

# 20WW40



APPENDICES  
JUNE 2018





## Appendix A

# POPULATION AND LAND CAPACITY ANALYSIS

## INTRODUCTION

As part of the Comprehensive Plan Update process, the City of Walla Walla is required to provide sufficient capacity of land suitable for development within its jurisdiction to accommodate allocated housing and employment growth, including medical, governmental, educational, institutional, commercial, and industrial facilities consistent with the 20-year population forecast provided by the Washington State Office of Financial Management. This document provides the factors, trends, and methodology used in the analysis of both vacant and redevelopable lands within the city limits and the Urban Growth Area for Walla Walla.

While this is a forecast and planning document based on currently available data and interpretations, there is an implicit acknowledgment that market forces and changes in policies outside of local control may have large impacts on expected outcomes.

Although this document was finalized in early 2018, some of the most important data (the underlying GIS analysis) was completed with 2016 information. For that reason, many of the population and housing numbers referenced throughout will use 2016 numbers. Some of the population projections and assignments from Walla Walla County use 2017 data, as that is when their analysis was completed.

# FACTORS AND TRENDS

Many pieces of data combine to give a complete view of how land may be used in the future within a jurisdiction. Of specific interest are population, housing, and land use.

## POPULATION

Walla Walla’s population has seen 25% growth over the forty-year period from 1970 to 2010, with slow but sustained expansion of the city and its population taking place year over year, at an average of 0.74% per year.

**Exhibit A-1. City of Walla Walla Population, 1970-2010**

1970	1980	1990	2000	2010
23,619	25,619	26,482	29,686	31,731

*Source: Washington State OFM Official Census Data*

Between 2010 and 2016, the increase has been slightly more rapid, with an official estimated population for April 1, 2017 of 33,840.

**Exhibit A-2. City of Walla Walla Population, 2010-2017**

2010	2011	2012	2013	2014	2015	2016	2017
31,731	31,670	31,740	31,930	32,260	33,390	33,340	33,840

*Source: Washington State OFM Official Census Data for 2010, Washington State OFM Estimates for 2011-2017*

Walla Walla County has accepted a population target of 71,724 people for 2038. The full documentation is available associated with Walla Walla County permit number CPA18-001. This number was initially established in 2005, pre-Great Recession, and was at that time a middle-ground estimate between the medium and high population projections from OFM. This target was retained in 2013. The target was maintained for this amendment cycle when this number continued to fall between the OFM medium and high growth projections established in December 2017.

Walla Walla County also assigned an allocation of 55.1% of the overall County population to the City of Walla Walla. This number represents the approximate share of county population that Walla Walla has maintained over the past decade. The population target for Walla Walla is 39,530 in 2038.

## HOUSING

The housing stock in Walla Walla has grown slowly but steadily from 2010 to 2016, according to data from OFM, with 12,514 total units, of which 8,505 were single-family homes, in data year 2010 (OFM's data runs from April to April). Corresponding to the change in annexation policy discussed in the next section, 2015 saw an increase to 13,199 total units and 8,896 single-family homes, and the estimates for April of 2016 saw the totals rise to 13,295 total units and 8,970 single family homes.

Approximately 11% of Walla Walla's population lives in group housing quarters, particularly Washington State Penitentiary and student housing at Whitman College. For the purposes of this analysis, the 3,717 people in group housing were removed from the total population to arrive at a more accurate people per household statistic.

## LAND USE

From the time of the last land use capacity analysis in 2008 until the end of 2016, the City of Walla Walla annexed approximately 458 acres of Urban Growth Area. This land was mostly on the south and west portions of the city, with some annexations extending the northern boundaries.

Of significance for future annexation processes, in 2014 the City changed its policy with regard to extension of water and sewer utility services in the UGA, and requires that property owners who wish to receive city water and/or sewer services must annex. The vast majority of the acreage mentioned in the preceding paragraph was annexed as a result of this policy, and it is likely that further large tracts of land will be annexed in order for new housing developments to occur.

Much of the vacant land in the UGA, and some of the redevelopable land within the city and the UGA as well, is limited by its proximity to one or more of Walla Walla's many streams. Several floodplains limit development in the affected areas on the south side of the City. Additionally, every stream has a critical area buffer of a minimum of 35 feet, with a larger buffer possible depending on the stream corridor.

Second story residential use is allowed in the central commercial, highway commercial, and light industrial/commercial zones, but was not appraised in this evaluation. There are currently not a statistically significant number of

these units, but there have been increased inquiries about developing them, particularly in the downtown area. Similarly, multifamily residential uses are a conditional use in the highway commercial zone, but are also currently rare.

## METHODOLOGY

To analyze the vacant and redevelopable lands in the City of Walla Walla and in the UGA, data was initially gathered from GIS parcel layers. The GIS layer used for the analysis was the 2016 aerial photo, taken in March of 2016, combined with the zoning layer, and the assessor's tax parcel layer. Please see the excel document for a full understanding of the methodology.

## VACANT LANDS

For the vacant lands portion, staff reviewed the dataset that came from the initial GIS layer, to remove false-positives that resulted from new building permits issued between the time of the aerial and the time of analysis (September 2016).

A critical areas deduction of 12% for the R-96 zone was chosen based on a GIS calculation of floodway area (about 6.1%) and then double to account for floodplains, steep slopes, unstable soils, and other critical areas for which mapping GIS does not map well. The R-96 zones are substantially on the south of town, and that is where the only floodways are located. This led to a critical areas deduction of 5% for the remaining residential zones, which generally have fewer critical areas than the R-96 zone.

Site utilization, which accounts for both right of way and any other public uses in a plat, was calculated for each zone based on several recent plats, listed in the table below. The average site utilization for the RM zone is 9.6%, R-60 is 24.5%, R-72 is 21.6%, and R-96 is 21.3%.

**Exhibit A-3. Active Projects**

RM Projects	R-60 Projects	R-72 Projects	R-96 Projects
Sunset Lodge North	Spring Hill 3	Spring Hill 4	McDonald/Blue Mountain Estates
2121 S 2nd Apartment		Whitney/Willowbend	Irongate 1
		Prospect Terrace 2	Irongate 2

A market factor of 25% to account for property owners with no wish to sell was then applied to the net acreage for each zoning classification and the available net acres were calculated. The assumed future density was determined by finding the mean of recent development projects (see table above) in each zoning classification, which are significantly lower than the zoning classifications all allow for. The available net acres multiplied by assumed future density results in the housing capacity for each zone.

The calculations were run twice to find capacity based on two different density calculations. The more conservative approach, based on the average densities in the same projects identified above, used the actual density of development we’ve experienced for each zone in the past several years. The second approach used the potential density, which is a density that assumes an ideal state, where subdivisions create lots only of the minimum allowed size. It is more appropriate to assume that, barring no other changes to development regulations, that future development will trend toward the same average densities we’ve experienced lately.

Within the City Limits alone, there is the capacity for approximately 160 units in the Multifamily Residential zone, 85 units in the R-60 zone, 250 units in the R-72 zone, and 556 in the R-96 zone.

The UGA currently has no Multifamily Residential zoned lots, and a negligible amount of R-60, and the capacity for about 103R-72 units. However, there are over 1,800 possible units in the R-96 zone.

A similar calculation was made for vacant commercial and industrial properties, with critical areas given a factor of 3% (an estimate based off the calculation and map evaluation performed for the floodway in the residential properties) and site utilization of 2%. The site utilization factor is significantly lower than the residential properties because of the likelihood that commercial/industrial properties will not need to extend right of way and will be using private accesses throughout the site through the Binding Site Plan

process. There could still be some required dedications in order to achieve City Standard street widths. The market factor of 25% was retained.

The result is approximately 8 acres of vacant Central Commercial zone, almost 135 acres of Highway Commercial, about 58 acres of Light Industrial/Commercial, and just over 36 acres of Heavy Industrial. When doing the analysis, staff noticed that Central Commercial in particular had a large proportion of “vacant” land that was in use as parking lots. A close visual inspection of the aerial map allowed for the parking lots to be removed from the data set and the calculation to be re-run, with a result of only about 1 acre of vacant land in the Central Commercial zone. The parking lots are a mixture of privately owned, city owned, and Chamber of Commerce owned, so the likelihood is that some of these parking lots may eventually be developed, but probably not all.

There are about 9 acres of Highway Commercial zoned land in the UGA, almost 21 in Light Industrial/Commercial, and 346 in Heavy Industrial, the last mostly in large tracts on the north of town near the penitentiary, land that is currently in active farm production.

## REDEVELOPABLE LANDS

Residential lands were determined to be redevelopable if they had a lot size three times the minimum required size for the zone and already had a building on them. This captured lots that could be further subdivided, but did not capture lots with existing substandard structures that an existing or future owner may demolish and then rebuild on the site.

The same basic calculations were then run as in the vacant analysis, removing 15% critical areas, 15% right of way, and 10% public use, and taking a 25% market factor from the result. Before finding the housing capacity from the available net acres and the assumed future density, the actual number of existing units on the parcels was removed.

The Multifamily Residential zone has a redevelopable capacity of about 170 units, R-60 has about 134, R-72 has about 186, and R-96 has about 212. In the UGA, there are about 239 units available on pre-zoned R-72 redevelopable land and almost 1,200 in the R-96 pre-zone.

An improvement value on the assessor’s record for Commercial/Industrial zoned lands that was less than 0.75 of the land market value was used to



determine which lands were redevelopable into a higher/better use. The same factors were applied as to the vacant lands, 3% for critical areas, 2% site utilization, as well as a 25% market factor.

The result was approximately 5 acres in the Central Commercial zone that are deemed redevelopable, 31 acres in Highway Commercial, 12 in Light Industrial/Commercial, and 21 acres in Heavy Industrial. In the UGA, there is no redevelopable Highway Commercial, and only about 7 acres of Light Industrial/Commercial and 6 acres of Heavy Industrial.

## CONCLUSION

The total available net acres for development in all zones and in both current city limits and UGA is 1,327. When the assumed future density based on past projects is applied to each zone, the total number of potential units is 4,347. The total number existing units on redevelopable lands, 771, must be removed, leading to a net potential number of units of 3,576.

To find the number of people per household, the number of people living in group housing is subtracted from the total 2016 OFM Walla Walla population, resulting in 29,623 people. This is divided by the number of occupied housing units as provided by OFM, 12,230. The average number of people per household in Walla Walla in 2016 is 2.43. This is then multiplied by the net potential number of units, which results in a population capacity of 8,690 people.

The change in population between 2038 and 2016 is 5,690. Because the population capacity is higher than the planned additional population, there is currently sufficient capacity in the existing UGA.

# BUILDABLE LANDS

Exhibit A-4. Total Residential Capacity

	Assumed Future Density (DU/Acre)	Available Net Acres	Existing Units On Parcels	Future Housing Capacity (DU)
Multifamily Residential	16.0	21.8	19	329
Single-family Residential (6,000 sq ft)	7.0	38.8	49	222
Single-family Residential (7,200 sq ft)	5.5	172.0	167	779
Single-family Residential (9,600 sq ft)	4.0	1,094.4	536	3,842
<b>TOTAL</b>				<b>5,172</b>

Exhibit A-5. Vacant Residential Inside City Limits

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres	Assumed Future Density	Housing Capacity (Assumed)	Potential Future Density	Housing Capacity (Potential)	Population Capacity (Assumed)	Population Capacity (Potential)
	(B)	Critical Areas (C)	Site Utilization (D)	(E)	(F)	(G)	(based on past projects) (H)	Units (I)	(based on current zoning standards) (J)	Units (K)	People	People
				B-(B*(C+D))	25%	E*(1-F)	DU/Acre	G*H	DU/Acre	G*J	I*(2.43 People/HH)	K*(2.43 People/HH)
RM	15.53	5%	9.6%	13.26	0.25	9.95	16.00	159.12	16.00	159.12		
R-60	23.14	5%	24.5%	16.31	0.25	12.23	5.03	61.54	7.00	85.64		
R-72	82.55	5%	21.6%	60.59	0.25	45.44	3.98	180.86	5.50	249.94		
R-96	277.95	12%	21.3%	185.39	0.25	139.05	2.85	396.28	4.00	556.18		
<b>TOTAL</b>	<b>399.17</b>					<b>206.67</b>		<b>797.80</b>		<b>1,050.88</b>	<b>1,935</b>	<b>2,549</b>

Exhibit A-6. Vacant Residential Inside Urban Growth Area

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres	Assumed Future Density	Housing Capacity (Assumed)	Potential Future Density	Housing Capacity (Potential)	Population Capacity (Assumed)	Population Capacity (Potential)
	(B)	Critical Areas (C)	Site Utilization (D)	(E)	(F)	(G)	(based on past projects) (H)	Units (I)	(based on current zoning standards) (J)	Units (K)	People (L)	People
				B-(B*(C+D))	25%	(E)*(1-F)	DU/Acre	(G)*(H)	DU/Acre	(G)*J	(L)*(2.43 People/HH)	(K)*(2.43 People/HH)
RM	0.00	5%	9.6%	0.00	0.25	0.00	16.00	0.00	16.00	0.00		
R-60	0.27	5%	24.5%	0.19	0.25	0.14	5.03	0.71	7.00	0.98		
R-72	34.17	5%	21.6%	25.08	0.25	18.81	3.98	74.86	5.50	103.45		
R-96	938.87	12%	21.3%	626.22	0.25	469.67	2.85	1,338.56	4.00	1,878.67		
<b>TOTAL</b>	<b>973.30</b>			<b>651.49</b>		<b>488.62</b>		<b>1,414.12</b>		<b>1,983.11</b>	<b>3,431</b>	<b>4,811</b>

**Exhibit A-7. Redevelopable Residential Inside City Limits**

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres	Assumed Future Density	Existing Units on Parcels	Housing Capacity (Assumed)	Potential Future Density	Housing Capacity (Potential)	Population Capacity (Assumed)	Population Capacity (Potential)
		Critical Areas	Site Utilization				(based on past developments)		Units	(based on zoning standards)	Units	People	People
				B-(B*(C+D))	25%	E*(I-F)	DU/Acre		(G*H)-I	DU/Acre	(G*K)-I	J*(2.43 People/HH)	L*(2.43 People/HH)
<b>RM</b>	18.44	5%	9.6%	15.75	0.25	11.81	16.00	19	169.95	16.00	169.95		
<b>R-60</b>	49.36	5%	24.5%	34.80	0.25	26.10	5.03	48	83.28	7.00	134.70		
<b>R-72</b>	92.07	5%	21.6%	67.58	0.25	50.68	3.98	92	109.72	5.50	186.76		
<b>R-96</b>	172.76	12%	21.3%	115.23	0.25	86.42	2.85	133	113.31	4.00	212.70		
<b>TOTAL</b>	<b>332.63</b>			<b>233.36</b>		<b>175.02</b>		<b>292</b>	<b>476.26</b>		<b>704.11</b>	<b>1,155</b>	<b>1,708</b>

**Exhibit A-8. Redevelopable Residential Inside Urban Growth Area**

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres	Assumed Future Density	Existing Units on Parcels	Housing Capacity (Assumed)	Potential Future Density	Housing Capacity (Potential)	Population Capacity (Assumed)	Population Capacity (Potential)
		Critical Areas	Site Utilization				(based on past developments)		Units	(based on zoning standards)	Units	People	People
				(B-C*(I-D+E))	25%	E*(I-F)	Du/Acre	-	(G*H)-I	Du/Acre	(G*K)-I	J*(2.43 People/HH)	L*(2.43 People/HH)
<b>RM</b>	0.00	5%	9.6%	0.00	0.25	0.00	16.00	0	0.00	16.00	0.00		
<b>R-60</b>	0.55	5%	24.5%	0.39	0.25	0.29	5.03	1	0.47	7.00	1.04		
<b>R-72</b>	103.74	5%	21.6%	76.14	0.25	57.11	3.98	75	152.29	5.50	239.10		
<b>R-96</b>	798.18	12%	21.3%	532.38	0.25	399.29	2.85	403	734.97	4.00	1,194.15		
<b>TOTAL</b>	<b>902.46</b>			<b>608.92</b>		<b>456.69</b>	<b>27.86</b>	<b>479</b>	<b>887.72</b>		<b>1,434.28</b>	<b>2,154</b>	<b>3,480</b>

**Exhibit A-9. Vacant Commercial/Industrial Inside City Limits**

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres
	(B)	Critical Areas (C)	Site Utilization (D)	(E)	(F)	
		3%	2%	$B-(B*(C+D))$	25%	$E*(1-F)$
CC	11.29	3%	2%	10.73	0.25	8.05
CH	189.34	3%	2%	179.88	0.25	134.91
IL	82.04	3%	2%	77.94	0.25	58.45
IH	50.88	3%	2%	48.34	0.25	36.25
<b>TOTAL</b>	<b>333.56</b>			<b>316.88</b>		<b>237.66</b>

**Exhibit A-10. Vacant Commercial/Industrial Remove Parking Lots**

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres
	(B)	Critical Areas (C)	Site Utilization (D)	(E)	(F)	
		3%	2%	$B-(B*(C+D))$	25%	$E*(1-F)$
CC	1.58	3%	2%	1.50	0.25	1.12
CH	182.93	3%	2%	173.78	0.25	130.34
IL						
IH						
<b>TOTAL</b>	<b>333.56</b>			<b>316.88</b>		<b>237.66</b>

**Exhibit A-11. Vacant Commercial/Industrial Inside Urban Growth Area**

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres
	(B)	Critical Areas (C)	Site Utilization (D)	(E)	(F)	
		3%	2%	$B-(B*(C+D))$	25%	$E*(1-F)$
CC	0.00	3%	2%	0.00	0.25	0.00
CH	13.04	3%	2%	12.38	0.25	9.29
IL	29.25	3%	2%	27.78	0.25	20.84
IH	346.00	3%	2%	328.70	0.25	246.53
<b>TOTAL</b>	<b>388.28</b>			<b>368.87</b>		<b>276.65</b>

**Exhibit A-12. Redevelopable Commercial/Industrial Inside City Limits**

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres
	(B)	Critical Areas (C)	Site Utilization (D)			
		3%	2%	$B-(B*(C+D))$	25%	$E*(1-F)$
<b>CC</b>	8.09	3%	2%	7.68	0.25	5.76
<b>CH</b>	44.63	3%	2%	42.40	0.25	31.80
<b>IL</b>	17.76	3%	2%	16.87	0.25	12.65
<b>IH</b>	30.36	3%	2%	28.84	0.25	21.63
<b>TOTAL</b>	<b>100.84</b>			<b>95.80</b>	<b>1.00</b>	<b>71.85</b>

**Exhibit A-13. Redevelopable Commercial/Industrial Inside Urban Growth Area**

Zoning	Gross Acres	Deductions		Net Acres	Market Factor	Available Net Acres
	(B)	Critical Areas (C)	Site Utilization (D)			
		3%	2%	$B-(B*(C+D))$	25%	$E*(1-F)$
<b>CC</b>	0.00	3%	2%	0.00	0.25	0.00
<b>CH</b>	0.00	3%	2%	0.00	0.25	0.00
<b>IL</b>	10.90	3%	2%	10.35	0.25	7.77
<b>IH</b>	8.41	3%	2%	7.99	0.25	5.99
<b>TOTAL</b>	<b>19.30</b>			<b>18.34</b>	<b>1.00</b>	<b>13.75</b>

[this page intentionally blank]



## Introduction

The City of Walla Walla is updating its Comprehensive Plan Update by June 2018 in accordance with the Growth Management Act (GMA). As part of the process, it must update its housing inventory to determine projected needs for housing over the 20- year planning period. The attached inventory provides existing and trend data on housing needs in Walla Walla.

Based on the information in the inventory, Walla Walla should consider policies to address the following housing needs:

- Senior rental housing may be needed to ensure that local residents are able to age in place. At least some portion of this housing should be affordable and should be accommodate people with disabilities, including physical, visual, and hearing impairments.
- A greater stock of rental housing is needed to serve families. This population may also be served by programs that create affordable home ownership opportunities.

- A greater stock of smaller unit rental housing is needed to serve single person households. Building this type of housing may free up larger units and increase the number of rentals available to serve families.
- Affordable housing is needed for households that make less than 50% of the area median income.
- Ensuring that aging housing stock remains in good condition.

Some of the plans, programs, and regulations that may be used to address the policy issues above include:

- The development of subsidized housing to serve seniors and people with low or very low incomes. Such housing is often developed and managed by either non-profits or public agencies.
- Development and adoption of an affordable housing plan.
- Regulatory requirements to include affordable housing in new development, potentially with options that would allow a choice of developing affordable housing on-site, off-site, or through a fee-in-lieu system.
- Regulatory incentives to include affordable housing in new development.
- Transfer of development rights to support affordable housing.
- More zoning for multi-family housing which could include new or expanded zoning for multi-family housing, or new or expanded mixed-use zoning.
- Multi-family property tax exemption, waived fees, or other fiscal incentives for those who create desired housing types.
- Zoning regulations that support additional density in existing single-family neighborhoods and allow for a variety of housing



types such as accessory dwelling units, townhomes, small lot development, cottages, and smaller multi-plexes.

- Demonstration projects for new and innovative housing types.
- Code compliance programs or minimum property management standards that ensure that aging housing stock remains in good condition.
- Housing assistance programs that help homeowners with low incomes maintain properties, provide weatherization, or remodel housing to accommodate disabilities.
- Residential design standards to ensure new and infill housing development maintains desired community character.

## Population Characteristics

### *Population*

As of April 1<sup>st</sup>, 2017, OFM estimates the City of Walla Walla had a population of 33,840. This represents a 6.2% increase from its population in 2010, and a 14.0% increase from 2000. As indicated in **Exhibit B-1**, the City of Walla Walla growth across those years is greater than the growth experienced in Walla Walla County, and less than that of Washington State. However, in the most recent seven years, the growth has been closer to statewide growth. Between 2010 and 2017, OFM estimates an increase in population of 953 due to annexation.

**Exhibit B-1. Population Over Time 2000-2017**

	2000	2010	2017	PERCENT CHANGE 2000-2017	PERCENT CHANGE 2010-2017
City of Walla Walla	29,686	31,731	33,840	14.0%	6.2%
Walla Walla County	55,180	58,781	61,400	11.3%	4.3%
State	5,894,121	6,724,540	7,310,300	24.0%	8.0%

Source: State of Washington, Office of Financial Management (OFM) 2017; BERK 2017

According to data from OFM, roughly 11% or 3,690 people live in group quarters such as college residence halls, the state penitentiary, or nursing facilities, while the remainder reside in households.

Urban growth area (UGA) population estimates for 2017 show a total Walla Walla UGA population of 36,761, suggesting 2,921 people live in the UGA and outside of city limits. This places over 92% of the Walla Walla UGA population within city limits. Additionally, all residents of the group quarter population reside within city limits.

**Population Projections**

The OFM prepares low, intermediate and high range growth management population projections for the counties within the State;. Based on Walla Walla County adopting those projections, the City of Walla Walla opted to plan for a 6,190 person increase in population by year 2038.<sup>1</sup>

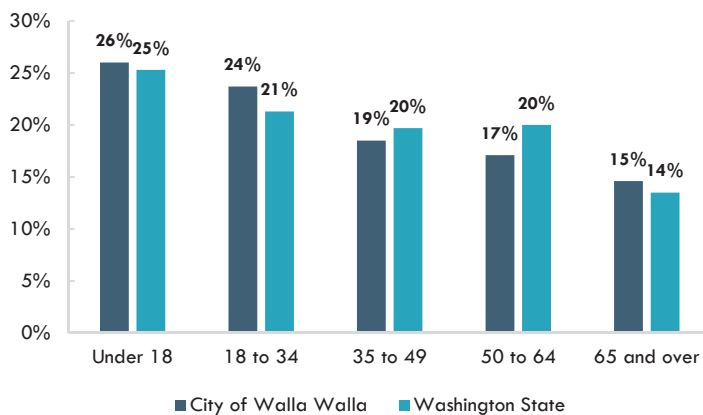
---

<sup>1</sup> This is an estimate made by the City. This number will be refined through

## Population Age Distribution

**Exhibit B-2** shows the distribution of the City of Walla Walla population by age group. Youth under 18 and people 18-34 years old make up roughly 50% of the population. About 14.6% of the population is 65 or older. Compared to Washington State, both the under 35 and 65 and older groups are greater than statewide estimates, indicating a population skewed towards either end of the spectrum, and with less middle age people than the rest of the state.

### Exhibit B-2. Age Distribution



Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017

**Exhibit B-3** summarizes households with a senior householder. There are over one quarter of households in the City of Walla Walla with a senior householder, about one third of which are renters. These households may be particularly vulnerable to increases in rents, especially those on fixed incomes.

negotiations with the County.

### Exhibit B-3. Households with a Senior Householder

	HOUSEHOLDS
Total Households with a senior householder	3,179
Renter-occupied	1,080
Owner-occupied	2,099

Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017

Individuals age 65 and older living in Walla Walla are more likely to have one or more disabilities than the population at large.

**Exhibit B-4** shows that 43% of all people age 65 and older have one or more disabilities. About 15% of total population is age 65 or older. Among these senior residents, 26% report living with an ambulatory difficulty, 16% report having an independent living difficulty, 21% report having a hearing difficulty, 13% report having a cognitive difficulty, 10% report having a self-care difficulty, and 9% report having a vision difficulty

### Exhibit B-4. Population with a Disability by Age Group

	POPULATION WITH DISABILITY	PERCENTAGE OF POPULATION WITH DISABILITY
All Age Groups	4,632	16.1%
Population under 5	1	0.1%
Population 5 to 17	274	5.3%
Population 18 to 64	2,444	13.9%
Population 65 and older	1,913	43.0%

Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017

## Population Diversity

**Exhibit B-5** breaks down city, county, and statewide population by gender, race, and ethnicity. The City of Walla Walla is roughly 52% male and 48% female, whereas statewide estimates are almost exactly evenly split. 91% of the city population identifies as white alone, nearly 10% higher than the state estimates. Almost 15% of the population identifies as of Hispanic or Latino origin.

### Exhibit B-5. Gender, Race, and Ethnicity

	CITY OF WALLA WALLA	WALLA WALLA COUNTY	WASHINGTON STATE
Male	52.1%	51.2%	49.9%
Female	47.9%	48.8%	50.1%
White	91.0%	91.9%	82.6%
Black or African American	0.5%	0.6%	3.5%
American Indian or Alaska Native	0.8%	0.5%	1.2%
Asian	1.7%	1.1%	6.6%
Native Hawaiian and Other Pacific Islander	0.1%	0.1%	0.4%
Some other race	3.4%	3.7%	2.5%
Two or more races	2.6%	2.1%	3.1%
Hispanic or Latino origin (of any race)	14.8%	12.6%	7.9%

Note: Hispanic or Latino origin is considered an ethnicity and not a race.

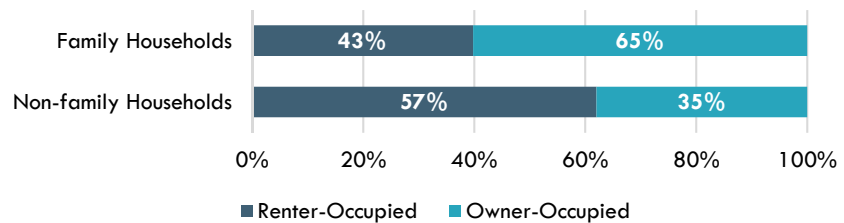
Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017

### Household Formation

About 89% of the City of Walla Walla population resides in households, while the remaining 11% live in groups quarters. As of 2017, OFM estimates there are 12,428 total households in the City of Walla Walla. The 2011-2015 American Community Survey estimates 56% of total households are families, and 44% are non-family households. Family households include two or more people living together related by birth, marriage, or adoption. Of family households, roughly 20% include a senior member, and of non-family households, about 37% include a senior.

57% of all households in the City of Walla Walla are renter-occupied. **Exhibit B-6** breaks down family and non-family households by tenure, showing that non-family households are considerably more likely to be renters.

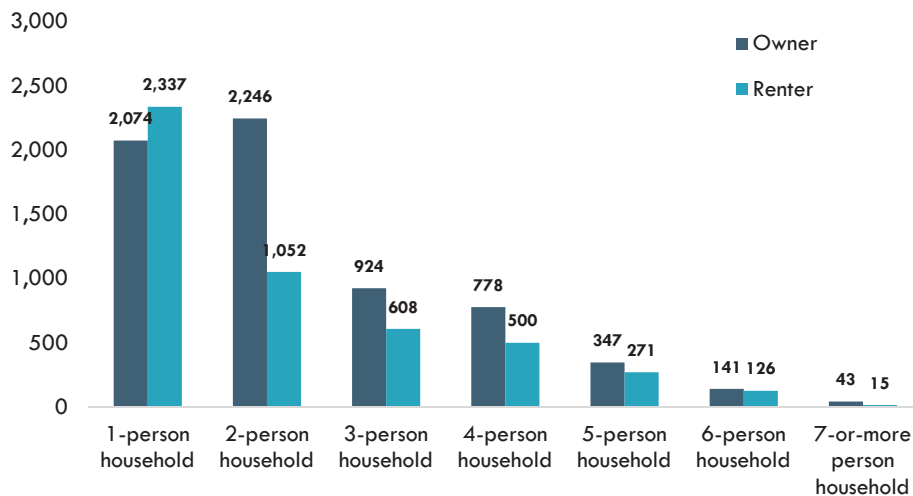
**Exhibit B-6. Housing Tenure by Household Type**



Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017

**Exhibit B-7** shows persons per household by tenure. It shows by more than double any other category, 1-person households are the largest market for rental housing. However, it is notable that 31% of renter households have 3 or more members. Given that apartments are generally smaller in size, many of these households likely reside in single-family detached housing throughout the city, and could possibly be candidates for future multi-family housing units.

### Exhibit B-7. Renter and Owner-occupied Households by Household Size



Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017

Average household size of an owner-occupied unit is 2.47, while average household size of a renter-occupied unit is 2.31. The ACS estimates for average household size for both owners and renters is approximately 2.40. Walla Walla has a large population of people living in group quarters, which could increase average household size if included in that calculation. A figure of 2.40 is used for this document because it represents the average household size excluding group quarters.

### Household Income

In 2015, the American Community Survey lists median household income for households residing inside the City of Walla Walla as \$41,750, compared with a slightly higher median household income of \$47,946 in Walla Walla County, and \$61,062 statewide (ACS 5-yr Estimates, 2011-2015).

HUD calculations and groupings are based on HUD Area Median Family Income (AMI), a calculation that takes into account household size. AMI is based on the median income for a four-

person family household. In 2017, HUD’s AMI for Walla Walla County is \$62,900<sup>2</sup>.

HUD provides data on household income breakdowns relative to Walla Walla County AMI. Therefore, this element groups households based on income categories relative to the county AMI. Note that HUD accounts for household size when grouping households into these income categories.

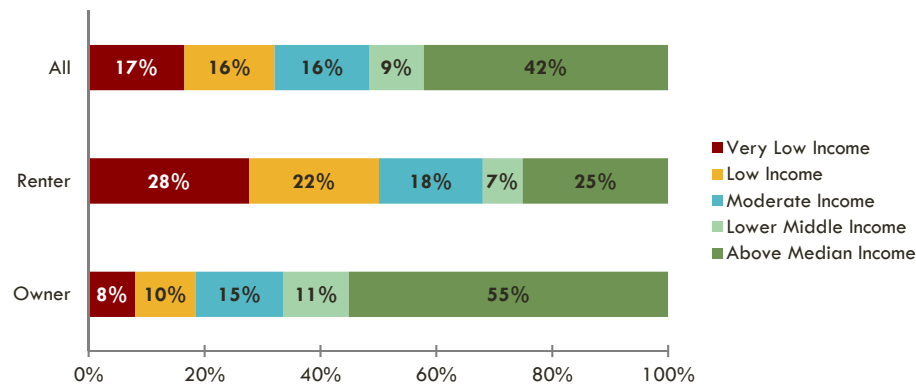
- Very Low Income—Under 30% of AMI (<\$18,870)
- Low Income—30-50% of AMI (\$18,870 - \$31,450)
- Moderate Income—50-80% of AMI (\$31,450 - \$50,320)
- Lower Middle Income—80-100% of AMI (\$50,320 - \$62,900)
- Above Median Income—Above 100% of AMI (>\$62,900)

Exhibit B-8 summarizes City of Walla Walla households within each income category, by housing tenure. Owner-occupied households are more likely to be in a higher income category, with 55% earning more than AMI, whereas only 25% of renter households are earning more than AMI. Almost 60% of renter households have income levels classified as low or very low income, earning less than 50% AMI.

---

<sup>2</sup> ACS area median income is calculated by determining the household area median income, regardless of household size, based on ACS income estimates. HUD calculations account for a four-person household, hence the larger number as compared to ACS estimates. More information on HUD Area Median Family Income (HAMFI) can be found at [https://www.huduser.gov/portal/datasets/cp/CHAS/bg\\_chas.html](https://www.huduser.gov/portal/datasets/cp/CHAS/bg_chas.html)



**Exhibit B-8. Household Income Categories - City of Walla Walla**

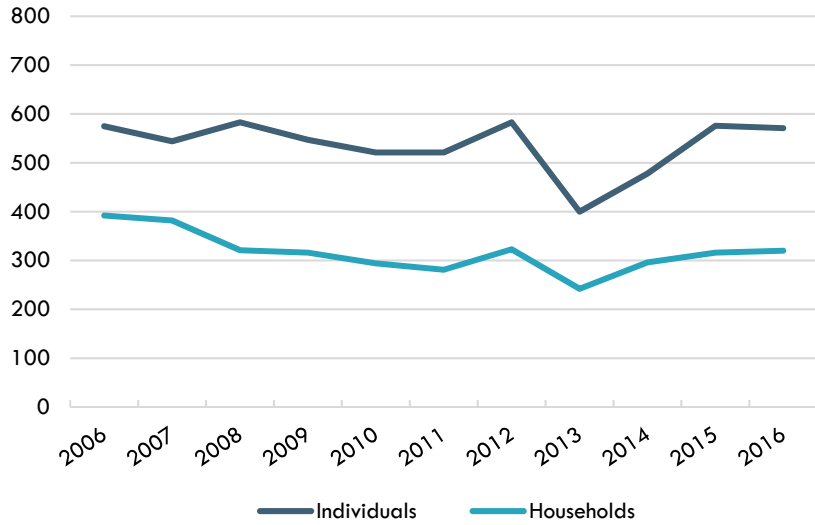
Source: U.S. Department of Housing and Urban Development, Consolidated Housing Affordability Strategy (based on U.S. Census American Community Survey 5-yr Estimates, 2010-2014); BERK, 2017

**Homeless and Unhoused Population**

The Department of Commerce, in coordination with Walla Walla County, performs a yearly point-in-time count of homeless persons and households. The numbers that the Department of Commerce publishes use the HUD definition of homelessness, which excludes those that reported having to stay with family or friends. Walla Walla County includes those individuals and households in their published data, as it helps to depict both those that are chronically homeless as well as those with intermittent struggles with sustainable housing.

