



# Roundabout and Road Diet Study Project Workshop Notes

**Prepared for:**

**City of Moses Lake**  
Mr. Shawn O'Brien  
401 S Balsam / PO Box 1579  
Moses Lake, WA 98837

**RECEIVED**

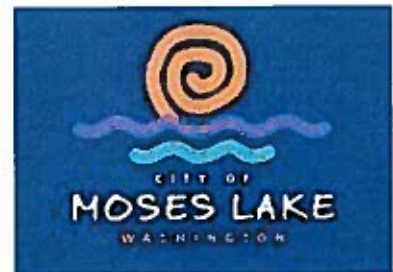
APR 05 2017

MUNICIPAL SERVICES DEPT.  
ENGINEERING  
CITY OF MOSES LAKE

**Prepared by:**

Darlene K. Sharar  
PBS  
314 W 15th Street  
Vancouver, WA 98660  
(360)695-3488

April 3, 2017



**PAGE LEFT INTENTIONALLY BLANK.**

# EXECUTIVE SUMMARY

## PURPOSE

This final report describes the project goals, project methodology, conclusions and benefits of the Roundabout and Road Diet Study Project conducted for the City of Moses Lake Washington.

## ASSUMPTIONS

The assumptions used for this study include:

- a 2% annual growth rate for traffic volumes;
- signalization is not a consideration;
- mini roundabouts are 45' – 80' in diameter;
- single-lane roundabouts are 80' – 150' in diameter; and
- multilane roundabouts are 160' in diameter and greater.

**Table 1**  
Summary of Roundabout and Road Diet Study Project

STUDY LOCATION		
Road Segments	Road Diet	Implement
Hill Avenue from Clover Drive to Division Street	See page 7	Yes
Wheeler Road from Hamilton Road to the City Limits	See page 12	Yes
Valley Road from Central Drive to Airway Drive	See page 18	Yes
Pioneer Way from SR 17 to 3 <sup>rd</sup> Avenue	See page 25	No
4 <sup>th</sup> Avenue from Dogwood Street to Alder Street	See page 30	Yes
5 <sup>th</sup> Avenue from Division Street to Pioneer Way	See page 35	Yes
3 <sup>rd</sup> Avenue from West Broadway to Block Street	See page 39	Yes

<b>STUDY LOCATION</b>			
<b>Intersections</b>	<b>Roundabout</b>	<b>Page</b>	<b>Implement</b>
3 <sup>rd</sup> Avenue / Broadway Avenue	<b>Multi-lane</b>	<b>48</b>	<b>No</b>
4 <sup>th</sup> Avenue / Alder Street	<b>Single-lane</b>	<b>53</b>	<b>Yes</b>
5 <sup>th</sup> Avenue / Alder Street	<b>Single-lane</b>	<b>55</b>	<b>Yes</b>
4 <sup>th</sup> Avenue / Division Street	<b>Single-lane</b>	<b>57</b>	<b>Yes</b>
5 <sup>th</sup> Avenue / Division Street	<b>Single-lane</b>	<b>59</b>	<b>Yes</b>
3 <sup>rd</sup> Avenue / Beech Street	<b>Single-lane</b>	<b>63</b>	<b>Yes</b>
Nelson Road / Division Street	<b>Single-lane</b>	<b>66</b>	<b>Yes</b>
Monroe Avenue / Sharon Avenue	<b>N/A</b>	<b>69</b>	<b>No</b>
Valley Road / Paxson Drive	<b>Single-lane</b>	<b>72</b>	<b>Yes</b>

## **CONCLUSIONS**

### **Road diets**

In general, reduction from a 4-lane roadway section to a 3-lane roadway section, with bicycle lanes, should reduce crashes, improve the flow of traffic, and provide better routes for the bicycling community. As with anything, there are exceptions to every rule, and some routes may not benefit from a roadway diet. The exceptions are noted on the individual sheets that follow.

### **Roundabouts**

In general, conversion of stop and signal controlled intersections to roundabouts will improve the flow of traffic, especially when circumstances will allow for the simultaneous implementation of road diets. Also, intersection conversions will reduce the severity of future crashes. Not all intersections, lend themselves to roundabout conversion in the near future and some may never be converted. There are short term "fixes" suggested for these intersections, as noted in the individual sheets that follow.

### **S Pioneer Way / E Wheeler Road / E 5<sup>th</sup> Avenue Intersection**

There are opportunities to improve traffic operations and safety at this intersection. A traffic operations analysis and outreach to local businesses will be needed.

## **GENERAL RECOMMENDATIONS**

### **Road diets**

1. Road diets, reduction from a 4-lane roadway section to a 3-lane, with bicycle lanes, should be implemented as the City performs future chip seals on the selected routes. There are noted roadway exceptions.
2. City staff should consider extending some routes, as noted on individual sheets, to provide connectivity for the bicycle lanes and connectivity to existing activity centers.



3. When striping for future road diets, City staff should pay particular attention to the beginning and ending conditions for the bicycle lanes, as well as crashes when crossing major intersections. There may be instances where the judicious use of green bicycle boxes and green lane striping will add clarity to expected bicycle movements.
4. On many of the routes there is an option to stripe a buffered bicycle lane. This option is not applicable to all routes. Buffered bicycle lanes will give the rider and driver an increased level of comfort while passing and being passed.
5. The City can potentially maintain the signals along Division Street, but still implement the road diets as stand-alone projects. During the site visit, it was noted that the signals may be able to continue operating with current phasing by implementing pedestrian recalls (no pushbuttons) with the major street green phases. With this approach, the City does not have to provide signal modifications, but only refine signal timing to avoid a conflict between a pedestrian phase and a protected left-turn phase.

#### Roundabouts

1. Many of the recommended roundabouts will function as "stand-alone" intersections. Others will be recommended as a group, as noted on the individual sheets.
2. As roundabouts are implemented, City staff will need to consider central island aesthetics. At some roundabouts, there may be a desire to have a fully mountable central island to facilitate truck turning movements. At others, it may be more desirable to plant the central island to limit the drivers view across the roundabout (typically along non-truck routes.)

#### Road diets and roundabouts

1. There are instances where road diets can be implemented without the accompanying roundabouts. There are some that will be recommended to implement together. The recommendations are noted on the individual sections.

#### Intersection of 5<sup>th</sup> Avenue, Wheeler Road, and Pioneer Way

1. Although not included in the study limits, there are two recommendations for the future treatment of this intersection.

#### Funding opportunities

##### Regional STP funding

- Surface Transportation Program (STP) Regional  
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STP.htm>

##### Statewide City Safety Grants

- Pedestrian and Bicycle Program Funding  
<http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm>

##### TIB Grants

- Grant Programs <http://www.tib.wa.gov/grants/Grants.cfm>

### Traffic Safety Commission Grants

- Grant Programs <http://wtsc.wa.gov/grants/>

### Federal Funding Opportunities

- Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)  
<https://www.fhwa.dot.gov/map21/>
- National Highway Performance Program (NHPP)  
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/NHPP.htm>
- Transportation Alternatives Programs (TAP)  
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/TAP.htm>

# TABLE OF CONTENTS

---

	Page
<b>INTRODUCTION</b> .....	<b>1</b>
SCOPE OF STUDY .....	1
PROJECT GOALS.....	2
PROJECT METHODOLOGY .....	2
EXISTING CONDITIONS .....	2
WORKSHOP .....	3
<b>ROAD DIET SEGMENTS</b> .....	<b>6</b>
HILL AVENUE FROM CLOVER DRIVE TO DIVISION STREET .....	7
WHEELER ROAD FROM HAMILTON ROAD TO THE CITY LIMITS .....	12
VALLEY ROAD FROM CENTRAL DRIVE TO AIRWAY DRIVE .....	18
PIONEER WAY FROM SR 17 TO 3 <sup>RD</sup> AVENUE .....	25
4 <sup>TH</sup> AVENUE FROM DOGWOOD STREET TO ALDER STREET .....	30
5 <sup>TH</sup> AVENUE FROM DIVISION STREET TO PIONEER WAY .....	35
3 <sup>RD</sup> AVENUE FROM WEST BROADWAY TO BLOCK STREET .....	39
<b>ROUNDABOUT INTERSECTIONS</b> .....	<b>47</b>
3 <sup>RD</sup> AVENUE AND BROADWAY AVENUE .....	48
4 <sup>TH</sup> AND ALDER STREET .....	53
5 <sup>TH</sup> AND ALDER STREET .....	55
4 <sup>TH</sup> AVENUE AND DIVISION STREET.....	57
5 <sup>TH</sup> AVENUE AND DIVISION STREET.....	59
3 <sup>RD</sup> AVENUE AND BEECH STREET .....	63
NELSON ROAD AND DIVISION STREET.....	66
MONROE AVENUE AND SHARON AVENUE .....	69
VALLEY ROAD AND PAXSON DRIVE .....	72
5 <sup>TH</sup> AVENUE/PIONEER WAY/WHEELER ROAD .....	75
<b>APPENDIX A – TRAFFIC COUNTS</b> .....	<b>79</b>
<b>APPENDIX B – WORKSHOP</b> .....	<b>99</b>
<b>APPENDIX C – CRASH DATA</b> .....	<b>101</b>
<b>APPENDIX D – DETAILS</b> .....	<b>102</b>

**FIGURES**

FIGURE 1 – PROPOSED ROAD DIET VICINITY MAP .....4  
FIGURE 1A – PROPOSED ROUNDABOUT VICINITY MAP.....5  
FIGURE 2 – 3<sup>RD</sup> AVENUE AND BROADWAY STREET – EXISTING AND FUTURE TRAFFIC VOLUMES.....48  
FIGURE 3 – 4<sup>TH</sup> AVENUE AND ALDER STREET – EXISTING AND FUTURE TRAFFIC VOLUMES.....52  
FIGURE 4 – 5<sup>TH</sup> AVENUE AND ALDER STREET – EXISTING AND FUTURE TRAFFIC VOLUMES .....55  
FIGURE 5 – 4<sup>TH</sup> AVENUE AND DIVISION STREET – EXISTING AND FUTURE TRAFFIC VOLUMES.....57  
FIGURE 6 – 5<sup>TH</sup> AVENUE AND DIVISION STREET – EXISTING AND FUTURE TRAFFIC VOLUMES .....59  
FIGURE 7 – 3<sup>RD</sup> AVENUE AND BEECH STREET – EXISTING AND FUTURE TRAFFIC VOLUMES.....63  
FIGURE 8 – NELSON ROAD AND DIVISION STREET – EXISTING AND FUTURE TRAFFIC VOLUMES .....66  
FIGURE 9 – MONROE AVENUE AND SHARON AVENUE – EXISTING AND FUTURE TRAFFIC VOLUMES .....69  
FIGURE 10 – VALLEY ROAD AND PAXSON DRIVE – EXISTING AND FUTURE TRAFFIC VOLUMES.....72  
FIGURE 11 – 5<sup>TH</sup> AVENUE/PIONEER WAY/WHEELER ROAD – EXISTING AND FUTURE TRAFFIC VOLUMES .....75

# INTRODUCTION

---

The purpose of this study is to determine the configuration of and if it is possible, to install roundabouts and implement road diets at various locations within the City of Moses Lake be feasible. This report discusses each proposed road diet segment and roundabout location individually. The project study road diet segments and roundabout locations have been noted in Figure 1 – Vicinity Map.

Each individual road diet segment and roundabout location, existing roadway configuration, crash data, current and future traffic volumes have been documented. The outcome from the workshop has been included in Appendix B. The workshop comments on the individual road diet segments and roundabout locations have been incorporated throughout the report.

## **SCOPE OF STUDY**

This study documents the project goals, project methodology, existing conditions, future traffic volumes and conditions for the Roundabout and Road Diet Study Project. The following roadways and intersections have been identified for analysis:

### Road Diet –

- Hill Avenue (tertiary street) from Clover Drive to Division Street;
- Wheeler Road (primary street) from Hamilton Road to the City limits;
- Valley Road (secondary street) from Central Drive to Airway Drive;
- Pioneer Way (primary street) from SR 17 to 3<sup>rd</sup> Avenue;
- 4<sup>th</sup> Avenue (tertiary street) from Dogwood Street to Alder Street;
- 5<sup>th</sup> Avenue (tertiary street) from Division Street to Pioneer Way; and
- 3<sup>rd</sup> Avenue (secondary street) from West Broadway to Block Street.

### Roundabouts –

- 3<sup>rd</sup> Avenue and Broadway Avenue (Figure 2);
- 4<sup>th</sup> Avenue and Alder Street (Figure 3);
- 5<sup>th</sup> Avenue and Alder Street (Figure 4);
- 4<sup>th</sup> Avenue and Division Street (Figure 5);
- 5<sup>th</sup> Avenue and Division Street (Figure 6);
- 3<sup>rd</sup> Avenue and Beech Street (Figure 7);
- Nelson Road and Division Street (Figure 8);
- Monroe Avenue and Sharon Avenue (Figure 9); and
- Valley Road and Paxson Drive (Figure 10).

## **PROJECT GOALS**

The thrust of the Roundabout and Road Diet Study Project is to determine if the implementation of road diets and the installation of roundabouts will provide potential traffic flow and safety benefits compared with the existing (2016) and future (2035) roadway and intersection conditions.

This study will answer the following questions:

- Is it feasible to reduce the number of lanes on the proposed roadway segments from 4-lanes to 3-lanes?
- What are the recommended future lane configurations?
- Will roundabouts fit within the existing City right-of-way at the proposed locations?
- Will the proposed roundabouts function properly?
- What size and type of roundabout should be recommended (multi-lane, single-lane or mini)?

The Roundabout and Road Diet Study Project final report summarizes the outcome from the workshop. The report will be used as guidance for future decisions and as support documentation for the choices being made on upcoming roadway improvements within the City.

## **PROJECT METHODOLOGY**

Utilizing existing traffic volumes, each road diet segment and roundabout location has a 2% annual growth rate applied to estimate the 2035 traffic volumes. Each segment and roundabout has been analyzed for the existing conditions (2016) and the future (2035) conditions with the Roundabout and Road Diet Study Project.

## **EXISTING CONDITIONS**

The existing conditions for the project study area have been documented and include:

- Roadway facilities, number of travel lanes, shoulder widths and presence of curbs;
- Bicycle lanes and Sharrows (shared bicycle/vehicle) lanes;
- Current Average Daily Traffic (ADT) for all study routes and intersections;
- Truck percentages;
- Design vehicle for each study route and intersection; and
- Crash history for each study route and intersection.

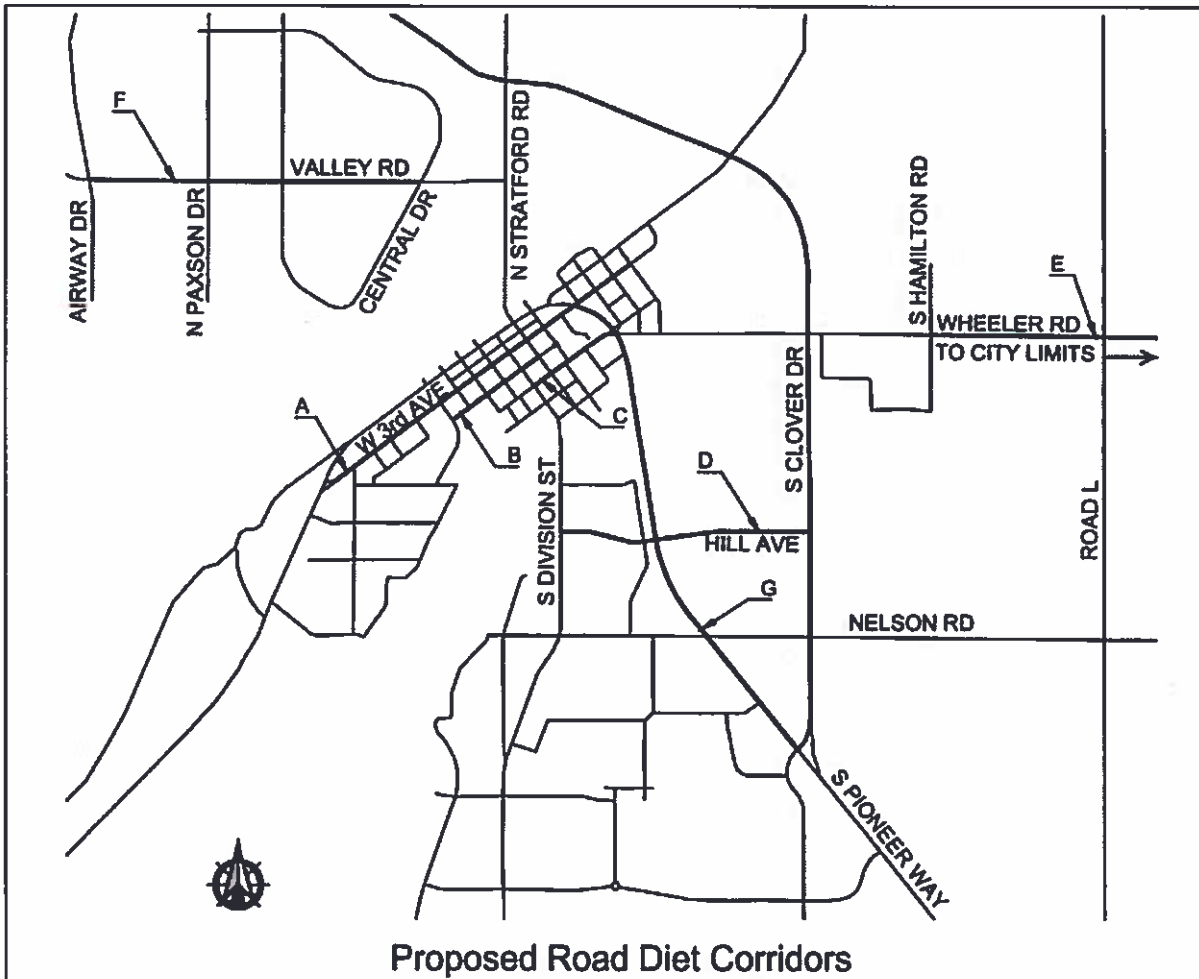
## **WORKSHOP**

A workshop was held on February 10, 2017 in the Moses Lake Civic Center Annex conference room, attendees at the workshop include:

- Shawn O'Brien, City of Moses Lake/City Engineer
- Jeff Holm, City of Moses Lake/Design Engineer
- Richard Law, City of Moses Lake/Project Engineer
- Anne Henning, City of Moses Lake/Senior Planner
- Ken Hash, PBS/Project Manager
- Greg Jellison, PBS/Principal Engineer
- Hermanus Steyn, Kittelson and Associates/Traffic Engineer

At the workshop, participants evaluated the candidate streets and intersections from a global perspective, looking at route continuity and connections. The results of the workshop are as described throughout this document.

Figure 1 – Proposed Road Diet Vicinity Map



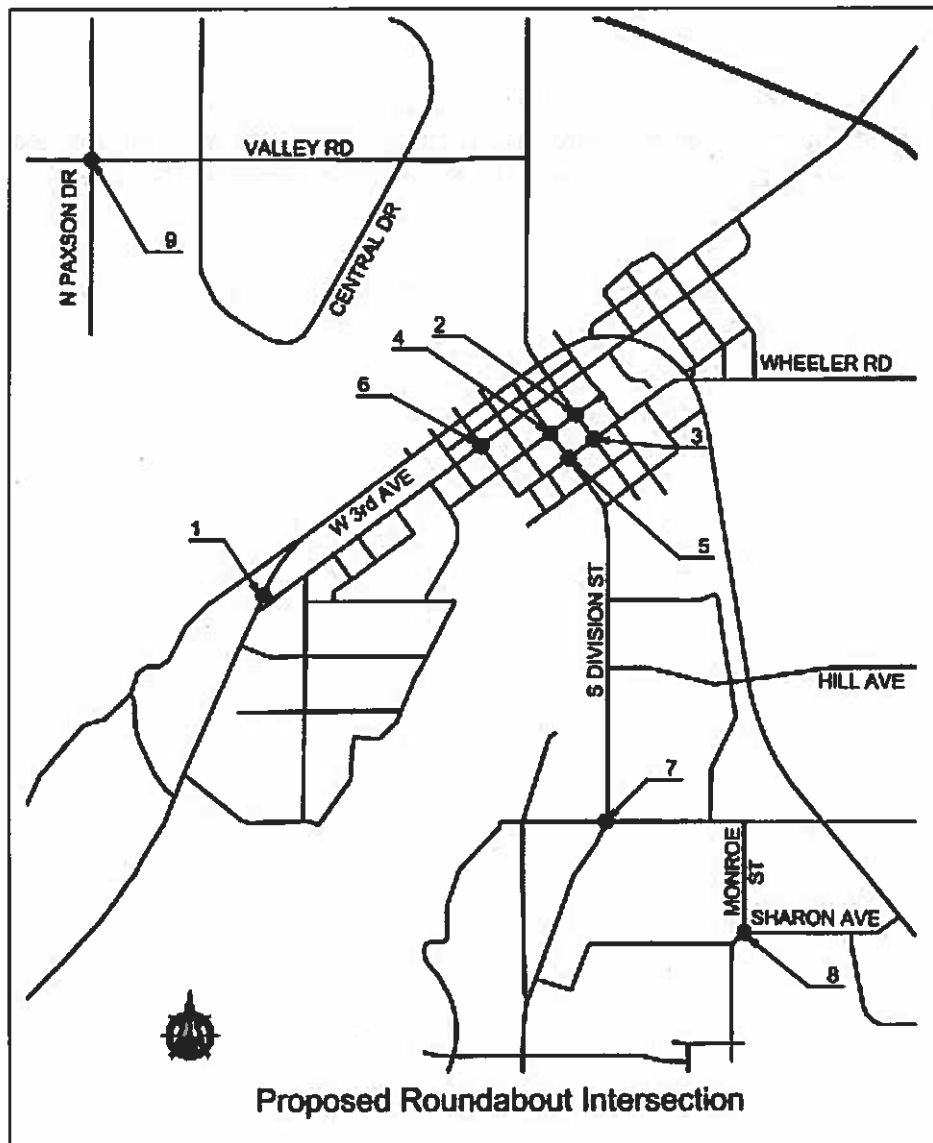
Study Locations

Proposed Road Diets –

- A - 3<sup>rd</sup> Avenue (secondary street) from West Broadway to Block Street;
- B - 4<sup>th</sup> Avenue (tertiary street) from Dogwood Street to Alder Street;
- C - 5<sup>th</sup> Avenue (tertiary street) from Division Street to Pioneer Way;
- D - Hill Avenue (tertiary street) from Clover Drive to Division Street;
- E - Wheeler Road (primary street) from Hamilton Road to the City limits;
- F - Valley Road (secondary street) from Central Drive to Airway Drive; and
- G - Pioneer Way (primary street) from SR 17 to 3<sup>rd</sup> Avenue.



Figure 1A – Proposed Roundabout Vicinity Map



### Study Locations

#### Roundabouts –

- 1 - 3<sup>rd</sup> Avenue and Broadway Avenue (Figure 2);
- 2 - 4<sup>th</sup> Avenue and Alder Street (Figure 3);
- 3 - 5<sup>th</sup> Avenue and Alder Street (Figure 4);
- 4 - 4<sup>th</sup> Avenue and Division Street (Figure 5);
- 5 - 5<sup>th</sup> Avenue and Division Street (Figure 6);
- 6 - 3<sup>rd</sup> Avenue and Beech Street (Figure 7);
- 7 - Nelson Road and Division Street (Figure 8);
- 8 - Monroe Street and Sharon Avenue (Figure 9); and
- 9 - Valley Road and Paxson Drive (Figure 10).

# Road Diet Segments

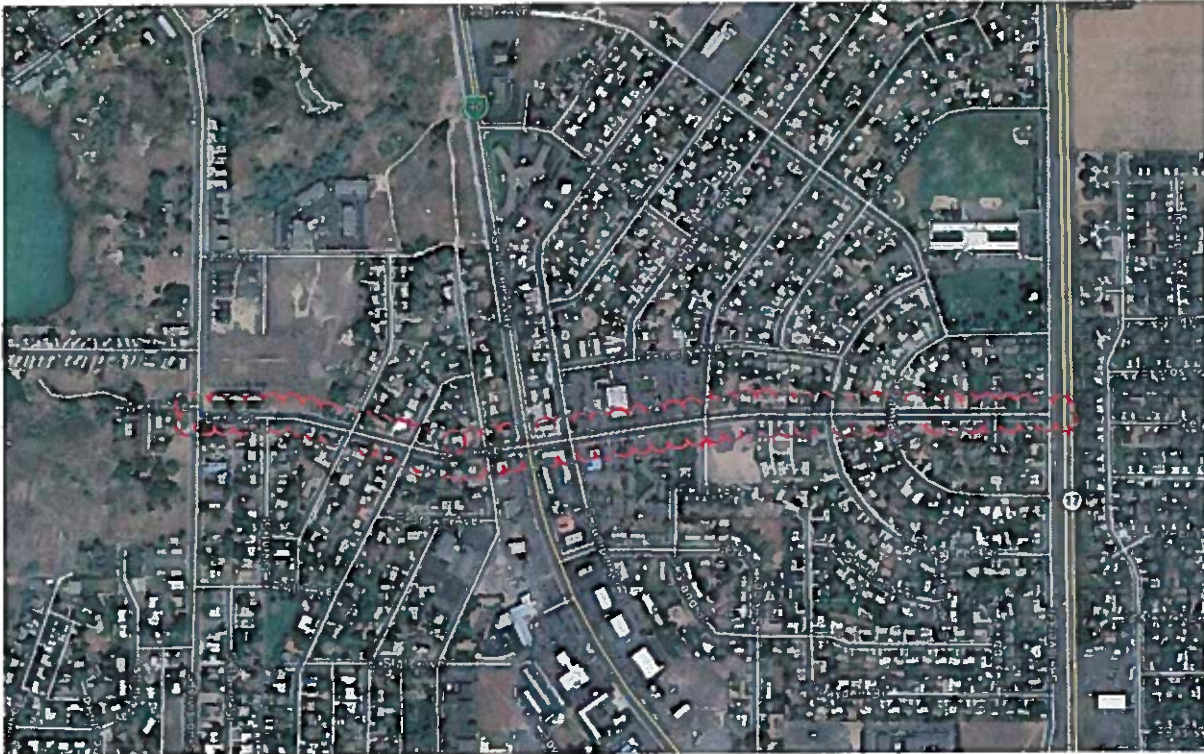
---

The existing infrastructure and operational traffic conditions of the project road diet segments were documented. The study area (Figure 1) and study area segments were defined based on information provided by City prior to starting the *Roundabout and Road Diet Study Project*.

The road diet segments and the outcome from the workshop are documented on the following pages, in the order noted above.

# HILL AVENUE FROM CLOVER DRIVE TO DIVISION STREET

---



# HILL AVENUE FROM CLOVER DRIVE TO DIVISION STREET

## EXISTING CONDITIONS

Hill Avenue from Clover Drive to Division Street					
	Cross street		Hill Avenue		Bicycle Lanes Sharrows
Hill Place:	NB	SB	WB	EB	
Control:	Stop	N/A	Unc	Unc	No
Number of Lanes:	No marking	N/A	2	2	
Accesses Between Blocks	2 north side	1 south side	N/A	N/A	
<b>S Dahlia Drive:</b>					
Control:	Stop	Stop	Unc	Unc	No
Number of Lanes:	No marking	No marking	2	2	
Accesses Between Blocks	5 north side	5 south side	N/A	N/A	
<b>S Evergreen Drive:</b>					
Control:	Stop	Stop	Unc	Unc	No
Number of Lanes:	No marking	No marking	2	2	
Accesses Between Blocks	1 north side	0 south side	N/A	N/A	
<b>S Grand Drive:</b>					
Control:	Stop	Stop	Unc	Unc	No
Number of Lanes:	No marking	No marking	2	2	
Accesses Between Blocks	7 north side	6 south side	N/A	N/A	
<b>S Juniper Drive:</b>					
Control:	Stop	Stop	Unc	Unc	No
Number of Lanes:	No marking	No marking	2	2	
Accesses Between Blocks	2 north side	3 south side	N/A	N/A	
<b>S Pioneer Way:</b>					
Control:	Signal	Signal	Signal	Signal	No
Number of Lanes:	2	2	2	2	
Accesses Between Blocks	1 north side	0 south side	N/A	N/A	
<b>S Balsam Street:</b>					
Control:	Stop	Stop	Unc	Unc	No
Number of Lanes:	No marking	No marking	2	2	
Accesses Between Blocks	1 north side	1 south side	N/A	N/A	

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB – southbound

Hill Avenue from Clover Drive to Division Street					
	Cross street		Hill Avenue		Bicycle Lanes Sharrows
S Skyline Drive:	NB	SB	WB	EB	
Control:	Stop	Stop	Unc	Unc	No
Number of Lanes:	No marking	No marking	2	2	
Accesses Between Blocks	3 north side	5 south side	N/A	N/A	
S Garden Drive:	NB	SB	WB	EB	No
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	No marking	No marking	2	2	
Accesses Between Blocks	2 north side	2 south side	N/A	N/A	
Grant Street:	NB	SB	WB	EB	No
Control:	Stop	N/A	Unc	Unc	
Number of Lanes:	No marking	N/A	2	2	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	
S Division Street:	NB	SB	WB	EB	No
Control:	Unc	Unc	Stop	N/A	
Number of Lanes:	2	2	2	N/A	
Accesses Between Blocks	1 north side	1 south side	N/A	N/A	

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

Hill Avenue from Clover Drive to Division Street			
Hill Avenue		WB	EB
Shoulder widths	Clover to Division	7 feet parking	7 feet parking
Curbing	Clover to Division	Yes	Yes
ADT Volumes	150' W/O Pioneer		
2016	3,930		
2035	5,423		
Speed Limit	Clover to Division	25*	25
Truck %	Clover to Pioneer		
	Pioneer to Division		
Design Vehicle	Clover to Division		

\* = Assumed

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound



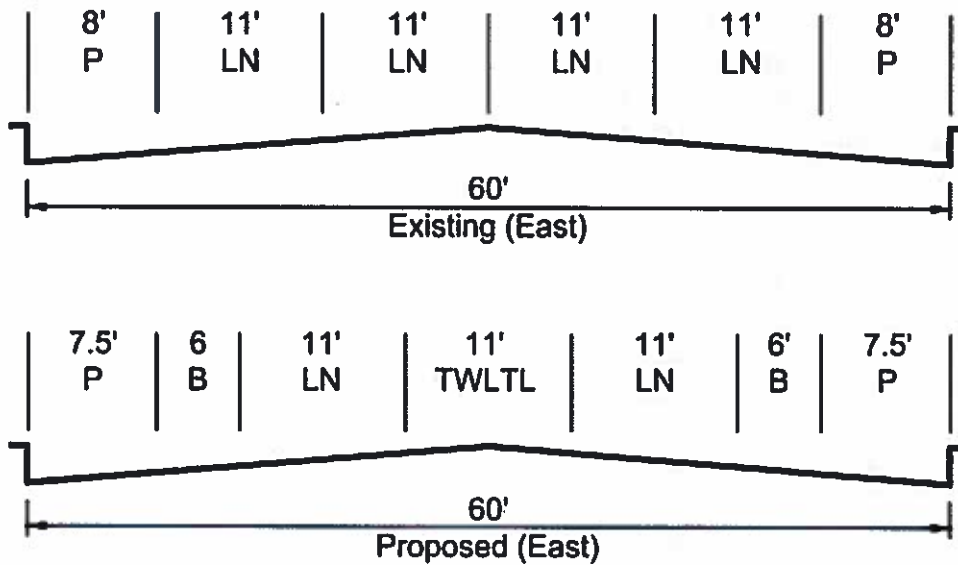
**CRASHES**

<b>Crashes – (8):</b>			
<b>Hill Avenue from Clover Drive to Division Street</b>			
<b>Date:</b>	<b>Location:</b>	<b>Type:</b>	<b>Severity</b>
09/15/2016	Pioneer-Hill I/S	Failure to yield	PDO
10/14/2015	Pioneer-Hill I/S	Failure to yield	PDO
09/17/2015	840 E Hill-D/W	Failure to yield	PDO
05/14/2015	Pioneer-Hill I/S	Failure to yield	PDO
03/01/2015	Pioneer-Hill I/S	Failure to yield	PDO
02/20/2015	Pioneer-Hill I/S	Failure to yield	PDO
01/04/2015	Not noted	Rear end – ice	PDO
04/09/2014	840 E Hill - parked	Hit and run	PDO

PDO = Property Damage Only Crash

**TYPICAL SECTIONS**

**Hill Ave (Division to Clover)**



P – parking, LN – lane, B – bicycle lane, TWLTL – two-way left turn lane

## **WORKSHOP OUTCOMES DISCUSSION**

### **Hill Avenue from Clover Drive to Division Street**

Recommend implementation of the road diet for this segment with the following design features:

- Parking should be retained.
- Narrowing turn lanes is acceptable.
- Use a 6 foot bicycle lane.

# WHEELER ROAD FROM HAMILTON ROAD TO THE CITY LIMITS





# WHEELER ROAD FROM HAMILTON ROAD TO THE CITY LIMITS

## EXISTING CONDITIONS

Wheeler Road from Hamilton Road to the City Limits (Road N NE)					
	Cross street		Wheeler Road		Bicycle Lanes Sharrows
Bell Road NE:	NB	SB	WB	EB	
Control:	Stop	Stop	Unc	Unc	No
Number of Lanes:	No marking	2	2	2	
Accesses Between Blocks	5 north side	5 south side	N/A	N/A	
<b>Road L NE:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	2 north side	0 south side	N/A	N/A	
<b>Road N NE:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	13 north side	13 south side	N/A	N/A	

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

Wheeler Road from Hamilton Road to the City Limits			
Wheeler Road		WB	EB
Shoulder widths	Hamilton to ~625' E	None marked	3 feet
	~625' E to ~1300' E	7 feet	3 feet
	~1300' E to Road N NE	3 feet	3 feet
Curbing	Hamilton to ~1300' E	Yes	No
	~1300' E to Road N NE	No	No
ADT Volumes	300' W/O SR17		
	2016	11,538	
	2035	15,922	
ADT Volumes	500' W/O Wiser Lane		
	2016	9,929	
	2035	13,702	
Speed Limit	Hamilton to Road L NE	35 MPH*	35 MPH
	Road L NE to Road N NE	50 MPH	50 MPH*
Truck %			
Design Vehicle			

\* = Assumed

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

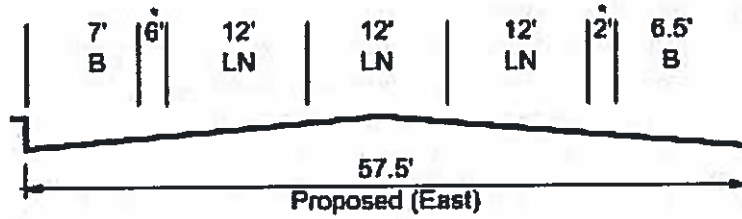
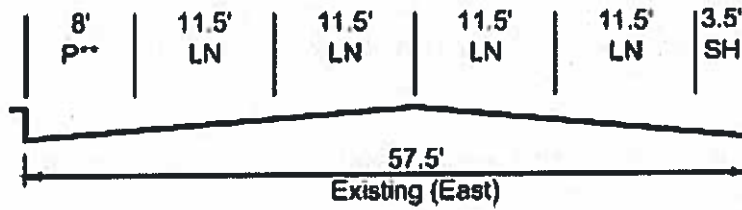
**CRASHES**

<b>Crashes – (18):</b>	<b>Wheeler Road from Hamilton Road to the City Limits</b>		
<b>Date:</b>	<b>Location:</b>	<b>Type:</b>	<b>Severity</b>
11/10/2016	Road L NE	Failure to yield	PDO
11/07/2016	Road L NE	Failure to yield	PDO
09/01/2016	Road L NE	Failure to yield	PDO
02/12/2016	Road L NE	Failure to yield	PDO
Not noted	Road L NE	Failure to yield	PDO
11/17/2015	Road N NE	Failure to yield	Evident injury
10/13/2015	Road L NE	Failure to yield	PDO
09/12/2015	Road L NE	Failure to yield	Evident injury
09/08/2015	Road L NE	Failure to yield	PDO
09/06/2015	Road L NE	Failure to yield	PDO
08/14/2015	Not noted – parking lot	Failure to yield	PDO
07/25/2015	Road L NE	Failure to yield	PDO
12/15/2014	E Wheeler/13550 block	Ice – single vehicle	PDO
11/25/2014	Road L NE	Failure to yield	PDO
10/15/2014	Road L NE	Failure to yield	PDO
07/18/2014	Road L NE	Failure to yield	PDO
04/17/2014	Road N NE	Failure to yield	PDO
02/28/2014	One Stop Mart	Failure to yield	PDO

PDO = Property Damage Only Crash

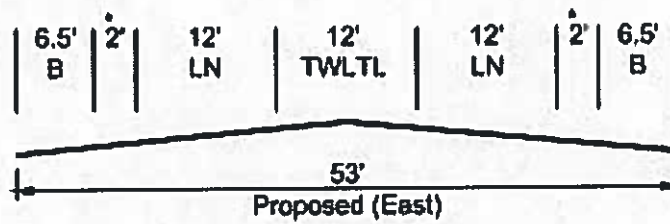
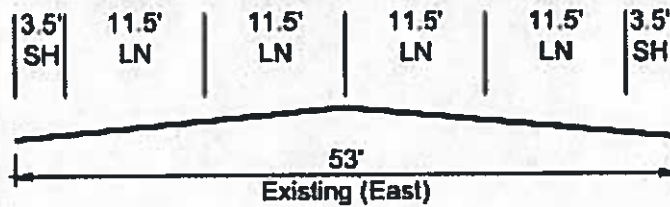
**TYPICAL SECTIONS**

**Wheeler Rd (Hamilton - 1130' East of Hamilton)**

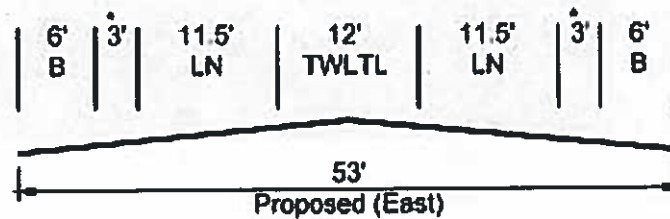


\*\* Recommend elimination of on-street parking.

**Wheeler Rd (1130' East of Hamilton - City Limits)**



OR



\* Buffer (See Appendix D)

## WORKSHOP OUTCOMES DISCUSSION

### Wheeler Road from Hamilton Road to the City Limits

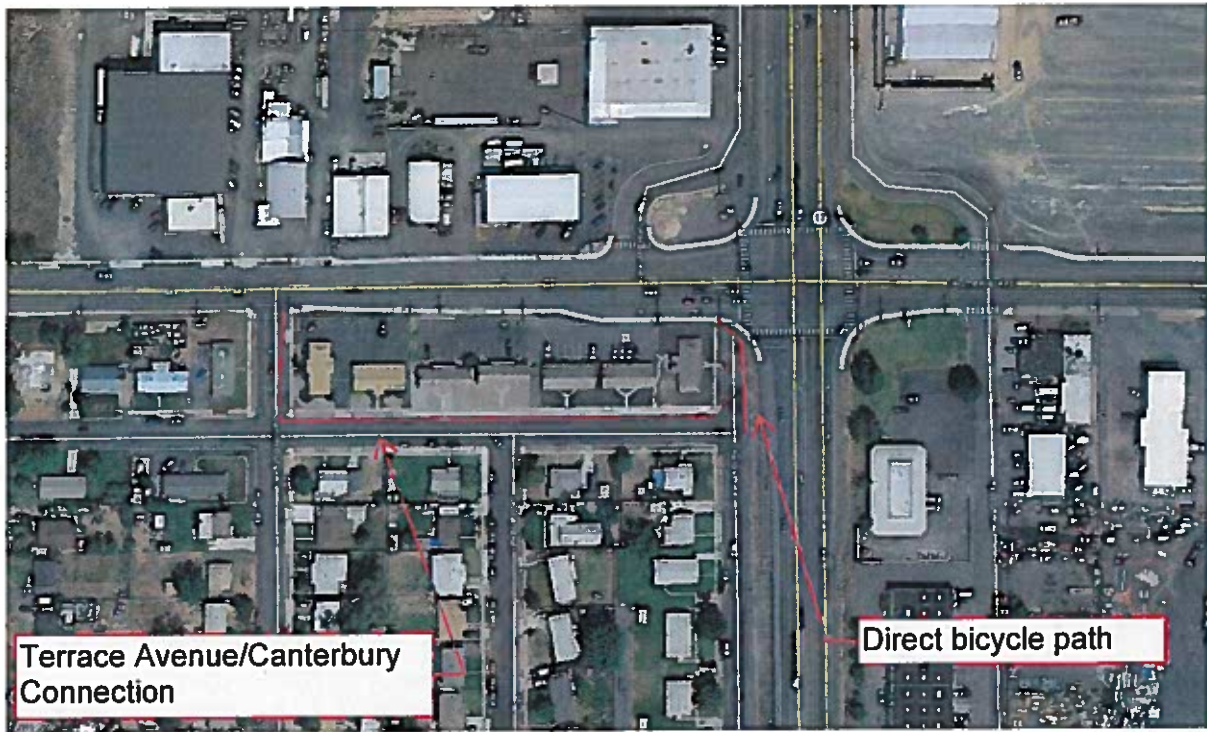
Recommend implementation of the road diet Hamilton Road to City limits segment with the next chip seal cycle.

- There is limited on-street parking. Recommend the elimination of on-street parking as part of the next street striping cycle.
- This is a truck route.
- Turn lanes should be 12 feet in width.
- Consider extending the road diet segment to the west to Pioneer Way to complete bicycle route and connect with the proposed road diet along 5<sup>th</sup> Avenue in downtown to provide a continuous east-west connection across the city. See below.
- The intersection of Wheeler Road, 5th Avenue and Pioneer Way is addressed on page 75.
- Consider connecting the Clover Drive bicycle route to Wheeler Road either through a Terrace Avenue/Canterbury connection or through a direct bicycle path. See page 17.
- Consider the use of Super Sharrows at the intersection with SR 17. See Appendix D for a Super Sharrow detail.



Extended Connection west  
Pioneer Way to Hamilton Road





Clover Drive bicycle connection options

# VALLEY ROAD FROM CENTRAL DRIVE TO AIRWAY DRIVE



# VALLEY ROAD FROM CENTRAL DRIVE TO AIRWAY DRIVE

## EXISTING CONDITIONS

Valley Road from Central Drive to Airway Drive					
	Cross street		Valley Road		Bicycle Lanes Sharrows
	NB	SB	WB	EB	
<b>N Central Drive:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	2	2	
Accesses Between Blocks	3 north side	13 south	N/A	N/A	
<b>N Vista Drive:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	N/A	Stop	Unc	Unc	
Number of Lanes:	N/A	No marking	2	2	
Accesses Between Blocks	3 north side	2 south side	N/A	N/A	
<b>NW Sunburst Court:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	2	2	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	
<b>N Grape Drive:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	Unc	Unc	Unc	Unc	
Number of Lanes:	2	2	2	2	
Accesses Between Blocks	1 north side	1 south side	N/A	N/A	
<b>N Paxson Drive:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	No marking	No marking	2	2	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	
<b>Future Road:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	N/A	Stop	Unc	Unc	
Number of Lanes:	N/A	No marking	2	2	
Accesses Between Blocks	0 north side	0 south side	N/A	N/A	
<b>Airway Drive NE</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	1	2	2	2	
Accesses Between Blocks	0 north side	0 south side	N/A	N/A	

Unc - Uncontrolled

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

<b>Valley Road from Central Drive to Airway Drive</b>			
<b>Valley Road</b>		<b>WB</b>	<b>EB</b>
<b>Shoulder widths</b>	Central to Paxson	None	None
	Paxson to Airway	None	Not marked
<b>Curbing</b>	Central to Grape	Yes	Rolled w/walk
	Grape to Paxson	Yes	Yes
	Paxson to Airway	Yes	None
<b>ADT Volumes</b>	500' W/O Stratford		
2016	15,179		
2035	20,947		
<b>ADT Volumes</b>	800' E/O Paxson Drive		
2016	9,923		
2035	13,694		
<b>ADT Volumes</b>	200' E/O Park Entrance		
2016	6,749		
2035	9,314		
<b>Speed Limit</b>	Central Paxson	Unknown	Unknown
	Paxson to Airway	35 MPH	Unknown
<b>Truck %</b>	Central to Airway		
<b>Design Vehicle</b>	Central to Airway		

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
 WB – westbound, EB – eastbound, NB – northbound, SB – southbound



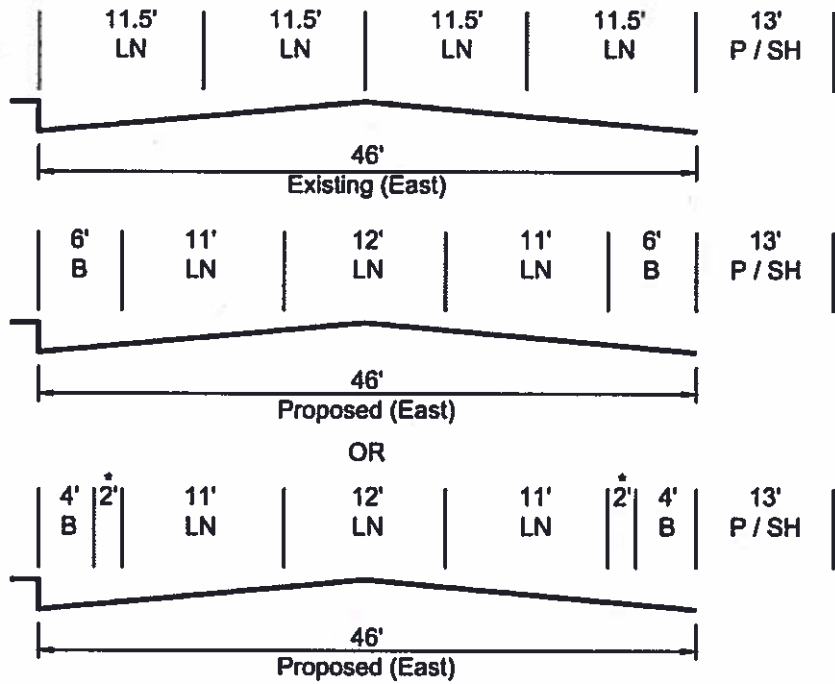
**CRASHES**

<b>Crashes – (27):</b>		<b>Valley Road from Central Drive to Airway Drive</b>	
<b>Date:</b>	<b>Location:</b>	<b>Type:</b>	<b>Severity</b>
11/05/2016	Not noted	Sideswipe	PDO
10/04/2016	Vista Drive	Inattention/rear end	PDO
09/13/2016	Not noted	Sun blinded/rear end	PDO
09/04/2016	Airway Drive	Sideswipe	PDO
01/12/2016	Not noted	Failure to yield	PDO
12/20/2015	Vista Drive	Following too closely	PDO
10/13/2015	Central Drive	Rear-end	PDO
10/02/2015	Not noted	Rock tossed by chain	PDO
09/15/2015	Central Drive	Following too closely	PDO
08/22/2015	Not noted	Failure to yield	PDO
05/29/2015	Sunburst Court	Failure to yield	PDO
05/26/2015	518 W Valley Road	Failure to yield	PDO
04/18/2015	Grape Drive NE	Failure to yield	PDO
04/14/2015	Grape Drive NE	Failure to yield	Possible injury
03/16/2015	Grape Drive NE	Failure to yield	PDO
02/07/2015	Grape Drive NE	Medical issue	Evident injury
02/05/2015	Paxson Road	Improper turn	PDO
01/19/2015	Grape Drive NE	Failure to yield	Possible injury
12/13/2014	Grape Drive NE	Failure to yield	PDO
11/23/2014	Not noted	Failure to yield	PDO
11/13/2014	Central Drive	Rear-end	PDO
09/19/2014	Central Drive	Failure to yield	Possible injury
07/09/2014	Not noted/cyclist	Inattention	PDO
04/15/2014	Central Drive	Following too closely	PDO
04/14/2014	Central Drive/cyclist	Inattention	PDO
03/28/2014	Not noted	Failure to yield	PDO
03/19/2014	Central Drive	Failure to yield	PDO

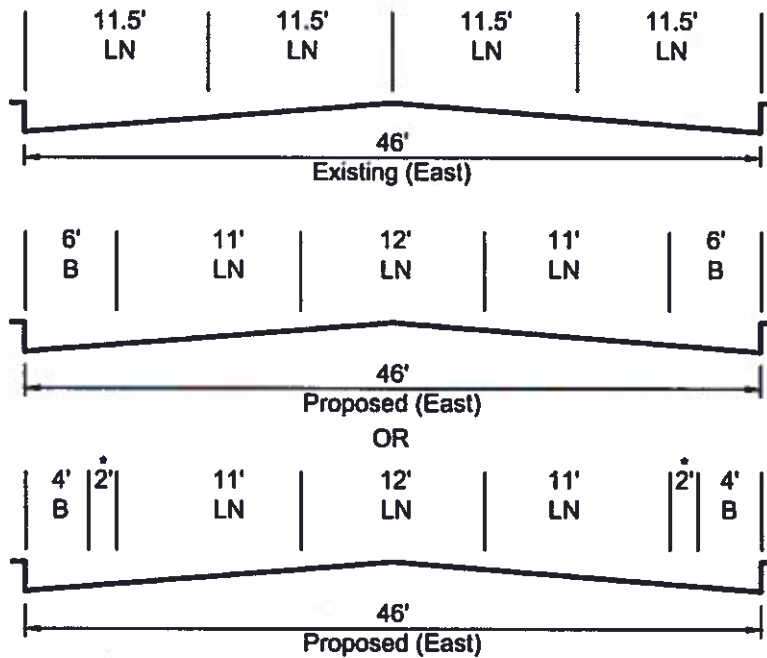
PDO = Property Damage Only Crash

**TYPICAL SECTIONS**

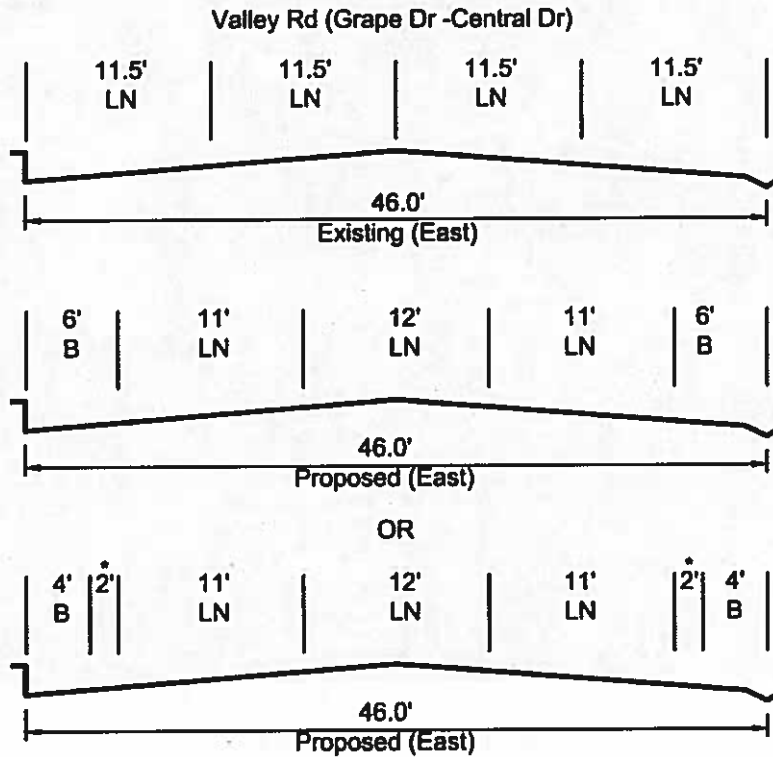
**Valley Rd (Airway Dr - Paxson)**



**Valley Rd (Paxson -Grape Dr)**



\* Buffer (See Appendix D)



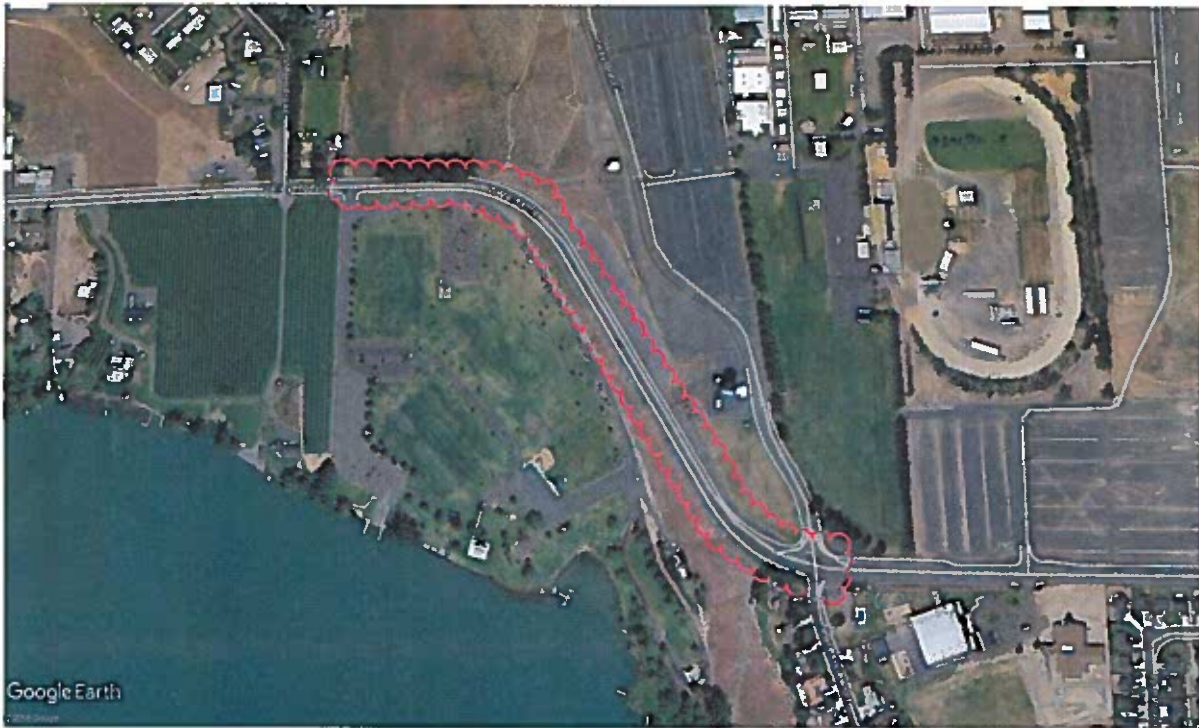
\* Buffer (See Appendix D)

## **WORKSHOP OUTCOMES DISCUSSION**

Valley Road from Central Drive to Airway Drive

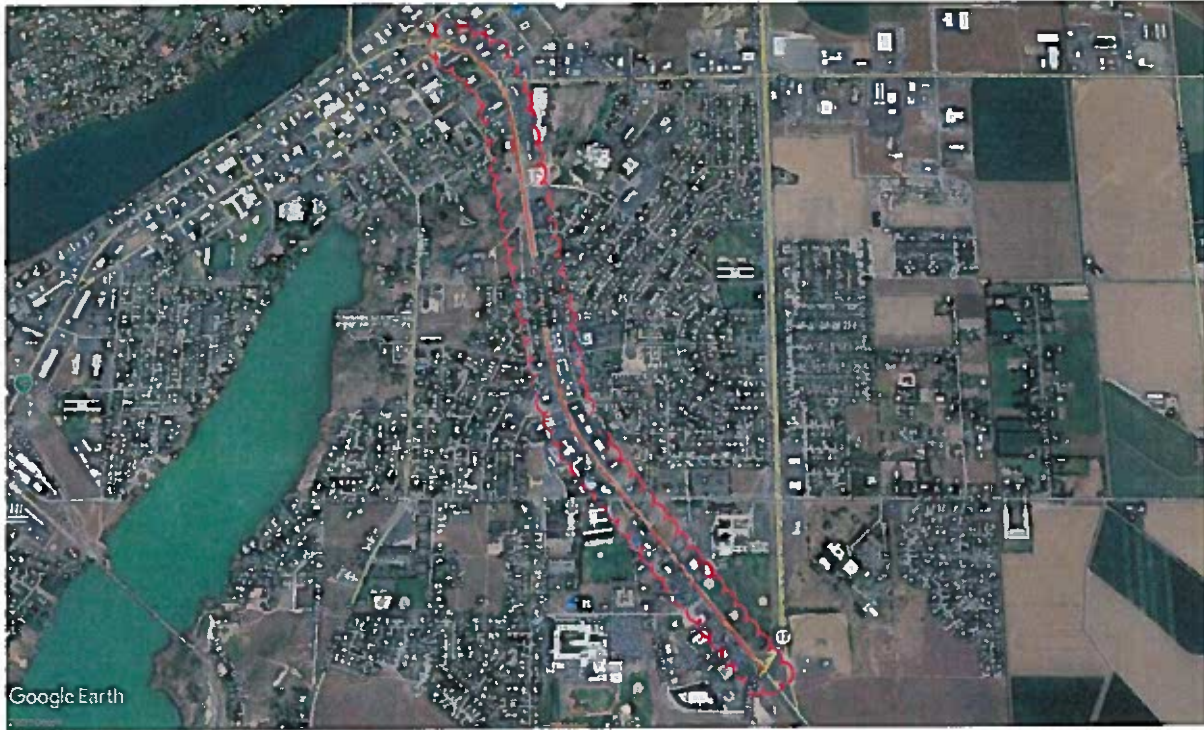
Recommend implementation of the road diet for this segment with the following notations:

- From Central Drive to Airway Drive consider implementation of a 3-lane cross section, with either a bicycle lane only or a bicycle lane with a buffer as noted above.
- Consider converting Valley Road from Airway Drive to the entrance to Cascade Park to a 2-lane section with bicycle lanes to provide bicycle connectivity to the Cascade Park complex. See page 24.



Extension of road diet on Valley Road  
Airway Drive to Cascade Park

# PIONEER WAY FROM SR 17 TO 3<sup>RD</sup> AVENUE





# PIONEER WAY FROM SR 17 TO 3<sup>RD</sup> AVENUE

## EXISTING CONDITIONS

Pioneer Way from SR 17 to 3 <sup>rd</sup> Avenue					
	Cross street		Pioneer Way		Bicycle Lanes Sharrows
SR 17:	WB	EB	NB	SB	
Control:	Signal	Signal	Signal	Signal	No
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	N/A	N/A	0 west side	1 east side	
<b>Colonial Avenue:</b>					
Control:	N/A	Stop	Unc	Unc	No
Number of Lanes:	N/A	1	2	2	
Accesses Between Blocks	N/A	N/A	0 west side	1 east side	
<b>Sharon Avenue:</b>					
Control:	N/A	Signal	Signal	Signal	No
Number of Lanes:	N/A	1	2	2	
Accesses Between Blocks	N/A	N/A	0 west side	0 east side	
<b>Unnamed Avenue:</b>					
Control:	N/A	Stop	Unc	Unc	No
Number of Lanes:	N/A	Not marked	2	2	
Accesses Between Blocks	N/A	N/A	2 west side	3 east side	
<b>E Nelson Road:</b>					
Control:	Signal	Signal	Signal	Signal	No
Number of Lanes:	2	2	2	N/A	
Accesses Between Blocks	N/A	N/A	5 west side	5 east side	
<b>S Alderwood Drive:</b>					
Control:	Stop	N/A	Unc	Unc	No
Number of Lanes:	1	N/A	2	N/A	
Accesses Between Blocks	N/A	N/A	5 west side	8 east side	
<b>E Hill Avenue:</b>					
Control:	Signal	Signal	Signal	Signal	No
Number of Lanes:	2	2	2	N/A	
Accesses Between Blocks	N/A	N/A	2 west side	3 east side	

Unc - Uncontrolled

Unc - Uncontrolled, N/A - not applicable, W/O - west of, E - east, S - south, N - north S - south,  
WB - westbound, EB - eastbound, NB - northbound, SB - southbound

<b>Pioneer Way from SR 17 to 3<sup>rd</sup> Avenue</b>					
	<b>Cross Street</b>		<b>Pioneer Way</b>		<b>Bicycle Lanes Sharrows</b>
	<b>WB</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>	
<b>E Olive Avenue:</b>	<b>WB</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>	No
Control:	Stop	N/A	Unc	Unc	
Number of Lanes:	Not marked	N/A	2	2	
Accesses Between Blocks	N/A	N/A	0 west side	1 east side	
<b>E Lark Avenue:</b>	<b>WB</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>	No
Control:	Stop	N/A	Unc	Unc	
Number of Lanes:	Not marked	N/A	2	2	
Accesses Between Blocks	N/A	N/A	0 west side	2 east side	
<b>Unnamed Avenue:</b>	<b>WB</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>	No
Control:	Stop	N/A	Unc	Unc	
Number of Lanes:	Not marked	N/A	2	2	
Accesses Between Blocks	N/A	N/A	0 west side	2 east side	
<b>E Walnut Avenue:</b>	<b>WB</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>	No
Control:	N/A	Stop	Unc	Unc	
Number of Lanes:	N/A	Not marked	2	2	
Accesses Between Blocks	N/A	N/A	3 west side	2 east side	
<b>E Wheeler Road:</b>	<b>WB</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>	No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	2	2	
Accesses Between Blocks	N/A	N/A	1 west side	1 east side	
<b>Unnamed Avenue:</b>	<b>WB</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>	No
Control:	Stop	N/A	Unc	Unc	
Number of Lanes:	Not marked	N/A	2	2	
Accesses Between Blocks	N/A	N/A	0 west side	0 east side	
<b>E 3rd Avenue:</b>	<b>WB</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>	No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	2	2	
Accesses Between Blocks	N/A	N/A	2 west side	0 east side	

Unc - Uncontrolled

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

<b>Pioneer Way from SR 17 to 3<sup>rd</sup> Avenue</b>			
<b>Pioneer Way</b>		<b>NB</b>	<b>SB</b>
<b>Shoulder widths</b>	SR 17 to first driveway	7 feet	None
	First driveway on left to Unnamed road north of Lark	None	None
	Unnamed road north of Lark to Walnut	intermittent 8 feet for parking	None
	Walnut to 3 <sup>rd</sup> Avenue	8 feet/parking	None
<b>Curbing</b>	SR 17 to Block	All but fist 100'	Yes
<b>ADT Volumes</b>	100' N/O Walnut		
2016	16,467		
2035	22,725		
<b>ADT Volumes</b>	300' S/O Sharon		
2016	14,464		
2035	19,960		
<b>Speed Limit</b>	SR 17 to Lark	35 MPH	35 MPH
	3 <sup>rd</sup> to Lark	30 MPH*	30 MPH
<b>Truck %</b>	Beech to Block		
<b>Design Vehicle</b>	Beech to Block		

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

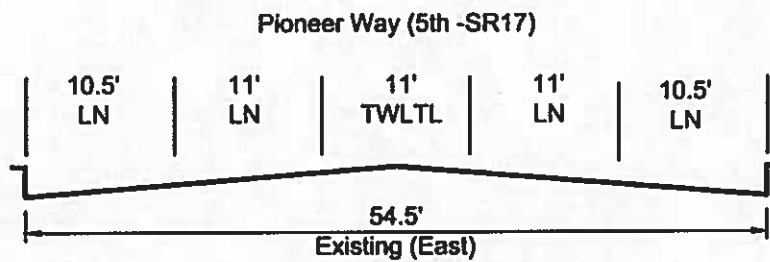
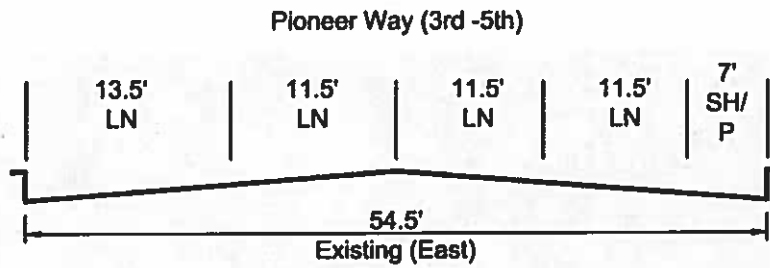
### **CRASHES**

<b>Crashes – (X):</b>	<b>Pioneer Way from SR 17 to 3<sup>rd</sup> Avenue</b>		
<b>Date:</b>	<b>Location:</b>	<b>Type:</b>	<b>Severity</b>
<b>No data provided</b>			

PDO = Property Damage Only Crash



## TYPICAL SECTIONS



## WORKSHOP OUTCOMES DISCUSSION

### Pioneer Way from SR 17 to 3<sup>rd</sup> Avenue

Recommend leaving Pioneer Way "as is" for this segment with the following notations:

- The forecast ADT becomes fairly high (more than 20,000); this is approaching a volume that requires additional analysis to increase the confidence of success.
- Please see sheet 75 for the intersection with E 5<sup>th</sup> Avenue-E Wheeler Road. Maintaining the existing 5-lane section is important, especially when potentially providing a continuous road diet (with bicycle lanes) from 5<sup>th</sup> Avenue in downtown all the way through this intersection along Wheeler Road to the City limits.

