June 2017. In the Transportation section, Chapter 4, there is no text or discussion of the change in classification of Crestline from "urban local access" to a "major collector arterial" designation. The Implementation section at Chapter 4.5 Lists a large number of transportations projects: Integrated Street Rebuilds (Table TR 5); Active transportation Projects (Table TR 6) and Capacity Improvement Projects (Table TR 7). None of these mention the Crestline arterial project north of 37th Avenue. Map TR 12 is included as an Appendix to Chapter 4, and on this map a dotted line indicate Crestline from 37th Avenue north to 30th Avenue and then 30th Avenue south to 31st Avenue and connecting to Southeast Boulevard as a "Proposed Urban Major Collector". Map TR 12 is the only mention of the proposed Crestline arterial in the entire 998 pages of the Comprehensive plan. This proposed arterial designation was not included in any previous version of the comprehensive plan. Since the adoption of the Comprehensive Plan there has been no change to the City of Spokane official Arterial Road Plan, The Capital Improvement Program and no effort to implement the proposed arterial designation.

The designation on Map TR 12 was not based upon a traffic analysis prepared prior to the adoption of the Comprehensive Plan. In July 2018, based upon input from neighborhoods, the City Council adopted a resolution requesting the removal of the arterial designation for Crestline. Subsequent to the Council action the City staff commissioned a traffic study of the South Hill arterial system to determine if an arterial designation for Crestline was justified. That traffic study is now complete. The Council resolution is now being processed through the comprehensive plan amendment process.

2. **Scope of Comprehensive Plan Review**: The scope of the comprehensive plan review is very narrow. It is limited to whether Map TR12 should be amended to remove the "proposed major urban collector arterial" designation on the map. This is not a review of whether or not Crestline should be extended for neighborhood connectivity. Crestline is currently platted as a "urban local access" street.

The street ROW is part of a final plat and the right of way has been dedicated to the City of Spokane.

3. **Neighborhood Planning:** There is no basis in neighborhood planning for an arterial designation for Crestline north of 37th. The roadway section in question is included within the boundary of the Lincoln Height Neighborhood. The City adopted the Lincoln Heights Neighborhood District Plan in July 2016. This plan makes no mention of the proposed designation of Crestline as an arterial, and such a designation is contrary to Goal 3 (Transportation) of the District Plan that encourages a "truly mutli-modal" transportation system.

The South Hill Coalition Plan was adopted in 2014. Several South Hill neighborhoods pooled resource to prepare a strategic plan for "connectivity and livability". This plan identified a number of transportation projects in Lincoln Heights, however an arterial designation for Crestline north of 37th is not mentioned.

The Southgate Neighborhood has supported the extension of Crestline north of 37th, but this is based primarily upon a desire for "connectivity" and not the need for additional arterial system capacity. The Southgate Neighborhood Plan makes no mention of the need to extend Crestline as an arterial north of 37th, nor is any data or factual evidence provided that would support such a designation.

The Lincoln Heights Neighborhood Council has passed a resolution opposed to the designation of Crestline as a Major Collector Arterial and recommends that the current "urban local access" street designation be retained.

3. **Traffic Studies:** As a result of City Council resolution requesting the removal of Crestline as a "Proposed Major Collector Arterial" the city staff directed the scope of the traffic study. The study was conducted by DKS Associates and reported in a memorandum dated February 15, 2019.

The study looked at the current arterial system and focused on 29th Avenue and the intersections with significant north-south access points between Grand and Ray. The study also looked at Regal and intersection points south to 37th Avenue. The study looked to evaluate the existing traffic system and then did a forecast of future conditions with a 2040 baseline study year. The study looked at 2040 conditions both with and without the Crestline connection. The findings of the study as outlined in the memorandum are as follows:

- Under "**Existing (2018) Intersection Operations"**, the report states: *"All of the intersections meet the respective mobility standards under existing peak hour conditions".* (see page 11)
- The "**Existing (2018) Traffic Operational Analysis"** shows that all studied intersections (with the exception of Arthur/29th) are well within City standards for *"level of service"* and *"volume/capacity".* (Table 4, page 12).
- Under the "**2040 Intersection Operation"** the memorandum states: *"During baseline 2040 conditions, all of the study intersections meet the respective mobility standard"(*see page 15). This is shown in detail in Table 5. While all meet capacity standards, the intersection of 29th/Southeast Boulevard has the lowest level of service (*"C"* in AM peak and *"D"* in PM peak).
- The fact that the Baseline 2040 operational analysis shows no intersection capacity issues on either Regal or 29th confirms that there is no basis for a Crestline arterial designation. **<u>There is no anticipated shortage of arterial capacity or level of service failures that would be addressed by a Crestline arterial designation.</u>**
- Table 5 (page 14) shows the changes to the 2040 baseline traffic that would occur if Crestline is extended from 32nd Avenue to Southeast Boulevard. The analysis shows that this street section would carry an average daily volume of 650 vehicle trips and that several hundred additional vehicle trips would pass through the 29th/Southeast Boulevard intersection.
- In Table 7: "**Crestline Extension Scenario Traffic Operational Analysis"**, while all of the intersection meet level of service and volume/capacity standards the operation of the

29th/Southeast Boulevard intersection worsens due to the addition traffic added from the Crestline extension. For example, the PM peak delay at the intersections increases from 43 seconds to 46 seconds.