In 2016, there were 571 individuals and 320 households identified as homeless during the point-in-time count. Of the 320 households, 181 were temporarily staying with family or friends, and 40 households were identified as chronically homeless (1 year or more / 4 episodes in past 3 years). **Exhibit B-9** shows trends in the point-in-time homeless count from 2006 to 2016. While numbers have fluctuated, the count in 2016 yielded similar numbers of homeless as prior years.

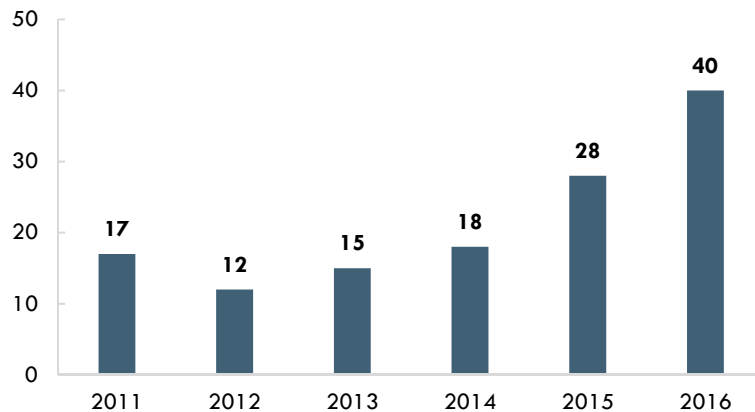
**Exhibit B-9. Point-in-time Homeless Count – Walla Walla County**



Source: Walla Walla County, 2016; Washington State Department of Commerce, 2016; BERK, 2017

However, since 2011, when the survey began tracking chronically homeless households, there has been a continuing upward trend. **Exhibit B-10** shows that between 2011 and 2016, chronically homeless households have more than doubled countywide.

**Exhibit B-10. Chronically Homeless Households – Walla Walla County**



Source: Walla Walla County, 2016; Washington State Department of Commerce, 2016; BERK, 2017

In summary, the data available indicates homelessness to be a persistent problem throughout Walla Walla County, and that chronic homelessness is on the rise.

## Housing Conditions

### *Housing Conditions*

**Exhibit B-11** depicts general characteristics of housing and vacancies in the City of Walla Walla compare to Walla Walla County and Washington State. The City of Walla Walla's vacancy hovers near the state average at about 9% (see below section for owner vs. renter vacancy). The American Community Survey estimates that of the total vacant units in the City of Walla Walla, some 28% of those are for rent, 11% are for seasonal, recreational, or occasional use, and nearly 40% are simply listed as other vacant.

#### **Exhibit B-11. Housing Characteristics & Vacancy**

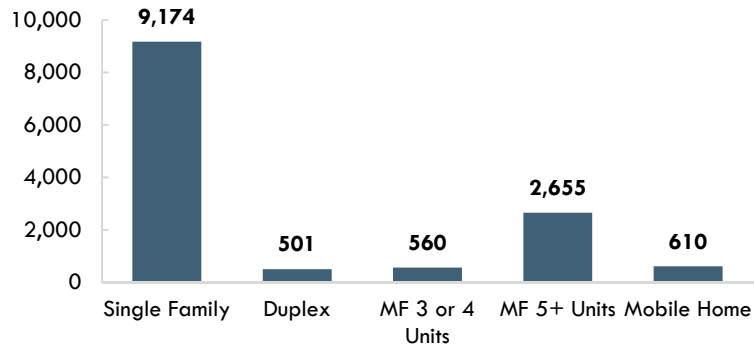
	CITY OF WALLA WALLA	WALLA WALLA COUNTY	WASHINGTON STATE
<b>Total Housing Units</b>	<b>13,500</b>	<b>24,702</b>	<b>3,083,220</b>
<b>Occupied</b>	<b>90.8%</b>	<b>91.3%</b>	<b>90.7%</b>
Owner occupied	57.2%	64.3%	62.5%
Renter occupied	42.8%	35.7%	37.5%
<b>Vacant</b>	<b>9.2%</b>	<b>8.7%</b>	<b>9.3%</b>
For rent	27.6%	24.5%	17.7%
Rented, not occupied	8.8%	5.1%	4.7%
For sale only	8.1%	11.8%	10.6%
Sold, not occupied	5.0%	2.8%	3.5%
For seasonal, recreational, or occasional use	10.7%	15.9%	34.8%
For migrant workers	0.0%	0.4%	0.4%
Other Vacant	39.8%	39.4%	28.4%
<b>Average Household Size</b>	<b>2.40</b>	<b>2.50</b>	<b>2.57</b>

Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; OFM, 2017; BERK, 2017. Note: Average Household Size is calculated by taking the average between ACS estimates for owner household size and renter household size

### Housing Stock

As of 2017, there were 13,500 housing units in the City of Walla Walla. **Exhibit B-12** breaks down all units in the city by unit type. 68% of all housing units in the City of Walla Walla are single family.

**Exhibit B-12. Housing Units by Housing Type**

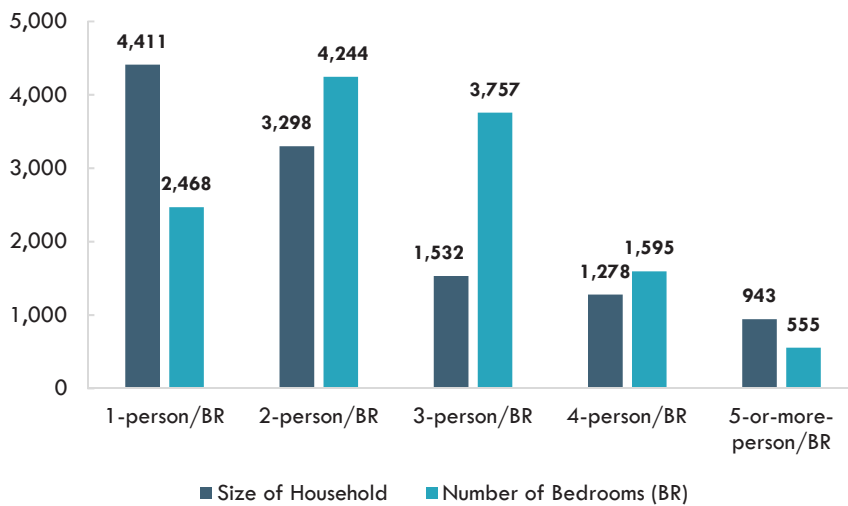


Source: OFM, 2017; BERK, 2017

**Exhibit B-13** breaks down the housing stock by the number of bedrooms and compare it to the size of households. There are nearly 4,500 households with only one member, yet there are less than 2,500 studio and 1-bedroom housing units combined. This is a difference of about 2,000 units. While not all 1-person households are looking for a studio or 1-bedroom unit, it is also likely to be true that there are people living in larger shared houses now that would prefer to live in a studio or 1-bedroom unit if there were enough units available. It follows that the demand for studio and 1-bedroom units could potentially exceed what is indicated by looking at census data about household sizes. The presence of Whitman College is likely impacting the amount of 1-person households, yet with roughly 1,500 students, data would still indicate a need for studios or 1-bedroom units.

On the other hand, nearly 47% of housing units in Walla Walla have 3 or more bedrooms while only 33% of households have 3 or more members. There is the potential that the number of households with 3 or more members is higher than actual demand, assuming people seeking small apartment units are instead sharing larger units due of appropriate supply in the apartment market.

**Exhibit B-13. Alignment Between Household Sizes and Size of Units in Housing Stock**



Note: The number of 1-BR housing units include both studios and one-bedroom units

Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017

While data suggests the housing stock generally supplies units that are too large for the kinds of households that exist in Walla Walla, overcrowding still exists and primarily among renter households. HUD defines overcrowding as greater than one occupant per room. Based on this definition, 246 renter occupied housing units are overcrowded, 5% of all renter occupied housing units.

**Exhibit B-14. Overcrowding by Housing Tenure**

OCCUPANTS PER ROOM	RENTER OCCUPIED	OWNER OCCUPIED
0.50 or less occupants per room	3,031	5,299
0.51 to 1.00 occupants per room	1,632	1,218
1.01 to 1.50 occupants per room	141	36
1.51 to 2.00 occupants per room	105	0
2.01 or more occupants per room	0	0
<b>Number of Overcrowded Units (&gt;1)</b>	<b>246</b>	<b>36</b>
<b>Percentage of Units that are Overcrowded (&gt;1)</b>	<b>5.0%</b>	<b>0.5%</b>

Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015, BERK 2017

*Housing Age & New Construction*

**Exhibit B-15** shows housing structures by decade built. The City of Walla Walla data for decade built was unavailable for a portion of homes. Of those with data available, over 50% of homes were built prior to 1950. This suggests the housing stock is aging considerably, and that considerable investment will be needed in the coming decades to update the housing supply.

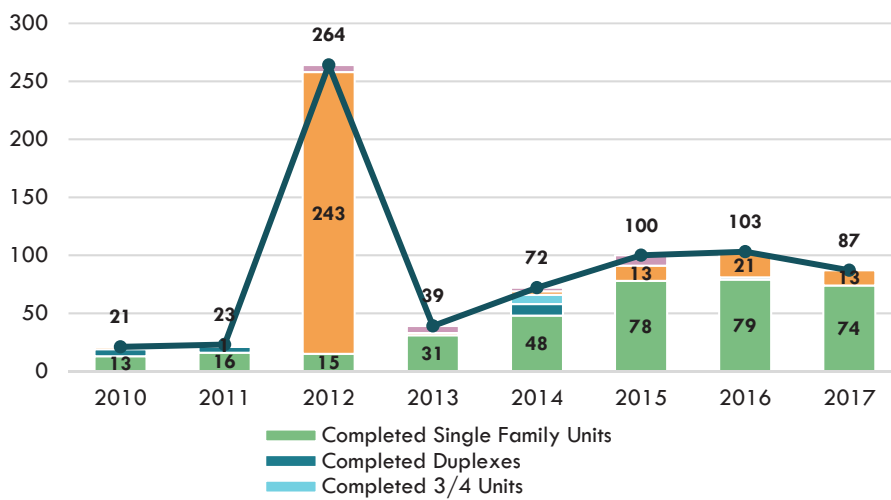
**Exhibit B-15. Housing Structures Decade Built**

DECADE BUILT	PERCENT OF HOUSING STRUCTURES
Built 2010 to 2017	4.9%
Built 2000 to 2010	8.7%
Built 1990 to 2000	4.7%
Built 1980 to 1990	2.4%
Built 1970 to 1980	8.3%
Built 1960 to 1970	6.1%
Built 1950 to 1960	13.8%
Built 1940 to 1950	14.4%
Built 1939 or earlier	36.8%

Source: City of Walla Walla, 2017; Walla Walla County Assessor, 2017; BERK, 2017

**Exhibit B-16** shows new housing unit production by type from 2010 to 2017, and **Exhibit B-17** shows general trends in types of units during the same timeframe. Between those years, 622 new housing units were built. 50% of units completed were single family homes and nearly 47% were multi-family units. The remaining 3% were composed of mobile home placements.

**Exhibit B-16. Housing Unit Production by Type**



Source: OFM, 2017; BERK, 2017 Note: All figures are as of April 1<sup>st</sup> of the given year.

**Exhibit B-17. Housing Supply 2010-2017**

UNIT TYPE	HOUSING UNITS (2010)	HOUSING UNITS (2017)	PERCENT CHANGE (2010-2017)
1 unit	8,505	9,174	7.3%
2 units	504	501	-0.6%
3 or 4 units	551	560	1.6%
5+	2,367	2,655	10.8%
Mobile home	587	610	3.8%
<b>Total Housing Units</b>	<b>12,514</b>	<b>13,500</b>	

Source: OFM, 2017; BERK, 2017

### *Subsidized Housing*

Current subsidized housing inventories were collected directly from the Walla Walla Housing Authority (WWHA). The WWHA owns and manages 549 units, and provides rental assistance to another 1,094. As the rental assistance program is expensive for the WWHA to maintain, they do expect the figure above to grow. There are approximately 1,800 households on their wait lists, and the general sense is that their wait list is consistently larger than 1,500 households. Their target income for qualifying for their programs is below 60% AMI.

Of the 549 units owned and managed by the WWHA, 128 units are targeted to agricultural workers. Additionally, there is one transitional program targeting homeless veterans which has 8 units totaling 34 beds. While trend data was not available, the WWHA indicated that since the early 1990s, their program has grown from 84 owned units with 20 rentals, into the numbers reported above.

While the primary subsidized housing stock is targeted toward renters, Tri-County Partners Habitat for Humanity has been operating in Walla Walla since 1992. Their program targets households with income between 30% and 60% current median income in the area. Since 1992, 15 homes have been completed in Walla Walla.

## **Housing Affordability**

### *Household Cost Burden*

A housing cost burden, as identified by HUD, occurs when a household spends more than 30% of their income on housing costs (rent plus basic utilities or gross monthly owner costs). Households spending more than 50% of their income towards housing cost are considered severely cost burdened.

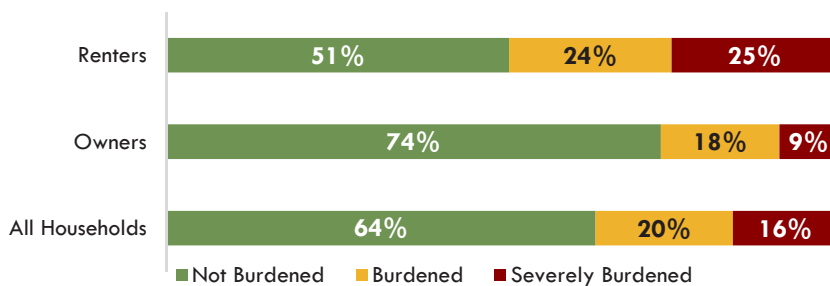
Cost burdened estimates are published by HUD, which estimates based on data from the U.S. Census American Community Survey 5-year estimates, for specific geographic areas. The latest



available survey period in which HUD has calculated cost burden with is 2010-2014, meaning surveys were answered on a rolling basis between January 2010 and December 2014. The period includes a portion of the most recent economic recession.

**Exhibit B-18** shows the estimates of cost burden for the City of Walla Walla renter and owner-occupied households for the years 2010 through 2014. Thirty-six percent (36%) of all households were estimated to be either cost burdened or severely cost burdened during this period. A greater percentage of renter households were cost burdened (49%) than owner households (28%).

#### **Exhibit B-18. Cost Burden by Housing Tenure (City of Walla Walla)**



Source: U.S. Department of Housing and Urban Development, Consolidated Housing Affordability Strategy, 2010- 2014; BERK, 2017

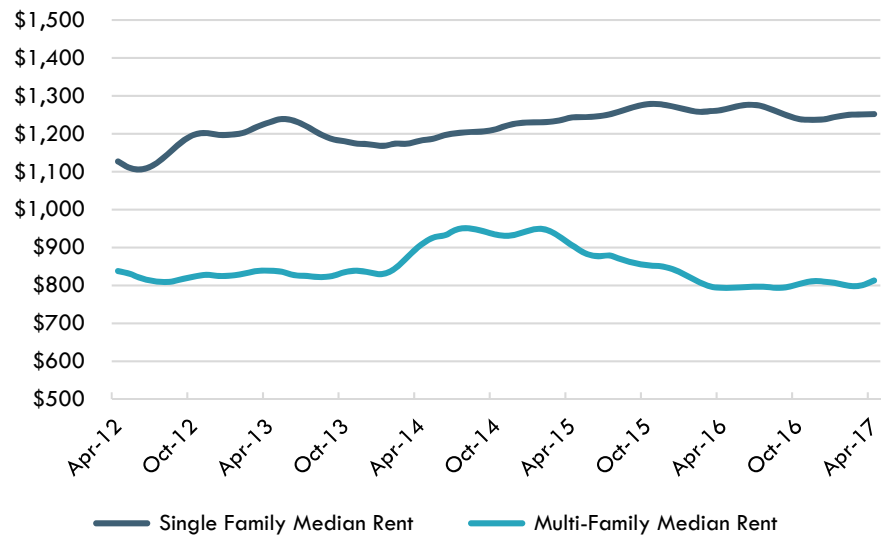
#### **Rental Housing Affordability**

**Exhibit B-19** shows the monthly median market rate rental housing costs from April of 2012 through April 2017, identifying the costs by single family and multi-family median rents. Rents for single family homes are generally higher than apartment rents.

In recent years, the rate of rent increase in single-family rentals has been increasing, while rate of rent decrease in has been accelerating as well. Between April 2014 and April 2017, median rents for single family went up roughly 2% annually and median rents for multi-family went down roughly 3.5% annually. It should be noted the data presented below is limited by how many

listings are on Zillow, however a brief search of current Craigslist rental listings shows the current Zillow numbers to be in a similar price range (\$1,252 in 2017)) and multi-family rents decreased at an annual rate of -.89% (\$813 in 2017).

**Exhibit B-19. Median Monthly Rent (City of Walla Walla)**



	AVERAGE ANNUAL GROWTH RATE (APR '11 - APR '17)	AVERAGE ANNUAL GROWTH RATE (APR '14 - APR '17)
Single-family Rental	0.11%	1.94%
Multi-family Rental	-0.89%	-3.55%

Source: Zillow Rent Index, 2017; BERK, 2017

The Washington Center for Real Estate Research at the University of Washington conducts semi-annual apartment market surveys. In March 2016, 605 units were surveyed. Only 21 units were vacant suggesting a 3.5% vacancy rate, with an average rent of \$783. This rent cost is consistent with Zillow’s median rent for the same month, at \$797.

To afford median rent for a single-family home, a household would need to earn at least \$50,080 annually. To afford the median rent for a multi-family unit, a household would need to

earn at least \$32,520 annually. **Exhibit B-20** shows the estimated number of households that earn enough to afford the median rent for a single or multi-family rental housing unit.

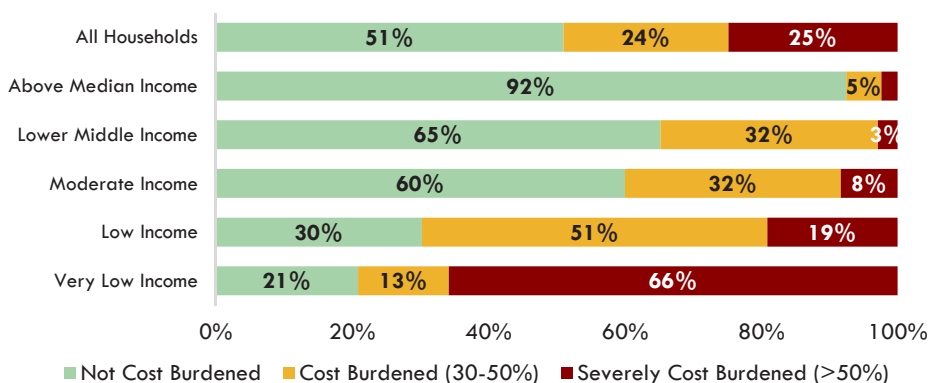
**Exhibit B-20. Renter Households Affording Median Rent**

	HOUSEHOLD INCOME TO AFFORD MEDIAN RENT	NUMBER OF HOUSEHOLDS AFFORDING MEDIAN RENT	PERCENT OF HOUSEHOLDS THAT CAN AFFORD MEDIAN RENT
Single-family Rental	\$50,080	4,677	41%
Multi-family Rental	\$32,520	6,757	59%

Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017

**Exhibit B-21** shows the cost burdens for renter households. Among all renter households, 1 out of 2 was estimated to be cost burdened and 1 out of 4 was estimated to be severely cost burdened. All but 21% of very low income households were cost burdened, with 2 out of 3 households severely cost burdened, and all but 30% of low income households were cost burdened.

**Exhibit B-21. Renter Cost Burden by Income Category**





Source: U.S. Department of Housing and Urban Development, Consolidated Housing Affordability Strategy, 2010- 2014; BERK, 2017

### Rental Unit Gap Analysis

**Exhibit B-22** compares estimated renter household counts in the City of Walla Walla by income range to the estimated number of rental housing units offered on the market at rents affordable to those income levels, assuming a rental cost burden of 30%. This data summarizes conditions during an American Community Survey 5-year estimation period from 2011 to 2015, which includes the end of the downturn in the housing market following the economic recession and only partially overlaps with the more recent period of rising housing costs. The data source is considered when interpreting the findings.

The exhibit shows a misalignment between the affordability level of rental housing and the income level of area households. The deficit of units available to Low (30-50%) and Very Low (under 30%) income earners is likely to be explained by households at these earning levels occupying units that would be affordable to those in the Moderate (50-80%) and Lower Middle (80-100%) income groups. The deficit of housing at the higher end of affordability spectrum also indicates that many above median income households are also occupying homes that would otherwise be affordable to Moderate and Lower Middle income households.

#### Exhibit B-22. Renter Income and Rents

Ratio to 2015 Walla Walla County AMI (HUD, 2015)	Rounded (1,000s) Income Ranges* (ACS)		Monthly Housing Budget*		 Estimated Renter HHs* (ACS)		 Estimated Gap	
	Low	High	Low	High	Count	Percent	Units Offered	over/ (under)
<b>\$62,900</b>								
<b>Under 30%</b>	\$0	\$19,000	\$0	\$475	1,854	38%	477	-1,377
<b>30 - 50%</b>	\$19,000	\$31,000	\$475	\$775	947	19%	850	-97
<b>50 - 80%</b>	\$31,000	\$50,000	\$775	\$1,250	922	19%	2,346	1,424
<b>80 - 100%</b>	\$50,000	\$63,000	\$1,250	\$1,575	331	7%	684	353
<b>100 - 120%</b>	\$63,000	\$75,000	\$1,575	\$1,875	306	6%	429	124
<b>120% or Over</b>	\$75,000		\$1,875		549	11%	423	-126
<b>Total</b>					<b>4,909</b>	<b>100%</b>	<b>5,209</b>	<b>300</b>

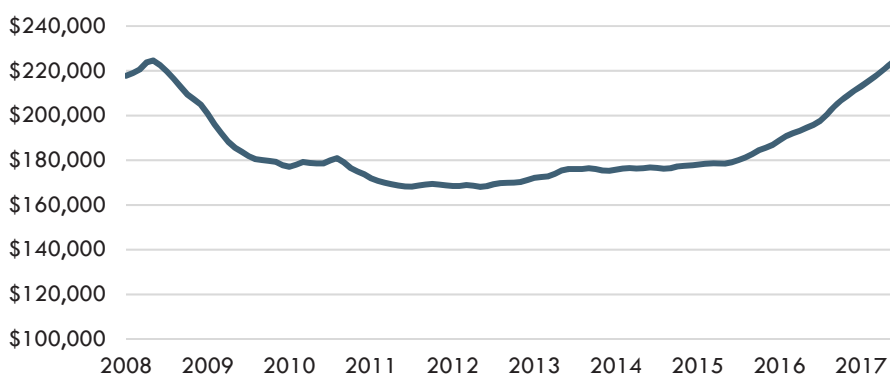
Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; HUD, 2017; BERK, 2017 \*Based on 30% of income, consistent with HUD definition of Cost Burden, spending 30% or more of income on housing.

The analysis uses the City of Walla Walla income levels, compared to the Walla Walla County Area Median Income as specified by the U.S. Department of Housing and Urban Development. Rental rates and household counts reflect estimated conditions from 2011 to 2015 by the U.S. Census, American Community Survey (ACS). ACS data represent estimates of renter household counts by income level and units available at specific rent levels. Each estimate is associated with a margin of error. This data represents an overall picture of conditions during the 2011 – 2015 period and does not provide a precise count of current rental units on the market.

### Ownership Housing Market

**Exhibit B-23** shows changes in median home prices for a single-family home between 2008 and 2017, as reported by Zillow. Since the market bottomed out in 2010-2012, prices have been steadily rising. Between June 2012 and June 2017, there has been an average annual growth of 6%. Just in the last year, between the beginning of 2016 and June 2017, prices have increased nearly 16%, an extremely significant increase.

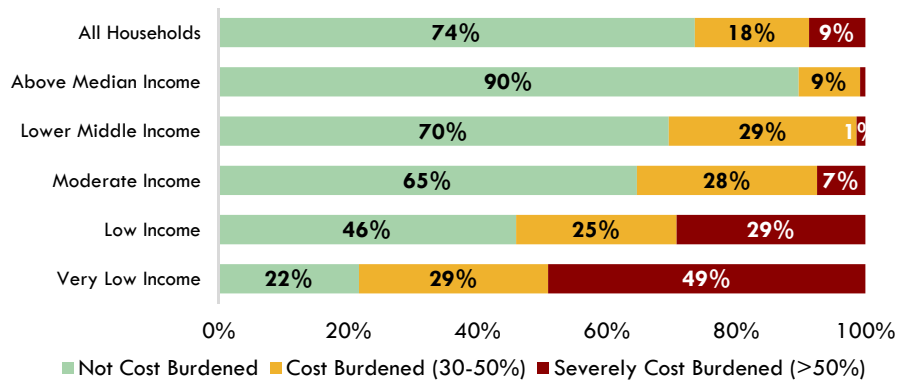
#### Exhibit B-23. City of Walla Walla Monthly Median Home Price 2008-2017



Source: Zillow, 2017; BERK, 2017

**Exhibit B-24** shows the cost burdens for owner households in the City of Walla Walla between 2010 and 2014. For all owner households, 27% were either burdened (18%) or severely cost burdened (9%). All but 22% of very low income households were burdened, with 29% having a cost burden between 30 and 50% of their income, and 49% exhibiting a sever cost burden of more than 50% of their household income. Over 50% of low income households were burdened, and over 30% of both moderate and lower middle income households were burdened.


**Exhibit B-24. Owner Cost Burden by Income Category**



Source: U.S. Department of Housing and Urban Development, Consolidated Housing Affordability Strategy, 2010- 2014; BERK, 2017

Exhibit B-25 shows the estimated owner households by income category for 2015, indicated that the most predominant income category for owner households were those households make 120% or more than the 2015 countywide AMI (30%). An estimated 58% of owner households in Walla Walla were making less than the AMI.

**Exhibit B-25. Owner Households by Income Categories**

<u>Ratio to 2015 Walla Walla County AMI (HUD, 2015)</u>	<u>Rounded (1,000s) Income Ranges</u>		 <u>Estimated Owner HHs</u>	
	Low	High	Count	Percent
<b>\$62,900</b>				
<b>Under 30%</b>	\$0	\$19,000	937	14%
<b>30 - 50%</b>	\$19,000	\$31,000	760	12%
<b>50 - 80%</b>	\$31,000	\$50,000	1,364	21%
<b>80 - 100%</b>	\$50,000	\$63,000	718	11%
<b>100 - 120%</b>	\$63,000	\$75,000	662	10%
<b>120% or Over</b>	\$75,000		2,111	32%
<b>Total</b>			<b>6,553</b>	<b>100%</b>

Source: U.S. Census, American Community Survey 5-yr Estimates, 2011-2015;  
HUD, 2017; BERK, 2017

**Exhibit B-26** shows annual income needed to afford a home at the early 2017 median sale price, as reported by Zillow. There are two variations, one based on a 20% down payment and one based on a 3.5% down payment.

If a household has 20% down payment funds available, approximately 48% of households in Walla Walla earn enough income to afford a home at the median sale price. However, it is likely the percentage of households who can afford a down payment of 20% is far lower.

Recalculating the cost with only 3.5% of a down payment, taking into account a larger loan amount and mortgage insurance, the percentage of households that can afford a home at median sales price drops to 38%.

**Exhibit B-26. Annual Income Needed to Purchase a Single-family Home at June 2017 Median Sale Price, 20% Down Payment vs. 3.5% Down Payment**

Monthly Mortgage		Monthly Mortgage	
Median Selling Price	\$224,600	Median Selling Price	\$224,600
Down Payment (20%)	\$44,920	Down Payment (3.5%)	\$7,861
<b>Mortgage Amount</b>	<b>\$179,680</b>	<b>Mortgage Amount</b>	<b>\$216,739</b>
Interest Rate	4.0%	Interest Rate	4.0%
Payments over 30 years	360	Payments over 30 years	360
<b>Monthly Mortgage Payment</b>	<b>\$854.97</b>	<b>Monthly Mortgage Payment</b>	<b>\$1,031.31</b>
Annual Housing Expenses		Annual Housing Expenses	
Mortgage Payments	\$10,260	Mortgage Payments	\$12,376
Taxes (1.23%)	\$2,766	Taxes (1.23%)	\$2,766
Insurance	-	Insurance	\$1,123
Annual	\$13,026	Annual	\$16,265
Monthly	\$1,085.51	Monthly	\$1,355.43
<b>Monthly Income Needed</b>	<b>\$3,618</b>	<b>Monthly Income Needed</b>	<b>\$4,518</b>
<b>Annual Income Needed</b>	<b>\$43,420</b>	<b>Annual Income Needed</b>	<b>\$54,217</b>
Households		Households	
Number of households with income > \$46,200	5,477	Number of households with income > \$46,200	4,370
Total households	11,462	Total households	11,462
<b>Estimate of households that can afford median home price at 20% down</b>	<b>47.8%</b>	<b>Estimate of households that can afford median home price at 3.5% down</b>	<b>38.1%</b>

Source: Zillow, 2017; U.S. Census, American Community Survey 5-yr Estimates, 2011-2015; BERK, 2017



## Future Need

### Population Projections

As noted above, the OFM prepares low, intermediate and high range growth management population projections for the counties within the State;. Based on Walla Walla County adopting those projections, the City of Walla Walla opted to plan for a 6,190 person increase in population by year 2038.

### Housing Capacity

The City of Walla Walla performed a buildable lands analysis to determine housing capacity both within city limits as well as in the UGA. The results of the analysis are shown below.

#### Housing Capacity by Zone – City and UGA combined

	ASSUMED FUTURE DENSITY (DU/ACRE)	AVAILABLE NET ACRES	EXISTING UNITS ON PARCELS	FUTURE HOUSING CAPACITY (DU)
Multifamily Residential	16.00	21.8	19	329
Single-family Residential (6,000 sq ft)	5.03	38.8	49	146
Single-family Residential (7,200 sq ft)	3.98	172.0	167	518
Single-family Residential (9,600 sq ft)	2.85	1,094.4	536	2,583
			<b>Total</b>	<b>3,576</b>

Source: City of Walla Walla, 2017; Walla Walla County, 2017; BERK, 2017

Assuming the growth in population listed above (6,190 person increase in 20 years), and taking into the account average 2017 household size of 2.43, the potential capacity of 3,576 housing units will accommodate the need for an additional ~2,500 households by 2038.

[this page intentionally blank]



## Introduction

This economic profile examines economic indicators and trends including trends to better understand the different economic sectors of Walla Walla and the state of the local market and economy. It looks at the city of Walla Walla, it's Downtown, and the greater region. The following findings are based on the information collected in this report:

- Walla Walla's growth has been slow and steady, which is overall a good indicator of local stability in the economy and the desirability of living here.
- Walla Walla has rebounded from the Great Recession with most indicators having returned to pre-recession figures or better. In 2016 unemployment was below pre-recession levels at 5.8%. Taxable retail sales have also rebounded in most sectors.
- The top three employment sectors account for about half of Walla Walla's employment. The top employment sector in the

city is in the field of education, health care, and social assistance. This is influenced by the presence of three colleges and major medical-hospital complex. The second largest employment sector is in arts and entertainment, food and accommodation and is related to growth in travel and tourism to the region. The third largest sector is retail.

- A third of people surveyed wanted family-wage jobs with nearly half identifying additional opportunities in professional fields and about a third identifying manufacturing and industry as important economic activities for the future. Professional fields are currently the fourth largest employment sector in Walla Walla and Manufacturing is the sixth largest, but currently both sectors together only account for approximately 16% of employment in the city.
- Survey results demonstrated strong support for retail with 28% naming it as an important industry to retain and attract and 30% desiring additional shopping options in town. Additional opportunities for retail may be influenced by national trends favoring internet retail, growth in tourism, and wage or income trends for local residents.
- Downtown has historically been the heart of the city for business. However, few people live there. Almost eight times as many people work in Downtown as live there. Additional living opportunities in Downtown could boost retail sales, increase housing choice, and decrease congestion.
- Walla Walla is historically and functionally the county's central place for business, culture, and services. As regional industries such as agriculture, wine production, and tourism grow the city of Walla Walla will continue to benefit as it offers the amenities of a central location.
- Although not explicitly stated in the survey, there was also

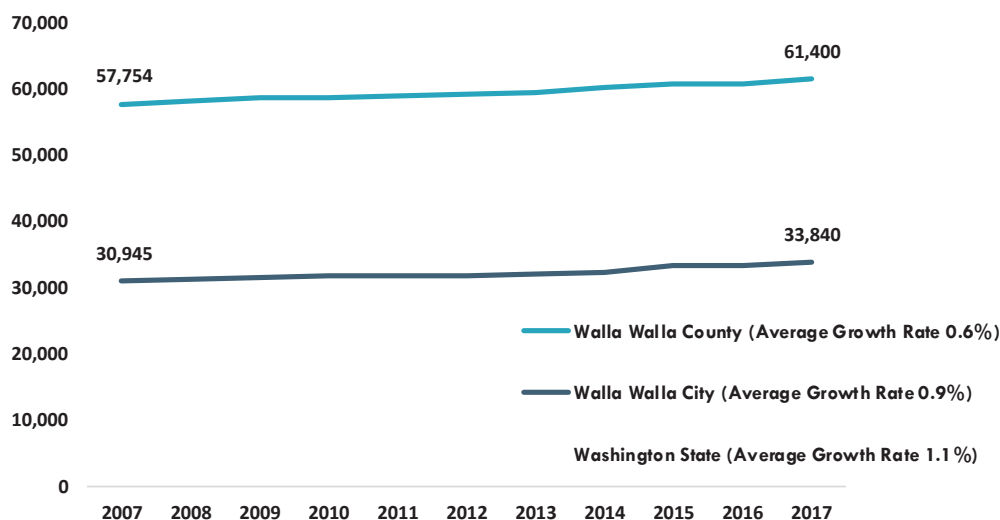
support for industries that are the foundation of the travel and tourism economy. 29% of the respondents felt that both agriculture and the food and wine industry was important to Walla Walla's future and 22% prioritized future development of arts, culture, and entertainment. This suggests that continued support for development in these areas is desired.

## City Characteristics

### Population Characteristics

The city of Walla Walla's 2017 population was estimated to be 33,840 as shown in Exhibit C-1. Over 2007-2017 period, the city's average annual growth rate was a modest 0.9%. While the 10-year annual growth rate has been 0.9%, some of the low growth rate has been the result of the Great Recession. The annual growth rate from 2013-2017 has been 1.5%. Walla Walla's growth rate is consistent with long-term national trends for urbanized areas.