# 4<sup>TH</sup> AVENUE FROM DOGWOOD STREET TO ALDER STREET



# 4<sup>TH</sup> AVENUE FROM DOGWOOD STREET TO ALDER STREET

## EXISTING CONDITIONS

4 <sup>th</sup> Avenue from Dogwood Street to Alder Street					
	Cross street		4 <sup>th</sup> Avenue		Bicycle Lanes Sharrows
	NB	SB	WB	EB	
<b>Dogwood Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Unc	Unc	N/A	Stop	
Number of Lanes:	1	1	N/A	2	
Accesses Between Blocks	1 north side	1 south side	N/A	N/A	
<b>S Cedar Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	N/A	Stop	Unc	Unc	
Number of Lanes:	N/A	1	2	2	
Accesses Between Blocks	1 north side	2 south side	N/A	N/A	
<b>S Beech Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	2 north side	1 south side	N/A	N/A	
<b>S Ash Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	3 north side	1 south side	N/A	N/A	
<b>S Division Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	1/2	1	
Accesses Between Blocks	2 north side	2 south side	N/A	N/A	
<b>S Alder Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	1 north side	1 south side	N/A	N/A	

Unc - Uncontrolled

Unc - Uncontrolled, N/A - not applicable, W/O - west of, E - east, S - south, N - north S - south,  
WB - westbound, EB - eastbound, NB - northbound, SB - southbound

4 <sup>th</sup> Avenue from Dogwood Street to Alder Street			
4 <sup>th</sup> Avenue		WB	EB
<b>Shoulder widths</b>	Dogwood to Alder	8' parallel parking	8' parallel parking
<b>Curbing</b>	Dogwood to Alder	Yes	Yes
<b>ADT Volumes</b>	None provided		
2016			
2035			
<b>Speed Limit</b>	Dogwood to Alder	25 MPH*	25 MPH*
<b>Truck %</b>	Dogwood to Alder		
<b>Design Vehicle</b>	Dogwood to Alder		

\* = Assumed

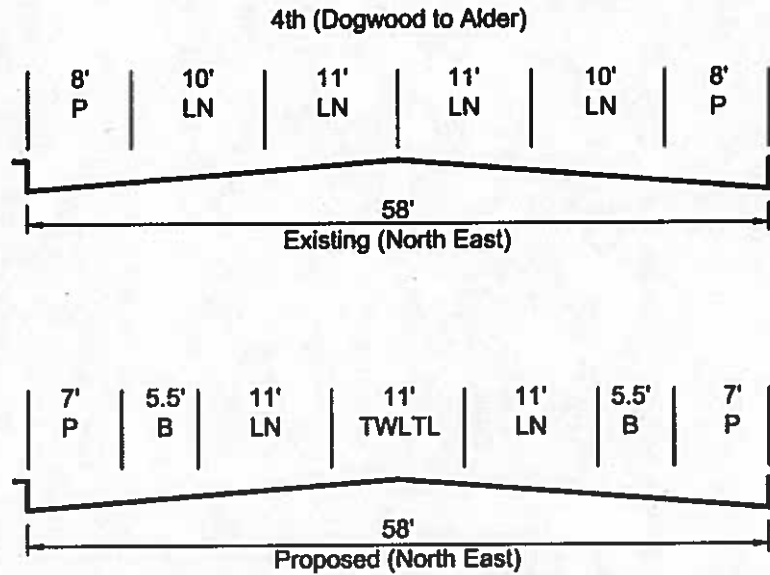
Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB – southbound

## CRASHES

Crashes – (14):	4 <sup>th</sup> Avenue from Dogwood Street to Alder Street		
Date:	Location:	Type:	Severity
09/15/2016	I/S of 4 <sup>th</sup> and Beech	Angle	PDO
08/29/2016	I/S of 4 <sup>th</sup> and Division	Failure to yield	Evident injury
08/23/2016	Near Beech	Failure to yield	PDO
01/08/2016	I/S of 4 <sup>th</sup> and Beech	Failure to yield	PDO
08/22/2015	I/S of 4 <sup>th</sup> and Division	Fixed object	PDO
08/22/2015	Not noted	Backing	PDO
08/08/2015	Not noted	Backing	PDO
04/02/2015	S Ash Street	Failure to yield	PDO
03/31/2015	Cedar Street	Failure to yield	PDO
03/10/2015	I/S of 4 <sup>th</sup> and Division	Failure to yield	PDO
12/01/2014	I/S of 4 <sup>th</sup> and Ash	Failure to yield	PDO
06/23/2014	I/S of 4 <sup>th</sup> and Beech	Failure to yield	PDO
02/24/2017	D/W and 4th	Inattention	PDO
01/31/2017	Aquatic Center D/W	Failure to yield	PDO

PDO = Property Damage Only Crash

## TYPICAL SECTIONS



## WORKSHOP OUTCOMES DISCUSSION

### 4<sup>th</sup> Avenue from Dogwood Street to Alder Street

Recommend implementation of the road diet for this segment with the following notations:

- Provides a connection with the water park
- Consider a 3-lane section from Dogwood Street to Beech Street. See Page 34.
- Consider a 2-lane section with diagonal parking from Beech Street to Alder Street. See page 34.
- Use Sharrows in the 2-lane section. See Appendix D for Sharrows detail.
- Recommend implementation of road diet and roundabout at the intersection of Division and Alder Streets as the same project.





Limits of 3-lane section -   
Limits of 2-lane section - 



# 5<sup>TH</sup> AVENUE FROM DIVISION STREET TO PIONEER WAY

---



# 5<sup>TH</sup> AVENUE FROM DIVISION STREET TO PIONEER WAY

## EXISTING CONDITIONS

5th Avenue from Division Street to Pioneer Way					
	Cross street		5 <sup>th</sup> Avenue		Bicycle Lanes Sharrows
	NB	SB	WB	EB	
<b>S Division Street:</b>					No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	1/2	1	
Accesses Between Blocks	2 north side	3 south side	N/A	N/A	
<b>S Alder street:</b>					No
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	1 north side	2 south side	N/A	N/A	
<b>S Balsam Street:</b>					No
Control:	Stop	N/A	Unc	Unc	
Number of Lanes:	No marking	N/A	2	2	
Accesses Between Blocks	0 north side	0 south side	N/A	N/A	
<b>S Balsam Street:</b>					No
Control:	N/A	Unc	Stop	N/A	
Number of Lanes:	N/A	2	2	N/A	
Accesses Between Blocks	1 north side	1 south side	N/A	N/A	
<b>S Chestnut Street:</b>					No
Control:	Stop	N/A	Stop	N/A	
Number of Lanes:	1	N/A	2	N/A	
Accesses Between Blocks	1 north side	1 south side	N/A	N/A	
<b>S Pioneer Way:</b>					No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	2	N/A	
Accesses Between Blocks	2 north side	2 south side	N/A	N/A	

Unc - Uncontrolled

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
 WB – westbound, EB – eastbound, NB – northbound, SB - southbound

5th Avenue from Division Street to Pioneer Way			
5 <sup>th</sup> Avenue		WB	EB
Shoulder widths	Division to Pioneer	None	None
Curbing	Division to Pioneer	Yes	Yes
ADT Volumes	800' E/O Balsam		
2016	5,097		
2035	7,034		
Speed Limit	Division to Pioneer	25 MPH	25 MPH*
Truck %	Division to Pioneer		
Design Vehicle	Division to Pioneer		

\* = Assumed

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
 WB – westbound, EB – eastbound, NB – northbound, SB - southbound

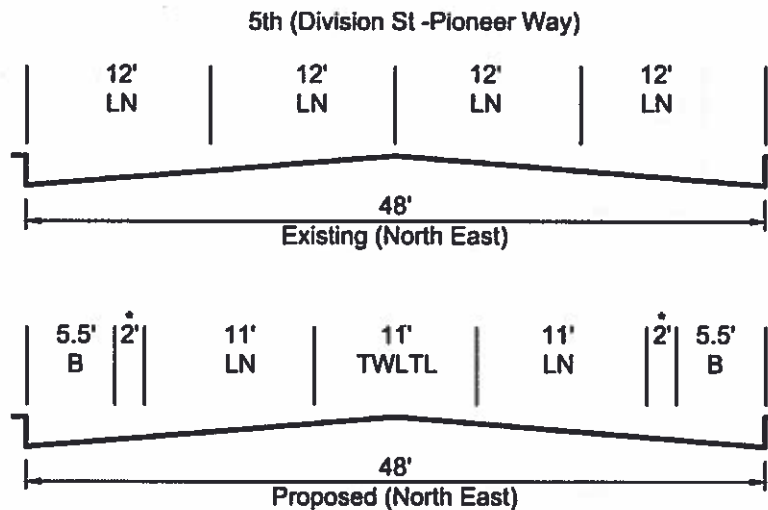
### CRASHES

Crashes – (26):			
5th Avenue from Division Street to Pioneer Way			
Date:	Location:	Type:	Severity
11/06/2016	I/S of Chestnut and 5th	Failure to yield	PDO
10/19/2016	I/S of Alder and 5th	Failure to yield	PDO
10/06/2016	I/S of Division and 5th	Following too closely	PDO
09/07/2016	I/S of Division and 5th	Failure to yield	PDO
07/25/2016	I/S of Chestnut and 5th	Failure to yield to cyclist	Apparent injury
02/19/2016	I/S of Pioneer and 5th	Following too closely	PDO
02/16/2016	I/S of Division and 5th	Failure to yield	PDO
02/05/2016	I/S of Division and 5th	Failure to yield	PDO
09/15/2015	Division approaching 5th	Hit and run	Possible injury
08/20/2015	I/S of Division and 5th	Failure to yield	PDO
07/28/2016	I/S of Division and 5th	Failure to yield	PDO
07/06/2015	I/S of Chestnut and 5th	Failure to yield	PDO
05/04/2015	I/S of Alder and 5th	Possible medical issue	PDO
03/13/2015	I/S of Alder and 5th	Failure to yield	PDO
01/28/2015	I/S of Division and 5th	Failure to yield	PDO
01/05/2015	Near 5th	Hit and run - sideswipe	PDO
12/13/2014	Near Walnut Street	Hit and run	PDO – parked car
10/07/2014	I/S of Chestnut and 5th	Failure to yield	PDO
08/07/2014	I/S of Pioneer and 5th	Failure to yield	PDO
07/03/2014	Not noted	Failure to yield	PDO
06/25/2014	I/S of Division and 5th	Inattention	PDO
06/15/2014	I/S of Pioneer and 5th	Failure to yield	Possible injury

03/14/2014	I/S of Division and 5th	Failure to yield	PDO
02/28/2014	I/S of Division and 5th	Failure to yield	Possible injury
01/16/2014	I/S of Division and 5th	Failure to yield	PDO
01/06/2014	I/S of Alder and 5th	Failure to yield	Possible injury

PDO = Property Damage Only Crash

## **TYPICAL SECTIONS**



\* Buffer (See Appendix D)

## **WORKSHOP OUTCOMES DISCUSSION**

### 5th Avenue from Division Street to Pioneer Way

Recommend implementation of the road diet for this segment with the following notations:

- Provides a connection with the water park.
- Consider extending bicycle lanes to Beech Street with Sharrows. See Appendix D for Sharrows detail.
- Recommend implementation of road diet and roundabout at the intersection of Division and 5<sup>th</sup> Avenue as the same project.
- See page 75 for the intersection layout for 5th Avenue/Pioneer Way/Wheeler Road.
- See page 16 for discussion of the Wheeler Road segment. There is an opportunity to complete an east-west, cross town, bicycle connector by completing the E 5<sup>th</sup> Avenue and Wheeler Road road diets at the same time.



# 3<sup>RD</sup> AVENUE FROM WEST BROADWAY TO BLOCK STREET



# 3<sup>RD</sup> AVENUE FROM WEST BROADWAY TO BLOCK STREET

## EXISTING CONDITIONS

3 <sup>rd</sup> Avenue from West Broadway to Block Street					
	Cross street		3 <sup>rd</sup> Avenue		Bicycle Lanes Sharrows
W Broadway Avenue:	NB	3 <sup>rd</sup> Avenue	WB	EB	
Control:	Signal	Signal	Signal	N/A	Yes/Sharrow
Number of Lanes:	N/A	N/A	2	N/A	
Accesses Between Blocks	5 north side	4 south side	N/A	N/A	
<b>W Ivy Avenue:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	Yes/Sharrow
Control:	Stop	N/A	Unc	Unc	
Number of Lanes:	1	N/A	2	2	
Accesses Between Blocks	1 north side	4 south side	N/A	N/A	
<b>Holly Street:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	2 north side	1 south side	N/A	N/A	
<b>S Gumwood Street:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	2 north side	3 south side	N/A	N/A	
<b>Fir Street:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	Yes/Sharrow
Control:	N/A	Stop	Unc	Unc	
Number of Lanes:	N/A	1	2	2	
Accesses Between Blocks	0 north side	0 south side	N/A	N/A	
<b>S Elm Street:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	Yes/Sharrow
Control:	Stop	N/A	Unc	Unc	
Number of Lanes:	1	N/A	2	2	
Accesses Between Blocks	3 north side	2 south side	N/A	N/A	
<b>Dogwood Street:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	

Unc - Uncontrolled

Unc - Uncontrolled, N/A - not applicable, W/O - west of, E - east, S - south, N - north S - south,  
WB - westbound, EB - eastbound, NB - northbound, SB - southbound



3 <sup>rd</sup> Avenue from West Broadway to Block Street					
	Cross street		3 <sup>rd</sup> Avenue		Bicycle Lanes Sharrow
	NB	SB	WB	EB	
<b>S Cedar Street:</b>	NB	SB	WB	EB	No
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	
<b>S Beech Street:</b>	NB	SB	WB	EB	No
Control:	Stop	Stop	Stop	Stop	
Number of Lanes:	1	1	1	1	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	
<b>S Ash Street:</b>	NB	SB	WB	EB	No
Control:	Stop	Stop	Stop	Stop	
Number of Lanes:	1	1	1	1	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	
<b>S Division Street:</b>	NB	SB	WB	EB	No
Control:	Stop	Stop	Stop	Stop	
Number of Lanes:	1	1	1	1	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	
<b>S Alder Street:</b>	NB	SB	WB	EB	No
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	1	1	
Accesses Between Blocks	2 north side	1 south side	N/A	N/A	
<b>S Balsam Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	3 north side	2 south side	N/A	N/A	
<b>S Chestnut Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	Driveway	2	2	
Accesses Between Blocks	1 north side	2 south side	N/A	N/A	
<b>S Pioneer Way:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Signal	Signal	Signal	Signal	
Number of Lanes:	2	2	2	2	
Accesses Between Blocks	2 north side	2 south side	N/A	N/A	
<b>N Elder Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	0 north side	1 south side	N/A	N/A	
<b>N Fig Street:</b>	NB	SB	WB	EB	Yes/Sharrow
Control:	Stop	Stop	Unc	Unc	
Number of Lanes:	1	1	2	2	
Accesses Between Blocks	2 north side	1 south side	N/A	N/A	

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB – southbound

3 <sup>rd</sup> Avenue from West Broadway to Block Street					
	Cross street		3 <sup>rd</sup> Avenue		Bicycle Lanes Sharrow
N Block Street:	NB	NB	WB	EB	
Control:	Stop	Stop	Unc	Unc	Yes/Sharrow
Number of Lanes:	1	1	1	1	
Accesses Between Blocks	3 north side	4 south side	N/A	N/A	

Unc – Uncontrolled

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

3 <sup>rd</sup> Avenue from West Broadway to Block Street			
3 <sup>rd</sup> Avenue		WB	EB
Shoulder widths	Broadway to Beech	8' parallel parking	8' parallel parking
	Beech to Ash	8' parallel parking w/ 15' angle parking	8' parallel parking w/ 15' angle parking
	Ash to Division	8' parallel parking	8' parallel parking
	Division to Alder	15' angle parking	15' angle parking
	Alder to Block	8' parallel parking	8' parallel parking
Curbing	Broadway to Block	Yes	Yes
ADT Volumes	200' E/O Broadway		
	2016	6,767	
	2035	9,338	
Speed Limit	Broadway to Cedar	25 MPH*	25 MPH
	Cedar to Chestnut	20 MPH	20 MPH
	Block to Chestnut	25 MPH	25 MPH *
Truck %	Broadway to Dogwood		
	Dogwood to Alder		
	Alder to Pioneer		
	Pioneer to Block		
Design Vehicle	Broadway to Fir		
	Fir to Beech		
	Beech to Block		

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

**CRASHES**

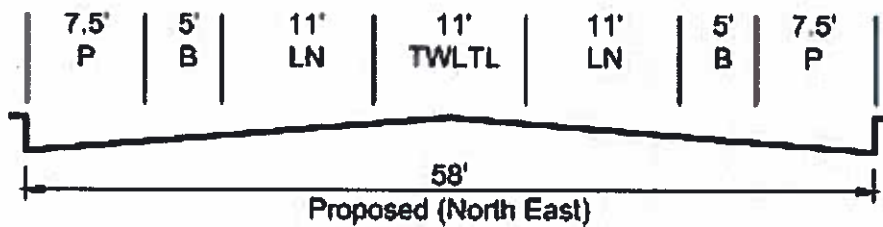
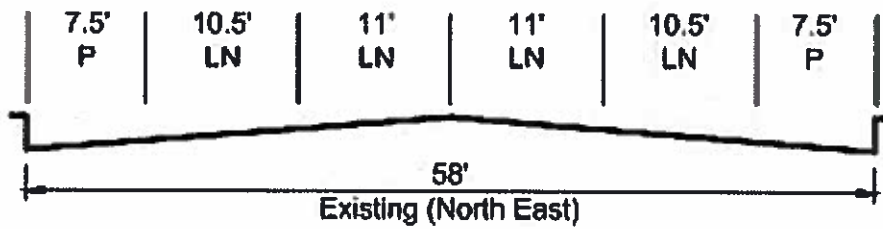
<b>Crashes – (44):</b>			
<b>3<sup>rd</sup> Avenue from West Broadway to Block Street</b>			
<b>Date:</b>	<b>Location:</b>	<b>Type:</b>	<b>Severity</b>
11/28/2016	Near Alder	Reckless endangerment DUI	PDO
10/30/2016	I/S of 3 <sup>rd</sup> and Alder	Fixed object - stolen	PDO - totaled
10/25/2016	I/S of 3 <sup>rd</sup> and Broadway	Hit and run	PDO
10/24/2016	Angle parking area	At fault	PDO
10/21/2016	500 Block	Hit and run	PDO
10/10/2016	I/S of 3 <sup>rd</sup> and Beech	Failure to yield	PDO
09/28/2016	I/S of 3 <sup>rd</sup> and Alder	Failure to yield	PDO
09/25/2016	I/S of 3 <sup>rd</sup> and Broadway	Failure to yield	PDO
02/24/2016	I/S of 3 <sup>rd</sup> and Block	Failure to yield	PDO
12/29/2015	I/S of 3 <sup>rd</sup> and Elder	Failure to yield	PDO
12/08/2015	Angle parking area	Failure to yield	PDO
12/03/2015	I/S of 3 <sup>rd</sup> and Dogwood	Failure to yield	PDO
11/21/2015	Not noted	Opened door into car	PDO
11/10/2015	I/S of 3 <sup>rd</sup> and Broadway	Inattention – fixed object	PDO
11/05/2015	I/S of 3 <sup>rd</sup> and Balsam	Failure to yield	PDO
10/30/2015	I/S of 3 <sup>rd</sup> and Dogwood	Failure to yield to ped	Possible injury
10/22/2015	I/S of 3 <sup>rd</sup> and Pioneer	Failure to yield	PDO
09/17/2015	I/S of 3 <sup>rd</sup> and Pioneer	Failure to yield	PDO
09/04/2015	I/S of 3 <sup>rd</sup> and Pioneer	Following too closely	PDO
09/03/2015	I/S of 3 <sup>rd</sup> and Elm	Failure to yield	PDO
No date	I/S of 3 <sup>rd</sup> and Balsam	Failure to yield	PDO
07/20/2015	I/S of 3 <sup>rd</sup> and Block	Failure to yield	Evident injury
07/20/2015	I/S of 3 <sup>rd</sup> and Alder	Failure to yield	PDO
05/11/2015	I/S of 3 <sup>rd</sup> and Broadway	Hit and run	PDO
01/20/2015	Angle parking area	Failure to yield	PDO
12/21/2014	I/S of 3 <sup>rd</sup> and Dogwood	Failure to yield	Possible injury
12/15/2014	I/S of 3 <sup>rd</sup> and Beech	Fault undetermined	PDO
12/14/2014	I/S of 3 <sup>rd</sup> and Alder	Failure to yield	PDO
10/15/2014	Angle parking area	Failure to yield	PDO
09/05/2014	Near 3rd	Following too closely	PDO
08/27/2014	I/S of 3 <sup>rd</sup> and Gumwood	Failure to yield	Possible injury
08/08/2014	I/S of 3 <sup>rd</sup> and Ash	Failure to yield	PDO
06/30/2014	I/S of 3 <sup>rd</sup> and Dogwood	Failure to yield	PDO
06/20/2014	I/S of 3 <sup>rd</sup> and Dogwood	Failure to yield/cyclist	PDO
06/19/2014	Angle parking area	Failure to yield	PDO
05/03/2014	I/S of 3 <sup>rd</sup> and Alder	Failure to yield	PDO
05/02/2014	Not noted	Following too closely	PDO
05/01/2014	Near Division	Collided with parked car	PDO
04/22/2014	I/S of 3 <sup>rd</sup> and Alder	Failure to yield	PDO
02/26/2014	518 E 3rd	Opened door into car	PDO

Crashes – (44): 3 <sup>rd</sup> Avenue from West Broadway to Block Street			
Date:	Location:	Date:	Location:
01/16/2014	I/S of 3 <sup>rd</sup> and Cedar	Fixed object	PDO
01/15/2014	I/S of 3 <sup>rd</sup> and Pioneer	Failure to yield	PDO
01/06/2014	I/S of 3 <sup>rd</sup> and Elder	Failure to yield	PDO

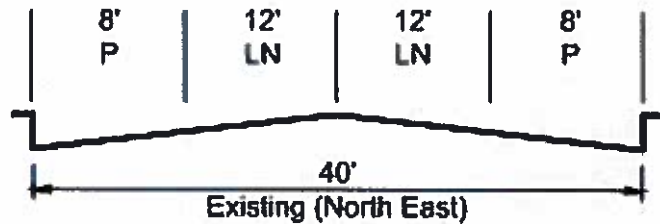
PDO = Property Damage Only Crash

### TYPICAL SECTIONS

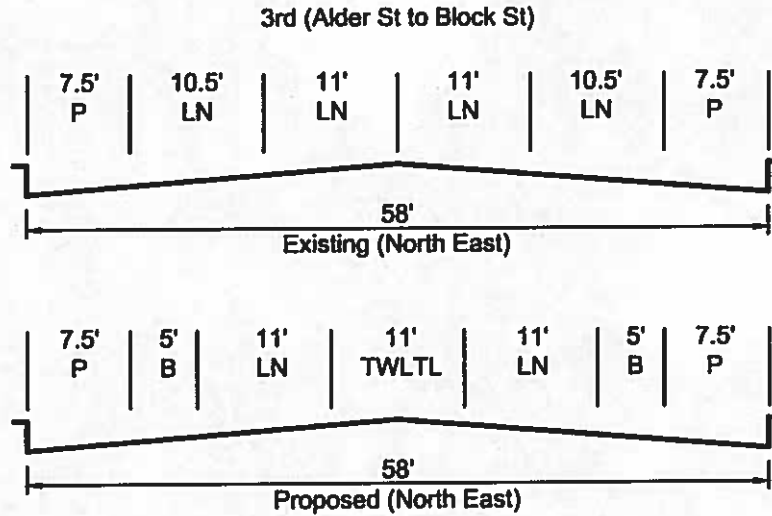
#### 3<sup>rd</sup> (W Broadway to Beech St)



#### 3<sup>rd</sup> (Beech St to Alder St)



Maintain existing cross sections.



**WORKSHOP OUTCOMES DISCUSSION**

**3<sup>rd</sup> Avenue from West Broadway to Block Street**

Recommend implementation of the road diet for this segment with the following notations:

- May need signal modification at Pioneer Way to align signal heads to new lane alignments along 3<sup>rd</sup> Avenue.
- Add Sharrows from Beech Street to Alder Street. See Appendix D for detail.
- Consider the elimination of the right-turn lane at Block Street. See page 46.
- Consider using a bicycle box for the crossing at Broadway Avenue. See page 46. See Appendix D for bicycle box detail.





Consider elimination of right turn lane to Block Street



Consider use of Bicycle box for 2-stage left turns



# ROUNDAABOUT INTERSECTIONS

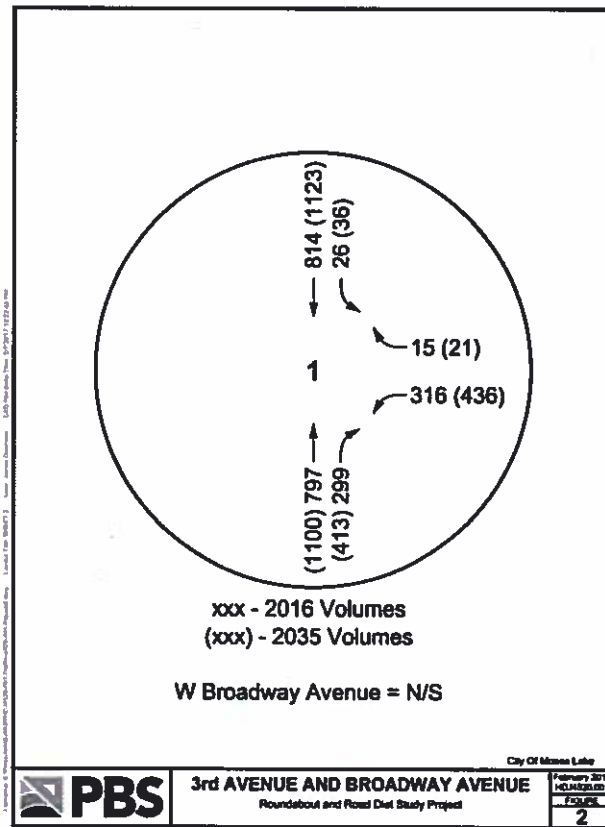
---

The existing infrastructure and operational traffic conditions for the project study area have been documented. The project study area (Figure 1) and study intersections were defined based on information provided by City staff prior to starting the *Roundabout and Road Diet Study Project*.

The roundabout intersections and the outcome from the workshop are documented on the following pages, in the order noted above.

# 3<sup>RD</sup> AVENUE AND BROADWAY AVENUE

Figure 2 – 3<sup>rd</sup> Avenue and Broadway Street – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	3 <sup>rd</sup> Avenue / Broadway Avenue – Existing				Total	ADT
	Broadway Street		3 <sup>rd</sup> Avenue			
Leg:	NB	SB	WB	EB		
Speed Limit	25	25	25	N/A		
Design Vehicle				N/A		
Truck %				N/A		
Control:	Signal	Signal	Signal	N/A		
Number of Lanes:	2	2	2	N/A		
Shoulder Widths:	8'/bicycle lane	8'/bicycle lane	N/A	N/A		
Curbing Present:	Yes	Yes	Yes	N/A		
Peak Hour Existing Volumes:	1096	840	331	N/A	2267	22670

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

<b>Crashes – (3):</b>		
<b>Date:</b>	<b>Type:</b>	<b>Severity:</b>
10/25/2016	Hit and run	Not Noted
09/25/2016	Ran red light	PDO
05/11/2015	Failure to yield	PDO

PDO = Property Damage Only Crash

### **FUTURE CONDITIONS**

<b>Intersection:</b>	<b>3<sup>rd</sup> Avenue / Broadway Avenue – Future (2035)</b>					
<b>Leg:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	<b>Total</b>	<b>ADT</b>
<b>Peak Hour Future Volumes:</b>	1513	1159	457	N/A	3129	31290

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

**ROUNDBABOUT**

<b>3<sup>rd</sup> Avenue / Broadway Avenue</b>			
<b>Roundabout Type:</b>	<b>Central Island Diameter</b>	<b>Circulating Roadway</b>	<b>Total Inscribed</b>
<b>Multi-lane</b>	90-100 feet	24-30 feet	138-170 feet

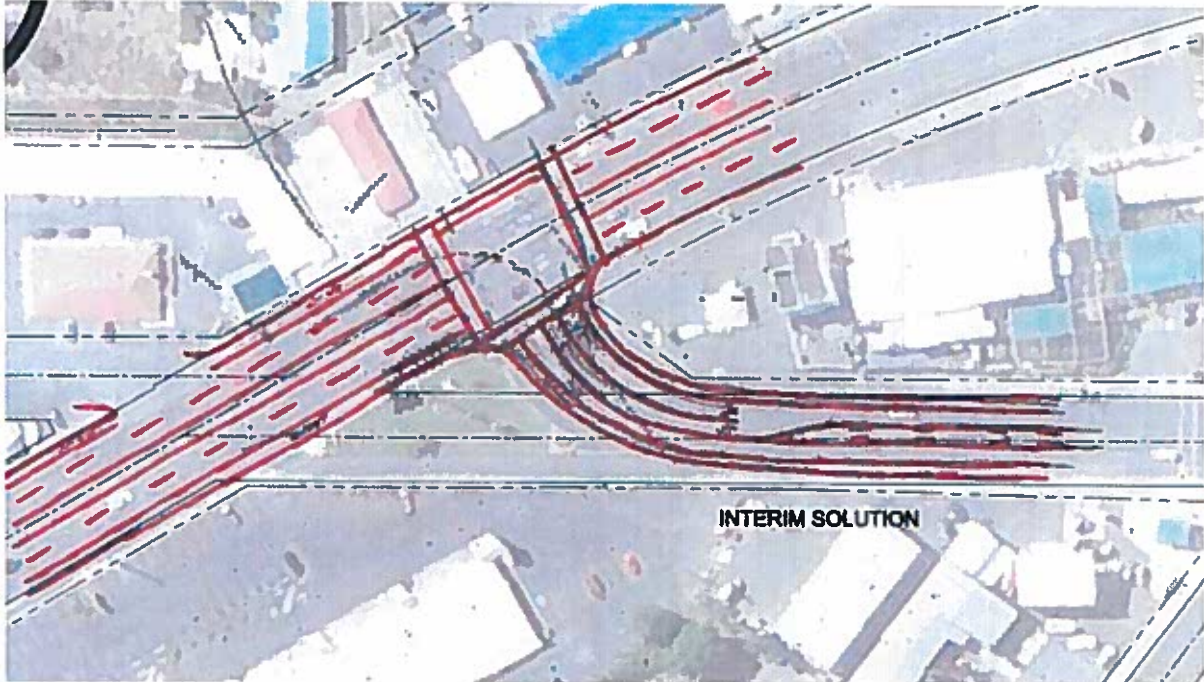
**WORKSHOP OUTCOMES DISCUSSION**

3<sup>rd</sup> Avenue / Broadway Avenue intersection

Recommend implementation of the roundabout as a long-term solution for this intersection with the following notations:

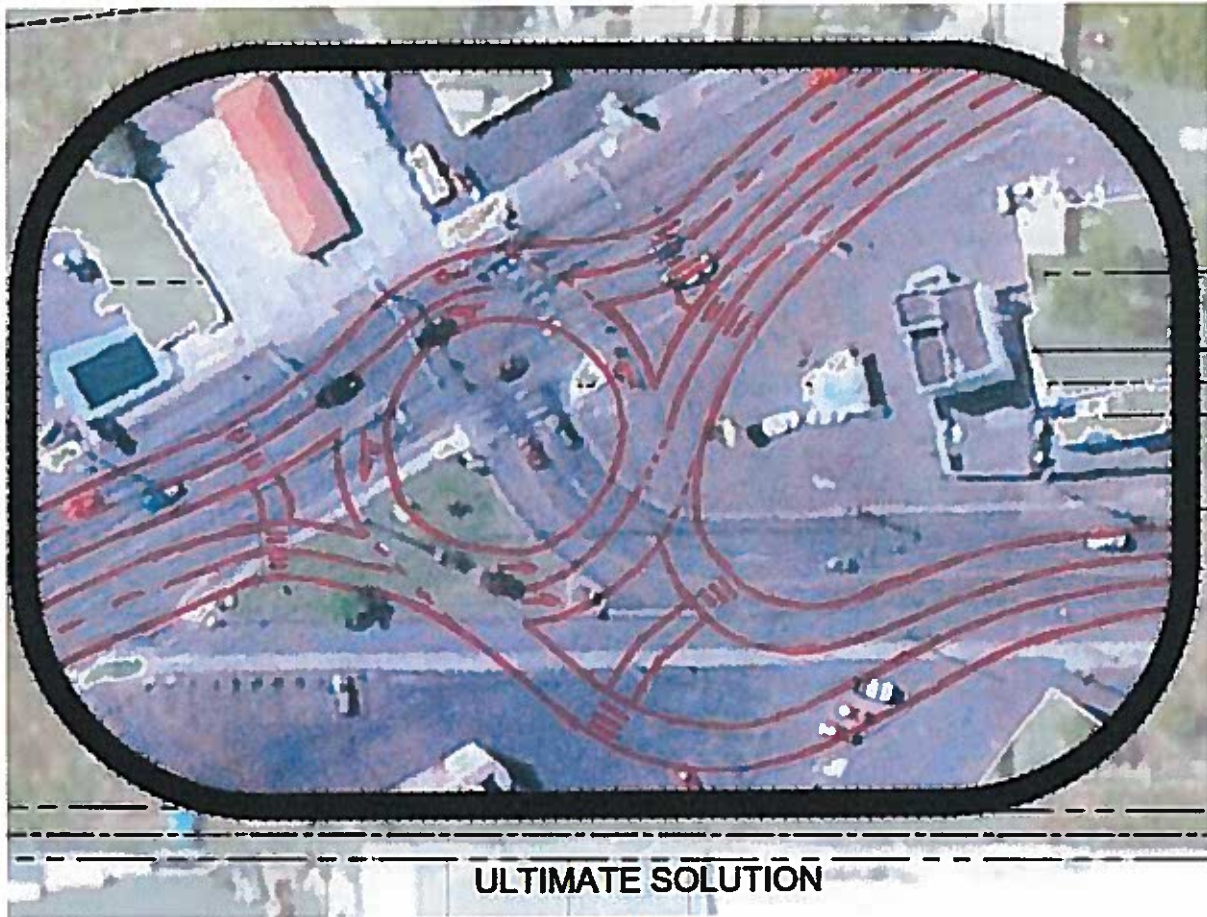
- Broadway Avenue has bicycle lanes to the south, but not to the north.
- Provides continuity of bicycle lanes along 3rd Avenue connecting to W Broadway Avenue.
- Consider elimination of north bound slip lane from Broadway Avenue to 3rd Avenue to reduce the entry speed onto eastbound 3rd Avenue.
- Consider implementation of the short-term solution shown below while obtaining funding for the long-term roundabout solution.

3<sup>rd</sup> Avenue / Broadway Avenue short-term roundabout solution:



Short term – Interim solution

3<sup>rd</sup> Avenue / Broadway Avenue long-term roundabout solution:



Long term solution



# MINI-ROUNDBABOUTS DOWNTOWN

---

General information that applies to the following intersections:

- 4<sup>th</sup> Avenue and Alder Street
- 5<sup>th</sup> Avenue and Alder Street
- 4<sup>th</sup> Avenue and Division Street
- 5<sup>th</sup> Avenue and Division Street

The City can potentially maintain the signals along Division Street, but still implement the road diets as stand-alone projects. During the site visit, it was noted that the signals may be able to continue operating with current phasing by implementing pedestrian recalls (no pushbuttons) with the major street green phases. With this approach, the City does not have to provide signal modifications, but only refine signal timing to avoid a conflict between a pedestrian phase and a protected left-turn phase

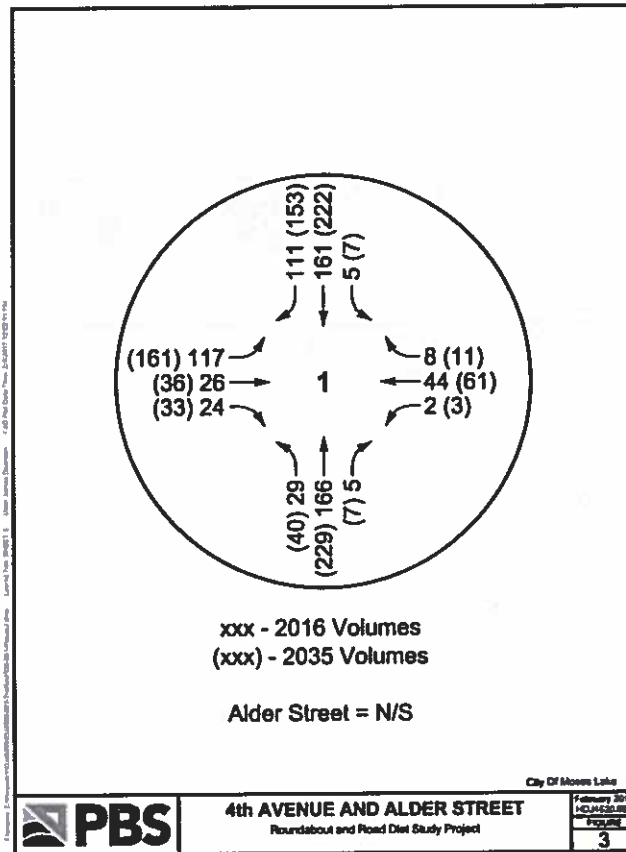
Recommend implementation of the roundabout for this intersection with the following notations:

- Consider a fully mountable central island to facilitate truck turning movements.
- Consider use of precast curbing at sidewalk bulb-outs to facilitate drainage.
- Drainage flows at curb returns should be modeled to prevent ponding.



# 4<sup>TH</sup> AND ALDER STREET

Figure 3 – 4<sup>th</sup> Avenue and Alder Street – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	4 <sup>th</sup> Avenue / Alder Street – Existing				Total	ADT
	Alder Street		4 <sup>th</sup> Avenue			
Leg:	NB	SB	WB	EB		
Speed Limit	25	25	25	25		
Design Vehicle						
Truck %						
Control:	Stop	Stop	Stop	Stop		
Number of Lanes:	2	2	1	1		
Shoulder Widths:	9'/parallel parking	9'/parallel parking	11'/angle parking	9'/paralle l parking		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	200	277	54	167	698	6980

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

<b>Crashes – (0):</b>		
<b>Date:</b>	<b>Type</b>	<b>Severity</b>
No reported crashes 2014 - 2016		

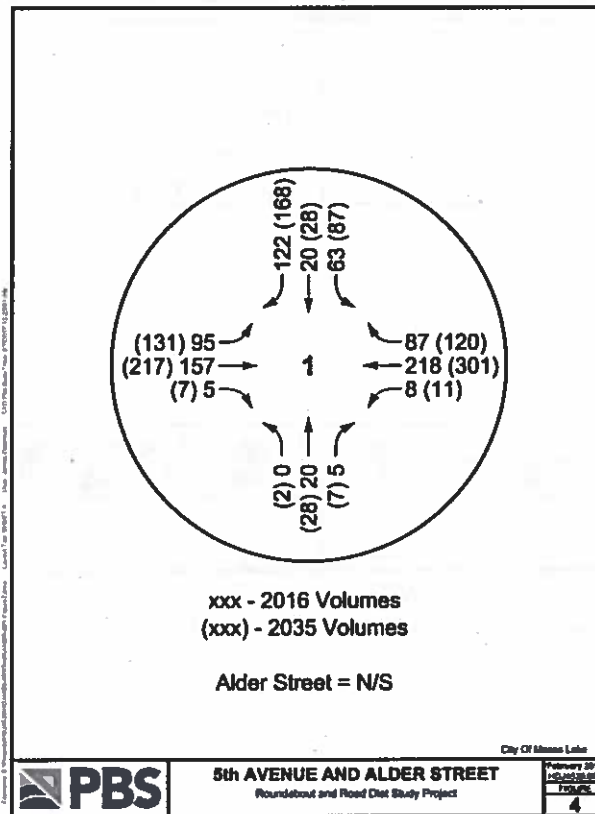
**FUTURE CONDITIONS**

<b>Intersection:</b>	<b>4<sup>th</sup> Avenue / Alder Street – Future (2035)</b>					
<b>Leg:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	<b>Total</b>	<b>ADT</b>
<b>Peak Hour Future Volumes:</b>	276	382	75	230	963	9632

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB – southbound

# 5<sup>TH</sup> AND ALDER STREET

Figure 4 – 5<sup>th</sup> Avenue and Alder Street – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	5 <sup>th</sup> Avenue / Alder Street – Existing				Total	ADT
	Alder Street		5 <sup>th</sup> Avenue			
Leg:	NB	SB	WB	EB		
Speed Limit	25	25	25	25		
Design Vehicle						
Truck %						
Control:	Stop	Stop	Unc	Unc		
Number of Lanes:	1	1	2	2		
Shoulder Widths:	None marked	9'/parallel parking	N/A	N/A		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	25	205	313	357	800	8000

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB – southbound

**CRASHES**

<b>Crashes – (5):</b>		
<b>Date:</b>	<b>Type:</b>	<b>Severity:</b>
10/19/2016	Failure to yield	PDO
03/13/2015	Failure to yield	PDO
07/03/2014	Sideswipe	PDO
02/28/2014	Failure to yield	Possible Injury
01/06/2014	Failure to yield	Possible Injury

PDO = Property Damage Only Crash

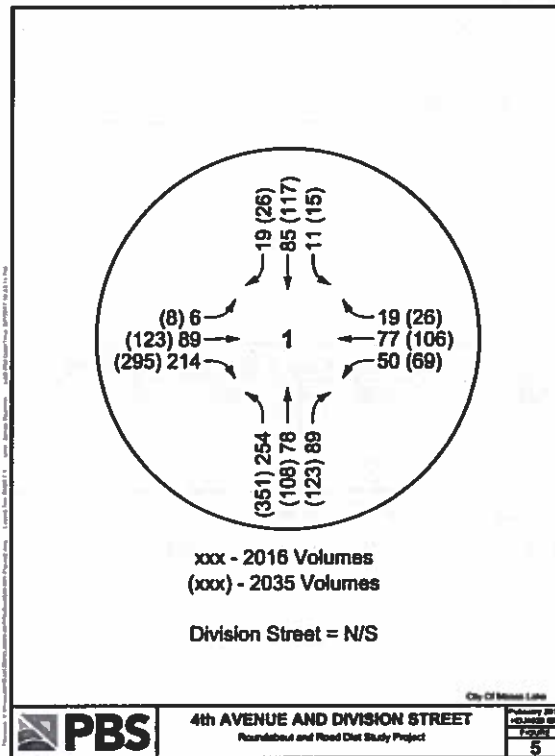
**FUTURE CONDITIONS**

<b>Intersection:</b>	<b>5<sup>th</sup> Avenue / Alder Street – Future (2035)</b>					
<b>Leg:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	<b>Total</b>	<b>ADT</b>
<b>Peak Hour Future Volumes:</b>	35	283	432	355	1104	11040

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

# 4<sup>TH</sup> AVENUE AND DIVISION STREET

Figure 5 – 4<sup>th</sup> Avenue and Division Street – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	4 <sup>th</sup> Avenue / Division Street – Existing				Total	ADT
	Division Street		4 <sup>th</sup> Avenue			
Leg:	NB	SB	WB	EB		
Speed Limit	25	25	25	25		
Design Vehicle						
Truck %						
Control:	Signal	Signal	Signal	Signal		
Number of Lanes:	1	1	2	2		
Shoulder Widths:	9'/parallel parking	11'/angle parking	9'/parallel parking	9'/parallel parking		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	421	115	146	309	991	9910

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB – southbound



**CRASHES**

<b>Crashes – (4):</b>		
<b>Date:</b>	<b>Type:</b>	<b>Severity:</b>
08/29/2016	Failure to yield	Possible injury
08/13/2015	Following too closely	PDO
05/01/2015	Following too closely	PDO
03/10/2015	Failure to yield	PDO

PDO = Property Damage Only Crash

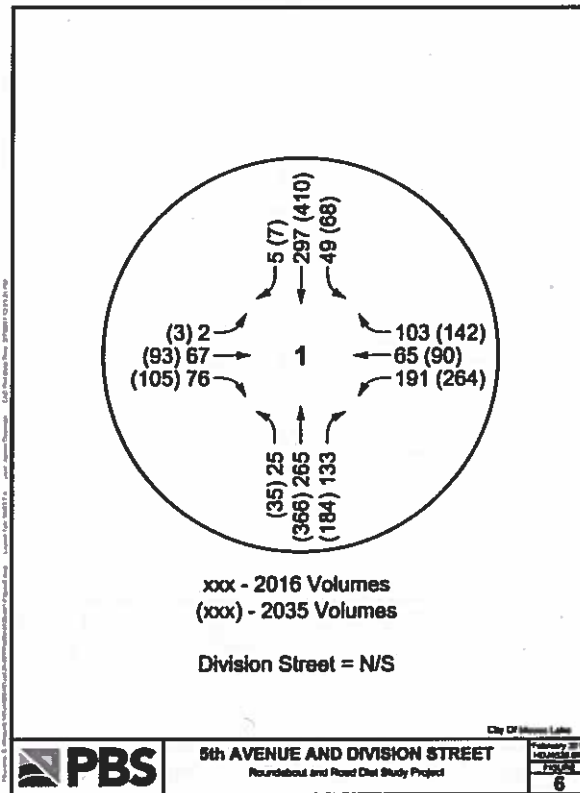
**FUTURE CONDITIONS**

<b>Intersection:</b>	<b>4<sup>th</sup> Avenue / Division Street – Future (2035)</b>					
<b>Leg:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	<b>Total</b>	<b>ADT</b>
<b>Peak Hour Future Volumes:</b>	581	159	202	426	1368	13680

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

# 5<sup>TH</sup> AVENUE AND DIVISION STREET

Figure 6 – 5<sup>th</sup> Avenue and Division Street – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	5 <sup>th</sup> Avenue / Division Street – Existing				Total	ADT
	Division Street		5 <sup>th</sup> Avenue			
Leg:	NB	SB	WB	EB		
Speed Limit	25	25	25	25		
Design Vehicle						
Truck %						
Control:	Signal	Signal	Signal	Signal		
Number of Lanes:	2	2	1	1		
Shoulder Widths:	9'/parallel parking	9'/parallel parking	N/A	9'/parallel parking		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	243	351	359	145	1278	12780

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

**CRASHES**

<b>Crashes – (12):</b>		
<b>Date:</b>	<b>Type:</b>	<b>Severity:</b>
11/06/2016	Failure to yield	PDO
10/06/2016	Following too closely	Not noted
09/07/2016	Failure to yield	PDO
02/16/2016	Failure to yield	PDO
02/05/2016	Failure to yield	Not noted
09/15/2015	Failure to yield	Possible injury
08/20/2015	Failure to yield	PDO
07/28/2015	Failure to yield	PDO
05/04/2015	Failure to yield	Not noted
01/28/2015	Failure to yield	Not noted
03/14/2014	Failure to yield	Not noted
01/16/2014	Failure to yield	Not noted

PDO = Property Damage Only Crash

**FUTURE CONDITIONS**

<b>Intersection:</b>	<b>5<sup>th</sup> Avenue / Division Street – Future (2035)</b>					
<b>Leg:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	<b>Total</b>	<b>ADT</b>
<b>Peak Hour Future Volumes:</b>	584	484	495	200	1763	17630

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

**ROUNDBABOUTS**

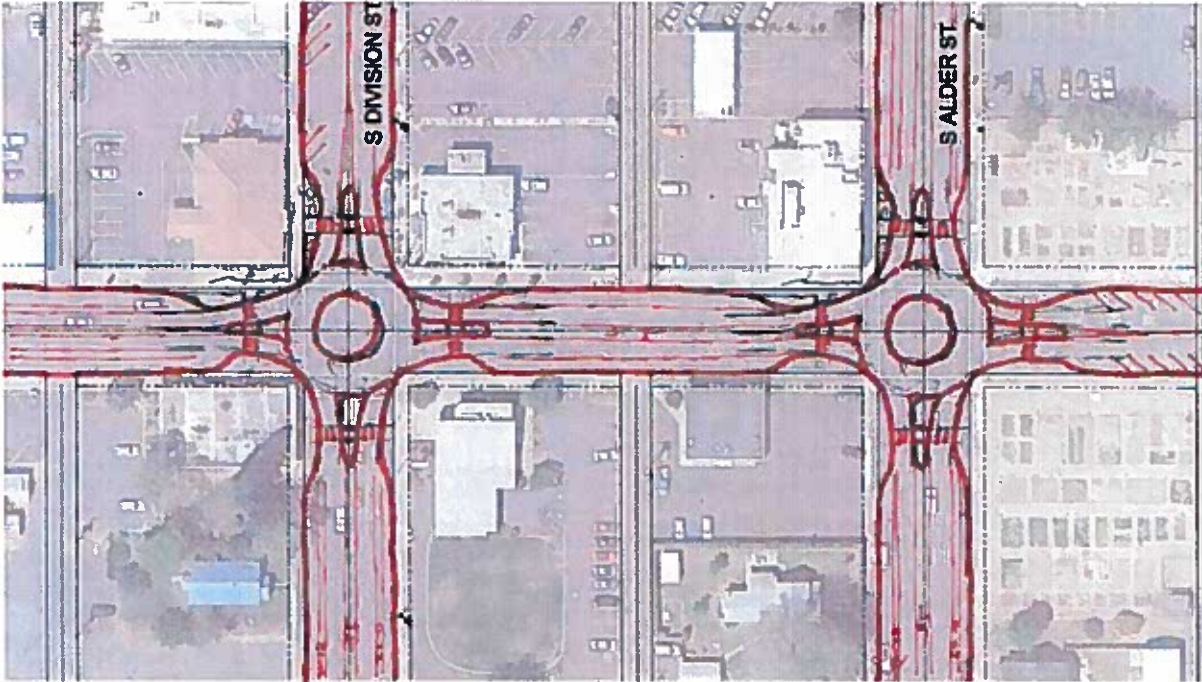
<b>4<sup>th</sup> Avenue / Alder Street</b>			
<b>Roundabout Type:</b>	<b>Central Island Diameter</b>	<b>Circulating Roadway</b>	<b>Total Inscribed</b>
<b>Mini</b>	50 feet	20 feet	90 feet

<b>5<sup>th</sup> Avenue / Alder Street</b>			
<b>Roundabout Type:</b>	<b>Central Island Diameter</b>	<b>Circulating Roadway</b>	<b>Total Inscribed</b>
<b>Single-lane</b>	50 feet	20 feet	90 feet

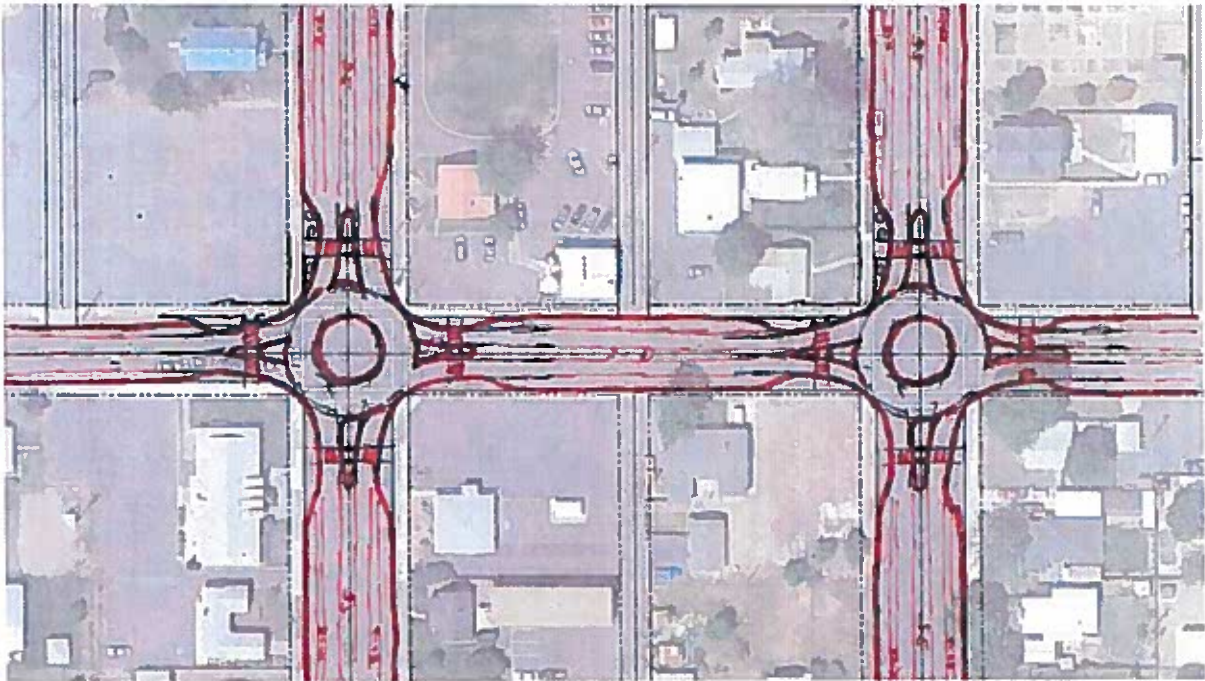
<b>4<sup>th</sup> Avenue / Division Street</b>			
<b>Roundabout Type:</b>	<b>Central Island Diameter</b>	<b>Circulating Roadway</b>	<b>Total Inscribed</b>
<b>Single-lane</b>	50 feet	20 feet	90 feet

<b>5<sup>th</sup> Avenue / Division Street</b>			
<b>Roundabout Type:</b>	<b>Central Island Diameter</b>	<b>Circulating Roadway</b>	<b>Total Inscribed</b>
<b>Single-lane</b>	50 feet	20 feet	90 feet

**WORKSHOP OUTCOMES**



**4<sup>th</sup> Avenue Roundabouts**

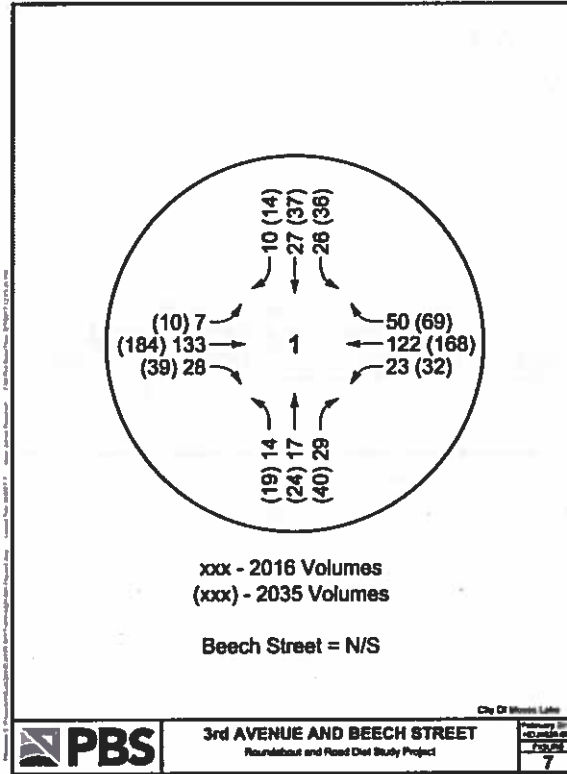


**5<sup>th</sup> Avenue Roundabouts**



# 3<sup>RD</sup> AVENUE AND BEECH STREET

Figure 7 – 3<sup>rd</sup> Avenue and Beech Street – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	3 <sup>rd</sup> Avenue / Beech Street – Existing				Total	ADT
	Beech Street		3 <sup>rd</sup> Avenue			
Leg:	NB	SB	WB	EB		
Speed Limit	25	25	25	25		
Design Vehicle						
Truck %						
Control:	Stop	Stop	Stop	Stop		
Number of Lanes:	1	1	1	1		
Shoulder Widths:	11'/angle parking	11'/angle parking	11'/angle parking	9'/parallel parking		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	60	63	195	168	486	4860

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

## **CRASHES**

<b>Crashes – (3):</b>		
<b>Date:</b>	<b>Type:</b>	<b>Severity:</b>
10/10/2016	Following too closely	PDO
12/15/2014	Failure to yield	PDO
10/15/2014	Failure to yield	PDO

PDO = Property Damage Only Crash

## **FUTURE CONDITIONS**

<b>Intersection:</b>	<b>3<sup>rd</sup> Avenue / Beech Street – Future (2035)</b>					
<b>Leg:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	<b>Total</b>	<b>ADT</b>
<b>Peak Hour Future Volumes:</b>	83	88	269	233	672	6720

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

**ROUNABOUT**

3 <sup>rd</sup> Avenue / Beech Street			
Roundabout Type:	Central Island Diameter	Circulating Roadway	Total Inscribed
Single-lane	50 feet	20 feet	90 feet

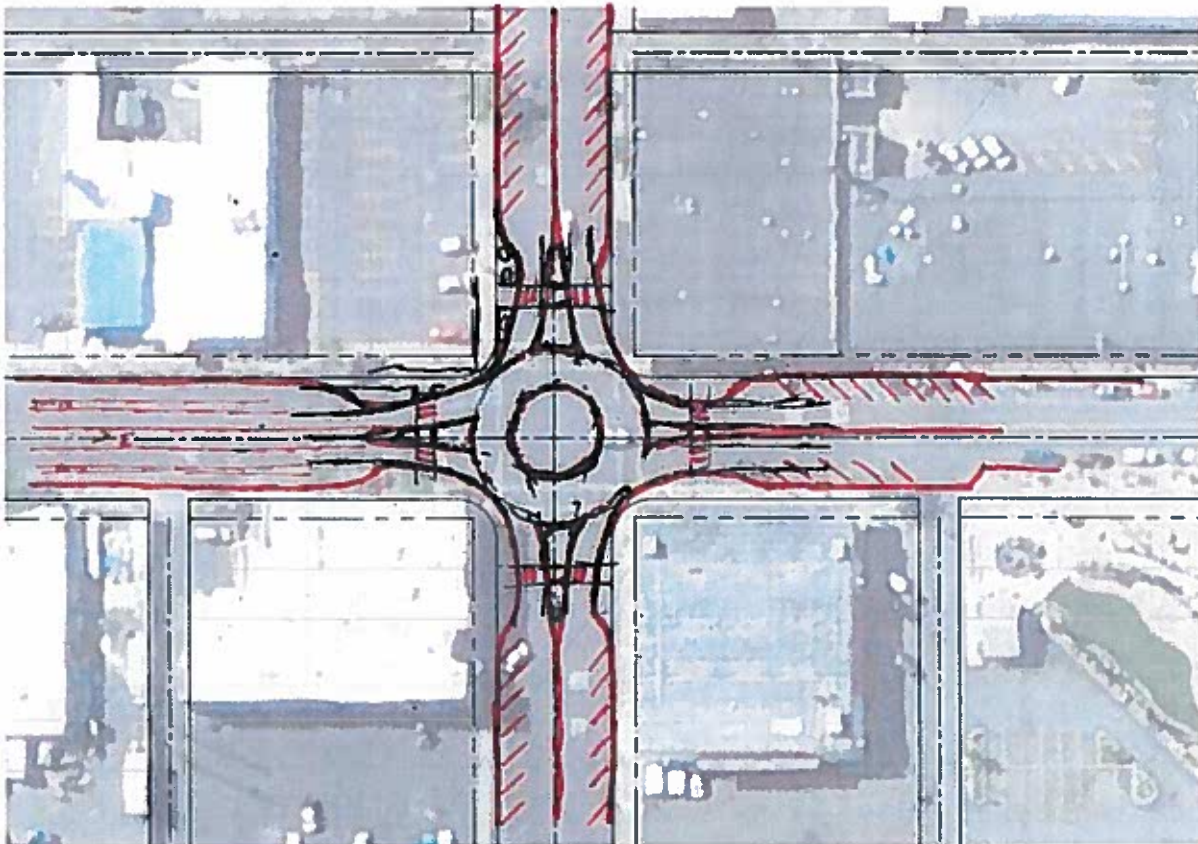
**WORKSHOP OUTCOMES DISCUSSION**

3<sup>rd</sup> Avenue / Beech Street intersection

Recommend implementation along with the road diet on 3<sup>rd</sup> Avenue.

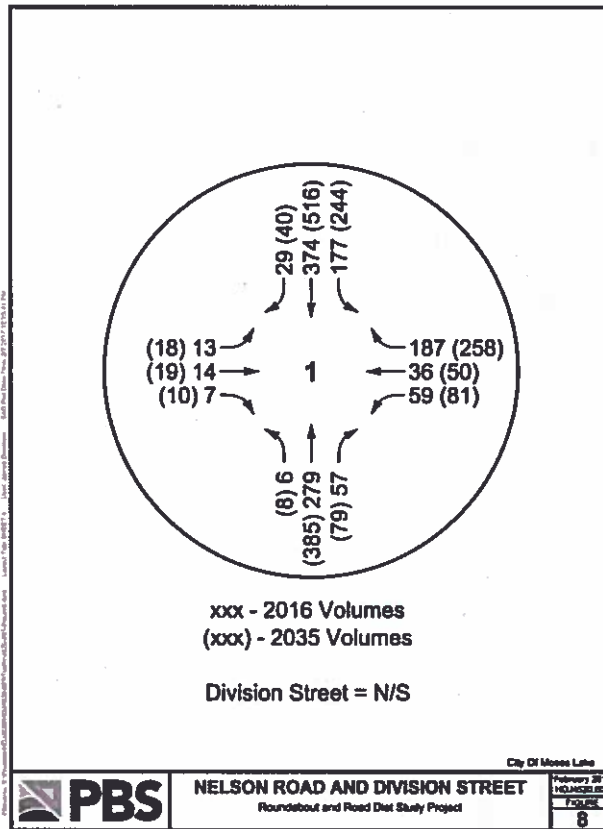
Recommend implementation of the roundabout for this intersection with the following notations:

- Consider a fully mountable central island to facilitate truck turning movements.
- Consider use of precast curbing at sidewalk bulb-outs to facilitate drainage.
- Drainage flows at curb returns should be modeled to prevent ponding.