- The traffic study did not look at the operational analysis of the 31st/Southeast Boulevard intersection. Much of this traffic will be left turn movements from 31st onto Southeast Boulevard across traffic, creating the potential for long delays and accidents.
- Under the "**Recommendations"** section the traffic study says: *"Crestline should be connected between 32nd Avenue and Southeast Boulevard to improve neighborhood connectivity"*. The dedicated Crestline right of way already makes the recommended connection. This is not a recommendation for an arterial designation. On the contrary the reports says: *"The street (Crestline) extension is expected to attract a moderate level of traffic (650 daily vehicles) which is within the acceptable range of city local access streets (less than 1,000 daily vehicles)".* **This is a recommendation for a local access street connection not a major collector arterial and such local access connection already exists.**
- **Nowhere in the traffic study is there any factual basis for additional arterial capacity or system deficiencies that would be corrected by addition arterial capacity. There is no language in the report that suggests that the designation of Crestline as an arterial is necessary or desirable.**

4. **Connectivity:** The traffic study, staff, and the Southgate Neighborhood all express the need for street connectivity with grid street systems and those goals have been expressed in the comprehensive plan. However, connectivity is achieved through local access streets.

The traffic volumes projected for Crestline (650 daily vehicle) fall well within the volume range for local access streets. Most major collector arterials in Spokane have daily traffic volumes well over 2000 daily trips. See 2017 COS Traffic Flow Map. For example: Crestline south of 37th carries 2100 to 2500 vehicles daily; Thurston carries 2400 to 2600 vehicles; and 44th carries 3400 vehicles. **This traffic 2040 estimated traffic volume does not support a major collector arterial designation.**

While connectivity is not the issue in this comprehensive plan amendment, it is important to remember that the Crestline ROW has already been dedicated to the City. Crestline is currently a platted local access street. As development occurs in the area the question of local access connectivity and the street system will be addressed during the platting process or engineering plan submittals.

5. **Community Resources:** The protection of community resources and neighborhood character are important goals of the comprehensive plan. There is a significant difference between a local access street and major collector arterial in terms of traffic volumes, traffic speeds and the width of the improved roadway. A local access street in low density residential neighborhoods will have lower traffic volumes and speeds (consistent with the low density residential character) can be as narrow as 27 feet with parking on one side of the street. Collector arterials on the other hand carry far more traffic with higher vehicle speeds and necessitate a much wider road section. The minimum collector arterial street section of 40 feet wide and a 60 foot ROW. The wider street section means higher traffic speeds, much more difficult pedestrian crossings, and less compatibility with low-density residential neighborhoods. The designation of Crestline as an arterial north of 37th will bisect and existing residential neighborhood and have an adverse impact on neighborhood safety, neighborhood character, and pedestrian accessibility.

The Comprehensive Plan also identifies the importance of protecting open space and environmental features within our community. Important open space and urban forest assets exist within and adjacent to the existing Crestline ROW. The extension of Crestline as a major collector arterial north of 32nd avenue will result in the loss of significant urban forest resources due to the wider roadway section. See attached photographs. The ROW area incudes significant mature native ponderosa and an "alee" of deciduous trees planted by Dr. Sonneland some 40 years ago.

6. **Conclusion:** The case in support of the removal of Crestline as a "proposed major collector arterial" from Map TR12 and the Comprehensive plan is compelling. The traffic study undertaken by the City does not provide any factual basis for a Crestline arterial designation. There are no traffic system deficiencies or level of service failures that support and expansion of arterial capacity at Crestline. While the report recommends the extension of Crestline for neighborhood "connectivity" the right of way has already been dedicated for an urban local access street. Further, the designation as an arterial will have negative impacts on neighborhood character, pedestrian safety, and open space and urban forest resources, contrary to goals of the Comprehensive Plan and the Lincoln Heights Neighborhood District Plan. We recommend that you support the resolution by City Council for the amendment to map TR12 removing the Crestline arterial designation.

From:	WILLIAM BIDOWSKI
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comprehensive Plan, Map TR 12
Date:	Friday, March 8, 2019 3:36:11 PM

Dear Plan Commission,

The Crestline Street extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Sincerely trusting you will do what is best for our neighborhood, our city, and our environment,

William F. Bidowski

2014 East 35th Avenue Spokane,
WA 99203

(509) 487-5472

bidowski@yahoo.com

From: Chad Rigsby
To: Black, Tirrell; Planning & Development Services Crestline Comments; Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject: Amendment to Comp Plan, Map TR12
Date: Friday, March 8, 2019 12:54:48 PM

Subject: Amendment to Comp Plan, Map TR12

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. “Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences.”
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Sincerely, Chad

Rigsby

From: Caitlin Shino
To: Planning & Development Services Crestline Comments
Cc: Black, Tirrell; Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject: Amendment to Comp Plan, Map TR12
Date: Friday, March 8, 2019 12:29:02 PM

Dear Plan Commission,

My name is Caitlin Shino. I reside at 3211 S Crestline with my husband and young son. Our neighbors have outlined below the key points for removing the Crestline extension as I am sure many others have also sent.