**Exhibit C-1. Population Growth in Walla Walla City and County**



Source: Office of Financial Management, BERK 2017.

Walla Walla’s population includes students and inmates. The state penitentiary houses over 2,000 inmates that are included in Walla Walla’s population figures. Higher education facilities in the city supported annual enrollment of over 10,000 in 2017<sup>1</sup>. To get a better representation of the city’s permanent (and non-incarcerated) population, Exhibit C-2 shows Walla Walla’s population without counting those living in group quarters, such as dormitories or the prison. Over the 2017-2010 period, the annual growth rate without group quarters was 1%, compared to .9% for the total population.

**Exhibit C-2. Population in Walla Walla Excluding Group Quarters**

	2010	2011	2012	2013
Walla Walla	28,080	28,122	28,421	28,453

	2014	2015	2016	2017
Walla Walla	28,668	29,416	29,623	30,150

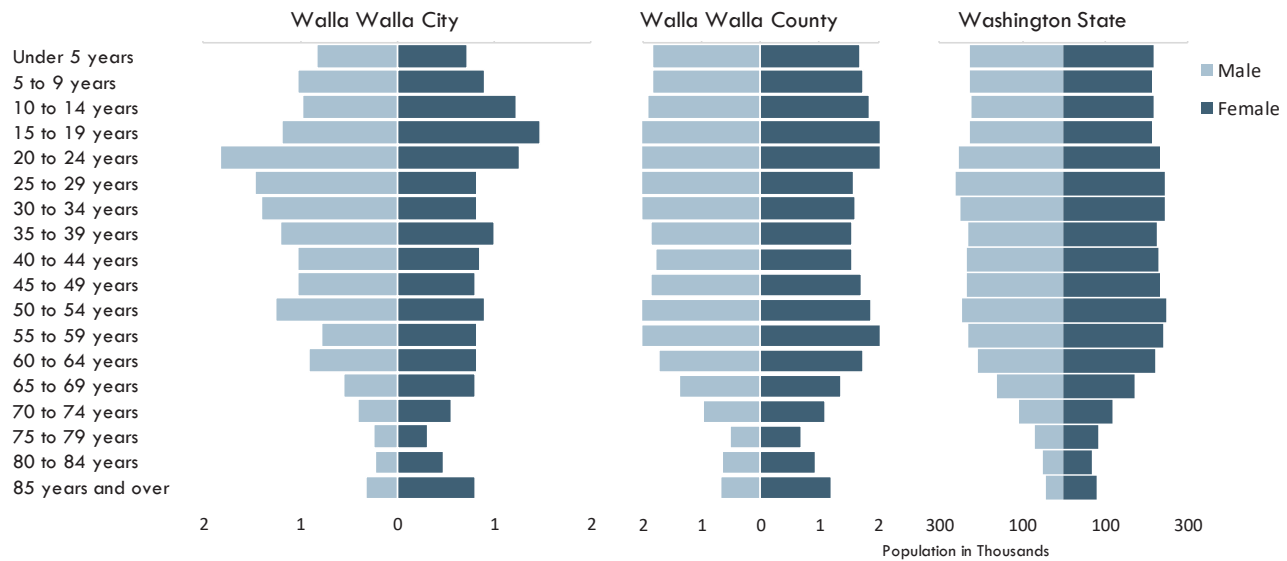
Source: Office of Financial Management custom data extract, BERK 2017.

The high number of college students is reflected in the age distribution for the city of Walla Walla, which has a large proportion of people from ages 20-29 as shown in Exhibit C-3. For institutions with prisoners, the Census counts their residence at the institution<sup>2</sup>. This may explain why men in their 20s and 30s are overrepresented in the city’s demographics.

<sup>1</sup> <https://www.wvcc.edu/about-wvcc/>

<sup>2</sup> [https://www.census.gov/population/www/censusdata/resid\\_rules.html#Inst](https://www.census.gov/population/www/censusdata/resid_rules.html#Inst)

Exhibit C-3. City of Walla Walla Age and Genders, 2015

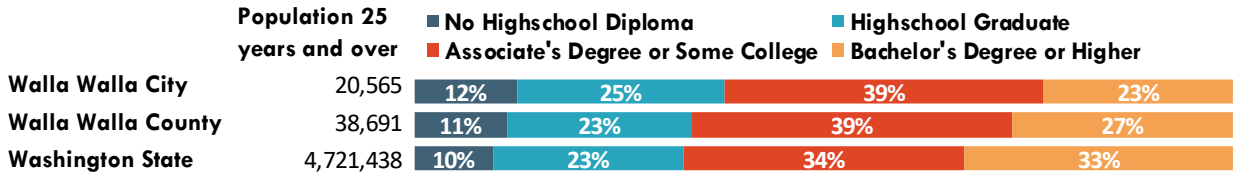


Source: U.S. Census, American Community Survey 5 Year Estimate 2011-15, Table S0101, BERK 2017.

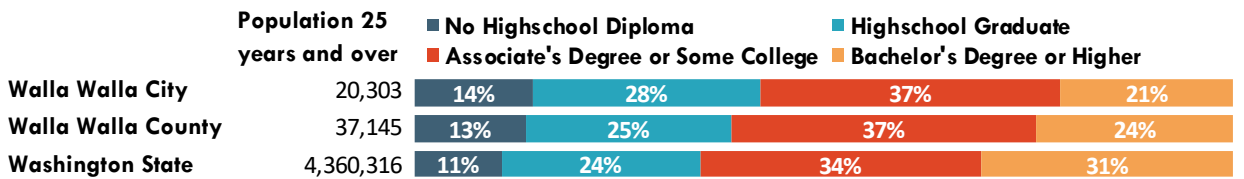
Educational Attainment in Exhibit C-4 shows the levels of adult educational attainment in 2010 and 2016. In 2010, 21% of the city had a Bachelor’s degree or higher, increasing to 23% by 2016. As the city plans for its future, educational attainment is an important consideration for economic development. Business development and attraction efforts should consider the population’s educational attainment. The city of Walla Walla has relatively fewer people with higher education than the county and state – this could be due to the number of students residing in Walla Walla while attending college.

Exhibit C-4. Adult Educational Attainment, 2010 and 2015

2015



2010



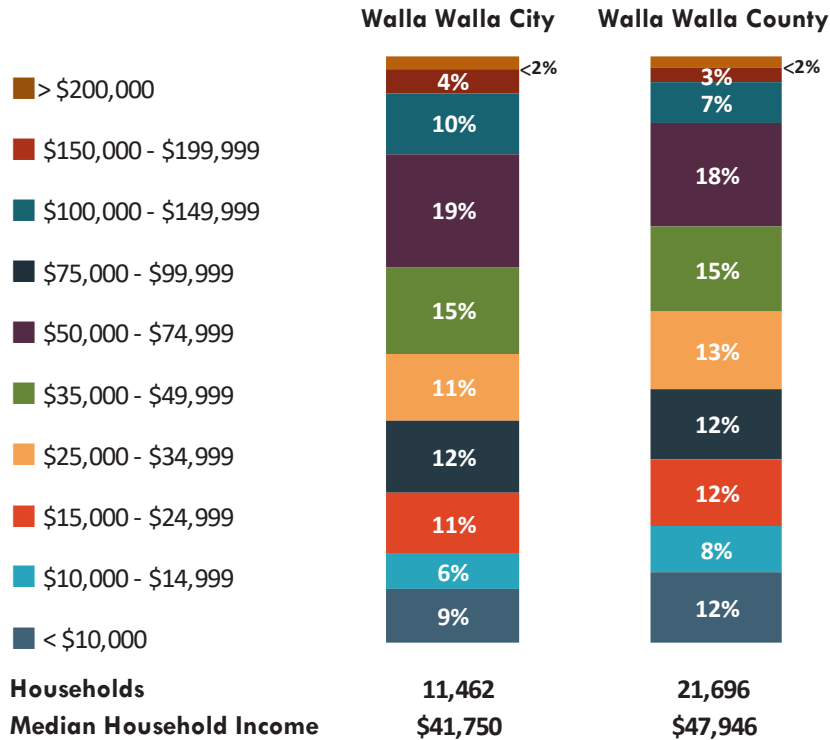
Source: U.S. Census, American Community Survey 5 Year Estimate 2011-15, Table S1501, BERK 2017.

*Resident Income*

The median household income in the city of Walla Walla is \$41,750, which is below the county median income of \$47,946, as shown in Exhibit C-5.



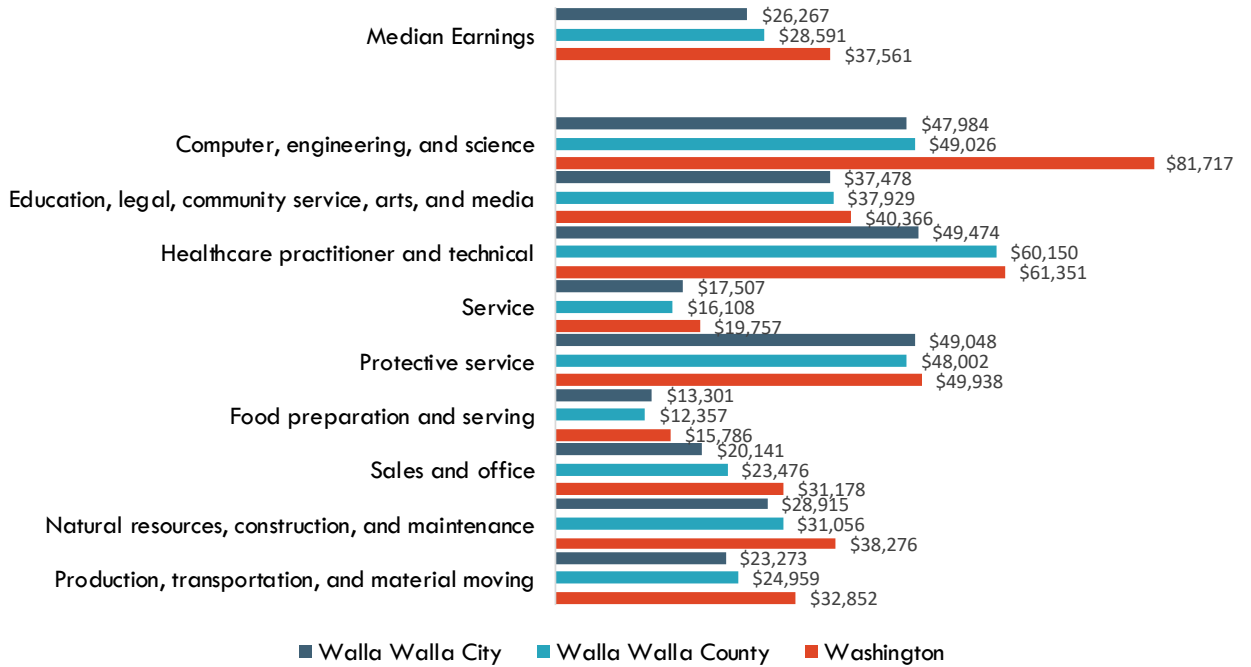
Exhibit C-5. Household Income, 2015.



Source: U.S. Census, American Community Survey 5 Year Estimate 2011-15, Table S1901, BERK 2017.

Similarly, Exhibit C-6 shows that Walla Walla residents generally have lower earnings by occupation than those living in the county or statewide with median earnings of \$26,267 compared to \$28,591 for the county. This does not necessarily indicate that jobs in Walla Walla pay lower wages, but could be an indication that households with lower earnings are more likely to live in Walla Walla than in other parts of the county.

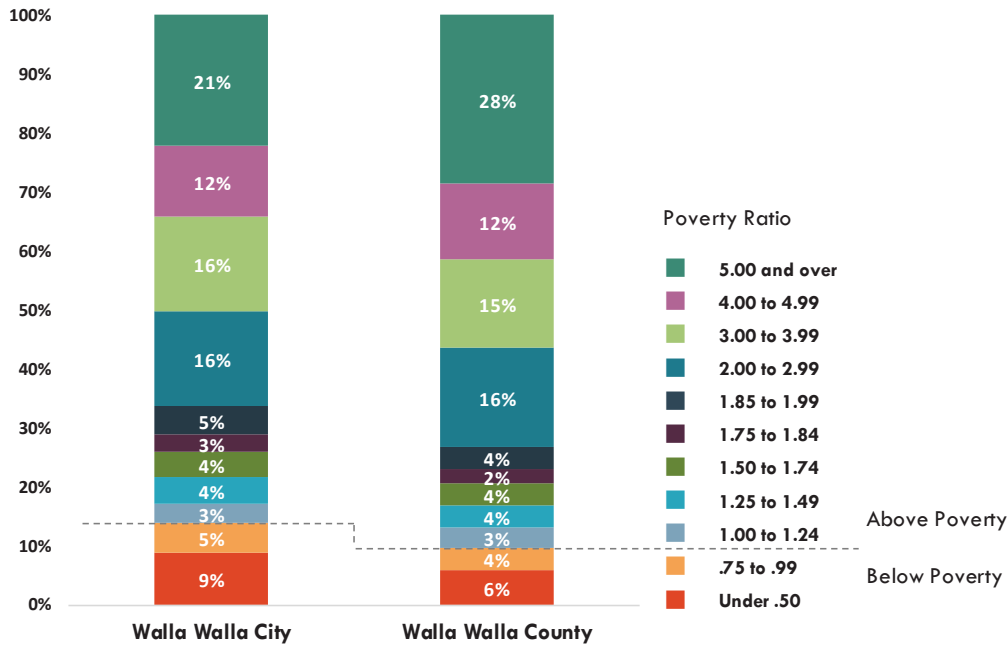
Exhibit C-6. Earnings by Occupational Category



Source: U.S. Census, American Community Survey 5 Year Estimate 2011-15, Table S2411, BERK 2017.

Overall the result is that a slightly higher percentage of families in the city of Walla Walla (14%) live under the federal poverty line than do in the county (10%), as shown in Exhibit C-7. The poverty ratio is the measure of how a family’s income is related to the poverty line, where a ratio of less than 1 indicates living below poverty, 1 is at the poverty line, and greater than 1 is living above the poverty line. A poverty ratio of 2.5 would mean that that family earns 2.5 times the poverty threshold.

Exhibit C-7. Families Income to Poverty Levels in the Past 12 Months

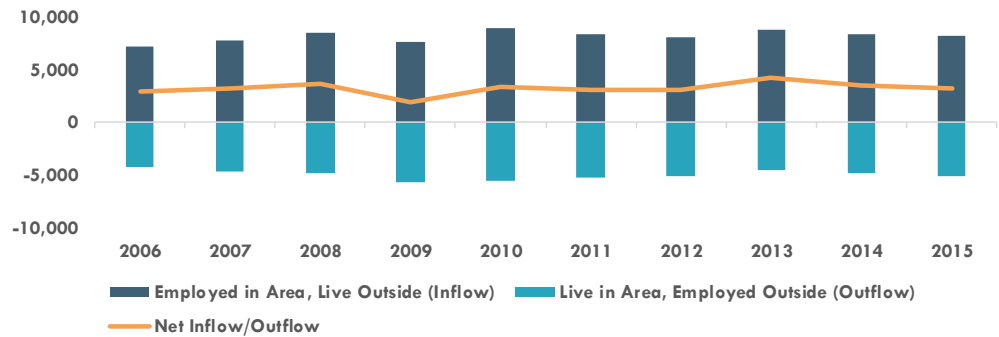


Source: U.S. Census, American Community Survey 5 Year Estimate 2011-15, Table B17026, BERK 2017.

**Employment Characteristics**

Exhibit C-8 shows that people commute into Walla Walla to work in greater numbers than people who live in the city and commute to jobs outside the city. Over the last decade the amount of people who live in Walla Walla and work outside the city has been relatively steady. The number of people who live outside the city and commute to work in Walla Walla fluctuates a bit. Overall, these commuting patterns show a relatively stable employment situation geographically.

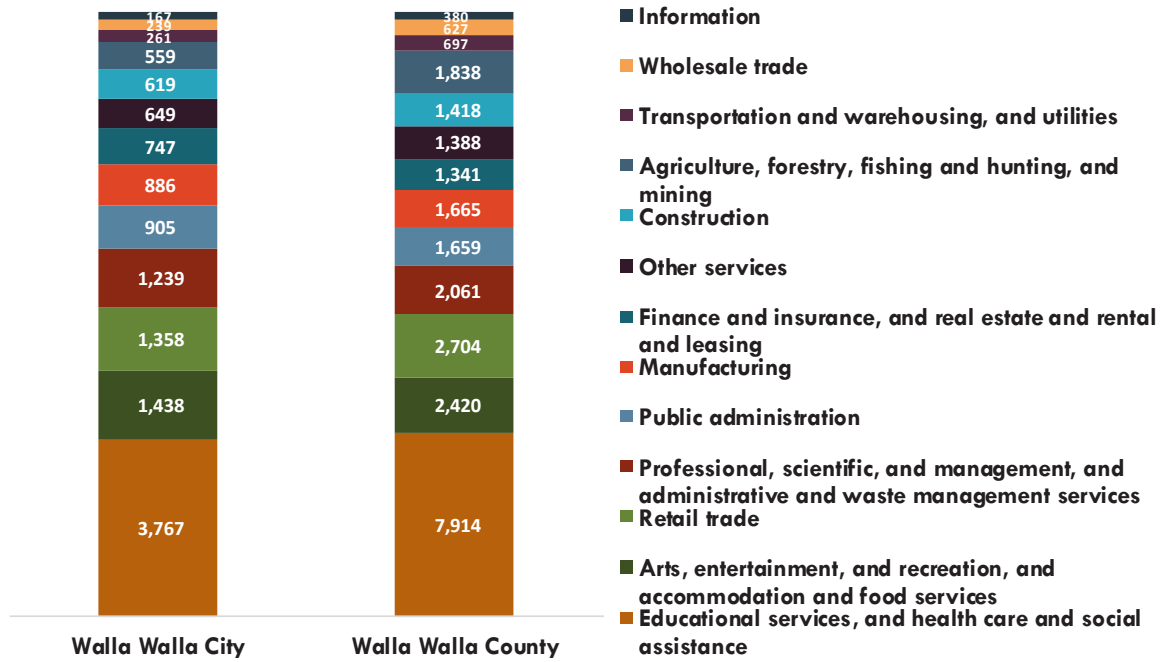
Exhibit C-8. Inflow and Outflow of Workers



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD), BERK 2017.

Exhibit C-9 shows the resident employment by sector within the City of Walla Walla and the county. The relative share of each job sector at the city level compared to the county is similar, with the city having relatively more city residents employed in the arts and entertainment sector and relatively fewer in the agricultural sector. Education, health, and social services is still the largest employment sector for Walla Walla residents. Entertainment, recreation, accommodation, and food – sectors that thrive with the influx of tourism in the region- employ the second greatest number of people. Retail and professional industries are also major employment sectors.

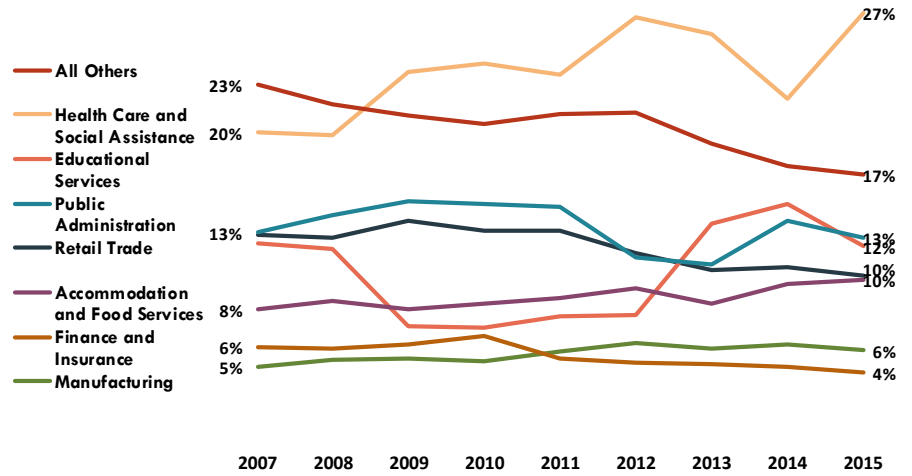
Exhibit C-9. Resident Employment by Industry



Source: U.S. Census, American Community Survey 5 Year Estimate 2011-15, Table S2405, BERK 2017.

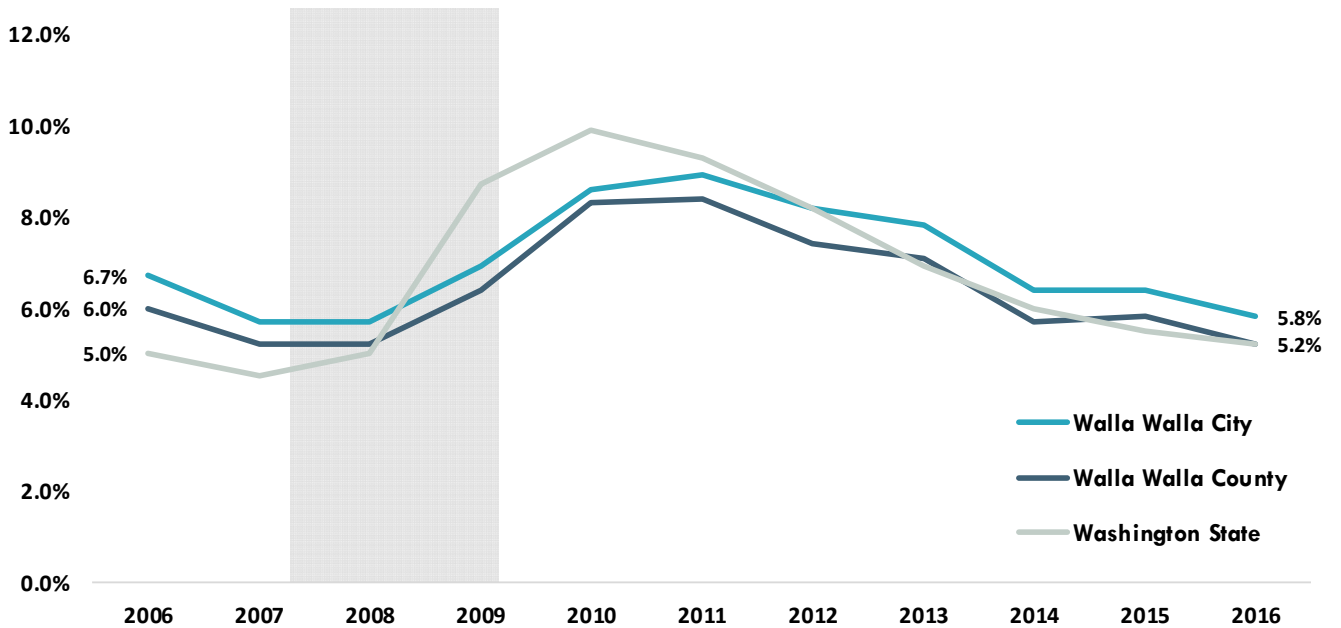
The total number of jobs has fluctuated by as much as about 15% during the 2006-2014 period as shown in Exhibit C-10. The Great Recession is likely a cause for much of the fluctuation, but recent employment numbers show that employment has nearly recovered. Overall employment in most industries has stayed somewhat flat, but health care and social assistance shows about 3% growth over this period. Education dipped during the recession, though it recovered to its current peak.

Exhibit C-10. Share of Employment by Industry, Over Time



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD), BERK 2017

Exhibit C-11. Unemployment Rate, 2006-2016



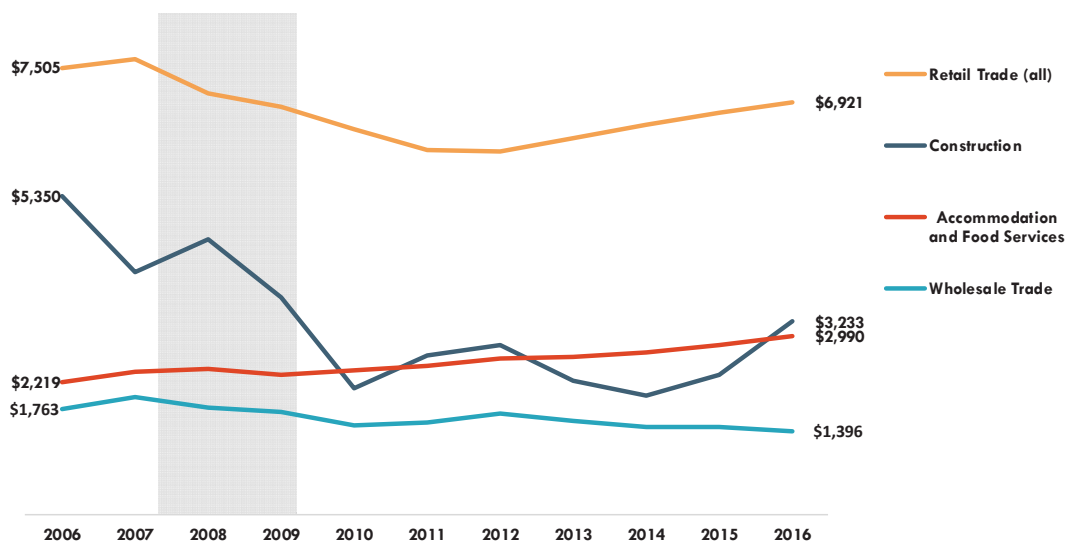
Source: U.S. Bureau of Labor Statistics, BERK 2017

Note: To account for seasonal variation, each year's unemployment rate is displayed for May in the reported year.

Exhibit C-11 shows the trend of unemployment in Walla Walla. Measurements of the unemployment rate are estimated in May of the specified year. The month of May is used to avoid seasonal variation, because the Bureau of Labor Statistics does not make seasonal adjustments for cities. The month of May will generally avoid seasonal fluctuations and other cyclical deviations from the annual average. The period that covers the 2007-2009 recession is shaded in gray.

## Business Activity

Exhibit C-12. Taxable Sales Per Capita, 2006-2016



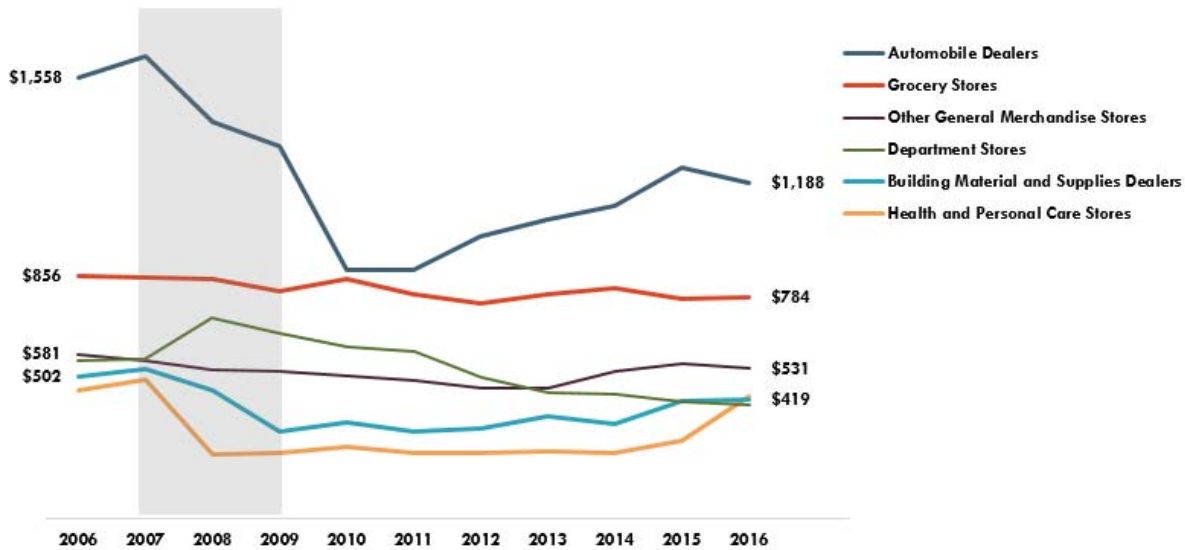
Source: Washington State Department of Revenue, BERK 2017 Note: Adjusted for inflation, presented in 2016-equivalent dollars

Exhibit C-12 shows taxable sales across four major economic sectors: construction, wholesale trade, retail trade, and accommodation and food service. The most taxable spending in Walla Walla comes from the retail sector, while construction related spending is the second largest sector in the city. Although permit data suggests that the construction industry is making a rebound, the level of trade on per capita level has not fully

recovered from the effects of the 2007-2009 recession. It is also interesting to note that the accommodation and food services sector has experienced steady growth over this period, plateauing only during the Great Recession. This is an indicator of the growth and increasing strength of tourism and hospitality industries in the Walla Walla.



**Exhibit C-13. Retail Sector Only - Taxable Retail Sales Per Capita, 2006-2016**



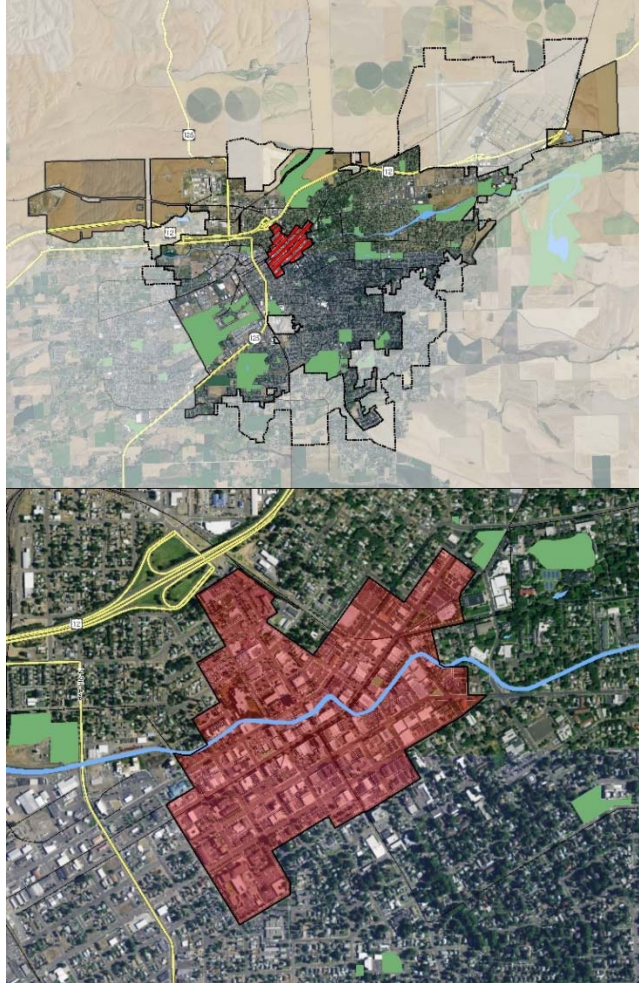
Note: Adjusted for inflation, presented in 2016-equivalent dollars.

Exhibit C-13 breaks down taxable sales just within the retail sector. In general, taxable retail sales are lower today than they were in 2006. Most sectors show a slow decline, although sectors that took a major hit in the Great Recession, such as auto sales, building materials and supplies, and health and personal care, are rebounding. Nationwide there has been a declining trend in retail sales attributed to the rise in internet commerce. This shift toward making purchases on-line may be reflected in Walla Walla’s declining taxable retail sales.

### Downtown Walla Walla

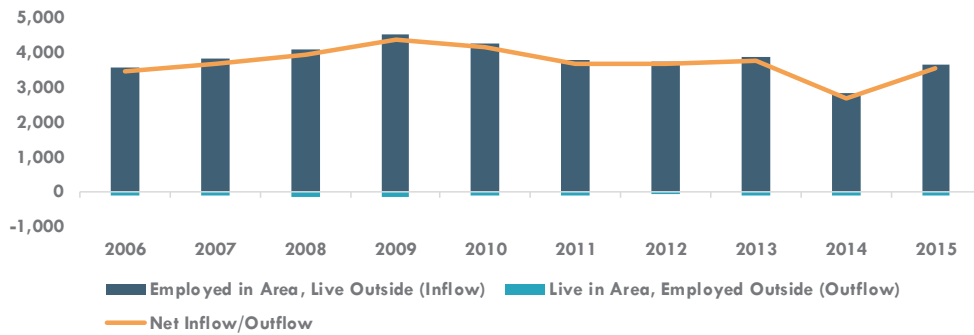
Downtown is both the physical and historical center of Walla Walla (Exhibit C-14). It has the densest concentration of businesses, shops, and restaurants in the city. ESRI Business Analyst estimates a residential population of 484 people for the Downtown area of Walla Walla in 2017, which is only 1.4% of the citywide population. The daytime population is much higher, with employment estimated at 3,823 in 2014. This is also shown in the inflow and outflow diagram in Exhibit C-15.

Exhibit C-14. City of Walla Walla Context and Downtown



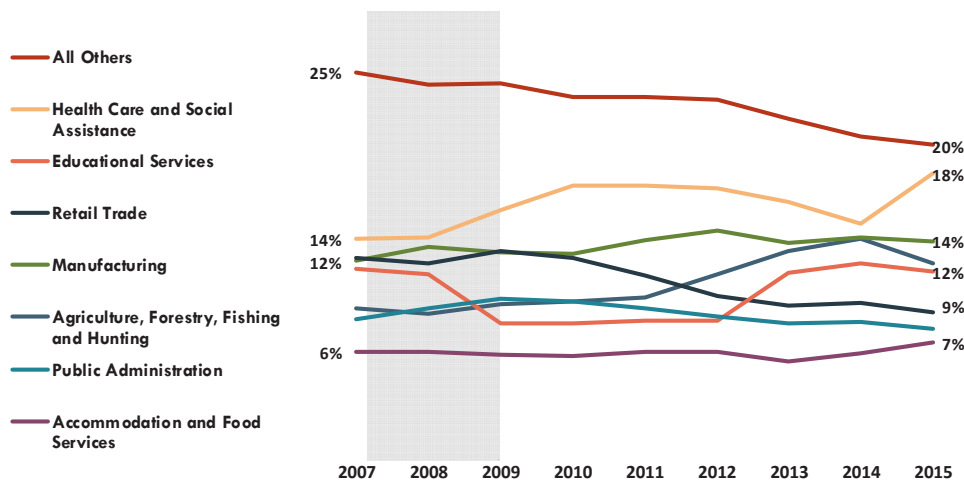
Source: BERK 2017

Exhibit C-15. Inflow and Outflow in Downtown Walla Walla



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD), BERK 2017.

Exhibit C-16. Downtown Share of Employment by Industry, Over Time



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD), BERK 2017.