# NELSON ROAD AND DIVISION STREET

Figure 8 – Nelson Road and Division Street – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	Nelson Road / Division Street – Existing				Total	ADT
	Division Street		Nelson Road			
Leg:	NB	SB	WB	EB		
Speed Limit	35	35	25	25*		
Design Vehicle						
Truck %						
Control:	Stop	Stop	Stop	Stop		
Number of Lanes:	2	2	1	1		
Shoulder Widths:	8'left only	8'	6'	None marked		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	342	580	282	34	1238	12380

\*Assumed

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

## **CRASHES**

<b>Crashes - (4):</b>		
<b>Date:</b>	<b>Type:</b>	<b>Severity:</b>
10/26/2016	Following too closely	PDO
10/26/2016	Following too closely	PDO
08/18/2016	Failure to yield	PDO
09/26/2015	Failure to yield	PDO

PDO = Property Damage Only Crash

## **FUTURE CONDITIONS**

<b>Intersection:</b>	<b>Nelson Road / Division Street - Future (2035)</b>					
<b>Leg:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	<b>Total</b>	<b>ADT</b>
<b>Peak Hour Future Volumes:</b>	472	800	389	47	1708	17080

Unc - Uncontrolled, N/A - not applicable, W/O - west of, E - east, S - south, N - north S - south,  
WB - westbound, EB - eastbound, NB - northbound, SB - southbound



## ROUNDBABOUT

Nelson Road / Division Street			
Roundabout Type:	Central Island Diameter	Circulating Roadway	Total Inscribed
Single-lane	70 feet	20 feet	110 feet

## WORKSHOP OUTCOMES DISCUSSION

Nelson Road / Division Street intersection

Recommend implementation of the roundabout for this intersection with the following notations:

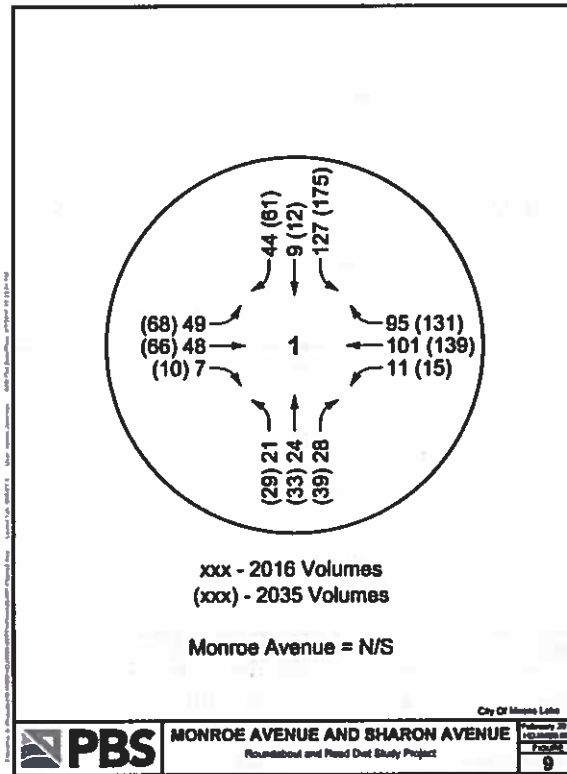
- A roundabout will help to mitigate existing intersection sight distance issues.
- There are elevation challenges associated with the grades on W Nelson Road.
- The roundabout will need to be tilted. The preferred grade is 2% with the maximum suggested grade is 3 percent to fit this specific location.
- The roundabout will need to be shifted to the southeast onto property owned by the Federal Aviation Administration (FAA.)
- The grades on W Nelson Road will likely result in a non-Americans With Disabilities Act (ADA) compliant crosswalk on the west leg of the roundabout. Consider implementation of a designated ADA route to mitigate this challenge.

Nelson Road / Division Street roundabout



# MONROE AVENUE AND SHARON AVENUE

Figure 9 – Monroe Avenue and Sharon Avenue – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection: (3-legged)	Monroe Avenue / Sharon Avenue – Existing				Total	ADT
	Monroe Avenue		Sharon Avenue			
Leg:	NB	SB	WB	EB		
Speed Limit	25	N/A	25	25		
Design Vehicle		N/A				
Truck %		N/A				
Control:	Stop	N/A	Unc	Unc		
Number of Lanes:	1	N/A	1	1		
Shoulder Widths:	None marked	N/A	None marked	None marked		
Curbing Present:	Yes	N/A	Yes	Yes		
Peak Hour Existing Volumes:	73	N/A	207	104	564	5640

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

Intersection: (4-legged)	Monroe Avenue / Sharon Avenue – Existing				Total	ADT
	Monroe Avenue		Sharon Avenue			
Leg:	NB (DW)	SB	WB	EB		
Speed Limit	25	25	25	25		
Design Vehicle						
Truck %						
Control:	Stop	Stop	Stop	Stop		
Number of Lanes:	1	1	1	1		
Shoulder Widths:	None marked	None marked	None marked	None marked		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	73	180	207	104	564	5640

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

### CRASHES

Crashes – (3):		
Date:	Type:	Severity:
10/26/2016	Failure to yield to ped	Not noted
04/24/2014	Medial issue	PDO
01/01/2014	Inattention	PDO

PDO = Property Damage Only Crash

### FUTURE CONDITIONS

Intersection:	Monroe Avenue / Sharon Avenue – Future (2035)					
	NB	SB	WB	EB	Total	ADT
Peak Hour Future Volumes:	101	248	286	144	779	7790

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

**ROUNDABOUT**

Monroe Avenue / Sharon Avenue			
Roundabout Type:	Central Island Diameter	Circulating Roadway	Total Inscribed
N/A	N/A	N/A	N/A

**WORKSHOP OUTCOMES DISCUSSION**

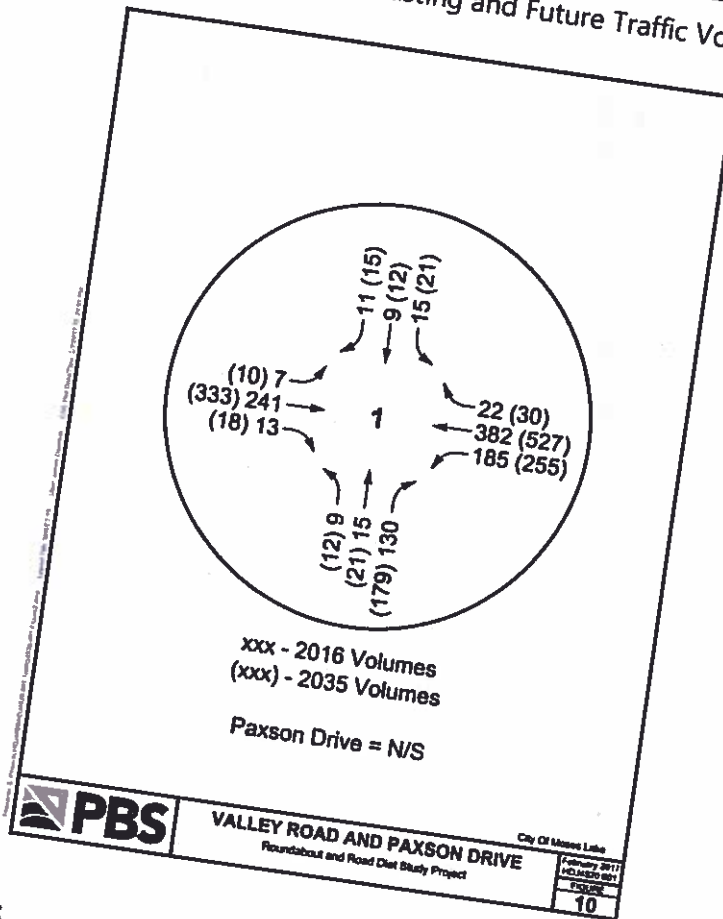
Monroe Avenue / Sharon Avenue intersection

The implementation of a roundabout is **not** recommended for this intersection with the following notations:

- Recommend leaving existing stop control at each of the off-set intersections.
- Controlling the entry speeds of a 3-legged roundabout is difficult.
- Recommend working with the school district to resolve school traffic circulation issues.

# VALLEY ROAD AND PAXSON DRIVE

Figure 10 – Valley Road and Paxson Drive – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	Valley Road / Paxson Drive – Existing				Total	ADT
	Paxson Drive		Valley Road			
Leg:	NB	SB	WB	EB		
Speed Limit	25*	25*	35	35		
Design Vehicle						
Truck %						
Control:	Stop	Stop	Unc	Unc		
Number of Lanes:	1	1	2	2		
Shoulder Widths:	None	None marked	None	None		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	154	35	589	261	1039	10390

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
NB – westbound, EB – eastbound, NB – northbound, SB – southbound

35  
City of Moses Lake  
Project #HDJ4520.001



## **CRASHES**

<b>Crashes - (4):</b>		
<b>Date:</b>	<b>Type:</b>	<b>Severity:</b>
01/12/2016	Failure to yield	PDO
08/22/2015	Failure to yield	PDO
01/19/2015	Failure to yield	Possible injury
04/14/2014	Failure to yield	No damage

PDO = Property Damage Only Crash

## **FUTURE CONDITIONS**

<b>Intersection:</b>	<b>Valley Road / Paxson Drive - Future (2035)</b>					
<b>Leg:</b>	<b>NB</b>	<b>SB</b>	<b>WB</b>	<b>EB</b>	<b>Total</b>	<b>ADT</b>
<b>Peak Hour Future Volumes:</b>	212	48	812	361	1433	14330

Unc - Uncontrolled, N/A - not applicable, W/O - west of, E - east, S - south, N - north S - south,  
WB - westbound, EB - eastbound, NB - northbound, SB - southbound

## ROUNDBABOUT

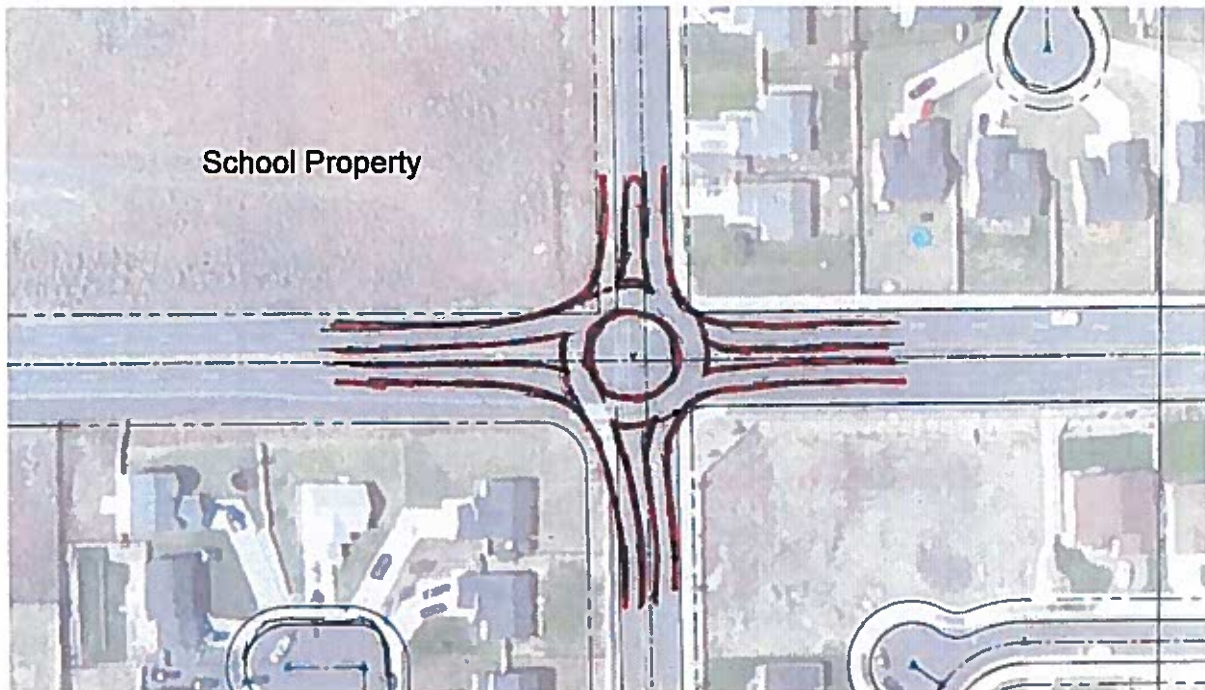
Valley Road / Paxson Drive			
Roundabout Type:	Central Island Diameter	Circulating Roadway	Total Inscribed
Single-lane	60 feet	20 feet	100 feet

## WORKSHOP OUTCOMES DISCUSSION

### Valley Road / Paxson Drive intersection

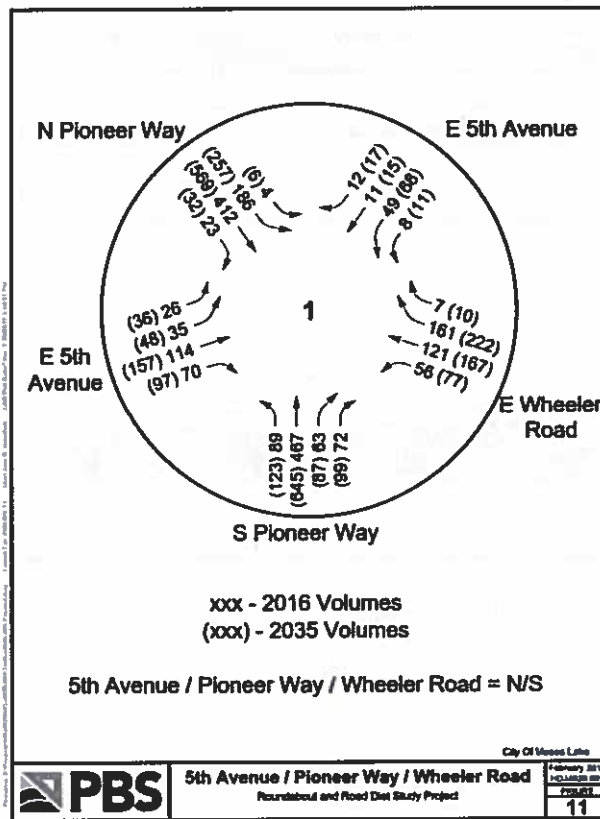
Recommend implementation of either a roundabout or a signal for this intersection with the following notations:

- Higher approaching speeds will require a larger roundabout diameter (110 – 115 feet).
- The remainder of the corridor is signalized. Consider a signal at this location.
- A new high school will be constructed on the property in the NW quadrant
- When the school district submits their traffic study, the corridor should be analyzed as both a signalized corridor and a corridor with roundabouts.
- A roundabout would need to be shifted to the NW quadrant.
- Consider concurrent implementation with school improvements.



# 5<sup>th</sup> AVENUE/PIONEER WAY/WHEELER ROAD

Figure 11 – 5<sup>th</sup> Avenue/Pioneer Way/Wheeler Road – Existing and Future Traffic Volumes



## EXISTING CONDITIONS

Intersection:	5 <sup>th</sup> Avenue/Pioneer Way/Wheeler Road – Existing				Total	ADT
	Pioneer		Wheeler	5th		
Leg:	NB	SB	WB	EB		
Speed Limit	35	35	35	25*		
Design Vehicle						
Truck %						
Control:	Signal	Signal	Signal	Signal		
Number of Lanes:	2	2	2	2		
Shoulder Widths:	None	None	None	None		
Curbing Present:	Yes	Yes	Yes	Yes		
Peak Hour Existing Volumes:	691	625	345	89	1986	19860

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south, WB – westbound, EB – eastbound, NB – northbound, SB - southbound

**CRASHES**

Crashes -- (X):		
Date:	Type:	Severity:
No data provided		

**FUTURE CONDITIONS**

Intersection:	5 <sup>th</sup> Avenue/Pioneer Way/Wheeler Road – Future (2035)					
Leg:	NB	SB	WB	EB	Total	ADT
Peak Hour Future Volumes:	954	863	476	123	2416	24160

Unc – Uncontrolled, N/A – not applicable, W/O – west of, E – east, S – south, N – north S – south,  
WB – westbound, EB – eastbound, NB – northbound, SB - southbound

## ROUNDAABOUT

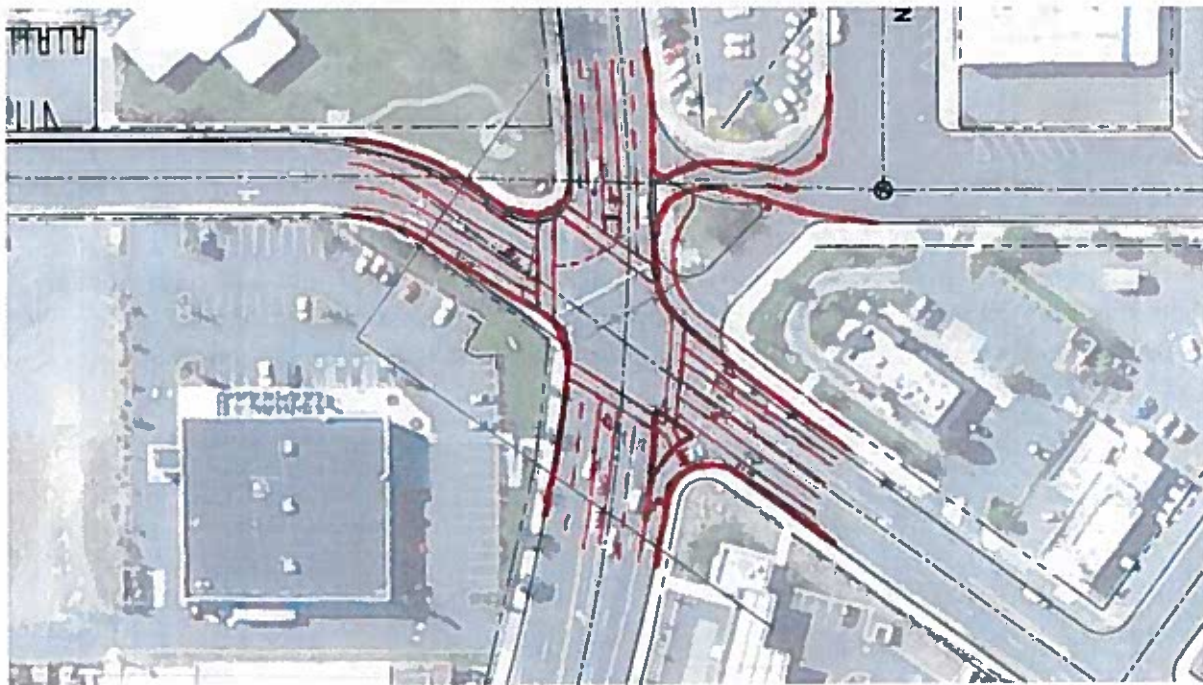
Not recommended.

## WORKSHOP OUTCOMES DISCUSSION

5<sup>th</sup> Avenue/Pioneer Way/Wheeler Road intersection

Implementation of a roundabout is **not** recommended for this intersection.

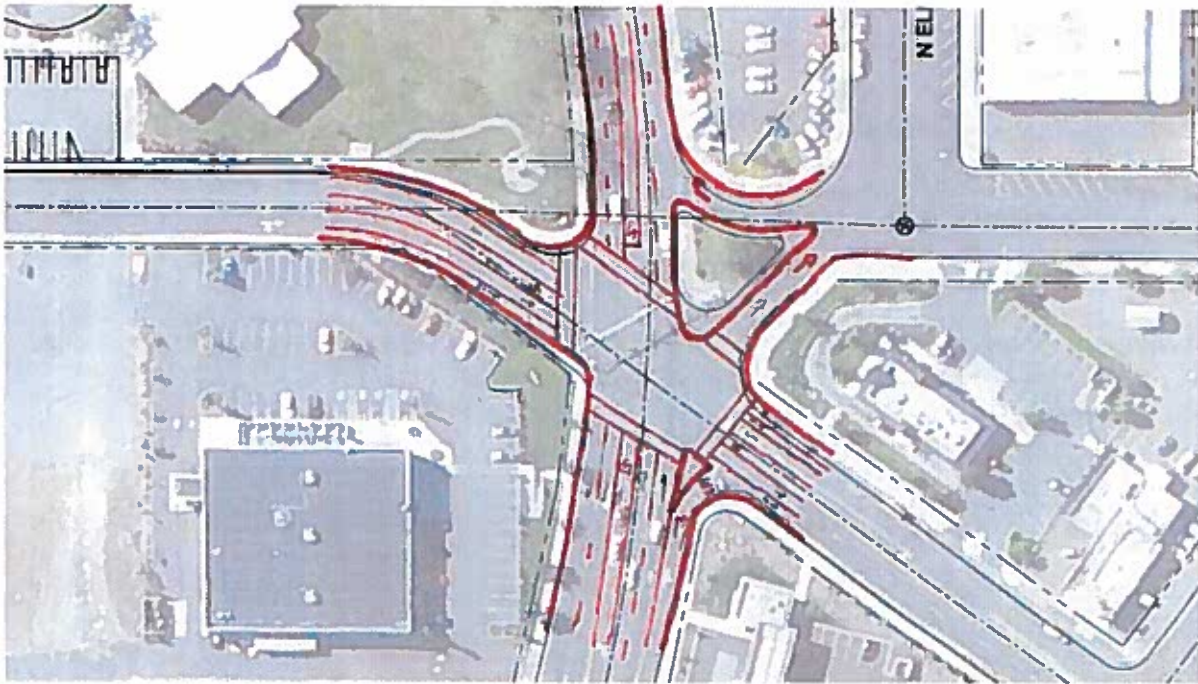
This intersection was not part of our original scope, but since we are recommending road diets along 5th Avenue to the west and Wheeler Road to the east of Pioneer Way, we explored options to provide a continuous east-west bike route through the city.



### *Option #1: Limit Access to Northeast Corner (In Only)*

The goal for this option is to simplify operations by eliminating the "out" from the northeast intersection corner. The intersection layout is fairly compact with shorter pedestrian crossings and the "in" to the northeast corner is provided off northbound Pioneer Way (outside signal operations). There are alternative access routes for the "out" via Fig Street (to the east) or 3rd Avenue (to the north). See sketch of intersection geometry.





***Option #2: Limit Access to Northeast Corner (In and Right-out Only)***

This option provide an "in" directly from the signal and maintains the "right out" onto Pioneer Way. This intersection layout also provides shorter pedestrian crossings and simplify traffic operations by the elimination of a signal phase. See sketch of intersection geometry.

**PAGE LEFT INTENTIONALLY BLANK.**

# **Appendix A – Traffic Counts**

# Traffic Count Intersection Summary

## Fall 2016

1. Sharon Ave. / Monroe St. Peak Hour (564):	2:00 PM - 3:45 PM 2:45 PM - 3:45 PM	Ramiro	Tuesday	10/04/16
2. Division St. / Nelson Rd. Peak Hour (1238):	3:00 PM - 6:00 PM 4:45 PM - 5:45 PM	Jeff	Wednesday	09/28/16
3. Fifth Ave. / Alder St. Peak Hour (800):	4:00 PM - 6:00 PM 4:15 PM - 5:15 PM	Levi	Wednesday	10/05/16
4. Fifth Ave. / Division St. Peak Hour (1278):	3:00 PM - 5:45 PM 4:15 PM - 5:15 PM	Levi	Wednesday	09/28/16
5. Fourth Ave. / Alder St. Peak Hour (698):	4:00 PM - 6:00 PM 4:00 PM - 5:00 PM	Ramiro	Wednesday	10/05/16
6. Fourth Ave. / Division St. Peak Hour (991):	4:00 PM - 6:00 PM 4:30 PM - 5:30 PM	Jeff	Tuesday	09/27/16
7. Third Ave. / Beech St. Peak Hour (486):	4:00 PM - 6:00 PM 4:15 PM - 5:15 PM	Ramiro	Thursday	10/06/16
8. Third Ave. / W. Broadway Ave. Peak Hour (2267):	4:00 PM - 6:00 PM 4:30 PM - 5:30 PM	Ramiro	Thursday	09/22/16
9. Valley Rd. / Paxson Dr. Peak Hour (1039):	4:00 PM - 6:00 PM 4:45 PM - 5:45 PM	Levi	Thursday	09/22/16

10/05/16

*[Handwritten signature]*

**Sharon Ave. / Monroe St.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		36.7%		NORTHBOUND		12.8%		EASTBOUND		18.4%		TOTAL	HOURLY
			Right	Through	Left	Right	Through	Left	Right	Through	Left	Through	Right	Through	Left	Through		
10/04/16	Tuesday	2:00 - 2:15 PM	5	4	8	2	5	4	0	0	4	3	18	4	57	300		
10/04/16	Tuesday	2:15 - 2:30 PM	5	3	12	28	21	0	1	5	4	5	8	3	95	408		
10/04/16	Tuesday	2:30 - 2:45 PM	5	1	7	10	7	3	1	8	8	7	11	1	69	520		
10/04/16	Tuesday	2:45 - 3:00 PM	7	0	23	9	10	4	1	3	3	7	8	4	79	564		
10/04/16	Tuesday	3:00 - 3:15 PM	7	3	49	31	19	3	5	6	6	21	14	1	165			
10/04/16	Tuesday	3:15 - 3:30 PM	18	3	48	49	34	3	10	7	9	15	10	1	207			
10/04/16	Tuesday	3:30 - 3:45 PM	12	3	7	6	38	1	5	8	10	6	16	1	113			
10/04/16	Peak Hour	2:45 PM - 3:45 PM	44	9	127	95	101	11	21	24	28	49	48	7	564			
10/04/16	Peak Hour	% By Turn Movement	7.8%	1.6%	22.5%	16.9%	17.9%	2.0%	3.7%	4.3%	5.0%	8.7%	8.5%	1.2%	100.0%			



09/28/16

*JLL*

**Division St. / Nelson Rd.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND		TOTAL	HOURLY	
			Right	Through	Left	Right	Left	Through	Right	Left			Through
09/28/16	Wednesday	3:00 - 3:15 PM	0	38	40	6	12	1	40	3	5	202	882
09/28/16	Wednesday	3:15 - 3:30 PM	3	54	72	5	5	0	52	1	7	262	878
09/28/16	Wednesday	3:30 - 3:45 PM	5	45	30	9	15	2	57	0	5	209	805
09/28/16	Wednesday	3:45 - 4:00 PM	8	62	29	13	12	2	47	0	5	209	825
09/28/16	Wednesday	4:00 - 4:15 PM	7	58	25	4	14	1	49	0	5	196	850
09/28/16	Wednesday	4:15 - 4:30 PM	2	61	31	1	17	2	41	2	2	181	937
09/28/16	Wednesday	4:30 - 4:45 PM	3	70	20	6	20	0	53	3	3	229	990
09/28/16	Wednesday	4:45 - 5:00 PM	4	67	41	5	8	2	49	2	2	234	1238
09/28/16	Wednesday	5:00 - 5:15 PM	14	102	48	31	16	2	50	1	3	283	1004
09/28/16	Wednesday	5:15 - 5:30 PM	3	84	28	9	9	0	62	4	3	244	
09/28/16	Wednesday	5:30 - 5:45 PM	5	62	50	8	13	1	61	1	2	241	
09/28/16	Wednesday	5:45 - 6:00 PM	3	59	37	7	13	1	57	5	4	236	
09/28/16	Peak Hour	4:45 PM - 5:45 PM	29	374	187	36	59	6	279	13	14	1238	
09/28/16	Peak Hour	% By Turn Movement	2.3%	30.2%	15.1%	2.9%	4.8%	0.5%	22.5%	1.1%	1.1%	100.0%	

10/05/16

*JKK*

**Fifth Ave. / Alder St.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		39.1%		NORTHBOUND		3.1%		EASTBOUND		32.1%		TOTAL	HOURLY
			Right	Through	Left	Right	Through	Left	Left	Through	Right	Left	Through	Right	Left	Through		
10/05/16	Wednesday	4:00 - 4:15 PM	25	9	21	52	0	0	4	2	16	38	2	186	766			
10/05/16	Wednesday	4:15 - 4:30 PM	31	4	13	55	2	0	3	2	30	39	3	200	800			
10/05/16	Wednesday	4:30 - 4:45 PM	27	7	26	53	2	0	4	1	15	41	1	189	770			
10/05/16	Wednesday	4:45 - 5:00 PM	25	6	32	50	0	0	6	0	26	36	0	192	748			
10/05/16	Wednesday	5:00 - 5:15 PM	39	3	16	60	4	0	7	2	24	41	1	220	711			
10/05/16	Wednesday	5:15 - 5:30 PM	32	4	8	37	2	2	12	1	31	35	0	170				
10/05/16	Wednesday	5:30 - 5:45 PM	23	9	17	39	2	0	8	2	20	39	0	168				
10/05/16	Wednesday	5:45 - 6:00 PM	31	7	6	21	1	1	2	1	48	28	0	155				
10/05/16	Peak Hour	4:15 PM - 5:15 PM	122	20	87	218	8	0	20	5	95	157	5	800				
10/05/16	Peak Hour	% By Turn Movement	15.3%	2.5%	10.9%	27.3%	1.0%	0.0%	2.5%	0.6%	11.9%	19.6%	0.6%	100.0%				

08/28/16

*gfh*

**Fifth Ave. / Division St.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND		TOTAL	HOURLY
			Right	Left	Right	Left	Right	Left	Right	Left		
08/28/16	Wednesday	3:00 - 3:15 PM	1	20	15	4	8	70	0	13	260	1101
08/28/16	Wednesday	3:15 - 3:30 PM	1	10	12	11	8	80	1	14	270	1108
08/28/16	Wednesday	3:30 - 3:45 PM	0	65	15	9	8	79	0	17	266	1146
08/28/16	Wednesday	3:45 - 4:00 PM	0	61	27	23	8	87	0	11	303	1178
08/28/16	Wednesday	4:00 - 4:15 PM	2	59	17	16	6	64	1	14	267	1197
08/28/16	Wednesday	4:15 - 4:30 PM	2	57	34	16	7	58	0	15	308	1278
08/28/16	Wednesday	4:30 - 4:45 PM	0	70	21	17	4	69	1	21	290	1264
08/28/16	Wednesday	4:45 - 5:00 PM	1	82	24	15	7	68	1	15	324	1287
08/28/16	Wednesday	5:00 - 5:15 PM	2	88	24	17	7	70	0	16	348	
08/28/16	Wednesday	5:15 - 5:30 PM	1	71	15	13	6	65	0	16	294	
08/28/16	Wednesday	5:30 - 5:45 PM	0	52	14	16	9	83	0	10	301	
08/28/16	Peak Hour	4:15 PM - 5:15 PM	5	297	103	65	25	265	2	67	1278	
08/28/16	Peak Hour	% By Turn Movement	0.4%	23.2%	6.1%	5.1%	2.0%	20.7%	0.2%	5.2%	100.0%	
				3.8%	14.9%	10.4%	5.9%					

10/08/16

*PCA*

**Fourth Ave. / Alder St.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		7.7%		NORTHBOUND		EASTBOUND		TOTAL	HOURLY
			Right	Through	Right	Through	Left	Through	Left	Through	Left	Through		
10/05/16	Wednesday	4:00 - 4:15 PM	29	46	3	8	0	6	37	2	25	6	172	698
10/05/16	Wednesday	4:15 - 4:30 PM	25	41	0	16	1	8	41	1	18	3	164	686
10/05/16	Wednesday	4:30 - 4:45 PM	19	39	1	12	1	6	31	1	40	7	165	662
10/05/16	Wednesday	4:45 - 5:00 PM	38	35	0	2	0	9	57	1	33	10	197	649
10/05/16	Wednesday	5:00 - 5:15 PM	25	38	1	6	0	2	46	2	27	4	160	452
10/05/16	Wednesday	5:15 - 5:30 PM	23	35	2	3	0	3	40	1	27	3	140	
10/05/16	Wednesday	5:30 - 5:45 PM	15	48	0	4	0	3	53	0	23	5	152	
10/05/16	Wednesday	5:45 - 6:00 PM											0	
10/05/16	Peak Hour	4:00 PM - 5:00 PM	111	161	5	44	2	29	166	5	117	26	608	
10/05/16	Peak Hour	% By Turn Movement	15.9%	23.1%	0.7%	6.3%	0.3%	4.2%	23.8%	0.7%	16.8%	3.7%	100.0%	

09/28/16

*JKH*

**Fourth Ave. / Division St.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND		TOTAL	HOURLY
			Right	Through	Right	Through	Left	Through	Left	Through		
09/27/16	Tuesday	4:00 - 4:15 PM	3	18	6	12	72	12	5	31	239	932
09/27/16	Tuesday	4:15 - 4:30 PM	4	17	3	17	43	24	5	27	209	975
09/27/16	Tuesday	4:30 - 4:45 PM	3	17	1	21	69	19	2	16	233	991
09/27/16	Tuesday	4:45 - 5:00 PM	6	24	7	21	86	17	2	24	251	955
09/27/16	Tuesday	5:00 - 5:15 PM	5	26	4	23	71	17	1	34	282	868
09/27/16	Tuesday	5:15 - 5:30 PM	5	18	4	12	48	25	1	15	225	
09/27/16	Tuesday	5:30 - 5:45 PM	0	14	3	10	55	24	2	19	197	
09/27/16	Tuesday	5:45 - 6:00 PM	1	19	1	9	46	21	0	5	184	
09/27/16	Peak Hour	4:30 PM - 5:30 PM	19	85	19	77	254	78	6	89	991	
09/27/16	Peak Hour	% By Turn Movement	1.9%	8.6%	1.9%	7.8%	25.6%	7.9%	0.6%	9.0%	21.6%	100.0%



10/07/16

*[Signature]*

**Third Ave. / Beech St.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND		TOTAL	HOURLY
			Right	Through	Right	Through	Left	Through	Left	Through		
10/06/16	Thursday	4:00 - 4:15 PM	1	8	8	28	5	7	2	37	108	472
10/06/16	Thursday	4:15 - 4:30 PM	2	4	10	36	7	2	0	30	115	486
10/06/16	Thursday	4:30 - 4:45 PM	2	9	10	32	6	5	2	31	122	464
10/06/16	Thursday	4:45 - 5:00 PM	3	8	15	24	5	3	6	34	127	433
10/06/16	Thursday	5:00 - 5:15 PM	3	5	15	30	5	4	0	38	122	378
10/06/16	Thursday	5:15 - 5:30 PM	3	2	15	21	5	3	2	27	93	
10/06/16	Thursday	5:30 - 5:45 PM	3	4	10	29	3	5	1	20	91	
10/06/16	Thursday	5:45 - 6:00 PM	2	4	10	19	2	2	1	25	70	
10/06/16	Peak Hour	4:15 PM - 5:15 PM	10	27	50	122	23	14	7	133	486	
10/06/16	Peak Hour	% By Turn Movement	2.1%	5.6%	10.3%	25.1%	4.7%	2.9%	1.4%	27.4%	100.0%	

09/23/16

*JK*

**Third Ave. / W. Broadway Ave.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND		TOTAL	HOURLY
			Right	Through	Right	Through	Left	Through	Left	Through		
09/22/16	Thursday	4:00 - 4:15 PM	X	179	X	6	X	X	201	X	72	562
09/22/16	Thursday	4:15 - 4:30 PM	X	184	X	2	X	X	167	X	78	512
09/22/16	Thursday	4:30 - 4:45 PM	X	191	X	5	X	X	227	X	83	593
09/22/16	Thursday	4:45 - 5:00 PM	X	207	X	4	X	X	146	X	78	516
09/22/16	Thursday	5:00 - 5:15 PM	X	224	X	4	X	X	220	X	77	630
09/22/16	Thursday	5:15 - 5:30 PM	X	192	X	2	X	X	204	X	61	538
09/22/16	Thursday	5:30 - 5:45 PM	X	176	X	2	X	X	173	X	70	483
09/22/16	Thursday	5:45 - 6:00 PM	X	162	X	1	X	X	155	X	58	444

09/22/16	Peak Hour	4:30 PM - 5:30 PM	X	614	X	15	X	X	797	X	299	2287
09/22/16	Peak Hour	% By Turn Movement	X	35.9%	X	0.7%	X	35.2%	X	X	13.2%	100.0%

08/23/16  
*glt*

**Valley Rd. / Paxson Dr.**

DATE	DAY OF WEEK	TIME	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND		TOTAL	HOURLY
			Right	Through	Left	Right	Through	Left	Through	Right		
08/22/16	Thursday	4:00 - 4:15 PM	1	0	8	82	6	2	2	51	203	877
08/22/16	Thursday	4:15 - 4:30 PM	4	3	5	83	4	2	3	82	213	834
08/22/16	Thursday	4:30 - 4:45 PM	5	7	9	74	2	2	2	60	223	887
08/22/16	Thursday	4:45 - 5:00 PM	6	0	5	90	2	3	4	68	238	1039
08/22/16	Thursday	5:00 - 5:15 PM	3	1	5	110	4	4	0	83	260	1031
08/22/16	Thursday	5:15 - 5:30 PM	0	4	4	82	5	6	1	48	266	771
08/22/16	Thursday	5:30 - 5:45 PM	2	4	8	90	0	2	2	62	275	505
08/22/16	Thursday	5:45 - 6:00 PM	3	2	4	92	2	2	0	58	230	
08/22/16	Peak Hour	4:45 PM - 5:45 PM	11	9	22	382	9	15	7	241	1039	
08/22/16	Peak Hour	% By Turn Movement	1.1%	0.9%	2.1%	36.8%	0.9%	1.4%	0.7%	23.2%	100.0%	

**CITY OF MOSES LAKE**  
**DEVELOPMENT ENGINEERING**  
**TRAFFIC COUNTS FOR THE YEAR OF 2016**

- Date shown is the most current count.
- Average daily traffic based on a 3 day average, Tuesday, Wednesday, and Thursday. Volume adjustment included.

**PRIMARY STREETS**

SITE CODE	STREET NAME	LOCATION	DATE	2016	2015	2014	2013
0171-8	EAST BROADWAY	600' E/O THIRD AVE.	5/16	7,402	8,257	6,420	6,536
0171-9		200' S/O ROAD 4 NE.	5/16	5,217	5,727	4,925	4,874
0171-3	WEST BROADWAY	800' E/O THIRD AVE.	5/16	17,856	21,992	18,684	20,212
0171-5		300' E/O YAKIMA AVE.	5/16	16,105	16,237	14,765	14,887
8071-2	PIONEER WAY	100' N/O WALNUT AVE.	3/16	16,467	15,641	10,844	15,671
6071-7		300' S/O SHARON AVE.	3/16	14,464	13,818	10,274	12,723
6067-1	STRATFORD ROAD	150' S/O WAL-MART ENTR.	5/16	22,265	23,126	20,302	23,923
6067-2		100' N/O SR 17	5/16	14,760	14,377	16,813	16,009
6067-3		NEPPEL CROSSING	YEAR AVG		28,817	28,399	28,612*
6070-1	WHEELER ROAD	300' W/O SR-17	4/16	11,538	10,336	9,194	9,763
6070-2		500' W/O WISER LANE	4/16	9,929	10,366	10,120	10,849

\* January 1 - July 29

**SECONDARY STREETS**

SITE CODE	STREET NAME	LOCATION	DATE	2016	2015	2014	2013
6055-1	DIVISION STREET	150' S/O FOURTH AVE.	3/16	9,120	7,830	9,868	9,176
6055-3		400' N/O NELSON RD.	5/16	10,834	9,303	5,776	9,113
6055-5		200' S/O I-90	5/16	5,773	5,390	5,323	4,221
6087-1	KITTELSON ROAD	150' E/O SR 17	5/16	8,091	7,870	8,048	9,362
6058-1	NELSON ROAD	150' E/O PIONEER WAY	5/16	5,954	5,988	7,275	6,784
6058-2		200' W/O PIONEER WAY	5/16	8,652	8,063	8,648	6,172
6053-4	THIRD AVE.	200' E/O W. BROADWAY	5/16	6,767	6,248	5,847	6,631
6065-1	VALLEY ROAD	500' W/O STRATFORD	5/16	15,179	15,380	16,472	16,458
6065-2		800' E/O PAXSON DR.	5/16	9,923	9,694	8,848	9,131
6077-1		200' E/O PARK ENTR.	5/16	6,749	5,421	5,772	5,940
6053-2	YONEZAWA BLVD.	180' W/O SR-17	5/16	4,670	4,577	3,914	4,307

**TERTIARY STREETS**

SITE CODE	STREET NAME	LOCATION	DATE	2016	2015	2014	2013
6067-4	ALDER STREET	150' S/O BROADWAY	5/16	8,569	6,385	5,955	9,259
6056-3	CENTRAL DRIVE	800' N/O VALLEY RD.	5/16	3,132	2,916	1,505	2,806
6051-1	DOGWOOD ST.	150' S/O THIRD AVE.	4/16	6,061	5,151	5,711	5,531
8059-1	FIFTH AVENUE	800' E/O BALSAM ST.	4/16	5,097	5,133	5,020	4,845
6057-1	GRAPE DRIVE	200' S/O GARY ST.	5/16	9,881	8,962	9,637	9,499
6057-2		800' N/O VALLEY RD.	5/16	5,426	5,010	5,178	5,385
6089-4	HANSEN ROAD	300' S/O WESTSHORE DR.	4/16	2,518	2,723	2,808	2,345
6080-1	HILL AVENUE	150' W/O PIONEER WAY	4/16	3,930	3,603	3,680	3,435
6061-2	LAKESHORE DRIVE	50' S/O WANAPUM DR.	4/16	4,367	3,877	3,820	3,546
6061-3	PENINSULA DRIVE	100' NORTH OF I-90	4/16	1,623	1,947	1,901	1,753
6061-4		150' S/O WANAPUM DR.	4/16	2,022	2,080	1,872	1,937
6075-1	PRICHARD DRIVE	300' W/O LAGUNA DR.	4/16	4,263	3,956	3,840	3,670
6069-1	WESTSHORE DR.	100' S/O PARK ENTR.	4/16	2,438	2,517	2,481	2,345
6089-2		150' N/O FAIRWAY DR.	4/16	3,486	2,398	3,183	3,310
6089-3		50' S/O HANSEN ROAD	4/16	2,488	2,519	2,473	2,578

**Volume Adjustment Factors**

Jan. 1.17	May 1.04	Sep. 1.06
Feb. 1.17	June 1.02	Oct. 1.17
Mar. 1.17	July .90	Nov. 1.17
Apr. 1.06	Aug. .91	Dec. 1.17

Third Ave.  
200' E/O  
W. Broadway

Weekly Volume (Volume factor 0.500)

Interval Start	Mon 5/2/2016		Tue 5/3/2016		Wed 5/4/2016		Thu 5/5/2016		Fri 5/6/2016		Sat 5/7/2016		Sun 5/8/2016		Mon - Fri Average		Weekly Average	
	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou
12:00 AM	-	-	6	7	7	9	3	4	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	3	4	1	3	6	2	-	-	-	-	-	-	-	-	5.3	6.7
2:00 AM	-	-	3	4	8	3	3	3	-	-	-	-	-	-	-	-	3.3	3.0
3:00 AM	-	-	3	2	0	0	2	2	-	-	-	-	-	-	-	-	4.7	3.3
4:00 AM	-	-	8	10	6	8	8	10	-	-	-	-	-	-	-	-	1.7	1.3
5:00 AM	-	-	24	32	31	29	22	27	-	-	-	-	-	-	-	-	7.3	9.3
6:00 AM	-	-	56	64	54	66	46	62	-	-	-	-	-	-	-	-	25.7	29.3
7:00 AM	-	-	122	196	120	188	106	198	-	-	-	-	-	-	-	-	52.0	64.0
8:00 AM	-	-	183	215	150	211	154	200	-	-	-	-	-	-	-	-	116.0	194.0
9:00 AM	-	-	161	232	158	226	142	180	-	-	-	-	-	-	-	-	162.3	208.7
10:00 AM	-	-	190	235	150	210	170	214	-	-	-	-	-	-	-	-	153.7	212.7
11:00 AM	-	-	223	237	212	238	196	236	-	-	-	-	-	-	-	-	170.0	219.7
12:00 PM	-	-	269	250	238	274	257	290	-	-	-	-	-	-	-	-	210.3	237.0
1:00 PM	-	-	238	278	232	268	208	246	-	-	-	-	-	-	-	-	254.7	271.3
2:00 PM	-	-	214	243	190	266	202	277	-	-	-	-	-	-	-	-	226.0	264.0
3:00 PM	-	-	303	298	340	256	333	278	-	-	-	-	-	-	-	-	202.0	262.0
4:00 PM	-	-	342	312	288	279	338	323	-	-	-	-	-	-	-	-	325.3	277.3
5:00 PM	-	-	288	306	274	278	334	294	-	-	-	-	-	-	-	-	322.7	304.7
6:00 PM	-	-	180	186	200	236	196	220	-	-	-	-	-	-	-	-	298.7	292.7
7:00 PM	-	-	122	170	143	180	118	170	-	-	-	-	-	-	-	-	192.0	214.0
8:00 PM	-	-	106	122	129	76	113	102	-	-	-	-	-	-	-	-	127.7	173.3
9:00 PM	-	-	50	53	48	54	51	76	-	-	-	-	-	-	-	-	116.0	100.0
10:00 PM	-	-	13	27	16	19	28	29	-	-	-	-	-	-	-	-	49.7	61.0
11:00 PM	-	-	10	16	13	8	21	11	-	-	-	-	-	-	-	-	19.0	25.0
Totals	0	0	3117	3499	3008	3385	3057	3454	0	0	0	0	0	0	0	0	3060.7	3446.0
Combined Split (%)	0	0	6616	6393	47.1	52.9	47.0	53.0	0	0	0	0	0	0	0	0	6506.7	6506.7
																	47.0	53.0
																	47.0	53.0
12:00 AM - 12:00 PM Volume	-	-	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	-	-	-	-	-	-	-	-	11:00 AM	11:00 AM
12:00 AM - 12:00 PM Volume	-	-	223	237	212	238	196	236	-	-	-	-	-	-	-	-	210.3	237.0
			4:00 PM	4:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	-	-	-	-	-	-	-	-	3:00 PM	4:00 PM
			342	312	340	279	338	323	-	-	-	-	-	-	-	-	325.3	304.7



Site: 6059-1

Fifth Ave.  
800' E/O  
Balsam St.

Weekly Volume (Volume factor 0.500)

Interval	Mon 4/11/2016		Tue 4/12/2016		Wed 4/13/2016		Thu 4/14/2016		Fri 4/15/2016		Sat 4/16/2016		Sun 4/17/2016		Mon - Fri Average		Weekly Average	
	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou
12:00 AM - 1:00 AM	0	0	13	8	11	7	4	2	11	2	0	0	0	0	9.3	5.7	9.3	5.7
1:00 AM - 2:00 AM	0	0	2	2	4	3	4	2	3	2	0	0	0	0	3.3	2.3	3.3	2.3
2:00 AM - 3:00 AM	0	0	3	2	4	5	3	6	3	6	0	0	0	0	3.3	4.3	3.3	4.3
3:00 AM - 4:00 AM	0	0	0	1	1	0	1	1	1	1	0	0	0	0	0.7	0.7	0.7	0.7
4:00 AM - 5:00 AM	0	0	3	8	2	6	2	9	2	9	0	0	0	0	2.3	7.7	2.3	7.7
5:00 AM - 6:00 AM	0	0	5	22	6	20	6	18	6	18	0	0	0	0	6.3	20.0	6.3	20.0
6:00 AM - 7:00 AM	0	0	19	53	24	57	20	62	20	62	0	0	0	0	21.0	57.3	21.0	57.3
7:00 AM - 8:00 AM	0	0	92	97	70	103	72	101	72	101	0	0	0	0	78.0	100.3	78.0	100.3
8:00 AM - 9:00 AM	0	0	106	100	112	118	100	104	100	104	0	0	0	0	106.0	107.3	106.0	107.3
9:00 AM - 10:00 AM	0	0	110	182	133	152	159	157	159	157	0	0	0	0	134.0	163.7	134.0	163.7
10:00 AM - 11:00 AM	0	0	158	175	145	158	138	175	138	175	0	0	0	0	147.0	169.3	147.0	169.3
11:00 AM - 12:00 PM	0	0	186	198	214	196	217	220	217	220	0	0	0	0	205.7	204.7	205.7	204.7
12:00 PM - 1:00 PM	0	0	257	223	194	226	254	226	254	226	0	0	0	0	235.0	225.0	235.0	225.0
1:00 PM - 2:00 PM	0	0	201	224	182	218	176	206	176	206	0	0	0	0	186.3	216.0	186.3	216.0
2:00 PM - 3:00 PM	0	0	192	190	186	194	196	229	196	229	0	0	0	0	191.3	204.3	191.3	204.3
3:00 PM - 4:00 PM	0	0	195	202	222	250	218	203	218	203	0	0	0	0	211.7	218.3	211.7	218.3
4:00 PM - 5:00 PM	0	0	252	228	210	238	228	234	228	234	0	0	0	0	230.0	233.0	230.0	233.0
5:00 PM - 6:00 PM	0	0	176	192	184	231	174	246	174	246	0	0	0	0	178.0	233.0	178.0	233.0
6:00 PM - 7:00 PM	0	0	130	140	125	124	122	138	122	138	0	0	0	0	125.7	134.0	125.7	134.0
7:00 PM - 8:00 PM	0	0	77	102	80	104	96	113	96	113	0	0	0	0	84.3	106.3	84.3	106.3
8:00 PM - 9:00 PM	0	0	56	68	44	63	52	62	52	62	0	0	0	0	50.7	64.3	50.7	64.3
9:00 PM - 10:00 PM	0	0	38	44	41	36	34	36	34	36	0	0	0	0	37.7	38.7	37.7	38.7
10:00 PM - 11:00 PM	0	0	16	14	16	14	15	18	15	18	0	0	0	0	15.7	15.3	15.7	15.3
11:00 PM - Totals	0	0	2297	2485	2223	2533	2303	2584	2303	2584	0	0	0	0	2274.3	2534.0	2274.3	2534.0
Combined Split (%)	0	0	4782	52.0	4756	53.3	4887	52.9	4887	52.9	0	0	0	0	4808.3	52.7	4808.3	52.7

Peak Hours

12:00 AM - 12:00 PM	Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Hill Ave.  
150' W/O  
Pioneer Way

Weekly Volume (Volume factor 0.500)

Interval Start	Mon 4/11/2016		Tue 4/12/2016		Wed 4/13/2016		Thu 4/14/2016		Fri 4/15/2016		Sat 4/16/2016		Sun 4/17/2016		Mon - Fri Average		Weekly Average		
	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	
	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	16	5	6	2	11	10	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	4	1	5	2	3	1	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	4	1	1	0	1	1	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	2	3	3	2	3	1	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	5	6	5	4	2	9	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	12	34	12	28	9	24	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	36	60	25	72	28	59	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	70	162	63	150	80	153	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	118	130	118	144	107	144	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	92	90	101	92	84	76	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	94	98	92	83	95	97	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	128	112	116	108	120	108	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	150	138	154	130	134	124	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	109	17	116	108	138	143	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	137	110	116	97	116	94	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	180	138	190	130	210	140	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	216	134	184	110	188	145	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	186	144	203	136	222	157	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	106	84	141	106	117	126	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	104	75	120	134	118	78	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	72	64	74	82	84	54	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	67	23	72	38	46	41	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	26	20	29	14	24	17	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	1951	1863	1961	1780	1958	1809	0	0	0	0	0	0	0	1956.7	1750.7	1956.7	1750.7
Combined Split (%)	-	-	54.0	46.0	52.4	47.6	52.0	48.0	0	0	0	0	0	0	52.8	47.2	52.8	47.2	3707.3

Peak Hours

Interval Start	Westbou	Eastbou	Peak Hours
12:00 AM - 12:00 PM	-	-	-
Volume	-	-	-
12:00 PM - 12:00 AM	-	-	-
Volume	-	-	-
11:00 AM - 7:00 AM	118	150	11:00 AM - 7:00 AM
8:00 AM - 11:00 AM	118	150	8:00 AM - 11:00 AM
5:00 PM - 5:00 PM	203	136	5:00 PM - 5:00 PM
5:00 PM - 5:00 PM	203	136	5:00 PM - 5:00 PM

Site: 6070-2

Wheeler Rd.  
500' W/O  
Wiser Lane

Weekly Volume, per Channel (Volume factor 0.500)

Interval Start	Eastbound							Mon - Fri Average	Weekly Average
	Mon 4/11/2016	Tue 4/12/2016	Wed 4/13/2016	Thu 4/14/2016	Fri 4/15/2016	Sat 4/16/2016	Sun 4/17/2016		
12:00 AM	16	31	30	30	-	-	-	25.7	25.7
1:00 AM	20	13	14	14	-	-	-	15.7	15.7
2:00 AM	22	17	28	28	-	-	-	22.3	22.3
3:00 AM	32	20	40	40	-	-	-	30.7	30.7
4:00 AM	75	76	78	78	-	-	-	76.3	76.3
5:00 AM	262	272	272	272	-	-	-	268.7	268.7
6:00 AM	344	320	332	332	-	-	-	332.0	332.0
7:00 AM	360	356	352	352	-	-	-	356.0	356.0
8:00 AM	229	264	253	253	-	-	-	248.7	248.7
9:00 AM	234	208	219	219	-	-	-	220.3	220.3
10:00 AM	232	234	266	266	-	-	-	244.0	244.0
11:00 AM	309	358	318	318	-	-	-	276.3	276.3
12:00 PM	308	318	318	318	-	-	-	314.7	314.7
1:00 PM	332	296	330	330	-	-	-	319.3	319.3
2:00 PM	258	262	240	240	-	-	-	253.3	253.3
3:00 PM	264	358	292	292	-	-	-	271.3	271.3
4:00 PM	280	254	268	268	-	-	-	267.3	267.3
5:00 PM	299	284	280	280	-	-	-	287.7	287.7
6:00 PM	155	152	171	171	-	-	-	159.3	159.3
7:00 PM	122	147	124	124	-	-	-	131.0	131.0
8:00 PM	92	86	114	114	-	-	-	97.3	97.3
9:00 PM	68	58	66	66	-	-	-	64.0	64.0
10:00 PM	44	36	43	43	-	-	-	41.0	41.0
11:00 PM	27	27	38	38	-	-	-	30.7	30.7
<b>Totals</b>	<b>0</b>	<b>4384</b>	<b>4247</b>	<b>4430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4353.7</b>	<b>4353.7</b>
				<b>Peak Hours</b>					
12:00 AM - 12:00 PM Volume	7:00 AM 360	7:00 AM 356	7:00 AM 352	7:00 AM 352	-	-	-	7:00 AM 356.0	7:00 AM 356.0
12:00 PM - 12:00 AM Volume	1:00 PM 332	12:00 PM 318	1:00 PM 330	1:00 PM 330	-	-	-	1:00 PM 319.3	1:00 PM 319.3

Wheeler Rd.  
500' W/O  
Wiser Lane

Weekly Volume, per Channel (Volume factor 0.500)

Interval Start	Westbound							Mon - Fri Average	Weekly Average
	Mon 4/11/2016	Tue 4/12/2016	Wed 4/13/2016	Thu 4/14/2016	Fri 4/15/2016	Sat 4/16/2016	Sun 4/17/2016		
12:00 AM - 1:00 AM	18	14	26	28	-	-	-	24.0	24.0
1:00 AM - 2:00 AM	14	14	14	14	-	-	-	14.0	14.0
2:00 AM - 3:00 AM	23	22	22	25	-	-	-	23.3	23.3
3:00 AM - 4:00 AM	19	15	15	26	-	-	-	20.0	20.0
4:00 AM - 5:00 AM	30	30	28	32	-	-	-	30.0	30.0
5:00 AM - 6:00 AM	84	88	88	62	-	-	-	78.0	78.0
6:00 AM - 7:00 AM	214	196	196	189	-	-	-	199.7	199.7
7:00 AM - 8:00 AM	238	274	274	228	-	-	-	246.7	246.7
8:00 AM - 9:00 AM	295	300	300	266	-	-	-	287.0	287.0
9:00 AM - 10:00 AM	276	221	221	260	-	-	-	252.3	252.3
10:00 AM - 11:00 AM	272	268	268	330	-	-	-	290.0	290.0
11:00 AM - 12:00 PM	357	353	353	370	-	-	-	360.0	360.0
12:00 PM - 1:00 PM	372	344	344	413	-	-	-	376.3	376.3
1:00 PM - 2:00 PM	372	319	319	362	-	-	-	351.0	351.0
2:00 PM - 3:00 PM	394	352	352	316	-	-	-	354.0	354.0
3:00 PM - 4:00 PM	383	445	445	385	-	-	-	404.3	404.3
4:00 PM - 5:00 PM	492	580	580	551	-	-	-	541.0	541.0
5:00 PM - 6:00 PM	447	451	451	453	-	-	-	450.3	450.3
6:00 PM - 7:00 PM	300	269	269	298	-	-	-	289.0	289.0
7:00 PM - 8:00 PM	148	170	170	188	-	-	-	168.7	168.7
8:00 PM - 9:00 PM	76	88	88	81	-	-	-	81.7	81.7
9:00 PM - 10:00 PM	92	68	68	70	-	-	-	83.3	83.3
10:00 PM - 11:00 PM	54	48	48	60	-	-	-	54.0	54.0
11:00 PM	31	28	28	45	-	-	-	34.7	34.7
<b>Totals</b>	<b>0</b>	<b>5001</b>	<b>4987</b>	<b>5052</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5013.3</b>	<b>5013.3</b>
				<b>Peak Hours</b>					
12:00 AM - 12:00 PM Volume	11:00 AM	11:00 AM	11:00 AM	11:00 AM	-	-	-	11:00 AM	11:00 AM
	357	353	353	370	-	-	-	360.0	360.0
12:00 PM - 12:00 AM Volume	4:00 PM	4:00 PM	4:00 PM	4:00 PM	-	-	-	4:00 PM	4:00 PM
	492	580	580	551	-	-	-	541.0	541.0

Site: 6065-2

Valley Rd.  
800' E/O  
Paxson Dr.

Weekly Volume, per Channel (Volume factor 0.500)

Interval Start	Eastbound							Mon - Fri Average	Weekly Average
	Mon 5/23/2016	Tue 5/24/2016	Wed 5/25/2016	Thu 5/26/2016	Fri 5/27/2016	Sat 5/28/2016	Sun 5/29/2016		
12:00 AM	14	3	6	16	-	-	-	12.0	12.0
1:00 AM	-	4	16	4	-	-	-	7.7	7.7
2:00 AM	-	7	8	5	-	-	-	6.7	6.7
3:00 AM	-	13	11	13	-	-	-	12.3	12.3
4:00 AM	-	60	60	62	-	-	-	60.7	60.7
5:00 AM	-	128	131	136	-	-	-	131.7	131.7
6:00 AM	-	202	219	224	-	-	-	215.0	215.0
7:00 AM	-	376	426	404	406	-	-	412.0	412.0
8:00 AM	-	258	372	372	392	-	-	380.0	380.0
9:00 AM	-	230	285	285	264	-	-	269.0	269.0
10:00 AM	-	230	238	238	248	-	-	238.7	238.7
11:00 AM	-	289	258	258	254	-	-	254.0	254.0
12:00 PM	-	250	246	246	288	-	-	274.3	274.3
1:00 PM	-	241	293	281	281	-	-	274.7	274.7
2:00 PM	-	342	262	258	258	-	-	253.7	253.7
3:00 PM	-	376	309	386	386	-	-	345.7	345.7
4:00 PM	-	318	346	388	388	-	-	357.7	357.7
5:00 PM	-	253	377	391	391	-	-	381.3	381.3
6:00 PM	-	201	324	324	392	-	-	344.7	344.7
7:00 PM	-	134	272	436	436	-	-	320.3	320.3
8:00 PM	-	66	191	211	211	-	-	201.0	201.0
9:00 PM	-	25	146	146	149	-	-	143.0	143.0
10:00 PM	-	25	70	70	70	-	-	68.7	68.7
11:00 PM	-	25	33	33	46	-	-	34.7	34.7
<b>Totals</b>	<b>0</b>	<b>4801</b>	<b>4877</b>	<b>5320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4999.3</b>	<b>4999.3</b>
<b>Peak Hours</b>									
12:00 AM - 12:00 PM	-	7:00 AM	7:00 AM	7:00 AM	7:00 AM	-	-	7:00 AM	7:00 AM
Volume	-	426	404	406	406	-	-	412.0	412.0
12:00 PM - 12:00 AM	-	5:00 PM	5:00 PM	7:00 PM	7:00 PM	-	-	5:00 PM	5:00 PM
Volume	-	376	377	436	436	-	-	381.3	381.3



Valley Rd.  
800' E/O  
Paxson Dr.

Weekly Volume, per Channel (Volume factor 0.500)

Interval Start	Westbound							Mon - Fri Average	Sun 5/29/2016	Weekly Average
	Mon 5/23/2016	Tue 5/24/2016	Wed 5/25/2016	Thu 5/26/2016	Fri 5/27/2016	Sat 5/28/2016	Sun 5/29/2016			
12:00 AM	-	30	0	35	-	-	-	-	21.7	21.7
1:00 AM	-	16	0	13	-	-	-	-	9.7	9.7
2:00 AM	-	11	0	10	-	-	-	-	7.0	7.0
3:00 AM	-	4	0	12	-	-	-	-	5.3	5.3
4:00 AM	-	5	0	10	-	-	-	-	5.0	5.0
5:00 AM	-	22	0	38	-	-	-	-	20.0	20.0
6:00 AM	-	70	0	73	-	-	-	-	47.7	47.7
7:00 AM	-	190	107	172	174	-	-	-	156.3	156.3
8:00 AM	-	199	210	222	222	-	-	-	210.3	210.3
9:00 AM	-	195	204	174	174	-	-	-	191.0	191.0
10:00 AM	-	200	188	214	214	-	-	-	200.7	200.7
11:00 AM	-	282	278	254	254	-	-	-	271.3	271.3
12:00 PM	-	287	284	310	310	-	-	-	293.7	293.7
1:00 PM	-	230	270	268	268	-	-	-	258.0	258.0
2:00 PM	-	297	314	307	307	-	-	-	308.0	308.0
3:00 PM	-	472	389	464	464	-	-	-	441.7	441.7
4:00 PM	-	344	476	478	478	-	-	-	432.7	432.7
5:00 PM	-	276	534	692	692	-	-	-	500.7	500.7
6:00 PM	-	279	428	480	480	-	-	-	395.7	395.7
7:00 PM	-	83	322	394	394	-	-	-	266.3	266.3
8:00 PM	-	0	276	312	312	-	-	-	196.0	196.0
9:00 PM	-	0	228	280	280	-	-	-	169.3	169.3
10:00 PM	-	0	117	158	158	-	-	-	91.7	91.7
11:00 PM	-	0	44	96	96	-	-	-	46.7	46.7
<b>Totals</b>	<b>0</b>	<b>3492</b>	<b>4669</b>	<b>5466</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4542.3</b>	<b>4542.3</b>
<b>Peak Hours</b>										
12:00 AM - 12:00 AM	-	11:00 AM	11:00 AM	11:00 AM	11:00 AM	-	-	-	11:00 AM	11:00 AM
Volume	-	282	278	254	254	-	-	-	271.3	271.3
12:00 PM - 12:00 PM	-	3:00 PM	5:00 PM	5:00 PM	5:00 PM	-	-	-	5:00 PM	5:00 PM
Volume	-	472	534	692	692	-	-	-	500.7	500.7



**CITY OF MOSES LAKE**  
**DEVELOPMENT ENGINEERING**  
**TRAFFIC COUNTS FOR THE YEAR OF 2015**

- Date shown is the most current count.
- Average daily traffic based on a 3 day average, Tuesday, Wednesday, and Thursday. Volume adjustment included.