I agree with all of these key points and also want to encourage the council to consider the safety of increasing traffic along Crestline which many young families use to walk to Hamblem Elementary, all of which is without sidewalks until it reaches 37th.

I hope that the council will stand by its previously unanimous decision to remove the Crestline arterial from the comp plan. I appreciate your time and consideration.

Sincerely,

Caitlin Shino 3211
S Crestline
Spokane, WA 99203
509-435-3846
caitlin.shino@gmail.com

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

From:	Kimberly McCann
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Crestline Extension Concerns
Date:	Friday, March 8, 2019 8:05:45 AM

Dear Plan Commission,

I have been sitting back far too long on this issue. At first, I was cautiously excited about the idea of Crestline extending because of the ease of getting to 29th Ave. However, as I have given it more thought, it doesn't seem worth the little convenience it will add.

My first and foremost concern is the problem of traffic on Crestline by Hamblen. I live on Crestline. My son is a kindergartner at Hamblen Elementary and I drop him off every morning for school on Crestline. At the beginning of the year, it became quite clear that traffic is an issue at the busy times of 8:15-8:30am and 3:00-3:15pm. However, it is doable in it's current state as long as drivers are courteous and attentive. That is, until the snow hit. With the snow berms on each side of the street, it is significantly narrower making it much harder for traffic to get through. Every day, I think about what it might be like if Crestline were to have more traffic at this time of going to school and work because of the extension. It deeply scares me for the safety of the students and parents walking and driving to school. The extension will greatly impact the school's safety in a negative way.

My other concern is the impact it might have on traffic further south on Crestline. I live on 57th and Crestline, and I worry that the increase of traffic in an area where we have sidewalks on only one side of the street, and the other side with no barrier between the houses and the street.

I have seen a plan of allowing left turns on Pittsburgh and 29th. I think that will help immensely and deserves more thought. If Crestline Extension happens, there has to be a different plan for drop off/pick up traffic for Hamblen Elementary.

I invite you to come and see for yourself the conditions of the Hamblen area at the peak times.

Thank you,
Kimberly McCann

From: Trent Shino
To: Black, Tirrell; Planning & Development Services Crestline Comments; Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject: Amendment to Comp Plan, Map TR12
Date: Thursday, March 7, 2019 11:33:57 PM

Dear Plan Commission,

My name is Trent Shino. I reside at 3211 S Crestline with my wife and young son. I previously testified at one of the recent hearings regarding the Crestline extension. Our neighbors have outlined below the key points for removing the Crestline extension as I am sure many others have also sent.

I would like to additionally voice my concern that the city's traffic planners have been a bit disingenuous when they stated they are "only seeking a local connector road" to avoid calling it an arterial. If connected, it would become a de facto arterial. Their argument that the north and south sides do not have adequate vehicular access to the other side is illogical at best. Many residents live south of 32nd avenue and can still easily access local businesses, ourselves included.

I hope that the council will stand by its previously unanimous decision to remove the Crestline arterial from the comp plan. I appreciate your time and consideration.

Sincerely,

Trent Shino
3211 S Crestline
Spokane, WA 99203
509-808-6425
trent.shino@gmail.com

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

From:	Dean M Gable
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12
Date:	Thursday, March 7, 2019 8:57:16 PM

Dear Plan Commission,

Hello, my name is Dean Gable, and I live in the Southgate neighborhood at 3705 S Crestline St, Spokane, WA 99203.

I am writing to share my opinion regarding extension of Crestline to connect with Southeast Blvd.; I am opposed to such a connection.

Thank you for your time and consideration. Respectfully,

--
Dean Gable
567-204-3926

From: JERRY BOYD <jkbspokane@comcast.net>
Sent: Thursday, March 7, 2019 1:43 PM
To: Black, Tirrell
Cc: Rita Conner; Teresa Kafentzis; Andrew Hoye; Summer Beers; Paul Kropp; Beggs, Breean; Planning & Development Services Crestline Comments
Subject: Re: File No. Z19-070COMP; Crestline redesignation on Arterial Map

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Sir or Madame (Tirrell Black):

Last night, at a meeting of the Southgate Neighborhood Council, and this morning, I received information and a link to a Request For Comments regarding the above matter involving Crestline north of 37th Ave. The Comprehensive Plan Map Amendment also relates to the proposed Garden District development. The Request For Comments was issued by you and requested a "Report" by March 1, 2019, three days after your Request. Your distribution list includes numerous local, state and federal agencies but does not include the Southgate Neighborhood Council. Reference is made in your "Request" to a "traffic study by DKS Associates" dated Febuary 25, 2019. I heard last night that the Plan Map Amendment is being handled as an "emergency". If this is true, what is the emergency? I have the impression that the Comprehensive Plan Map Amendment proposal is being rushed through the processes of the city planning department and city government for some reason.