The number of jobs in Downtown as a share of Walla Walla’s employment has stayed relatively steady. Despite some fluctuations that were likely related to the Great Recession and the recovery period that followed, Exhibit C-16 shows that the share of jobs by industry has remained about the same for most fields. Compared to Walla Walla as a whole in Exhibit C-10,

Downtown has a greater concentration of jobs in health care and social assistance, finance and insurance, information, and professional, scientific, and technical services.

**Exhibit C-17. Downtown Count of Employment by Industry, 2006-2014**

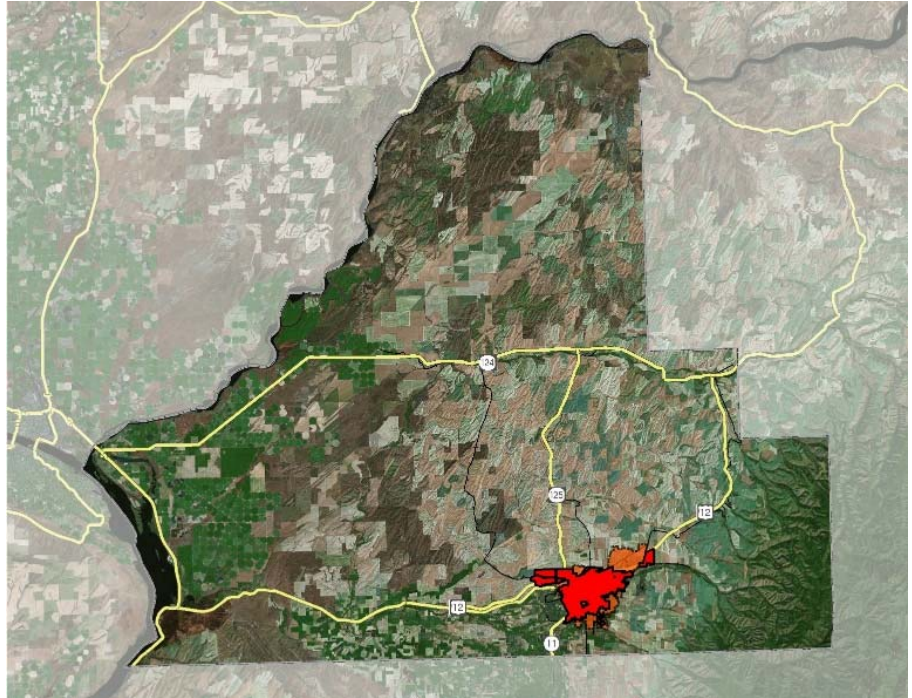
INDUSTRY	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>Agriculture, Forestry, Fishing and Hunting</b>	117	152	156	63	54	6	8	8	5
<b>Mining, Quarrying, and Oil and Gas Extraction</b>	0	0	0	0	0	0	0	0	0
<b>Utilities</b>	6	5	10	7	33	9	11	44	32
<b>Construction</b>	40	42	22	26	25	10	18	12	16
<b>Manufacturing</b>	66	59	37	48	49	79	110	96	102
<b>Wholesale Trade</b>	34	37	37	49	49	38	42	60	72
<b>Retail Trade</b>	443	466	498	412	408	346	343	345	325
<b>Transportation and Warehousing</b>	9	5	0	0	1	0	1	2	0
<b>Information</b>	268	200	126	155	130	121	122	135	125
<b>Finance and Insurance</b>	573	605	608	663	409	520	543	404	364
<b>Real Estate and Rental and Leasing</b>	45	46	34	41	34	39	38	39	34
<b>Professional, Scientific, and Technical Services</b>	134	146	158	131	151	175	186	158	163
<b>Management of</b>	0	0	0	1	0	3	0	0	0

INDUSTRY	2007	2008	2009	2010	2011	2012	2013	2014	2015
Companies and Enterprises									
Administration & Support, Waste Management and Remediation	68	183	128	130	171	150	181	189	136
Educational Services	10	11	17	7	3	0	4	9	6
Health Care and Social Assistance	1,118	1,212	1,378	1,532	1,304	1,200	1,276	1,282	1,334
Arts, Entertainment, and Recreation	10	6	8	7	4	13	9	4	5
Accommodation and Food Services	349	340	338	405	389	475	433	483	481
Other Services (excluding Public Administration)	92	98	114	108	151	161	146	134	137
Public Administration	459	476	855	487	433	414	419	419	343
<b>Total Jobs</b>	<b>3,841</b>	<b>4,089</b>	<b>4,524</b>	<b>4,272</b>	<b>3,798</b>	<b>3,759</b>	<b>3,890</b>	<b>3,823</b>	<b>3,680</b>

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD), BERK 2017.

## Walla Walla in the Region

### Exhibit C-18. Walla Walla in Context of Walla Walla County



An economic profile for the city of Walla Walla would not be complete without looking at its place within the region. Walla Walla is the largest city in the county and is the county seat. As such, the city has an important role in supporting regional industries in the county and the greater Walla Walla Valley, including supporting industries such as agriculture and tourism. It's the central place with social services, the airport, hotels, and other important elements for the regional economy.

The Port of Walla Walla estimated in 2013<sup>3</sup> that Walla Walla county farmgate production is approximately \$437 million a year. This is approximately 4.5% of Washington state's annual agricultural

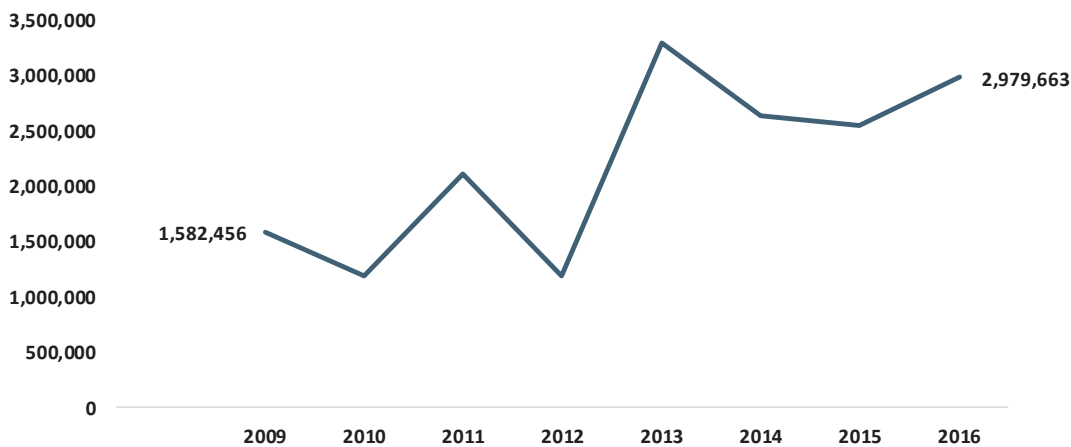
---

<sup>3</sup> [https://portwallawalla.com/images/pdf/ec\\_profile/ec\\_profile/charts/chart28.pdf](https://portwallawalla.com/images/pdf/ec_profile/ec_profile/charts/chart28.pdf)

production of \$9.8 billion. Major crops grown in Walla Walla county include wheat, onions, potatoes, hay, processing peas, barley, corn, fruit, and wine grapes. The processing, transport, and marketing of Walla Walla county crops is estimated to contribute over \$2 billion per year to the county economy.

The production of wine is a growing industry in Walla Walla county. Exhibit C-19 shows that between 2009-2016 production has approximately doubled. Walla Walla Community College offers programs in viticulture, and the Department of Commerce has established in Walla Walla an Innovation Partnership Zone (IPZ) for the wine and hospitality industry. An IPZ is a partnership to foster industry sectors that are of statewide importance, and these industries operate in clusters and are supported by public and private partnerships, with educational partners to drive innovations within those industries.<sup>4</sup>

**Exhibit C-19. Total Gallons of Wine Production in Walla Walla County**

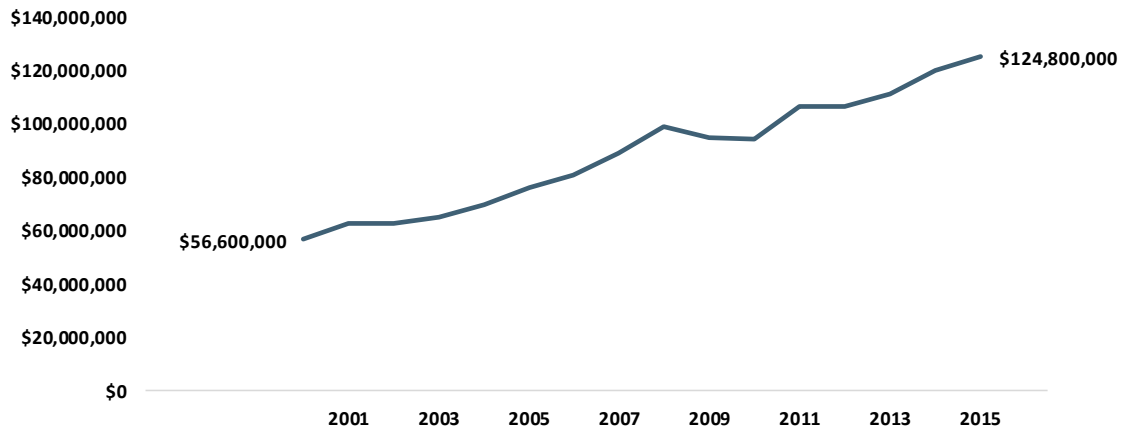


Source: Walla Walla Trends, <http://www.wallawallatrends.ewu.edu/> accessed October 2017, BERK 2017.

<sup>4</sup> <http://choosewashingtonstate.com/wp-content/uploads/2015/05/Commerce-IPZ-2014.pdf>

Wine production is also a big driver of the tourism industry in Walla Walla county. Tourism related to the wine industry can be an important economic driver by capturing money from outside of the region to help support employment and revenues for the local businesses and governments. Exhibit C-20 shows a steady increase in travel and tourism spending between 2000-2015. During this fifteen-year period spending more than doubled from under \$60 million to more than \$120 million.

**Exhibit C-20. Total Direct Travel and Tourism Spending in Walla Walla County**

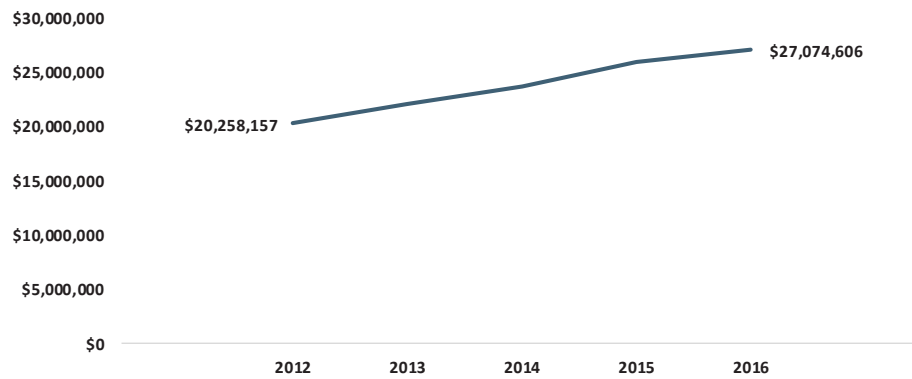


Source: Walla Walla Trends, <http://www.wallawallatrends.ewu.edu/> accessed October 2017, BERK 2017.

Exhibit C-21 shows the increase in taxable retail sales on hotel and motel rooms in Walla Walla county. Between 2012 and 2016 there was an increase of approximately \$7 million in expenditures on lodging. In addition to expenditures on hotel and motel rooms, there have been increases in expenditures on eating and drinking places (approximately \$15 million) and for general merchandise (over \$12 million) during the same period, as shown in Exhibit C-22 and Exhibit C-23. The growth in travel and tourism is likely to have boosted taxable retail sales in these areas, although some of the growth is also related to general economic recovery and increased expenditures by local residents.

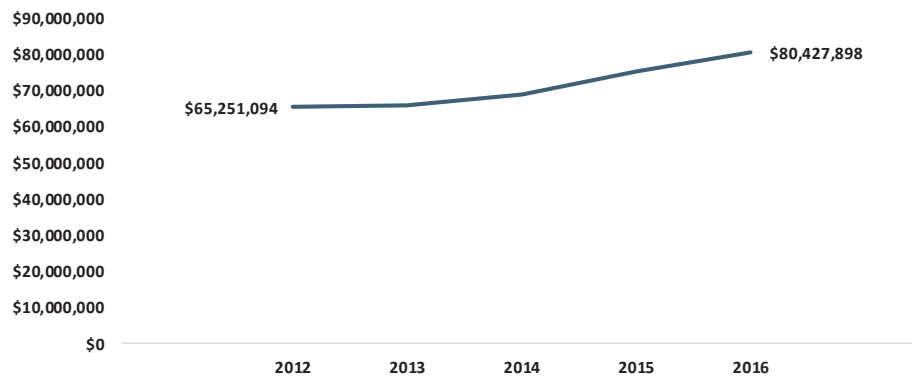


**Exhibit C-21. Taxable Retail Sales in Walla Walla County – Hotels & Motels**



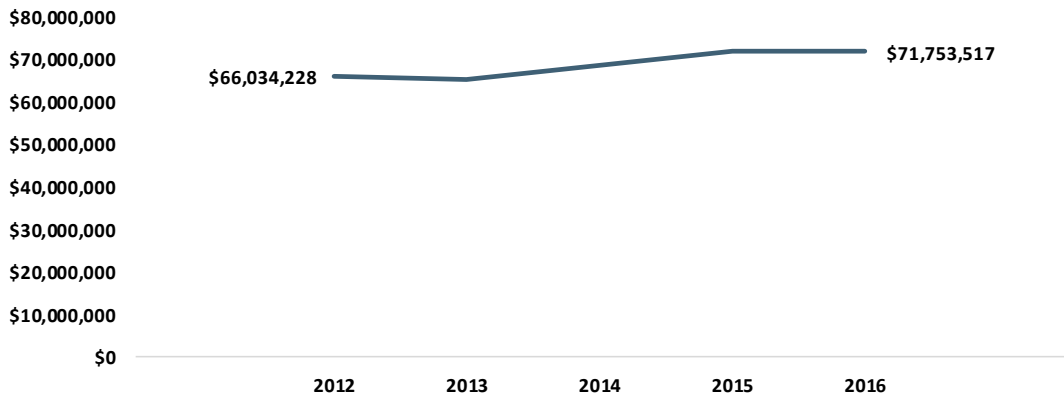
Source: Walla Walla Trends, <http://www.wallawallatrends.ewu.edu/> accessed October 2017, BERK 2017.

**Exhibit C-22. Taxable Retail Sales in Walla Walla County – Eating/Drinking Places**



Source: Walla Walla Trends, <http://www.wallawallatrends.ewu.edu/> accessed October 2017, BERK 2017.

**Exhibit C-23. Taxable Retail Sales in Walla Walla County – General Merchandise**



Source: Walla Walla Trends, <http://www.wallawallatrends.ewu.edu/> accessed October 2017, BERK 2017.

**Community Input**

As part of the Comprehensive Plan process, Walla Walla conducted a survey that asked people about their preferences for the future. Responses related to economic development are outlined below. Overall, people recognized that employment, commercial development, and business development were important priorities. Nearly half of all respondents felt that expanding opportunities for professional services was important to Walla Walla’s future, as well as industries related to manufacturing, agriculture, food and wine, and retail.

**What are your priorities for Walla Walla's future?**

- More family-wage jobs (33%)
- More shopping options (30%)
- More arts, culture, and entertainment options (22%)
- Better climate for business and entrepreneurship (18%)

**What types of economic activities are most important to Walla Walla's future? What industries should the City try to attract and retain?**

- Professional services, such as technology, management, accounting, architecture, etc. (46%)
- Manufacturing/Industry (32%)
- Agriculture (29%)
- Food and wine (29%)
- Retail (28%)

[this page intentionally blank]



Appendix D  
**TRANSPORTATION**  
**EXISTING CONDITIONS**





117 Commercial St. NE, Suite 310  
Salem, OR 97301  
503.391.8773  
www.dksassociates.com

## MEMORANDUM

DATE: March 3, 2017

TO: Neal Chavre, P.E., Elizabeth Chamberlain, City of Walla Walla

FROM: Scott Mansur, P.E., Jordin Kelly, EIT, Rachel Vogt, EIT

SUBJECT: Technical Memorandum #2 – Existing Conditions

---

The purpose of this memorandum is to identify baseline conditions of the City of Walla Walla's multimodal transportation system.

Walla Walla is located in southeast Washington as shown in Figure 1 on the following page. The city is the largest in Walla Walla County and has a population of approximately 33,390. Walla Walla has a fairly traditional suburban transportation system, with vehicular travel as the primary mode. The City's street system provides a high level of mobility for vehicular traffic within the city limits as well as connections to Interstate 12 and State Route (SR) 125. These highways provide high-capacity connections to other destinations and other regional automobile facilities.

The following sections present the existing roadway classification and jurisdiction, existing multimodal infrastructure, existing traffic conditions, and a safety analysis, followed by a baseline conditions summary.

# CITY OF WALLA WALLA

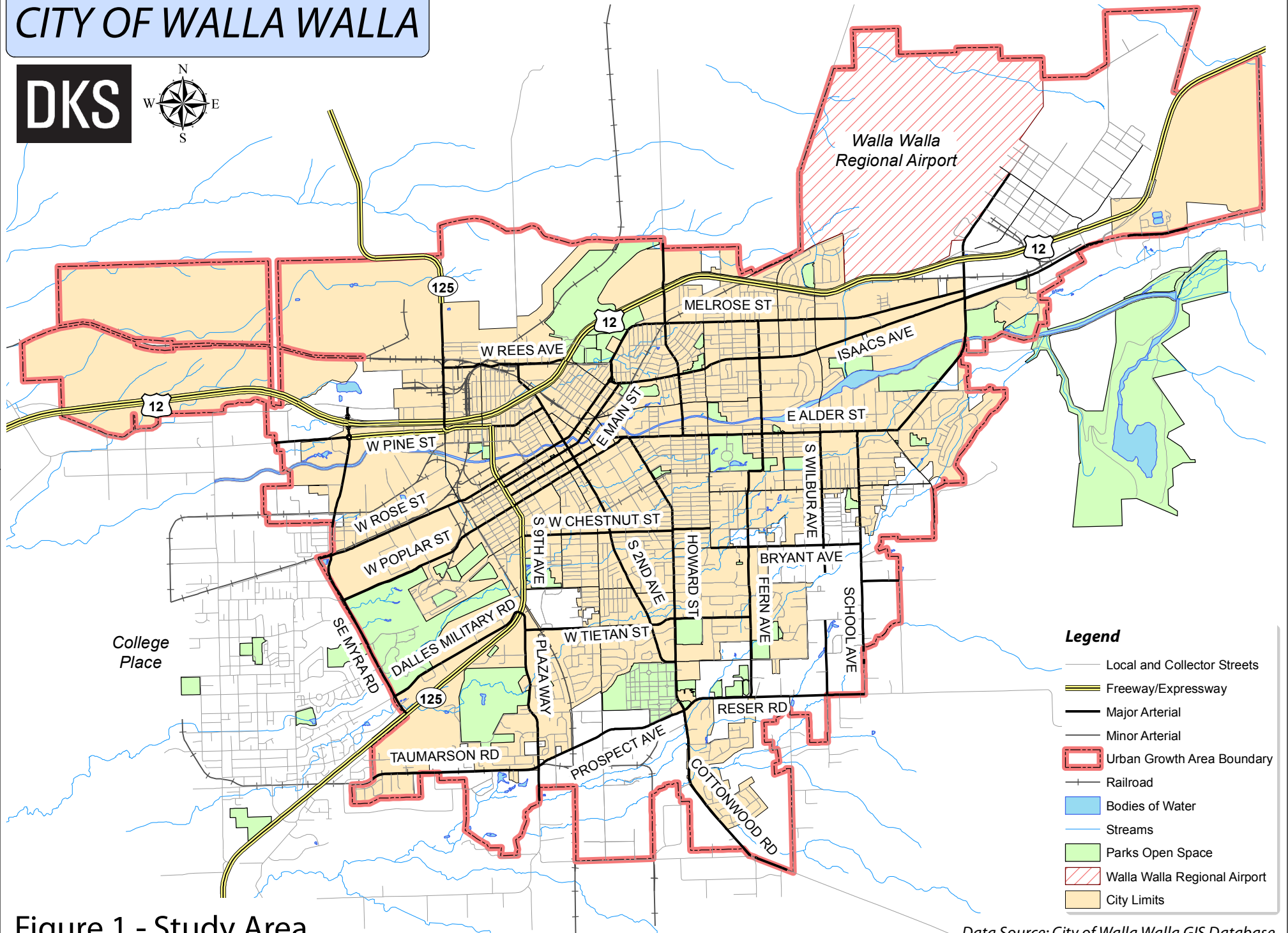


Figure 1 - Study Area

Data Source: City of Walla Walla GIS Database





## Roadway Classifications

This section illustrates the roadway jurisdiction, functional classification, and freight route designation of the arterial and collector roads within the existing urban growth area.

### Roadway Jurisdiction

The major roadways within city limits are owned and maintained by the City of Walla Walla with the exception of Highway 12 and SR-125 which are owned and maintained by the Washington State Department of Transportation (WSDOT). The jurisdictions of the key roadways in the city are shown on Figure 2 on the following page.

### Functional Classification

The functional classification used for roadways establishes a hierarchy of roads based on the desired function. These functions include accommodating vehicle travel through the area, accessing adjacent properties, or a combination of these functions.

Local streets serve as the base of the hierarchy and generally provide access to single family residential properties and other land uses. The roadway hierarchy increases to include major and minor collectors, minor arterials, principal arterials, and freeways, which provide links to other regional facilities and destinations.

Table 1 further defines these roadway classification functions as well as provides examples. Figure 3a shows the functional classification as defined by the Federal Highway Administration (FHWA) and referenced by WSDOT.<sup>1</sup> Figure 3b shows the functional classification as defined by the City of Walla Walla.<sup>2</sup> The functional classification as defined by the WWVMPO can be found in the appendix.<sup>3</sup>

*Table 1 – Roadway Classification Descriptions and Purpose*

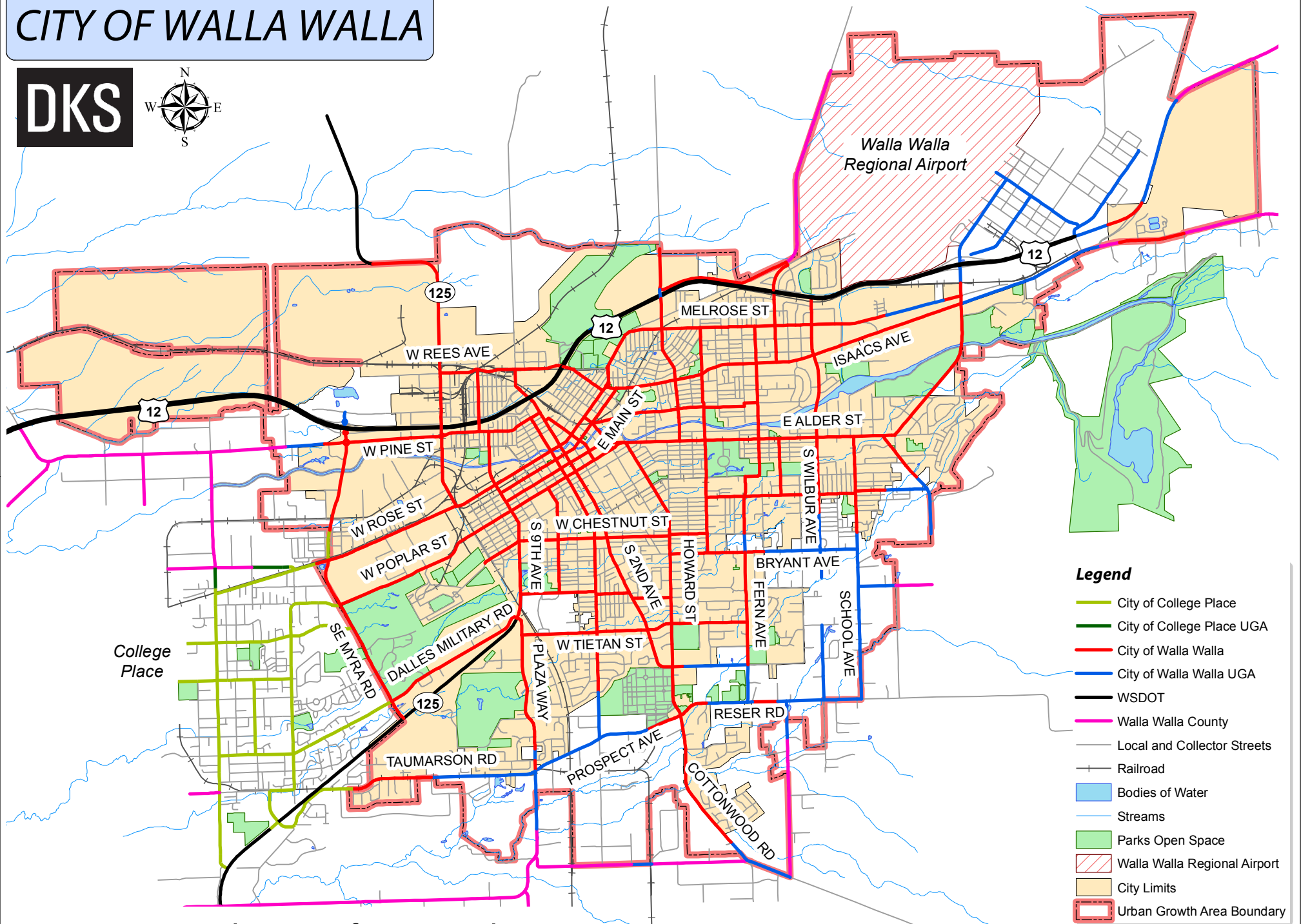
Functional Classification	Description/Purpose	Example
Local	Primary function is to facilitate access to residential properties.	Willow Street
Major/Minor Collector	Provide for traffic movement within a community, and have connections to minor and principal arterials.	3rd Avenue
Minor Arterial	Intra-community connections that accommodate predominantly non-local or through, traffic.	School Avenue
Principal Arterial	Designed primarily for through traffic, including freight, and where possible, curb cuts are minimized to control access.	Alder Street
Freeways/Expressways	Primary function is to maximize mobility and abutting land uses are not directly served by them.	SR 125

<sup>1</sup> *Functional Classification Map Application*. Washington State Department of Transportation. 2016. <<http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm>>

<sup>2</sup> Functional Classification defined by City of Walla Walla GIS Department. December 2016.

<sup>3</sup> *Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan*. WWVMPO. March 2016.

# CITY OF WALLA WALLA

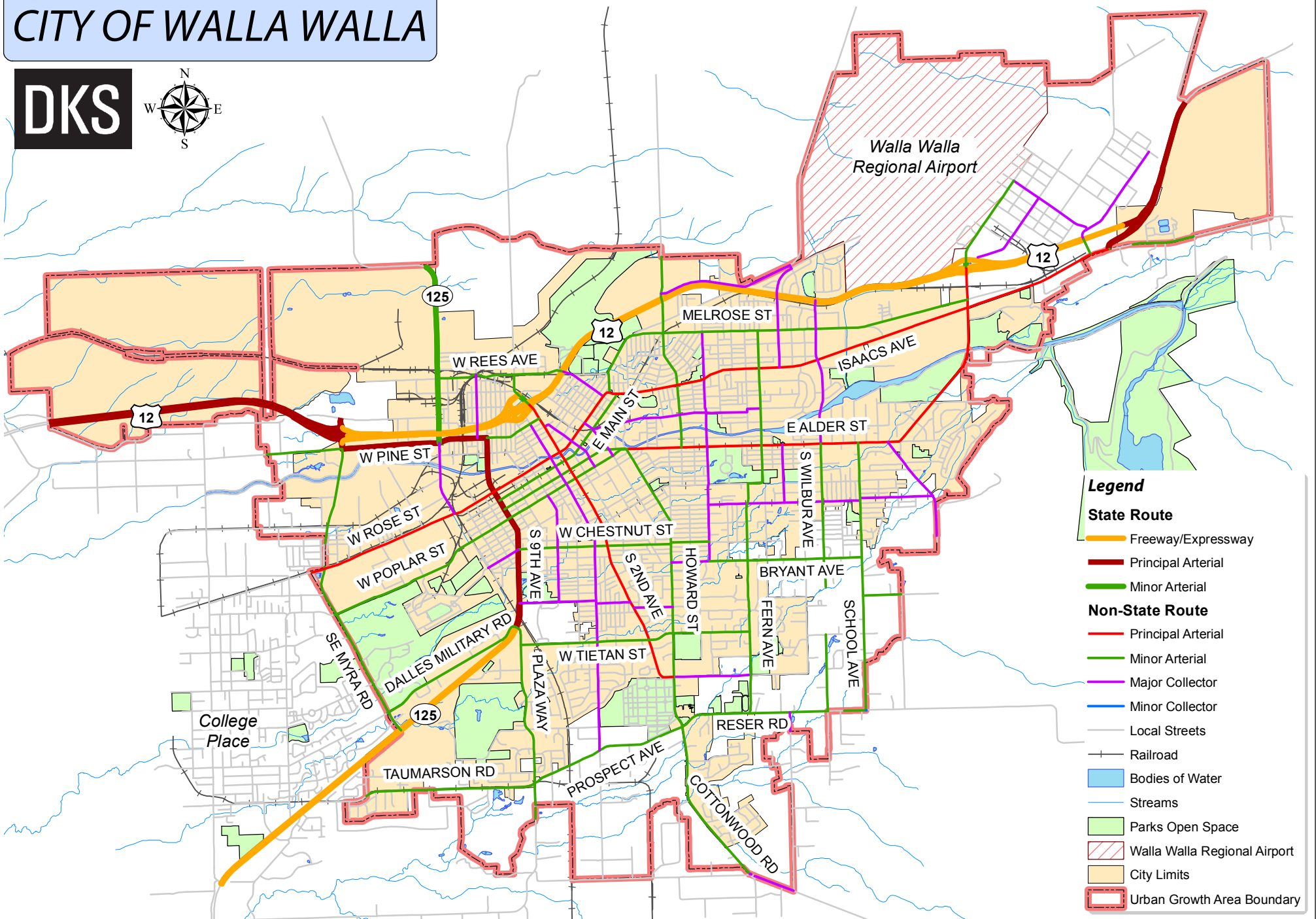


- Legend**
- City of College Place
  - City of College Place UGA
  - City of Walla Walla
  - City of Walla Walla UGA
  - WSDOT
  - Walla Walla County
  - Local and Collector Streets
  - Railroad
  - Bodies of Water
  - Streams
  - Parks Open Space
  - Walla Walla Regional Airport
  - City Limits
  - Urban Growth Area Boundary

Figure 2 - Jurisdiction of Key Roadways

Data Source: City of Walla Walla GIS Database

# CITY OF WALLA WALLA



## Legend

- State Route**
  - Freeway/Expressway
  - Principal Arterial
  - Minor Arterial
- Non-State Route**
  - Principal Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - Local Streets
  - Railroad
  - Bodies of Water
  - Streams
  - Parks Open Space
  - Walla Walla Regional Airport
  - City Limits
  - Urban Growth Area Boundary

Figure 3a - WSDOT Functional Classifications\*

Data Source: City of Walla Walla GIS Database  
 \*Classification data from WSDOT

# CITY OF WALLA WALLA

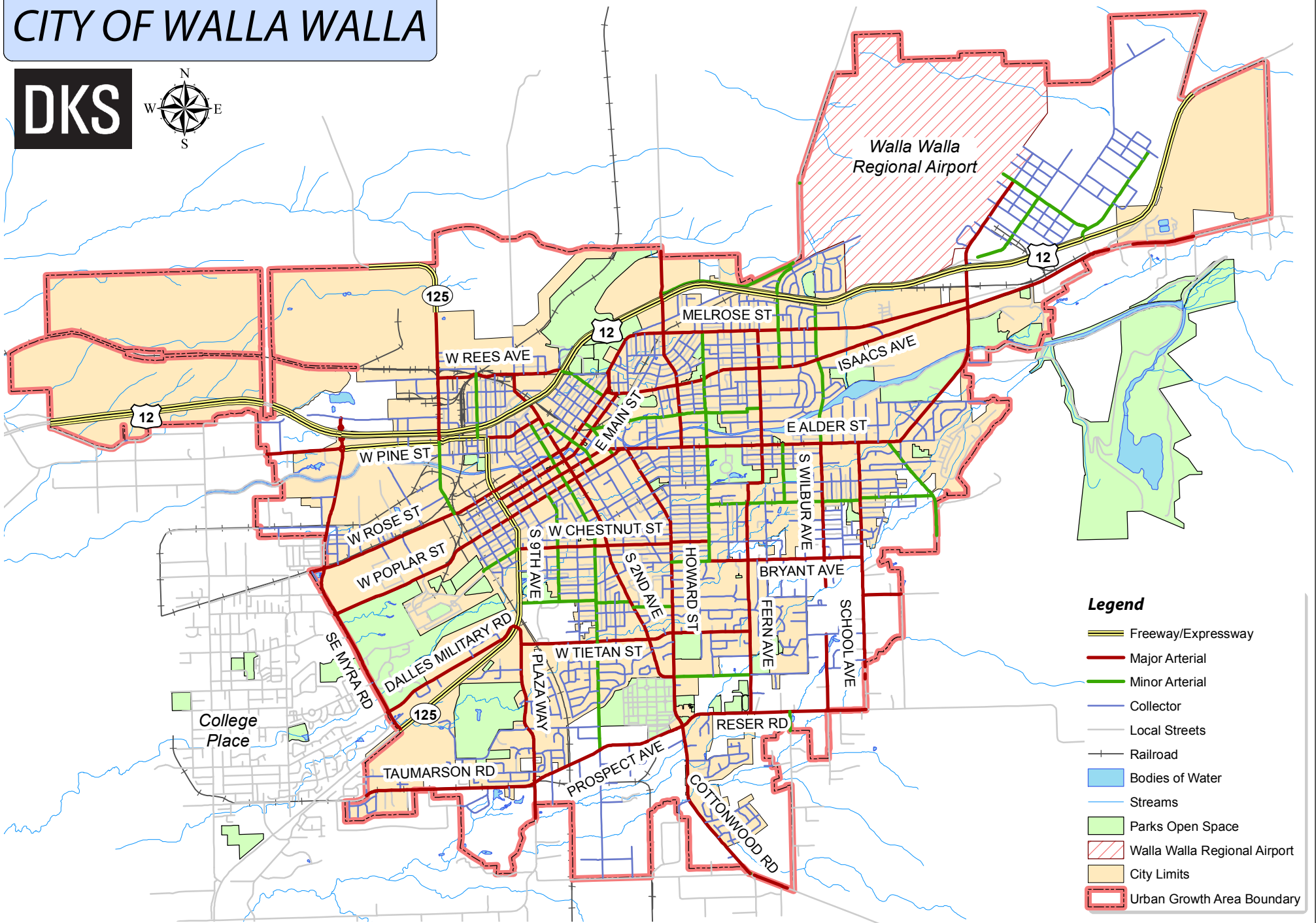


Figure 3b - City of Walla Walla Functional Classifications\*

Data Source: City of Walla Walla GIS Database  
 \*Classification data from City of Walla Walla



**Freight Routes**

Roadways designated as freight routes are intended to safely and efficiently accommodate goods movement associated with commercial or industrial uses both locally and regionally. The identified routes are designed to higher roadway standards to accommodate heavier vehicle weights and larger turning radii. The truck routes designated in Walla Walla (see Figure 4) facilitate access to the major commercial and industrial activity centers within the city. They are defined in the Municipal Code Section 10.15.010 as shown in Table 2.