**PRIMARY STREETS**

SITE CODE	STREET NAME	LOCATION	DATE	2015	2014	2013	2010
0171- 8	EAST BROADWAY	600' E/O THIRD AVE.	3/15	8,257	6,420	6,536	6,070
0171- 9		200' S/O ROAD 4 NE.	3/15	5,727	4,925	4,874	4,830
0171- 3	WEST BROADWAY	600' E/O THIRD AVE.	3/15	21,992	18,684	20,212	16,210
0171- 5		300' E/O YAKIMA AVE.	3/15	16,237	14,765	14,887	13,540
8071- 2	PIONEER WAY	100' N/O WALNUT AVE.	4/15	15,641	10,844	15,671	14,680
8071- 7		300' S/O SHARON AVE.	4/15	13,818	10,274	12,723	12,390
8067- 1	STRATFORD ROAD	150' S/O WAL-MART ENTR.	5/15	23,126	20,302	23,923	21,300
8067- 2		100' N/O SR 17	5/15	14,377	16,813	16,009	14,600
8067- 3		NEPPEL CROSSING	YEAR AVE.	28,817	28,399	28,612*	29,274
8070- 1	WHEELER ROAD	300' W/O SR-17	4/15	10,336	9,194	9,783	8,820
8070- 2		500' W/O WISER LANE	4/15	10,366	10,120	10,849	8,950

\* January 1 - July 29

**SECONDARY STREETS**

SITE CODE	STREET NAME	LOCATION	DATE	2015	2014	2013	2010
8055- 1	DIVISION STREET	150' S/O FOURTH AVE.	4/15	7,830	9,868	9,178	8,030
8055- 3		400' N/O NELSON RD.	4/15	9,303	5,776	9,113	6,760
8055- 5		200' S/O I-90	4/15	5,390	5,323	4,221	4,390
8087- 1	KITTELSON ROAD	150' E/O SR 17	5/15	7,870	8,048	9,362	6,400
8058- 1	NELSON ROAD	150' E/O PIONEER WAY	5/15	5,988	7,275	6,784	4,900
8058- 2		200' W/O PIONEER WAY	5/15	8,063	8,648	6,172	4,950
8053- 4	THIRD AVE.	200' E/O W. BROADWAY	4/15	6,246	5,847	6,631	5,760
8065- 1	VALLEY ROAD	500' W/O STRATFORD	9/15	15,380	16,472	16,458	14,880
8065- 2		800' E/O PAXSON DR.	9/15	9,894	6,848	9,131	8,960
8077- 1		200' E/O PARK ENTR.	9/15	5,421	5,772	5,940	5,180
8053- 2	YONEZAWA BLVD.	180' W/O SR-17	5/15	4,577	3,914	4,307	2,540

**TERTIARY STREETS**

SITE CODE	STREET NAME	LOCATION	DATE	2015	2014	2013	2010
8067- 4	ALDER STREET	150' S/O BROADWAY	5/15	6,385	5,955	9,259	7,680
8056- 3	CENTRAL DRIVE	800' N/O VALLEY RD.	9/15	2,916	1,505	2,806	2,440
8051- 1	DOGWOOD ST.	150' S/O THIRD AVE.	4/15	5,151	5,711	5,531	4,330
8059- 1	FIFTH AVENUE	800' E/O BALSAM ST.	5/15	5,133	5,020	4,845	4,930
8057- 1	GRAPE DRIVE	200' S/O GARY ST.	9/15	8,962	9,637	9,499	7,820
8057- 2		800' N/O VALLEY RD.	9/15	5,010	5,178	5,385	4,540
8069- 4	HANSEN ROAD	300' S/O WESTSHORE DR.	5/15	2,723	2,608	2,345	2,150
8060- 1	HILL AVENUE	150' W/O PIONEER WAY	5/15	3,803	3,680	3,435	3,840
8061- 2	LAKESHORE DRIVE	50' S/O WANAPUM DR.	5/15	3,877	3,820	3,546	2,240
8061- 3	PENINSULA DRIVE	100' NORTH OF I- 90	3/15	1,947	1,901	1,753	no cl.
8061- 4		150' S/O WANAPUM DR.	3/15	2,080	1,872	1,937	1,730
8075- 1	PRICHARD DRIVE	300' W/O LAGUNA DR.	3/15	3,956	3,840	3,670	3,350
8069- 1	WESTSHORE DR.	100' S/O PARK ENTR.	3/15	2,517	2,481	2,345	2,160
8069- 2		150' N/O FAIRWAY DR.	3/15	2,398	3,183	3,310	2,960
8069- 3		50' S/O HANSEN ROAD	3/15	2,519	2,473	2,578	2,060

**Volume Adjustment Factors**

Jan. 1.17	May 1.04	Sep. 1.06
Feb. 1.17	June 1.02	Oct. 1.17
Mar. 1.17	July .90	Nov. 1.17
Apr. 1.06	Aug. .91	Dec. 1.17

# **Appendix B – Workshop**



# Sign-In Sheet

Name	Organization	Email	Phone
Ken Hash	PBS	Ken.Hash@PBSUSA.com	360-931-7551
Hermans Steg	Kittelson & Assoc.	hsteyn@kittelson.com	503-535-7455
Greg Jellison	PBS	Greg.Jellison@PBSUSA.com	360-921-9545
Shawn O'Brien	City	sbrien@cityofml.com	509-764-3786
Jeff Holm	City of Moses Lake	jholm@cityofml.com	509-764-3781
RICHARD LAW	CITY OF ML	rlaw@cityofml.com	509-764-3782
Anne Hennings	City of ML - Planning	ahennings@cityofml.com	509-764-3747

# **Appendix C – Crash Data**

**PAGE LEFT INTENTIONALLY BLANK.**

**Fourth Avenue & Alder Street**

**No reported collisions 2014 - 2016**



5th + Alder

## Collisions4

Filter (ID IN ("15ML03282", "16ML14329", "14ML00207", "14ML02309", "14ML08167"))  
Working Set Filter ([Retired] is null)  
Sort <Not Applicable>  
Group By <Not Applicable>

### Collisions4

---

ID 14ML00207

**INTERSECTION** Yes

**Date of collision** 1/6/2014 10:53:00 AM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

ID 14ML02309

**INTERSECTION** Yes

**Date of collision** 2/28/2014 12:32:00 PM

**Route** FIFTH AVE

**Route Ahead** ALDER ST

**NARRATIVE** Narrative included with attachments

---

ID 14ML08167

**INTERSECTION** No

**Date of collision** 7/3/2014 8:38:00 AM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Both vehicles were eastbound on Fifth Avenue. #1 was in the left lane, #2 in the right lane. #2 was approximately a half a vehicle length in front of #1. #2 changed lanes abruptly into #1. #1 said she didn't see #2. Both vehicles towed from scene.

---

ID 15ML03282

**INTERSECTION** Yes

**Date of collision** 3/13/2015 12:05:00 PM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

ID 16ML14329

**INTERSECTION** Yes

**Date of collision** 10/19/2016 11:55:00 AM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** D1 was southbound on S. Alder St. at a stop sign at E. 5th Ave. V2 was east bound on E. 5th Ave. and did not have a stop sign. V1 left the stop sign and tried to cross the

**Collisions4**

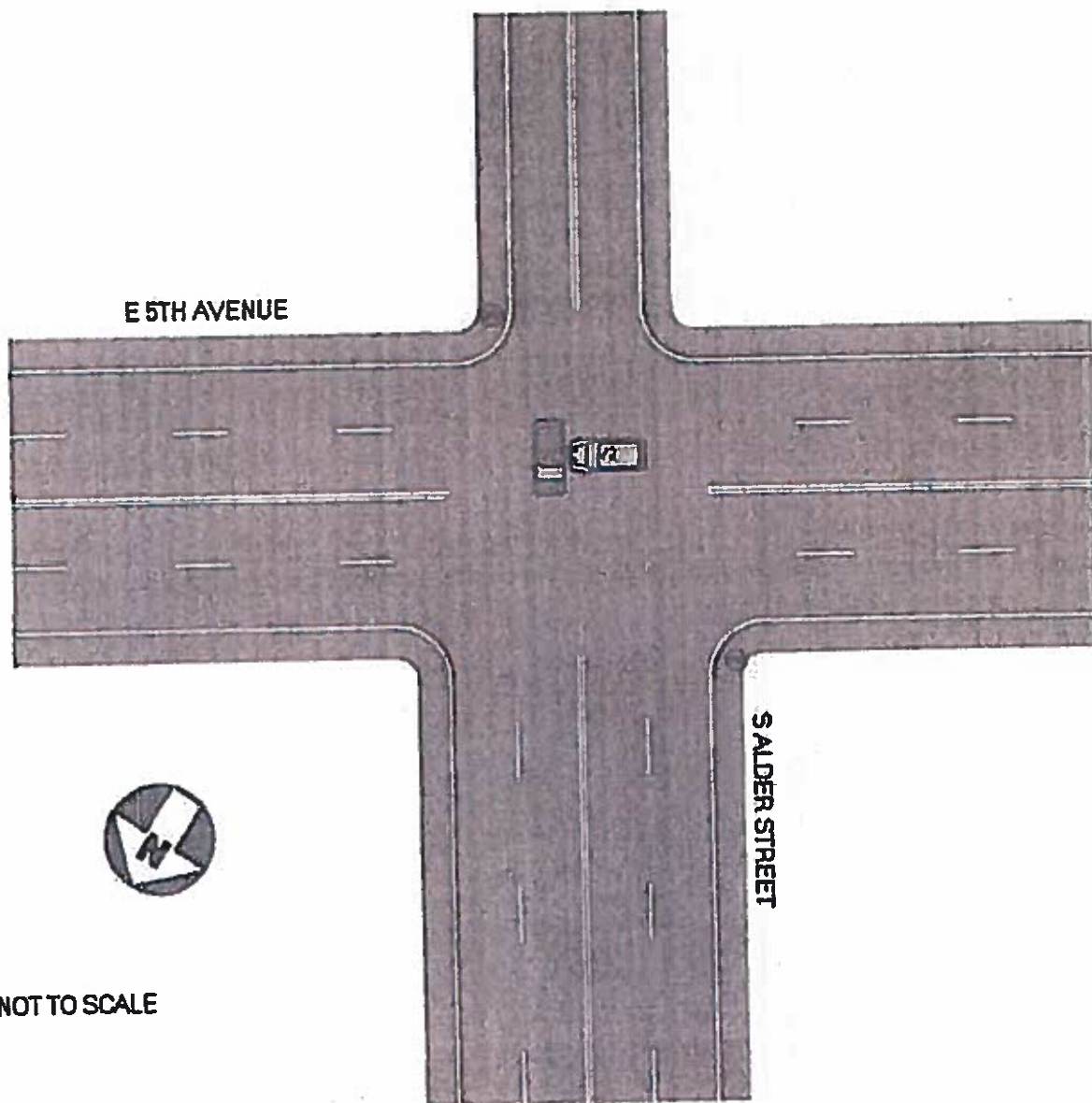
Intersection in front of V2. V2 was unable to stop in time to avoid colliding with the right rear quarter panel of V1. D1 stated she did not see V2 when she left the stop sign. D1 did not have a valid driver's license or insurance and was identified by a valid US passport.

**Total Collisions**                      **5**

14MI00207

NARRATIVE

On 01/06/2014, while on uniformed patrol in a fully marked patrol car to include light bar, I was dispatched to a blocking vehicle collision in the intersection of S Alder Street and E 5th Avenue. Upon arrival, I ran the vehicle registrations through MACC dispatch and contacted the drivers to inquire about injuries. Both drivers stated they had no injuries and provided all of their driver's and vehicle information. I asked D1 what had happened. D1 stated he had stopped at the stop sign and went to proceed northbound through the intersection after checking for vehicles but did not see V2 coming from the west. V1 was struck by V2 in the B-pillar area of the drivers side. Multiple airbags were deployed inside V1 and D1 later stated his head was starting to hurt. MLFD arrived to check on D1 who later refused treatment. D2 was contacted about the incident and stated he was traveling eastbound when V1 came out of no where and he was unable to react in enough time before striking V1. Both drivers were provided a business card and advised to call at a later time as the law enforcement database that provides the case number was down for maintenance. Both drivers were pick up from the scene. An infraction for fail to yield the right of way was completed for D1 and mailed through the courts.



NOT TO SCALE

14ML02309

DIAGRAM

PROPERTY NORTH BY ARROW



Fifth Ave

Alders St

Point of impact



Not to Scale

NARRATIVE

Unit 2 was traveling eastbound on Alder St. Unit 1 called to report the  
 point of impact to Unit 2 as it was traveling southbound on Alder St.  
 Unit 1 collided with Unit 2 at the intersection. Driver of Unit 2  
 was trapped in the vehicle until the fire department removed her. The driver  
 of Unit 1 was uninjured. The driver of Unit 2 was taken to the hospital.  
 The fire department was called to the scene but declined medical attention.  
 Declined medical attention. Driver of Unit 1 will be issued an infraction  
 for failure to yield right of way.

CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.080)

INVESTIGATING OFFICER'S SIGNATURE: Patrol UNIT OR DIST. DET: 3-7-2014 DATE: 3-7-2014 PLACE SIGNED: 3-7-2014

APPROVED BY: \_\_\_\_\_

GAUGE OR ID #	CRI #	THIS POLICE DIVISION/ID	THIS POLICE AGENCY
135	WA0130200	1232	1234

PART B 3000 305-160 R 12.000

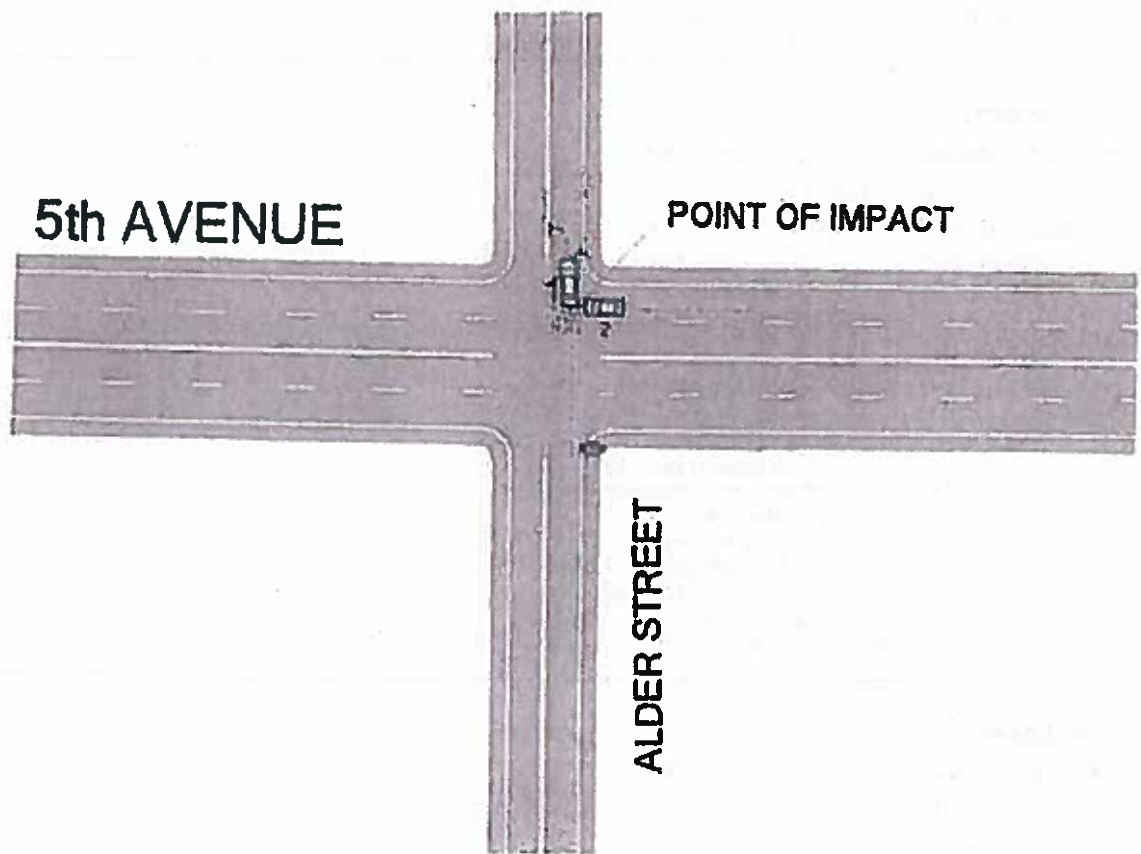
PAGE 7 OF 7

15MIJ03282

**NARRATIVE**

Two vehicle non-injury collision at the intersection of 5th Avenue and Alder Street Moses Lake WA. Vehicle two was traveling east bound in the outside lane on 5th Avenue approaching the intersection of Alder Street. Vehicle one was stopped at the stop sign on Alder Street preparing to cross 5th Avenue. Vehicle one was getting ready to cross 5th Avenue traveling south bound. The driver of vehicle one proceeded through the intersection and was struck by vehicle two in the rear quarter panel of her vehicle. The driver of vehicle one advised she looked before proceeding but did not see vehicle two traveling on 5th Avenue. Vehicle one spun out and stopped facing the opposite direction on Alder Street. Vehicle two sustained damage to the front end.





### Collisions4

Filter	(ID IN ("16ML11850", "15ML03150", "15ML05657", "15ML11415"))
Working Set Filter	([Retired] is null)
Sort	<Not Applicable>
Group By	<Not Applicable>

#### Collisions4

ID 15ML03150

**INTERSECTION** Yes

**Date of collision** 3/10/2015 5:03:00 PM

**Route** DIVISION ST

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

ID 15ML05657

**INTERSECTION** Yes

**Date of collision** 5/1/2015 3:35:00 PM

**Route** DIVISION ST

**Route Ahead** FOURTH AVE

**NARRATIVE** Narrative Included with attachments

ID 15ML11415

**INTERSECTION** No

**Date of collision** 8/13/2015 11:13:00 AM

**Route** DIVISION ST

**Route Ahead** FIFTH AVE

**NARRATIVE** V2 and V3 were slowing down as they approached an intersection. D1 stated he was sneezing and coughing and when he looked up the vehicles in front of him were slowed to an almost stop. D1 stated he could not stop in time to avoid colliding with the rear end of V2. The collision pushed V2 into the rear end of V3. V1 was left undrivable and was pushed off the roadway so the owner could retrieve it later

ID 16ML11850

**INTERSECTION** Yes

**Date of collision** 8/29/2016 4:36:00 AM

**Route** DIVISION ST

**Route Ahead**

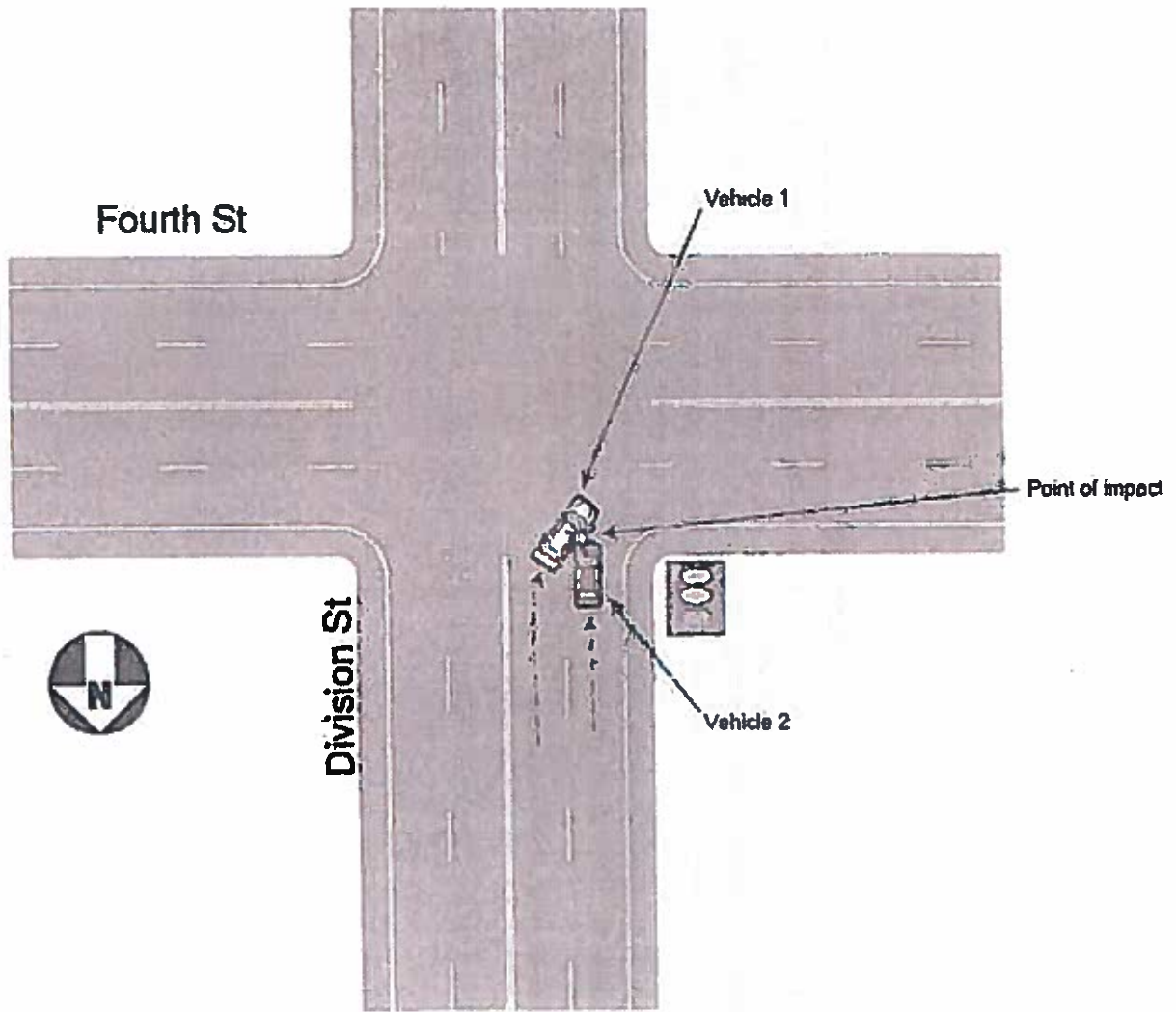
**NARRATIVE** Narrative Included with attachments

**Total Collisions** 4

15ML03150

**NARRATIVE**

On 3/10/2015, at approximately 17:03 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time I was dispatched to a non-injury collision at Fourth St and Division St. I signed en route. When I arrived I met with Driver 2. Driver 2 stated her vehicle and vehicle 1 were both traveling southbound on Division St. Vehicle was in the inside lane and attempted to turn westbound onto Fourth St in front of her. Vehicle 2 then struck vehicle 1 in the front passenger door. The driver of vehicle 1 gave the same account and said she did not see vehicle 2. I verified there were no injuries, gathered information from both drivers and assisted with the exchange of information. I cited driver 1 for improper lane usage. I photographed the damage to both vehicles. then cleared the call and returned to patrol.

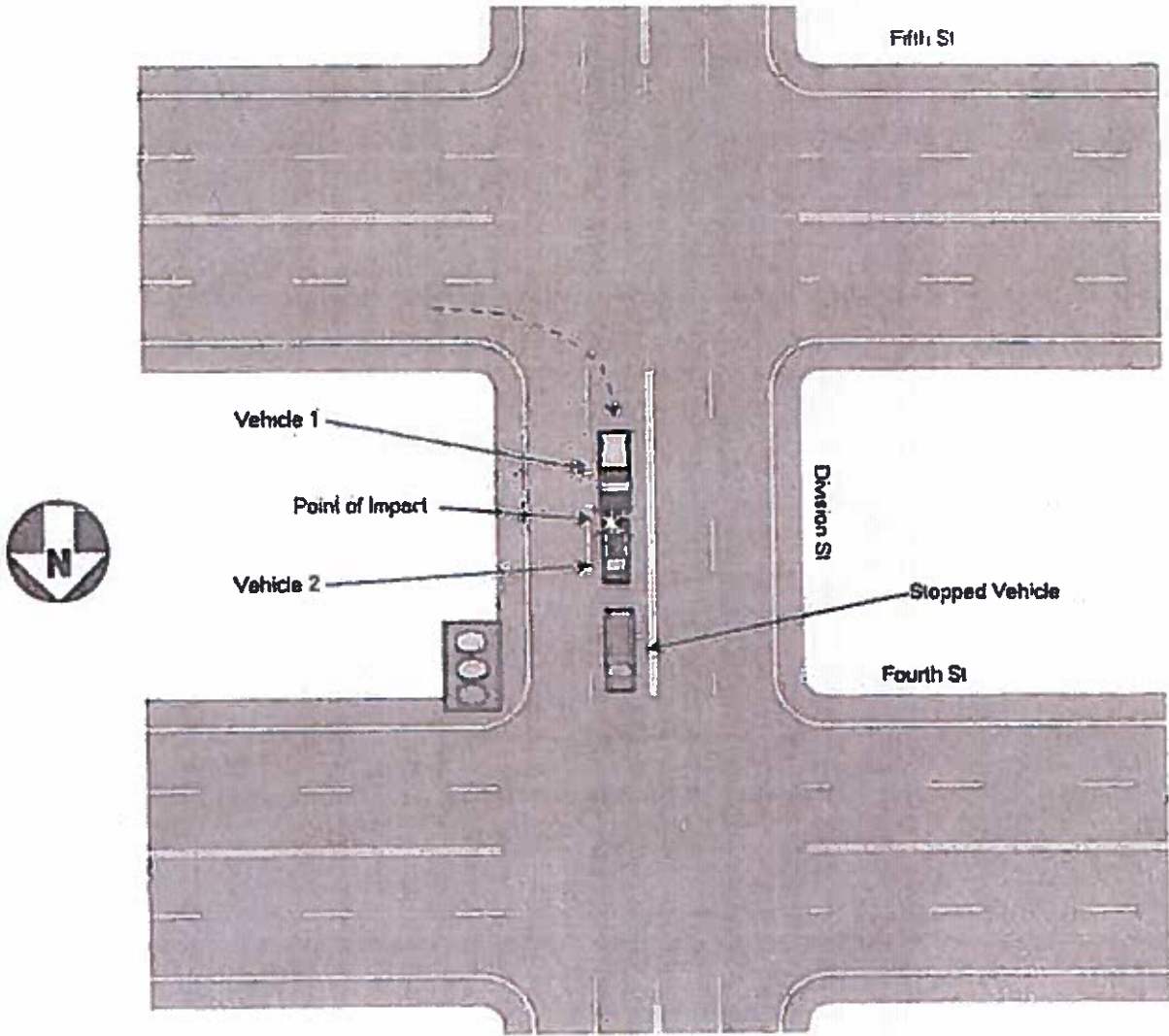


\*Recreation/Vehicles were Moving/Not to Scale

15MI05657

NARRATIVE

On 5/1/2015, at approximately 15:35 hours, I was on patrol in Moses Lake in a fully marked patrol vehicle. At this time dispatch advised of a blocking collision at the intersection of Division St and Fourth St. I signed en route. When I arrived I found both vehicles were in the northbound inside lane. I pulled around behind them with my emergency lights to block traffic. I approached the drivers and passenger from the vehicles involved. I insured there were no known injuries at that time. I then asked the drivers if their vehicles were capable of moving under their own power. Both drivers said yes and I blocked traffic so both vehicles could pull safely to the shoulder. Once on the shoulder I asked both drivers what occurred. Driver 1 told me he was turning onto northbound Division from westbound Fifth St. Vehicle 2 was in the inside northbound lane and stopped for the traffic light at Fourth St. Driver 1 turned into the inside lane and struck the rear end of vehicle 2. Driver 1 continued to say it was his fault. I asked driver 2 what happened and she said she was stopped for the light and was struck in the rear by vehicle 1. I gathered the information from both vehicles, drivers and passenger. I photographed the vehicles. I then assisted with the exchange of information and explained it to both drivers. I cited driver 1 for following too closely. When I explained the citation to the driver he asked why he was getting a ticket. I informed him the collision was his fault and he needed to be cited for not paying close enough attention. The driver stated he was paying attention when he hit vehicle 2. Once both vehicles were clear of the scene I returned to patrol.



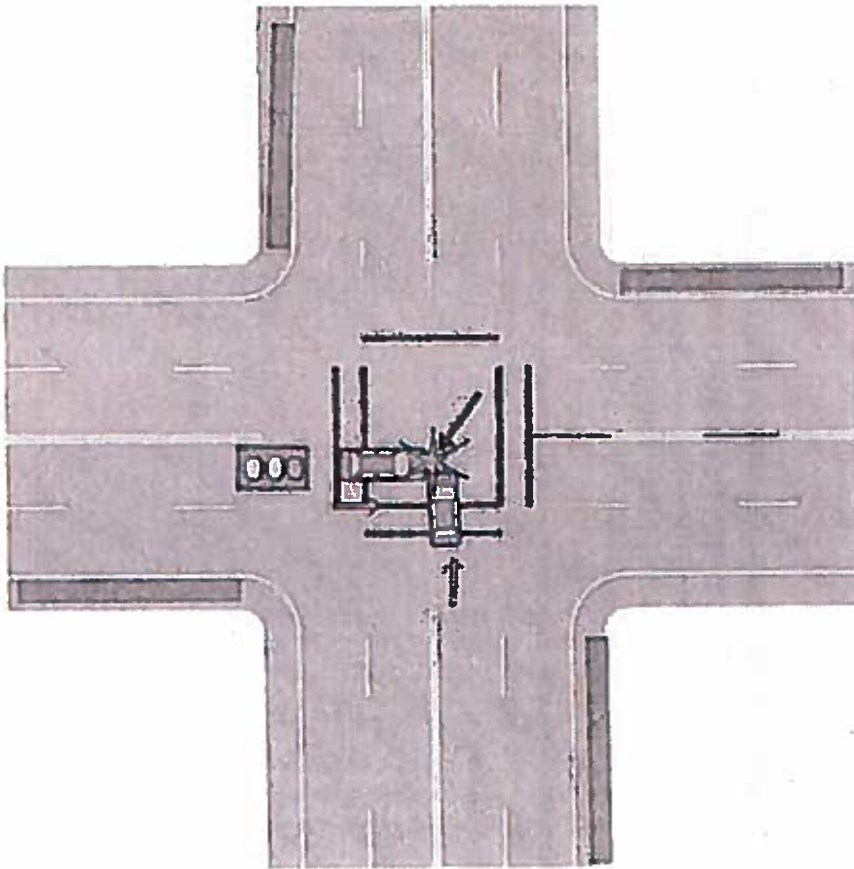
\*Recreation/Not to Scale/Vehicle 1 was Moving/Vehicle 2 was Stopped



16ML11850

NARRATIVE

Veh 1 east bound on Fourth Ave approaching Division Street. Veh 2 northbound on Division Street approaching Fourth. Veh 1 failed to stop at red stop light and struck Veh 2 in the intersection. All passengers in Veh 2 complained of neck pain and back pain. Driver 2 was taken to hospital in ambulance. 2 passengers in Veh 2 went to hospital in private vehicle. Driver 1 and passenger in Veh 1 did not report injuries and refused any medical treatment. Driver 2 and Passenger in Veh 2 both advised Driver 1 ran red light. Driver 1 said Veh 2 did not have headlights on at time of collision. Driver 1 appeared extremely tired and had trouble keeping eyes open during interview. He denied running red light. Driver 1 to be cited for DWLS 3rd and Failure to Obey Traffic Device. Both vehicles were towed by Vista Towing.



4

## Collisions4

Filter	(ID IN ("14ML02880", "16ML02148", "16ML14568", "16ML01602", "15ML01262", "15ML13187", "15ML11785", "15ML05812", "14ML00628", "16ML12362", "14ML00628", "15ML10512"))
Working Set Filter	<Not Applicable>
Sort	<Not Applicable>
Group By	<Not Applicable>

## Collisions4

ID 14ML00628

**INTERSECTION** Yes**Date of collision** 1/16/2014 5:43:00 PM**Route** DIVISION ST**Route Ahead** FIFTH AVE

**NARRATIVE** Vehicle #2 was southbound on Division in the inside lane of travel.

Vehicle #1 was attempting to turn left onto Fifth Avenue from northbound inside lane of Division.

Vehicle #2 had it's left turn signal on but decided to go straight through. Vehicle #1 failed to yield to Vehicle #2 & vehicles collided in the intersection.

ID 14ML02880

**INTERSECTION** Yes**Date of collision** 3/14/2014 3:20:00 PM**Route** DIVISION ST**Route Ahead**

**NARRATIVE** Veh 1 was travelling north on S. Division St. Veh 2 was traveling south on S. Division St. Veh 1 turn left on 5th Avenue. Veh 2 had a green light and struck Veh 1. Driver of Veh 1 said they did not see Veh 2 and was at fault.

ID 15ML01262

**INTERSECTION** Yes**Date of collision** 1/28/2015 9:45:00 AM**Route** DIVISION ST**Route Ahead**

**NARRATIVE** V1 was in the inside lane travelling southbound on Division stopped at a red light. The light turned green and V1 made a left hand turn on to 5th failing to yield the right of way to oncoming traffic. As a result V2 struck the passenger side door of V1. Vehicles were moved off of the roadway prior to police arrival. Information was exchanged on scene. Driver of V1 was cited for fail to

**Collisions4**

yield right of way.

---

**ID 15ML05812**

**INTERSECTION Yes**

**Date of collision 5/4/2015 3:30:00 PM**

**Route DIVISION ST**

**Route Ahead**

**NARRATIVE Narrative included with attachments**

---

**ID 15ML10512**

**INTERSECTION Yes**

**Date of collision 7/28/2015 11:48:00 AM**

**Route DIVISION ST**

**Route Ahead FIFTH AVE**

**NARRATIVE Veh 2 was westbound on Fifth Ave approaching Division as he had the green light. Witness vehicle was stopped northbound on Division and Fifth in the inside lane stopped for the red light. Veh 1 was southbound on Division in the outside lane and failed to stop for the traffic light. Veh 1 entered the intersection and collided with Veh 2 causing damage and meeting the threshold. No injuries reported**

---

**ID 15ML11785**

**INTERSECTION Yes**

**Date of collision 8/20/2015 11:50:00 AM**

**Route DIVISION ST**

**Route Ahead FIFTH AVE**

**NARRATIVE Driver 1 was making a left turn from north bound S. Division St. onto west bound 5th Ave. There was a large truck south bound waiting to make a left turn onto east bound 5th Ave. Driver 1 did not see Vehicle 2 in the outside lane of south bound S. Division street because of the truck and made a left turn into the driver's side of vehicle 2. There were no injuries as a result of the collision but vehicle 2 was left undrivable**

---

**ID 15ML13187**

**INTERSECTION Yes**

**Date of collision 9/15/2015 3:27:00 PM**

**Route DIVISION ST**

**Route Ahead FIFTH AVE**

**NARRATIVE Narrative included as attachment**

---

**Collisions4**

---

**ID 16ML01602**

**INTERSECTION Yes**

**Date of collision 2/5/2016 11:43:00 AM**

**Route DIVISION ST**

**Route Ahead**

**NARRATIVE** Vehicle 1 northbound on Division in the inside lane. Vehicle 2 southbound on Division in the outside lane. Vehicle 1 turned left (west) onto Fifth at the Fifth and Division intersection, failing to yield to southbound vehicle 2. The front of vehicle 2 collided into the right passenger side of vehicle 1.

---

**ID 16ML02148**

**INTERSECTION Yes**

**Date of collision 2/16/2016 5:04:00 PM**

**Route DIVISION ST**

**Route Ahead**

**NARRATIVE** D1 was NB on Division St, and intending to make a left turn onto 5th Ave. D2 was SB on Division in lane 2, going straight through the intersection. There was also a truck in lane 1 of SB Division, which was turning left. D1 thought she was able to turn due to the truck turning, and didn't see D2, as her car was blocked by the truck. D1 began to turn and struck D2 as they went through the intersection. Damage to front driver side of vehicles

---

**ID 16ML12362**

**INTERSECTION Yes**

**Date of collision 9/7/2016 3:25:00 PM**

**Route FIFTH AVE**

**Route Ahead**

**NARRATIVE** Vehicle #1 was northbound on Division Street. #2 was southbound on Division Street. #1 attempted to make a left turn west on Fifth Avenue, failing to yield the right of way to #2. The vehicles collided in the intersection.

---

**ID 16ML13770**

**INTERSECTION Yes**

**Date of collision 10/6/2016 5:48:00 PM**

**Route DIVISION ST**

**Collisions4**

**Route Ahead FIFTH AVE**

**NARRATIVE** Vehicle 2 was traveling south on S Division getting ready to turn left to go east on E Fifth Ave. Vehicle 1 was traveling behind vehicle 2. Vehicle 1 ran into the back of vehicle 2 while vehicle 2 was waiting to turn.

---

**ID 16ML14568**

**INTERSECTION Yes**

**Date of collision 11/6/2016 1:58:00 PM**

**Route DIVISION ST**

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

**Total Collisions 12**

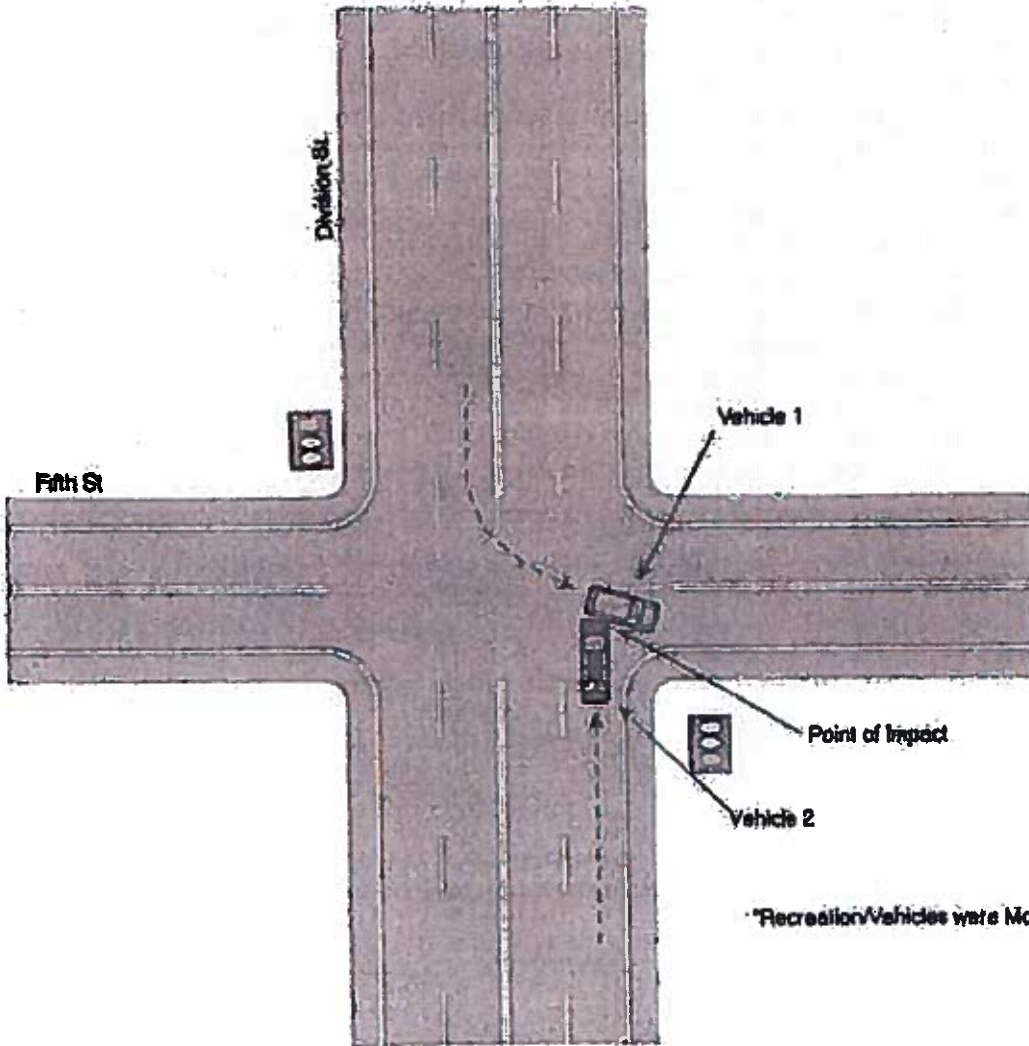


---

**NARRATIVE**

---

On 5/4/2015, at approximately 15:30 hours, I was on patrol in Moses Lake in a fully marked patrol vehicle. At this time I was traveling South on Division St pass Fourth St. At the intersection of Division and Fifth St I found two vehicles pulled onto the shoulder. One of the vehicles had severe front end damage and there was broken plastic in the roadway. I could tell a collision had just occurred. I pulled my vehicle to the shoulder and engaged my emergency lights. The drivers of both vehicles were outside of their vehicles and talking to each other. I asked if anyone was injured. Both drivers said no. I asked both drivers for their licenses, registrations and insurance cards. Driver 2 was able to provide all of the required items where as driver 1 said he did not have a license or insurance. Driver 2 provided his Washington State Identification Card. While I spoke with Driver 1 I could he was very excitable and could not stop moving around or talking. Driver 1 was also sweating quite a bit. Both drivers provided the same account of the collision. Vehicle 1 was traveling northbound on Division St through the intersection of 5th St when it attempted to make a westbound turn onto 5th St at the light. Vehicle 2 was traveling southbound on Division through the intersection of 5th St. Vehicle 1 turned in front of vehicle 2 and was struck in the rear right fender. Driver 1 stated it was his fault but believed vehicle 2 was exceeding the speed limit. At this time Officer Munro arrived on scene. Driver 2 told me he believed he would need a tow truck. I asked dispatch to send the next available tow per the owners request. I then asked Officer Munro to keep in contact with driver 1 while I processed the information for both drivers and photographed the damage because I believed he may have been under the influence. Officer Munro agreed. I photographed the damaged vehicles and assisted with the exchange of information. I provided the exchange of information for driver 2. When I went to speak with Driver 1 I found Officer Munro was conducting a field sobriety test with him. Officer Munro said driver 1 had informed him he had smoked methamphetamine earlier that day with marijuana. When Officer Munro was finished with the field sobriety test he placed driver in wrist restraints and arrested him for DUI. When the tow truck arrived for vehicle 2 I had them go retrieve vehicle 1 for impound. During that time Officer Munro took driver 1 to the Moses Lake Police Department for processing. Once both vehicles were cleared from the scene I cleared and went to the police department where I met with Officer Munro as he was leaving with driver 1 to the hospital to draw blood. Officer Munro asked me not to cite driver 1 until the lab results had returned for the blood. The results are currently pending.

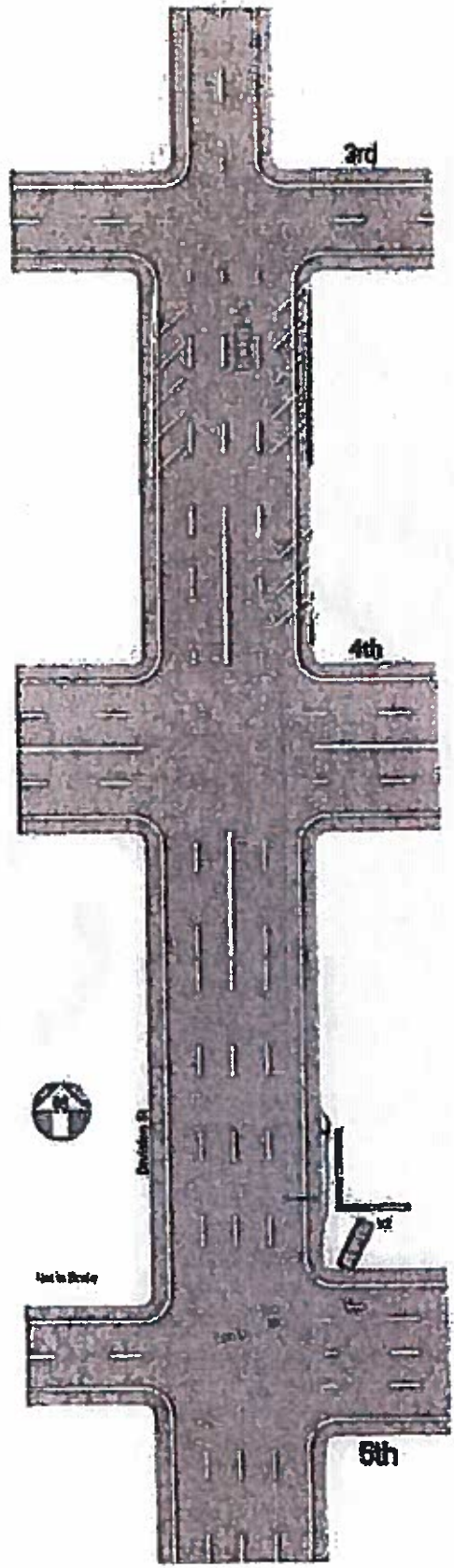


\*Recreation Vehicles were Moving/Not to Scale

15ML13187

NARRATIVE

Driver 1 was north bound on Division approaching 5th with a green light. Driver 2 was east on 5th and did not stop for a red light as she made a left onto Division and struck vehicle 2. Driver 1 fled on the sidewalk through a 7 foot wide gap between a telephone pole and concrete retaining wall. Driver 1 continued on the sidewalk for approximately 50 feet, moved back into the outside northbound lane of Division, crossed 4th, and continued north to 3rd where her vehicle died. I contacted D1 first as she was being seen by medics outside her car. D1 advised she did not have insurance and had gone unrecousible when the collision occurred. She also advised she had not put the car in her name. The registration showed the car was sold 5/31/15. I contacted D2 who provided a statement. Officer Atkins spoke with two witnesses who provided statements. I contacted D1 at Samaritan Hospital and issued her tickets for fail to obey traffic control devices, no insurance, hit and run attended, and fail to transfer title 45 days. Photographs were taken of the scene and of the fluid trail from V1 which ran all the way down Division and clearly showed the path of Vehicle 1 which negotiated the narrow gap between the pole and wall, and went straight down the sidewalk, moved back onto Division and went straight in its lane of travel, moved over for the angled parking between 4th and 3rd, and went straight in its lane of travel in that section until it stopped.





---

**NARRATIVE**

---

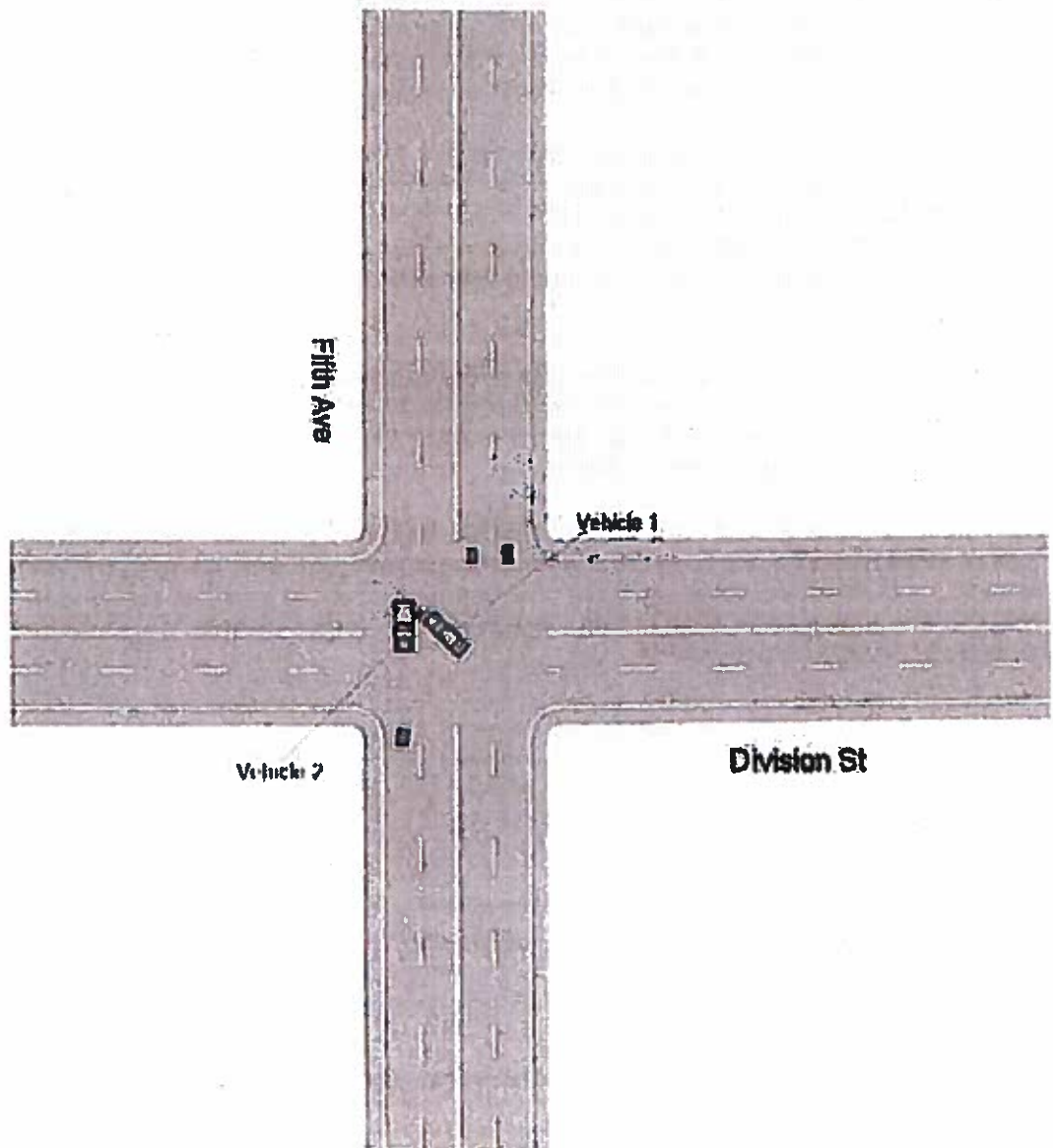
On 10/24/2016 while working patrol for the Moses Lake Police Department, at approximately 1358 I heard over the radio dispatch advise of a two vehicle collision in the area of Fifth Ave and Division St. Dispatch further advised it was blocking traffic and it was a non injury accident. I advised dispatch I would be en route.

Upon arrival I saw both vehicles pulled over in the far right hand side of the road on Fifth Ave just past Division St facing East. I could see vehicle 2 had a flat rear driver side tire and the airbags for vehicle 1 had deployed. I asked driver 1 and driver 2 to enter their vehicles and attempt to drive them into a gravel parking lot near where we were. Both vehicles were moved and traffic was cleared up again.

I asked everyone involved if they needed medical attention and they all advised they did not need any. I asked driver 2 to explain what happened, he advised he was approaching the intersection of Fifth Ave and Division St from the west side of the intersection. He advised he saw that he had a green light before arriving to the intersection, so he proceeded through the intersection and then felt his vehicle was hit from the driver side, so he pulled over because his left rear tire when flat from the impact.

I then spoke with driver 1 and asked him to explain what happened. He advised that he was approaching the intersection of Fifth Ave and Division St from the East Side and wanted to make a left hand turn from Fifth Ave onto Division St. Driver 1 stated he saw the vehicle in front of him make the left hand turn so he continued to make the turn as well then struck vehicle 2.

MLFD arrived and evaluated driver 1. He denied medical attention so MLFD contacted his parents. Officer Zook photographed the damage to both vehicles as I completed an exchange of information for both drivers. I explained the exchange of information to each driver and they stated they understood. I further explained to driver 1 that I was finding him at fault and he would be receiving a NOI in the mail. He stated he understood.



Scale



3<sup>rd</sup> + Broadway

## Collisions4

Filter (ID IN ("16ML14611", "16ML13197", "15ML06171"))  
Working Set Filter ([.\Retired] is null)  
Sort <Not Applicable>  
Group By <Not Applicable>

### Collisions4

---

ID 15ML06171

**INTERSECTION** Yes

**Date of collision** 5/11/2015 2:11:00 PM

**Route** THIRD AVE

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

ID 16ML13197

**INTERSECTION** Yes

**Date of collision** 9/25/2016 7:31:00 PM

**Route** BROADWAY AVE

**Route Ahead** THIRD AVE

**NARRATIVE** Narrative included with attachments

---

ID 16ML14611

**INTERSECTION** Yes

**Date of collision** 10/25/2016 2:45:00 PM

**Route** BROADWAY AVE

**Route Ahead** THIRD AVE

**NARRATIVE** Narrative included with attachments

**Total Collisions** 3

15MI-0617

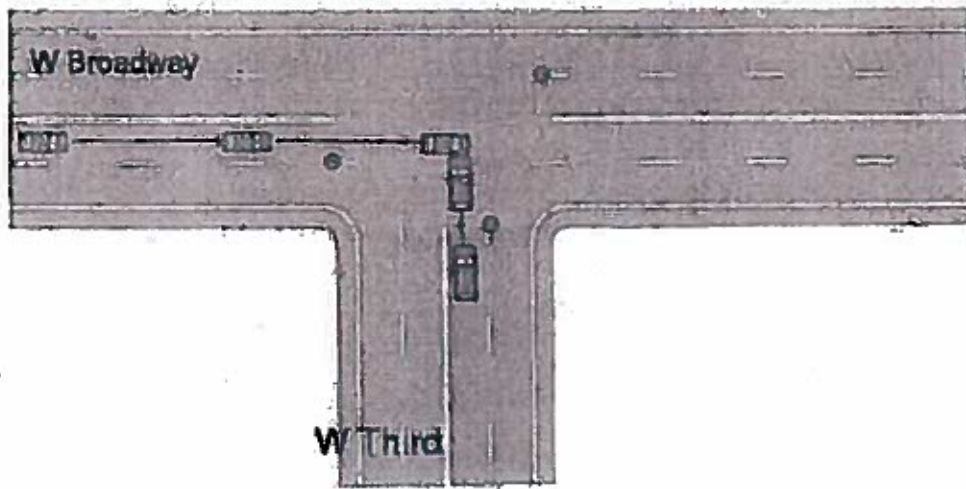
14-05-2012

The T-Intersection at W Broadway and W Third Ave was controlled by temporary DOT stop signs. The traffic signals were in operable due to a collision from a separate incident. Veh 2 was westbound on Third Ave approaching the stop sign at W Broadway Ave in the inside lane. Veh 2 made complete stop and proceeded through the intersection. Veh 1 was eastbound on Broadway approaching W Third Ave. Veh 1 failed to stop for the stop sign and proceeded through the intersection. Veh 1 collided with Veh 2, minor damage to both vehicles. Veh 1 continued east on Broadway and did not stop. Veh 2 proceeded after Veh 1 where she lost sight of it in the Guffish Eccles neighborhood. Veh 1 was described as a 4 door gold sedan with a pink car seat in the back. There was a styrofoam round ball on the exterior antenna.

REPORT NO. E425125

CASE # 15ML06171

DATE AND TIME OF COLLISION 06/11/15 12:10



---

**NARRATIVE**

---

On 09/25/2016 while working patrol for the Moses Lake Police Department, at approximately 1930 hours I was dispatched to a vehicle collision at the intersection of Broadway and Third Ave. Dispatch advised it was a non injury non blocking vehicle collision and both vehicles moved to the parking lot of ACE Hardware located on Broadway. While en route dispatch further advised that driver 1 called dispatch and advised he admitted to running a red light and causing the collision.

Upon arrival I saw both vehicles were off the roadway. I made contact with driver 1 and his passengers. Driver 1 stated he was traveling east on W Broadway towards the intersection of W Broadway and Third Ave. He stated he did not realize the signal light was red until it was too late to stop and struck vehicle 2. Driver 1 provided all necessary documents and the driver's license of his passengers.

I made contact with driver 2 who advised she was waiting at the stop light waiting to turn left from W Third Ave onto W Broadway. When the light turned green she began making her left hand turn and noticed that the vehicle approaching her was not stopping. Driver 2 stated she stopped waiting to see if vehicle 1 would swerve around but instead struck vehicle 2. Driver 2 provided all necessary documents and the passengers information.

I assisted with an exchange of information for both drivers and explained it to them. I further advised that driver 1 would be receiving a Notice of Infraction for failure to stop at a stop light in the mail. He stated he understood. I photographed the damage to both vehicles and cleared the scene.

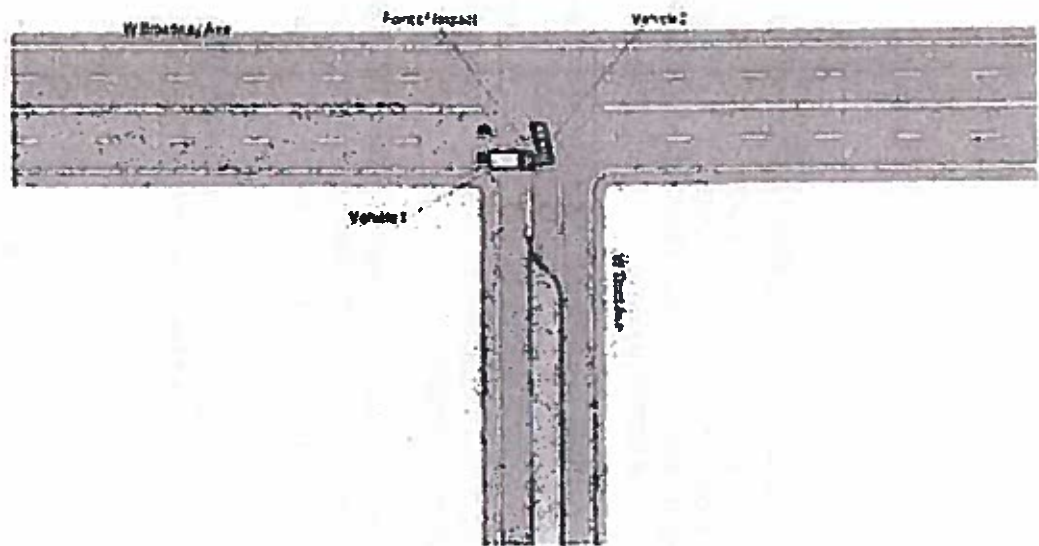
REPORT NO. E601337

CASE # 16ML13197

DATE AND TIME OF COLLISION 09/25/16 15:31



North



16ML 14611

NARRATIVE

On 10/25/2016 while working patrol for the Moses Lake Police Department, at approximately 1447 hours I was dispatched to a contact at the Moses Lake Police Department in reference a vehicle collision. Dispatch advised D2 was at the Police Department requesting contact for a Hit and Run that occurred at W Third Ave and W Broadway Ave.

I made contact with D2 at the Police Department. D2 stated she was waiting to turn left from W Third Ave onto W Broadway Ave. She stated the light turned green and then proceeded to turn left while being in the outside lane. She was in the middle of the intersection when she felt another vehicle strike her vehicle on the right hand side. She stated she believed the vehicle did not stop at the red light and tried to go through the stoplight.

She advised she pulled over into Studio City and the other vehicle pulled in behind her. D2 stated she was ready to go speak with the other driver but then they drove away as she approached the vehicle. D2 followed the vehicle and eventually was unable to find the vehicle as she came close to Broadway and Gibby.

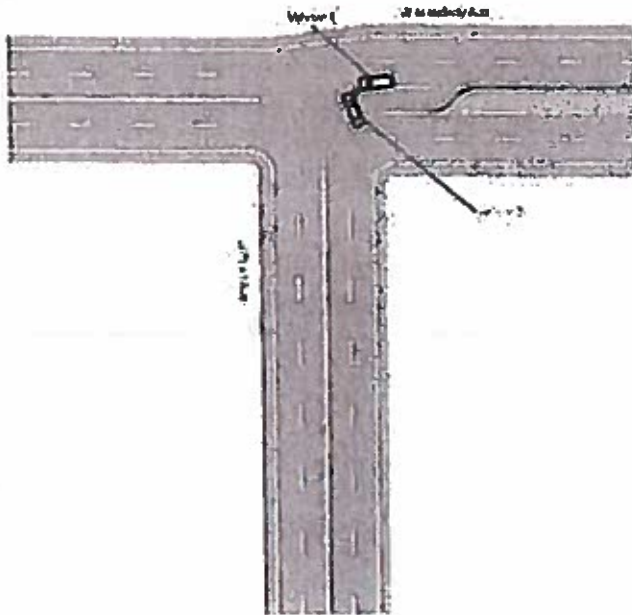
D2 then immediately came to the Police Department to file the report. She was not able to get the license plate of the vehicle and only advised the vehicle looked like a Chevy Astrovan.



REPORT NO. E611453

CASE # 16ML14811

DATE AND TIME OF COLLISION 10/26/16 14:45



3rd Beech

## Collisions4

Filter	(ID IN ("14ML15996", "14ML13415", "16ML13937"))
Working Set Filter	([Retired] is null)
Sort	<Not Applicable>
Group By	<Not Applicable>

### Collisions4

ID 14ML13415

**INTERSECTION No**

**Date of collision 10/15/2014 5:25:00 PM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** V1 was backing out of a street side angled parking spot. V2 was going straight after completing through a four way stop intersection at 3rd and Beech. While Officer was on scene, I could tell the sun was setting in such a way as to be right in D1's face as she attempted to reverse out of the spot. It appeared to this officer that the glare from the sun made backing difficult. D1 stated she didn't see V2 and struck it. D2 stated V1 struck her as she was proceeding straight down the road.

ID 14ML15996

**INTERSECTION Yes**

**Date of collision 12/15/2014 11:33:00 AM**

**Route THIRD AVE**

**Route Ahead BEECH ST**

**NARRATIVE** Vehicles collided in the intersection. Both drivers stated they stopped at the stop sign prior to proceeding through the intersection and that the other driver did not stop at the stop sign. Unable to positively determine the causing driver.

ID 16ML13937

**INTERSECTION Yes**

**Date of collision 10/10/2016 1:40:00 PM**

**Route THIRD AVE**

**Route Ahead BEECH ST**

**NARRATIVE** V1 was turning left from 3rd Ave. onto Beech St. V2 was going straight on 3rd Ave. V1 turned left in front of V2 and V2 attempted to stop and turn to avoid a collision but was not able to. The right front corner of V2 collided with

**Collisions4**

the right rear corner of V1.

**Total Collisions**

**3**

## Collisions4

Filter	(ID IN ("16ML14676", "16ML11332", "16ML14393", "15ML13800"))
Working Set Filter	([.\Retired] is null)
Sort	<Not Applicable>
Group By	<Not Applicable>

### Collisions4

**ID 15ML13800**

**INTERSECTION** Yes

**Date of collision** 9/26/2015 12:00:00 AM

**Route** DIVISION ST

**Route Ahead** NELSON RD

**NARRATIVE** Narrative included with attachments

**ID 16ML11332**

**INTERSECTION** Yes

**Date of collision** 8/18/2016 11:51:00 AM

**Route** DIVISION ST

**Route Ahead**

**NARRATIVE** Driver of vehicle one was traveling east on Nelson Dr and came to a stop at the stop sign at the intersection of Division St and Nelson. Driver of V1 proceeded through the intersection and did not see V2, who had the right of way, traveling north on Nelson Rd. Driver of V2 attempted to swerve to avoid striking V1 and ended up colliding with the rear passenger side of V1. Minor damage to both vehicles

**ID 16ML14393**

**INTERSECTION** Yes

**Date of collision** 10/26/2016 3:20:00 PM

**Route** NELSON RD

**Route Ahead** DIVISION ST

**NARRATIVE** Vehicle one crashed into the back of vehicle two at the intersection of East Nelson Road and South Division Street. Vehicle two was waiting for traffic to merge onto Division Street. Vehicle one pulled forward and collided into the back of vehicle two.