I have lived in a home located on Stone St. between Thurston Ave. and 42nd Ave. for more than 40 years. I have seen automobile traffic being pushed through my neighborhood and on streets near me by failure of the city to take action which promotes the dispersion of traffic on other streets. Rather, the city has abandoned street right-of-ways, not paved streets, and created islands with no through traffic. I believe the action being proposed is another step in creating an island without any through traffic. The result will be to push traffic from the Garden District PUD west, south and east. This may benefit the proposed PUD and their neighbors but will affect their other neighbors to the west, south and east, including the neighbors in the Southgate Neighborhood Council area. I believe the proposal is ill advised.

Please put me and the Southgate Neighborhood Council on the list to be notified when changes are proposed regarding streets and traffic in connection with Crestline and Southeast Bvd.

Jerry K. Boyd

4133 S. Stone St.

Spokane, WA 99223

jkbspokane@comcast.net

509-448-9440

From: Merri Hartse
To: Black, Tirrell; Planning & Development Services Crestline Comments
Cc: Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject: Amendment to Comp Plan, Map TR12
Date: Thursday, March 7, 2019 11:33:09 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial. This is a significant find and and should carry significant weight in a decision that could negatively impact the livability of a Spokane neighborhood where residents, including school age children, walk, breathe, and seek to connect with one another.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences." See above comments.
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan. Trees are the lungs of the planet. Unnecessary destruction of more of our urban forest simply to allow more motorized vehicles to race through our streets for no valid reason is unbearably sad.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

For all the above reasons I urge the Plan Commission to remove the Crestline extension from Map TR12.

Thank you,

Merri Hartse 2020
E. 36th Ave
Spokane, WA 99203

From: RICHARD VAN ORDEN Owner
To: Black, Tirrell; Planning & Development Services Crestline Comments
Cc: Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace
Subject: Amendment to the Comprehensive Plan, Map TR 12
Date: Wednesday, March 6, 2019 5:15:30 PM

To: Plan Commission

We live at 2211 E. 34th Ave. and are providing public comments concerning the removal of the Crestline extension from the Comprehensive Plan, Map TR 12. As residents of the Lincoln neighborhood, we believe that we have "on the ground" insights about the nature and fabric of the neighborhood and the likely impacts of extending Crestline to Southeast. Our primary concern is the safety and livability of the neighborhood. A high level of livability is good for local property values and by extension good for the City of Spokane.

The extension of Crestline would have a negative impact of the many walkers and cyclists who use 34th Ave as an relatively vehicle free east/west travel path (travel to the library and All Saints School). Additionally, children walking south to Hamblen School along Crestline from 34th to 37th would be more at risk with increased traffic due to the lack of sidewalks along Crestline. An extended Crestline would also diminish urban forest in the neighborhood that would detract rather than enhance the livability of the neighborhood. Our understanding is the Comprehensive Plan aspires to preserve and enhance neighborhoods. Extending Crestline would be counter- productive to that objective.

There are a couple of safety concerns with the Crestline extension. First, left turns from Crestline to Southeast and left turns from Southeast to Crestline would be hazardous given the width of the Southeast, the volume of traffic on Southeast, and the proximity to the intersection at 29th and Southeast. The other safety concern is the hill in front of our house on 34th. We've spent the last month watching cars slide up and down the hill into Crestline and have great confidence that increased winter traffic along Crestline would create frequent winter collisions at the 34th and Crestline intersection. While theory suggests problems shouldn't occur, the realities of gravity and ice/snow cannot be ignored.

We appreciate the opportunity to comment and look forward to our neighborhood remaining safe and livable by removing the Crestline extension from Map 12.

Sincerely,

Richard and Diane Van Orden 2211
E. 34th Ave.
Spokane, WA 99203

From:	Hencz, Penny
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12
Date:	Wednesday, March 6, 2019 5:12:35 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. **The traffic study does not support the extension of Crestline as an arterial**. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial. There is no identifiable problem that will be fixed by designating Crestline an arterial, and the study further confirms that the 29th Avenue corridor can handle traffic counts projected over the next 20 years.
2. **The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."** Designating Crestline as an arterial, whether running it through 31st to SE Blvd or the worse suggestion of running it through on 32nd to SE Blvd and adding 650 vehicles a day will absolutely have a severe adverse impact on our neighborhood and home values, in addition to causing danger for our children who walk to school because we are too close to the neighborhood schools to have a bus service. It should be noted that each of the homes on 32nd Avenue have school aged children or younger, and also pets, and that we have covenants (originally designed by Dr. Sonneland) for not having fences. It would also inhibit the charm and walkability of our current neighborhood, which we have now because we are tucked away, as a neighborhood should be. Taking the walkability of an existing neighborhood away from us is also contrary to a provision in the Comprehensive Plan. The Developer has offered to connect 31st to SE Blvd as a small residential road from his development, if deemed necessary. This alternative is acceptable if Crestline doesn't connect to it. ***It makes absolutely no sense, however, to have 32nd connect to SE Blvd.*** SE Blvd was designed as a minor arterial roadway to flow traffic through, not to have additional turns in and out, and certainly not to have that connection run through a quiet, twisty neighborhood street.
3. **The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.**
4. **The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.**