*Table 2 - City of Walla Walla defined Freight Routes*

Segment	Limits
SR-125	West city limits to 9th Avenue at Plaza Way/Dalles Military Road
9th Avenue	Plaza Way/Dalles Military Road to Pine Street
Pine Street	N 2nd Avenue to West city limits
N 13th Avenue	W Pine Street to North city limits
Dell Avenue	N 13th Avenue to West city limits
Rees Avenue	Highway 12 to N 13th Avenue
N 4th Avenue	West Rees Avenue to Moore Street
N 2nd Avenue	Moore Street to Pine Street
Wilbur Avenue	Isaacs Avenue to Highway 12
Isaacs Avenue	Tausick Way to Wilbur Avenue
Highway 12	East city limits to West city limits

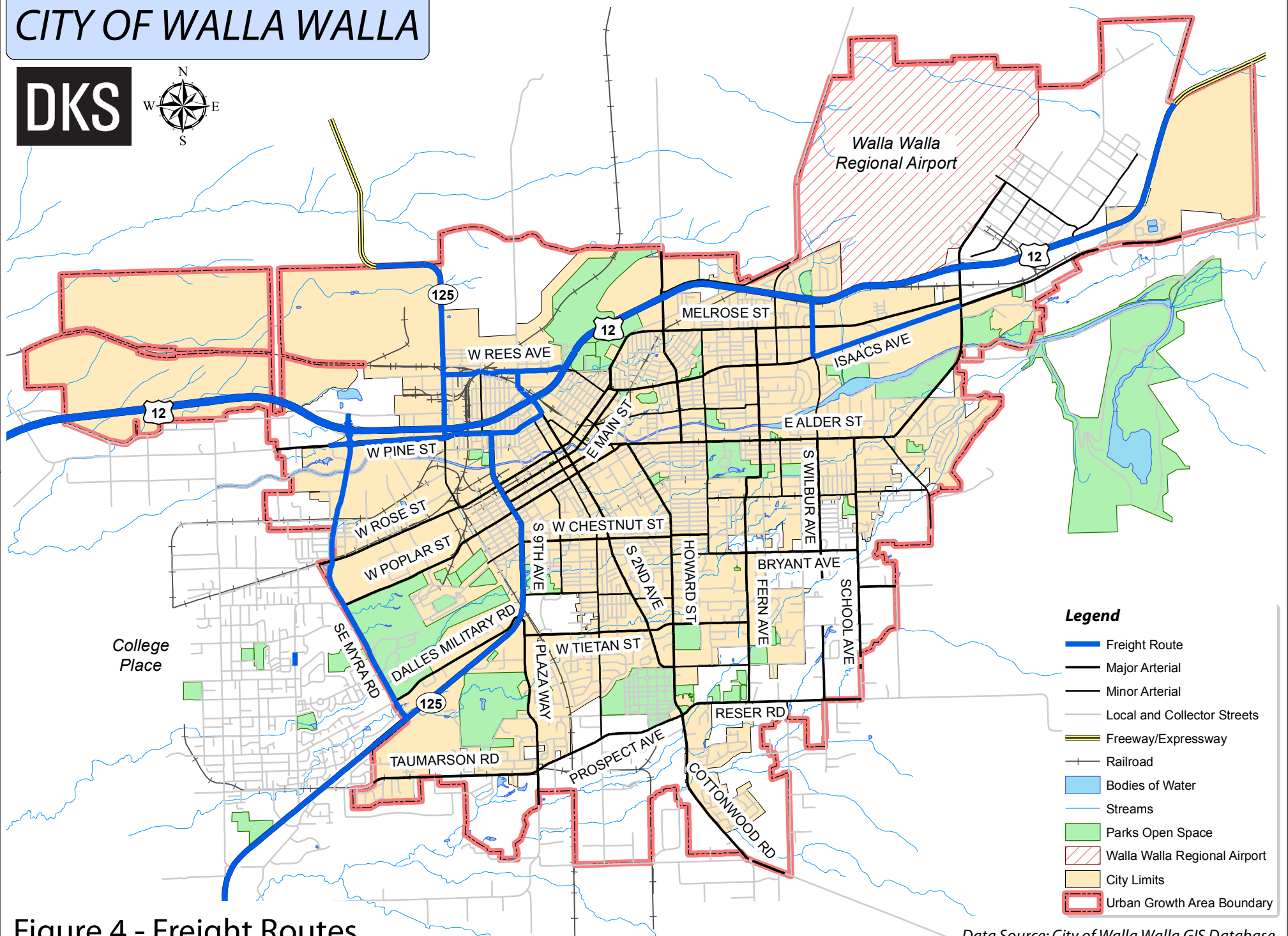
**Existing Infrastructure**

This section looks at the existing transportation infrastructure within the City of Walla Walla urban growth area including the multimodal facilities, roadways, and bridges.

**Multimodal Facilities**

This section looks at the multimodal facilities including bicycle, pedestrian and transit facilities within the City of Walla Walla.

# CITY OF WALLA WALLA



### Legend

- Freight Route
- Major Arterial
- Minor Arterial
- Local and Collector Streets
- Freeway/Expressway
- Railroad
- Bodies of Water
- Streams
- Parks Open Space
- Walla Walla Regional Airport
- City Limits
- Urban Growth Area Boundary

Figure 4 - Freight Routes

Data Source: City of Walla Walla GIS Database

## Bicycle Facilities

The existing bicycle network in the City of Walla Walla is comprised of approximately 17.4 miles of on-street bicycle lanes, 25 miles of designated bicycle routes, and 27.5 miles of other designated bicycle facilities<sup>4</sup> (see Figure 5). The existing network of bikeways largely provides connections to downtown Walla Walla via Alder Street, the 10-foot path along Poplar Street, and 2nd Avenue. There are recreational bicycle trails along a section of Highway 12, Isaacs Avenue, in city parks and on Whitetail Trail (outside city limits). The locations to cross Highway 12 are at Myra Road, 2nd Avenue, Wellington Avenue and Tausick Way while the locations to cross State Route 125 are at Myra Road, Pine Street, Poplar Street, and Plaza Way/12th Street.

**Key Roadways** with a lack of bicycle facilities include Isaacs Avenue, Rose Street, 9th Avenue, Main Street, School Avenue, Bryant Avenue, and Wilbur Avenue. These deficiencies will be further analyzed in the upcoming technical memo.

## Pedestrian Facilities

The City of Walla Walla’s existing sidewalk infrastructure spans approximately 185 miles. The sidewalks are primarily located in the downtown area as shown in Figure 6a on the following page.

In 2014, the City of Walla Walla conducted a Sidewalk and Ramp Survey and Collection project as part of a Community Development Block Grant (CDBG) Entitlement city.<sup>5</sup> One aspect of this project included developing a condition rating score for ramps and sidewalks. The sidewalk attributes in the survey include the following:

- Vertical adjustment
- Cross slope issues
- Spalled panels
- Severe sidewalk issues
- Width of the sidewalk

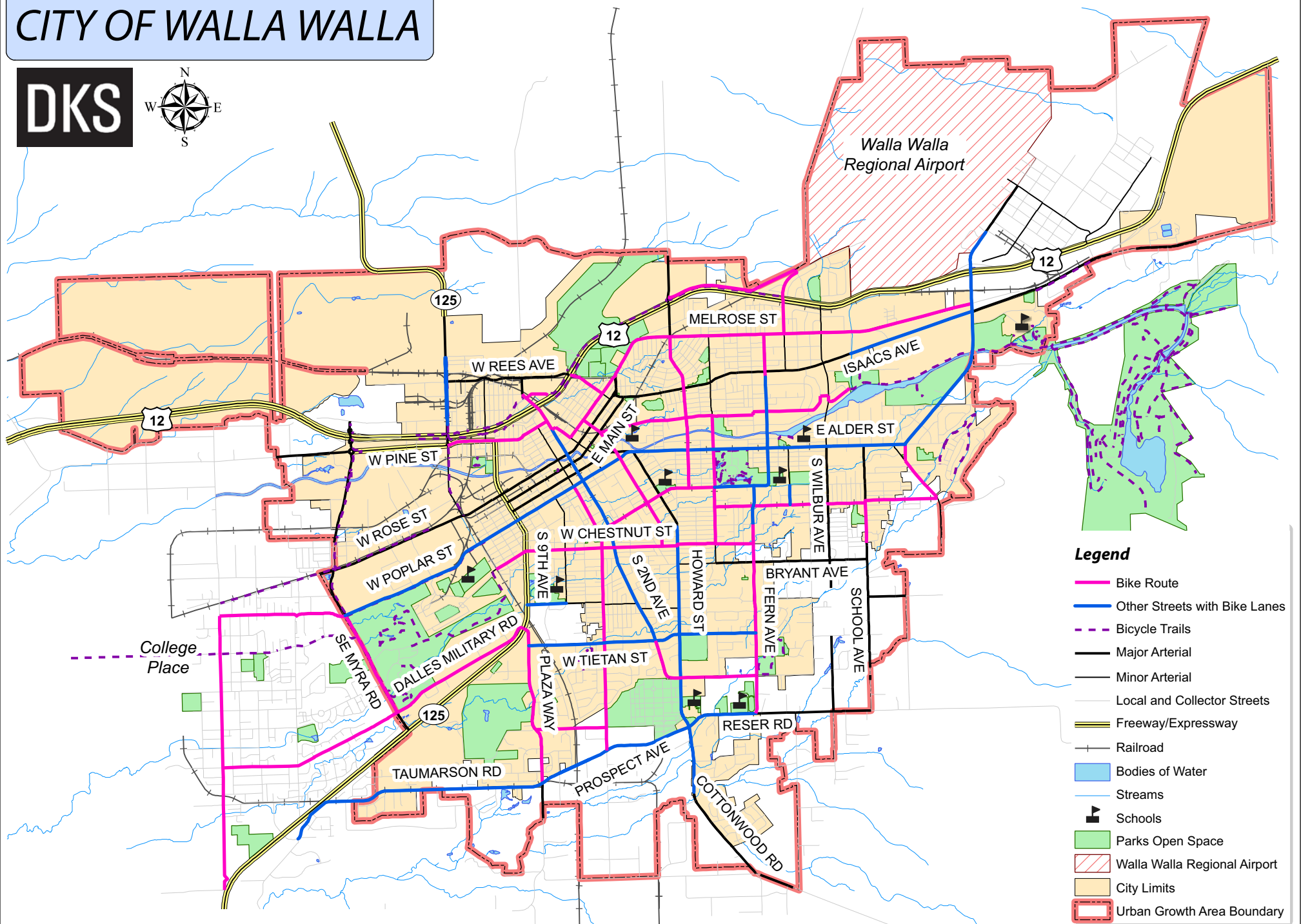
There are a number of sidewalks in the downtown area that have a low sidewalk condition rating. In general, there are adequate sidewalks for potential school routes with the exception of the network around Walla Walla High School. The results of that survey are provided in the appendix.

**Key Roadways** with poor sidewalks include Poplar Street, Dalles Military Road, Chestnut Street, Pine Street, and many of the sidewalks in the vicinity of Melrose Street, Isaacs Avenue, Clinton Street, and Park Street. There is a lack of sidewalks along Bryant Avenue, School Avenue, Wilbur Avenue south of Shelton Road, and along Reser Road. These deficiencies will be further analyzed in the upcoming technical memo.

<sup>4</sup> Bicycle facility data provided by the City of Walla Walla GIS Department. December 2016.

<sup>5</sup> Sidewalk and Ramp Survey and Collection Project. City of Walla Walla GIS Department. 2014.  
 <<https://gisgroup.files.wordpress.com/2014/11/presentation-wallawalla-2014-nov.pdf>>

# CITY OF WALLA WALLA



### Legend

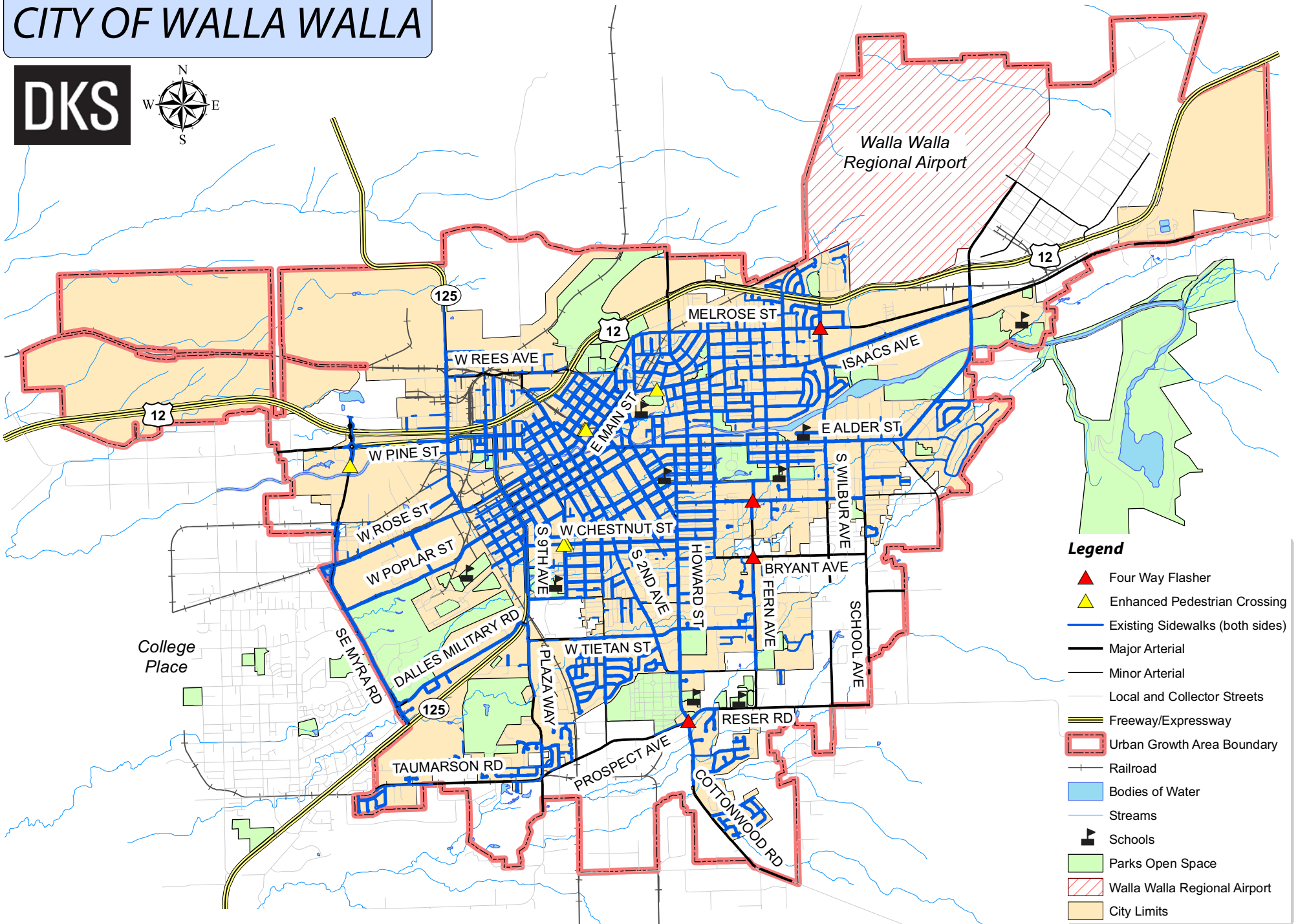
- Bike Route
- Other Streets with Bike Lanes
- Bicycle Trails
- Major Arterial
- Minor Arterial
- Local and Collector Streets
- Freeway/Expressway
- Railroad
- Bodies of Water
- Streams
- ▲ Schools
- Parks Open Space
- Walla Walla Regional Airport
- City Limits
- Urban Growth Area Boundary

Figure 5 - Existing Bicycle Facilities

Data Source: City of Walla Walla GIS Database



# CITY OF WALLA WALLA



- Legend**
- ▲ Four Way Flasher
  - ▲ Enhanced Pedestrian Crossing
  - Existing Sidewalks (both sides)
  - Major Arterial
  - Minor Arterial
  - Local and Collector Streets
  - Freeway/Expressway
  - Urban Growth Area Boundary
  - Railroad
  - Bodies of Water
  - Streams
  - ▲ Schools
  - Parks Open Space
  - Walla Walla Regional Airport
  - City Limits

Figure 6 - Existing Pedestrian Facilities

Data Source: City of Walla Walla GIS Database



## Transit Facilities

Valley Transit service provides traditional fixed-route transit service throughout the Walla Walla and College Place urban area. There are currently eight routes, most of which have bus services every 30 minutes (see Figure 7). Weekday service begins at 6:15 am and ends at 5:45 pm. Additional evening and Saturday flex-routes are available through the West Loop and East Loop routes that provide transportation to and from the area’s popular destinations.

Additional services include Dial-A-Ride which includes lift-equipped mini-buses to transport those who are unable to use the fixed-route bus services. Dial-A-Ride is available during the same hours as the other Valley Transit services.

## Roadway Facilities

This section identifies the existing roadway facilities including the pavement condition of key roadways, condition of bridges owned and maintained by the City of Walla Walla, and the existing traffic control and other safety devices of the city.

### Pavement and Bridge Conditions

A pavement condition score was given to each street segment by the City of Walla Walla through the Overall Condition Index (OCI) rating. The OCI takes into account not only the condition of a street but also its use. An arterial or collector street with an OCI score of 100 is in excellent condition while an arterial or collector street with an OCI of 50 or less typically requires a full overlay treatment to effectively preserve its useful life. However, a quiet residential street with the same score of 50 OCI may only require a less expensive slurry seal treatment to extend its life.

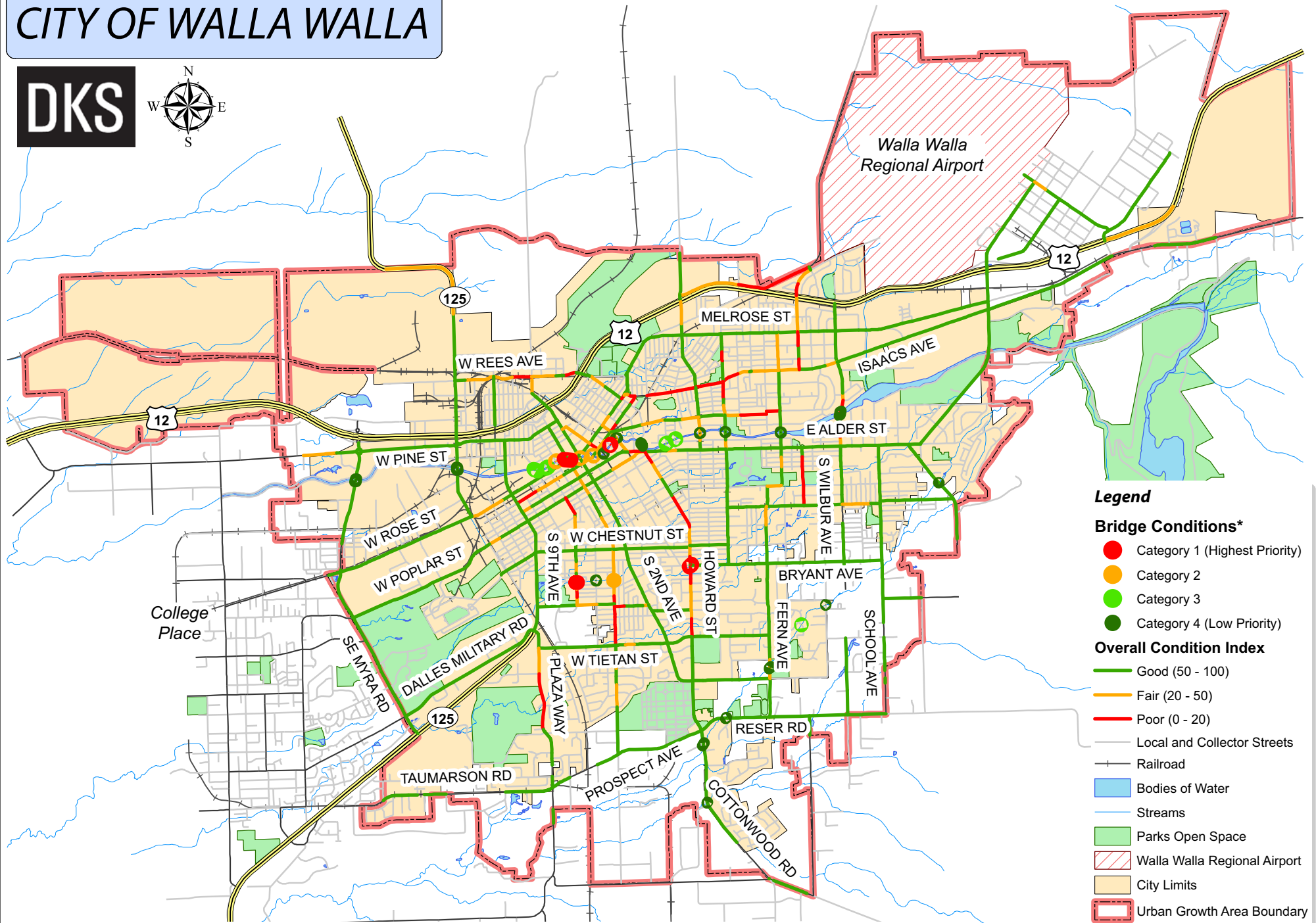
Usually an OCI of 20 or less indicates pavement and road base failure, and a reconstruction is required. Unimproved streets, such as those that are not constructed with curbs, gutters and engineered road bases, usually have very low OCI ratings, indicating that the only effective treatment is to rebuild the street to full city street standards, thus changing its classification to improve. The OCI rating of the streets and the prioritization category of the bridges in City of Walla Walla are shown in Figure 8.

In 2017 the City of Walla Walla completed a survey of the City’s bridges to prioritize the bridges for rehabilitation or replacement.<sup>6</sup> The evaluation, including factors such as condition, posted capacity, and traffic volume, separated the bridges into four categories proceeding from the highest priority (category 1) to the lowest priority (category 4) in terms on need for replacement. The results of this survey are included in the appendix and are shown in Figure 8.

**Key Segments** with failing pavement conditions include the western segment of Isaacs Avenue, segments of Howard Street, Plaza Way, 3rd Street, and Main Street while the highest priority bridges include those along 4th Avenue, 5th Avenue, and Rose Street at Mill Creek.

<sup>6</sup> Bridge Prioritization – w/City’s Prioritization. Sargent Engineers, Inc. February 2017.

# CITY OF WALLA WALLA



**Legend**

**Bridge Conditions\***

- Category 1 (Highest Priority)
- Category 2
- Category 3
- Category 4 (Low Priority)

**Overall Condition Index**

- Good (50 - 100)
- Fair (20 - 50)
- Poor (0 - 20)

— Local and Collector Streets

— Railroad

■ Bodies of Water

— Streams

■ Parks Open Space

Walla Walla Regional Airport

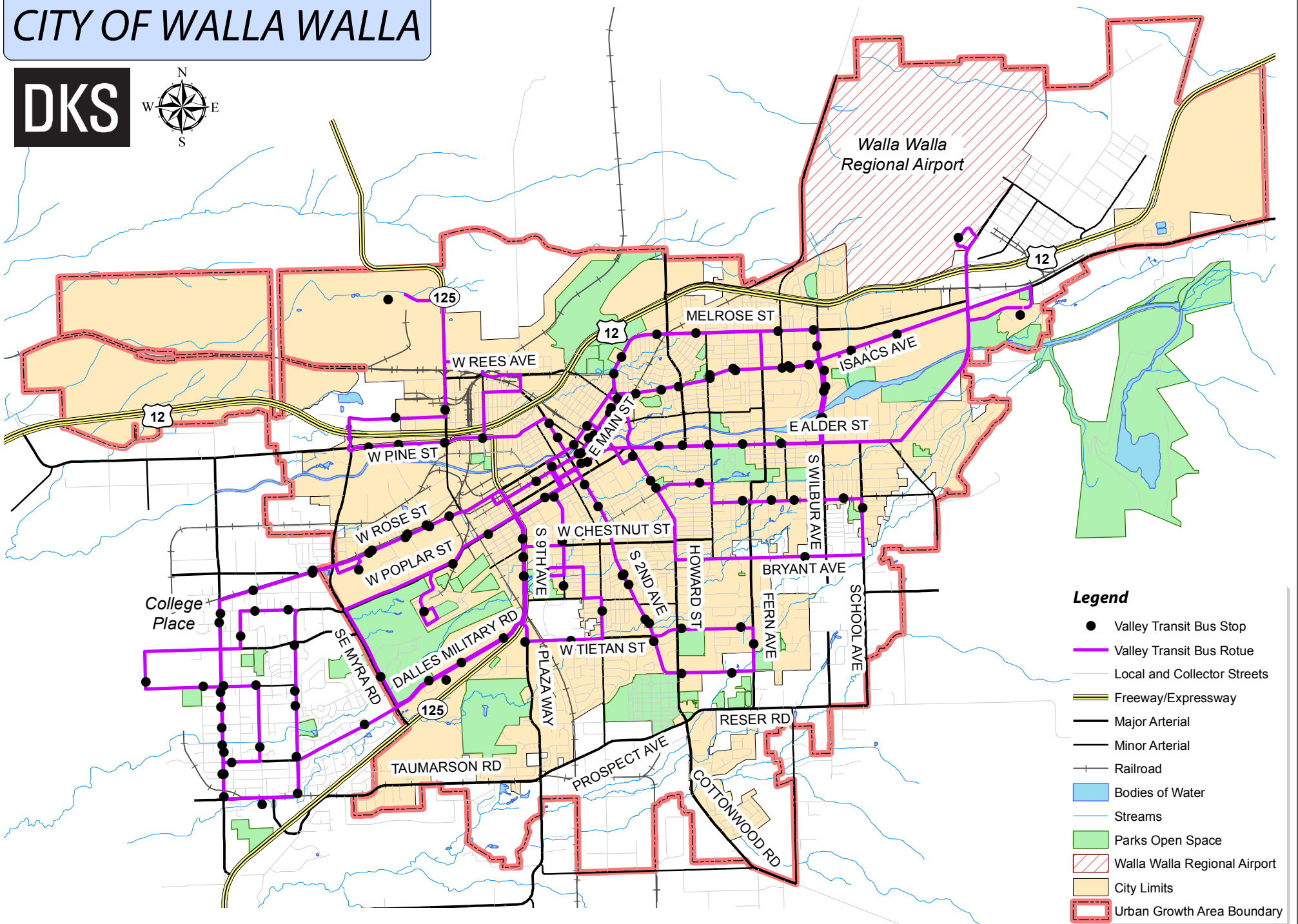
City Limits

Urban Growth Area Boundary

Figure 8 - Existing Pavement & Bridge Conditions on Arterials

Data Source: City of Walla Walla GIS Database  
 \*See text for details regarding bridge categories

# CITY OF WALLA WALLA



- Legend**
- Valley Transit Bus Stop
  - Valley Transit Bus Route
  - Local and Collector Streets
  - Freeway/Expressway
  - Major Arterial
  - Minor Arterial
  - Railroad
  - Bodies of Water
  - Streams
  - Parks Open Space
  - Walla Walla Regional Airport
  - City Limits
  - Urban Growth Area Boundary

Figure 7 - Existing Fixed Route Transit Facilities

Data Source: City of Walla Walla GIS Database



### **Traffic Control and other Safety Devices**

Traffic control and other safety devices including traffic signals, school zone flashers, beacons, etc., communicate safety and other information to drivers. Figure 9 shows the locations of the existing traffic signals, four way flashing-red stop-controlled intersections, railroad crossing signals, pedestrian crossing, and school zone flashers, the majority of which are maintained by the City of Walla Walla.

## **Existing Transportation Conditions**

This section discusses the average daily traffic for major segments and intersections in Walla Walla and the existing intersection operations during the peak travel periods.

### ***Motor Vehicle Traffic***

Historical City of Walla Walla daily traffic volumes for key locations in Walla Walla are shown in Figure 10. Intersection turn counts from recent projects in Walla Walla<sup>7</sup> as well as new intersection turn counts,<sup>8</sup> were collected for each study intersection (see Figure 11). The p.m. peak period (4:00 p.m. to 6:00 p.m.) was used to assess the worst case intersection operating conditions. Traffic counts collected for this project can be found in the appendix.

### ***Intersection Operations***

Traffic operations are typically assessed using intersection level of service (LOS) as described in the graphic to the right. For traffic signal and 4-way stop intersections, LOS is determined to be the average delay (in seconds) that all vehicles experience. For intersections with a stop sign on only one or two approaches, the delay is reported for motorists at the stop sign with the highest delay. The delay is typically reported for the busiest time of day, which is generally the p.m. commute hour.

This section presents the operating standard set by the roadway or intersection jurisdictions and compares the existing operating conditions to that standard to determine if there are any intersections or roadways that currently do not meet operating standards.

---

<sup>7</sup> Existing traffic counts were collected in September 2013, August 2014, February 2015, and August 2016. An annual growth rate of 1% was assumed for data gathered earlier than 2016 unless the existing traffic counts remained similar enough to the surrounding 2016 traffic patterns.

<sup>8</sup> Traffic Counts collected by Key Data Network on November 1, 2016, November 2, 2016, November 10, 2016, and November 29, 2016.