**ID 16ML14676**

**INTERSECTION** Yes

**Date of collision** 10/26/2016 3:20:00 PM

**Route** NELSON RD

**Route Ahead** DIVISION ST

**NARRATIVE** Vehicle one crashed into the back of vehicle two at

**Collisions4**

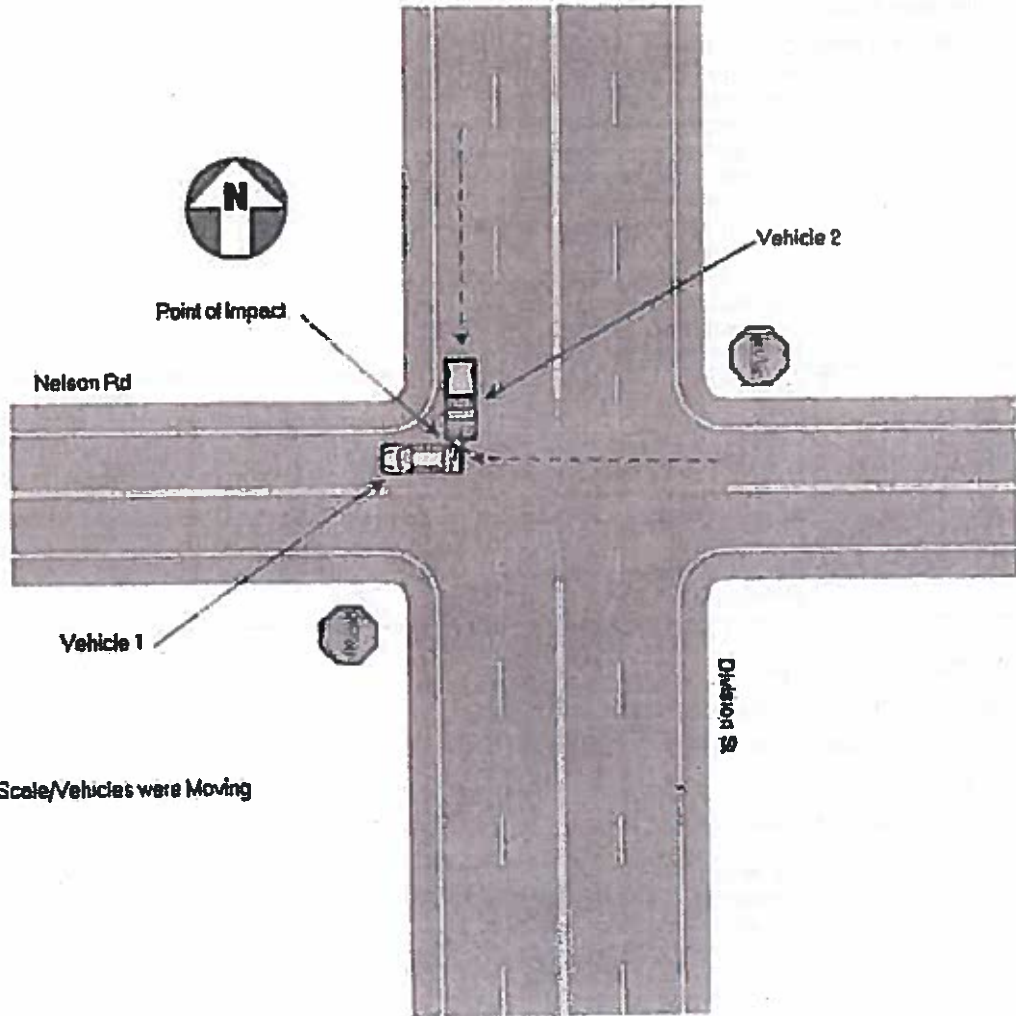
the Intersection of East Nelson Road and South Division Street. Vehcile two was waiting for traffic to merge onto Division Street. Vehicle one pulled forward and collided into the back of vehicle two.

**Total Collisions                    4**

**NARRATIVE**

On 9/26/2015, at approximately 20:19 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At that time dispatch advised of a blocking collision at Division St and Nelson Rd. I signed en route. When I arrived I found two vehicles in the outside southbound lane of Division St. I verified with both drivers that there was no injuries and asked both what had happened. Driver 1 informed me she was traveling westbound on Nelson through the intersection of Division when she was struck by vehicle 2. Driver 1 believed Driver 2 was speeding. Driver 2 gave the same story as driver 1 but stated he was not speeding and Vehicle 1 pulled out in front of him at the intersection. It should be noted Nelson has stop signs at the intersection of Division and south and northbound Division does not. Because both vehicles were damaged I asked the drivers if they would like a tow. Driver 1 requested a tow truck and Driver 2 was able to push his vehicle off the roadway and said he would have it towed by friends. I collected both drivers information and assisted with the exchange. I cited Driver 1 for failing to grant the right of to vehicle 2 and explained the infraction to her. Officer Atkins was on scene and photographed the incident. Hall's Towing retrieved vehicle 1 and cleared the roadway. With both vehicles out of the roadway I cleared the call and returned to patrol.





\*Recreation/Not to Scale/Vehicles were Moving

### Collisions4

Filter (ID IN ("14ML00023", "14ML04689", "16ML14653"))  
Working Set Filter ([Retired] is null)  
Sort <Not Applicable>  
Group By <Not Applicable>

#### Collisions4

ID 14ML00023

**INTERSECTION** No

**Date of collision** 1/1/2014 2:35:00 PM

**Route** SHARON AVE

**Route Ahead**

**NARRATIVE** D1 was traveling west on Sharon Ave. and had just passed through the intersection with Monroe St. Her cell phone buzzed and she looked down at it just as the roadway curved. V1 jumped the curb and ran over a metal speed limit sign. The sign was flattened and V1 sustained major damage to it's right front corner.

ID 14ML04689

**INTERSECTION** Yes

**Date of collision** 4/24/2014 8:51:00 AM

**Route** SHARON AVE

**Route Ahead**

**NARRATIVE** Narrative included with attachments

ID 16ML14653

**INTERSECTION** Yes

**Date of collision** 10/26/2016 7:37:00 AM

**Route** MONROE ST

**Route Ahead**

**NARRATIVE** Pedestrian was crossing in the marked crosswalk at the Monroe and Sharon intersection. Pedestrian was on the north side of the intersection, crossing Sharon, from west to east. Vehicle 1 was on Sharon, headed east and turned left (north) onto Monroe, failing to yield to the pedestrian who was in the crosswalk. Vehicle 1 collided into the pedestrian. Pedestrian continued crossing the crosswalk and cleared the roadway

**Total Collisions** 3

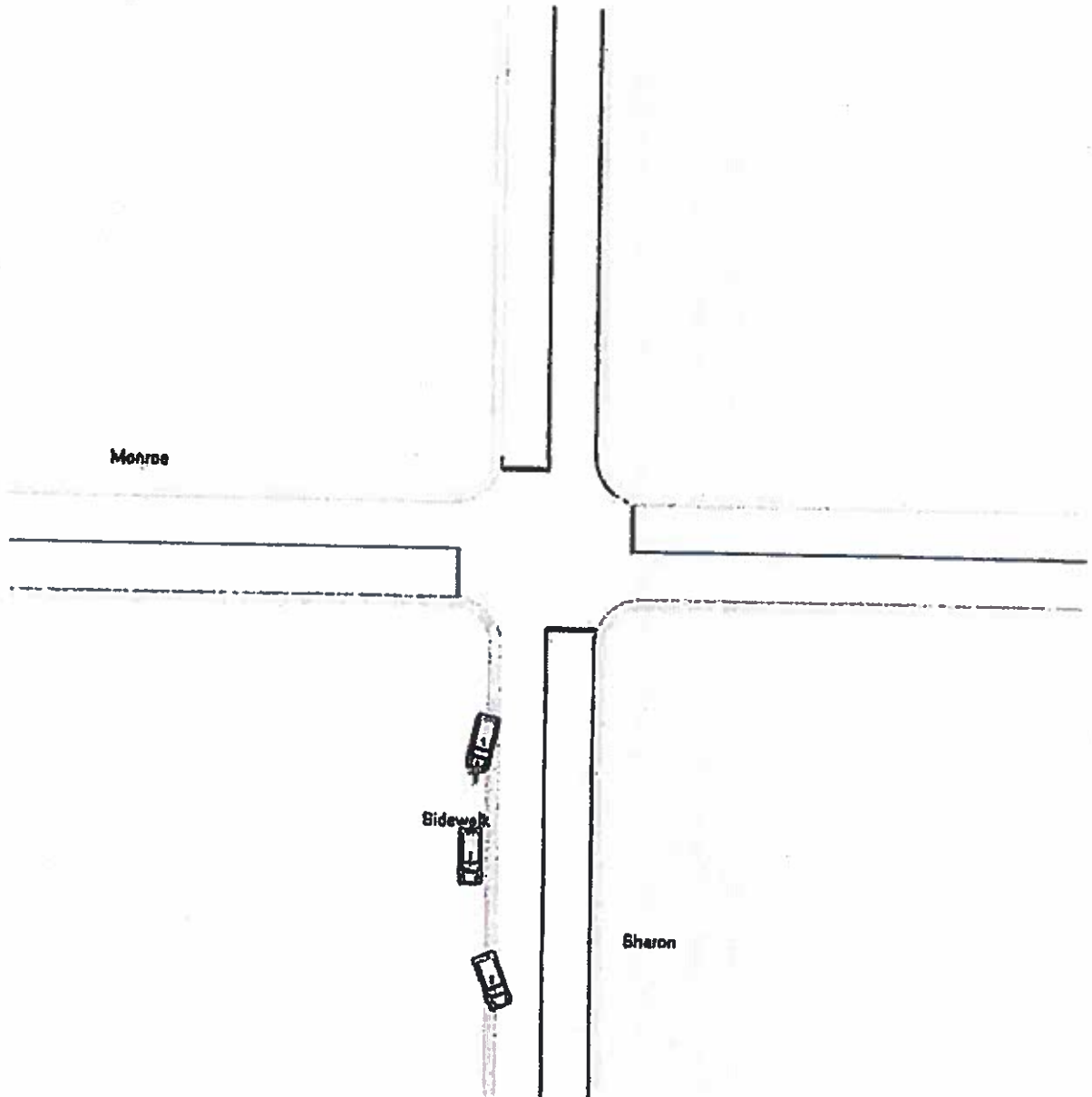
**NARRATIVE**

Witness1 said she followed the suspect vehicle from Garden Heights Elementary, where both vehicles dropped off children for school. W1 said the suspect vehicle was exhibiting poor lane travel as it drove down the road. At the intersection of Sharon and Monroe, the suspect drove off the road onto the sidewalk striking a 25 mile an hour speed limit sign. The vehicle continued on the sidewalk for approximately 100 feet before coming off the sidewalk. The suspect vehicle turned around, then drove in circles around the intersection of Sharon and Monroe for approximately 2-3 circles before leaving down Sharon Avenue. Witness obtained a partial plate and description of the vehicle. I was able to identify the suspect and contacted her at the residence. She said she thought she might have hit something coming from the school, but wasn't sure. She said she was having a hard time controlling her car that morning, and thought maybe she had a flat tire. (All the tires on her vehicle appeared to be properly inflated). I asked why she didn't call the police, and she said that she had planned on doing it when she got home, but then forgot. During our conversation, D1 did not appear to be oriented correctly, and was seeming to struggle mentally. She said she didn't feel right, and was light headed. She was evaluated by medics and transported to the hospital for an unknown medical issue, not a result of the accident. It should be noted that the scene of the accident is at the corner of Moses Lake High School's campus, and school was in session at the time of the incident.

REPORT NO. E325337

CASE # 14ML04889

DATE AND TIME  
OF COLLISION 04/24/14 08:51



# Collisions4

Filter (ID IN ("16ML00488", "14ML04239", "15ML00864", "15ML11954"))  
Working Set Filter ([Retired] Is null)  
Sort <Not Applicable>  
Group By <Not Applicable>

## Collisions4

ID 14ML04239

**INTERSECTION** Yes

**Date of collision** 4/14/2014 1:37:00 PM

**Route** PAXSON DR

**Route Ahead** VALLEY RD

**NARRATIVE** Narrative Included with attachments

ID 15ML00864

**INTERSECTION** Yes

**Date of collision** 1/19/2015 6:30:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

ID 15ML11954

**INTERSECTION** Yes

**Date of collision** 8/22/2015 10:54:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Unit 1 failed to stop at stop sign traveling northbound. Unit 1 struck the side of unit 2 which was traveling west on valley road. Unit 2 sild into the front of unit 3. Unit 1 and unit 2 towed by Moses Lake Tow.

ID 16ML00488

**INTERSECTION** Yes

**Date of collision** 1/12/2016 6:26:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

**Total Collisions** 4

14ML04239

**NARRATIVE**

Cyclist 1 stated he was hit by Driver 1 when he was in the crosswalk. Cyclist 1 stated his rear tire of his bike was hit and it moved him approximately 3 feet to the right but the bike did not fall. He began to yell at Driver 1 who left the scene. A short time later Driver 1 called in to the PD to state a man on a bicycle was yelling at her for no reason. Driver 1 denied being involved in collision and stated she was sure her vehicle was clear of the bicycle when she went.

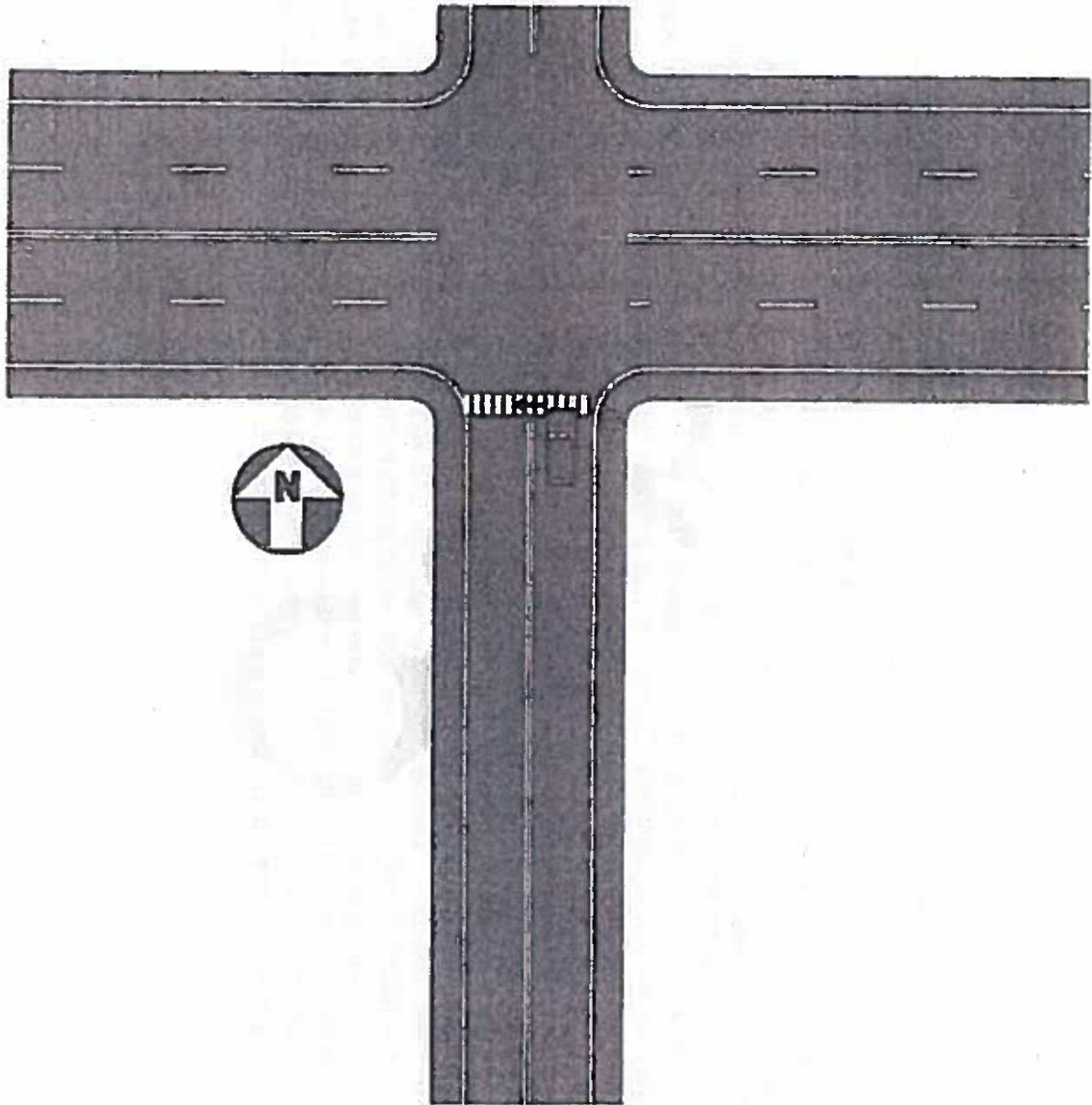
No damage at all to vehicle 1. Cyclist 1 reported back rim to the bicycle was bent. Bicycle was ridden from the scene. Back tire did not appear to be bent as it was ridden away. If it was bent it was no more than 1-2 cm. No further witnesses to substantiate either account.



REPORT NO. E324541

CASE # 14ML04239

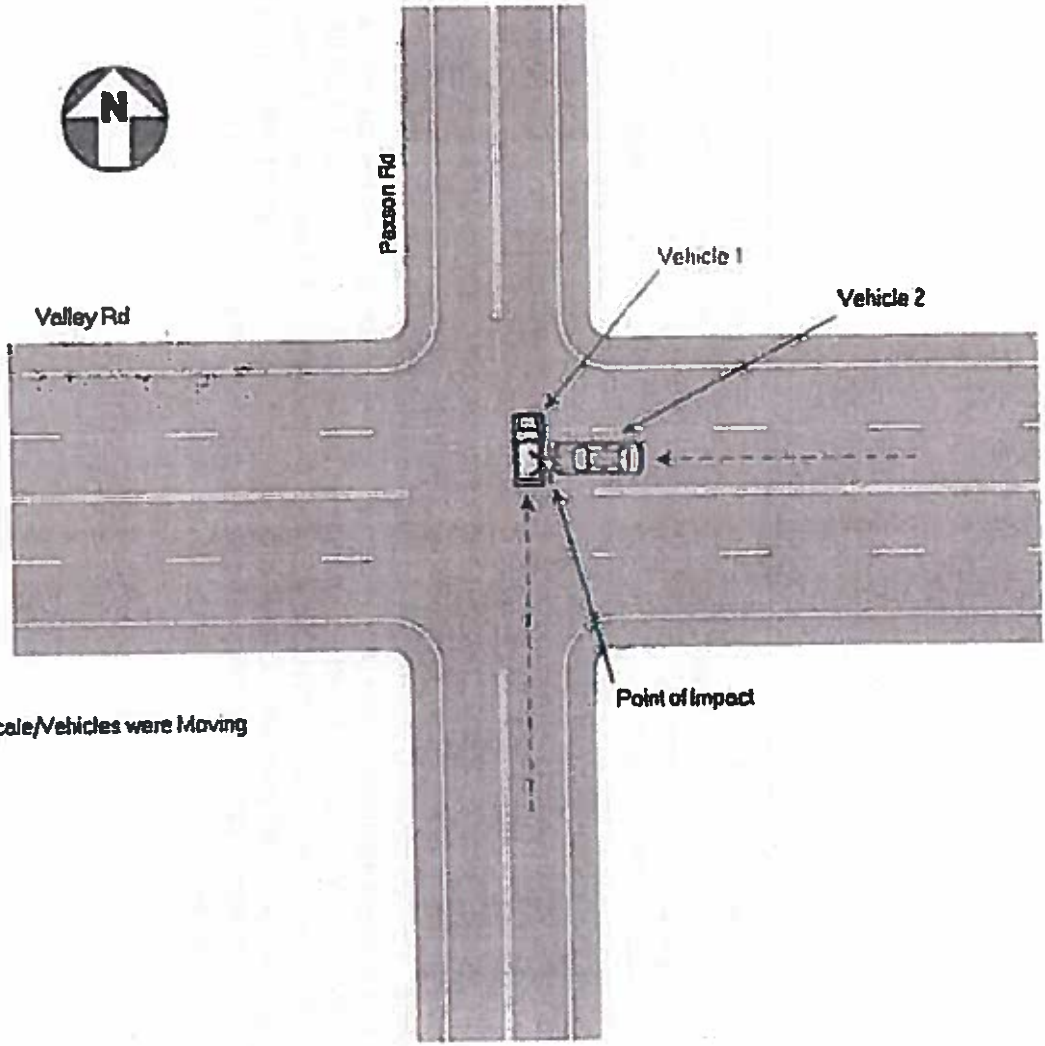
DATE AND TIME  
OF COLLISION 04/14/14 13:37



15ML00864

**NARRATIVE**

On 1/19/2015, at approximately 18:30 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time dispatch advised of a blocking collision at the intersection of Valley Rd and Paxson Rd. I signed en route. I arrived and found both vehicles were blocking. I positioned my car to shield the occupants in the vehicles from traffic. I approached all who were involved to see if any suffered injuries. I observed both vehicles had airbags deployed. All occupants said they were wearing seatbelts. Driver one had a bloody lip. Although they did not request aid, I asked dispatch to send paramedics. I gathered the information of both vehicles as well as both drivers and the passengers in vehicle two. Neither driver requested a specific tow company so I had dispatch send the next rotational tow that could remove both. Other officers arrived on scene and assisted with traffic control. Agri-fix towing company arrived shortly after paramedics to remove the vehicles. Both drivers informed me vehicle one was traveling northbound on Paxson through the intersection of Valley when it was struck by vehicle two which was traveling westbound on Valley through the intersection. Vehicle one had a stop sign and vehicle two did not. The passenger (the mother to vehicle's driver) of vehicle two said vehicle one did not stop at the stop sign. She estimated vehicle was traveling at 50 mph. Driver one said she was following the vehicle ahead of her and did not notice the intersection or stop sign. I cited driver one for failing to yield the right of way. Once the vehicles were removed and all vehicle occupants had been seen by aid and were given rides home by family members, I cleared the scene and returned to patrol.

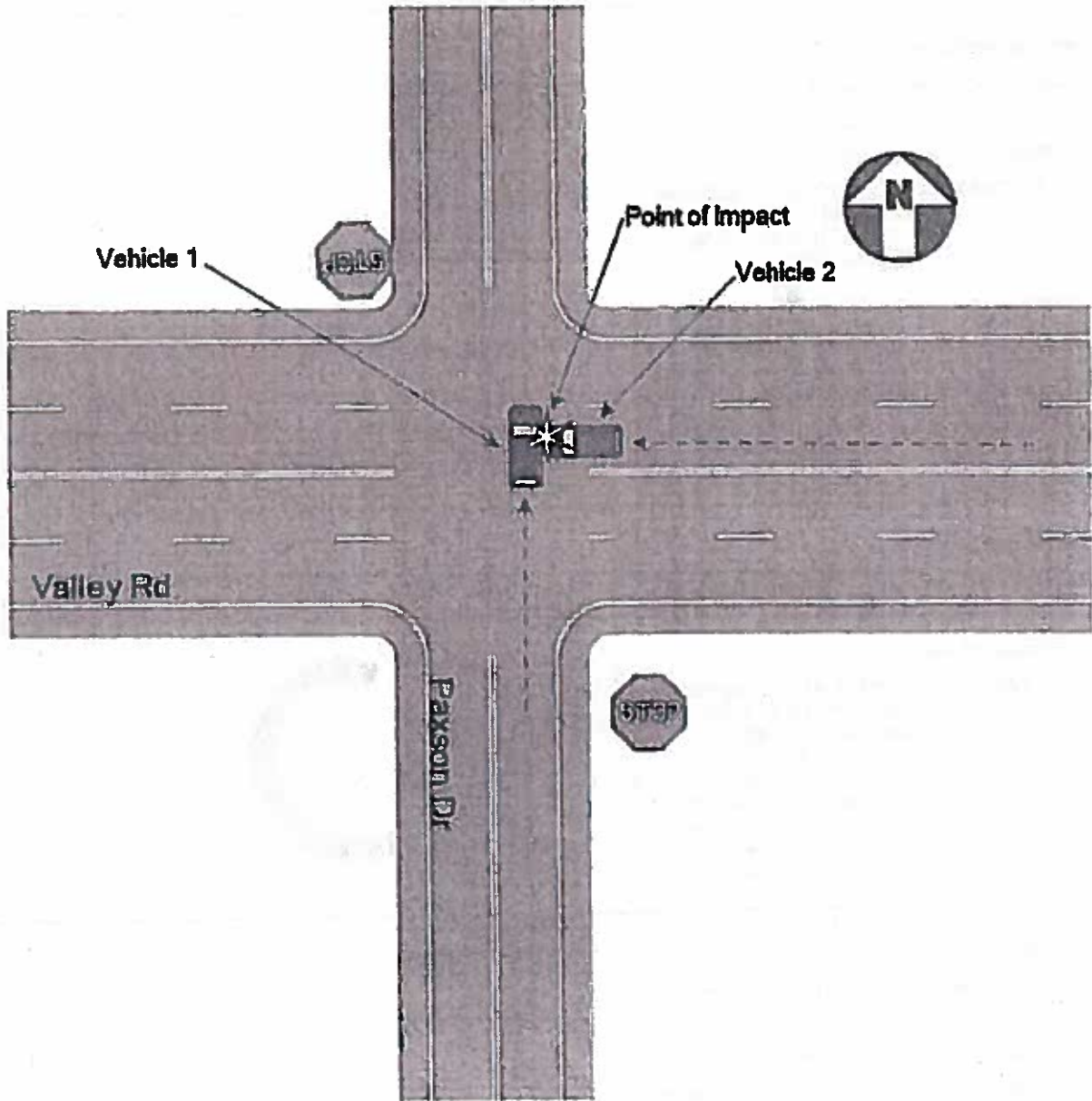


\*Recreation/Not to Scale/Vehicles were Moving

16ML00488

**NARRATIVE**

ON 1/12/2016, at approximately 18:26 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At that time dispatch advised of a collision at the intersection of Valley Rd and Paxson Dr. Dispatch informed one vehicle was blocking. I signed en route. When I arrived I found V2 in the westbound lanes of Valley Rd. V1 was on Paxson Dr just North of Valley pulled off the roadway. All occupants of the vehicles were outside their vehicles. My emergency lights were engaged and blocking traffic from V2. When I stepped outside I asked if there were any injuries. The drivers and passengers said no. I asked D2 if she could move her vehicle out of the roadway. She was able to do so and I noticed oil in the roadway from the engine. Once V2 was out of the roadway I moved my patrol vehicle out of traffic. I gathered the information of both drivers and their passengers. I photographed the damaged vehicles. Both drivers informed me separately of what had happened. V2 was traveling westbound on Valley through the intersection of Paxson. V1 (had a stop sign) and entered the intersection going northbound on Paxson through the intersection. D1 stated she never saw V2 and tried to speed up and get out of the way. V2 struck V1 on the passenger side. I assisted with the drivers exchange of information. D2 requested a tow and Moses Lake Towing was contacted to retrieve the vehicle. I cited D1 for failing to grant the right of way and explained the infraction to her. Once both vehicles were safely removed from the roadway I cleared the scene and returned to patrol.



**\*Recreation/Not to Scale/Vehicles Moving**

3rd Avenue  
Alder to Block

## Collisions4

Filter	(ID IN ("14ML16510", "15ML18189", "15ML12607", "14ML11487", "14ML02247", "15ML10065", "15ML00583", "15ML10274", "14ML02509", "15ML15798", "15ML15107", "16ML14088", "15ML13304", "14ML00209"))
Working Set Filter	
Sort	<Not Applicable>
Group By	<Not Applicable>

### Collisions4

ID 14ML00209

**INTERSECTION Yes**

**Date of collision 1/6/2014 11:48:00 AM**

**Route THIRD AVE**

**Route Ahead ELDER ST**

**NARRATIVE** Vehicle 2 was westbound on Third in the inside lane at the Third and Elder intersection.

Vehicle 1 was eastbound on Third in the inside lane.

Vehicle 1 turned left (north) onto Elder, failing to yield to vehicle 2.

Vehicle 2 braked and collided into the passenger side of vehicle 1.

ID 14ML02247

**INTERSECTION No**

**Date of collision 2/26/2014 12:20:00 PM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** Vehicle #1 was parked in front of 518 E. Third Avenue. #2 was westbound on Third Avenue. #1 did not see #2 coming and opened the car door into the roadway, and #2 hit it. Neither driver reported the incident until the next day.

ID 14ML11487

**INTERSECTION No**

**Date of collision 9/5/2014 5:35:00 PM**

**Route BROADWAY AVE**

**Route Ahead THIRD AVE**

**NARRATIVE** Vehicles were all traveling eastbound on Broadway. Vehicle #3 stopped for red light. Vehicle #2 behind vehicle #3. Vehicle #1 failed to stop, striking vehicle #2 in the rear. Vehicle #2 was then pushed into Vehicle #3.

Driver #1 to be cited for Following Too Closely.

ID 14ML16510

**INTERSECTION Yes**

Thursday, December 08, 2016



**Collisions4**

**Date of collision** 12/26/2014 6:14:00 PM

**Route** THIRD AVE

**Route Ahead** ELDER ST

**NARRATIVE** Narrative included with attachments

---

**ID** 15ML00583

**INTERSECTION** Yes

**Date of collision** 1/15/2014 7:37:00 PM

**Route** PIONEER WY

**Route Ahead** THIRD AVE

**NARRATIVE** Vehicle 2 was stopped in the inside lane at the red light at 3rd Ave. When the light turned green Vehicle 2 pulled into the intersection. Vehicle 1 was in the inside lane traveling east on 3rd Ave. and failed to stop at the red light causing the collision with Vehicle 2. Witness 1 was stopped at the light in the outside lane next to Vehicle 2. Witness 2 was a couple cars back behind Vehicle 2. Both witnesses provided written statements

---

**ID** 15ML10065

**INTERSECTION** No

**Date of collision** 7/20/2015 6:56:00 PM

**Route** BLOCK ST

**Route Ahead**

**NARRATIVE** V1 was traveling North on N. Block, V2 was traveling East on E. 3rd ave, V3 was traveling West on E 3rd Ave. V1 failed to stop for stop sign at Block and 3rd, V2 struck V1 w/front bumper causing damage to bumper and drivers side of V1. V3 struck V1 w/front bumper causing damage to passenger side and bumper.

V2 & V3 were towed by Vista Tow. 01 was transported to the hospital for laceration to head

---

**ID** 15ML10274

**INTERSECTION** Yes

**Date of collision**

**Route** THIRD AVE

**Route Ahead** BALSAM ST

**NARRATIVE** Vehicle two was traveling east bound on East Third Avenue approaching the intersection of Balsam Street. Vehicle one stopped at the stop sign on the

Thursday, December 08, 2016

## Collisions4

north side of Balsam Street and East 3rd Avenue. Vehicle one proceeded through the intersection and failed to yield the right of way to vehicle two. The two vehicles collided in the intersection of East Third Avenue and Balsam Street.

---

**ID 15ML12607**

**INTERSECTION No**

**Date of collision 9/4/2015 9:01:00 AM**

**Route PIONEER WY**

**Route Ahead THIRD AVE**

**NARRATIVE** V2 was slowing to make a right hand turn onto E. 3rd Ave. from S. Pioneer Way. There was a vehicle in front of V2 pulling a trailer and it stopped briefly during it's turn forcing V2 to stop momentarily. V1 was unable to stop in time to avoid colliding with the rear end of V2. D1 did not have valid insurance.

---

**ID 15ML13304**

**INTERSECTION Yes**

**Date of collision 9/17/2015 6:45:00 PM**

**Route PIONEER WY**

**Route Ahead THIRD AVE**

**NARRATIVE** Narrative included with attachments

---

**ID 15ML15107**

**INTERSECTION Yes**

**Date of collision 10/22/2015 7:56:00 AM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** D1 had just made a right turn onto E. 3rd Ave from north bound S. Pioneer Way. V2 had just made a left turn onto E. 3rd Ave. from south bound S. Pioneer Way and was in V1's blind spot. D1 made a lane change into the inside lane but did not see V2 already occupying that lane. The front driver's side of V1 collided with the passenger side of V2.

---

**ID 15ML15798**

**INTERSECTION Yes**

**Date of collision 11/5/2015 12:59:00 PM**

**Route THIRD AVE**

**Route Ahead BALSAM ST**

**NARRATIVE** V2 was west bound on E.3rd Ave. at the

## Collisions4

Intersection with S. Balsam St. V2 was in the inside lane preparing to make a left turn onto S. Balsam St. with its turn signal on. V1 was coming up behind V2 and did not see any oncoming traffic and expected V2 to make its turn. V2 did not make its turn when D1 thought it would and had not slowed down enough to avoid colliding with the rear end of V2.

---

ID 15ML18189

**INTERSECTION** Yes

**Date of collision** 12/29/2015 7:26:00 PM

**Route** THIRD AVE

**Route Ahead** ELDER ST

**NARRATIVE** Vehicle 2 was traveling east on 3rd Ave. Vehicle 1 attempted to make a left turn to travel south on Elder St. from west bound 3rd Ave failing to yield to vehicle 2. Driver 2 stated she was sore. Driver 1 was issued an infraction for failing to yield right of way.

---

ID 16ML02509

**INTERSECTION** Yes

**Date of collision** 2/24/2016 4:55:00 PM

**Route** BLOCK ST

**Route Ahead**

**NARRATIVE** V1 was WB on Block and stopped at the sign at 3rd Ave. V2 as SB on 3rd Ave and continuing through the intersection. W was also SB on 3rd ave, and intending on turning left onto Block. W observed V1 stopped and decided to waive her through even though W had the right of way. W did not know V2 was also SB. V1 did not see V2 after being waived across. V2's front end struck V1's front passenger door

---

ID 16ML14088

**INTERSECTION** Yes

**Date of collision** 10/13/2016 3:43:00 PM

**Route** THIRD AVE

**Route Ahead** BALSAM ST

**NARRATIVE** Narrative included with attachments

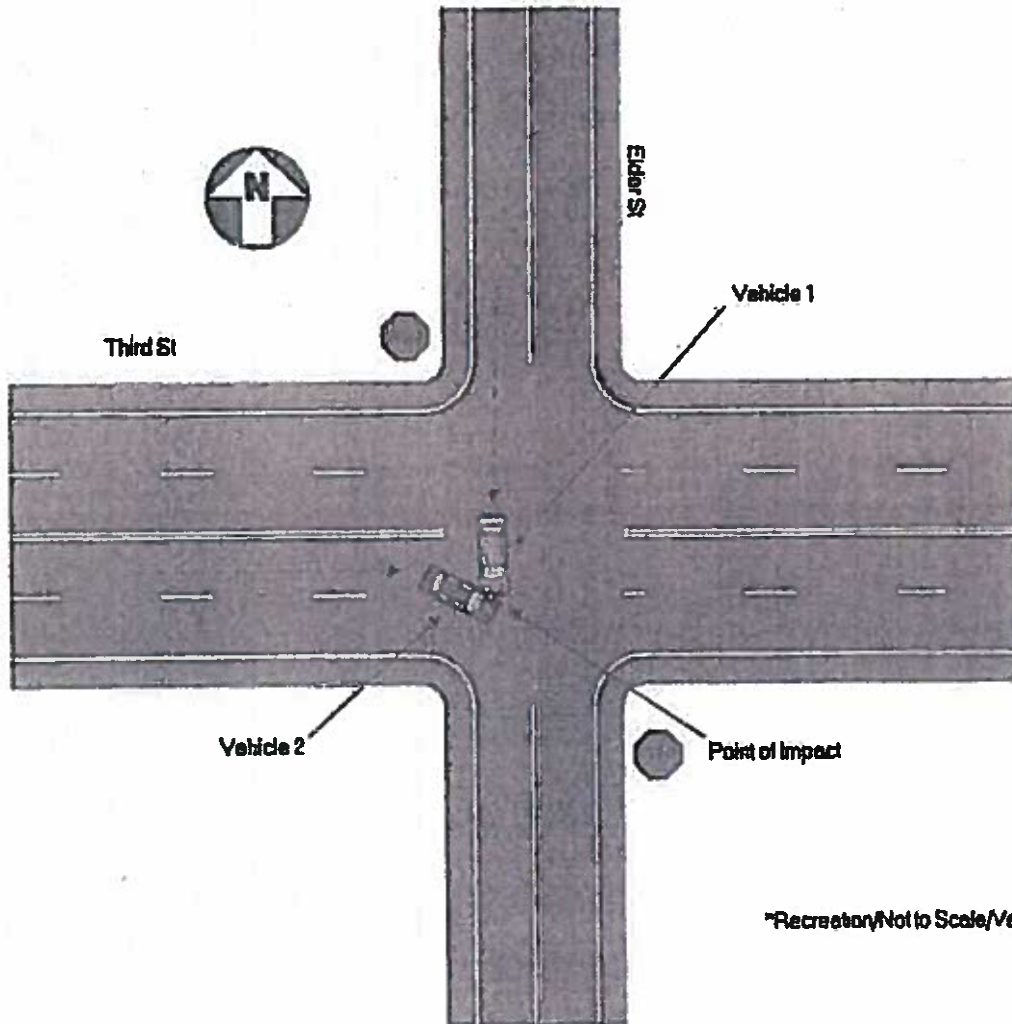
**Total Collisions** 14

Thursday, December 08, 2016

14ML16510

NARRATIVE

On 12/26/2014, at approximately 18:14 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time dispatch advised of a collision at Third St and Elder St. The vehicles were blocking. I signed en route. When I arrived I found both vehicles in the middle of the intersection. The driver of vehicle one was outside his car and speaking to the driver of vehicle 2 who was seated in the driver seat of the vehicle. I asked if everyone was ok. The driver for vehicle 2 said he hit his head but denied wanting to see aid. I instructed both drivers to move their vehicles out of the roadway. Both vehicles were able to move under their own power. With the roadway clear, I asked driver 1 what happened. Driver 1 said he was traveling South on Elder. He stopped at the stop sign and then entered the intersection. Driver 1 said he did not see vehicle 2 until it hit him. When I asked driver 2 what happened he said he was traveling eastbound on Third St when vehicle 1 pulled out in front of him. Driver 2 said he tried to swerve and miss vehicle 1 but could not. I gathered information from both drivers and vehicle 2's passengers. I assisted with the exchange of information and cited driver 1 for failing to yield the right of way to vehicle 2. I explained the citation to driver 1. Both drivers denied a tow truck and moved the vehicles themselves. I then cleared the call and returned to patrol.



\*Recreation/Not to Scale/Vehicles were Moving

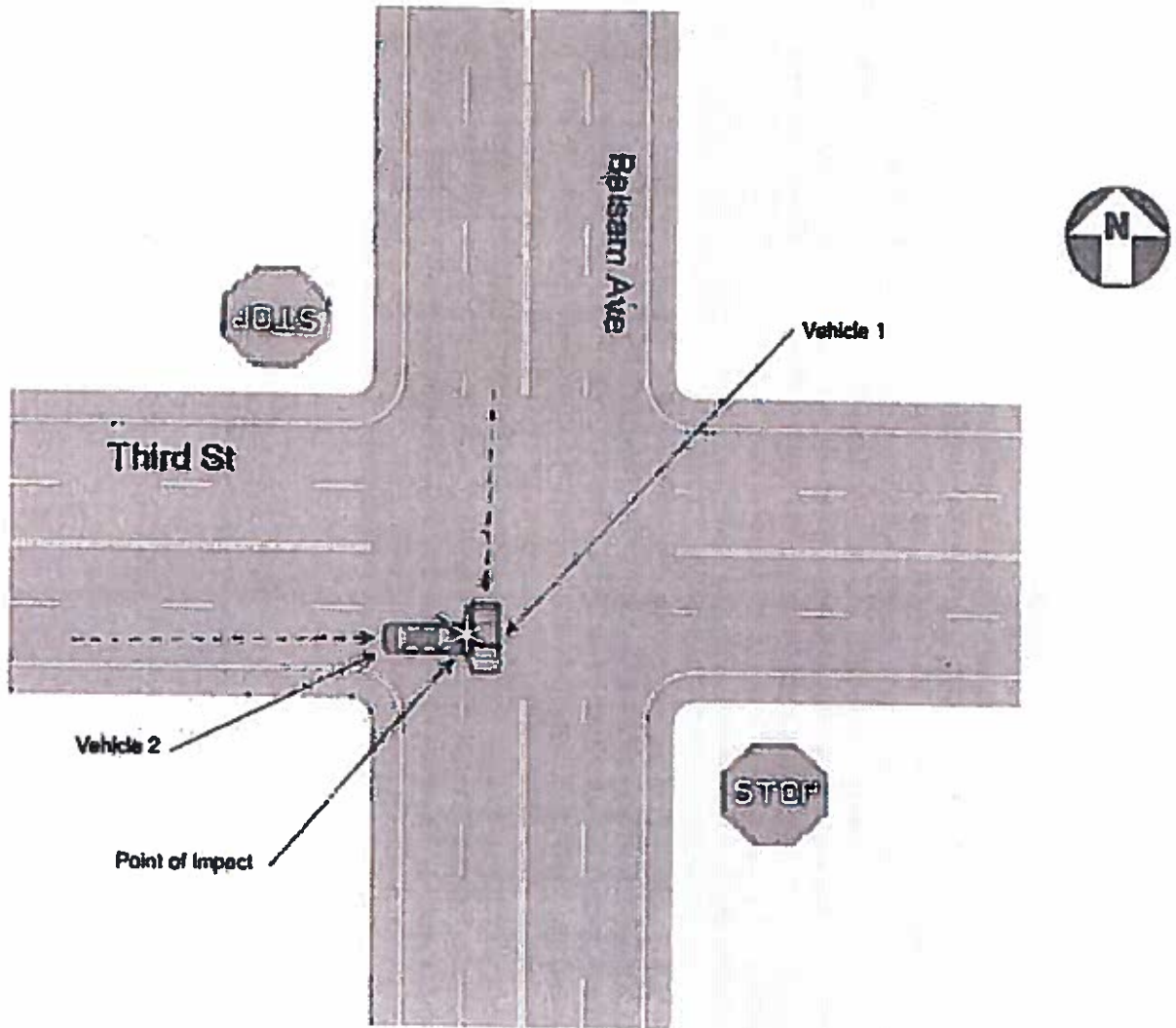




16ML14088

NARRATIVE

On 10/13/2016, at approximately 15:45 hours, I was in full uniform on patrol in an unmarked fully equipped patrol vehicle. At that time dispatch advised of a collision at the intersection of Balsam Dr and E Third St. I signed en route. When I arrived I found both vehicles were in the roadway and blocking. Driver 2 was outside her vehicle on the phone and crying. I approached her and asked if she was injured. Driver 2 told me her face hurt. I could see that the drivers airbag in her vehicle was deployed. I asked her what had happened and she told me she was driving eastbound on Third St and vehicle 1 must have run the stop sign on Balsam. Vehicle 2 had severe front end damage and I requested dispatch send a tow truck and aid. I contacted driver 1 and her passenger. The passenger told me he was looking at his phone right before the collision and did not see vehicle 2 until it was about to hit them on the passenger side of the vehicle. I asked driver 1 what had happened and she told me she did not see vehicle 2 when she entered the intersection. The passenger of the vehicle told me they had just left the chiropractors office and were traveling South on Balsam. I asked her if she stopped at the stop sign and she told me she did. I asked driver 1 and the passenger if they were injured and they said no. I gathered the information from both drivers while another officer photographed the scene. Aid arrived along with Moses Lake Towing. Aid spoke with driver 2. I assisted the drivers with the exchange of information and cited driver 1 for failing to yield the right of way in an intersection. I explained the infraction to driver 1 with her parents present and advised her to go to a mitigation hearing. Once vehicle 2 was removed the parents of driver 1 stated they had called AAA to retrieve their vehicle because it would not start. Vehicle was out of the roadway and I cleared the call and returned to patrol. Driver 2 was transported to the hospital by her mother who was also on scene.



**\*Recreation/Not to Scale/Vehicles were Moving**

3rd Avenue  
Beech to Alder

## Collisions4

Filter	(ID IN ("14ML15962", "16ML13338", "14ML10089", "16ML14559", "15ML10062", "16ML14869", "15ML16565", "170", "14ML10095", "15ML100894", "14ML04619", "14ML05120", "14ML07441", "16ML16259", "15ML17294"))
Working Set Filter	
Sort	<Not Applicable>
Group By	<Not Applicable>

### Collisions4.

ID 14ML04619

**INTERSECTION** Yes

**Date of collision** 4/22/2104 1:10:00 PM

**Route** ALDER ST

**Route Ahead** THIRD AVE

**NARRATIVE** Unit 1 was south on Alder St. and had stopped for a red traffic signal. Unit 2 was west on Thlrd Ave. with a green traffic signal. As Unit 2 approached the intersection, Unit 1 turned right causing a collision as Unit 2 continued straight.

ID 14ML05120

**INTERSECTION** Yes

**Date of collision** 5/3/2014 10:42:00 AM

**Route** ALDER ST

**Route Ahead** THIRD AVE

**NARRATIVE** V2 was NB in the outside lane of Alder Street approaching 3rd Ave. V1 NB was making a left turn onto 3rd Ave. and did not see V2 entering the intersection due to a NB vehicle in the inside lane with it's left turn signal on. V1 turned in front of V2 and V2 was unable to stop in time to avoid a collision.

ID 14ML07441

**INTERSECTION** No

**Date of collision** 6/19/2014 12:55:00 PM

**Route** THIRD AVE

**Route Ahead**

**NARRATIVE** #1 was backing out of a parking spot in the angle in parking parking on Third Avenue. #2 was pulling into the adjacent spot. #1 failed to yield the right of way, backing into #2.

ID 14ML10089

**INTERSECTION** Yes

**Date of collision** 8/8/2014 12:33:00 PM

**Route** ASH ST

**Route Ahead** THIRD AVE

**NARRATIVE** D1 was northbound on Ash Street. She came to the intersection of Third and

**Collisions4**

Ash. Driver and W2 said that she stopped at the stop sign, then pulled forward, failing to yield the right of way to V2 on a bicycle. W3 said the D1 didn't stop at the stop sign, proceeding through it and striking V2, who was in the marked cross walk. Both W2 & W3 said V2 stopped before entering the crosswalk where he was struck.

---

**ID 14ML13415**

**INTERSECTION No**

**Date of collision 10/15/2014 5:25:00 PM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** V1 was backing out of a street side angled parking spot. V2 was going straight after completing through a four way stop intersection at 3rd and Beech. While Officer was on scene, I could tell the sun was setting in such a way as to be right in D1's face as she attempted to reverse out of the spot. It appeared to this officer that the glare from the sun made backing difficult. D1 stated she didn't see V2 and struck it. D2 stated V1 struck her as she was proceeding straight down the road

---

**ID 14ML15962**

**INTERSECTION Yes**

**Date of collision 12/14/2014 6:34:00 PM**

**Route ALDER ST**

**Route Ahead**

**NARRATIVE** D1 was west on 3rd Ave and admittedly ran the red light while looking for a particular address. D2 was northbound on Alder and tried to stop and avoid the collision, but was unable to stop completely. D1 to be cited for fail to obey traffic control device.

---

**ID 15ML00894**

**INTERSECTION No**

**Date of collision 1/20/2015 10:40:00 AM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** Veh 1 was parked in a stall on Third Ave in front of the post office. Veh 2 was

## Collisions4

eastbound on Third Ave when Veh 1 began backing out of the stall. Veh 1 was nearly halfway out of the parking stall, looking at the debris, when Veh 1 collided with Veh 2.

---

**ID 15ML10062**

**INTERSECTION Yes**

**Date of collision 7/20/2015 5:15:00 PM**

**Route THIRD AVE**

**Route Ahead ALDER ST**

**NARRATIVE** Vehicle 1 attempted to turn left on a green light causing vehicle 2 to swerve and lay his motorcycle down to avoid colliding with vehicle 1 attempting to turn. It did not appear the vehicles collided, but the motorcycle had damage from laying over.

---

**ID 15ML16565**

**INTERSECTION No**

**Date of collision 11/21/2015 10:43:00 AM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID 15ML17294**

**INTERSECTION No**

**Date of collision 12/8/2015 3:45:00 PM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** Vehicle two was traveling eastbound on Third Avenue in front of the Post Office. Vehicle one backed from a parked position onto Third Avenue and collided with vehicle two. Vehicle two sustained damage on the front passenger fender and door.

---

**ID 16ML13338**

**INTERSECTION Yes**

**Date of collision 9/28/2016 2:39:00 PM**

**Route ALDER ST**

**Route Ahead THIRD AVE**

**NARRATIVE** V1 was SB on Alder and making a left onto EB 3rd Ave. V2 was NB on Alder heading straight through the intersection. D1 claimed D2 had her blinker on to make a right onto 3rd. D2 admitted to initially having a blinker, but canceled it prior to

**Collisions4**

entering the intersection.  
Due to the blinker  
confusion, D1 made her left  
and D2 struck the front  
passenger side of V1. D1  
was cited for no insurance.

---

**ID 16ML14559**

**INTERSECTION No**

**Date of collision 10/24/2016 10:52:00 AM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** V2 was legally parked,  
unoccupied in front of the  
post office at 223 3rd Ave.  
Driver of V1 was parked  
next to V2. Driver of V1  
went to back out of parking  
space on 3rd Ave. Driver  
of V1's right rear fender  
and quarter panel struck  
the left rear tail light and  
rear bumper of V2, causing  
reportable damage to both  
vehicles. Photos taken.  
Driver of V1 located the  
owner of V2 inside the post  
office. Driver of V1 advised  
she is at fault. Driver of V1  
was not cited

---

**ID 16ML14869**

**INTERSECTION Yes**

**Date of collision 10/30/2016 5:50:00 AM**

**Route ALDER ST**

**Route Ahead THIRD AVE**

**NARRATIVE** Unknown suspect stole  
vehicle from 409 W Ridge  
Rd. Suspect was  
southbound on Alder St at  
the intersection of 3rd Ave  
and crashed the vehicle  
into the stoplight pole  
causing severe damage to  
the truck. The suspect  
then fled the area on foot.  
The vehicle was totalled.

---

**ID 16ML16259**

**INTERSECTION Yes**

**Date of collision 11/28/2016 3:47:00 PM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** Unit 1 was traveling  
westbound on W 3rd Ave  
towards S Alder St. Unit 2  
was stopped in the  
eastbound lane of W 3rd  
Ave at the intersection with  
S Alder St, waiting for Unit  
1 to pass in order to make  
left turn. As Unit 1  
approached Unit 2, Unit 1  
crossed the center of the  
roadway and went into the



**Collisions4**

eastbound lane. As a result, Unit 1 struck Unit 2. Both passengers of Unit 1 were unrestrained during collision. Driver 1 was later arrested for DUI and two counts of reckless endangerment

---

**ID 170**

**INTERSECTION No**

**Date of collision 5/1/2014 1:04:00 PM**

**Route THIRD AVE**

**Route Ahead DIVISION ST**

**NARRATIVE** Vehicle 2 was parked unoccupied in the 100 block of Third, facing east, near the Third and Division Intersection. Vehicle 1 was stopped and parked behind vehicle 2. Vehicle 1 proceeded forward to merge onto Third. The front right corner of vehicle 1 collided into the left rear corner of vehicle 2. No reported injuries.

**Total Collisions**

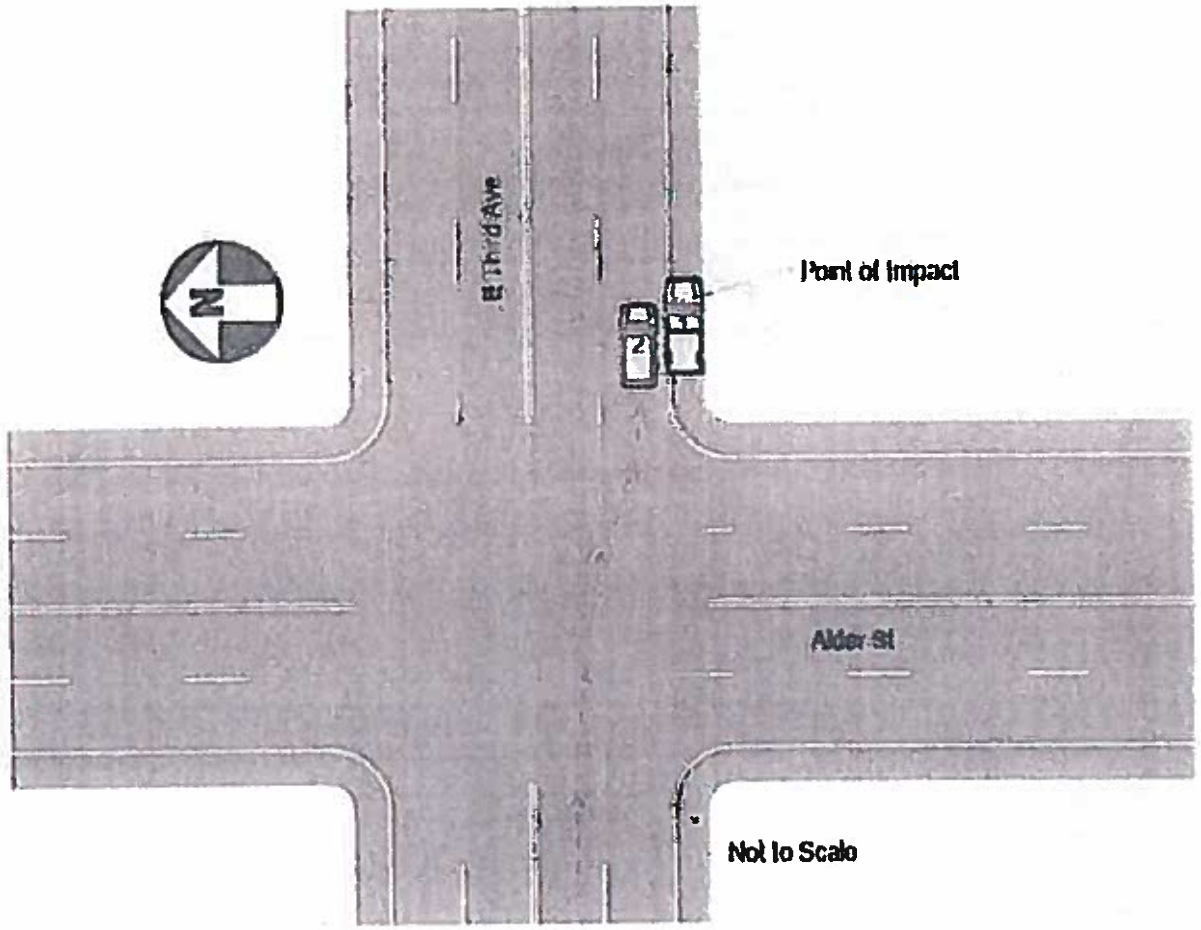
**15**

15ML16565

**NARRATIVE**

Vehicle 1 was parked legally against the curb. Driver 1 checked behind him and observed Vehicle 2 in the left lane, he then opened his door. Driver 1 stated he realized his wallet was in the door so he shut it, retrieved his wallet from the door and then opened the door again. When he opened the door the second time he opened it into the path of Vehicle 2 which had changed lanes into the right lane and was partially passing vehicle 1.

Driver 2 stated she was driving when Driver 1 opened his door into the side of her vehicle.



3rd Avenue  
W. Broadway to  
Beech

## Collisions4

Filter	(ID IN ("15ML15508", "14ML11054", "16ML14611", "14ML16303", "14ML15996", "14ML07515", "16ML14418", "15ML12056", "15ML16014", "15ML09701", "16ML13937", "14ML08054", "14ML05073", "16ML13197", "14ML00606", "16ML14236", "15ML06171"))
Working Set Filter	
Sort	
Group By	<Not Applicable>

### Collisions4

ID 14ML00606

**INTERSECTION No**

**Date of collision 1/16/2014 10:06:00 AM**

**Route THIRD AVE**

**Route Ahead CEDAR ST**

**NARRATIVE** V1 was parked at the curb and there was a driveway into a parking lot behind the vehicle. D1 was attempting to back up so he could pull forward into the driveway. D1 did not back up straight and the rear of V1 went into the driveway and onto the sidewalk, striking an antique light pole, breaking it off.

ID 14ML05073

**INTERSECTION No**

**Date of collision 5/2/2014 1:21:00 PM**

**Route THIRD AVE**

**Route Ahead**

**NARRATIVE** Both vehicles were eastbound on Third Avenue. Vehicle #2 slowed to turn into the parking lot. #1 was not paying attention, and struck #2 from behind. Witness was driving westbound on Third and observed the collision.

ID 14ML07515

**INTERSECTION Yes**

**Date of collision 6/20/2014 6:40:00 PM**

**Route DOGWOOD ST**

**Route Ahead THIRD AVE**

**NARRATIVE** Narrative Included with attachments

ID 14ML08054

**INTERSECTION Yes**

**Date of collision 6/30/2014 6:03:00 PM**

**Route DOGWOOD ST**

**Route Ahead**

**NARRATIVE** UNIT 1 WAS TRAVELING NORTH ON DOGWOOD STREET AND ATTEMPTED TO TURN WEST ON W. 3RD AVENUE . DRIVER OF UNIT 1 FAILED TO CLEAR THE INTERSECTION AND

**Collisions4**

COLLIEDED WITH UNIT 2.  
UNIT 2 WAS TRAVELING  
SOUTH ON DOGWOOD  
STREET GOING STRAIGHT  
AHEAD . DRIVER OF UNIT 1  
ADMITTED TO BE  
AT FAULT AND FAILING TO  
YIELD THE RIGHT OF WAY  
AT THE INTERSECTION.

---

**ID 14ML11054**

**INTERSECTION** Yes

**Date of collision** 8/27/2014 3:13:00 PM

**Route** THIRD AVE

**Route Ahead**

**NARRATIVE** Narrative included with  
attachments

---

**ID 14ML15996**

**INTERSECTION** Yes

**Date of collision** 12/15/2014 11:33:00 AM

**Route** THIRD AVE

**Route Ahead** BEECH ST

**NARRATIVE** Vehicles collided in the  
intersection. Both drivers  
stated they stopped at the  
stop sign prior to  
proceeding through the  
intersection and that the  
other driver did not stop at  
the stop sign. Unable to  
positively determine the  
causing driver.

---

**ID 14ML16303**

**INTERSECTION** Yes

**Date of collision** 12/21/2014 4:33:00 PM

**Route** THIRD AVE

**Route Ahead** DOGWOOD ST

**NARRATIVE** Narrative included with  
attachments

---

**ID 15ML06171**

**INTERSECTION** Yes

**Date of collision** 5/11/2015 2:11:00 PM

**Route** THIRD AVE

**Route Ahead**

**NARRATIVE** Narrative included with  
attachments

---

**ID 15ML09701**

**INTERSECTION** Yes

**Date of collision** 7/14/2015 4:20:00 PM

**Route** DOGWOOD ST

**Route Ahead**

**NARRATIVE** Narrative included with  
attachments

---

**ID 15ML12546**

**INTERSECTION** Yes

## Collisions4

**Date of collision** 9/3/2015 7:54:00 AM

**Route** THIRD AVE

**Route Ahead**

**NARRATIVE** Vehicle #1 was northbound on Elm Street, stopped at the stop sign at Third Avenue. Vehicle #2 was eastbound on Third. #1 began to pull from the intersection, failing to yield the right of way to #2. The vehicles collided in the intersection.

---

**ID** 15ML15508

**INTERSECTION** Yes

**Date of collision** 10/30/2015 5:15:00 PM

**Route** THIRD AVE

**Route Ahead**

**NARRATIVE** Pedestrian in motorized wheel chair was crossing the roadway in a marked crosswalk, north to south, on Dogwood across Third Street.

Vehicle 1 was southbound on Dogwood and turned left (west) onto Third. Vehicle 1 struck the motorized wheel chair in the crosswalk.

Pedestrian complained of back pain. MLFD responded to the scene and the pedestrian did not want hospital attention

---

**ID** 15ML16014

**INTERSECTION** Yes

**Date of collision** 11/10/2015 11:25:00 AM

**Route** THIRD AVE

**Route Ahead** BROADWAY AVE

**NARRATIVE** Driver advised he must not have been paying attention and made the corner too wide causing his tire to hit the bottom of a sign post flattening it. This pulled him to the left causing him to hit a tree and bounce back into the roadway disabled.

---

**ID** 15MLK17056

**INTERSECTION** Yes

**Date of collision** 12/3/2015 5:39:00 PM

**Route** THIRD AVE

**Route Ahead**

**NARRATIVE** Vehicle 2 was traveling west on Third Ave. in the outside lane. As she passed through the



## Collisions4

Intersection at Dogwood St., vehicle 1 attempted to make left turn to travel north on Dogwood St. from eastbound Third Ave. Both vehicles had a green light, vehicle 1 failed to yield the right of way to vehicle 2 when making a left turn. No injuries were reported.

---

ID 16ML13197

**INTERSECTION** Yes

**Date of collision** 9/25/2016 7:31:00 PM

**Route** BROADWAY AVE

**Route Ahead** THIRD AVE

**NARRATIVE** Narrative included with attachments

---

ID 16ML13937

**INTERSECTION** Yes

**Date of collision** 10/10/2016 1:40:00 PM

**Route** THIRD AVE

**Route Ahead** BEECH ST

**NARRATIVE** V1 was turning left from 3rd Ave. onto Beech St. V2 was going straight on 3rd Ave. V1 turned left in front of V2 and V2 attempted to stop and turn to avoid a collision but was not able to. The right front corner of V2 collided with the right rear corner of V1.

---

ID 16ML14418

**INTERSECTION** No

**Date of collision** 10/21/2016 7:47:00 AM

**Route** THIRD AVE

**Route Ahead** DOGWOOD ST

**NARRATIVE** Vehicle 2 was traveling east on W on 3rd Ave in front of Frontier Middle School in the 500 block. Driver 2 observed a red vehicle exiting the parking lot of Frontier middle school taking a right to go east on W 3rd Ave. Driver 2 was in the inside lane and was struck by vehicle 1. Driver 2 said a red vehicle was on her right side and she stopped in the middle of the road after she was struck. Vehicle 1 drove away

---

ID 16ML14611

**INTERSECTION** Yes

**Date of collision** 10/25/2016 2:45:00 PM

**Route** BROADWAY AVE

**Route Ahead** THIRD AVE

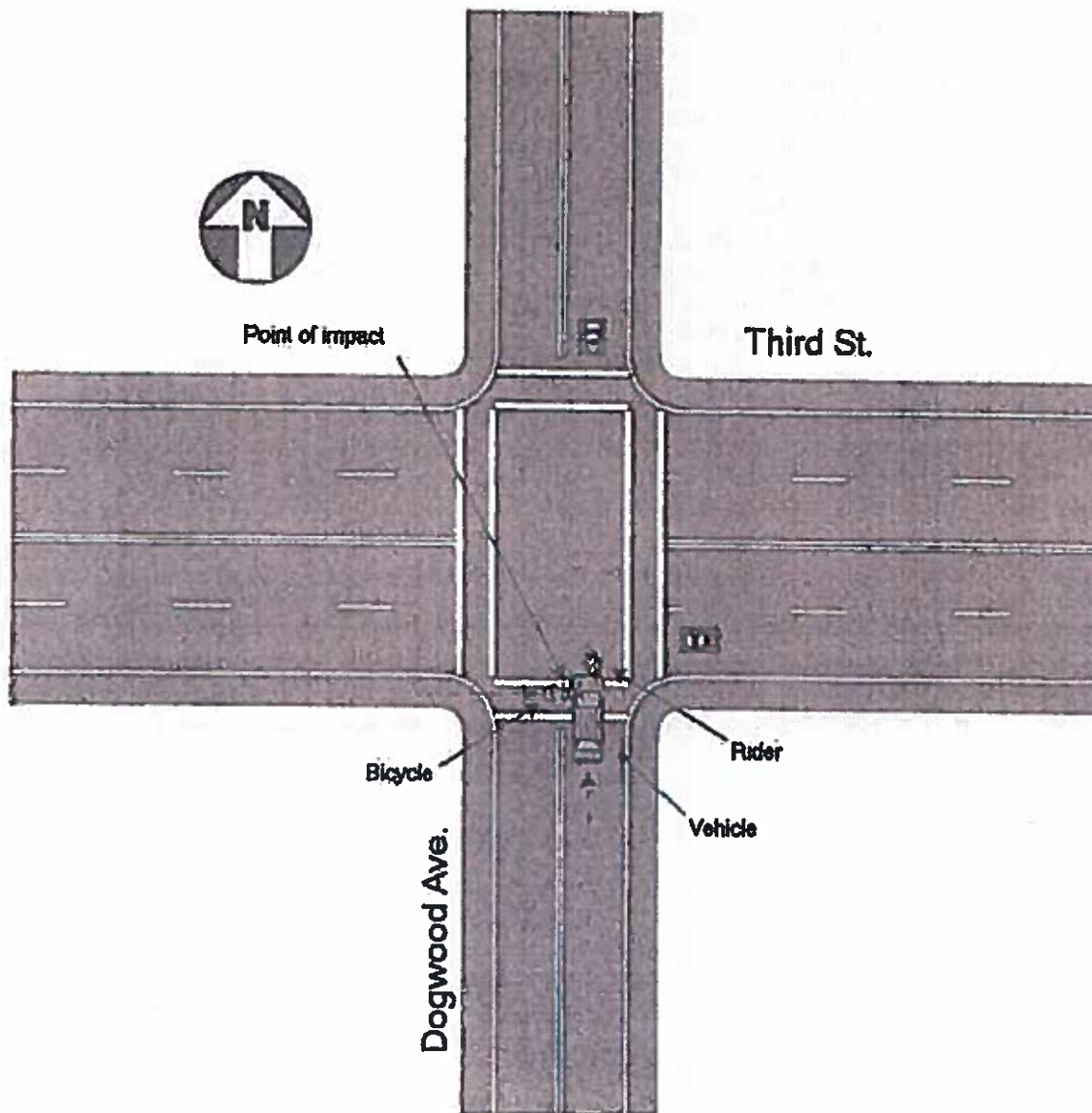
**Collisions4**

**NARRATIVE** Narrative Included with attachments

**Total Collisions**            **17**

## NARRATIVE

On 6/20/2014, at approximately 18:41 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time I was dispatched to a vehicle versus bicyclist at the intersection on Dogwood and Third St. Dispatch also informed me the reporting party believed the rider was intoxicated. I arrived and found the vehicle was blocking northbound traffic on Dogwood and was partially in the intersection of Third St. The rider of the bicyclist was laying on the ground in the intersection in front of the vehicle. I saw the riders lips were bloody and when I asked him his name he looked at me but did not respond. I informed dispatch to send aid. Because the rider was in the intersection I asked him if he was able to move. The rider said he was able to move and myself and another person assisted him to his feet. I could smell the odor of an intoxicating liquor coming from the rider. I asked him if he had been drinking and he informed me he had a few. The rider had a difficult time maintaining his balance and once he was clear of the roadway and on the sidewalk he needed to sit down. I instructed the driver of the vehicle to move her car from the intersection and park on the shoulder. Aid arrived and began to tend to the rider. I spoke with the driver of the vehicle and gathered her information. The driver stated she was attempting to make a left turn off Dogwood onto westbound Third St. The driver said she was turning left when the light turned green and she began to pull forward. At this time she said the rider struck her vehicle on the left front fender. The driver believed he was riding on the sidewalk and did not pay attention to the do no walk signal. After speaking with the driver I spoke to a witness who stated the same thing. The rider was traveling eastbound on the sidewalk on Third St and entered the crosswalk striking the vehicle in the front left fender. The witness stated the vehicle had the green light and appeared to be turning left. I gathered the witnesses information and photographed the vehicle and its damage. During this time aid transported the rider to Samaritan Hospital. After providing the driver of the vehicle with an exchange of information I relocated to Samaritan Hospital. Aid had transported the rider and his bicycle. I arrived and saw the rider's blue bicycle outside the hospital door. I met with the rider inside an emergency room. I asked the rider what had happened and he stated he hit the car in the crosswalk. I informed the rider he was not to be riding his bicycle on the sidewalk and had to obey the rules of the road and ride in the roadway. The rider did not believe he was hurt and asked where his bicycle was. The rider was informed it was in front of the hospital. I then cleared the hospital and returned patrol.