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

On a more personal note, I would like to point out that the current development plan for our neighborhood is vastly different than Dr. Sonneland's vision, which was previously approved

and platted and managed by the same covenants as the Quail Run Neighborhood when we purchased our home on 32nd Ave in 2006. After hearing plans for the new development, I had the initial populous reaction of “not in my backyard”. Our neighbors and I then did a lengthy amount of research, attended meetings with attorneys regarding the development plan and the owners massive deletion of covenants that had previously protected our homes and how that impacted our existing Quail Run covenants, and had meetings with the developer. What finally won us over was the developers intent to work with the existing homeowners to keep the integrity of the homes intact with the existing homes across the street on 32nd, the fact that he is leaving open space and trails and the integrity of the urban forest resources intact, and the fact that he does not support the extension of Crestline to his development. For these reasons, I gave my support for this proposed development, as originally proposed and accepted, without Crestline connectivity. We are already disrupting the primarily single family residential nature and concept of our neighborhood with this proposed development, which will cause an increase in activity and traffic on the outskirts of our neighborhood, but ultimately understand the need for this type of housing.

If the City Council chooses to connect Crestline to this development, or worse yet to try to do a work around to run Crestline through to SE Blvd on 32nd Avenue, I believe the Developer will walk away from the project, and that the alternative proposals to come in the future will not garner the support from the existing neighborhood like this one has.

In conclusion, I am asking for you to vote to protect and preserve our existing neighborhoods, home values and safety. The traffic study does not provide evidence that further connectivity is necessary, and more importantly, we do not want ‘improved neighborhood connectivity’ , instead preferring to keep our walkability, trees and safety in our neighborhood.

Adam and Penny Hencz

2320 E. 32nd Ave.

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From: Marcia Milani
To: Black, Tirrell; Planning & Development Services Crestline Comments
Cc: Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject: Fwd: Act Now! Emails needed!
Date: Tuesday, March 5, 2019 9:51:22 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Our mailing address is:
info@preservehamilton.com

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From: Debbie Kutsal
To: Black, Tirrell; Planning & Development Services Crestline Comments
Subject: kburke@kburke@spokanecity.org, bstuckart@spokanecity.org, mfagan@spokanecity.org, bbeggs@spokanecity.org, lkinnear@spokanecity.org, cmumm@spokanecity.org, kstratton@spokanecity.org
Date: Monday, March 4, 2019 4:16:23 PM

Subject: Amendment to Comprehensive Plan, Map TR12

Dear Planning Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.

2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."

3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.

4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you for your consideration,

Deb Kutsal

2114 E. 30th Avenue

Spokane, WA 99203

From:	CHARLES MILANI
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; mfagan@spokaneity.org; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12
Date:	Monday, March 4, 2019 2:37:11 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.

2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."

3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.

4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you for your time and for reviewing this information.

Chuck Milani

From:	Rick Boal
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12
Date:	Monday, March 4, 2019 12:32:00 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. “Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences.”
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Rick Boal
2026 E 30th Ave, Spokane 99203

From:	Maxine G Lammers
To:	Planning & Development Services Crestline Comments; Black, Tirrell
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen; Craig Lammers (clammers32@msn.com)
Subject:	Amendment to Comp Plan, Map TR12
Date:	Monday, March 4, 2019 12:08:54 PM
Importance:	High

Dear Members of the Plan Commission,

I am writing to request that the "Crestline extension" be removed from Map TR12. This is a **neighborhood** in the truest sense of the word – a community that connects homes and families, a neighboring park and school. Some drivers already show disregard, cutting into our neighborhood from 37th Ave. to avoid traffic with little regard for the safety of this oasis we call a neighborhood. My heart sinks at the thought of the significant change that you are considering because it increases the likelihood for traffic, speeding and the corresponding danger to pedestrians and bike riders.

Some of you may recall when a barrier was put in place on 29th Ave. when Sherie Barnard was mayor, thus eliminating the Pittsburg St. thoroughfare that many were accustomed to using. We applauded that decision simply because the traffic flow (and speed) diminished significantly when it was no longer a thoroughfare. We know from experience that corridors like the Crestline extension can and do impact the character of a neighborhood.

Other reasons for your consideration:

1. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the **Comprehensive Plan**:

   > Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences.