**CITY OF WALLA WALLA**  
**Transportation Plan**

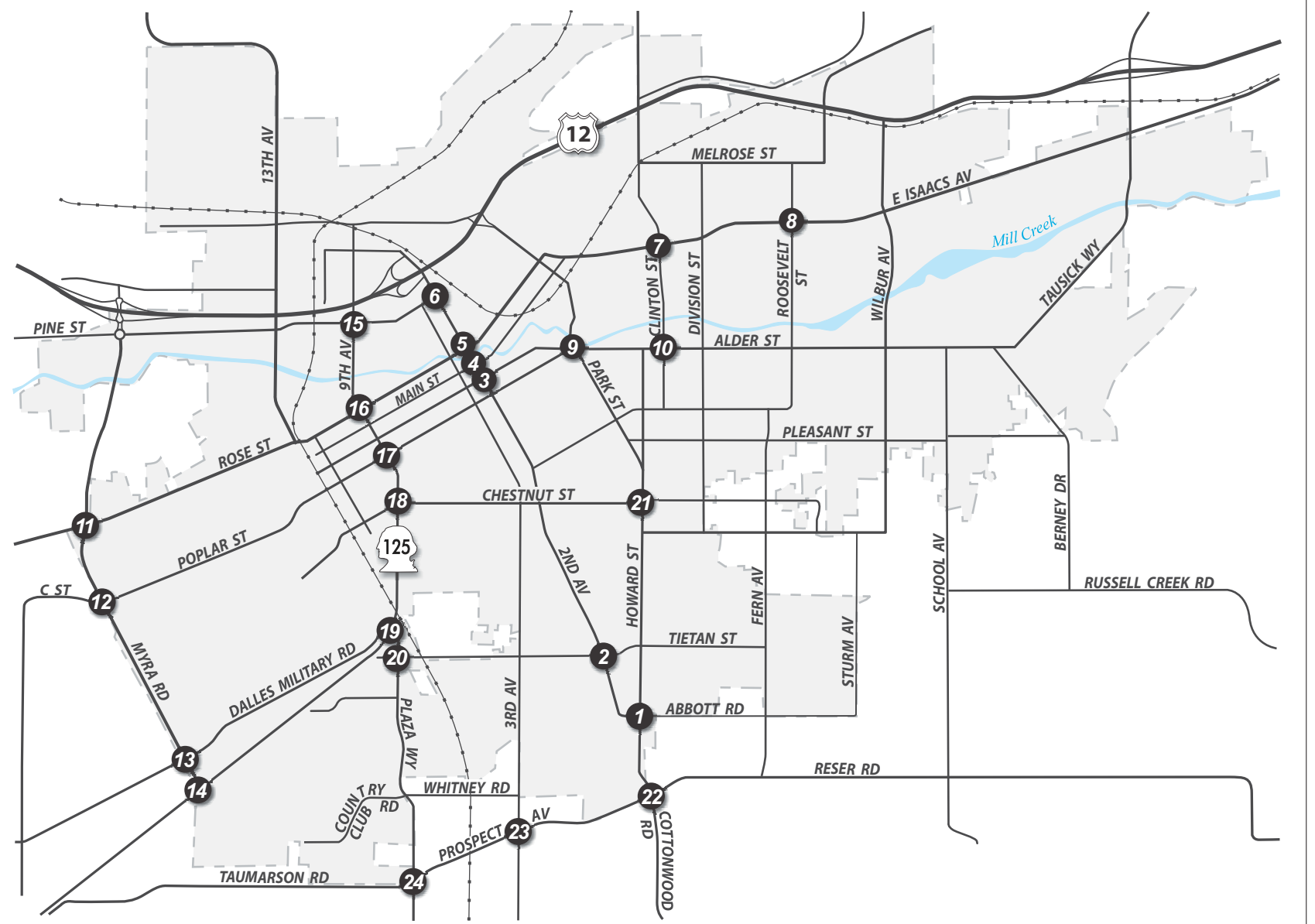
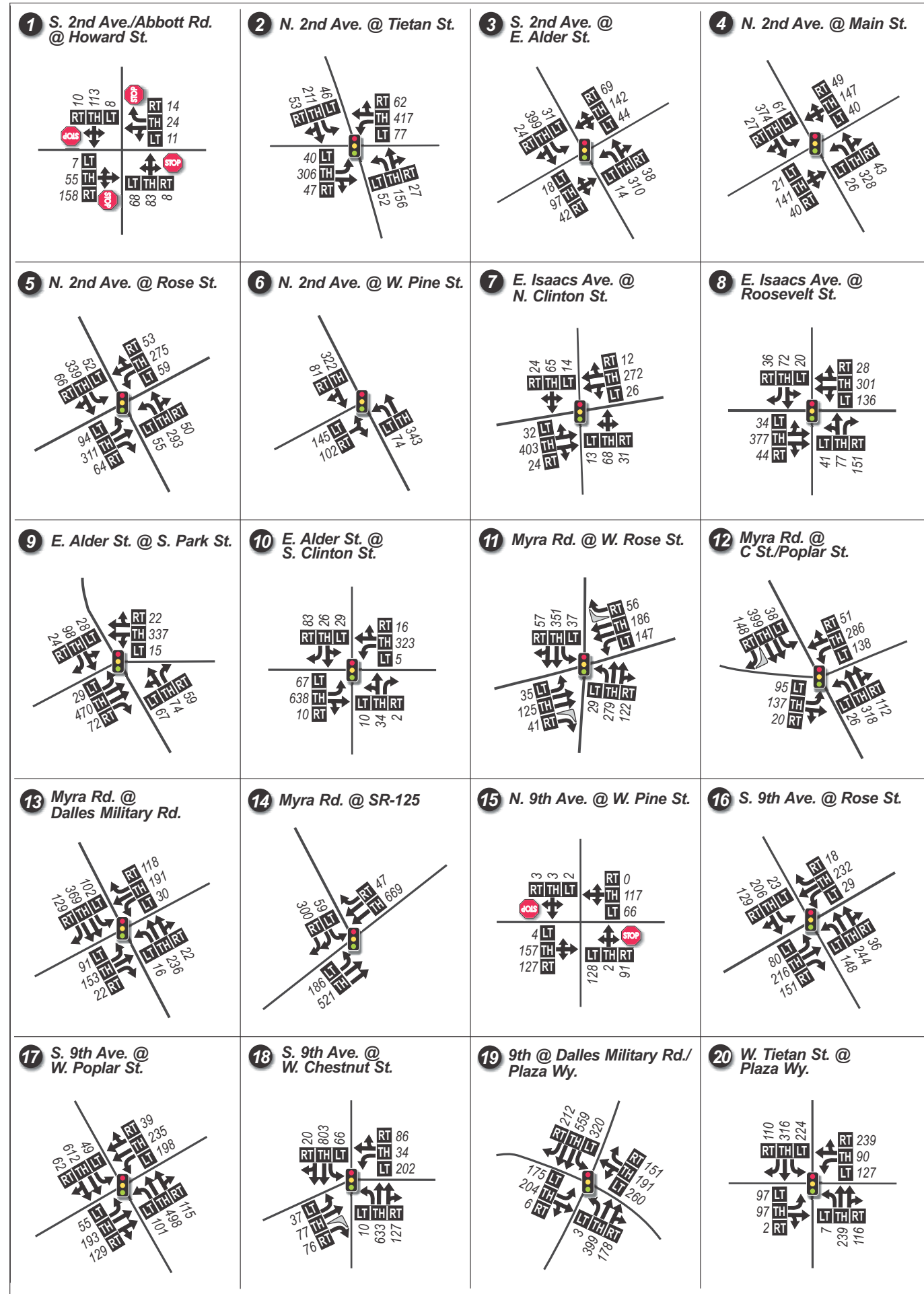
**LEGEND**

- # - Study Intersection
- Traffic Signal
- STOP - Stop Sign
- City Boundary
- Lane Configuration
- 000 - 30th Hour Traffic Volumes
- LT TH RT - Volume Turn Movement (Left-Thru-Right)

**DKS**

**Figure 11**  
**Existing Conditions**  
**Weekday PM Peak**  
**Traffic Volumes**

No Scale



# CITY OF WALLA WALLA

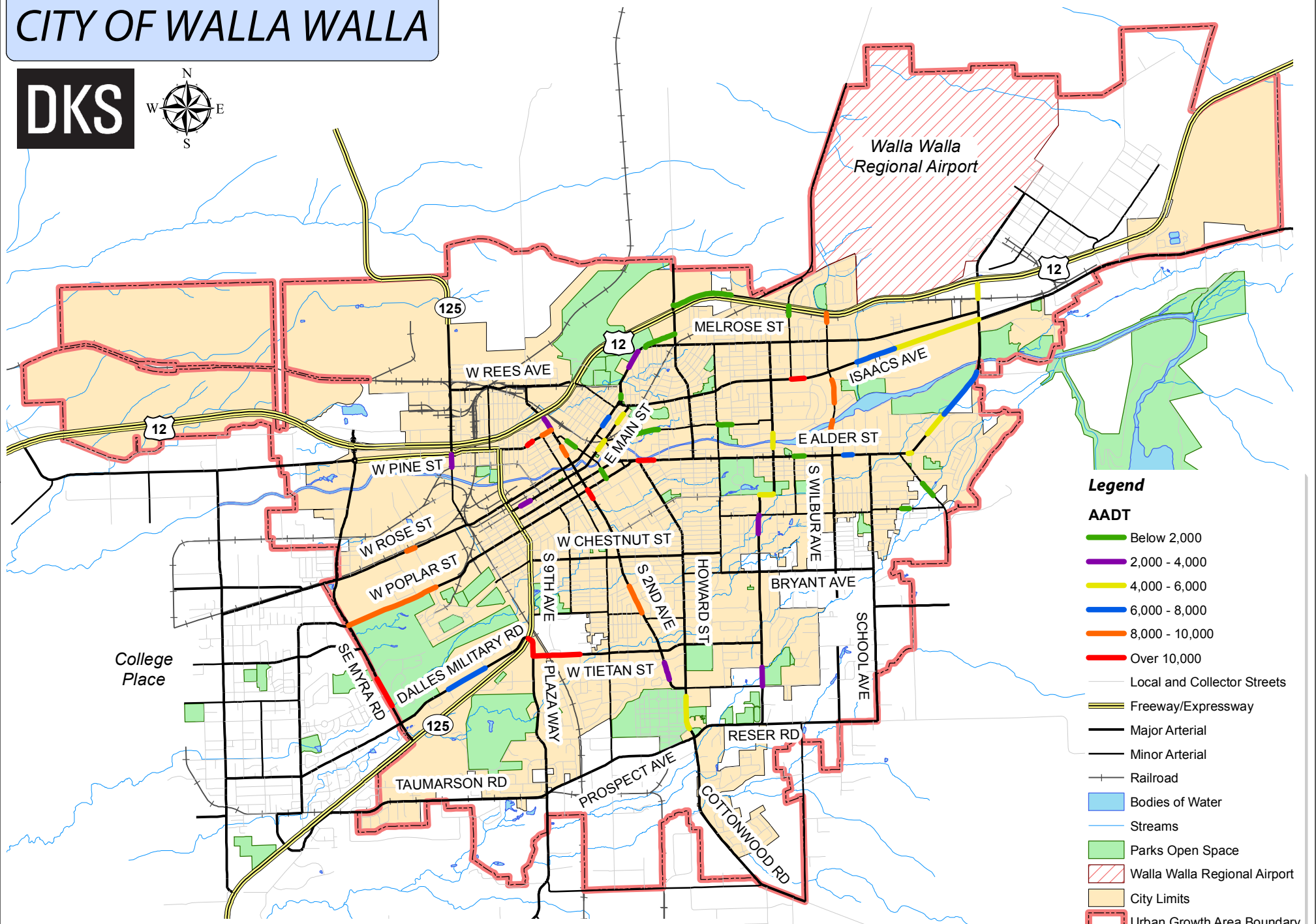


Figure 10 - Average Annual Daily Traffic Volumes

Data Source: City of Walla Walla GIS Database

# CITY OF WALLA WALLA

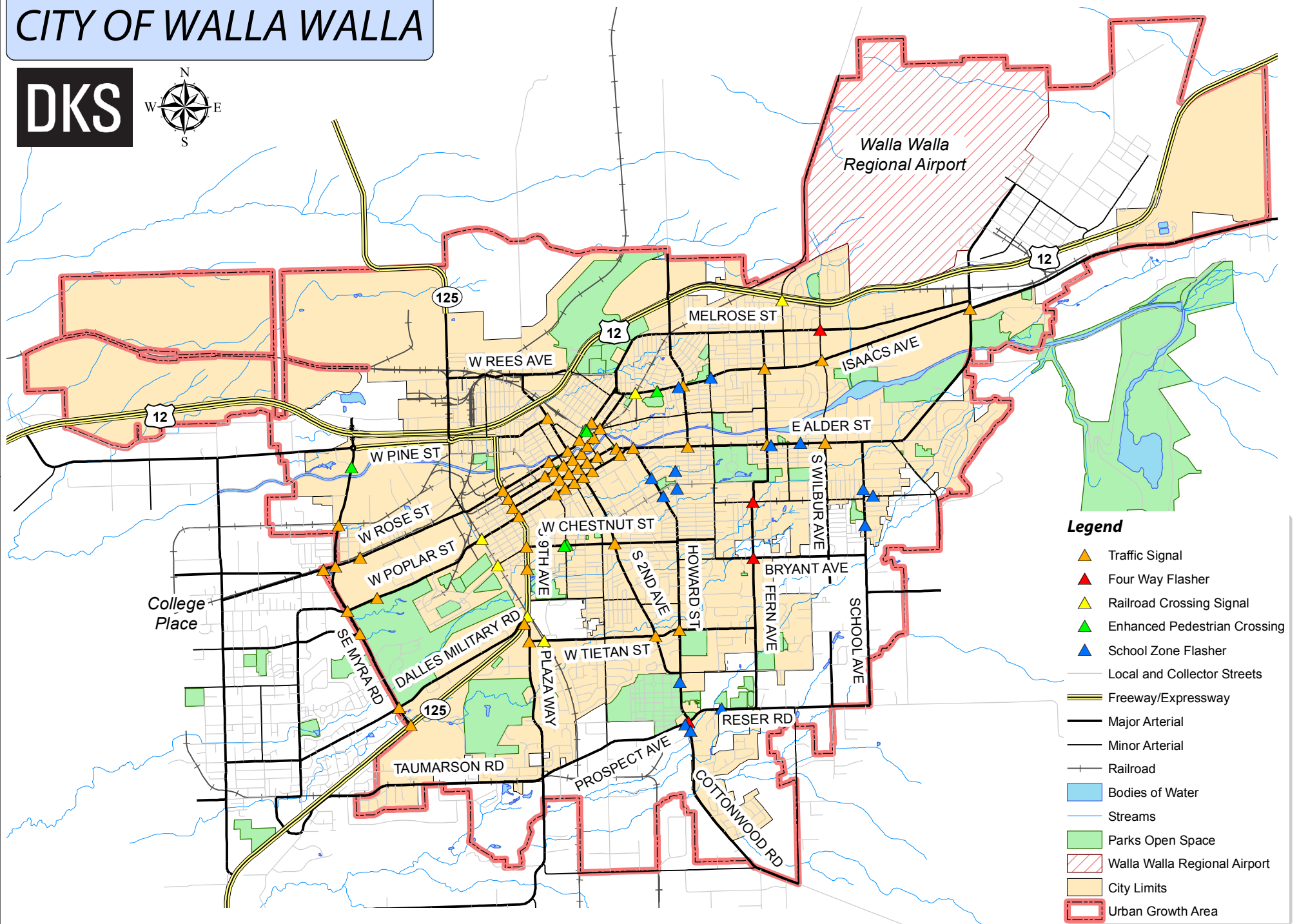


Figure 9 - Existing Traffic Control and Safety Devices

Data Source: City of Walla Walla GIS Database





### Intersection Performance Measures

Level of service (LOS) ratings and volume-to-capacity (V/C) ratios are two commonly used performance measures that provide a good picture of intersection operations. In addition, they are often incorporated into agency mobility standards. Details can be found in the appendix.

- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- **Volume-to-capacity (V/C) ratio:** A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

### Operating Standards

For the intersections under the City of Walla Walla jurisdiction, the operating standard is LOS D<sup>9</sup> and for intersections that are under WSDOT jurisdiction the operating standard is also LOS D.<sup>10</sup> Table 3 summarizes the operating standards for the different jurisdictions.

*Table 3 – Intersection Operating Standards*

Agency Jurisdiction	Operating Standard
WSDOT	LOS D
City of Walla Walla	LOS D

### Operating Conditions

As shown in Table 4 on the following page, there is only one intersection, Howard Street/Chestnut Street, which fails to meet the City of Walla Walla’s required operating standard for the existing traffic conditions. Solutions to improve intersection operations at this location will be provided as part of the Transportation Plan process.

<sup>9</sup> Walla Walla Urban Area Comprehensive Plan; Element 12: Transportation. City of Walla Walla. October 2008.

<sup>10</sup> Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan. Walla Walla Valley Metropolitan Planning Organization. March 2016.



Table 4 – 2016 Existing Traffic Operations at Study Intersections

Intersection	Agency Jurisdiction	Standard	v/c	LOS
<b>Signalized Intersections</b>				
2nd Avenue/Tietan Street	City of Walla Walla	LOS D	0.59	B
2nd Avenue/Alder Street	City of Walla Walla	LOS D	0.51	B
2nd Avenue/Main Street	City of Walla Walla	LOS D	0.50	B
2nd Avenue/Rose Street	City of Walla Walla	LOS D	0.69	C
2nd Avenue/Pine Street	City of Walla Walla	LOS D	0.55	A
Isaacs Avenue/Clinton Street	City of Walla Walla	LOS D	0.24	B
Isaacs Avenue/Roosevelt Street	City of Walla Walla	LOS D	0.46	C
Alder Street/Park Street	City of Walla Walla	LOS D	0.33	A
Alder Street/Clinton Street	City of Walla Walla	LOS D	0.63	B
Myra Road/Rose Street	City of Walla Walla	LOS D	0.44	B
Myra Road/C Street/Poplar Street	City of Walla Walla	LOS D	0.61	C
Myra Road/Dalles Military Road	City of Walla Walla	LOS D	0.35	B
Myra Road/SR-125	WSDOT	LOS D	0.39	B
9th Avenue/Rose Street	City of Walla Walla	LOS D	0.57	B
9th Avenue/Poplar Street	City of Walla Walla	LOS D	0.63	B
9th Avenue/Chestnut Street	City of Walla Walla	LOS D	0.67	C
9th Avenue/Dalles Military Road/Plaza Way	WSDOT	LOS D	0.86	D
Tietan Street/Plaza Way	City of Walla Walla	LOS D	0.59	B
<b>Unsignalized Intersections</b>				
2nd Avenue/Abbott Road/Howard Street	City of Walla Walla	LOS D	0.27	A/A
9th Avenue/Pine Street	City of Walla Walla	LOS D	0.47	A/C
Howard Street/Chestnut Street	City of Walla Walla	LOS D	<b>0.83</b>	<b>A/E</b>
Cottonwood Road/Prospect Avenue	City of Walla Walla	LOS D	0.44	B/B
Prospect Avenue/Plaza Way	City of Walla Walla	LOS D	0.32	B/A
Prospect Avenue/3rd Avenue	City of Walla Walla	LOS D	0.29	A/A

**Signalized Intersections:**

Delay = Average Stopped Delay per Vehicle (sec)  
LOS = Level of Service of Intersection  
v/c = Volume-to-Capacity Ratio of Intersection

**Unsignalized Intersections:**

Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement  
LOS = Level of Service of Major Street/Minor Street  
v/c = Volume-to-Capacity Ratio of Worst Movement



### Link Level Performance

The regional travel demand model developed by the Walla Walla Valley Metropolitan Planning Organization was used to evaluate roadway congestion within the City of Walla Walla under baseline conditions. The results of this analysis indicate that all roadway segments currently have adequate capacity for the amount of vehicles they serve. These results suggest that the existing bottlenecks in the City of Walla Walla transportation system are more likely to result from intersections rather than the roadways themselves. An image of the link level performance analysis is included in the appendix.

## Safety Analysis

Collision records were evaluated for incidents occurring in the City of Walla Walla from for the past five years of available data (2011 to 2015) as part of the city-wide safety analysis that considered both intersections and roadway segments. There were a total of five fatal collisions and 25 serious injury collisions during the five-year analysis period. The fatal and serious injury collisions are shown in Figure 12. Over the five study years, there were 55 pedestrian related collisions and 56 bicycle related collisions. A further breakdown on the collisions by intersection and roadway segment can be found in the following sections.

### Intersection Safety Analysis

The collisions that were identified as being within the vicinity of an intersection were analyzed to determine the top ten intersections that should consider further safety analysis. The collisions were weighted based on the severity level where property damage only collisions were given a value of one, possible and evident injury collisions were given a value of 10, and serious injury and fatalities were given a value of 100. Table 5 shows the intersections with the highest ranking of collisions per 1,000 vehicles.

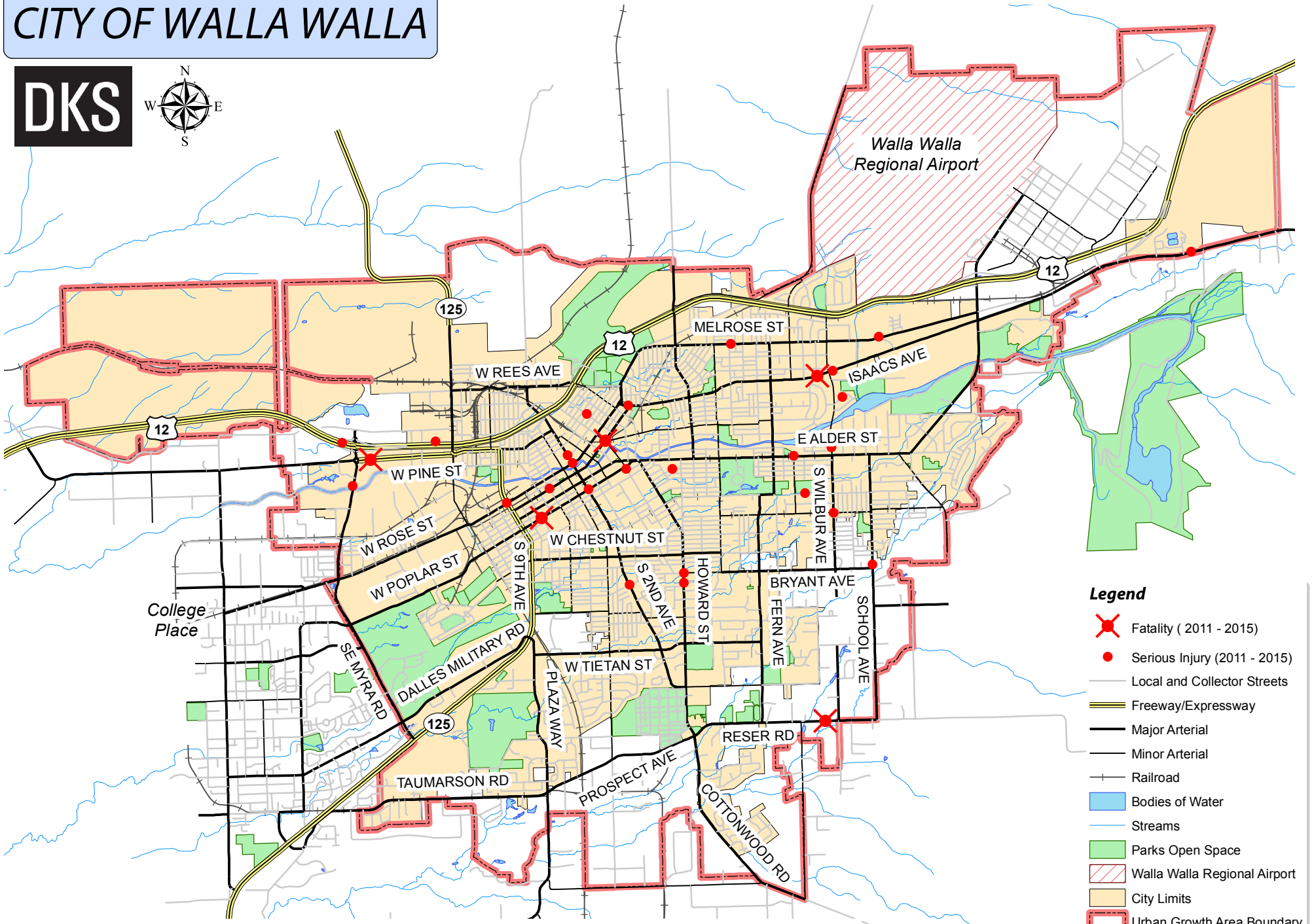
Table 5 - Top Ten Safety Intersections

Ranking	Intersection	TEV	Total Collisions	Weighted Collisions*	Collisions per 1,000 Vehicles
1	9th Avenue/Rose Street	15,114	18	180	11.91
2	2nd Avenue/Rose Street	17,110	29	191	11.16
3	Abbott Road/Fern Avenue	1,300	2	11	8.46
4	Myra Road/Rose Street	14,650	16	70	4.78
5	9th Avenue/Chestnut Street	21,710	22	103	4.74
6	9th Avenue/Dalles Military Road/Plaza Way	26,576	31	112	4.21
7	9th Avenue/Poplar Street	22,860	32	95	4.16
8	3rd Avenue/Tietan Street	15,781	14	59	3.74
9	2nd Avenue/Tietan Street	14,940	16	52	3.48
10	Issacs Avenue/Clinton Street	9,864	7	34	3.45

\*Crashes weighted based on severity level. PDO given a value of 1, possible and evident injury given a value of 10, and serious injury and fatalities are given a value of 100.

TEV = Total Entering Vehicles

# CITY OF WALLA WALLA



- Legend**
- Fatality ( 2011 - 2015)
  - Serious Injury (2011 - 2015)
  - Local and Collector Streets
  - Freeway/Expressway
  - Major Arterial
  - Minor Arterial
  - Railroad
  - Bodies of Water
  - Streams
  - Parks Open Space
  - Walla Walla Regional Airport
  - City Limits
  - Urban Growth Area Boundary

Figure 12 - Fatal and Serious Injury Collisions (2011 - 2015)

Data Source: City of Walla Walla GIS Database



At the top ten safety intersection identified, there were no fatalities at the study intersections and two serious injuries, both of which included a pedestrian. Table 6 shows a breakdown of the severity and type of collisions along the identified intersections.

Table 6 - Intersection Collisions by Severity and Type

Rank	Intersection	Serious Injury	Ped	Bicycle	Angle/Turning	Rear-End	Fixed Object	Other <sup>1</sup>
1	9th Avenue/Rose Street	1	1	1	3	11	0	2
2	2nd Avenue/Rose Street	1	1	0	7	15	4	2
3	Abbott Road/Fern Avenue	0	0	0	2	0	0	0
4	Myra Road/Rose Street	0	0	0	9	7	0	0
5	9th Avenue/Chestnut Street	0	1	2	3	16	0	0
6	9th Avenue/Dalles Military Road/Plaza Way	0	0	0	8	17	1	5
7	9th Avenue/Poplar Street	0	0	0	15	8	1	8 <sup>2</sup>
8	3rd Avenue/Tietan Street	0	0	0	10	3	1	0
9	2nd Avenue/Tietan Street	0	0	0	9	4	1	2
10	Issacs Avenue/Clinton Street	0	0	0	6	1	0	0

<sup>1</sup>Other type collisions include sideswipe, backing, and head-on type collisions.

<sup>2</sup>Seven of these collisions were sideswipe type collisions.

### Roadway Segment Safety Analysis

The total number of collisions along roadway segments were analyzed to determine the corridors with the highest concentration of collisions.<sup>11</sup> Table 7 shows the segments with the highest ranking of collisions per mile per 1,000 vehicles. The purpose of this analysis was to determine which corridors would benefit from low cost, corridor wide improvements. The collision heat maps provided in the appendix will also be used to determine locations where collisions have occurred more frequently along the identified corridors.

Table 7 - Top Six Safety Segments

Rank	Segment (Length)	Begin – End	VMT	Total Collisions	Weighted Collisions*	Collisions per Mile per 1,000 Vehicles
1	Palouse Street (1.2 miles)	Pine Street to Chestnut Street	977	12	129	110.03
2	Reser Road (1.2 miles)	Howard Street to UGA	1,700	3	111	54.41
3	Melrose Street (2.5 miles)	Sumach Street to Highway 12	2,621	24	249	38.00
4	Main Street (1.3 miles)	12th Avenue to Isaacs Avenue	3,948	58	121	23.58
5	Wilbur Avenue (1.7 miles)	Highway 12 to Bryant Avenue	9,065	43	313	20.31
6	Pine Street (1.0 miles)	Myra Road to 9th Avenue	9,700	7	106	10.93

\*Crashes weighted based on severity level. PDO given a value of 1, possible and evident injury given a value of 10, and serious injury and fatalities are given a value of 100.

<sup>11</sup> The collisions were weighted based on the severity level where property damage only collisions were given a value of one, possible and evident injury collisions were given a value of 10, and serious injury and fatalities were given a value of 100.



Along the top safety segments identified, there was one fatality along Reser Road where a vehicle going straight hit a pedestrian and one on Pine Street where vehicles traveling from opposite direction collided head-on. There were a total of four serious injury collisions, three of which involved a pedestrian. Table 8 shows a breakdown of the severity and type of collisions along the identified segments.

*Table 8 - Segment Collisions by Severity and Type*

Rank	Segment (Length)	Fatality	Serious Injury	Ped	Bicycle	Angle/ Turning	Rear-End	Hit Parked Car	Other <sup>1</sup>
1	Palouse Street (1.2 miles)	0	1	0	0	2	0	6	4
2	Reser Road (1.2 miles)	1	0	1	0	0	1	0	1
3	Melrose Street (2.5 miles)	0	2	2	0	2	2	13	5
4	Main Street (1.3 miles)	0	0	1	1	4	9	39	4
5	Wilbur Avenue (1.7 miles)	0	1	1	1	11	13	7	10 <sup>2</sup>
6	Pine Street (1.0 miles)	1	0	0	0	1	1	2	3

<sup>1</sup>Other type collisions include sideswipe, backing, head-on, and fixed-object.

<sup>2</sup>Five of these collisions were fixed object type collisions.

Figure 13 shows the ten intersections and six segments with the highest collisions per mile per 1,000 average daily vehicles on a weighted scale based on collision severity.

# CITY OF WALLA WALLA



Ranking	Segment	Crashes*/Mile/ 1000 Vehicles
1	Palouse Street	110.03
2	Reser Road	54.41
3	Melrose Street	38.00
4	Main Street	23.58
5	Wilbur Avenue	20.31
6	Pine Street (Myra Road to 9th Avenue)	10.93

\*Crash values are weighted based on the severity of the crash

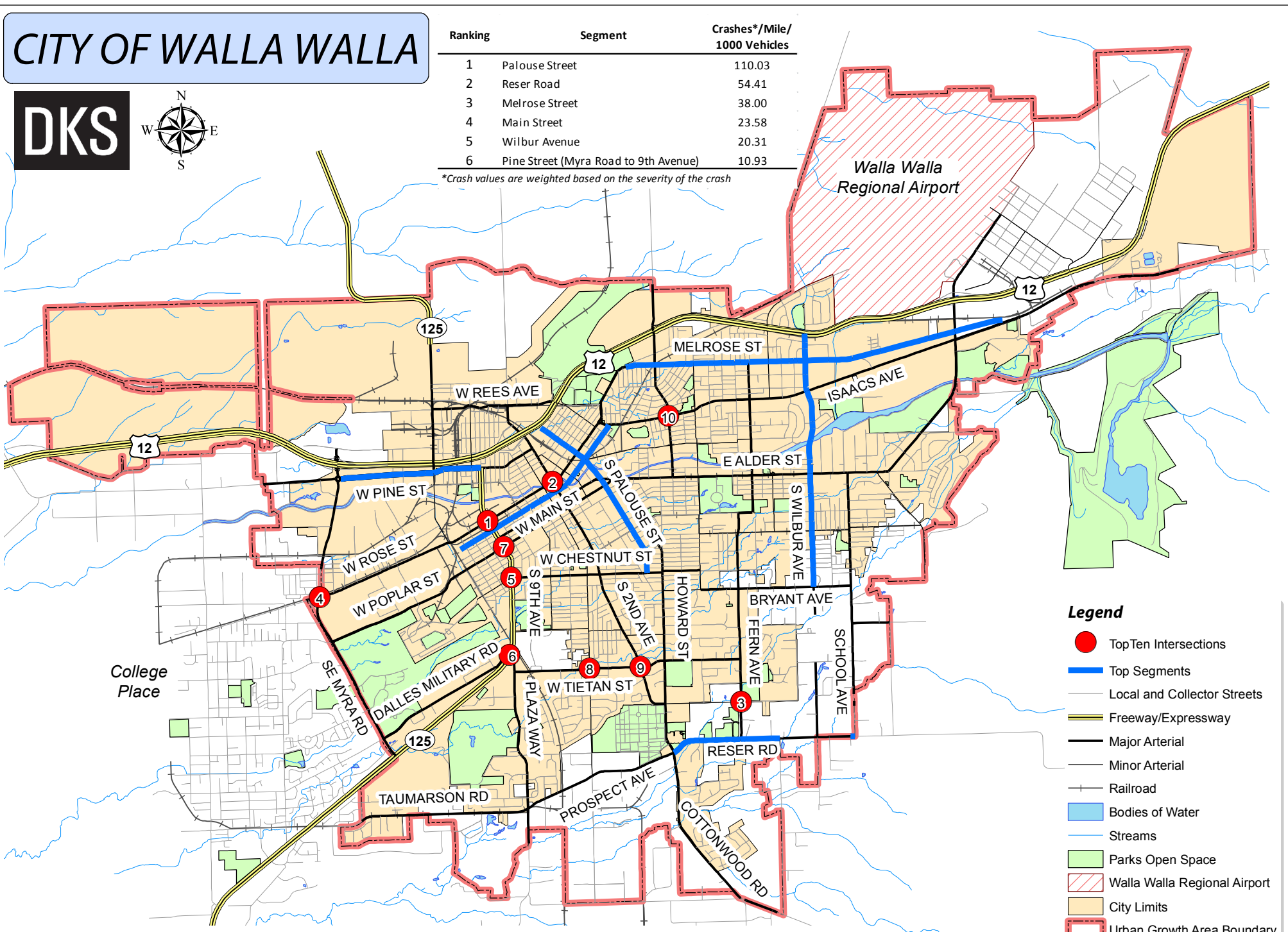


Figure 13 - Top Safety Intersections and Roadway Segments

Data Source: City of Walla Walla GIS Database



## Existing Conditions Summary

The following is a summary of the existing conditions.