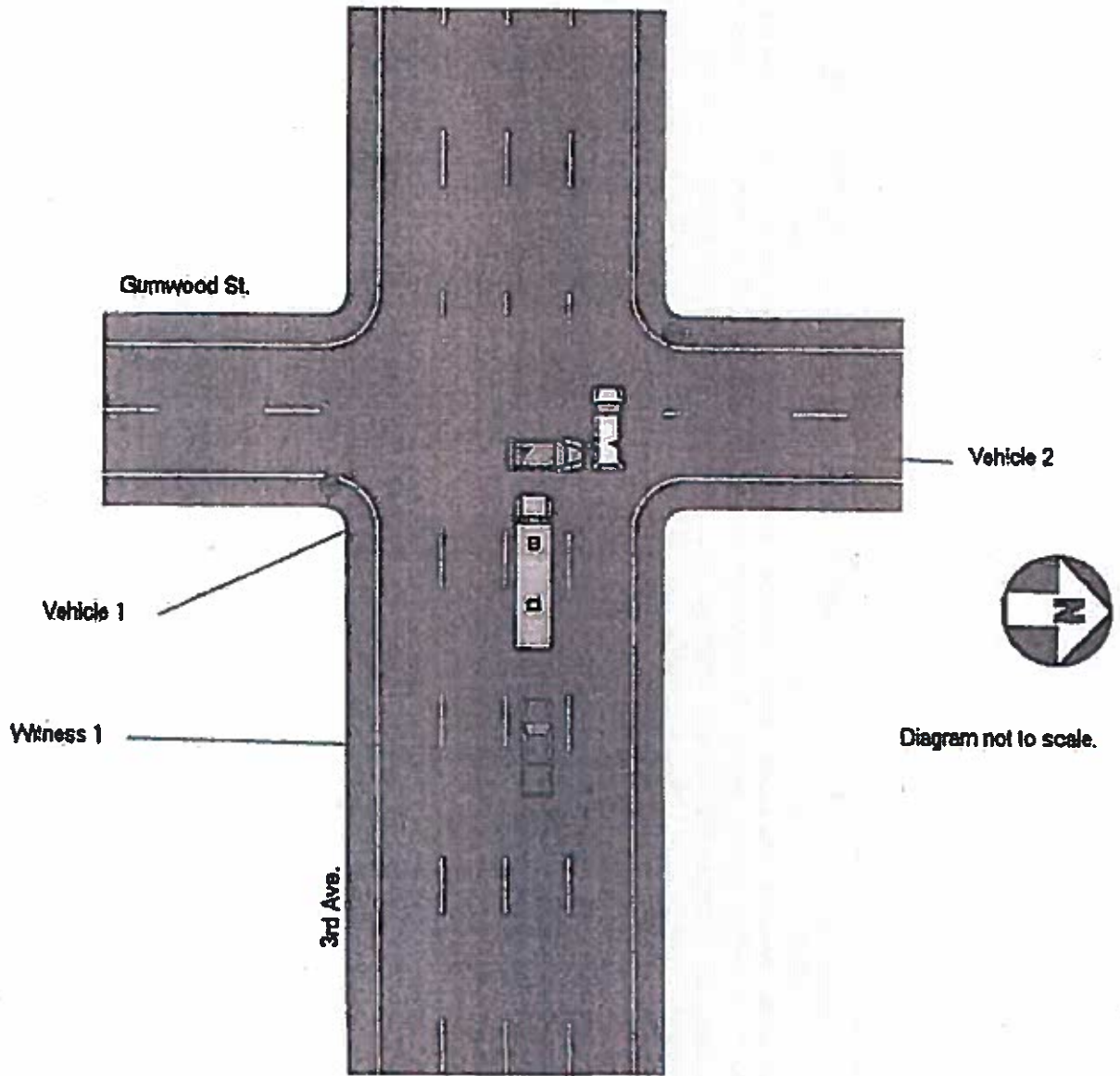
**\*Recreation/Not to Scale/Vehicle and Bicycle were moving**

14M111054

NARRATIVE

Vehicle 1 was on Gumwood St. facing north waiting at the stop sign at 3rd Ave. Driver 1 reported there was a school bus stopped in the inside lane of westbound 3rd at Gumwood St. Driver 1 said the bus driver waved her to cross. When vehicle 1 crossed the outside lane, she struck west bound vehicle 2 who had no traffic control. Driver 2 reported he had changed lanes from the inside lane to the outside lane because the bus was stopped waiting to turn. Driver 1 had a stop sign at the intersection, driver 2 did not have any traffic control. Witness 1 was stopped in the inside lane behind the school bus and reported the same events as the drivers involved. There was a 5 year old child who was in vehicle 1 at the time of the collision. I asked the front seat passenger where the 5 year old male was seated. She said he was in the back and was not sure if he had unbuckled himself, so he may not have been wearing a seat belt at all. The 5 year old male was holding his head. I asked him to show me where he hit his head. He crawled up and pointed at the child restraint seat that was not attached to the vehicle in any way. I asked the front passenger if the 5 year old was in the carseat, she said he wasn't.



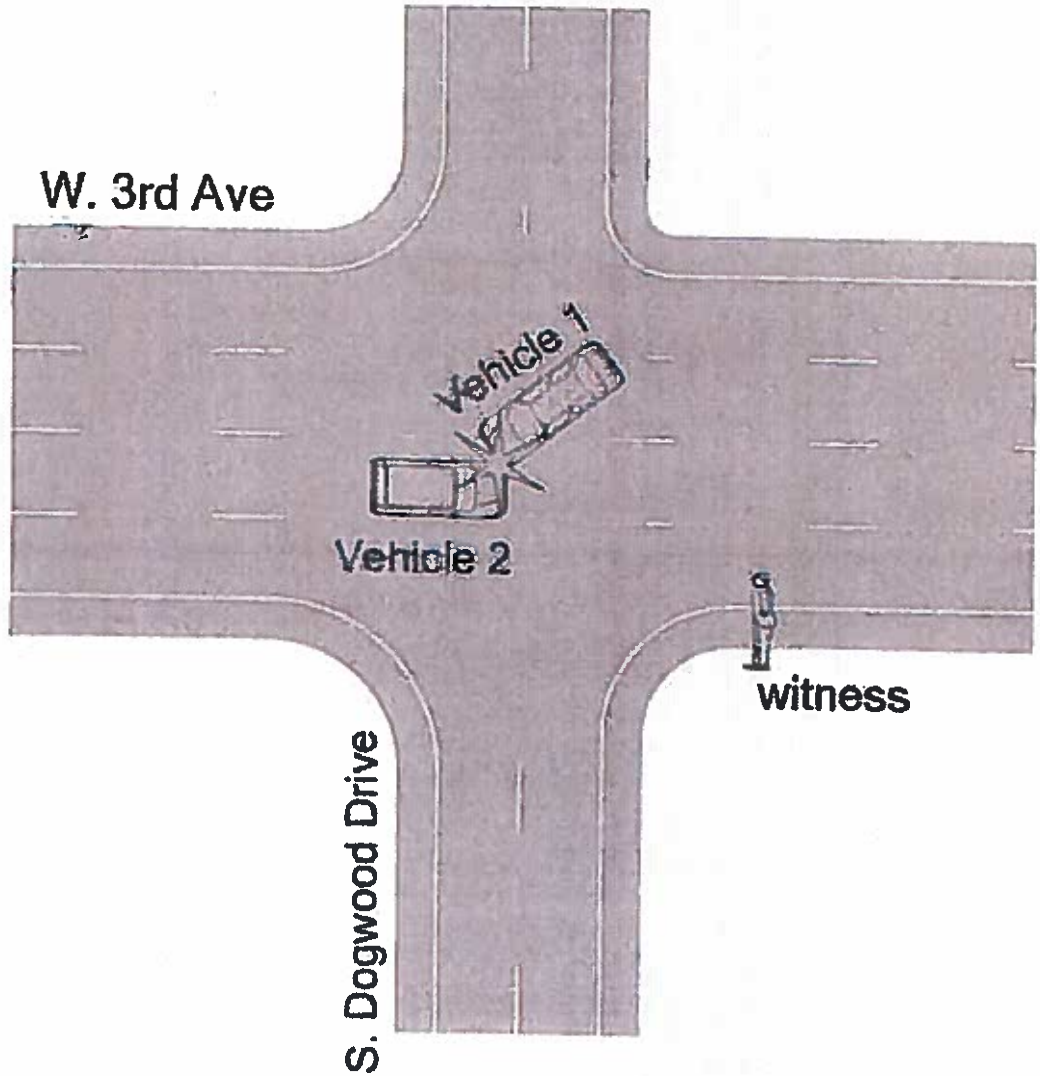




14ML16303

NARRATIVE

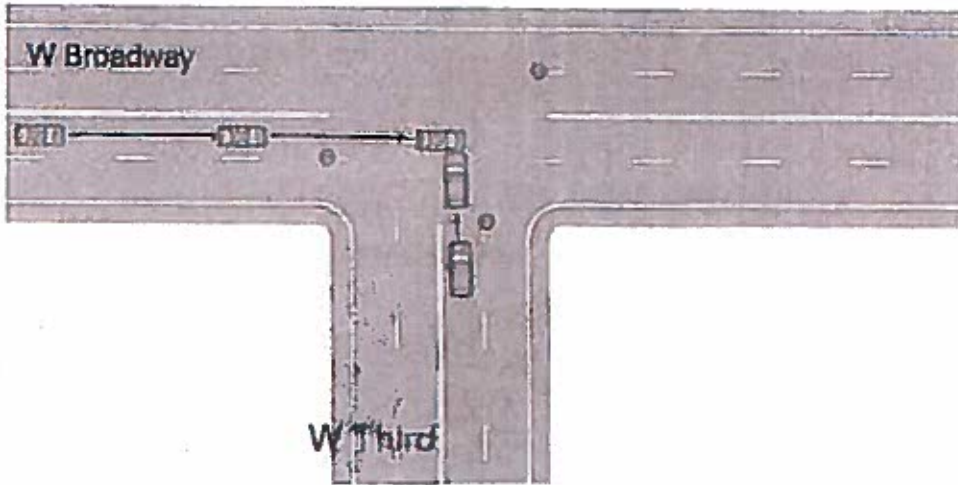
Two vehicle, blocking, possible injury collision. Vehicle 1 was traveling west on W. 3rd Ave and attempted to make a left turn in the intersection of W. 3rd Avenue and S. Dogwood Drive. Vehicle 2 was traveling East on W. 3rd Avenue. vehicle 1 hit vehicle 2 in the front-driver's side. Driver of vehicle 1 said he did not see vehicle 2. Driver 1 and witness said vehicle 2 had their lights off. Vehicle 2 was traveling straight ahead. Driver of veh 2 said her neck hurt and was taken to Samaritan Hospital for her possible injury.



15MI06171

NARRATIVE

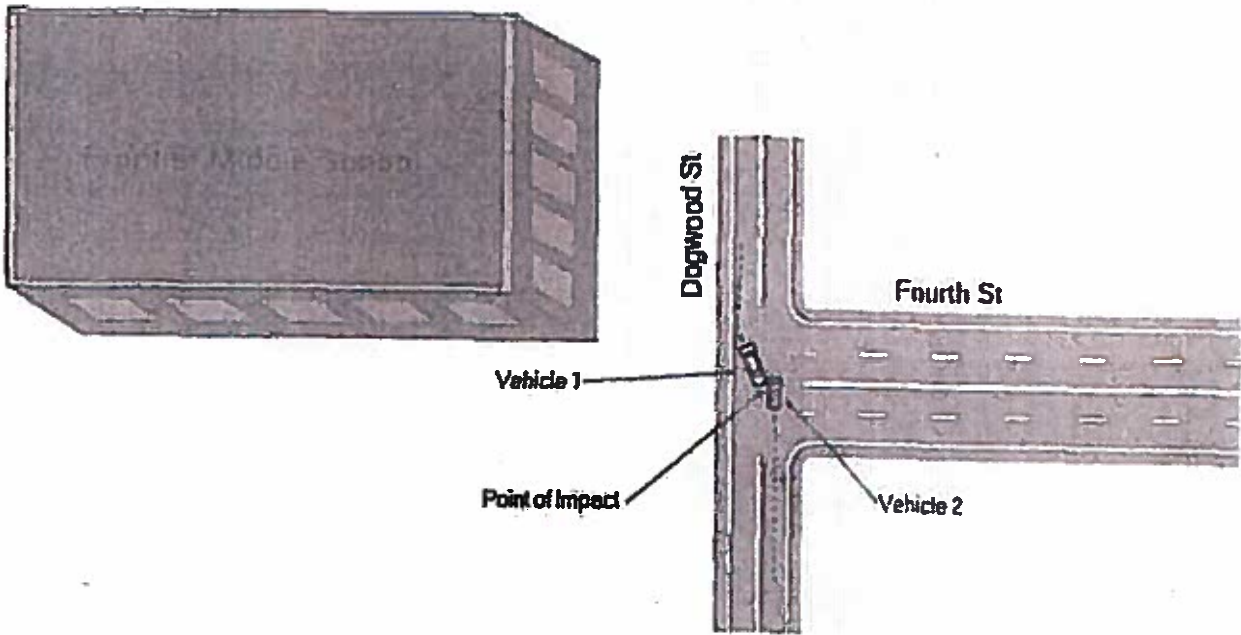
The T-intersection at W Broadway and W Third Ave was controlled by temporary DOT stop signs. The traffic signals were in operable due to a collision from a separate incident. Veh 2 was westbound on Third Ave approaching the stop sign at W Broadway Ave in the inside lane. Veh 2 made complete stop and proceeded through the intersection. Veh 1 was eastbound on Broadway approaching W Third Ave. Veh 1 failed to stop for the stop sign and proceeded through the intersection. Veh 1 collided with Veh 2, minor damage to both vehicles. Veh 1 continued east on Broadway and did not stop. Veh 2 proceeded after Veh 1 were she lost sight of it in the Guffen Eccles neighborhood. Veh 1 was described as a 4 door gold sedan with a pink car seat in the back. There was a styrofoam round ball on the exterior antenna.



15ML09701

NARRATIVE

On 7/14/2015, at approximately 16:22 hours I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time dispatch advised of a blocking collision at the intersection of Fourth St and Dogwood St. I signed en route. While en route dispatch advised they were unaware of any injuries. When I arrived I found two vehicles in the intersection with front end and side damage. Vehicle 2 was leaking oil onto the pavement. I placed my patrol vehicle in the intersection with my emergency lights in a way to direct traffic around the collision. When I dismounted my vehicle I asked each person involved in the collision if they had any injuries. The passenger in vehicle two was a juvenile and informed me she did not have her inhaler and the smoke from the airbag made it difficult to breathe. She also advised the seatbelt had hurt her. Everyone else involved stated they did not have injuries. I requested dispatch send fire for the passenger. I asked both drivers for their vehicle registrations, drivers licenses and proofs of insurance. Both drivers provided their information and stated they had no preference on tow truck. I had dispatch send the next rotational tow and photographed the scene. I spoke with both drivers and their passengers. Both drivers gave the same account. Vehicle two was travelling northbound on Dogwood through the intersection of Dogwood. Vehicle 1 was turning left onto Fourth from southbound Dogwood. Vehicle did not grant the right of way to vehicle 2 and struck its front driverside fender with its front end. Driver 1 (who has an instructional permit) stated she was not paying attention and did not see vehicle 2. Driver 1's parents were both on scene. Hall's Towing removed the vehicles and I assisted with the exchange of information. I then cleared the scene and returned to patrol.



\*Recreation/Not to Scale/Vehicles Moving



---

**NARRATIVE**

---

On 09/25/2016 while working patrol for the Moses Lake Police Department, at approximately 1930 hours I was dispatched to a vehicle collision at the intersection of Broadway and Third Ave. Dispatch advised it was a non injury non blocking vehicle collision and both vehicles moved to the parking lot of ACE Hardware located on Broadway. While en route dispatch further advised that driver 1 called dispatch and advised he admitted to running a red light and causing the collision.

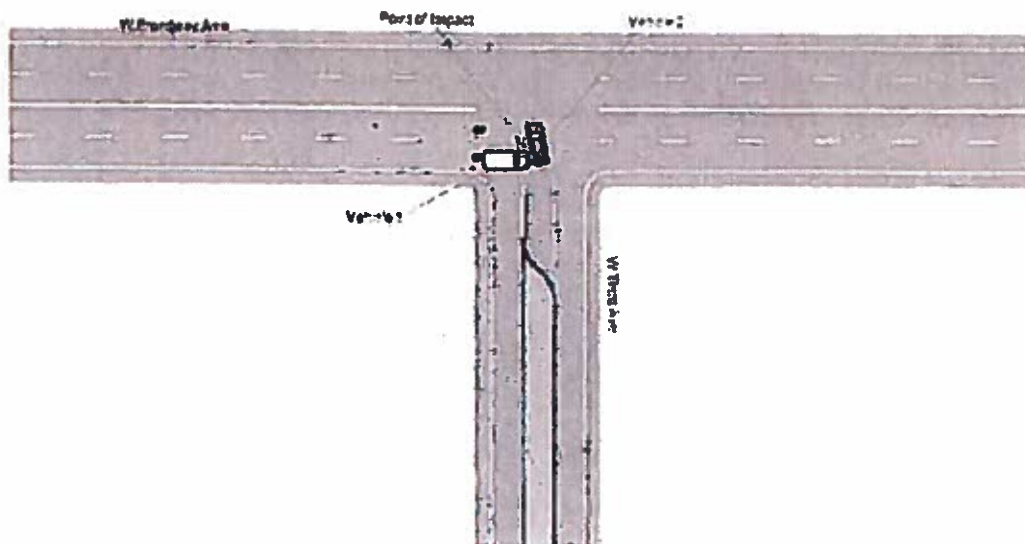
Upon arrival I saw both vehicles were off the roadway. I made contact with driver 1 and his passengers. Driver 1 stated he was traveling east on W Broadway towards the intersection of W Broadway and Third Ave. He stated he did not realize the signal light was red until it was too late to stop and struck vehicle 2. Driver 1 provided all necessary documents and the driver's license of his passengers.

I made contact with driver 2 who advised she was waiting at the stop light waiting to turn left from W Third Ave onto W Broadway. When the light turned green she began making her left hand turn and noticed that the vehicle approaching her was not stopping. Driver 2 stated she stopped waiting to see if vehicle 1 would swerve around but instead struck vehicle 2. Driver 2 provided all necessary documents and the passengers information.

I assisted with an exchange of information for both drivers and explained it to them. I further advised that driver 1 would be receiving a Notice of Infraction for failure to stop at a stop light in the mail. He stated he understood. I photographed the damage to both vehicles and cleared the scene.



Not to Scale



16ML14611

NARRATIVE

On 10/25/2016 while working patrol for the Moses Lake Police Department, at approximately 1447 hours I was dispatched to a contact at the Moses Lake Police Department in reference a vehicle collision. Dispatch advised D2 was at the Police Department requesting contact for a Hit and Run that occurred at W Third Ave and W Broadway Ave.

I made contact with D2 at the Police Department. D2 stated she was waiting to turn left from W Third Ave onto W Broadway Ave. She stated the light turned green and then proceeded to turn left while being in the outside lane. She was in the middle of the intersection when she felt another vehicle strike her vehicle on the right hand side. She stated she believed the vehicle did not stop at the red light and tried to go through the stoplight.

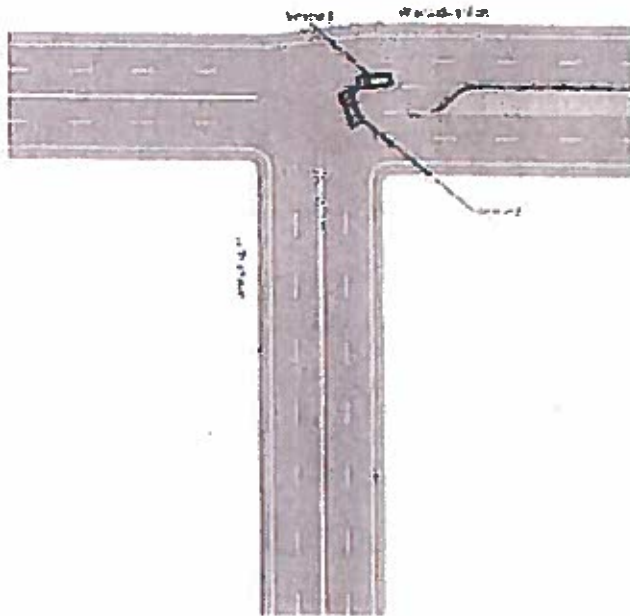
She advised she pulled over into Studio City and the other vehicle pulled in behind her. D2 stated she was ready to go speak with the other driver but then they drove away as she approached the vehicle. D2 followed the vehicle and eventually was unable to find the vehicle as she came close to Broadway and Gibby.

D2 then immediately came to the Police Department to file the report. She was not able to get the license plate of the vehicle and only advised the vehicle looked like a Chevy Astrovan.

REPORT NO. E611453

CASE # 16ML14811

DATE AND TIME OF COLLISION 10/25/16 14:45



10/25/16

4th Avenue  
Dogwood to Alder

# Collisions4

Filter	(ID IN ("16ML12762", "16ML11850", "15ML03150", "14ML15388", "14ML07655", "16ML00312", "14ML01199", "14ML02126", "15ML04991, 15ML04233", "15ML11147", "15ML04317", "15ML11942", "16ML11584"))
Working Set Filter	
Sort	<Not Applicable>
Group By	<Not Applicable>

## Collisions4

ID 14ML01199

**INTERSECTION** No

**Date of collision** 1/31/2014 1:15:00 PM

**Route** FOURTH AVE

**Route Ahead** DOGWOOD ST

**NARRATIVE** Vehicle 2 exited the parking lot of the aquatic center and turned left (west) onto Fourth, into the inside lane. Vehicle 1 was parked alongside of the roadway of Fourth, facing west and merged onto Fourth. Vehicle 1 pulled wide and the front left corner of vehicle 1 collided into the right front tire of vehicle 2.

ID 14ML02126

**INTERSECTION** No

**Date of collision** 2/24/2014 3:11:00 PM

**Route** FOURTH AVE

**Route Ahead**

**NARRATIVE** Veh 1 was making a left turn from a private driveway. Veh 2 was making a left turn onto E. 4th Ave from a private driveway. Veh 1 collided with Veh 2 in the middle of E. 4th Ave. Both drivers admitted they were distracted at the time of the accident.

ID 14ML07655

**INTERSECTION** Yes

**Date of collision** 6/23/2014 1:15:00 PM

**Route** FOURTH AVE

**Route Ahead** BEECH ST

**NARRATIVE** Vehicle 2 was traveling east on Fourth approaching the Fourth and Beech intersection. Vehicle 1 was on Beech at the stop sign of the Beech and Fourth intersection, headed south. Vehicle 1 entered the intersection, traveling south, failing to yield to vehicle 2. Vehicle 2 had entered the intersection. The front of vehicle 1 collided into the left rear corner of vehicle

**Collisions4**

2.

---

**ID 14ML15388**

**INTERSECTION** Yes

**Date of collision** 12/1/2014 1:11:00 PM

**Route** FOURTH AVE

**Route Ahead** FOURTH AVE

**NARRATIVE** Vehicle 1 southbound on Ash, stopped at the stop sign of the Ash and Fourth intersection. Vehicle 2 was traveling east on Fourth in the inside lane approaching the Fourth and Ash intersection. Vehicle 1 began to pull out into the intersection, turning left (east) onto Fourth, failing to yield to vehicle 2. Vehicles 1 and 2 collided.

---

**ID 15ML03150**

**INTERSECTION** Yes

**Date of collision** 3/10/2015 5:03:00 PM

**Route** DIVISION ST

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID 15ML04233**

**INTERSECTION** No

**Date of collision** 3/31/2015 12:56:00 PM

**Route** FOURTH AVE

**Route Ahead** CEDAR ST

**NARRATIVE** Vehicle 1 parked along the side of Fourth Street in the 300 block, headed west. Vehicle 2 was westbound on Fourth in the outside lane. Vehicle 1 began to pull into the outside westbound lane of Third as vehicle 2 was traveling past. The left front corner of vehicle 1 collided into the right passenger side of vehicle 2.

---

**ID 15ML04317**

**INTERSECTION** Yes

**Date of collision** 4/2/2015 11:56:00 AM

**Route** FOURTH AVE

**Route Ahead**

**NARRATIVE** V1 was stopped at a stop sign facing north on S. Ash St. at 4th Ave., in Moses Lake. D1 stated there was a large truck parked on 4th Ave. which made it difficult to see passing traffic on 4th. D1 entered the intersection in front of east bound V2. V2



**Collisions4**

was unable to stop in time to avoid colliding with V1's driver's side.

---

**ID 15ML11147**

**INTERSECTION No**

**Date of collision 8/8/2015 2:45:00 PM**

**Route FOURTH AVE**

**Route Ahead**

**NARRATIVE** D2 had parked her vehicle and came outside around 1530 to find damage to front end and V2 parked with trailer ball against her license plate. D1 was not in his vehicle and from out of town. Card left on door for D1. D1 later called and advised he was unaware of the contact. D1 provided his insurance information. Photographs were taken of the damage which did not meet damage threshold, however initially investigated as a hit and run. Both parties given each others information and case number

---

**ID 15ML11939**

**INTERSECTION No**

**Date of collision 8/22/2015 6:23:00 PM**

**Route FOURTH AVE**

**Route Ahead**

**NARRATIVE** V2 was parked on 4th on the shoulder. V1 entered the parking lot, stopped and began to back up to access a parking location. V1 rear end entered the roadway/shoulder. V2 began backing up and did not see V1. V1 & V2 struck each other with the rear bumpers.

---

**ID 15ML11942**

**INTERSECTION Yes**

**Date of collision 8/22/2015 8:00:00 PM**

**Route DIVISION ST**

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

---

**ID 16ML00312**

**INTERSECTION Yes**

**Date of collision 1/8/2016 1:49:00 PM**

**Route FOURTH AVE**

**Route Ahead BEECH ST**

**NARRATIVE** Narrative Included with attachments

**Collisions4**

---

**ID 16ML11584**

**INTERSECTION Yes**

**Date of collision 8/23/2016 3:32:00 PM**

**Route FOURTH AVE**

**Route Ahead BEECH ST**

**NARRATIVE** Vehicle 2 was traveling eastbound on W 4th Ave towards S Bedch St in the eastbound curbside lane. Unit 1 was stopped on S Beech St at a stop sign, at the intersection with W 4th Ave. Driver of Unit 1 advised she did not see Unit 2, and entered W 4th Ave from the stop sign traveling southbound. As a result, Unit 1 was struck by Unit 2.

---

**ID 16ML11850**

**INTERSECTION Yes**

**Date of collision 8/29/2016 4:36:00 AM**

**Route DIVISION ST**

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID 16ML12762**

**INTERSECTION Yes**

**Date of collision 9/15/2106 3:38:00 PM**

**Route BEECH ST**

**Route Ahead FOURTH AVE**

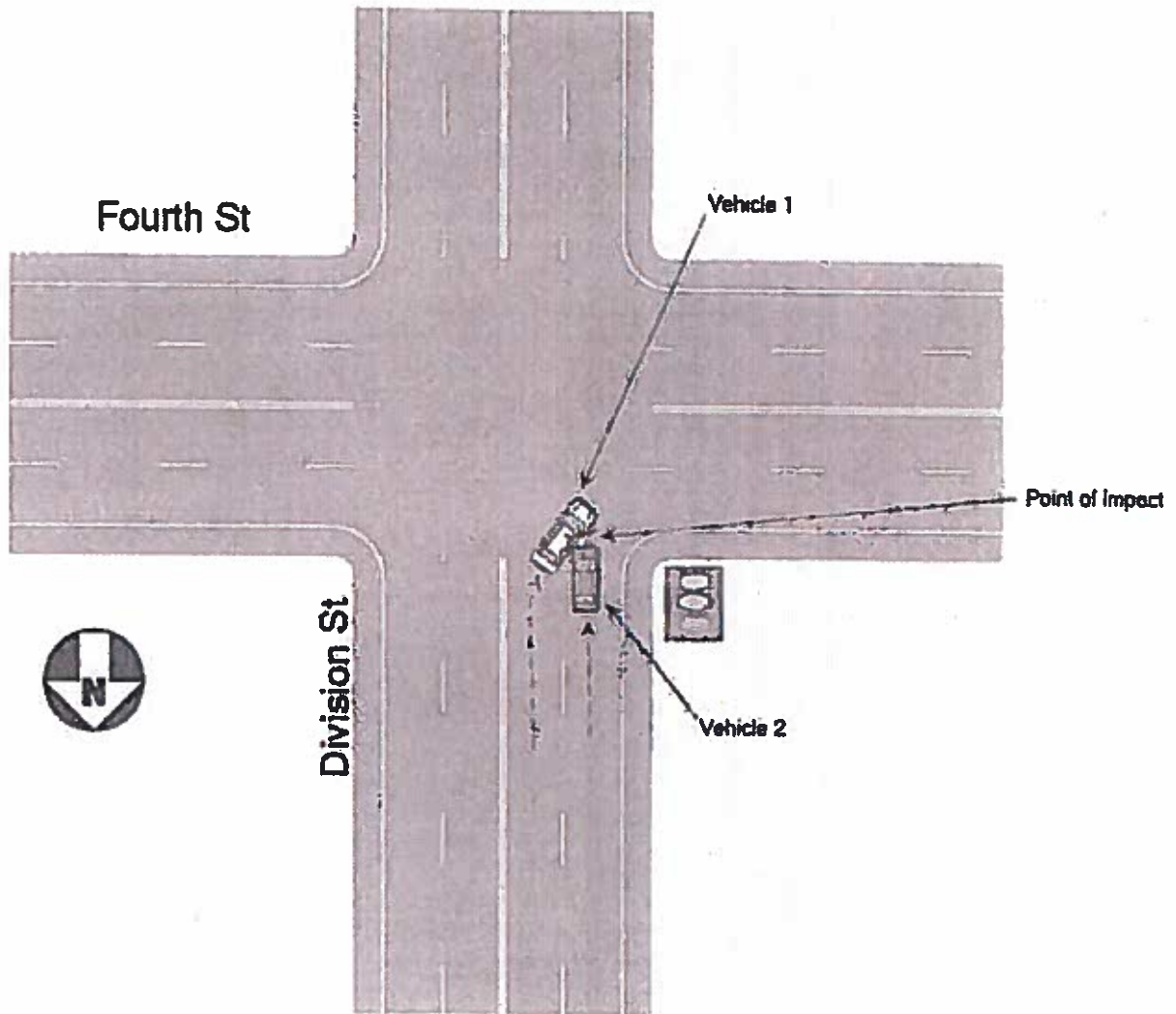
**NARRATIVE** Two vehicle non injury collision in the intersection of Fourth Avenue and Beech Street. Vehicle one was traveling southbound through the intersection starting from the stop sign. Vehicle two was turning left (westbound) from Beech Street onto Fourth Avenue. The two vehicles collided in the middle of the intersection and then moved to the side of the road. I was not able to determine an at fault driver

**Total Collisions 14**

15ML03150

**NARRATIVE**

On 3/10/2015, at approximately 17:03 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time I was dispatched to a non-injury collision at Fourth St and Division St. I signed en route. When I arrived I met with Driver 2. Driver 2 stated her vehicle and vehicle 1 were both traveling southbound on Division St. Vehicle was in the inside lane and attempted to turn westbound onto Fourth St in front of her. Vehicle 2 then struck vehicle 1 in the front passenger door. The driver of vehicle 1 gave the same account and said she did not see vehicle 2. I verified there were no injuries, gathered information from both drivers and assisted with the exchange of information. I cited driver 1 for improper lane usage. I photographed the damage to both vehicles. then cleared the call and returned to patrol.

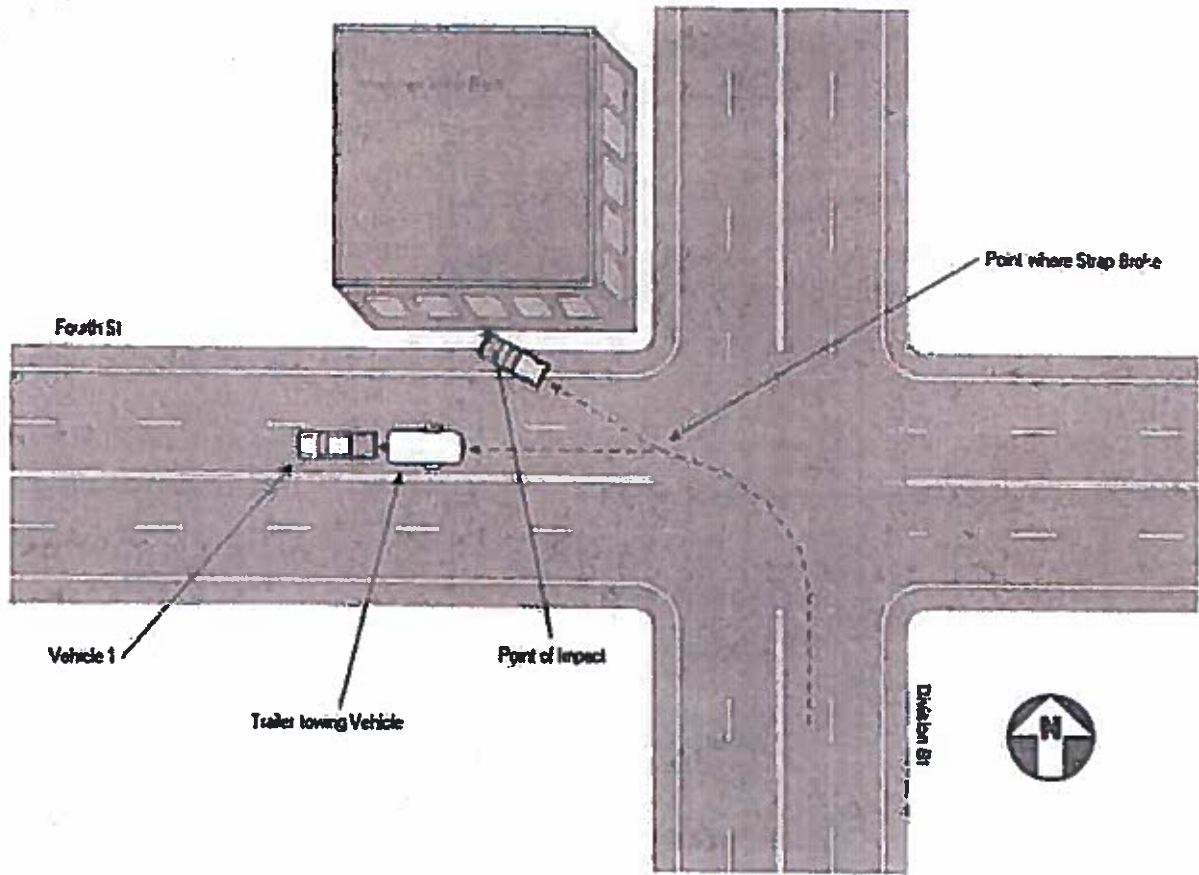


\*Recreation/Vehicles were Moving/Not to Scale

ISMV 11942

NARRATIVE

On 8/22/2015, at approximately 20:00 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time dispatch advised of a one vehicle collision at Division St and Fourth St (American West Bank). A vehicle had hit the building. When I arrived I met with the driver and his father (who was the owner of the vehicle). The driver told me he was towing another truck on a dolly. When the driver made a left turn onto Fourth from northbound Division the tow strap securing the truck he was towing snapped. The vehicle went off the dolly and rolled into the building causing damage. The driver provided his information and showed me the damage. I photographed the truck that was being towed and the building. I cited the driver for failing to secure a load. I then called the bank and left a voicemail with the case number and information. The driver was able to re-secure the truck to the dolly and tow it safely from the scene. On 8/25/2015 I contacted American West Bank and insured they had all the necessary information. The manager at the bank told me they were self insured and he would pass the information to the right channels.



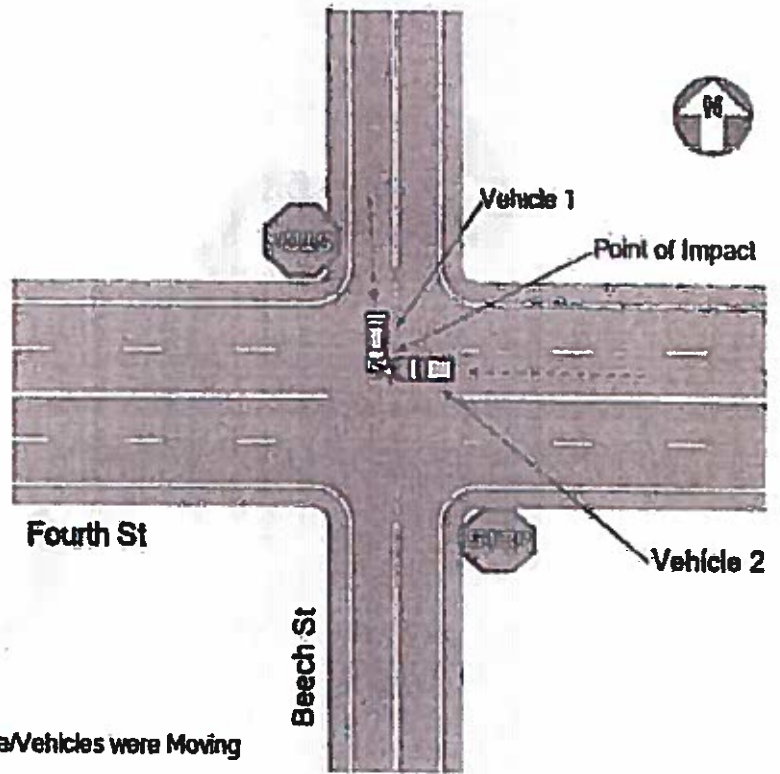
\*Recreation/Not to Scale/Vehicles were Moving.



16ML00312

NARRATIVE

On 1/8/2016, at approximately 13:49 hours, I was on patrol in Moses Lake in a fully marked patrol vehicle. At that time dispatch advised of a 3rd party report of a collision at the intersection of Fourth St and Beech St. Dispatch had no further information. I signed en route. Officer Atkins was the first to arrive on scene. When I arrived I spoke with both drivers. Both drivers assured me they were not injured. Vehicle 2 was in the roadway and I had the driver move it. Vehicle 1 was leaking radiator fluid from the damage of the collision and the driver requested a tow truck. Both driver provided the same account of what happened. Vehicle 2 was traveling Westbound on Fourth St through the intersection of Beech St. Vehicle went through the intersection Southbound on Beech. There are stop signs on Beech St for the intersection and Fourth St has no signs. Driver 1 told me she knew the collision was her fault and she did not see vehicle 2 until the collision. Driver 1 believed she may have ran through the stop sign without stopping. Officer Atkins photographed the scene and I had dispatch contact the next available tow for vehicle 2. I assisted with the exchange of information for both drivers. I cited driver 1 for failing to grant the right of way and explained the citation. Once tow retrieved vehicle 2 I cleared the scene and returned to patrol.

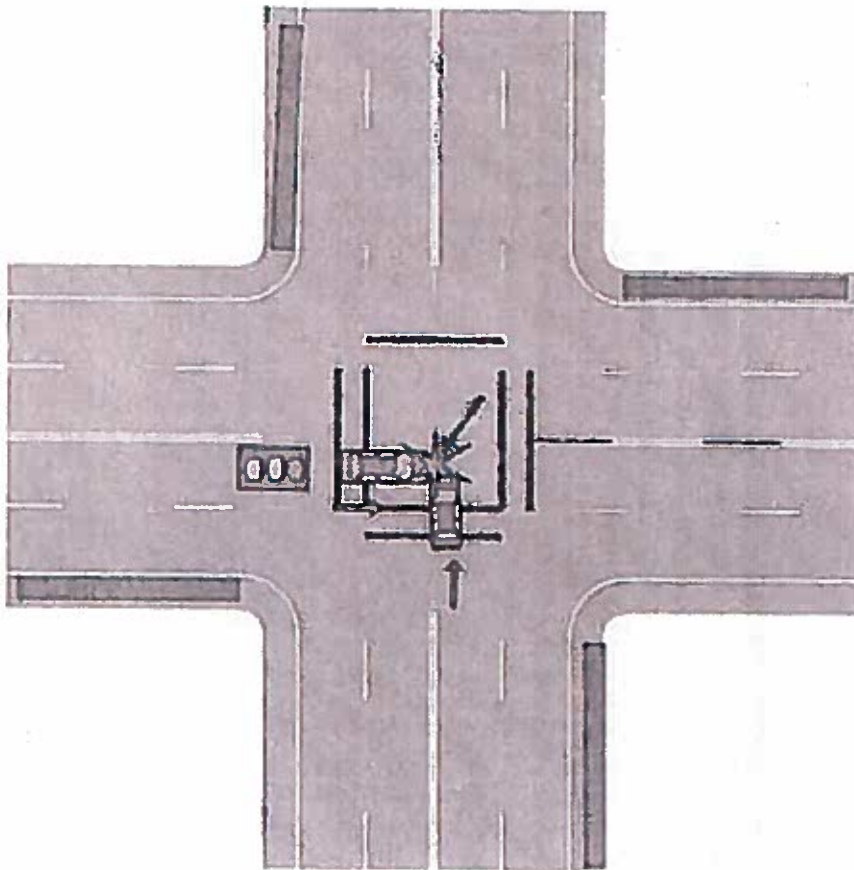


\*Recreation/Not to Scale/Vehicles were Moving

16ML11850

NARRATIVE

Veh 1 east bound on Fourth Ave approaching Division Street. Veh 2 northbound on Division Street approaching Fourth. Veh 1 failed to stop at red stop light and struck Veh 2 in the intersection. All passengers in Veh 2 complained of neck pain and back pain. Driver 2 was taken to hospital in ambulance. 2 passengers in Veh 2 went to hospital in private vehicle. Driver 1 and passenger in Veh 1 did not report injuries and refused any medical treatment. Driver 2 and Passenger in Veh 2 both advised Driver 1 ran red light. Driver 1 said Veh 2 did not have headlights on at time of collision. Driver 1 appeared extremely tired and had trouble keeping eyes open during interview. He denied running red light. Driver 1 to be cited for DWLS 3rd and Failure to Obey Traffic Device. Both vehicles were towed by Vista Towing.



4

5th Avenue  
Division to Pioneer

## Collisions4

Filter	(ID IN ("14ML02880", "14ML13034", "16ML02148", "15ML03282", "16ML14568", "16ML02249", "16ML14329", "16ML01602", "15ML00628", "16ML13187", "14ML10026", "15ML09229", "15ML00188", "14ML00207", "15ML11785", "15ML05812", "14ML03308", "14ML15906", "14ML08167", "16ML13770", "16ML12362", "14ML0774", "16ML10152", "14ML00628", "16ML07279"))
Working Set Filter	
Sort	
Group By	

### Collisions4

ID 14ML00207

**INTERSECTION** Yes

**Date of collision** 1/6/2014 10:53:00 AM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Narrative included with attachments

ID 14ML00628

**INTERSECTION** Yes

**Date of collision** 1/16/2014 5:43:00 PM

**Route** DIVISION ST

**Route Ahead** FIFTH AVE

**NARRATIVE** Vehicle #2 was southbound on Division in the inside lane of travel.

Vehicle #1 was attempting to turn left onto Fifth Avenue from northbound inside lane of Division.

Vehicle #2 had it's left turn signal on but decided to go straight through. Vehicle #1 failed to yield to Vehicle #2 & vehicles collided in the intersection.

ID 14ML02309

**INTERSECTION** Yes

**Date of collision** 2/28/2014 12:32:00 PM

**Route** FIFTH AVE

**Route Ahead** ALDER ST

**NARRATIVE** Narrative included with attachments

ID 14ML02880

**INTERSECTION** Yes

**Date of collision** 3/14/2014 3:20:00 PM

**Route** DIVISION ST

**Route Ahead**

**NARRATIVE** Veh 1 was traveling north on S. Division St. Veh 2 was traveling south on S. Division St. Veh 1 turn left on 5th Avenue. Veh 2 had a green light and struck Veh 1. Driver of Veh 1 said they did not see Veh 2 and was at fault.

ID 14ML07279

**INTERSECTION** Yes

Thursday, December 08, 2016

1 of 7

**Collisions4**

**Date of collision** 6/15/2014 2:00:00 PM

**Route** PIONEER WY

**Route Ahead** FIFTH AVE

**NARRATIVE** Vehicle 2 on Pioneer, stopped at a red traffic light, in the inside southbound lane. Vehicle 1 south on Pioneer collided into the rear of vehicle 2

Passenger of vehicle 2 reported pain in head. No police contact on scene. Report made on 06-16-2014. Collision occurred on 06-15-2014.

---

**ID** 14ML0774

**INTERSECTION** Yes

**Date of collision** 6/25/2014 12:02:00 PM

**Route** PIONEER WY

**Route Ahead** FIFTH AVE

**NARRATIVE** Vehicles 1 and 2 stopped on Pioneer at the Pioneer and Fifth Intersection, facing south, in the outside lane. Vehicle 1 was stopped behind vehicle 2. Vehicle 1 collided into the rear of vehicle 2.

---

**ID** 14ML08167

**INTERSECTION** No

**Date of collision** 7/3/2014 8:38:00 AM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Both vehicles were eastbound on Fifth Avenue. #1 was in the left lane, #2 in the right lane. #2 was approximately a half a vehicle length in front of #1. #2 changed lanes abruptly into #1. #1 said she didn't see #2. Both vehicles towed from scene.

---

**ID** 14ML10026

**INTERSECTION** No

**Date of collision** 8/7/2014 12:52:00 PM

**Route** PIONEER WY

**Route Ahead** FIFTH AVE

**NARRATIVE** D1 was stopped at a red light and claimed her foot slipped off the brake and hit the accelerator causing her to collide with the rear end of V2. Minor damage done to V2 that will likely require repainting of the rear bumper.

---

**ID** 14ML13034



**Collisions4**

**INTERSECTION** No

**Date of collision** 10/7/2014 4:59:00 PM

**Route** FIFTH AVE

**Route Ahead** CHESTNUT ST

**NARRATIVE** V1 was in the inside lane traveling east on 5th Ave. D1 did not see V2 in her blind spot and attempted to change lanes into the outside lane. V1 collided with the driver's side of V2.

---

**ID** 14ML15906

**INTERSECTION** Yes

**Date of collision** 12/13/2014 12:00:00 PM

**Route** CHESTNUT ST

**Route Ahead** WALNUT ST

**NARRATIVE** Vehicle 2 was legally parked unoccupied near the intersection of Chestnut St. and Walnut St., Moses Lake. Owner of vehicle came to his vehicle and realized someone had collided with his vehicle. Vehicle 2 had damage to the drivers side rear bumper, quarter panel and taillight. Owner advised he received an estimate of \$1700 for the damage. Unknown the exact time it happened or the other vehicle that was involved

---

**ID** 15ML00188

**INTERSECTION** No

**Date of collision** 1/5/2015 1:22:00 PM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Complainant called to report she was traveling westbound on Fifth, in the outside lane between the Balsam and A Ider intersection when she heard a noise. Another vehicle traveling in the inside lane had possibly struck her vehicle. The complainant pulled over and thought vehicle 1 would follow. Vehicle 1 did not follow and left traveling southbound on Division. Complainant reported a scratch was found on the side of vehicle 2.

Unknown vehicle 1.  
Unknown license

---

**ID** 15ML01262

**INTERSECTION** Yes

**Date of collision** 1/28/2015 9:45:00 AM

Thursday, December 08, 2016

**Collisions4**

**Route** DIVISION ST

**Route Ahead**

**NARRATIVE** V1 was in the inside lane traveling southbound on Division stopped at a red light. The light turned green and V1 made a left hand turn on to 5th falling to yield the right of way to oncoming traffic. As a result V2 struck the passenger side door of V1 . Vehicles were moved off of the roadway prior to police arrival. Information was exchanged on scene. Driver of V1 was cited for fail to yield right of way

---

**ID** 15ML03282

**INTERSECTION** Yes

**Date of collision** 3/13/2015 12:05:00 PM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

---

**ID** 15ML05812

**INTERSECTION** Yes

**Date of collision** 5/4/2015 3:30:00 PM

**Route** DIVISION ST

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

---

**ID** 15ML09229

**INTERSECTION** Yes

**Date of collision** 7/6/2015 8:15:00 PM

**Route** FIFTH AVE

**Route Ahead** CHESTNUT ST

**NARRATIVE** Unit 1 was west bound on 5th Unit 2 was east in the right lane. Unit 1 attempted a left turn onto Chestnut without yielding to on coming traffic. The driver of Unit 2 and the witness stated Unit 1 was travel ing partially into the on coming lane straddling the double yellow line.

---

**ID** 15ML10512

**INTERSECTION** Yes

**Date of collision** 7/28/2015 11:48:00 AM

**Route** DIVISION ST

**Route Ahead** FIFTH AVE

**NARRATIVE** Veh 2 was westbound on Fifth Ave approaching Division as he had the

## Collisions4

green light. Witness vehicle was stopped northbound on Division and Fifth in the inside lane stopped for the red light. Veh 1 was southbound on Division in the outside lane and failed to stop for the traffic light. Veh 1 entered the intersection and collided with Veh 2 causing damage and meeting the threshold. No injuries reported.

---

**ID 15ML11785**

**INTERSECTION** Yes

**Date of collision** 8/20/2015 11:50:00 AM

**Route** DIVISION ST

**Route Ahead** FIFTH AVE

**NARRATIVE** Driver 1 was making a left turn from north bound S. Division St. onto west bound 5th Ave. There was a large truck south bound waiting to make a left turn onto east bound 5th Ave. Driver 1 did not see Vehicle 2 in the outside lane of south bound S. Division street because of the truck and made a left turn into the driver's side of vehicle 2. There were no injuries as a result of the collision but vehicle 2 was left undrivable

---

**ID 15ML13187**

**INTERSECTION** Yes

**Date of collision** 9/15/2015 3:27:00 PM

**Route** DIVISION ST

**Route Ahead** FIFTH AVE

**NARRATIVE** Narrative Included as attachment

---

**ID 16ML01602**

**INTERSECTION** Yes

**Date of collision** 2/5/2016 11:43:00 AM

**Route** DIVISION ST

**Route Ahead**

**NARRATIVE** Vehicle 1 northbound on Division in the inside lane. Vehicle 2 southbound on Division in the outside lane. Vehicle 1 turned left (west) onto Fifth at the Fifth and Division intersection, failing to yield to southbound vehicle 2. The front of vehicle 2 collided into the right passenger side of vehicle 1.

---

**ID 16ML02148**

**Collisions4**

**INTERSECTION** Yes

**Date of collision** 2/16/2016 5:04:00 PM

**Route** DIVISION ST

**Route Ahead**

**NARRATIVE** D1 was NB on Division St, and intending to make a left turn onto 5th Ave. D2 was SB on Division in lane 2, going straight through the intersection. There was also a truck in lane 1 of SB Division, which was turning left. D1 thought she was able to turn due to the truck turning, and didn't see D2, as her car was blocked by the truck. D1 began to turn and struck D2 as they went through the intersection. Damage to front driver side of vehicle

---

**ID** 16ML02249

**INTERSECTION** Yes

**Date of collision** 2/19/2016 3:52:00 PM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

---

**ID** 16ML10152

**INTERSECTION** Yes

**Date of collision** 7/25/2016 11:17:00 AM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

---

**ID** 16ML12362

**INTERSECTION** Yes

**Date of collision** 9/7/2016 3:25:00 PM

**Route** FIFTH AVE

**Route Ahead**

**NARRATIVE** Vehicle #1 was northbound on Division Street. #2 was southbound on Division Street. #1 attempted to make a left turn west on Fifth Avenue, failing to yield the right of way to #2. The vehicles collided in the intersection.

---

**ID** 16ML13770

**INTERSECTION** Yes

**Date of collision** 10/6/2016 5:48:00 PM

**Route** DIVISION ST

**Route Ahead** FIFTH AVE

**NARRATIVE** Vehicle 2 was traveling

Thursday, December 08, 2016

**Collisions4**

south on S Division getting ready to turn left to go east on E Fifth Ave. Vehicle 1 was traveling behind vehicle 2. Vehicle 1 ran into the back of vehicle 2 while vehicle 2 was waiting to turn.

---

**ID 16ML14329****INTERSECTION Yes****Date of collision 10/19/2016 11:55:00 AM****Route FIFTH AVE****Route Ahead**

**NARRATIVE** D1 was southbound on S. Alder St. at a stop sign at E. 5th Ave. V2 was east bound on E. 5th Ave. and did not have a stop sign. V1 left the stop sign and tried to cross the intersection in front of V2. V2 was unable to stop in time to avoid colliding with the right rear quarter panel of V1. D1 stated she did not see V2 when she left the stop sign. D1 did not have a valid driver's license or insurance and was identified by a valid US passport

---

**ID 16ML14568****INTERSECTION Yes****Date of collision 11/6/2016 1:58:00 PM****Route DIVISION ST****Route Ahead**

**NARRATIVE** Narrative included with attachments

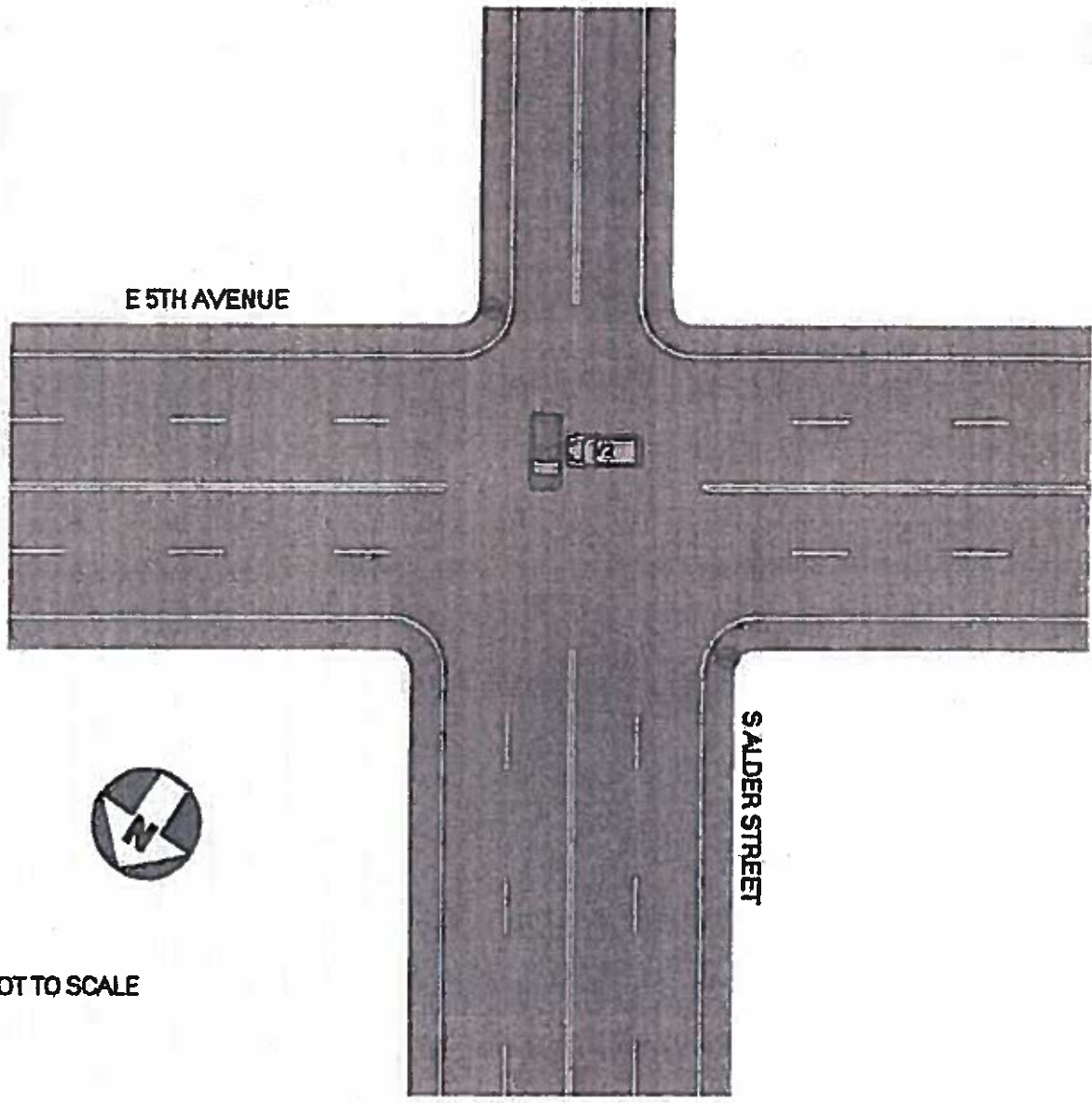
**Total Collisions 26**

14ML00207

NARRATIVE

On 01/06/2014, while on uniformed patrol in a fully marked patrol car to include light bar, I was dispatched to a blocking vehicle collision in the intersection of S Alder Street and E 5th Avenue. Upon arrival, I ran the vehicle registrations through MACC dispatch and contacted the drivers to inquire about injuries. Both drivers stated they had no injuries and provided all of their driver's and vehicle information. I asked D1 what had happened. D1 stated he had stopped at the stop sign and went to proceed northbound through the intersection after checking for vehicles but did not see V2 coming from the west. V1 was struck by V2 in the B-pillar area of the drivers side. Multiple airbags were deployed inside V1 and D1 later stated his head was starting to hurt. MLFD arrived to check on D1 who later refused treatment. D2 was contacted about the incident and stated he was traveling eastbound when V1 came out of no where and he was unable to react in enough time before striking V1. Both drivers were provided a business card and advised to call at a later time as the law enforcement database that provides the case number was down for maintenance. Both drivers were pick up from the scene. An infraction for fail to yield the right of way was completed for D1 and mailed through the courts.





NOT TO SCALE

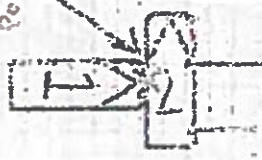
DIAGRAM

14ML02309

Alder St

Fifth Ave

Point of Impact



INDICATE NORTH BY ARROW



Not to Scale

NARRATIVE

Unit 2 was traveling eastbound on 5th Ave. Unit 1 entered the road the east of unit 2 and it was traveling southbound on Alder St. Unit 1 collided with unit 2 at the intersection. Driver of unit 2 was trapped in the vehicle until the fire department removed her. The front passenger in Unit 2 complained of pain to her head but she sustained medical attention. Driver of Unit 1 will be issued an infraction for failure to yield right of way.

CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.060)

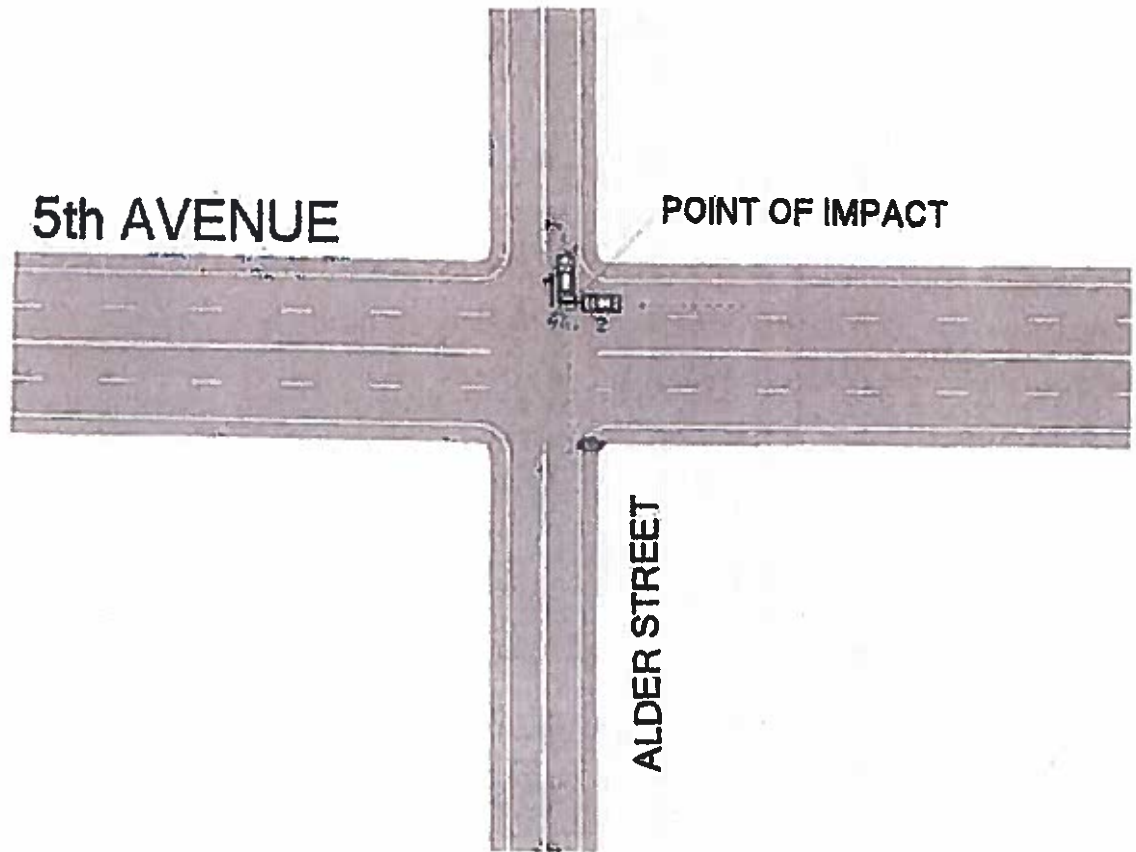
Investigating Officer's Signature: [Signature] UNIT OR DIST. DET: [Signature] DATE: 5-9-10/10 PLACE SIGNED: [Signature] OFFICER'S NAME: [Signature]

TABLE WITH 4 COLUMNS: BADGE OR ID # (135), ORI # (WA0130200), TIME POLICE DISPATCHED (12:52), TIME POLICE ARRIVED (12:34)

15ML03282

**NARRATIVE**

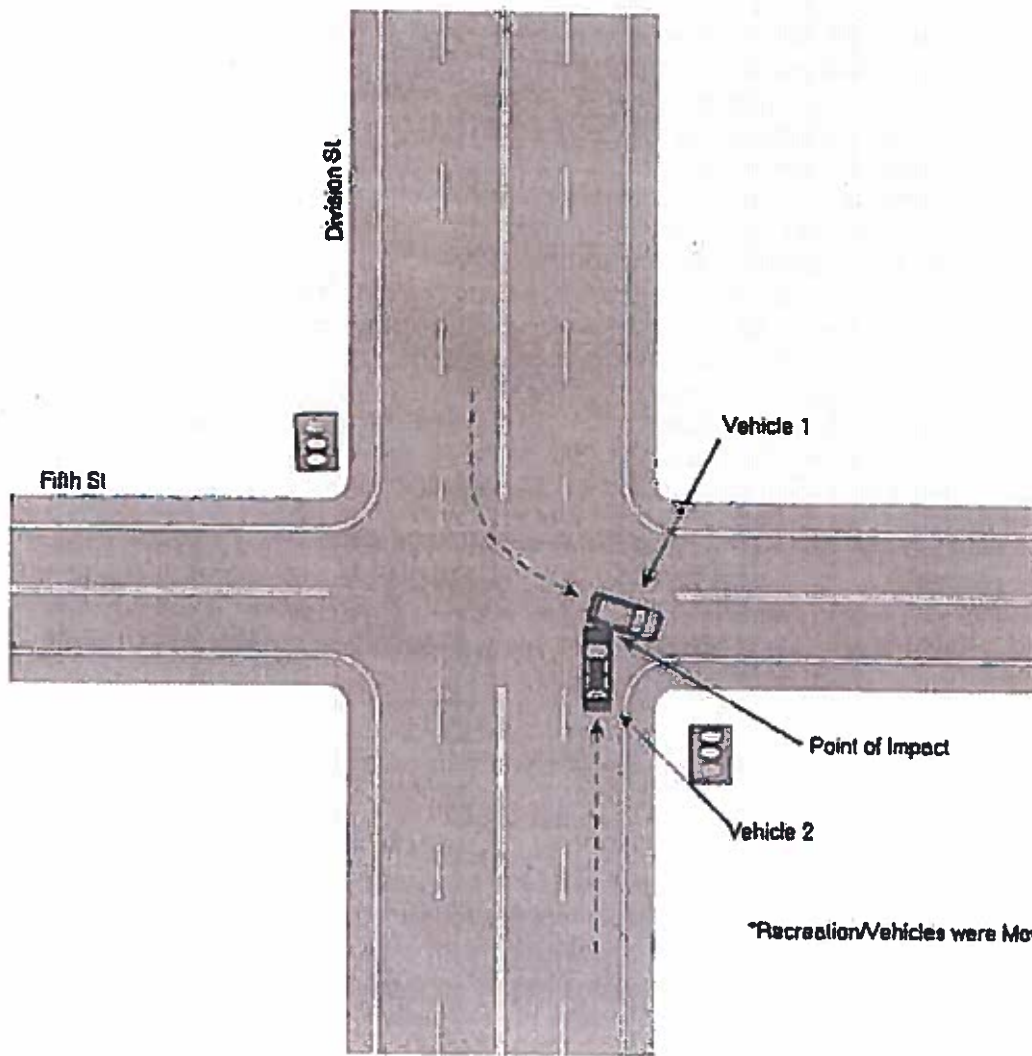
Two vehicle non-injury collision at the intersection of 5th Avenue and Alder Street Moses Lake WA. Vehicle two was traveling east bound in the outside lane on 5th Avenue approaching the intersection of Alder Street. Vehicle one was stopped at the stop sign on Alder Street preparing to cross 5th Avenue. Vehicle one was getting ready to cross 5th Avenue traveling south bound. The driver of vehicle one proceeded through the intersection and was struck by vehicle two in the rear quarter panel of her vehicle. The driver of vehicle one advised she looked before proceeding but did not see vehicle two traveling on 5th Avenue. Vehicle one spun out and stopped facing the opposite direction on Alder Street. Vehicle two sustained damage to the front end.





## NARRATIVE

On 5/4/2015, at approximately 15:30 hours, I was on patrol in Moses Lake in a fully marked patrol vehicle. At this time I was traveling South on Division St pass Fourth St. At the intersection of Division and Fifth St I found two vehicles pulled onto the shoulder. One of the vehicles had severe front end damage and there was broken plastic in the roadway. I could tell a collision had just occurred. I pulled my vehicle to the shoulder and engaged my emergency lights. The drivers of both vehicles were outside of there vehicles and talking to each other. I asked if anyone was injured. Both drivers said no. I asked both drivers for their licenses, registrations and insurance cards. Driver 2 was able to provide all of the required items where as driver 1 said he did not have a license or insurance. Driver 2 provided his Washington State Identification Card. While I spoke with Driver 1 I could he was very excitable and could not stop moving around or talking. Driver 1 was also sweating quite a bit. Both drivers provided the same account of the collision. Vehicle 1 was traveling northbound on Division St through the intersection of 5th St when it attempted to make a westbound turn onto 5th St at the light. Vehicle 2 was traveling southbound on Division through the intersection of 5th St. Vehicle 1 turned in front of vehicle 2 and was struck in the rear right fender. Driver 1 stated it was his fault but believed vehicle 2 was exceeding the speed limit. At this time Officer Munro arrived on scene. Driver 2 told me he believed he would need a tow truck. I asked dispatch to send the next available tow per the owners request. I then asked Officer Munro to keep in contact with driver 1 while I processed the information for both drivers and photographed the damage because I believed he may have been under the influence. Officer Munro agreed. I photographed the damaged vehicles and assisted with the exchange of information. I provided the exchange of information for driver 2. When I went to speak with Driver 1 I found Officer Munro was conducting a field sobriety test with him. Officer Munro said driver 1 had informed him he had smoked methamphetamine earlier that day with marijuana. When Officer Munro was finished with the field sobriety test he placed driver in wrist restraints and arrested him for DUI. When the tow truck arrived for vehicle 2 I had them also retrieve vehicle 1 for impound. During that time Officer Munro took driver 1 to the Moses Lake Police Department for processing. Once both vehicles were cleared from the scene I cleared and went to the police department where I met with Officer Munro as he was leaving with driver 1 to the hospital to draw blood. Officer Munro asked me not to cite driver 1 until the lab results had returned for the blood. The results are currently pending.



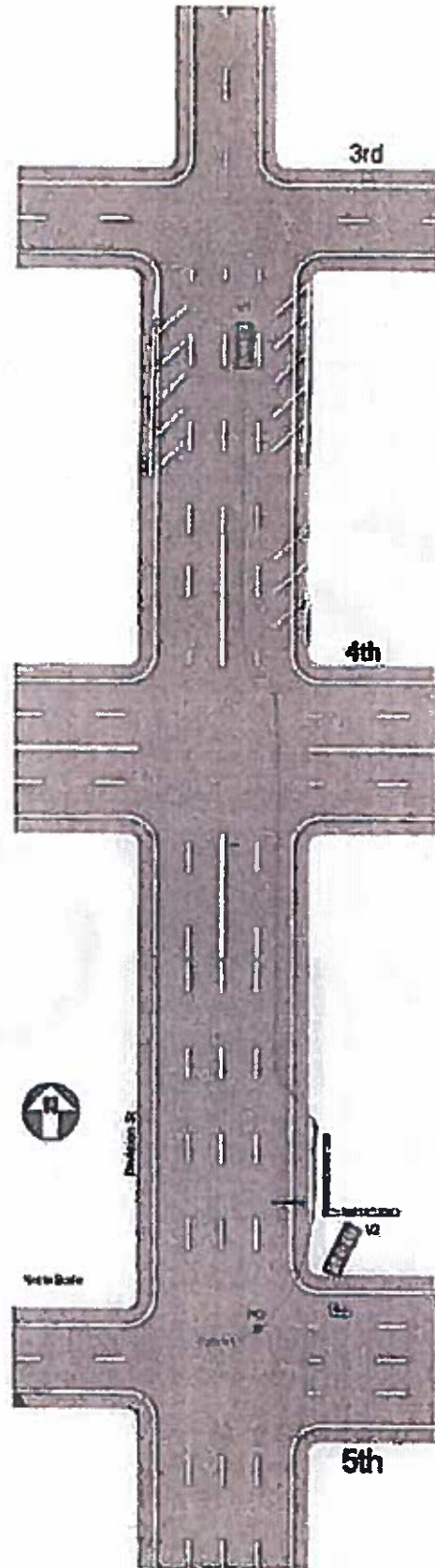
\*Recreation/Vehicles were Moving/Not to Scale



15ML13187

NARRATIVE

Driver 1 was north bound on Division approaching 5th with a green light. Driver 2 was east on 5th and did not stop for a red light as she made a left onto Division and struck vehicle 2. Driver 1 fled on the sidewalk through a 7 foot wide gap between a telephone pole and concrete retaining wall. Driver 1 continued on the sidewalk for approximately 50 feet, moved back into the outside northbound lane of Division, crossed 4th, and continued north to 3rd where her vehicle died. I contacted D1 first as she was being seen by medics outside her car. D1 advised she did not have insurance and had gone unconscious when the collision occurred. She also advised she had not put the car in her name. The registration showed the car was sold 5/31/15. I contacted D2 who provided a statement. Officer Atkins spoke with two witnesses who provided statements. I contacted D1 at Samaritan Hospital and issued her tickets for failure to obey traffic control devices, no insurance, hit and run attended, and failure to transfer title 45 days. Photographs were taken of the scene and of the fluid trail from V1 which ran all the way down Division and clearly showed the path of Vehicle 1 which negotiated the narrow gap between the pole and wall, and went straight down the sidewalk, moved back onto Division and went straight in its lane of travel, moved over for the angled parking between 4th and 3rd, and went straight in its lane of travel in that section until it stopped.



16ML02249

**NARRATIVE**

Vehicle 1 was following vehicle 2 east on 5th Ave at the intersection with Pioneer Way. Vehicle 1 and 2 had the green traffic light and were traveling in the right lane. Vehicle 1 stopped for Emergency Vehicles operating with lights and sirens traveling through the intersection.

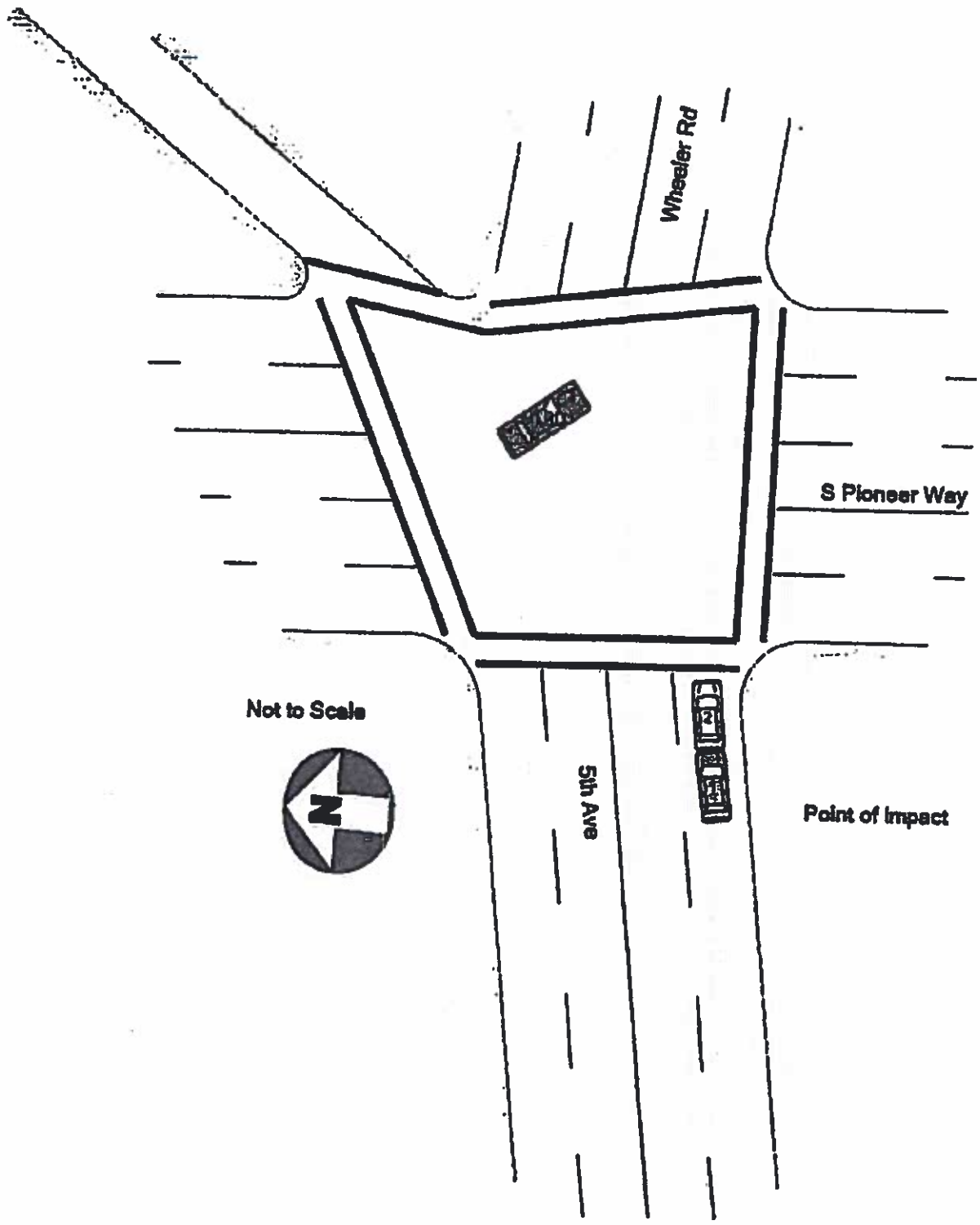
Driver 1 hit the back of Vehicle 2 causing minimal damage to Vehicle 1 and no damage to Vehicle 2.

\*\*\*\* AUTO-POPULATED SECTION \*\*\*\*  
THE FOLLOWING ARE DESCRIPTIONS ENTERED FOR ITEMS SELECTED AS "OTHER":

Motor Vehicle Unit 2

Action Code: STOPPING FOR EMERGENCY VEHICLE

\*\*\*\* END OF AUTO-POPULATED SECTION \*\*\*\*



Not to Scale



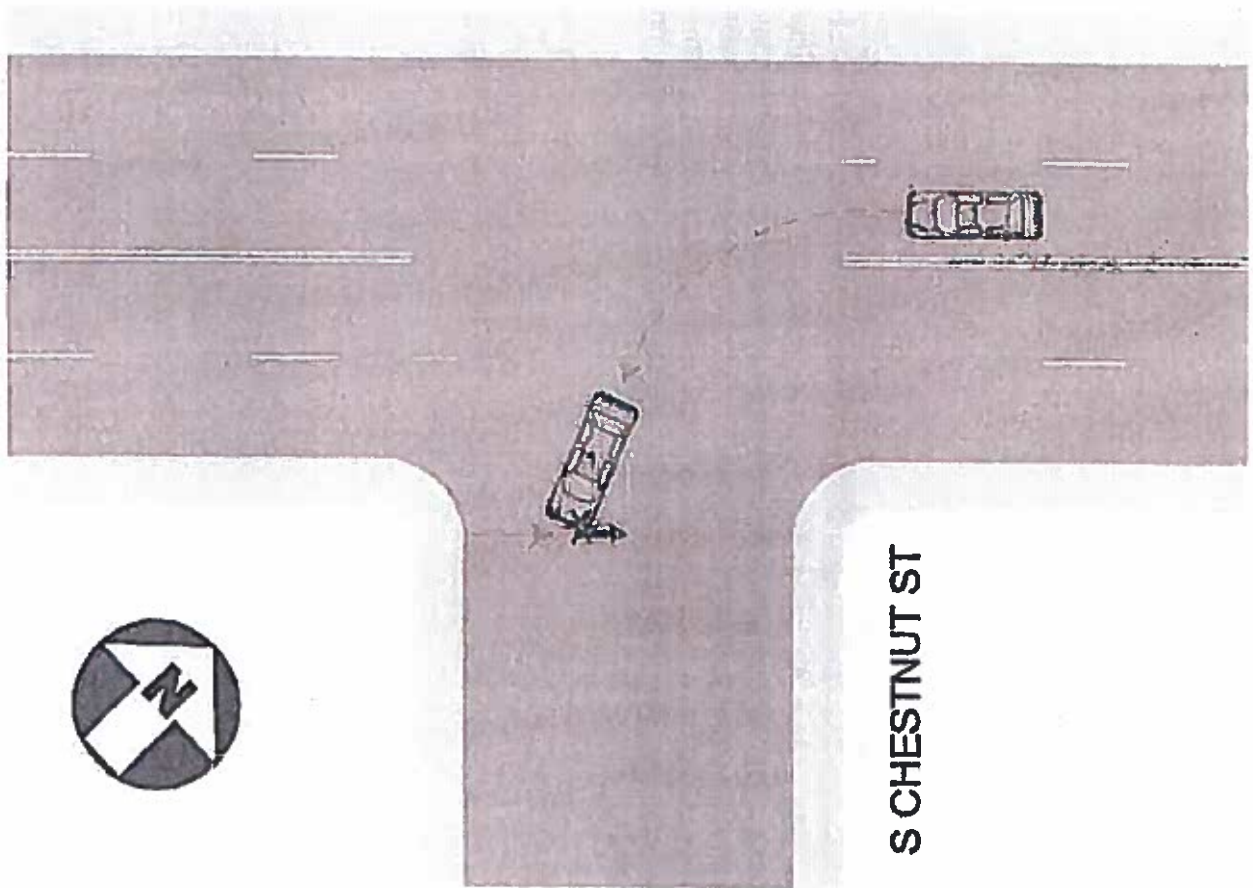
Point of Impact

16ML10152

**NARRATIVE**

Victim was riding her bike across the street in the marked crosswalk when a vehicle made a left turn from 5th onto Chestnut. The Vehicle struck the bike on the rear tire causing it to spin around. Victim was spun off of the bike and she scratched/bruised her right shin when she struck the ground. The driver of Unit 1 was described as a female with dark hair was last seen driving from the area in a dark gray four door passenger car. No other description was obtained. The area was checked and the vehicle was not located.

# E 5th AVE



S CHESTNUT ST

NOT TO SCALE



---

**NARRATIVE**

---

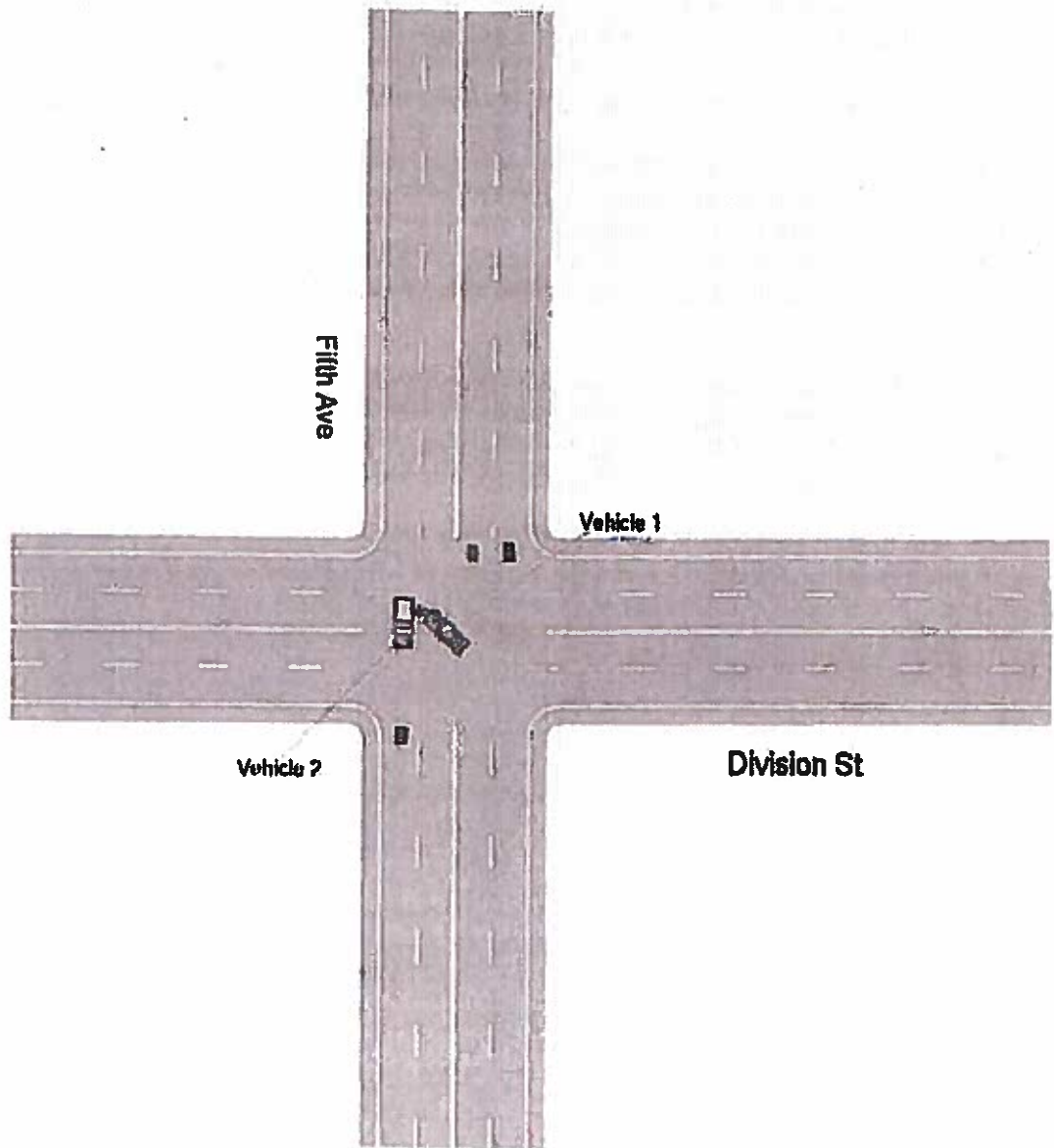
On 10/24/2016 while working patrol for the Moses Lake Police Department, at approximately 1358 I heard over the radio dispatch advise of a two vehicle collision in the area of Fifth Ave and Division St. Dispatch further advised it was blocking traffic and it was a non injury accident. I advised dispatch I would be en route.

Upon arrival I saw both vehicles pulled over in the far right hand side of the road on Fifth Ave just past Division St facing East. I could see vehicle 2 had a flat rear driver side tire and the airbags for vehicle 1 had deployed. I asked driver 1 and driver 2 to enter their vehicles and attempt to drive them into a gravel parking lot near where we were. Both vehicles were moved and traffic was cleared up again.

I asked everyone involved if they needed medical attention and they all advised they did not need any. I asked driver 2 to explain what happened, he advised he was approaching the intersection of Fifth Ave and Division St from the west side of the intersection. He advised he saw that he had a green light before arriving to the intersection, so he proceeded through the intersection and then felt his vehicle was hit from the driver side, so he pulled over because his left rear tire when flat from the impact.

I then spoke with driver 1 and asked him to explain what happened. He advised that he was approaching the intersection of Fifth Ave and Division St from the East Side and wanted to make a left hand turn from Fifth Ave onto Division St. Driver 1 stated he saw the vehicle in front of him make the left hand turn so he continued to make the turn as well then struck vehicle 2.

MLFD arrived and evaluated driver 1. He denied medical attention so MLFD contacted his parents. Officer Zook photographed the damage to both vehicles as I completed an exchange of information for both drivers. I explained the exchange of information to each driver and they stated they understood. I further explained to driver 1 that I was finding him at fault and he would be receiving a NOI in the mail. He stated he understood.



WHSR

Hill Avenue  
Clover to Division

## Collisions4

Filter (ID IN ("15ML13271", "15ML06330", "14ML03993", "15ML02729", "16ML12766", "15ML02284", "15ML14699",  
Working Set Filter ("15ML00159"))(null)  
Sort <Not Applicable>  
Group By <Not Applicable>

### Collisions4

ID 14ML03993

**INTERSECTION** No

**Date of collision** 4/9/2014 1:10:00 PM

**Route** HILL AVE

**Route Ahead**

**NARRATIVE** Vehicle #2 was legally parked, unoccupied facing westbound on the road in front of 840 E. Hill Street. Between 1310 and 1345 hrs., an unknown vehicle backed into her, striking the front end, knocking the license plate off and damaging the front bumper. #2 went to her residence and called police.

ID 15ML00159

**INTERSECTION** No

**Date of collision** 1/4/2015 6:21:00 PM

**Route** HILL AVE

**Route Ahead**

**NARRATIVE** Driver 1 was north on Hill Ave coming down the hill. Driver 2 was in front of driver 1 and started to slide. Driver 2 stopped in the roadway and Driver 1 struck her from behind. Driver 2 was found to be OWLS 3rd through DOL and she did not have proof of liability insurance. Driver 2 cited for NVOL w/ID and no insurance. Information exchanged for both parties. Roadway was so slick from snow and ice that I could not make it in the hill

ID 15ML02284

**INTERSECTION** Yes

**Date of collision** 2/20/2015 11:15:00 AM

**Route** PIONEER WY

**Route Ahead**

**NARRATIVE** Vehicle 1 was southbound on Pioneer in the inside lane approaching the Pioneer and Hill Intesection. Vehicle 2 was eastbound on Hill in the inside lane. Vehicle 2 entered the intersection on a green traffic signal and waited to turn left (north)

**Collisions4**

onto Pioneer for an oncoming westbound vehicle. Vehicle 1 failed to stop at the red traffic signal and collided into vehicle 2.

---

**ID 15ML02729**

**INTERSECTION** Yes

**Date of collision** 3/1/2015 11:10:00 AM

**Route** PIONEER WY

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID 15ML06330**

**INTERSECTION** Yes

**Date of collision** 5/14/2015 5:02:00 PM

**Route** PIONEER WY

**Route Ahead**

**NARRATIVE** V1 was travelling West on E. Hill ave. V2 was traveling East on E. Hill ave. V1 & V2 approached the intersection with green lights. V1 proceeded to make a left turn to head South on S. Pioneer way. V2 was traveling straight ahead. V1 turned in front of V2 causing V2 to hit V1 in the passenger side front corner panel area. V2 obtained significant damage to the front end of the vehicle.

---

**ID 15ML13271**

**INTERSECTION** No

**Date of collision** 9/17/2015 8:58:00 AM

**Route** HILL AVE

**Route Ahead** JUNIPER DR

**NARRATIVE** D1 was pulling out of the parking lot at 840 E. Hill Ave. onto E. Hill Ave. Due to several parked vehicles at the curb D1 could not see west bound V2 in the outside lane. V1 pulled out onto E. Hill Ave. in front of V2. V2 attempted to avoid V1 but could not avoid a collision.

---

**ID 15ML14699**

**INTERSECTION** Yes

**Date of collision** 10/14/2015 9:35:00 AM

**Route** PIONEER WY

**Route Ahead**

**NARRATIVE**

---

**ID 16ML12766**

**INTERSECTION** Yes

**Collisions4**

**Date of collision** 9/15/2016 5:15:00 PM

**Route** PIONEER WY

**Route Ahead** HILL AVE

**NARRATIVE** Two vehicle collision at the intersection of South Pioneer Way and Hill Street. Vehicle two was travelling northbound on South Pioneer Way in the inside lane. Vehicle two entered the intersection travelling straight through it. Vehicle one turned left on a "left turn yield signal" that a witness told me was yellow. Vehicle one collided into the front of vehicle two.

**Total Collisions**                    **8**

15MI02729

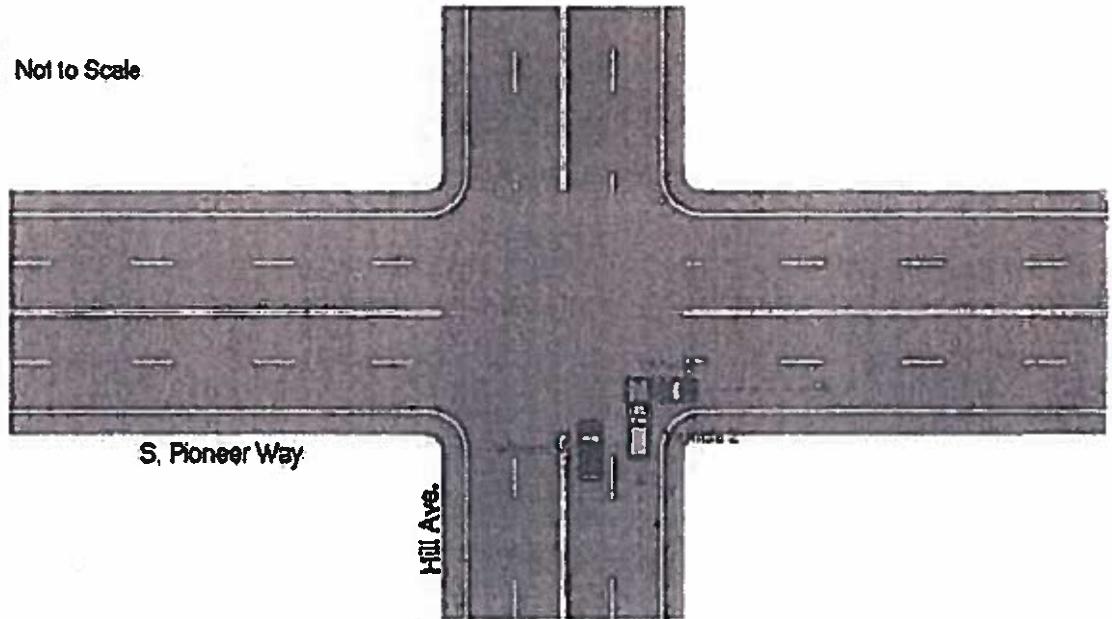
**NARRATIVE**

D2 was east bound on Hill Ave., stopped at a red light in the outside lane, at the intersection of Hill and Pioneer Way. V1 was south bound on S. Pioneer Way. D1 claims he entered the intersection while the light was still yellow. D2 claims her light turned green and proceeded into the intersection. V1 was still in the intersection and V2 collided with the right rear wheel of V1. D2 was in the outside lane and stated there was a vehicle next to her in the inside lane blocking her view of V1 as it entered the intersection. That vehicle witnessed the collision but did not stay on scene to verify either driver's account of circumstances leading to the collision.





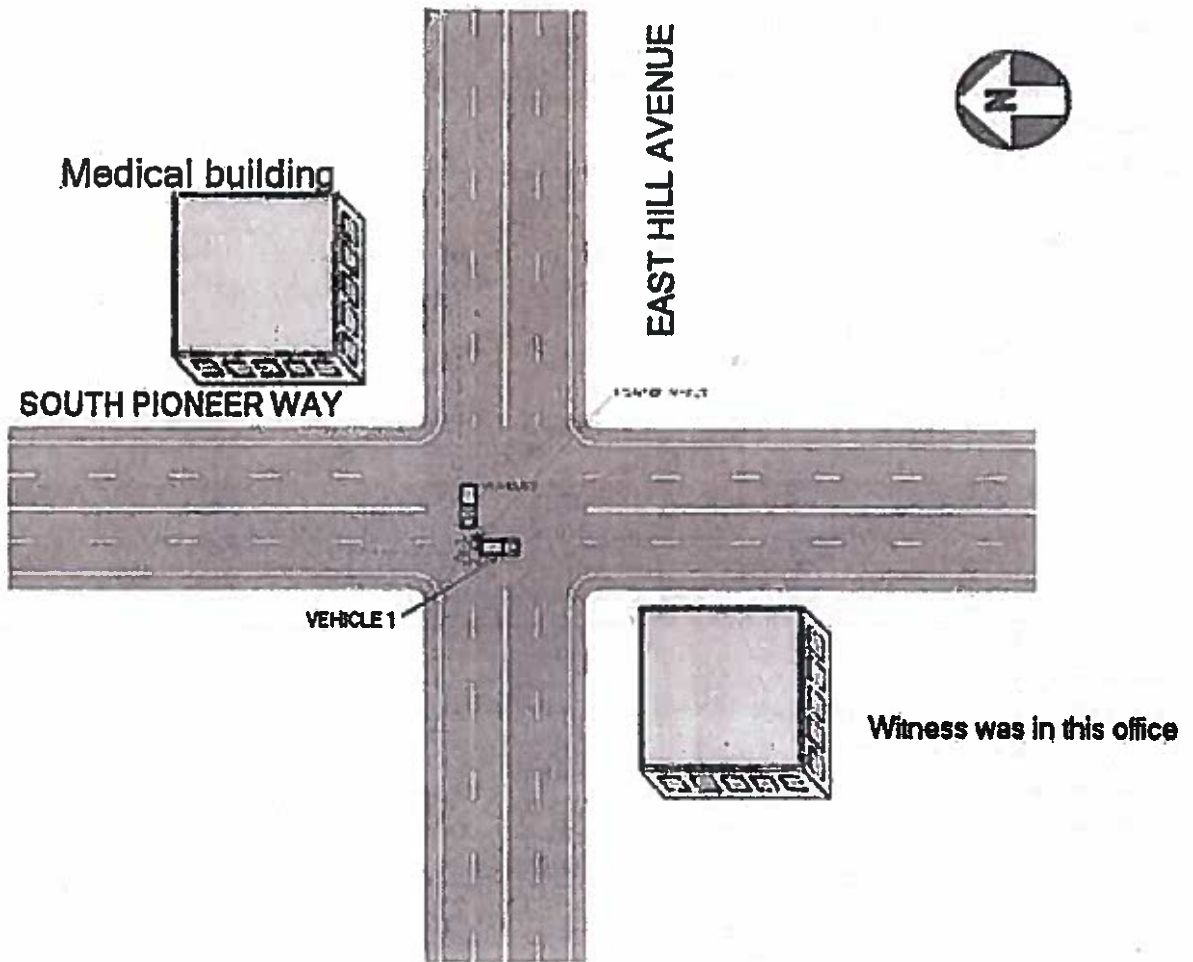
Not to Scale



18MI-24859

NARRATIVE

Vehicle one was traveling southbound on South Pioneer Way through the intersection at East Hill Avenue. Vehicle two pulled out from the Medical Clinic on East Hill Avenue. Vehicle two proceeded westbound on Hill Avenue through the intersection. The two vehicles collided in the middle of the intersection. Vehicle one sustained damage to the rear driver's side. Vehicle two sustained damage on the front end of the vehicle. Law Enforcement is unable to determine which driver did not obey the traffic light.



Wheeler Rd  
Hamilton to Road N NE

## Collisions4

Filter	(ID IN ("14ML04376", "16ML15238", "14ML13386", "14ML15983", "15ML12716", "14ML02333", "15ML13023", "14ML15180", "14ML02345", "15ML16315", "16ML12042", "15ML10575", "15ML16615", "14ML09036", "15ML14636", "15ML12810", "15ML02281", "16ML02288"))
Working Set Filter	
Sort	<Not Applicable>
Group By	<Not Applicable>

### Collisions4

---

ID 14ML02333

**INTERSECTION** No

**Date of collision** 2/28/2014 9:48:00 PM

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

ID 14ML04376

**INTERSECTION** Yes

**Date of collision** 4/17/2014 11:45:00 AM

**Route** WHEELER RD

**Route Ahead** ROAD N N.E.

**NARRATIVE** Eastbound V1 was making a left turn onto Road N NE from Wheeler Road NE and claimed there was a tractor trailer in front of him blocking his view of oncoming west bound V2. V1 turned in front of V2 and V2 was not able to stop in time to avoid colliding with the rear passenger side of V1. No injuries and V2 had to be towed from the scene.

---

ID 14ML09036

**INTERSECTION** Yes

**Date of collision** 7/18/2014 3:14:00 PM

**Route** WHEELER RD

**Route Ahead** ROAD L N.E.

**NARRATIVE** V2 was traveling eastbound on E. Wheeler Rd. V1 was traveling westbound on E. Wheeler Rd and made a left turn onto Rd L NE. There was a vehicle in the inside lane which blocked the view of V2 approaching. V1 made the turn and was struck by V2.

No injuries.

---

ID 14ML13386

**INTERSECTION** Yes

**Date of collision** 10/15/2014 6:07:00 AM

**Route** WHEELER RD

**Route Ahead** ROAD L N.E.

**NARRATIVE** Vehicle 1 was northbound on Road L approaching the Road L and Wheeler

## Collisions4

intersection. Vehicle 2 was eastbound on Wheeler. Vehicle 1 failed to stop at stop sign, entered intersection and collided into the right rear corner of vehicle 3.

---

**ID 14ML15180**

**INTERSECTION** Yes

**Date of collision** 11/25/2014 5:41:00 PM

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** Vehicle 1 attempted to turn left onto Wheeler Rd from Road L falling to stop at a stop sign and yield right of way to east bound Vehicle 2. Vehicle 1 struck Vehicle 2 causing Vehicle 1 airbag to deploy. Witness 1 confirmed that Vehicle 1 did not stop at the stop sign.

---

**ID 14ML15983**

**INTERSECTION** No

**Date of collision** 12/15/2014 8:00:00 AM

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID 15ML10575**

**INTERSECTION** Yes

**Date of collision** 7/29/2015 1:49:00 PM

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** Narrative Included with attachments

---

**ID 15ML11502**

**INTERSECTION** No

**Date of collision** 8/14/2015 6:25:00 PM

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** V2 was traveling East on E. Wheeler road. V2 was stopped and signaling to make a left turn into the parking lot. The weather condition was windy and large amounts of dust blowing in the area making it difficult to see. V1 did not observe V2 stopped making the left turn. V1 struck V2 in the rear causing damage to the bumper, fenders, trunk and rear glass. V1 obtained damage to the front bumper, grill and hood

## Collisions4

---

ID 15ML12716

**INTERSECTION** Yes

**Date of collision** 9/6/2015 12:08:00 PM

**Route** WHEELER RD

**Route Ahead** ROAD L N.E.

**NARRATIVE** Unit 1 stopped for a stop sign, but failed to yield to cross traffic and was struck by Unit 2 in the right rear when it attempted to make it through the intersection. The driver of Unit 1 stated Unit 2 was traveling at a fast rate. The driver of Unit 2 stated he was approaching the intersection and Unit 1 passed in front of him and the collision occurred.

---

ID 15ML12810

**INTERSECTION** Yes

**Date of collision** 9/8/2015 3:22:00 PM

**Route** WHEELER RD

**Route Ahead** ROAD L N.E.

**NARRATIVE** Unit 1 stopped for a stop sign, but failed to yield to cross traffic and was struck by Unit 2 in the right rear when it attempted to make it through the intersection. The driver of Unit 1 stated Unit 2 was traveling at a fast rate. The driver of Unit 2 stated he was approaching the intersection and Unit 1 passed in front of him and the collision occurred.

---

ID 15ML13023

**INTERSECTION** Yes

**Date of collision** 9/12/2015 9:57:00 AM

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

ID 15ML14636

**INTERSECTION** Yes

**Date of collision** 10/13/2015 7:36:00 AM

**Route** WHEELER RD

**Route Ahead** ROAD L N.E.

**NARRATIVE** Unit 1 stopped NB for the stop sign on RD L NE. Unit 2 was traveling east in the inside lane just behind a truck and trailer in the outside lane. Unit 1 was unable to see Unit 2 as the



**Collisions4**

truck slowed to make a right turn. Thinking it was clear, Unit 1 proceeded through the intersection directly into the path of Unit 2. A collision occurred.

---

**ID 15ML16315**

**INTERSECTION** Yes

**Date of collision** 11/17/2015 6:12:00 AM

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** Unit 1 was traveling north on RD N NE. The driver did not stop and or yield to Unit which was traveling east on Wheeler. Unit 1 was struck by Unit 2 on the drivers side. Driver 1 was transported to the hospital by ambulance for treatment of injuries.

---

**ID 15ML16615**

**INTERSECTION** No

**Date of collision**

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** Unit 1 was south on RD N NE approaching the intersection with E Wheeler RD. Unit 2 was east on E Wheeler Rd. Witness traveling behind Unit 1 stated Unit 1 did not stop at the stop sign and proceeded into the intersection where it was struck by Unit 2.

---

**ID 16ML02288**

**INTERSECTION** Yes

**Date of collision** 2/12/2016 3:45:00 PM

**Route** WHEELER RD

**Route Ahead**

**NARRATIVE** Vehicle one was stopped at the intersection of Wheeler Road and Road L NE. Driver one proceeded to cross Wheeler Road traveling south bound on Road L NE. Vehicle two was traveling east bound on Wheeler Road. Driver one did not see vehicle two and collided into the driver's side.

---

**ID 16ML12042**

**INTERSECTION** Yes

**Date of collision** 9/1/2016 2:38:00 PM

**Route** WHEELER RD

**Collisions4**

**Route Ahead ROAD L N.E.**

**NARRATIVE** Vehicle 1 was traveling east on Wheeler in the outside lane. A large truck traveling east in the inside lane was stopped to turn left on northbound Rd L NE. Vehicle 2 was traveling west on Wheeler approaching L Ne and stopped to turn left onto southbound Rd L NE. After a vehicle in front of vehicle 1 cleared the intersection, driver 2 turned left, failing to see vehicle 1. Vehicle 1 hit the passenger side of vehicle 2

---

**ID 16ML15238**

**INTERSECTION Yes**

**Date of collision 11/7/2016 8:00:00 AM**

**Route WHEELER RD**

**Route Ahead ROAD L N.E.**

**NARRATIVE** Narrative included with attachments

---

**ID 16ML15394**

**INTERSECTION Yes**

**Date of collision 11/10/2016 8:32:00 AM**

**Route WHEELER RD**

**Route Ahead**

**NARRATIVE** Narrative included with attachments

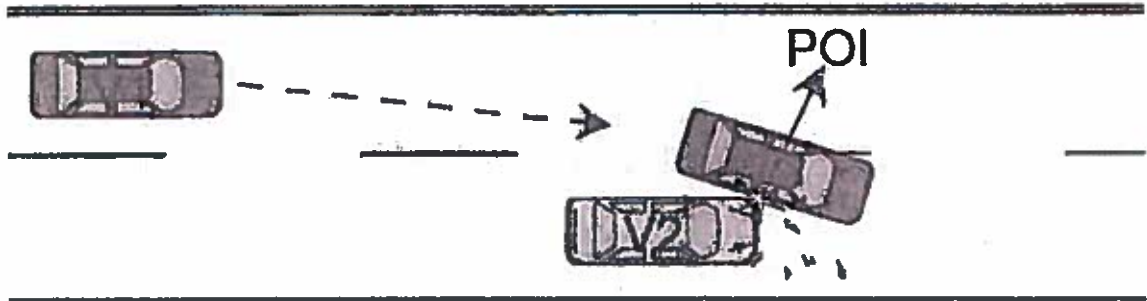
**Total Collisions 18**

14MI02333

**NARRATIVE**

The driver of vehicle 1 was traveling east on Wheeler Rd in the inside lane of travel. The driver of vehicle 2 was traveling east on Wheeler Rd in the outside lane of travel. The driver of vehicle 1 attempted to turn into the One Stop Mart gas station and struck the front driver side of vehicle two. The driver of vehicle 1 indicated he believed he had enough room to cut across the lanes of travel and turn into the business. He believed the driver of vehicle 2 sped up, causing the collision. The driver of vehicle 2 said she was traveling at the posted speed limit and the driver of vehicle one turned in front of her, causing the collision. The driver of vehicle one will be issued a notice of infraction for unsafe lane change. No injuries reported by either party. Per owner request, vehicle 2 was towed from the scene by Bee Line Towing.

1800 Block Wheeler Rd

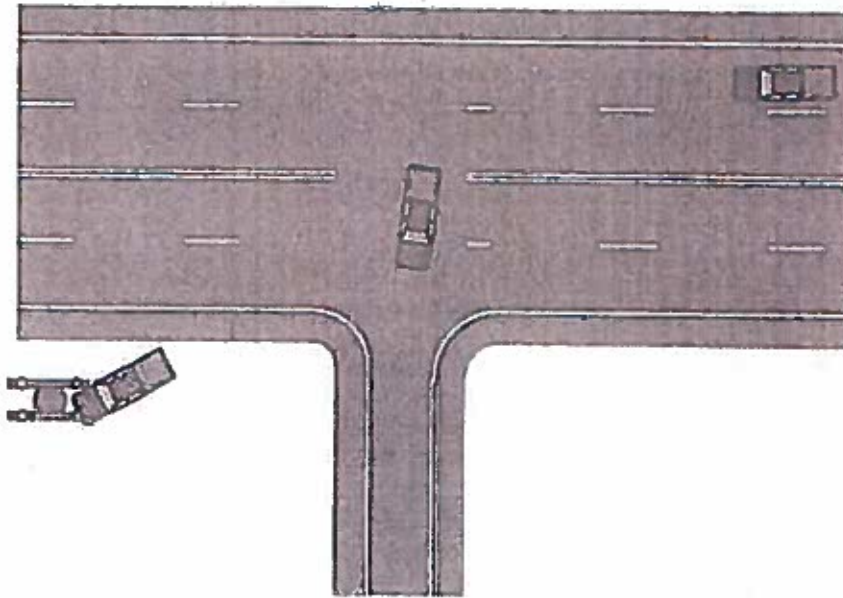


14ML15983

**NARRATIVE**

Driver 1 was westbound on E Wheeler Rd in the 13500 block in the outside lane. The road conditions were icy and there was freezing fog at the time. Driver 1 stated shew as traveling 45 miles per hour when she hit ice and lost control of her vehicle. The vehicle began to fish tail and eventually crossed the eastbound lanes of travel and then into the southside of the roadway hitting a power pole. The power pole was knocked down being held by the wire lines. Driver 1 complained of little soreness to her neck.

13500 block of E Wheeler Rd



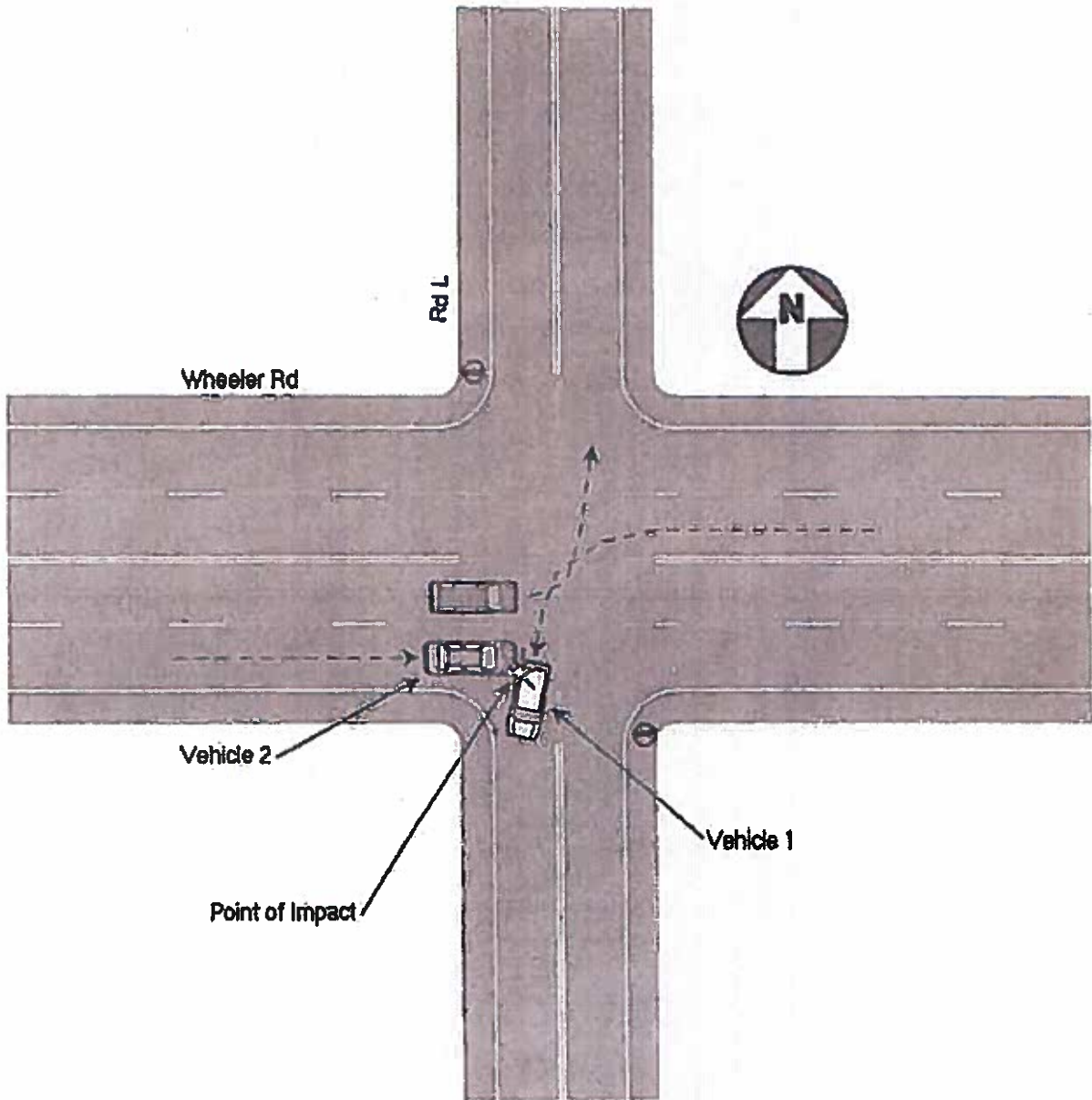
Private Driveway



ESM10575

NARRATIVE

On 7/29/2015, at approximately 14:10 hours, I was in full, uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time I responded to a non-injury, non-blocking collision at the intersection of Rd L and Wheeler Rd. When I arrived I found both drivers outside of their vehicles and talking to each other. Vehicle 2 was on the shoulder of Wheeler Rd and vehicle 1 was parked on the shoulder of Rd L. I engaged my emergency lights and pulled in behind vehicle 2. I approached both drivers and asked if there were any injuries. Both drivers said they were fine. Vehicle 2 had a passenger and I insured she was not injured as well. I spoke with both drivers separately and was given the same account of what happened. Vehicle 1 was traveling in the inside westbound lane on Wheeler Rd and was attempting to make a left southbound turn onto Rd L. Vehicle 2 was traveling in the outside eastbound lane on Wheeler Rd and was continuing eastbound on Wheeler through Rd L. Another vehicle was stopped in the intersection of Wheeler and Rd L waiting to make a left turn from eastbound Wheeler on to northbound Rd L. Driver 1 said he believed the road was clear for him to make a left turn and he never saw vehicle 2. Driver 2 confirmed the other vehicle was turning and believed driver 1 did not see him. I gathered the information from both drivers and photographed the damaged vehicles. I assisted with the exchange of information and cited driver 1 for failing to yield the right of way. I explained the citation to driver 1 and then cleared the scene, returning to patrol.

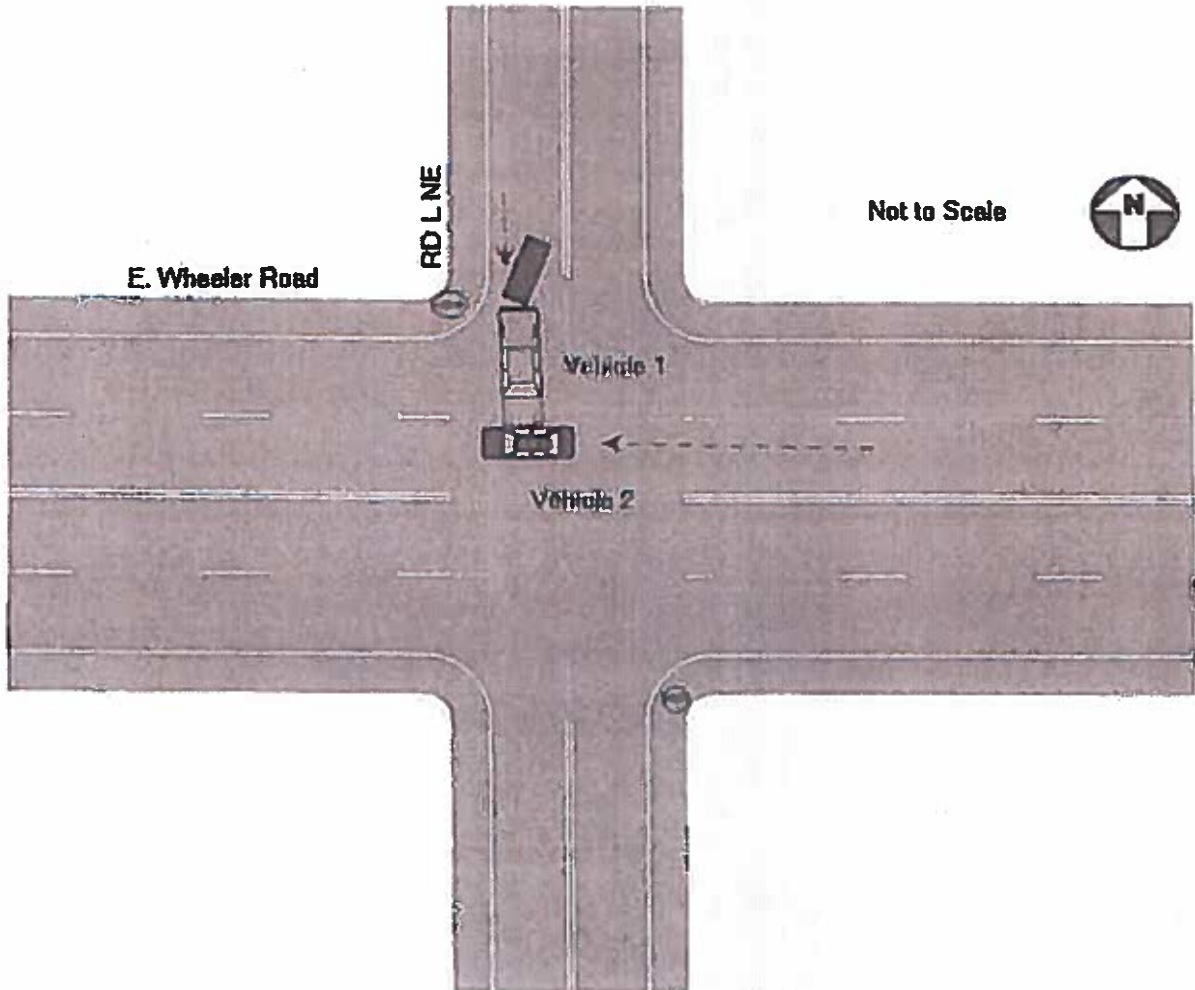


\*Recreation/Not to Scale/Vehicles were Moving

15ML13023

**NARRATIVE**

On 09-12-2015 at approximately 0958 hrs. I was dispatched to an injury collision at the intersection of E. Wheeler Road and Road L NE, in Moses Lake. When I arrived the involved vehicles had been removed from the roadway and D2 was sitting on the ground. He had various cuts and was bleeding some. EMS was en route and I spoke to D1, who stated he was south bound on Road L approaching the stop sign at E. Wheeler Road. D1 said when he applied his brakes the truck would not stop. He was pulling a small trailer and said it had jack knifed while trying to stop. V1 failed to stop at the stop sign and collided with the passenger side of west bound V2, who was in the inside lane of E. Wheeler Road. Skid marks approximately 100 feet long extended from Road L out onto E. Wheeler Road until the location of impact indicating V1's brakes were operating properly and D1 was either driving too fast or was distracted and didn't see the stop sign in time to stop. D2 was transported to the hospital and treated for cuts and bruises, then released.

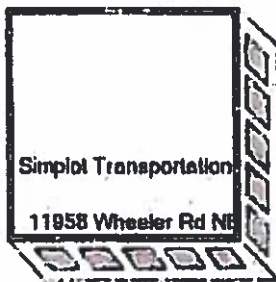


16MLI5238

**NARRATIVE**

Vehicle 1 was traveling north on RD L NE. Vehicle 1 failed to stop at the stop sign at the intersection of RD L NE and E Wheeler Rd. Vehicle 2 was traveling east on E Wheeler RD. Vehicle 2 was in the inside lane and collided with Vehicle 1. Witnesses 1, 2, and 3 were all traveling west on E Wheeler RD and were turning left to go south on RD L NE. Witness 1 said she saw vehicle 1 fail to stop and never saw vehicle 2 until after the collision. Witness 2 and witness 3 both said they saw vehicle 1 not slow down and then blow through the stop sign. Witness 4 was working near by and heard the collision, and ran to put out the fire on vehicle 2. Witness 5 was traveling east on E Wheeler RD in the outside lane. Witness 5 saw vehicle 1 and slowed down blocking the view of vehicle 1 from vehicle 2. Vehicle 2 said he could not see vehicle 1.

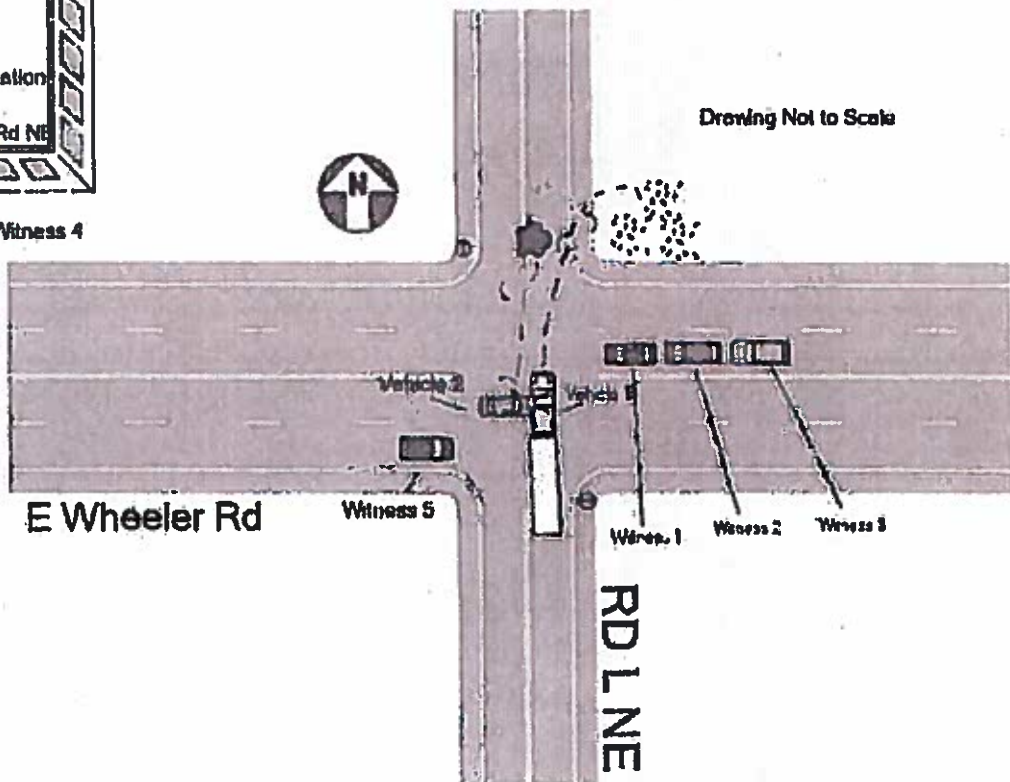




Witness 4



Drawing Not to Scale



E Wheeler Rd

Witness 5

Witness 1

Witness 2

Witness 3

RD L NE

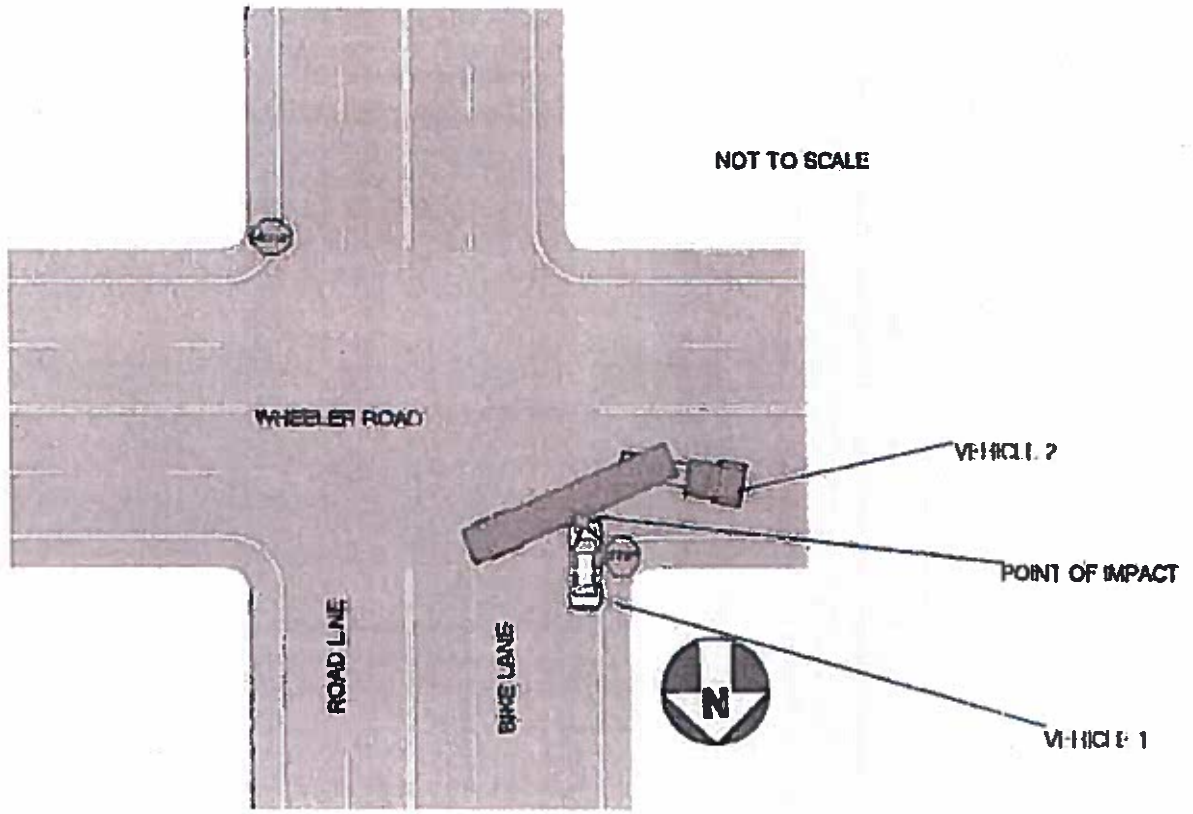


16ML15394

NARRATIVE

Vehicle 2 used bike lane to make a wide right turn. Vehicle 1 did not yield for vehicle 2 and collided with vehicle 2's tanker trailer. No injuries occurred. Photographs of the scene taken. Marks on road indicated point of impact was shortly just passed the stop sign. Vehicle 1 had dents on front fender, driver side doors, and rear fender indicating vehicle 1 moving when collision occurred.

Driver 2 stated he signaled before turning. Driver 1 stated driver 2 had his emergency flashers flashing and assumed driver 2 would go straight. Witness did not recall anything regarding use of blinkers.