2. The **traffic study** does not support the extension of Crestline as an arterial and in fact, the 2040 study shows *no traffic service or system capacity issues that justify the creation of an additional arterial*.

3. The extension of Crestline as an arterial is contrary to the recommendation of the **Design Review Board**, which unanimously determined that Crestline should not be extended.

4. The extension of Crestline as an arterial will cause the loss of significant **urban forest** resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Thank you for considering my/our appeal… Maxine

Maxine G. Lammers

1822 E. 36th Ave.

Spokane, WA 99203

509.953.7791 - cell

From:	Henry Reimann
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Crestline should NOT be made into an arterial!
Date:	Monday, March 4, 2019 10:41:33 AM

TO: tblack@spokanecity.org, crestlinecomments@spokanecity.org

CC: kburke@spokanecity.org, bstuckart@spokanecity.org, mfagan@spokanecity.org, bbeggs@spokanecity.org, lkinnear@spokanecity.org, cmumm@spokanecity.org, kstratton@spokanecity.org

Subject: Amendment to Comp Plan, Map TR12

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you, in advance, for considering the above and hopefully directing all future efforts and funding to making REGAL into a truly well-engineered and maintained arterial to and from Lincoln Heights. This has been a need since before the short, one-lane S.E. Blvd. connector was put in. One lane each direction does not now and will not in the future properly manage the amount of and turning needs of traffic. The junction of S.E. Blvd and Regal was NEVER good from the start. NOW is the time to fix this less-than-satisfactory corridor while the land is still there. I am not a traffic engineer, rather a resident and user of ALL these routes for over 41 years. YES! over 41 years, same house! Traffic studies simply do not reveal the history and needs and use of the actual users.

In response to the stated idea above that "the issue of local access streets is not before the Plan Commission", we say that the whole is equal to the sum of its parts. Please think complete connectivity.
Sincerely,

Marilyn Reimann
Henry Reimann

From:	Daniel D Lohman
To:	Planning & Development Services Crestline Comments; Black, Tirrell
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12
Date:	Monday, March 4, 2019 8:18:01 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Regards, Dan
Lohman

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Sunday, March 3, 2019 6:14 PM
To: Black, Tirrell <tblack@spokanecity.org>
Cc: DOUGLAS & MARILYN LLOYD <mdlloyd@comcast.net>; Sally Phillips <phillips1948@comcast.net>; Makaya Judge <makayajudge@gmail.com>; Laine Pitcher <laine.pitcher@gmail.com>; Wittstruck, Melissa <mwittstruck@spokanecity.org>; Beggs, Breean <bbeggs@spokanecity.org>; Kinnear, Lori <lkinnear@spokanecity.org>; Stuckart, Ben <bstuckart@spokanecity.org>
Subject: Crestline Street Comp Plan Amendment

I am requesting that City Council support the proposed Comprehensive Plan amendment that would remove the arterial designation from Crestline Street between 37th Avenue and Southeast Blvd and 31st on the Map TR12, Chapter 4, in the City's Comprehensive Plan.

I am requesting that City Council unanimously support Crestline Street being classified as "urban local access.".

I am also requesting the Plan Commission support the proposed Comprehensive Plan amendment at their tentatively scheduled public hearing on March 27.

On July 9, 2018, the City Council voted unanimously to adopt Resolution 2018-0061 as an emergency comprehensive plan amendment due to a community need to remove the aerial designation from Crestline Street.

I live, work and walk in the Lincoln Heights Neighborhood.

I have walked on Crestline Street from 37th to 32nd and the adjacent streets and long-existing paths on the Sonneland land. Crestline Street is not designed to move traffic from local streets to arterial roads. Crestline Street has limited sidewalks for pedestrian safety. It is also a safe walk to school route for Hamblen Elementary School. Crestline is a peaceful residential street.

An urban major collector arterial designation on Crestline Street is contrary to the Lincoln Heights Neighborhood District Plan which supports a safe walkable neighborhood. The Lincoln Heights Neighborhood District Plan does not support an arterial dissecting our District Center.

In the 2040 baseline intersection operations, in the just completed traffic study on 29th, page 15 it stated "all of the study intersections meet the respective mobility standards". Crestline Street was never intended to reduce travel for the surrounding neighborhoods. It is an urban local access street.

Thank you.

Carol Tomsic Resident

From:	Rob Tannehill
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Subject: Amendment to Comp Plan, Map TR12
Date:	Monday, March 4, 2019 5:43:04 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle
arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

I am a resident on 30th Ave and am very concerned with traffic that is already a serious problem at Martin and 29th. Adding another arterial to this area can only make things worse.

Rob Tannehill
303 646 7977

From:	Amy Heppler
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12 from a concerned neighborhood member
Date:	Sunday, March 3, 2019 9:40:20 PM

Dear Plan Commission,

I live within a few blocks of Crestline near 46th St. I am deeply concerned about the Crestline extension and the impact it would have on my neighborhood. I believe that if this extension is created that my neighborhood will become divided, less safe (due to increased traffic near my children's school), and a less desirable place to live.