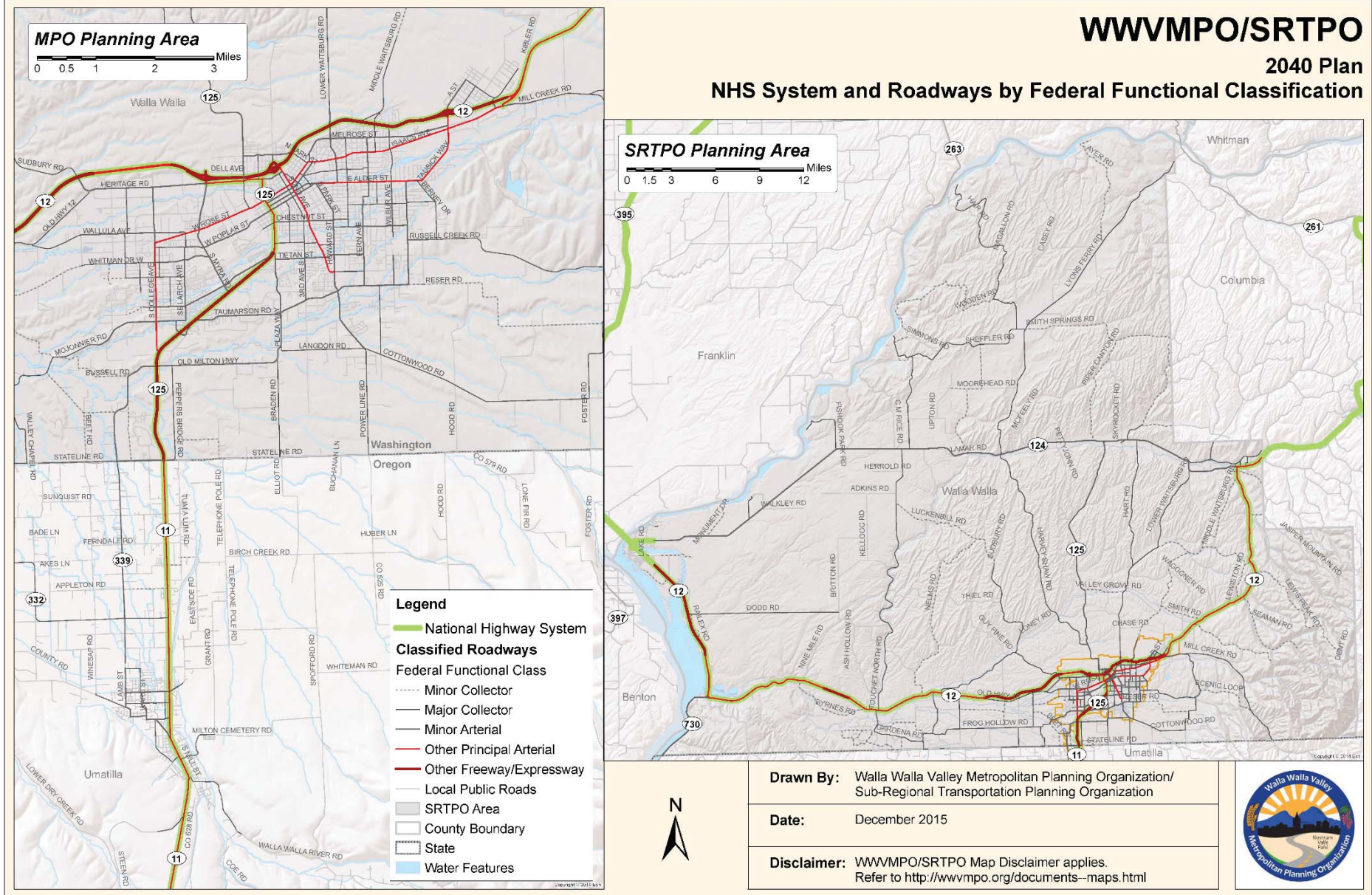
- The majority of the roadways within city limits are owned and maintained by the City of Walla Walla with the exception of Highway 12 and SR-125 which are owned and maintained by WSDOT.
- The existing bicycle network in the City of Walla Walla is comprised of approximately 17.4 miles of striped and signed on-street bicycle lanes, 25 miles of designated bicycle routes, and 27.5 miles of other designated bicycle facilities providing connections to downtown Walla Walla.
- The City of Walla Walla's existing sidewalk infrastructure spans approximately 185 miles. The main roadways with poor sidewalks include Poplar Street, Dalles Military Road, Chestnut Street, Pine Street, and many of the sidewalks in the vicinity of Melrose Street, Isaacs Avenue, Clinton Street, and Park Street.
- The primary transit service is the Valley Transit which provides fixed route buses and Dial-A-Ride services throughout the City of Walla Walla and College Place.
- Pavement conditions were collected using the Overall Condition Index (OCI). The primary segments that have failing pavement conditions include the western segment of Isaacs Avenue, segments of Howard Street, Plaza Way, 3rd Street, and Main Street.
- Bridge conditions were collected in 2016 based on condition, posted capacity, and traffic volume to prioritize the bridges for replacement. The highest priority bridges include those along 4th Avenue, 5th Avenue, and Rose Street at Mill Creek.
- Based on existing traffic volumes, there is only one study intersection, Howard Street/Chestnut Street, which fails to meet the City of Walla Walla's operating standards. Solutions to this intersection will be part of the Transportation Plan.
- Collision data from 2011 to 2015 was used to determine the intersections and segments with the most collisions per 1,000 vehicle weighted by the severity of the collision.
  - The top ten safety intersections, in order, are 9th Avenue/Rose Street, 2nd Avenue/Rose Street, Abbott Road/Fern Avenue, Myra Road/Rose Street, 9th Avenue/Chestnut Street, 9th Avenue/Dalles Military Road/Plaza Way, 9th Avenue/Poplar Street, 3rd Avenue/Tietan Street, 2nd Avenue/Tietan Street, and Isaacs Avenue/Clinton Street
  - The top six safety roadway segments, in order, are Palouse Street (1.2 miles; Pine Street to Chestnut Street), Reser Road (1.2 miles; Howard Street to UGA), Melrose Street (2.5 miles; Sumach Street to Highway 12), Main Street (1.3 miles; 12th Avenue to Isaacs Avenue), Wilbur Avenue (1.7 miles; Highway 12 to Bryant Avenue), and Pine Street (1.0 miles; Myra Road to 9th Avenue)





Appendix A – MPO Roadway Classifications

Figure 13: Federal Functional Classified Roadways in the Walla Walla Valley

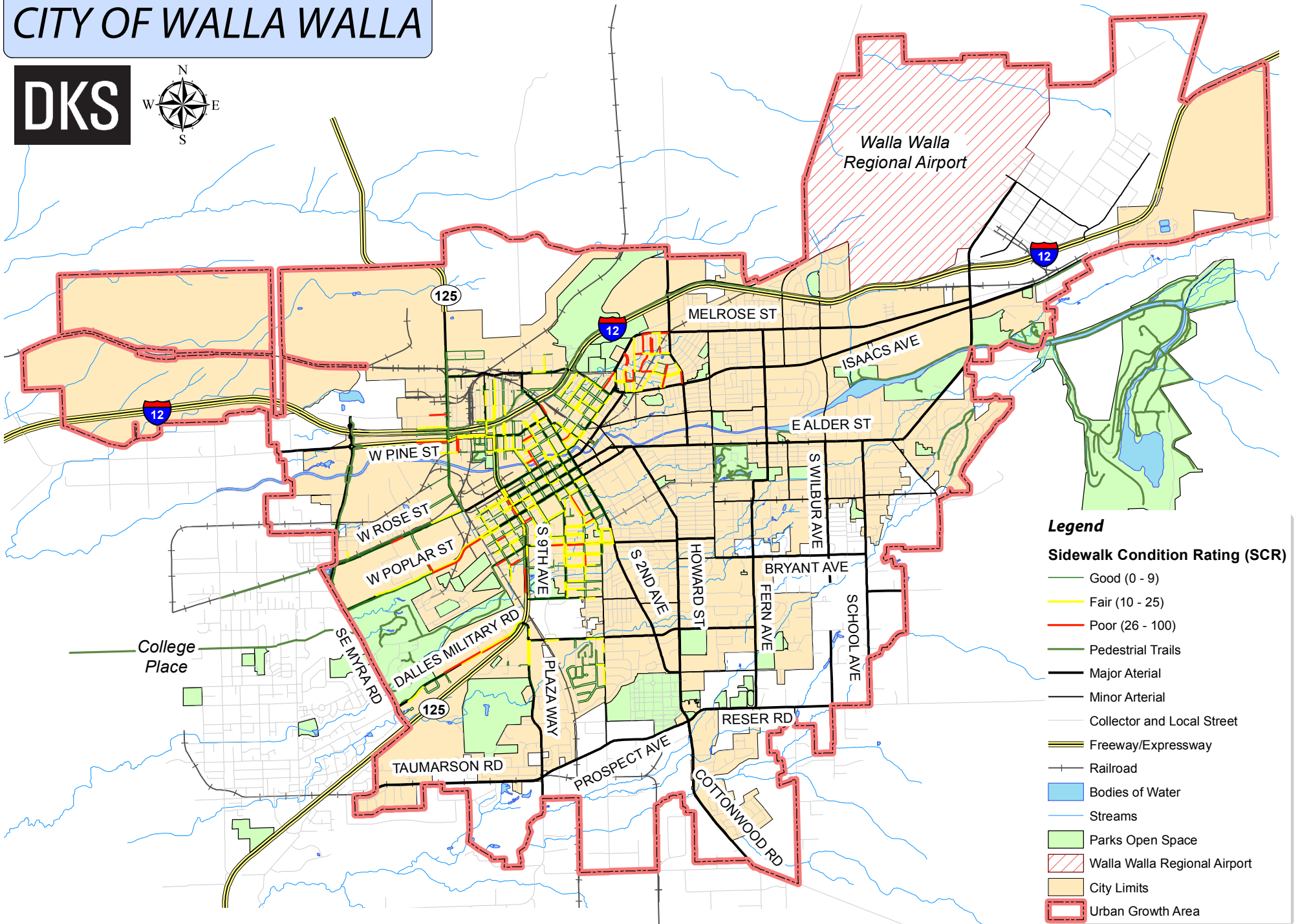


Source: ODOT and WSDOT Geographic Information System (GIS) files



Appendix B – Sidewalk Conditions

# CITY OF WALLA WALLA



- Legend**
- Sidewalk Condition Rating (SCR)
    - Good (0 - 9)
    - Fair (10 - 25)
    - Poor (26 - 100)
  - Pedestrian Trails
  - Major Arterial
  - Minor Arterial
  - Collector and Local Street
  - Freeway/Expressway
  - Railroad
  - Bodies of Water
  - Streams
  - Parks Open Space
  - Walla Walla Regional Airport
  - City Limits
  - Urban Growth Area

Conditions of Existing Sidewalks

Data Source: City of Walla Walla GIS Database



## Appendix C – Traffic Counts



Data Provided by K-D-N.com 503-594-4224	
Study Name	<b>2nd at Howard/Abbott</b>
Location	46.045797 - -118.325185
Start Date	11/1/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:25PM
Peak 15 Min Start	5:10PM
PHF (15-Min Int)	0.82

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
68	83	8	8	113	10	7	55	158	11	24	14	282	104	102	71	159	131	220	49

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
1.5%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0	3.6%	0.6%	0.0%	0.0%	0.0%	0.7%	0.0%	1.0%	2.8%	0.6%	0.8%	1.4%	0.0%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
9	0	10	12

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT
0	1	0	0	1	0	0	0	1	0	0	0

Start	Northbound				Southbound				Eastbound				Westbound			
	Howard				Howard				2nd				Abbott			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	6	9	1	0	1	6	1	0	0	3	6	0	4	2	2	0
4:05PM	15	9	0	0	0	3	1	0	2	4	9	0	1	5	1	0
4:10PM	8	7	0	0	0	8	0	0	0	3	2	0	0	5	0	0
4:15PM	2	10	1	0	0	4	0	0	0	2	8	0	0	2	2	0
4:20PM	2	10	0	0	1	3	0	0	1	0	15	0	1	0	0	0
4:25PM	8	10	1	0	0	11	1	0	1	5	6	0	1	3	2	0
4:30PM	10	4	0	0	1	8	0	0	0	7	9	0	1	2	2	0
4:35PM	7	6	1	0	2	14	0	0	0	2	18	0	1	0	1	0
4:40PM	4	10	0	0	0	12	1	0	2	3	11	0	2	6	0	0
4:45PM	6	9	1	0	0	6	3	0	1	2	12	0	0	2	1	0
4:50PM	3	3	0	0	2	6	0	0	0	5	10	0	2	2	2	0
4:55PM	4	6	0	0	0	6	1	0	0	5	13	0	1	2	1	0
5:00PM	4	6	0	0	0	6	2	0	1	4	13	0	0	0	1	0
5:05PM	4	4	0	0	0	6	0	0	1	5	17	0	0	2	0	0
5:10PM	7	11	1	0	0	12	0	0	0	6	16	0	0	2	0	0
5:15PM	7	7	2	0	1	15	1	0	0	6	22	0	1	3	1	0
5:20PM	4	7	2	0	2	11	1	0	1	5	11	0	2	0	3	0
5:25PM	2	2	0	0	0	12	1	0	0	6	11	0	0	4	0	0
5:30PM	2	8	1	0	1	7	0	0	0	4	20	0	1	1	1	0
5:35PM	9	9	1	0	0	11	0	0	1	2	13	0	1	4	1	0
5:40PM	3	11	0	0	1	5	0	0	1	5	8	0	0	2	0	0
5:45PM	4	8	0	0	0	10	1	0	0	0	11	0	0	3	0	0
5:50PM	7	2	1	0	1	7	0	0	0	5	5	0	0	1	0	0
5:55PM	11	7	0	0	0	8	0	0	0	3	13	0	0	2	0	0

Start	Northbound				Southbound				Eastbound				Westbound			
	Howard				Howard				2nd				Abbott			

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	Howard				Howard				2nd				Abbott			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	5	9	1	0	1	6	1	0	0	3	6	0	4	2	2	0
4:05PM	14	9	0	0	0	3	1	0	1	4	9	0	1	5	1	0
4:10PM	8	7	0	0	0	8	0	0	0	3	2	0	0	5	0	0
4:15PM	2	10	1	0	0	4	0	0	0	2	8	0	0	2	2	0
4:20PM	2	10	0	0	1	3	0	0	1	0	14	0	1	0	0	0
4:25PM	8	10	1	0	0	10	1	0	1	5	6	0	1	3	2	0
4:30PM	10	4	0	0	1	8	0	0	0	6	8	0	1	2	2	0
4:35PM	7	6	1	0	2	14	0	0	0	2	18	0	1	0	1	0
4:40PM	4	10	0	0	0	12	1	0	2	3	11	0	2	6	0	0
4:45PM	6	9	1	0	0	6	3	0	1	2	12	0	0	2	1	0
4:50PM	3	3	0	0	2	6	0	0	0	5	10	0	2	2	2	0
4:55PM	4	6	0	0	0	6	1	0	0	4	13	0	1	2	1	0
5:00PM	4	6	0	0	0	6	2	0	1	4	13	0	0	0	1	0
5:05PM	4	4	0	0	0	6	0	0	1	5	17	0	0	2	0	0
5:10PM	7	11	1	0	0	12	0	0	0	6	16	0	0	2	0	0
5:15PM	6	7	2	0	1	15	1	0	0	6	22	0	1	3	1	0
5:20PM	4	7	2	0	2	11	1	0	1	5	11	0	2	0	3	0
5:25PM	2	2	0	0	0	12	1	0	0	5	11	0	0	4	0	0
5:30PM	2	8	1	0	1	7	0	0	0	4	20	0	1	1	1	0
5:35PM	9	9	1	0	0	11	0	0	1	2	13	0	1	4	1	0
5:40PM	3	11	0	0	1	5	0	0	1	5	8	0	0	2	0	0
5:45PM	4	8	0	0	0	10	1	0	0	0	11	0	0	3	0	0
5:50PM	7	2	1	0	1	6	0	0	0	5	5	0	0	1	0	0
5:55PM	11	7	0	0	0	8	0	0	0	3	13	0	0	2	0	0



Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	Howard				Howard				2nd				Abbott			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:25PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	2	0
4:05PM	0	0	0	0
4:10PM	0	0	1	1
4:15PM	2	0	0	0
4:20PM	0	0	0	0
4:25PM	0	0	0	0
4:30PM	0	0	0	0
4:35PM	0	0	2	0
4:40PM	0	0	0	0
4:45PM	0	0	0	1
4:50PM	0	0	0	5
4:55PM	0	0	0	1
5:00PM	0	0	1	0
5:05PM	8	0	0	0
5:10PM	0	0	6	5
5:15PM	0	0	1	0
5:20PM	1	0	0	0
5:25PM	0	0	0	1
5:30PM	0	0	0	1
5:35PM	0	0	0	0
5:40PM	0	0	0	1
5:45PM	2	1	2	2
5:50PM	1	0	0	0
5:55PM	0	0	0	0





Data Provided by K-D-N.com 503-594-4224	
Study Name	<b>2nd at Tietan St</b>
Location	46.049491 - -118.328697
Start Date	11/1/2016
Start Time	4:00PM
Key Data Summary	
Peak Hour Start	4:35PM
Peak 15 Min Start	5:05PM
PHF (15-Min Int)	0.82

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
52	156	27	46	211	53	40	306	47	77	417	62	335	258	522	379	235	310	393	556

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
0.0%	1.3%	0.0%	0.0%	0.5%	0.0%	0.0	2.6%	0.0%	0.0%	1.0%	1.6%	0.3%	1.2%	0.8%	2.1%	0.9%	0.3%	2.0%	0.9%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
14	4	3	8

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt
0	0	0	0	0	0	0	3	0	0	4	0

Start	Northbound				Southbound				Eastbound				Westbound							
	2nd	Left	Thru	Right	U-Turn	2nd	Left	Thru	Right	U-Turn	Tietan	Left	Thru	Right	U-Turn	Tietan	Left	Thru	Right	U-Turn
4:00PM	3	7	1	0	3	14	6	0	4	20	3	0	4	24	3	0	4	24	3	0
4:05PM	4	13	2	0	4	18	3	0	2	22	2	0	5	22	1	0	5	22	1	0
4:10PM	1	7	2	0	1	11	1	0	4	30	4	0	4	37	4	0	4	37	4	0
4:15PM	5	13	1	0	4	12	4	0	4	39	3	0	3	36	4	0	3	36	4	0
4:20PM	7	5	2	0	4	12	6	0	5	30	3	0	6	19	3	0	6	19	3	0
4:25PM	3	12	0	0	4	21	3	0	3	24	1	0	5	30	5	0	5	30	5	0
4:30PM	2	9	2	0	0	9	4	0	4	25	5	0	5	34	5	0	5	34	5	0
4:35PM	5	13	0	0	3	12	4	0	3	23	4	0	2	33	5	0	2	33	5	0
4:40PM	2	16	2	0	10	12	4	0	7	18	3	0	6	37	8	0	6	37	8	0
4:45PM	5	11	3	0	6	19	6	0	0	32	3	0	2	23	6	0	2	23	6	0
4:50PM	5	16	4	0	1	20	5	0	3	19	4	0	3	20	6	0	3	20	6	0
4:55PM	3	7	5	0	4	26	3	0	4	27	4	0	2	29	4	0	2	29	4	0
5:00PM	1	13	2	0	3	15	3	0	3	23	2	0	5	30	8	0	5	30	8	0
5:05PM	9	13	0	0	2	22	6	0	5	29	7	0	10	42	4	0	10	42	4	0
5:10PM	8	15	4	0	2	20	5	0	2	21	6	0	18	60	0	0	18	60	0	0
5:15PM	5	14	0	0	2	17	2	0	6	29	3	0	10	55	3	0	10	55	3	0
5:20PM	6	13	6	0	5	17	3	0	1	28	4	0	7	27	5	0	7	27	5	0
5:25PM	2	11	1	0	6	19	9	0	3	24	4	0	8	36	5	0	8	36	5	0
5:30PM	1	14	0	0	2	12	3	0	3	33	3	0	4	25	8	0	4	25	8	0
5:35PM	4	13	1	0	3	14	9	0	0	18	2	0	4	35	3	0	4	35	3	0
5:40PM	4	13	1	0	2	12	0	0	4	19	3	0	7	35	3	0	7	35	3	0
5:45PM	4	19	2	0	4	11	2	0	2	19	4	0	2	20	2	0	2	20	2	0
5:50PM	2	16	1	0	3	11	3	0	8	17	3	0	4	17	5	0	4	17	5	0
5:55PM	4	13	4	0	7	6	0	0	5	15	3	0	3	30	5	0	3	30	5	0

Start	Northbound				Southbound				Eastbound				Westbound							
	2nd	Left	Thru	Right	U-Turn	2nd	Left	Thru	Right	U-Turn	Tietan	Left	Thru	Right	U-Turn	Tietan	Left	Thru	Right	U-Turn

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:05PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:35PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
4:40PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

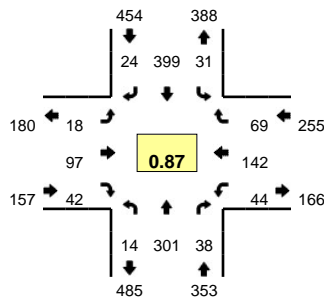
Start	Northbound				Southbound				Eastbound				Westbound			
	2nd	2nd	Tietan	Tietan	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	3	7	1	0	2	14	6	0	4	19	3	0	4	24	2	0
4:05PM	4	13	1	0	4	18	3	0	2	21	2	0	5	22	0	0
4:10PM	1	7	1	0	1	11	1	0	4	28	4	0	4	36	3	0
4:15PM	5	13	1	0	4	12	4	0	4	36	3	0	3	36	4	0
4:20PM	7	5	1	0	4	11	6	0	5	29	3	0	6	19	3	0
4:25PM	3	11	0	0	4	21	3	0	3	24	1	0	5	29	5	0
4:30PM	2	9	2	0	0	9	4	0	4	25	5	0	5	34	5	0
4:35PM	5	13	0	0	3	12	4	0	3	23	4	0	2	33	5	0
4:40PM	2	15	2	0	10	12	4	0	7	17	3	0	6	37	8	0
4:45PM	5	11	3	0	6	19	6	0	0	31	3	0	2	23	5	0
4:50PM	5	16	4	0	1	20	5	0	3	19	4	0	3	20	6	0
4:55PM	3	7	5	0	4	26	3	0	4	26	4	0	2	27	4	0
5:00PM	1	13	2	0	3	15	3	0	3	23	2	0	5	30	8	0
5:05PM	9	12	0	0	2	22	6	0	5	28	7	0	10	42	4	0
5:10PM	8	15	4	0	2	20	5	0	2	20	6	0	18	60	0	0
5:15PM	5	14	0	0	2	17	2	0	6	28	3	0	10	55	3	0
5:20PM	6	13	6	0	5	17	3	0	1	27	4	0	7	26	5	0
5:25PM	2	11	1	0	6	19	9	0	3	23	4	0	8	36	5	0
5:30PM	1	14	0	0	2	11	3	0	3	33	3	0	4	24	8	0
5:35PM	4	13	1	0	3	13	9	0	0	17	2	0	4	34	3	0
5:40PM	4	13	1	0	2	12	0	0	4	19	3	0	7	35	3	0
5:45PM	4	19	2	0	4	11	2	0	2	18	4	0	2	20	2	0
5:50PM	2	16	1	0	3	11	3	0	8	17	3	0	4	17	5	0
5:55PM	4	13	4	0	7	6	0	0	5	15	3	0	3	30	5	0

Other Vehicles																	
	Northbound				Southbound				Eastbound				Westbound				
Start	2nd				2nd				Tietan				Tietan				
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
4:00PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0
4:05PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:10PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1	0
4:15PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
4:20PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0
4:25PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
5:35PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

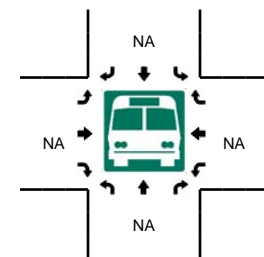
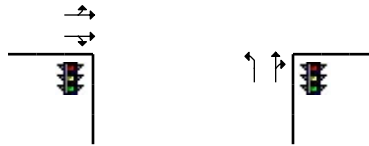
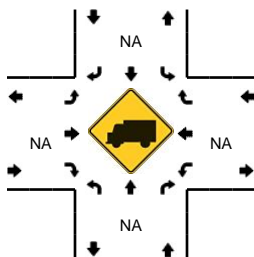
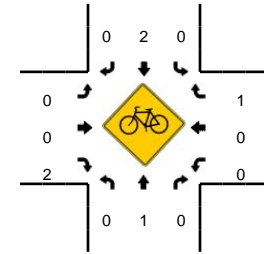
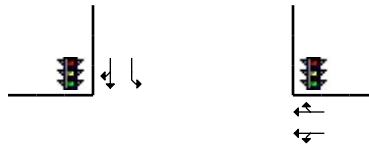
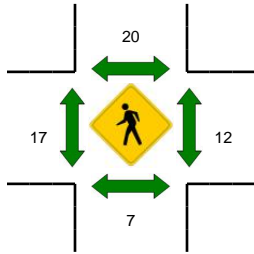
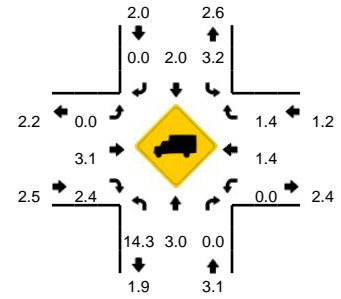
Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	1	0	0
4:05PM	1	0	0	1
4:10PM	1	0	0	0
4:15PM	0	0	0	0
4:20PM	0	0	0	0
4:25PM	0	0	0	0
4:30PM	0	1	0	0
4:35PM	0	0	0	0
4:40PM	0	0	0	2
4:45PM	1	0	0	2
4:50PM	0	0	0	0
4:55PM	0	0	0	0
5:00PM	1	0	0	0
5:05PM	0	0	2	0
5:10PM	1	1	1	1
5:15PM	0	1	0	0
5:20PM	2	1	0	0
5:25PM	3	1	0	0
5:30PM	6	0	0	3
5:35PM	0	0	0	1
5:40PM	2	0	0	1
5:45PM	0	0	0	0
5:50PM	1	1	0	0
5:55PM	0	0	0	0

**LOCATION:** S 2nd Ave -- E Alder St  
**CITY/STATE:** Walla Walla, WA

**QC JOB #:** 11331206  
**DATE:** Tue, Sep 17 2013



**Peak-Hour: 4:25 PM -- 5:25 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**



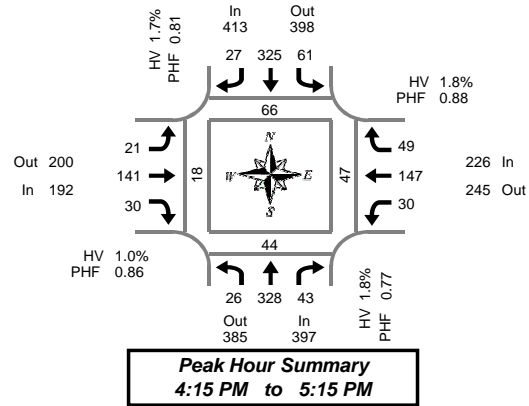
5-Min Count Period Beginning At	S 2nd Ave (Northbound)				S 2nd Ave (Southbound)				E Alder St (Eastbound)				E Alder St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	15	4	0	3	18	1	0	0	5	5	0	5	6	8	0	72	
4:05 PM	2	26	7	0	2	21	3	0	0	8	3	0	2	10	1	0	85	
4:10 PM	3	23	4	0	2	30	0	0	0	8	3	0	4	10	3	0	90	
4:15 PM	0	23	4	0	1	30	1	0	0	9	4	0	4	15	5	0	96	
4:20 PM	1	20	3	0	3	33	3	0	0	7	5	0	0	7	1	0	83	
4:25 PM	0	19	5	0	6	36	2	0	1	2	3	0	3	10	2	0	89	
4:30 PM	1	27	3	0	2	24	0	0	1	9	1	0	6	11	5	0	90	
4:35 PM	1	30	2	0	2	29	1	0	0	7	3	0	4	9	7	0	95	
4:40 PM	1	21	2	0	1	29	4	0	0	6	6	0	1	11	7	0	89	
4:45 PM	1	28	6	0	5	32	4	0	2	4	2	0	4	13	7	0	108	
4:50 PM	1	19	4	0	3	23	2	0	1	15	3	0	2	16	6	0	95	
4:55 PM	3	25	2	0	3	33	2	0	3	13	3	0	3	9	9	0	108	1100
5:00 PM	1	31	4	0	1	29	2	0	1	10	6	0	1	8	8	0	102	1130
5:05 PM	1	25	2	0	1	43	1	0	6	10	4	0	6	16	7	0	122	1167
5:10 PM	3	37	4	0	3	43	1	0	3	6	1	0	4	14	4	0	123	1200
5:15 PM	1	25	2	0	3	36	2	0	0	8	8	0	6	12	3	0	106	1210
5:20 PM	0	14	2	0	1	42	3	0	0	7	2	0	4	13	4	0	92	1219
5:25 PM	0	18	1	0	1	23	1	0	1	14	4	0	1	12	8	0	84	1214
5:30 PM	0	25	7	0	0	29	1	0	0	6	1	0	3	11	7	0	90	1214
5:35 PM	0	24	3	0	0	15	1	0	1	2	1	0	6	10	2	0	65	1184
5:40 PM	3	21	0	0	0	17	0	0	1	8	1	0	4	13	4	0	72	1167
5:45 PM	1	22	1	0	5	33	1	0	0	4	3	0	6	14	0	0	90	1149
5:50 PM	1	23	1	0	4	11	1	0	5	6	3	0	2	7	1	0	65	1119
5:55 PM	0	20	0	0	1	15	2	0	1	7	1	0	3	9	4	0	63	1074
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	348	32	0	28	488	16	0	36	96	52	0	64	168	56	0	1404	
Heavy Trucks	4	0	0		0	4	0		0	0	0		0	4	0		12	
Pedestrians		16				44				44				20			124	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## 2nd Ave & Main St

Tuesday, July 19, 2016  
4:00 PM to 6:00 PM

### 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	4	12	1	0	8	27	4	0	2	13	0	0	1	12	4	0	88	3	4	2	7
4:05 PM	3	23	1	0	3	30	2	0	5	11	7	0	5	6	1	0	97	7	5	7	2
4:10 PM	1	30	3	0	3	44	0	0	0	4	3	0	4	7	2	0	101	1	5	5	0
4:15 PM	6	21	2	0	4	18	2	1	2	14	2	0	3	13	7	0	94	6	5	3	1
4:20 PM	2	29	3	0	8	31	3	0	3	13	5	0	3	18	5	0	123	8	6	1	0
4:25 PM	0	30	1	0	2	35	2	0	2	14	1	0	1	10	4	0	102	3	4	3	4
4:30 PM	2	20	0	0	7	20	2	0	1	9	1	0	3	11	4	0	80	5	1	4	1
4:35 PM	1	22	2	0	4	23	1	1	2	7	1	0	1	12	5	0	81	7	3	8	5
4:40 PM	3	18	1	0	3	19	4	0	2	15	4	1	3	12	1	0	85	5	2	5	0
4:45 PM	4	28	2	0	10	27	3	0	2	13	2	1	4	10	3	0	108	6	4	1	2
4:50 PM	0	27	4	0	4	21	2	1	1	9	1	1	2	14	4	0	89	4	7	4	0
4:55 PM	2	30	8	0	5	31	3	0	1	13	1	0	3	12	2	0	111	3	2	7	1
5:00 PM	1	28	7	0	5	31	2	1	1	10	3	0	2	15	6	0	111	7	2	8	1
5:05 PM	1	43	5	0	5	43	2	0	2	5	4	0	1	10	4	0	125	2	3	0	2
5:10 PM	4	32	8	0	4	26	1	0	2	19	5	0	4	10	4	1	119	10	5	3	1
5:15 PM	0	25	1	0	4	26	2	1	1	19	1	0	3	9	3	0	94	6	2	7	2
5:20 PM	3	25	2	0	2	28	1	0	0	10	0	0	4	11	3	0	89	3	0	6	3
5:25 PM	2	15	6	0	6	24	0	0	0	9	3	0	2	15	1	0	83	5	1	4	2
5:30 PM	0	20	8	0	1	25	1	1	1	8	1	0	4	6	2	0	77	6	3	0	1
5:35 PM	0	34	5	0	1	20	1	0	1	3	1	0	0	7	3	0	76	3	2	4	1
5:40 PM	1	15	5	0	2	19	4	0	0	9	0	0	1	9	5	0	70	1	2	1	2
5:45 PM	0	17	5	0	8	28	1	0	0	13	1	0	6	12	3	0	94	4	7	2	0
5:50 PM	0	18	6	0	5	34	0	0	0	16	1	1	6	7	2	0	95	0	3	1	0
5:55 PM	1	23	7	0	3	27	2	0	0	10	1	0	2	9	1	0	86	5	3	1	4
Total Survey	41	585	93	0	107	657	45	6	31	266	49	4	68	257	79	1	2,278	110	81	87	42

### 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	8	65	5	0	14	101	6	0	7	28	10	0	10	25	7	0	286	11	14	14	9
4:15 PM	8	80	6	0	14	84	7	1	7	41	8	0	7	41	16	0	319	17	15	7	5
4:30 PM	6	60	3	0	14	62	7	1	5	31	6	1	7	35	10	0	246	17	6	17	6
4:45 PM	6	85	14	0	19	79	8	1	4	35	4	2	9	36	9	0	308	13	13	12	3
5:00 PM	6	103	20	0	14	100	5	1	5	34	12	0	7	35	14	1	355	19	10	11	4
5:15 PM	5	65	9	0	12	78	3	1	1	38	4	0	9	35	7	0	266	14	3	17	7
5:30 PM	1	69	18	0	4	64	6	1	2	20	2	0	5	22	10	0	223	10	7	5	4
5:45 PM	1	58	18	0	16	89	3	0	0	39	3	1	14	28	6	0	275	9	13	4	4
Total Survey	41	585	93	0	107	657	45	6	31	266	49	4	68	257	79	1	2,278	110	81	87	42

### Peak Hour Summary 4:15 PM to 5:15 PM

By Approach	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	397	385	782	0	413	398	811	4	192	200	392	3	226	245	471	1	1,228	66	44	47	18
%HV	1.8%				1.7%				1.0%				1.8%				1.6%				
PHF	0.77				0.81				0.86				0.88				0.86				

By Movement	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	26	328	43	397	61	325	27	413	21	141	30	192	30	147	49	226	1,228
%HV	0.0%	2.1%	0.0%	1.8%	1.6%	1.5%	3.7%	1.7%	0.0%	1.4%	0.0%	1.0%	0.0%	2.0%	2.0%	1.8%	1.6%
PHF	0.81	0.80	0.54	0.77	0.80	0.77	0.75	0.81	0.75	0.86	0.63	0.86	0.83	0.90	0.77	0.88	0.86

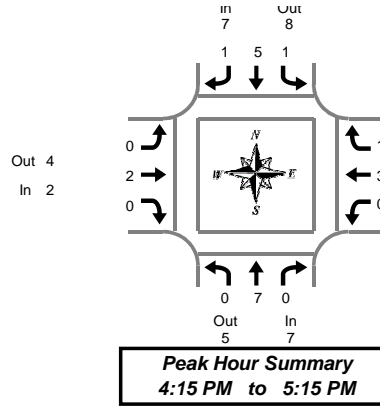
### Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	28	290	28	0	61	326	28	3	23	135	28	3	33	137	42	0	1,159	58	48	50	23
4:15 PM	26	328	43	0	61	325	27	4	21	141	30	3	30	147	49	1	1,228	66	44	47	18
4:30 PM	23	313	46	0	59	319	23	4	15	138	26	3	32	141	40	1	1,175	63	32	57	20
4:45 PM	18	322	61	0	49	321	22	4	12	127	22	2	30	128	40	1	1,152	56	33	45	18
5:00 PM	13	295	65	0	46	331	17	3	8	131	21	1	35	120	37	1	1,119	52	33	37	19

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



## 2nd Ave & Main St

Tuesday, July 19, 2016  
4:00 PM to 6:00 PM

**Peak Hour Summary**  
4:15 PM to 5:15 PM

### Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:05 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:10 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
4:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:20 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
4:25 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	1	0	1	4
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:50 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	1	4
4:55 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:35 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:50 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
5:55 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Survey	0	13	0	13	1	7	2	10	0	4	0	4	0	5	2	7	34

### Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	1	1	5
4:15 PM	0	4	0	4	0	1	0	1	0	1	0	1	0	1	0	1	7
4:30 PM	0	2	0	2	0	1	1	2	0	0	0	0	0	2	0	2	6
4:45 PM	0	1	0	1	1	3	0	4	0	1	0	1	0	0	1	1	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:30 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	1	0	1	4
5:45 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
Total Survey	0	13	0	13	1	7	2	10	0	4	0	4	0	5	2	7	34

### Heavy Vehicle Peak Hour Summary

4:15 PM to 5:15 PM

By Approach	Northbound 2nd Ave			Southbound 2nd Ave			Eastbound Main St			Westbound Main St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	7	5	12	7	8	15	2	4	6	4	3	7	20
PHF	0.44			0.44			0.50			0.50			0.56

By Movement	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	7	0	7	1	5	1	7	0	2	0	2	0	3	1	4	20
PHF	0.00	0.44	0.00	0.44	0.25	0.42	0.25	0.44	0.00	0.50	0.00	0.50	0.00	0.38	0.25	0.50	0.56

### Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 2nd Ave				Southbound 2nd Ave				Eastbound Main St				Westbound Main St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	10	0	10	1	6	1	8	0	2	0	2	0	3	2	5	25
4:15 PM	0	7	0	7	1	5	1	7	0	2	0	2	0	3	1	4	20
4:30 PM	0	3	0	3	1	4	1	6	0	2	0	2	0	2	1	3	14
4:45 PM	0	3	0	3	1	3	1	5	0	2	0	2	0	1	1	2	12
5:00 PM	0	3	0	3	0	1	1	2	0	2	0	2	0	2	0	2	9