Valley Rd from  
Central to Airway

## Collisions4

Filter	(ID IN ("15ML14639", "14ML04288", "14ML03463", "14ML14652", "15ML07078", "15ML05087", "16ML00488", "15ML14096", "14ML02188", "14ML15910", "14ML04239", "15ML03420", "15ML06930", "14ML03080", "15ML17853", "14ML15070", "16ML02021", "14ML08561", "15ML01753", "15ML04888", "15ML00864", "16ML15179", "16ML13651", "15ML01647", "14ML02189", "16ML12673", "16ML12189"))
Working Set Filter	
Sort	
Group By	

### Collisions4

ID 14ML03080

**INTERSECTION** Yes

**Date of collision** 3/19/2014 6:32:00 AM

**Route** VALLEY RD

**Route Ahead** CENTRAL DR

**NARRATIVE** Narrative included with attachments

ID 14ML03463

**INTERSECTION** Yes

**Date of collision** 3/28/2014 8:35:00 AM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** V1 was stopped at a stop sign checking for traffic before proceeding straight through the intersection. D1 stated she did not see any vehicles and thought it was clear. D1 did not see V2 traveling east approaching the intersection. D2 saw V1 and turned right in an effort to avoid the collision but was unable to avoid being struck by V1.

ID 14ML04239

**INTERSECTION** Yes

**Date of collision** 4/14/2014 1:37:00 PM

**Route** PAXSON DR

**Route Ahead** VALLEY RD

**NARRATIVE** Narrative included with attachments

ID 14ML04288

**INTERSECTION** Yes

**Date of collision** 4/15/2014 3:46:00 PM

**Route** CENTRAL DR

**Route Ahead** VALLEY RD

**NARRATIVE** D2 was facing North on Central Dr. attempting to turn West onto Valley Rd. D2 was stopped for a stop light. D1 did not notice D2 stopped and ran into the back of V2. V2 sustained minor damage to the rear bumper. D1 sustained minor damage to the front bumper. D1 was cited for following too closely.

ID 14ML08561

**Collisions4**

**INTERSECTION** Yes

**Date of collision** 7/9/2014 9:16:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Pedalcycle was crossing west side of intersection from north to south. Veh #1 was making left turn off of Central onto Valley west bound in the inside lane from inside left turn lane. Veh #1 did not see pedalcycle at first but was able to slow and just bump pedalcycle. Pedalcycle knocked over. Not damage to bike.

---

**ID** 14ML12168

**INTERSECTION** Yes

**Date of collision** 9/19/2014 8:26:00 AM

**Route** VALLEY RD

**Route Ahead** CENTRAL DR

**NARRATIVE** Veh 1 was traveling westbound on W Valley Rd and attempted to make a left turn in the intersection of W Valley Rd and Central Dr. D1 did not see Veh 2. Veh 2 was traveling eastbound in the inside lane. Veh 1 struck veh 2 in the front end veh 2's driver side. The front airbag in Veh 2 was deployed and D2 complained of pain. D2 was transported to Samaritan Hospital for treatment. D1 said he did not see veh 2 because he was blinded by the sun in his eyes

---

**ID** 14ML14652

**INTERSECTION** Yes

**Date of collision** 11/13/2014 6:15:00 AM

**Route** VALLEY RD

**Route Ahead** CENTRAL DR

**NARRATIVE** Vehicle two was stopped at the traffic light at the intersection of Valley Road and Central Drive. Vehicle one pulled up behind vehicle two and failed to stop prior to colliding into the back of vehicle two. Both vehicles pulled off the roadway and waited for law enforcement to arrive.

---

**ID** 14ML15070

**INTERSECTION** Yes

**Date of collision** 11/23/2014 9:02:00 AM

**Route** VALLEY RD

Thursday, December 08, 2016

**Collisions4**

**Route Ahead GRAPE DR**

**NARRATIVE** Narrative included with attachments

---

**ID 14ML15910**

**INTERSECTION** Yes

**Date of collision** 12/13/2014 4:50:00 PM

**Route** VALLEY RD

**Route Ahead GRAPE DR**

**NARRATIVE** Two vehicle, blocking collision in the intersection. Vehicle one was attempting to make a left hand turn onto N. Grape Drive. Vehicle two was going straight ahead from east to west in the inside lane. Driver of vehicle 1 thought he had a green arrow and pulled in front of vehicle 2. V2 hit V1 in the front passenger side. Vehicle 2 sustained a fair amount of damage. No drivers were hurt in the accident. Driver of vehicle 1 admitted he was at fault and did not yield to vehicle 2

---

**ID 15ML00864**

**INTERSECTION** Yes

**Date of collision** 1/19/2015 6:30:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID 15ML01647**

**INTERSECTION** No

**Date of collision** 2/5/2015 10:00:00 AM

**Route** VALLEY RD

**Route Ahead GRAPE DR**

**NARRATIVE** Narrative Included with attachments

---

**ID 15ML01753**

**INTERSECTION** Yes

**Date of collision** 2/7/2015 2:00:00 PM

**Route** SUNBURST CT

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID 15ML03420**

**INTERSECTION** Yes

**Date of collision** 3/16/2015 7:50:00 AM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Narrative included with attachments

## Collisions4

---

**ID** 15ML04888

**INTERSECTION** Yes

**Date of collision** 4/14/2015 7:04:00 PM

**Route** GRAPE DR

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID** 15ML05087

**INTERSECTION** Yes

**Date of collision** 4/18/2015 11:41:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID** 15ML06930

**INTERSECTION** No

**Date of collision** 5/26/2015 4:26:00 AM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Vehicle 1 pulled out of the parking lot at 518 W. Valley Rd failing to yield to eastbound vehicle 2 traveling in the inside lane. Driver 1 issued an infraction for failing to yield right of way.

---

**ID** 15ML07078

**INTERSECTION** Yes

**Date of collision** 5/29/2015 11:20:00 AM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID** 15ML11954

**INTERSECTION** Yes

**Date of collision** 8/22/2015 10:54:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Unit 1 failed to stop at stop sign traveling northbound. Unit 1 struck the side of unit 2 which was traveling west on valley road. Unit 2 slid into the front of unit 3. Unit 1 and unit 2 towed by Moses Lake Tow.

---

**ID** 15ML13202

**INTERSECTION** Yes

**Date of collision** 9/15/2015 8:09:00 PM

**Route** VALLEY RD

**Route Ahead** CENTRAL DR



## Collisions4

**NARRATIVE** Driver 1 took left turn too tight striking the front driver side fender of vehicle 2. Driver admitted to close and said the collision was his fault.

---

**ID** 15ML14096

**INTERSECTION** No

**Date of collision** 10/2/2015 4:36:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID** 15ML14639

**INTERSECTION** Yes

**Date of collision** 10/13/2015 8:35:00 AM

**Route** VALLEY RD

**Route Ahead** CENTRAL DR

**NARRATIVE** Veh 2 was eastbound on Valley Rd approach ing Central Dr in the outside lane. Veh 2 was slowing down and stopping because the eastbound traffic had a red light. The light turned green and Veh 2 began to move. Veh 1 was eastbound in the outside lane and didn't see Veh 2 was in front of him beginning to move. Veh 1 rear ended Veh 2 causing damage to Veh 1's vehicle. No injuries reported.

---

**ID** 15ML17853

**INTERSECTION** Yes

**Date of collision** 12/20/2015 8:45:00 PM

**Route** VALLEY RD

**Route Ahead** VISTA DR

**NARRATIVE** Unit 2 was stopped on Valley Rd and about to make a left turn onto Vista Dr. Unit 1 was unable to stop in time and collided with Unit 2. Unit 2 sustained damage to the rear bumper and passenger side rear fender. Unit 1 sustained damage to the driver side front end. Driver of Unit 1 was issued an infraction for Following Too Close and Operating A Motor Vehicle Without Liability Insurance.

---

**ID** 16ML00488

**INTERSECTION** Yes

**Date of collision** 1/12/2016 6:26:00 PM

**Route** VALLEY RD

**Collisions4**

**Route Ahead**

**NARRATIVE** Narrative included with attachments

---

**ID** 16ML12189

**INTERSECTION** No

**Date of collision** 9/4/2016 9:24:00 AM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Officer arrived at the scene of a collision having just occurred. Unit 1 had made a left turn from Alrway Dr to east bound Valley Rd. Unit 2 was east bound on Valley rd coming up the hill. An ambulance was approaching west bound. The driver of unit 1 observed the ambulance and attempted to pull over to the right lane. Unit 2 was in the right lane. Unit 1 collided with the drivers side rear of Unit 2

---

**ID** 16ML12673

**INTERSECTION** No

**Date of collision** 9/13/2016 6:58:00 PM

**Route** VALLEY RD

**Route Ahead**

**NARRATIVE** Vehicle 1 was westbound on Valley in the left lane. Vehicle 2 was stopped in the left lane for a vehicle making a left turn. Witness was driving the vehicle that was making the left turn. Driver 1 stated she could not see Vehicle 2 due to the sun being in her eyes and struck the back of Vehicle 2. Other callers to report the collision advised they were unable to see the collision due to the suns IncaHon

---

**ID** 16ML13651

**INTERSECTION** No

**Date of collision** 10/4/2016 7:08:00 PM

**Route** VALLEY RD

**Route Ahead** VISTA DR

**NARRATIVE** Vehicle 2 was traveling east on Valley followed by vehicle 1. Driver 1 did not see driver 2 was turning left. Driver 1 rear ended driver 2. Driver 2 was driving while suspended in the second degree. Both vehicles were drivable.

**Collisions4**

---

**ID 16ML15179**

**INTERSECTION No**

**Date of collision 11/5/2016 7:00:00 PM**

**Route VALLEY RD**

**Route Ahead CRESTVIEW DR**

**NARRATIVE Narrative included with  
attachments**

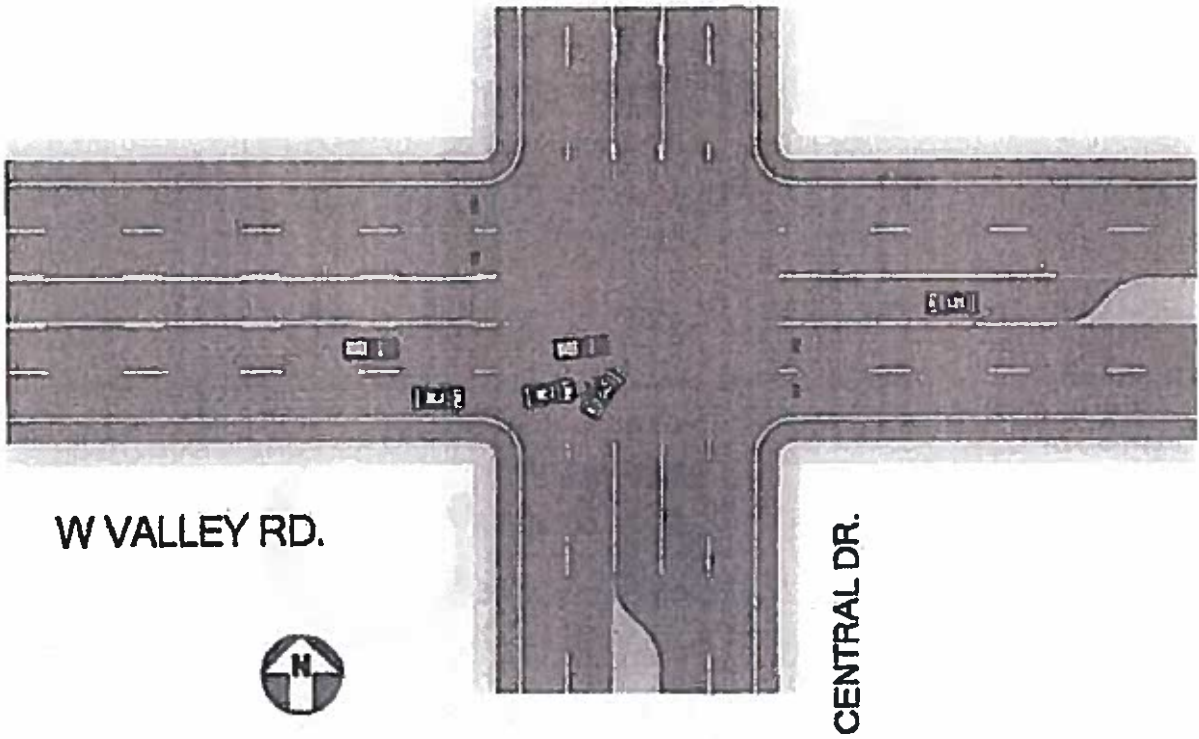
**Total Collisions 27**

148RL03000

**NARRATIVE**

Unit 1 was west on W Valley Rd. and was making a left turn onto Central. Unit 2 and the witnesses were east on W Valley Rd. The driver of Unit 2 and the witnesses stated their traffic signal was green and they were proceeding straight ahead when Unit 1 quickly turned left directly in front of them. Unit 2 was not able to stop to avoid a collision. Witness 1 stated he slammed on his brakes narrowly avoiding a collision with Unit 1.

The driver of Unit 1 stated she was approaching the intersection and she had a green traffic signal in her direction. She believed the green left turn signal was also illuminated. She thought the vehicle coming in the opposite direction were going fast. She turned because she believed she had the green arrow.



14ML04239

NARRATIVE

Cyclist 1 stated he was hit by Driver 1 when he was in the crosswalk. Cyclist 1 stated his rear tire of his bike was hit and it moved him approximately 3 feet to the right but the bike did not fall. He began to yell at Driver 1 who left the scene. A short time later Driver 1 called in to the PD to state a man on a bicycle was yelling at her for no reason. Driver 1 denied being involved in collision and stated she was sure her vehicle was clear of the bicycle when she went.

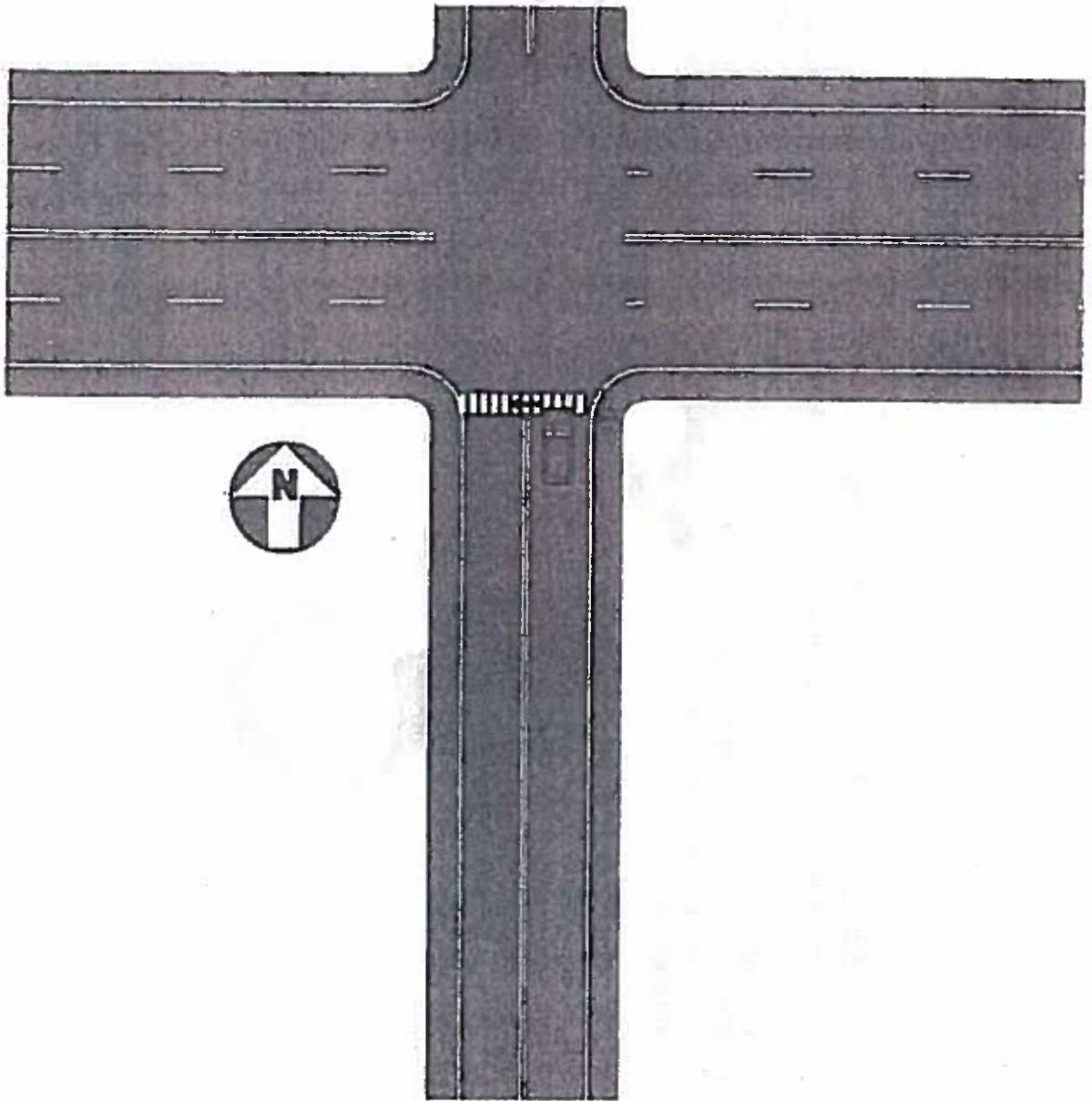
No damage at all to vehicle 1. Cyclist 1 reported back rim to the bicycle was bent. Bicycle was ridden from the scene. Back tire did not appear to be bent as it was ridden away. If it was bent it was no more than 1-2 cm. No further witnesses to substantiate either account.



REPORT NO. E324541

CASE # 14ML04239

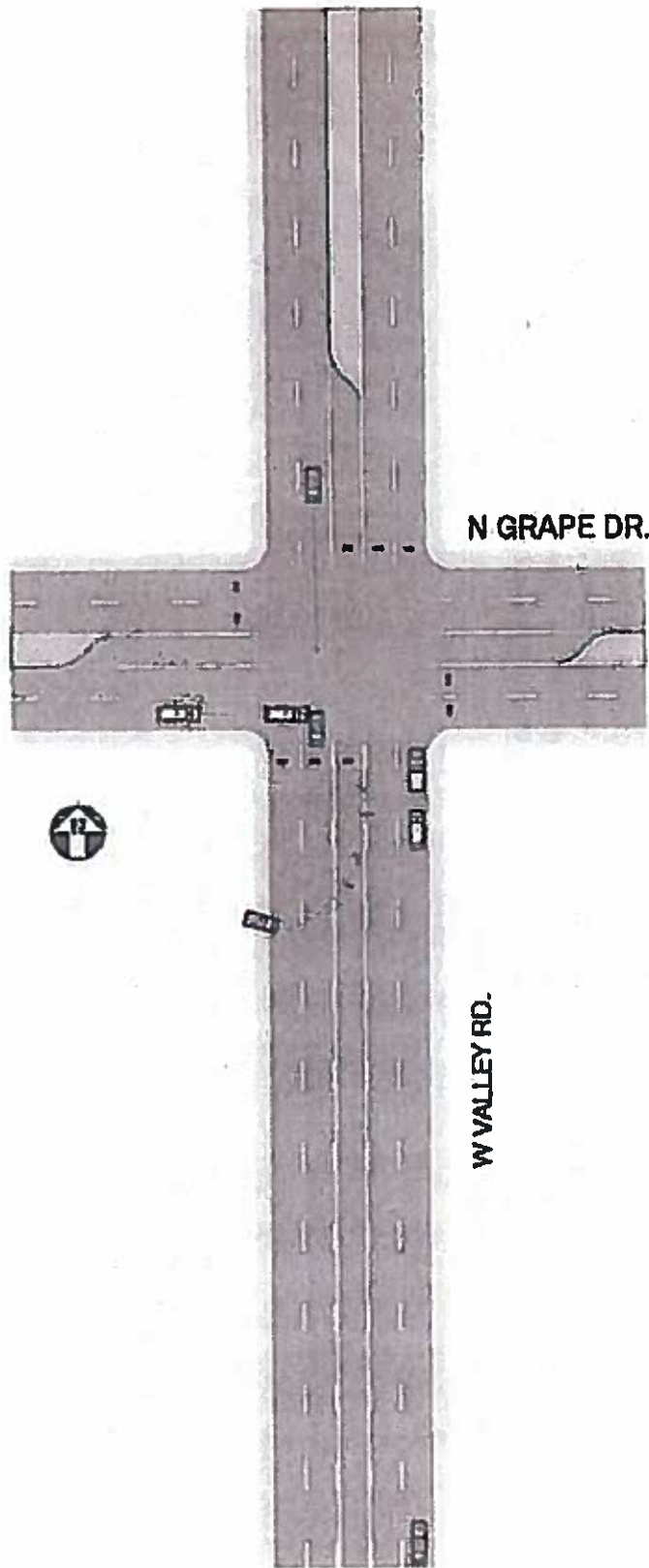
DATE AND TIME  
OF COLLISION 04/14/14 13:37



14ML15070

**NARRATIVE**

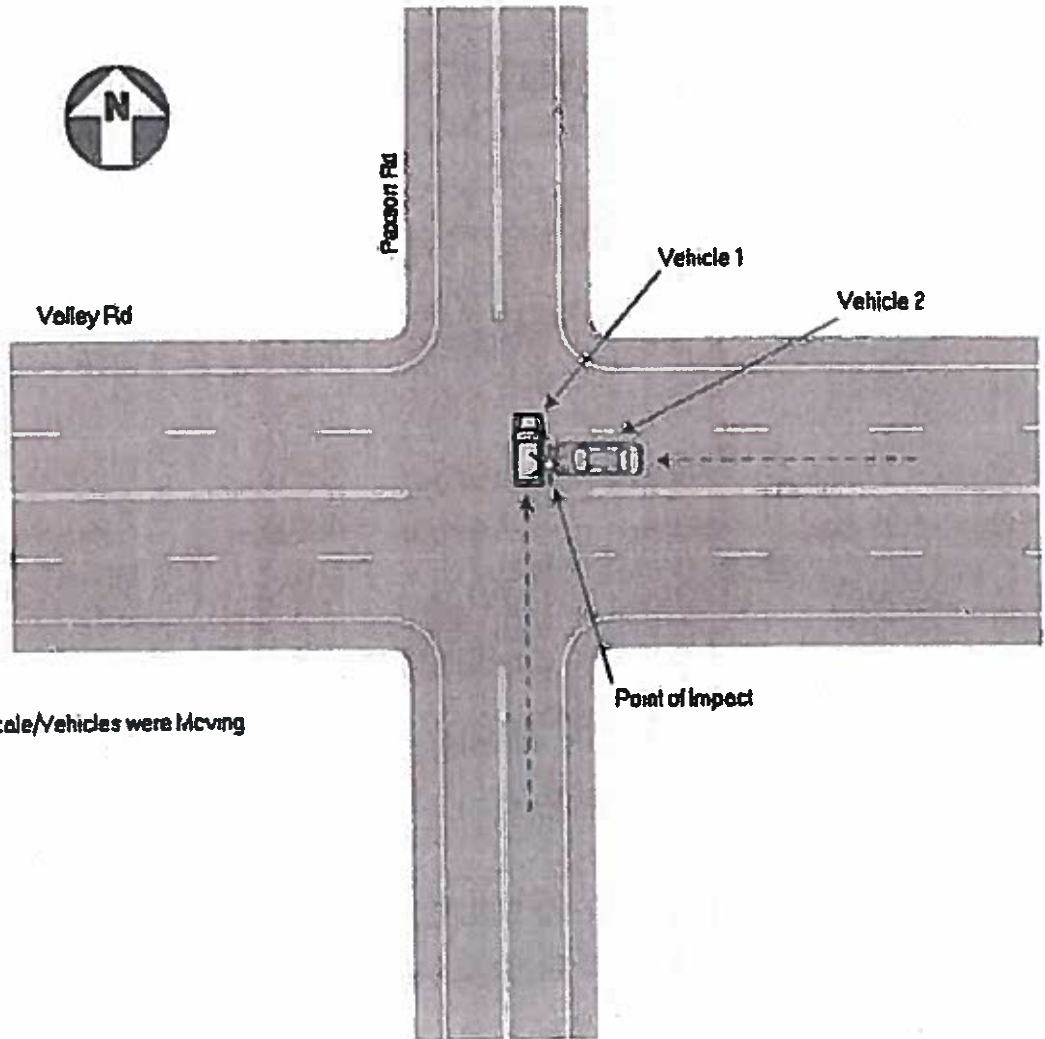
Unit 2 was proceeding south through the intersection when Unit 1 entered from the east a collision occurred. Witnesses stated Unit 1 had a red traffic signal. Both drivers stated they had the green signal. The signals at the intersection were observed and appeared to be working. At no time did the green signal come on at the same time for crossing traffic lanes. Based on the statements of the majority of the witnesses, it was determined Unit 1 entered the intersection on a red traffic signal causing the collision.



15ML00864

**NARRATIVE**

On 1/19/2015, at approximately 18:30 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At this time dispatch advised of a blocking collision at the intersection of Valley Rd and Paxson Rd. I signed en route. I arrived and found both vehicles were blocking. I positioned my car to shield the occupants in the vehicles from traffic. I approached all who were involved to see if any suffered injuries. I observed both vehicles had airbags deployed. All occupants said they were wearing seatbelts. Driver one had a bloody lip. Although they did not request aid, I asked dispatch to send paramedics. I gathered the information of both vehicles as well as both drivers and the passengers in vehicle two. Neither driver requested a specific tow company so I had dispatch send the next rotational tow that could remove both. Other officers arrived on scene and assisted with traffic control. Agri-fix towing company arrived shortly after paramedics to remove the vehicles. Both drivers informed me vehicle one was traveling northbound on Paxson through the intersection of Valley when it was struck by vehicle two which was traveling westbound on Valley through the intersection. Vehicle one had a stop sign and vehicle two did not. The passenger (the mother to vehicle's driver) of vehicle two said vehicle one did not stop at the stop sign. She estimated vehicle was traveling at 50 mph. Driver one said she was following the vehicle ahead of her and did not notice the intersection or stop sign. I cited driver one for failing to yield the right of way. Once the vehicles were removed and all vehicle occupants had been seen by aid and were given rides home by family members, I cleared the scene and returned to patrol.



\*Recreation/Not to Scale/Vehicles were Moving

15ML01647

**NARRATIVE**

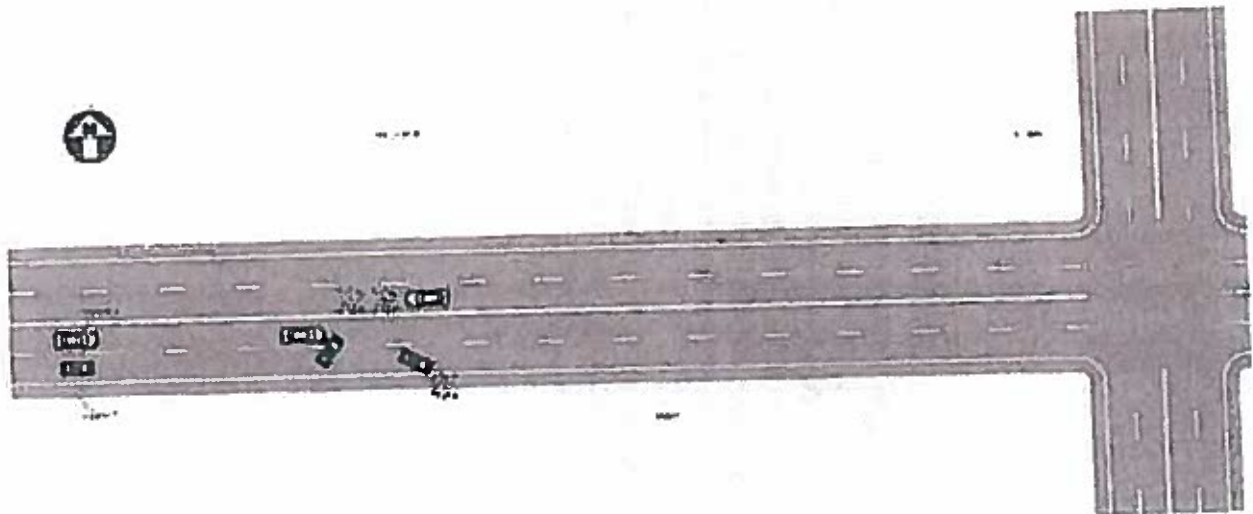
V1 made an improper U-turn from the outside lane into V2's lane of travel. As a result V2's front end collided with the driver side door of V1. V2 came to rest in the inside lane of oncoming traffic. V2 came to rest on the outside lane against the curb. Shortly after police were notified of the collision V1 left the scene and was apprehended at SR-17 and Randolph. V1 was charged with and booked into Grant County Jail for Hit and run with injury, DUJ, as well as traffic infractions. V1 was towed to Moses Lake Police evidence impound by central towing. V2 was towed to owners residence by Agrifaix towing.



REPORT NO. E399555

CASE # 15ML01647

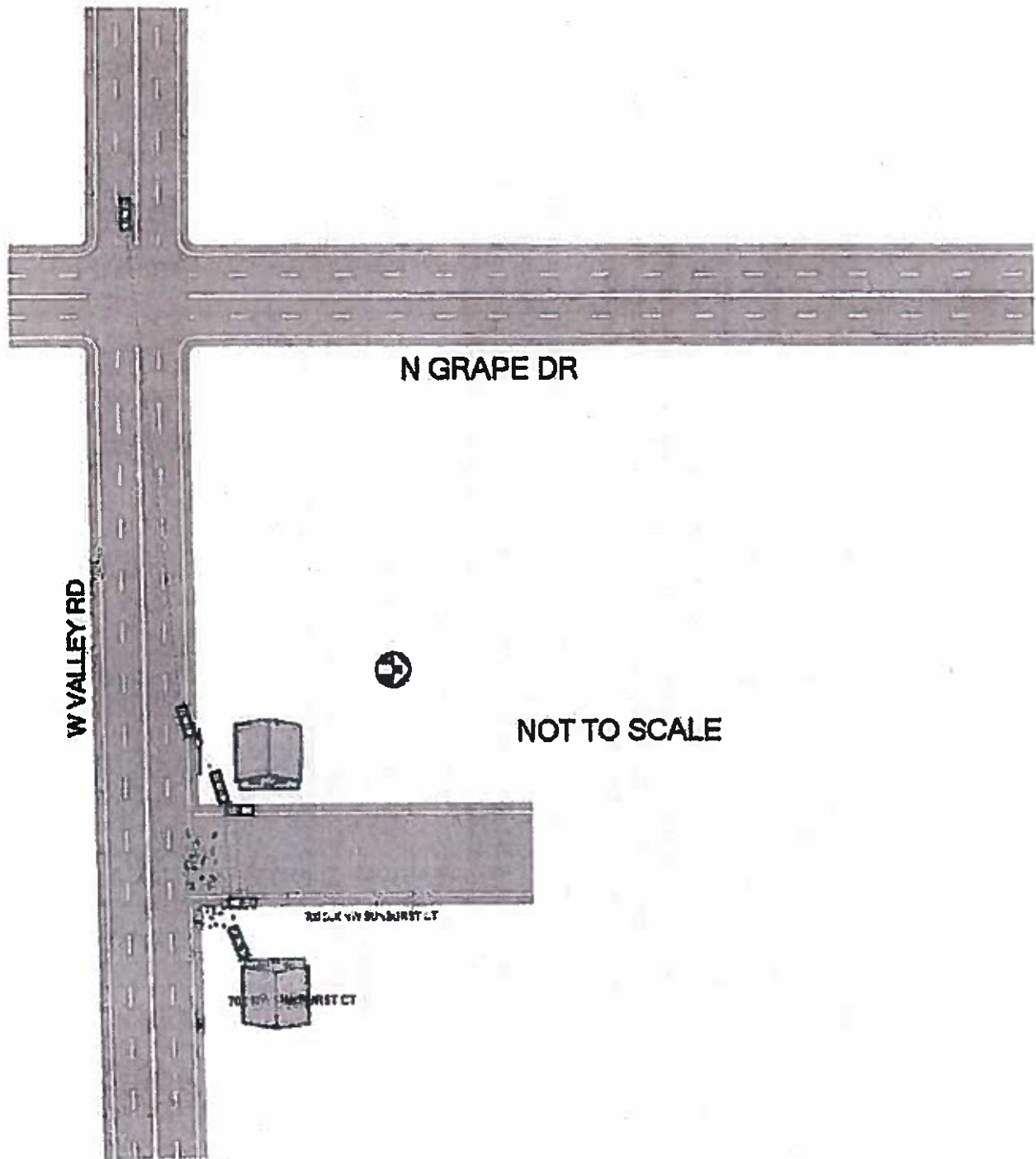
DATE AND TIME OF COLLISION 02/05/15 10:00



15MLO1753

NARRATIVE

Driver 1 was traveling east bound on Valley Rd. near N. Grape Dr. Witnesses observed driver 1 lose consciousness while driving and travel through a red light at the intersection of Valley Rd. and Grape Dr. Driver 1 began to accelerate at a high rate of speed then his vehicle drove through a wood fence at 700 NW Sunburst Ct. After Driver 1 drove through the fence he struck legally parked vehicle 2. Vehicle 2 was pushed across the street and vehicle 1 continued until it struck the residence at 701 NW Sunburst Ct. Vehicle 1 struck the garage portion of the residence causing significant damage. Driver 1 had minor bleeding from his head and was unresponsive when first responders arrived on scene. Driver 1 was taken to the hospital. After he arrived at the hospital it was discovered he was most likely suffering from a medical condition due to his previous history of seizures. Driver 1 gave a voluntary blood sample. Driver 1's blood sample will be sent to the Washington State Patrol crime lab for chemical analysis.



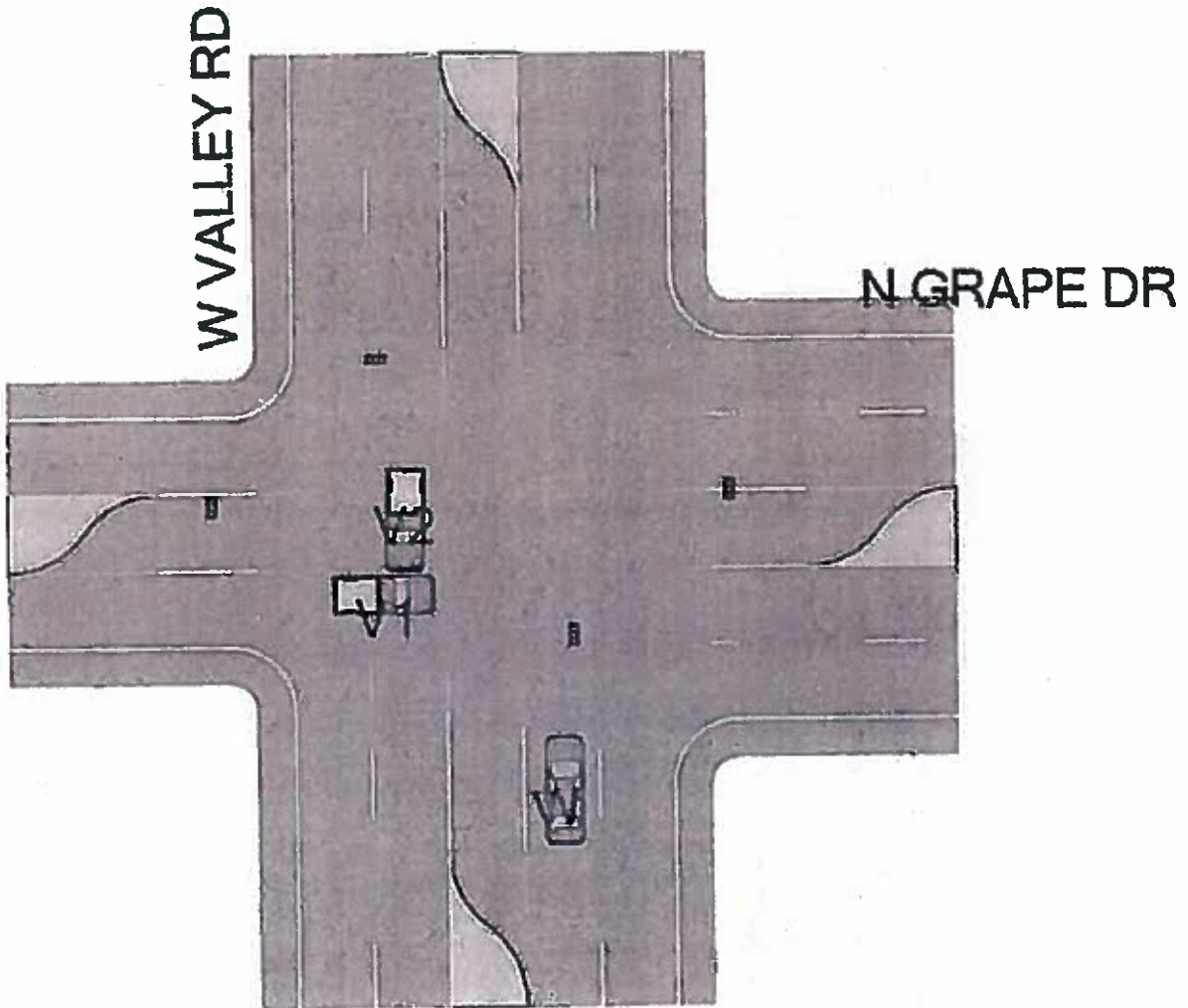
15M103420

**NARRATIVE**

The driver of vehicle 1 stated he was stopped for the red light northbound on Grape at Valley. The driver stated the left turn only lane had a green arrow to turn left onto Valley. The left turn only light cycled to yellow and red. The driver believed the light for him to go straight turned green so he went began to go straight. When vehicle 1 entered the intersection he was struck by vehicle 2 in the front driver's fender and driver's door. The driver did not believe he was injured and stated he was not sore. The driver believed he was just nervous and it was anxiety as he was not expecting to get struck. The fire department responded and checked the driver for any injuries. The fire department cleared the scene after a few minutes.

The driver of vehicle 2 was east on Valley in the left lane. The light at Grape was green for eastbound traffic to continue. The driver observed a red truck enter in intersection from her right. The driver tried to stop but it was too late. Vehicle 2 struck vehicle 1 with its front end in the driver's front fender and driver's door. The driver of vehicle 2 obtained a name and phone number to a witness who was unable to stay on scene for police.

I called the witness who stated she was west on Valley and stopped for a red light. The light turned green for westbound traffic to continue, so the light for eastbound traffic on Valley would have been green too. The witness observed a red truck from her left entering the intersection so she did not move. Vehicle 1 continued into the intersection and was struck by vehicle 2.



15ML04888:

**NARRATIVE:**

Driver 1 failed to stop at red light as he approached intersection of Valley and Grape. Driver 1 was struck on passenger side of his vehicle by vehicle 2; as vehicle 2 was traveling west on Valley Rd.

Driver 1 was DWLS 3rd and had no insurance. He was cited for mentioned violations and additionally for failing to obey traffic control device.

Driver 1 recently released from jail on previous DWLS 3rd violation.

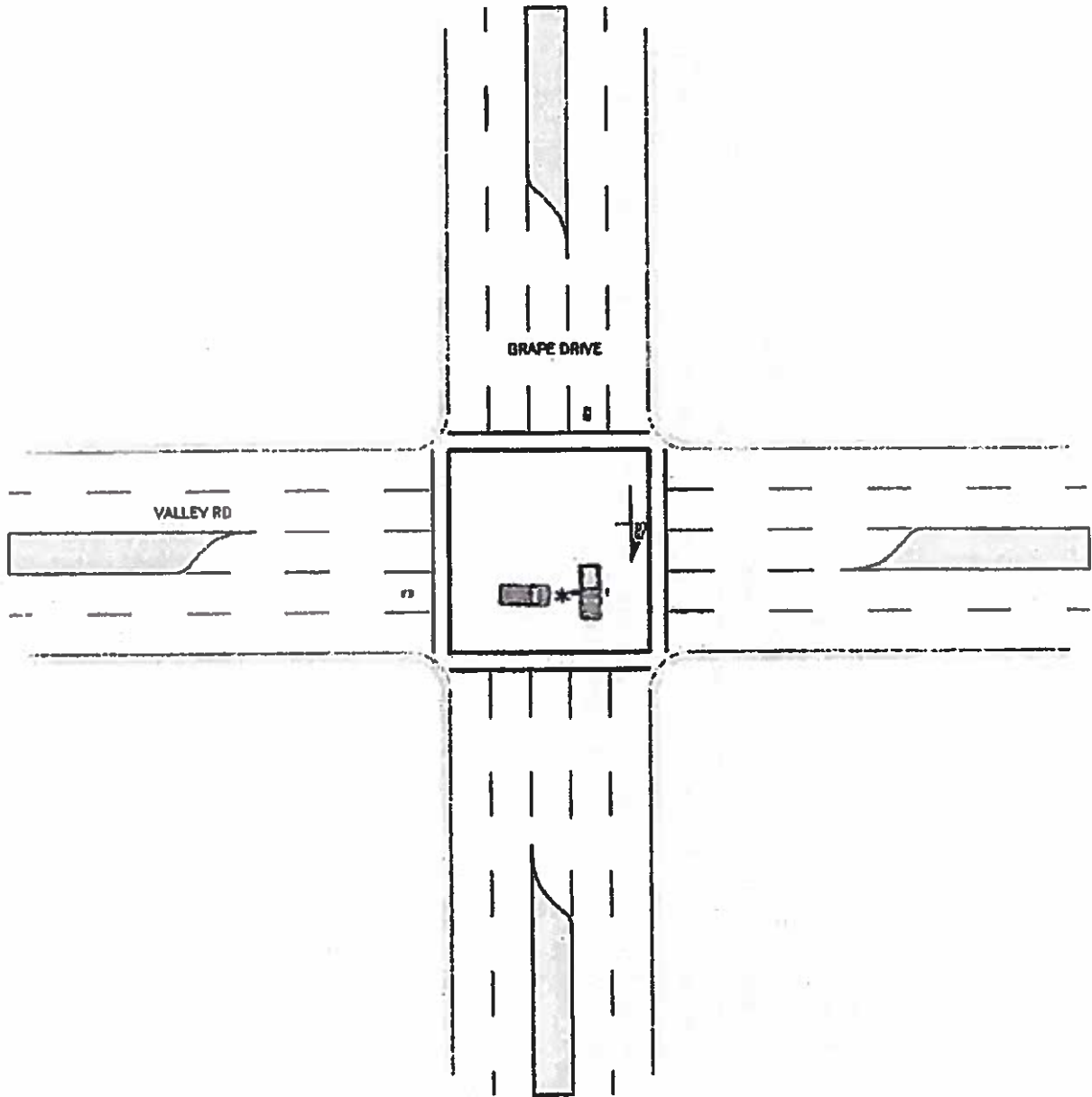
Driver 1 Cited and released.

Collision report to follow.

Driver 2 complained of minor injury and advised she would follow up with aid if needed.

Both vehicles towed by Vista Towing

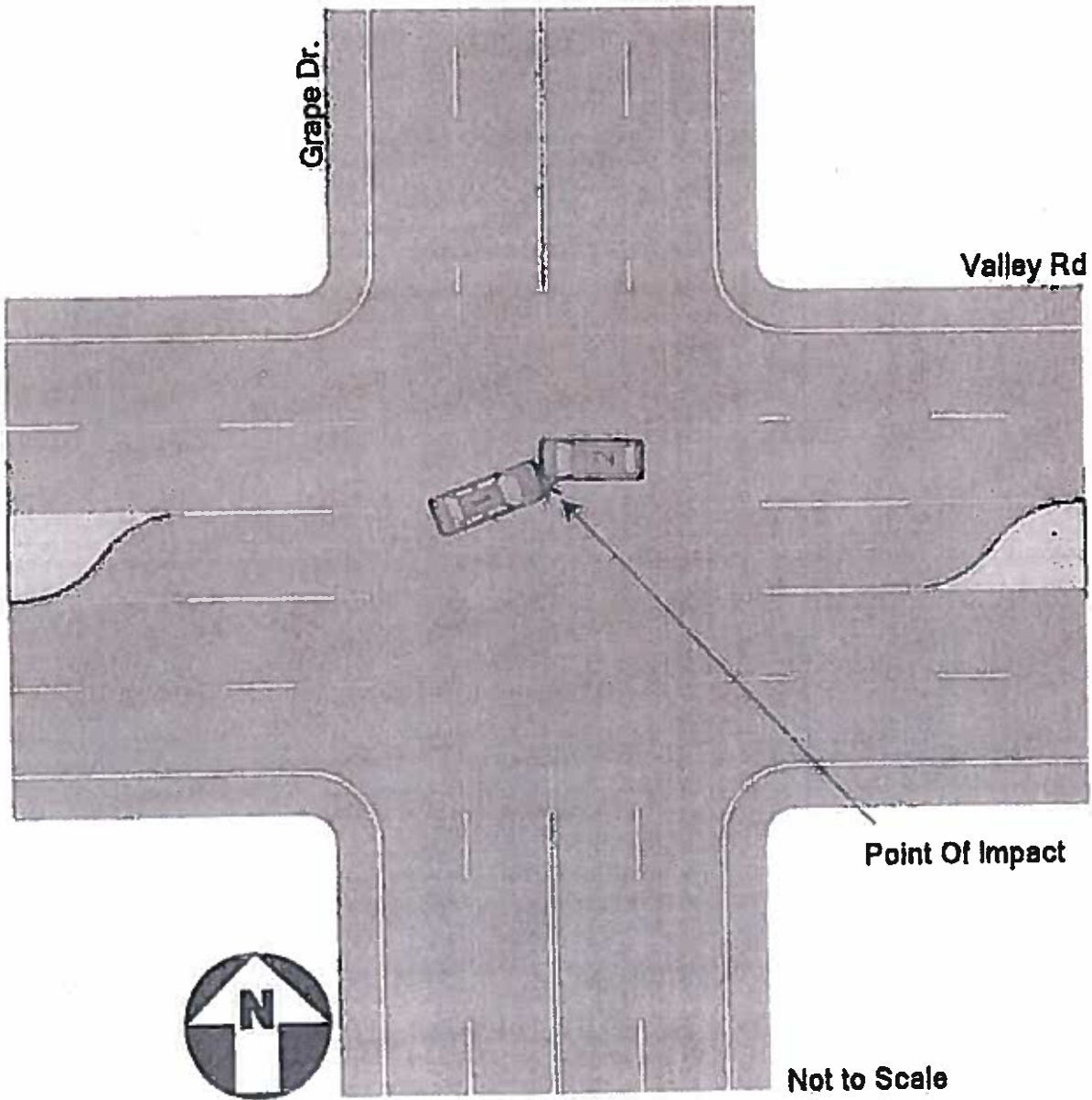




15ML05087

NARRATIVE

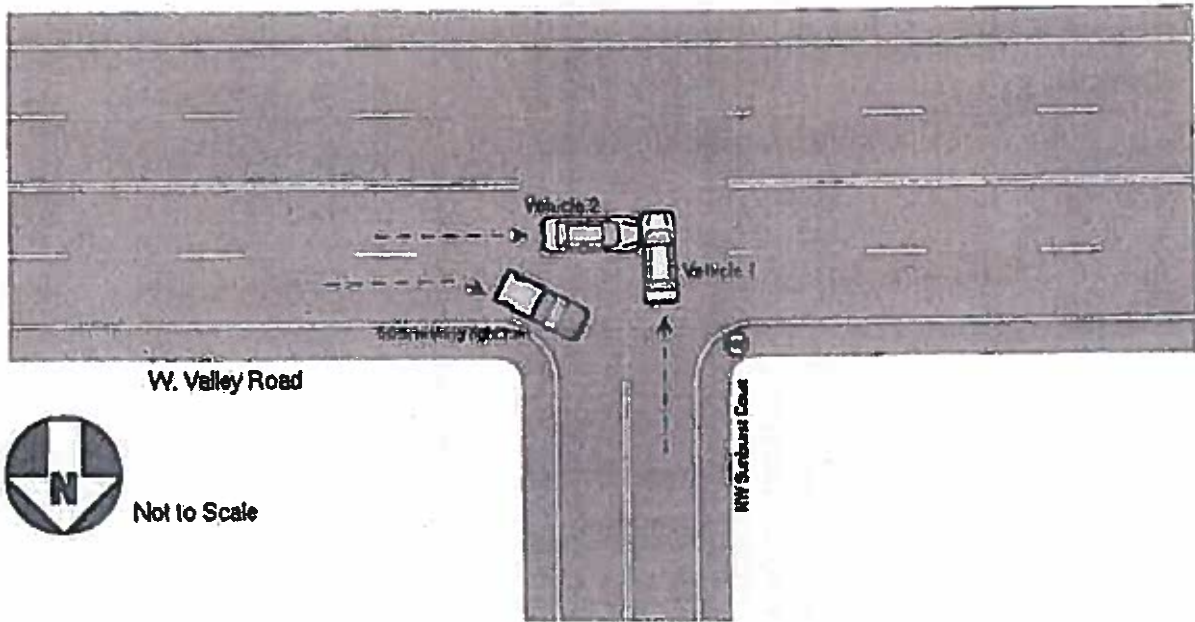
Vehicle one made a left turn from Valley Rd. onto Grape Dr NE. Vehicle two was traveling west bound on Valley Rd. through the intersection. Both Vehicle one and Vehicle two collided head on in the intersection. Both drivers claimed they had green lights at the intersection. It was determined that Vehicle one had a green light but was supposed to yield to on coming traffic as it turned left. Both Vehicle one and Vehicle two sustained major damage to the front end and were towed from the scene by Agri-Fix. Driver of Vehicle one was cited for Failure To Yield At Intersection. Front passenger in Vehicle one had an outstanding warrant for his arrest.



15ME07078

NARRATIVE

V1 was stopped on NW Sunburst Ct. at W. Valley Road. V1 was intending to make a left turn onto Valley. D1 stated a truck in the outside lane of Valley Road had it's turn signal on intending to turn right onto Sunburst Ct. and was slowing to make the turn. V2 was in the inside lane next to the truck and D1 did not see it. Thinking it was clear to make the left turn D1 pulled out onto Valley Road, in front of V2. V2 was unable to stop in time to avoid a collision. V2 collided with the front driver's side of V1.



15MI14096

**NARRATIVE**

Driver 1 was improperly towing D/2 using only a long length of heavy chain, in violation of WAC 204-70-060. The chain was being drag on the roadway surface and dislodged a rock which struck the oncoming vehicle 3, causing immediate damage to the windshield. This was the only possible source of damage.

D/3 followed D/1 & 2 until they stopped at their residence 927 N. Paxson. D/ 1&2 refused to provide information as required per RCW 46.52.020, even after officer identified himself and displayed commission card. Uniformed officers had to respond to obtain the driver and vehicle information they are required to provide.

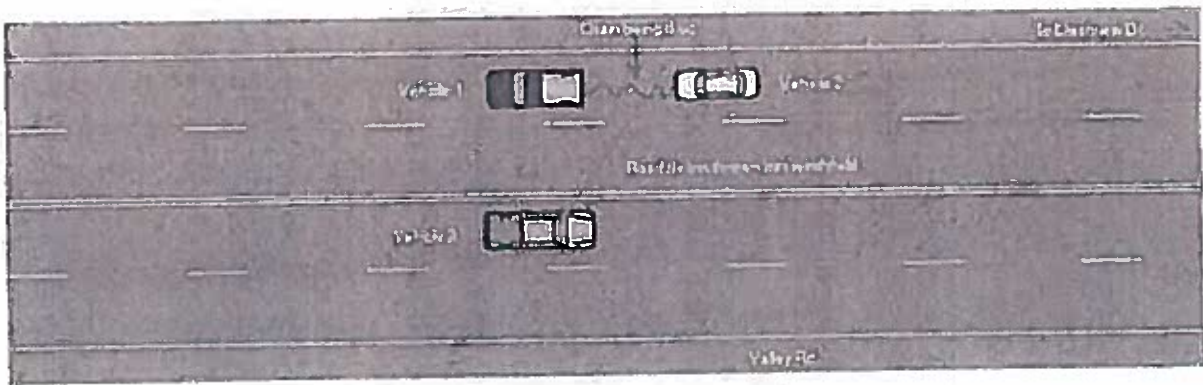
Damage documented by responding officer, who has since retired.



REPORT NO. E486986

CASE # 15ML14096

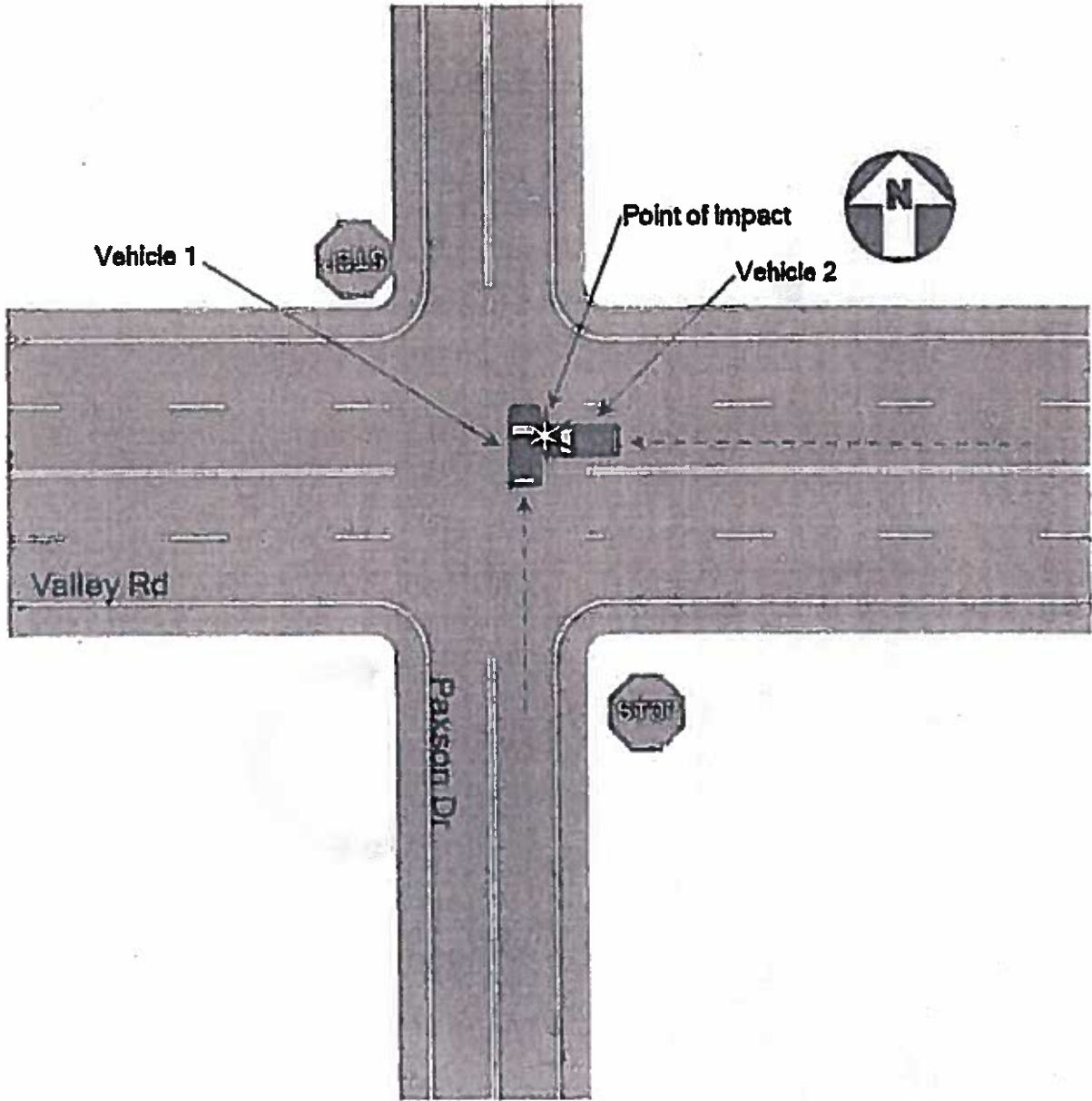
DATE AND TIME OF COLLISION 10/02/16 18:38



16MLOO488

**NARRATIVE**

ON 1/12/2016, at approximately 18:26 hours, I was in full uniform on patrol in Moses Lake in a fully marked patrol vehicle. At that time dispatch advised of a collision at the intersection of Valley Rd and Paxson Dr. Dispatch informed one vehicle was blocking. I signed en route. When I arrived I found V2 in the westbound lanes of Valley Rd. V1 was on Paxson Dr just North of Valley pulled off the roadway. All occupants of the vehicles were outside their vehicles. My emergency lights were engaged and blocking traffic from V2. When I stepped outside I asked if there were any injuries. The drivers and passengers said no. I asked D2 if she could move her vehicle out of the roadway. She was able to do so and I noticed oil in the roadway from the engine. Once V2 was out of the roadway I moved my patrol vehicle out of traffic. I gathered the information of both drivers and their passengers. I photographed the damaged vehicles. Both drivers informed me separately of what had happened. V2 was traveling westbound on Valley through the intersection of Paxson. V1 (had a stop sign) and entered the intersection going northbound on Paxson through the intersection. D1 stated she never saw V2 and tried to speed up and get out of the way. V2 struck V1 on the passenger side. I assisted with the drivers exchange of information. D2 requested a tow and Moses Lake Towing was contacted to retrieve the vehicle. I cited D1 for failing to grant the right of way and explained the infraction to her. Once both vehicles were safely removed from the roadway I cleared the scene and returned to patrol.

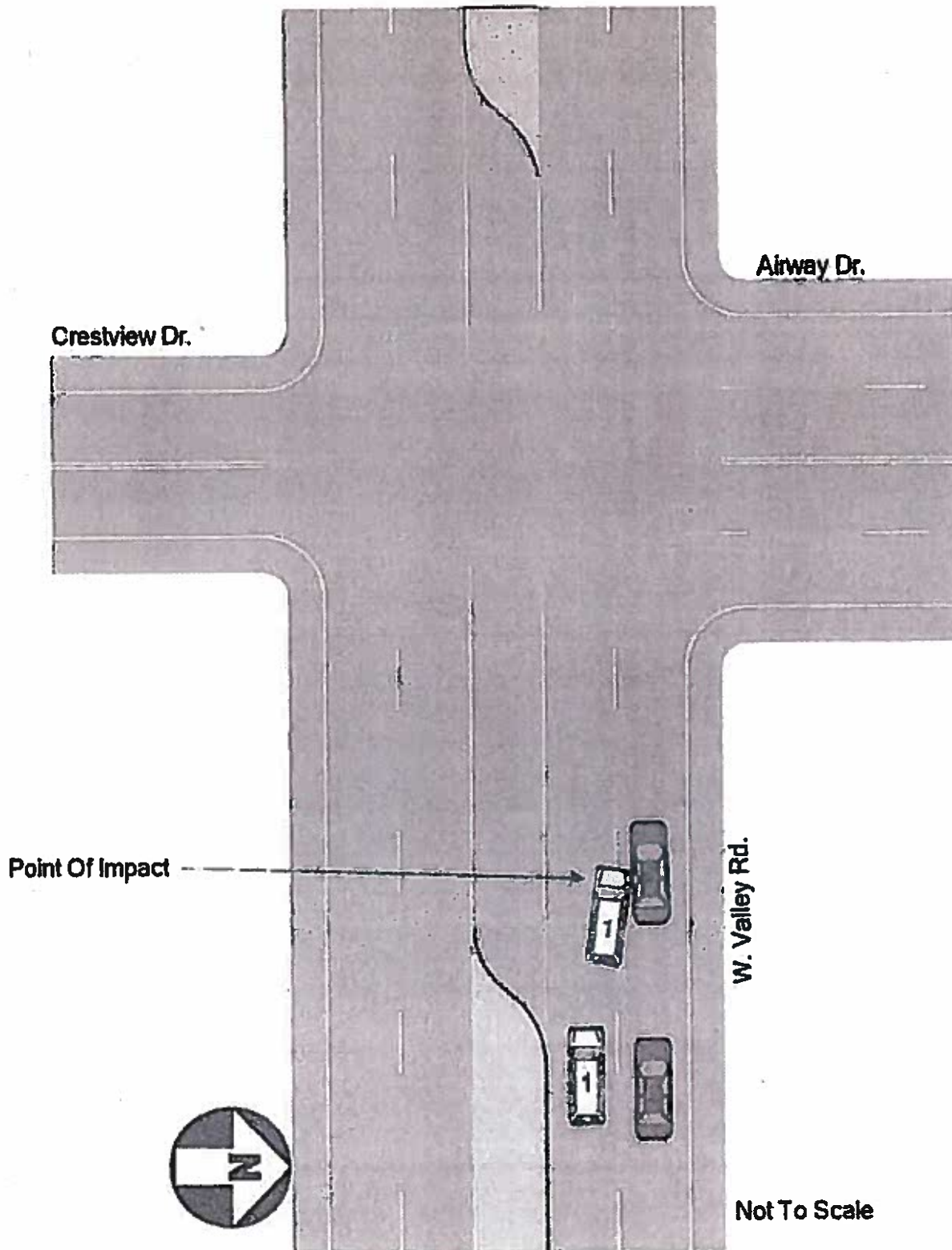


**\*Recreation/Not to Scale/Vehicles Moving**

16ML15179

**NARRATIVE**

Unit 1 was traveling east bound on W. Valley Rd in the inside lane. Unit 2 was traveling eastbound on W. Valley Rd. in the outside lane. Unit 1 changed lanes and collided with Unit 2. Unit 1 sustained minor damage to the passenger side front fender and bumper. Unit 2 sustained major damage to the driver side doors, rear quarter panel and rear bumper. Driver of Unit 1 was found to be ID only and not have valid insurance on her vehicle. Driver of Unit 1 was issued an infraction for No Valid Operators License Without Valid Identification Card, Operating A Motor Vehicle Without Liability Insurance and Improper Lane Usage.



# **Appendix D – Details**





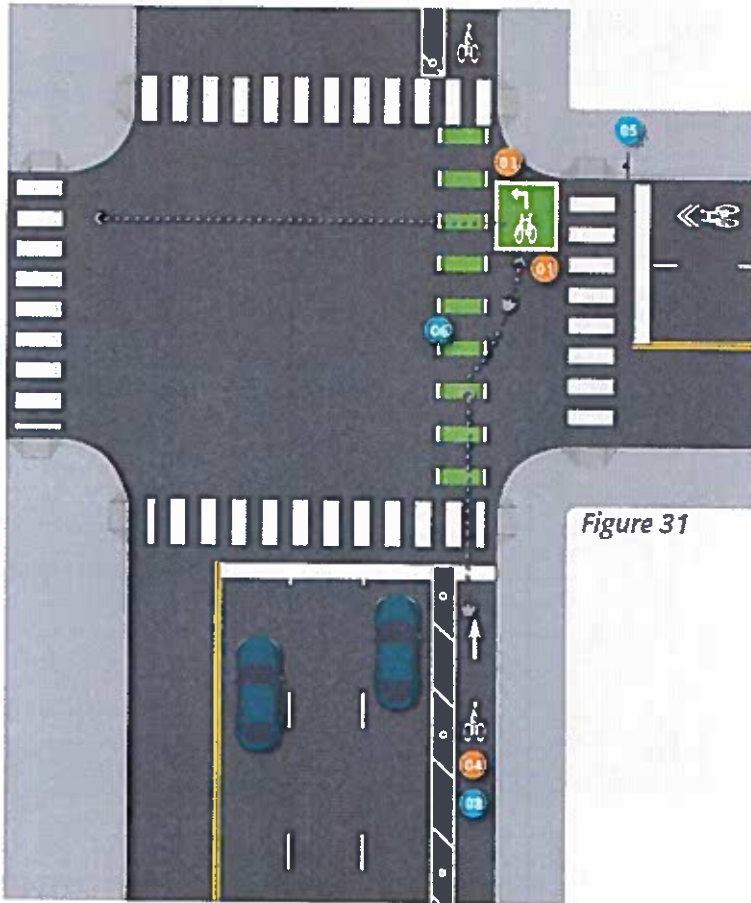
**Sharrows**



**Super Sharrow**



**Buffered Bicycle Lane**



**Two stage bicycle left-turn Box**