I believe the Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. “Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences.”
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you for your attention to this important manner.

Amy Heppler
4516 S Altamont St

From:	Kevin Edwards
To:	Black, Tirrell; Planning & Development Services Crestline Comments; Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12
Date:	Sunday, March 3, 2019 7:54:16 PM
Attachments:	Most efforts to control traffic dont work. Here are 4 things that do..eml.msg

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Dear Council Members & Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

LAST THOUGHT. Attached is a previous email that Jim Frank sent a while back. I could not agree more with the basis of the email, the arguments in it, and why building "More Roads" is not the solution. This is just a snippet from the email and articles, but please consider this when making your decision.

> Building more roads to address congestion not only makes traffic worse, it actually makes everything else worse too. Here's why.
>
> - **Encourages more driving:** Expanding roadways creates substantial barriers to people who are not driving. A driving-only approach discourages people from walking, bicycling, or taking transit, which leaves only driving as a viable option thus perpetuating traffic congestion.
> - **Cost:** Roads are expensive to build and costly to maintain over time. Gas taxes contribute to these costs but they're usually not sufficient, so road- building costs further constrain local budgets.
> - **Space:** Roads take up lots of space. In a jurisdiction with limited land, every square foot matters. If land

in a city is dedicated to cars, then it's not dedicated to housing, parks, or other more productive uses.

- **Safety hazard:** Increasing the vehicle capacity of a road tends to decrease safety for people who are not driving. Walking across six lanes of traffic is less safe than walking across two lanes. Walking to a bus stop on a road with vehicles traveling 50 mph is less safe than walking along a road with vehicles traveling 20 mph.

Quite simply, we can't solve traffic congestion by trying to build more roads for vehicles.

Thanks for hearing me out.

Sincerely,

Kevin Edwards
Hawkins Edwards, Inc.
225 W. Main Ste. 200
Spokane, WA 99201
C: 509-939-8828
k.edwards@me.com
www.HawkinsEdwardsInc.com

From: DOUGLAS & MARILYN LLOYD
To: Planning & Development Services Crestline Comments
Subject: Citizen comment
Date: Sunday, March 3, 2019 7:18:04 PM

As a long time resident in the Lincoln Heights Neighborhood I support the Amendment of the Proposed Arterial Network Map in Chapter 4, Transportation of the City's Comprehensive Plan which would remove the designation of the "urban major collector arterial and proposed urban major collector arterial" on Crestline Street between 37th Avenue and SE Boulevard at 31st Avenue.

I am concerned about danger to young students who use Crestline between 34th and Hamblen Park Grade School. In addition an arterial cut through threatens the natural features of the land between 34th and 31st, which is an area well suited for the development proposal of the Garden District by Jim Frank.

As an "urban major collector arterial" our Neighborhood will be divided which would be a detriment to Lincoln Height residences.

Marilyn A Lloyd

3620 E 35th Ave

From: Arlene Merriman
To: Black, Tirrell; Planning & Development Services Crestline Comments
Subject: Subject: Amendment to Comp Plan, Map TR12
Date: Sunday, March 3, 2019 6:08:23 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Sincerely, Arlene

Merriman
Neighborhood Resident

From: Sharma Shields
To: Beggs, Breean; Stuckart, Ben; Burke, Kate M.; Fagan, Mike; Kinnear, Lori; Mumm, Candace; Stratton, Karen; Carol Tomsic; Black, Tirrell; Planning & Development Services Crestline Comments
Subject: Regarding the Crestline vote
Date: Sunday, March 3, 2019 9:58:04 AM

Dear Community Leaders,

I'm writing to request that the city please not involve Crestline as an arterial in the new development being proposed near 29th Avenue in the Hamblen neighborhood. I'm a fan of Greenstone and know they will do an excellent job with the mixed-use space, and I believe economic diversity is good for a community, so I'm perfectly happy with the development, itself, but I worry for my children, the children at Hamblen School, and the children in our neighborhood if Crestline becomes a thoroughfare. Our son and daughter cross Crestline daily on 36th Avenue from their bus stop (we live on 36th and Lee, just a block removed from Crestline), and right now it is a safe, quiet road. They ride their bikes through the neighborhood here and visit friends on
the other side of Crestline. Crestline's extension will cut our neighborhood unnecessarily in half and endanger our children. Please consider creating the development only with access from 29th Ave and Southeast Blvd. Please help us keep our children safe and retain our neighborhood's excellent walkability as it stands now.

I was very moved by what was said in the recent Spokesman Review article. Two quotes really stuck out to me:
1. "The Design Review Board 'explicitly approved the site plan without the extension of Crestline, despite staff's recommendation that Crestline be extended,' the appeal reads, noting that the review board 'imposed conditions to preserve open space and the mature trees, which cannot be satisfied if the extension of Crestline is required.'"
2. "Jim Frank, founder of Greenstone, said in an email that building a road to ease traffic congestion caused by the increase in residents
and businesses was wrongheaded. 'I find it interesting that many other cities have come to the conclusion that you can't solve traffic problems by building more or bigger roads. The answer lies in better land planning and diverse transportation options,' he wrote. 'The City staff is just not there yet. We hope the appeal opens the door to a broader based and sustainable transportation plan.'"

My family hopes this, too. And I hope staff at the City will listen

closely and carefully to community members and the community that will be affected directly by this plan. We can be more forward-thinking and creative than just plowing a road through a safe neighborhood.

I applaud Greenstone and the city for being thoughtful in this process and for protecting trees and green space. We hope you will vote today to protect our children. Thank you for your consideration.

All best,
Sharma Shields

--
www.sharmashields.com

From: Heather Stewner
To: Black, Tirrell; Planning & Development Services Crestline Comments
Cc: Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject: Amendment to Comp Plan, Map TR12
Date: Sunday, March 3, 2019 8:12:31 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

I went to all the meeting I 2014 no mention of a possible Crestline connection. Why are we participating if it's changed right underneath us. At your whim.
Heather Stewner

Sent from Heather's iPod

From: Tom Brown
To: Planning & Development Services Crestline Comments
Date: Sunday, March 3, 2019 7:46:36 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

From:	Kelly Puzio
To:	Black, Tirrell; Planning & Development Services Crestline Comments
Cc:	Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject:	Amendment to Comp Plan, Map TR12
Date:	Sunday, March 3, 2019 7:15:04 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Best wishes, Kelly
Puzio

From: Charles Thomas
To: Black, Tirrell; Planning & Development Services Crestline Comments; Burke, Kacey; Stuckart, Ben; Fagan, Mike; Beggs, Breean; Kinnear, Lori; Mumm, Candace; Stratton, Karen
Subject: Subject: Amendment to Comp Plan, Map TR12
Date: Sunday, March 3, 2019 7:12:46 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
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Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Charles Thomas 99203

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Thursday, February 28, 2019 7:09 PM
To: Black, Tirrell <tblack@spokanecity.org>
Cc: DOUGLAS & MARILYN LLOYD <mdlloyd@comcast.net>; Sally Phillips <phillips1948@comcast.net>; Makaya Judge <makayajudge@gmail.com>; Laine Pitcher <laine.pitcher@gmail.com>; Wittstruck, Melissa <mwittstruck@spokanecity.org>; Beggs, Breean <bbeggs@spokanecity.org>; Kinnear, Lori <lkinnear@spokanecity.org>; Stuckart, Ben <bstuckart@spokanecity.org>
Subject: Agency comment on the Amendment of the proposed Arterial Network Map in the City's Comp Plan

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ATTN Tirrell Black, Associated Planner

Lincoln Height Neighborhood Council Official Comments

The Lincoln Heights Neighborhood Council executive board voted unanimously to provide this response which is based on remarks of our council members and concerned neighbors at our council meetings and specifically at a July 9, 2018 City Council meeting where the City Council unanimously voted to add the proposed amendment of the reversal of the arterial designation of Crestline to the aerial street project map contained in the transportation chapter of the Comprehensive Plan.

The deadline for agency comments is March 1, 2019. A vote is not possible before our next meeting on March 19, 2019. Per council bylaws this response will be read at our next meeting.

The Lincoln Heights Neighborhood Council supports the Amendment of the Proposed Arterial Network Map in Chapter 4, Transportation of the City's Comprehensive Plan. This amendment would remove designation of the the "urban major collector arterial" and "proposed urban major collector arterial" on Crestline Street between 37th Avenue and Southeast Boulevard at 31st Avenue.

The Lincoln Heights Neighborhood Council supports Crestline Street being classified as "urban local access".

The Lincoln Heights Neighborhood Council does not agree that the proposal will cause "existing trips" to be "rerouted through the street network", page 13 in the SEPA environmental checklist. In the 2040 baseline intersection operations, in the traffic study on 29th, page 15, it stated "all of the study intersections meet the respective mobility standards." Crestline, between 37th and SE Blvd, was never intended to reduce out of direction travel for the surrounding neighborhoods. It is an urban local access street.

The Lincoln Heights Neighborhood Council does not agree that the proposal will "result in changes to roadway width, alignment, type of intersection control", page 13 in the SEPA environmental checklist. The council works with Hamblen Elementary school to provide safe routes to school with traffic calming programs. The Hamblen neighborhood is not seeking, as implied by the city's answer to "d" on page 13 of the SEPA environmental checklist, "new or improvements to existing roads, streets, pedestrian or state transportation facilities, not including driveways."

The Lincoln Heights Neighborhood does not support an urban major collector arterial dissecting our business district. It is noted that our business district does not extend to 37th, however, the Hamblen neighborhood plays a strong role in establishing our district's character and long-term success, as noted in our District Center Plan.

Tirrell, please send an email confirmation.