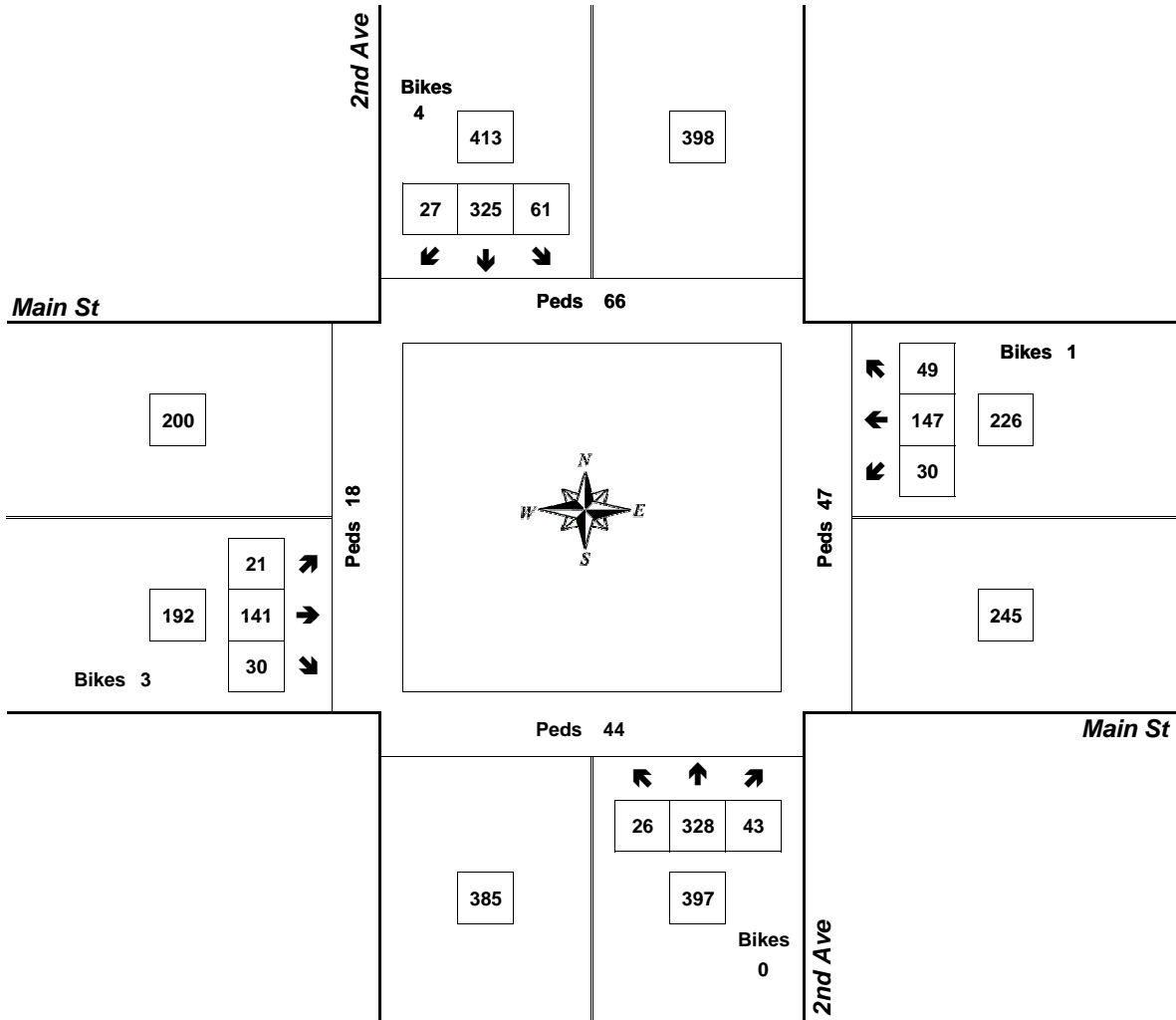
# Peak Hour Summary



Clay Carney  
(503) 833-2740

## 2nd Ave & Main St

4:15 PM to 5:15 PM  
Tuesday, July 19, 2016



Approach	PHF	HV%	Volume
EB	0.86	1.0%	192
WB	0.88	1.8%	226
NB	0.77	1.8%	397
SB	0.81	1.7%	413
<b>Intersection</b>	<b>0.86</b>	<b>1.6%</b>	<b>1,228</b>

Count Period: 4:00 PM to 6:00 PM



Data Provided by K-D-N.com 503-594-4224

Study Name	<b>2nd Ave at Rose St</b>
Location	46.066827 - -118.33949
Start Date	11/1/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:30PM
Peak 15 Min Start	5:00PM
PHF (15-Min Int)	0.86

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
50	260	45	52	324	66	94	311	64	59	275	53	447	407	391	408	355	442	469	387

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
0.0%	2.7%	0.0%	0.0%	0.9%	0.0%	0.0	1.0%	0.0%	1.7%	2.5%	0.0%	0.9%	2.2%	1.8%	0.7%	2.0%	0.7%	1.1%	2.1%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
15	11	25	23

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt
0	1	0	0	0	0	0	0	1	0	0	0

**All Vehicle Volumes**

Start	Northbound				Southbound				Eastbound				Westbound			
	2nd				2nd				Rose				Rose			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	3	18	9	0	6	27	5	0	7	32	7	0	1	18	4	0
4:05PM	2	20	4	0	5	25	4	0	7	19	8	0	1	18	4	0
4:10PM	3	26	3	0	2	32	2	0	5	19	6	0	5	24	3	0
4:15PM	4	28	6	0	5	30	5	0	5	19	4	0	3	20	4	0
4:20PM	1	18	8	0	10	25	6	1	8	24	6	0	7	24	5	0
4:25PM	7	22	2	0	2	18	7	0	12	15	5	0	4	22	2	0
4:30PM	4	17	1	0	3	23	7	0	7	15	6	0	4	23	3	0
4:35PM	3	19	3	0	4	21	10	0	10	21	4	0	2	24	6	0
4:40PM	4	14	2	0	5	25	3	0	3	33	6	0	4	28	3	0
4:45PM	8	16	6	0	6	29	10	0	6	19	7	0	3	29	7	0
4:50PM	2	21	0	0	1	22	3	0	8	26	0	0	9	17	5	0
4:55PM	5	21	5	0	9	23	3	0	7	24	5	0	4	20	5	0
5:00PM	8	20	5	0	7	31	5	0	7	35	6	0	3	26	5	0
5:05PM	5	30	6	0	4	36	4	0	14	27	10	0	7	22	1	0
5:10PM	3	22	9	0	6	34	4	1	9	28	5	0	6	22	7	0
5:15PM	2	23	2	0	2	23	3	0	11	24	6	0	9	20	1	0
5:20PM	2	27	4	0	1	30	8	0	7	26	5	0	3	22	4	0
5:25PM	4	30	2	0	4	27	6	0	5	33	4	0	5	22	6	0
5:30PM	3	19	0	0	1	15	3	0	10	23	3	0	1	27	0	0
5:35PM	5	19	4	0	6	25	3	0	5	17	9	0	3	11	10	0
5:40PM	3	26	4	0	1	18	7	0	7	15	7	0	3	7	3	0
5:45PM	6	12	6	0	4	12	5	0	5	24	5	0	3	37	2	0
5:50PM	2	5	4	0	7	25	3	0	6	20	7	0	6	15	4	0
5:55PM	4	18	2	0	3	25	8	0	6	24	2	0	2	22	1	0

Bicycles on Road																
Start	Northbound				Southbound				Eastbound				Westbound			
	2nd				2nd				Rose				Rose			



# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

Start	Northbound				Southbound				Eastbound				Westbound			
	2nd	2nd	Rose	Rose	2nd	2nd	Rose	Rose	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	3	16	9	0	6	27	5	0	7	31	7	0	1	17	3	0
4:05PM	2	20	4	0	5	22	4	0	7	18	8	0	1	18	4	0
4:10PM	3	24	3	0	2	32	2	0	5	18	6	0	5	23	3	0
4:15PM	3	26	6	0	5	30	5	0	5	19	4	0	3	18	4	0
4:20PM	1	16	8	0	10	25	5	1	7	23	6	0	7	24	4	0
4:25PM	7	22	2	0	2	18	6	0	12	15	5	0	4	22	2	0
4:30PM	4	16	1	0	3	23	7	0	7	14	6	0	4	22	3	0
4:35PM	3	19	3	0	4	21	10	0	10	21	4	0	2	24	6	0
4:40PM	4	14	2	0	5	24	3	0	3	33	6	0	3	27	3	0
4:45PM	8	16	6	0	6	28	10	0	5	19	7	0	3	28	7	0
4:50PM	2	20	0	0	1	22	3	0	8	25	0	0	9	16	5	0
4:55PM	5	20	5	0	9	22	3	0	7	24	5	0	4	20	5	0
5:00PM	8	19	5	0	7	31	5	0	7	35	6	0	3	26	5	0
5:05PM	5	30	6	0	4	36	4	0	14	27	10	0	7	21	1	0
5:10PM	3	22	9	0	6	34	4	1	9	28	5	0	6	21	7	0
5:15PM	2	23	2	0	2	23	3	0	11	24	6	0	9	19	1	0
5:20PM	2	25	4	0	1	30	8	0	6	25	5	0	3	22	4	0
5:25PM	4	29	2	0	4	27	6	0	5	33	4	0	5	22	6	0
5:30PM	3	19	0	0	1	15	3	0	10	23	3	0	1	27	0	0
5:35PM	5	18	4	0	5	25	3	0	5	17	9	0	3	11	10	0
5:40PM	3	26	4	0	1	17	7	0	7	15	7	0	3	7	3	0
5:45PM	6	12	5	0	4	12	5	0	5	23	5	0	3	35	2	0
5:50PM	2	5	4	0	7	25	3	0	6	20	6	0	6	14	4	0
5:55PM	4	17	2	0	3	25	8	0	6	24	2	0	2	22	1	0

Other Vehicles																	
	Northbound				Southbound				Eastbound				Westbound				
Start	2nd				2nd				Rose				Rose				
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
4:00PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
4:05PM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0
4:10PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:15PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:20PM	0	2	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0
4:25PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0
4:45PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0
4:50PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:55PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:20PM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
5:25PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
5:55PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	2	1	2	2
4:05PM	0	2	2	3
4:10PM	2	1	0	2
4:15PM	2	1	2	2
4:20PM	0	2	1	0
4:25PM	2	1	0	4
4:30PM	0	1	4	3
4:35PM	0	1	0	2
4:40PM	0	1	2	0
4:45PM	0	1	0	8
4:50PM	3	0	2	2
4:55PM	0	4	0	0
5:00PM	0	0	0	0
5:05PM	0	1	5	1
5:10PM	2	1	2	1
5:15PM	6	1	7	6
5:20PM	0	0	0	0
5:25PM	4	0	3	0
5:30PM	4	2	2	1
5:35PM	0	0	1	2
5:40PM	0	1	0	4
5:45PM	0	3	2	0
5:50PM	0	0	7	1
5:55PM	3	2	4	1



Data Provided by K-D-N.com 503-594-4224

Study Name	<b>2nd at Pine</b>
Location	46.070765 - -118.342664
Start Date	11/1/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:20PM
Peak 15 Min Start	5:00PM
PHF (15-Min Int)	0.86

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
74	343			322	81	145		102				424	488	155	0	417	403	247	0

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
2.7%	2.3%	0.0%	0.0%	0.9%	7.4%	0.0	0.0%	2.0%	0.0%	0.0%	0.0%	1.2%	2.0%	5.1%	0.0%	2.4%	2.2%	1.6%	0.0%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
0	0	1	

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT
1	0			1	0	0		0			

**All Vehicle Volumes**

Start	Northbound				Southbound				Eastbound				Westbound			
	2nd				2nd				Pine							
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	5	23		0		31	11	0	13		7	0				
4:05PM	12	27		0		25	4	0	11		13	0				
4:10PM	1	27		0		37	8	0	16		5	0				
4:15PM	6	28		0		28	6	0	16		10	0				
4:20PM	4	28		0		36	5	0	12		7	0				
4:25PM	9	27		0		18	4	0	11		13	0				
4:30PM	6	24		0		25	7	0	10		9	0				
4:35PM	5	27		0		32	2	0	12		8	0				
4:40PM	4	28		0		32	7	0	12		5	0				
4:45PM	7	23		0		24	5	0	13		6	0				
4:50PM	5	26		0		15	14	0	5		6	0				
4:55PM	3	25		0		23	7	0	14		9	0				
5:00PM	6	29		0		35	11	0	9		11	0				
5:05PM	4	44		0		31	3	0	11		10	0				
5:10PM	8	31		0		29	7	0	20		10	0				
5:15PM	13	31		0		22	9	0	16		8	0				
5:20PM	8	28		0		27	4	0	10		5	0				
5:25PM	7	32		0		28	6	0	7		11	0				
5:30PM	6	24		0		19	4	0	12		3	0				
5:35PM	5	33		0		24	2	0	8		5	0				
5:40PM	7	29		0		22	5	0	7		3	0				
5:45PM	5	17		0		24	4	0	14		9	0				
5:50PM	2	16		0		25	5	0	9		3	0				
5:55PM	8	20		0		26	4	0	8		7	0				

**Bicycles on Road**

Start	Northbound				Southbound				Eastbound				Westbound			
	2nd				2nd				Pine							





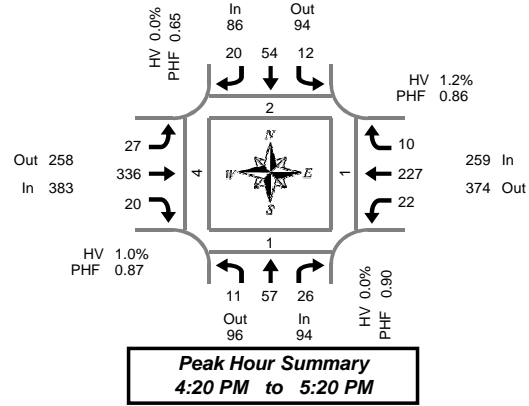
Other Vehicles																
Start	Northbound				Southbound				Eastbound				Westbound			
	2nd	Thru	Right	U-Turn	2nd	Thru	Right	U-Turn	Pine	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	2		0		0	0	0	1		0	0				
4:05PM	1	0		0		2	2	0	0		0	0				
4:10PM	0	0		0		1	1	0	2		0	0				
4:15PM	1	2		0		0	0	0	0		0	0				
4:20PM	1	1		0		1	1	0	0		0	0				
4:25PM	1	2		0		1	2	0	1		0	0				
4:30PM	0	0		0		0	0	0	0		0	0				
4:35PM	0	2		0		0	0	0	0		1	0				
4:40PM	0	0		0		0	2	0	0		1	0				
4:45PM	0	1		0		0	0	0	0		0	0				
4:50PM	0	0		0		0	1	0	0		0	0				
4:55PM	0	1		0		1	0	0	0		0	0				
5:00PM	0	1		0		0	0	0	0		0	0				
5:05PM	0	0		0		0	0	0	0		0	0				
5:10PM	0	0		0		0	0	0	1		0	0				
5:15PM	0	0		0		0	0	0	0		0	0				
5:20PM	1	1		0		0	0	0	0		0	0				
5:25PM	1	1		0		0	0	0	0		0	0				
5:30PM	0	2		0		0	0	0	0		0	0				
5:35PM	0	1		0		1	0	0	0		0	0				
5:40PM	0	0		0		0	1	0	0		1	0				
5:45PM	0	0		0		0	0	0	1		0	0				
5:50PM	0	0		0		0	0	0	1		0	0				
5:55PM	0	0		0		0	0	0	1		0	0				

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	2	
4:05PM	0	0	0	
4:10PM	0	0	0	
4:15PM	0	0	0	
4:20PM	0	0	0	
4:25PM	0	0	0	
4:30PM	0	0	0	
4:35PM	0	0	0	
4:40PM	0	0	0	
4:45PM	0	0	0	
4:50PM	0	0	1	
4:55PM	0	0	0	
5:00PM	0	0	0	
5:05PM	0	0	0	
5:10PM	0	0	0	
5:15PM	0	0	0	
5:20PM	0	0	0	
5:25PM	3	0	1	
5:30PM	0	0	0	
5:35PM	0	0	0	
5:40PM	0	0	0	
5:45PM	0	0	0	
5:50PM	1	0	0	
5:55PM	0	0	0	

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## N Clinton St & E Isaacs Ave

Tuesday, December 09, 2014

4:00 PM to 6:00 PM

### 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	6	3	0	1	5	3	0	3	30	0	0	2	20	1	0	74	1	0	0	0
4:05 PM	3	4	4	0	0	6	4	0	3	26	0	0	2	17	0	0	69	0	0	0	0
4:10 PM	0	6	0	0	2	5	3	0	1	21	2	0	0	29	1	0	70	0	1	0	0
4:15 PM	0	0	5	0	0	4	0	0	2	26	4	0	2	21	1	0	65	0	0	0	0
4:20 PM	0	6	2	0	0	8	0	0	4	20	0	1	5	18	0	0	63	0	0	0	0
4:25 PM	2	2	1	0	1	5	1	0	1	30	4	0	0	14	2	0	63	0	0	0	0
4:30 PM	1	8	0	0	1	5	5	0	2	31	1	0	4	20	1	0	79	0	0	0	1
4:35 PM	0	4	4	0	2	12	1	0	1	30	3	0	1	15	1	0	74	1	0	0	0
4:40 PM	2	3	2	0	2	3	1	0	3	23	2	0	0	20	1	0	62	0	0	0	1
4:45 PM	1	5	0	0	0	2	1	0	2	24	2	0	1	28	0	0	66	0	0	0	1
4:50 PM	0	6	2	0	0	3	2	0	1	26	1	0	2	19	1	0	63	1	0	1	0
4:55 PM	1	6	3	0	0	3	2	0	3	24	2	0	0	17	0	0	61	0	0	0	0
5:00 PM	1	4	2	0	1	3	3	0	3	28	2	0	4	10	0	0	61	0	1	0	0
5:05 PM	0	3	4	0	2	2	2	0	4	34	0	0	0	22	0	0	73	0	0	0	1
5:10 PM	0	6	4	0	2	5	2	0	1	30	2	0	2	25	2	0	81	0	0	0	0
5:15 PM	3	4	2	0	1	3	0	0	2	36	1	0	3	19	2	0	76	0	0	0	0
5:20 PM	0	0	1	0	0	2	1	0	2	25	0	0	2	23	1	0	57	0	0	0	0
5:25 PM	0	4	1	0	1	6	4	0	1	27	2	0	0	20	0	0	66	0	1	1	0
5:30 PM	0	1	2	0	2	7	1	0	0	31	0	0	0	13	2	0	59	0	0	0	0
5:35 PM	1	2	1	0	2	2	3	0	0	31	3	0	0	16	1	0	62	0	0	0	0
5:40 PM	2	3	5	0	0	5	0	0	2	20	1	0	1	15	3	0	57	0	0	0	0
5:45 PM	3	2	1	0	2	0	1	0	3	24	3	0	1	21	1	0	62	0	0	0	0
5:50 PM	2	5	3	1	2	5	1	0	1	20	0	0	1	18	1	0	59	0	1	2	0
5:55 PM	1	2	4	0	0	1	0	0	2	12	3	0	0	20	1	0	46	0	0	0	0
Total Survey	23	92	56	1	24	102	41	0	47	629	38	1	33	460	23	0	1,568	3	4	4	4

### 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	3	16	7	0	3	16	10	0	7	77	2	0	4	66	2	0	213	1	1	0	0
4:15 PM	2	8	8	0	1	17	1	0	7	76	8	1	7	53	3	0	191	0	0	0	0
4:30 PM	3	15	6	0	5	20	7	0	6	84	6	0	5	55	3	0	215	1	0	0	2
4:45 PM	2	17	5	0	0	8	5	0	6	74	5	0	3	64	1	0	190	1	0	1	1
5:00 PM	1	13	10	0	5	10	7	0	8	92	4	0	6	57	2	0	215	0	1	0	1
5:15 PM	3	8	4	0	2	11	5	0	5	88	3	0	5	62	3	0	199	0	1	1	0
5:30 PM	3	6	8	0	4	14	4	0	2	82	4	0	1	44	6	0	178	0	0	0	0
5:45 PM	6	9	8	1	4	6	2	0	6	56	6	0	2	59	3	0	167	0	1	2	0
Total Survey	23	92	56	1	24	102	41	0	47	629	38	1	33	460	23	0	1,568	3	4	4	4

### Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	94	96	190	0	86	94	180	0	383	258	641	1	259	374	633	0	822	2	1	1	4
%HV	0.0%				0.0%				1.0%				1.2%				0.9%				
PHF	0.90				0.65				0.87				0.86				0.89				

By Movement	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
Volume	11	57	26	94	12	54	20	86	27	311	21	1	19	238	9	0	259	822
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	1.0%	0.0%	1.3%	0.0%	1.2%	0.9%	0.9%
PHF	0.92	0.84	0.65	0.90	0.60	0.61	0.71	0.65	0.68	0.84	0.63	0.87	0.61	0.85	0.63	0.86	0.89	

### Rolling Hour Summary

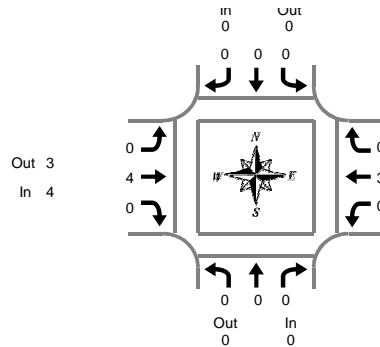
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	10	56	26	0	9	61	23	0	26	311	21	1	19	238	9	0	809	3	1	1	3
4:15 PM	8	53	29	0	11	55	20	0	27	326	23	1	21	229	9	0	811	2	1	1	4
4:30 PM	9	53	25	0	12	49	24	0	25	338	18	0	19	238	9	0	819	2	2	2	4
4:45 PM	9	44	27	0	11	43	21	0	21	336	16	0	15	227	12	0	782	1	2	2	2
5:00 PM	13	36	30	1	15	41	18	0	21	318	17	0	14	222	14	0	759	0	3	3	1

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



**Peak Hour Summary**  
4:20 PM to 5:20 PM

## N Clinton St & E Isaacs Ave

Tuesday, December 09, 2014

4:00 PM to 6:00 PM

### Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	1	1	3
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:55 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Survey	0	0	0	0	0	0	1	1	0	5	0	5	0	10	2	12	18

### Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	1	2	3	5
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Survey	0	0	0	0	0	0	1	1	0	5	0	5	0	10	2	12	18

### Heavy Vehicle Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound N Clinton St			Southbound N Clinton St			Eastbound E Isaacs Ave			Westbound E Isaacs Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	4	3	7	3	4	7	7
PHF	0.00			0.00			0.33			0.38			0.58

By Movement	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.38	0.00	0.38	0.58

### Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Clinton St				Southbound N Clinton St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	5	0	5	0	5	2	7	13
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	5	0	5	9
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5

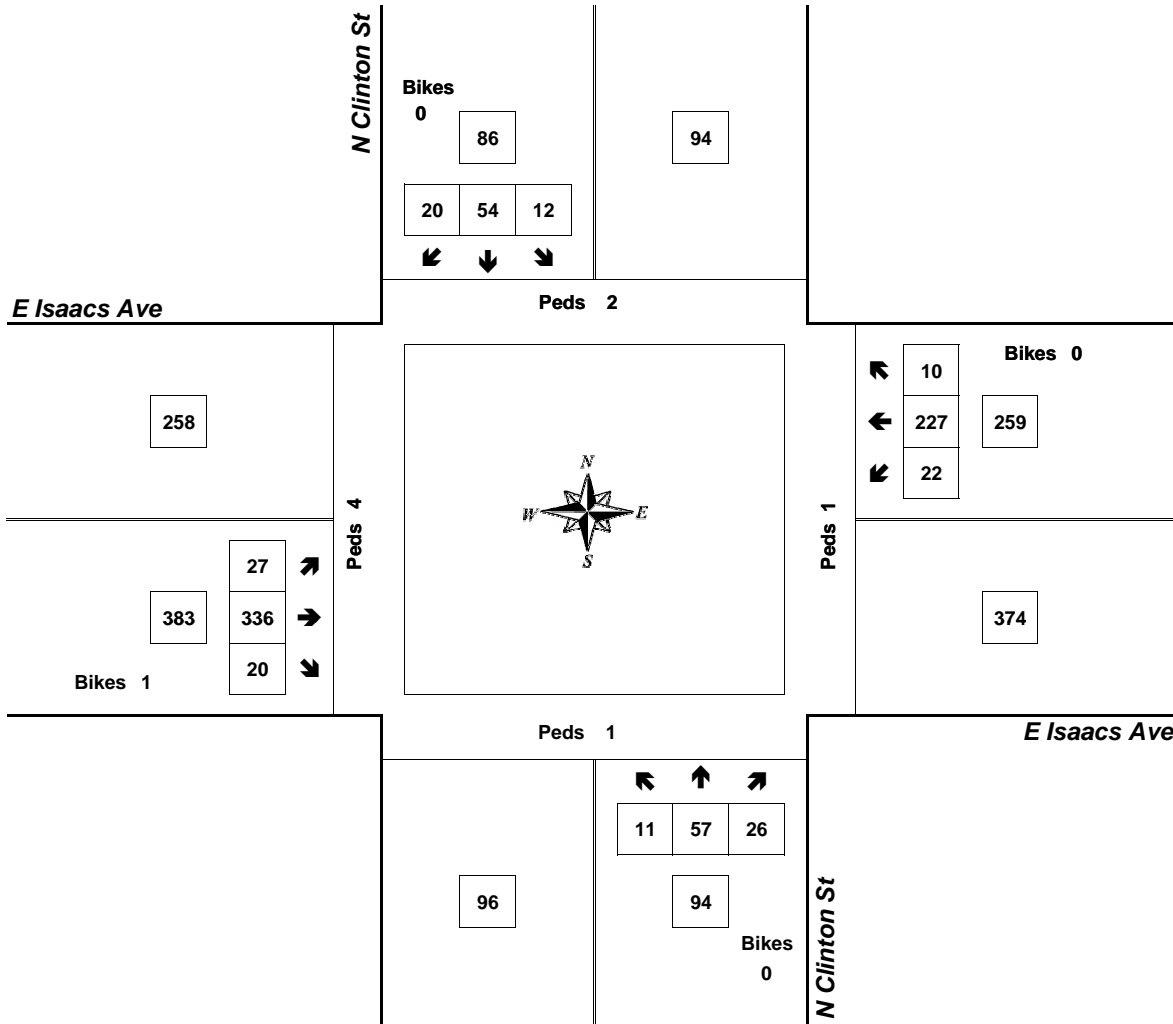
# Peak Hour Summary



Clay Carney  
(503) 833-2740

## N Clinton St & E Isaacs Ave

4:20 PM to 5:20 PM  
Tuesday, December 09, 2014



Approach	PHF	HV%	Volume
EB	0.87	1.0%	383
WB	0.86	1.2%	259
NB	0.90	0.0%	94
SB	0.65	0.0%	86
<b>Intersection</b>	<b>0.89</b>	<b>0.9%</b>	<b>822</b>

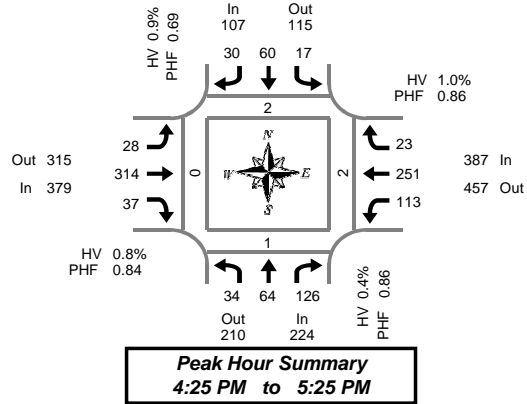
Count Period: 4:00 PM to 6:00 PM



# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## N Roosevelt St & E Isaacs Ave

Tuesday, December 09, 2014

4:00 PM to 6:00 PM

### 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	6	7	4	0	1	4	2	0	3	17	5	0	12	17	3	0	81	0	0	1	0
4:05 PM	4	4	5	0	1	4	2	0	7	18	6	0	10	22	1	0	84	0	0	0	0
4:10 PM	0	4	3	0	0	5	1	0	2	16	2	0	7	21	4	0	65	0	0	0	0
4:15 PM	1	5	7	0	0	4	2	0	3	19	2	0	7	22	0	0	72	0	2	0	0
4:20 PM	4	6	11	0	0	3	1	0	2	16	4	0	9	17	0	0	73	0	0	0	0
4:25 PM	2	11	11	0	0	3	1	0	4	26	5	0	7	18	3	0	91	0	0	0	0
4:30 PM	5	4	10	0	3	3	2	0	1	25	1	0	8	21	3	0	86	0	0	0	0
4:35 PM	2	5	5	0	1	2	4	0	2	31	6	0	9	18	1	0	86	1	0	2	0
4:40 PM	2	5	12	0	0	7	4	0	3	24	2	0	12	27	1	0	99	0	0	0	0
4:45 PM	4	5	16	0	1	5	3	0	0	18	3	0	10	20	4	0	89	0	1	0	0
4:50 PM	6	8	7	0	0	8	4	0	3	17	1	0	7	19	0	0	80	0	0	0	0
4:55 PM	4	5	6	0	5	9	3	0	3	23	2	0	8	13	3	0	84	0	0	0	0
5:00 PM	1	1	12	0	1	5	4	0	2	29	8	0	15	19	2	0	99	0	0	0	0
5:05 PM	3	6	8	1	1	7	0	0	1	27	2	0	10	28	3	0	96	0	0	0	0
5:10 PM	2	7	16	0	2	7	2	0	4	32	5	0	9	22	2	0	110	1	0	0	0
5:15 PM	1	1	12	0	2	3	2	0	3	38	1	0	12	27	0	0	102	0	0	0	0
5:20 PM	2	6	11	0	1	1	1	0	2	24	1	0	6	19	1	0	75	0	0	0	0
5:25 PM	3	3	5	0	3	4	1	0	3	22	4	0	5	16	0	0	69	0	0	0	0
5:30 PM	3	4	8	0	2	7	2	0	0	22	4	0	5	21	2	0	80	0	0	0	0
5:35 PM	1	6	7	0	1	1	6	0	5	28	3	0	8	16	3	0	85	0	0	0	0
5:40 PM	3	5	9	0	3	7	3	0	2	9	1	0	9	20	3	0	74	0	0	0	0
5:45 PM	7	2	8	0	1	6	2	0	2	22	0	0	4	19	1	0	74	0	0	0	0
5:50 PM	1	3	6	0	3	2	2	0	2	22	1	0	12	16	1	0	71	0	0	0	0
5:55 PM	6	6	5	0	3	8	0	0	4	6	1	0	13	24	1	0	77	1	0	0	0
Total Survey	73	119	204	1	35	115	54	0	63	531	70	0	214	482	42	0	2,002	3	3	3	0

### 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	10	15	12	0	2	13	5	0	12	51	13	0	29	60	8	0	230	0	0	1	0
4:15 PM	7	22	29	0	0	10	4	0	9	61	11	0	23	57	3	0	236	0	2	0	0
4:30 PM	9	14	27	0	4	12	10	0	6	80	9	0	29	66	5	0	271	1	0	2	0
4:45 PM	14	18	29	0	6	22	10	0	6	58	6	0	25	52	7	0	253	0	1	0	0
5:00 PM	6	14	36	1	4	19	6	0	7	88	15	0	34	69	7	0	305	1	0	0	0
5:15 PM	6	10	28	0	6	8	4	0	8	84	6	0	23	62	1	0	246	0	0	0	0
5:30 PM	7	15	24	0	6	15	11	0	7	59	8	0	22	57	8	0	239	0	0	0	0
5:45 PM	14	11	19	0	7	16	4	0	8	50	2	0	29	59	3	0	222	1	0	0	0
Total Survey	73	119	204	1	35	115	54	0	63	531	70	0	214	482	42	0	2,002	3	3	3	0

### Peak Hour Summary

4:25 PM to 5:25 PM

By Approach	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	224	210	434	1	107	115	222	0	379	315	694	0	387	457	844	0	1,097	2	1	2	0
%HV	0.4%				0.9%				0.8%				1.0%				0.8%				
PHF	0.86				0.69				0.84				0.86				0.89				

By Movement	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	34	64	126	224	17	60	30	107	28	314	37	379	113	251	23	387	1,097
%HV	0.0%	0.0%	0.8%	0.4%	0.0%	1.7%	0.0%	0.9%	0.0%	1.0%	0.0%	0.8%	0.9%	1.2%	0.0%	1.0%	0.8%
PHF	0.61	0.80	0.81	0.86	0.61	0.68	0.68	0.69	0.78	0.81	0.62	0.84	0.83	0.81	0.72	0.86	0.89

### Rolling Hour Summary

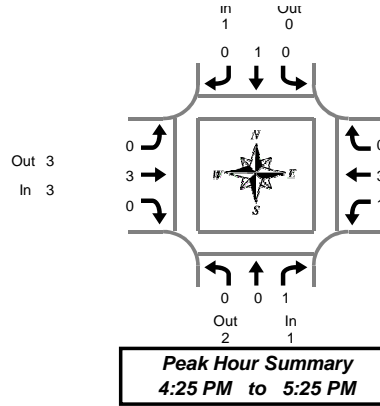
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	40	69	97	0	12	57	29	0	33	250	39	0	106	235	23	0	990	1	3	3	0
4:15 PM	36	68	121	1	14	63	30	0	28	287	41	0	111	244	22	0	1,065	2	3	2	0
4:30 PM	35	56	120	1	20	61	30	0	27	310	36	0	111	249	20	0	1,075	2	1	2	0
4:45 PM	33	57	117	1	22	64	31	0	28	289	35	0	104	240	23	0	1,043	1	1	0	0
5:00 PM	33	50	107	1	23	58	25	0	30	281	31	0	108	247	19	0	1,012	2	0	0	0

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



## N Roosevelt St & E Isaacs Ave

Tuesday, December 09, 2014

4:00 PM to 6:00 PM

### Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:05 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
4:10 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:35 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Total Survey	0	0	1	1	1	2	1	4	1	5	0	6	2	12	0	14	25

### Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	4	0	4	6
4:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	1	1	0	1	0	1	0	0	0	1	0	0	1	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Total Survey	0	0	1	1	1	2	1	4	1	5	0	6	2	12	0	14	25

### Heavy Vehicle Peak Hour Summary

4:25 PM to 5:25 PM

By Approach	Northbound N Roosevelt St			Southbound N Roosevelt St			Eastbound E Isaacs Ave			Westbound E Isaacs Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	2	3	1	0	1	3	3	6	4	4	8	9
PHF	0.25			0.25			0.75			0.50			0.75

By Movement	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	0	1	0	1	0	3	0	3	1	3	0	4	9
PHF	0.00	0.00	0.25	0.25	0.00	0.25	0.00	0.25	0.00	0.75	0.00	0.75	0.25	0.38	0.00	0.50	0.75

### Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Roosevelt St				Southbound N Roosevelt St				Eastbound E Isaacs Ave				Westbound E Isaacs Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	1	1	0	2	1	3	0	2	0	2	1	8	0	9	15
4:15 PM	0	0	1	1	0	2	0	2	0	2	0	2	1	5	0	6	11
4:30 PM	0	0	1	1	0	1	0	1	0	3	0	3	1	4	0	5	10
4:45 PM	0	0	1	1	0	1	0	1	1	3	0	4	1	4	0	5	11
5:00 PM	0	0	0	0	1	0	0	1	1	3	0	4	1	4	0	5	10

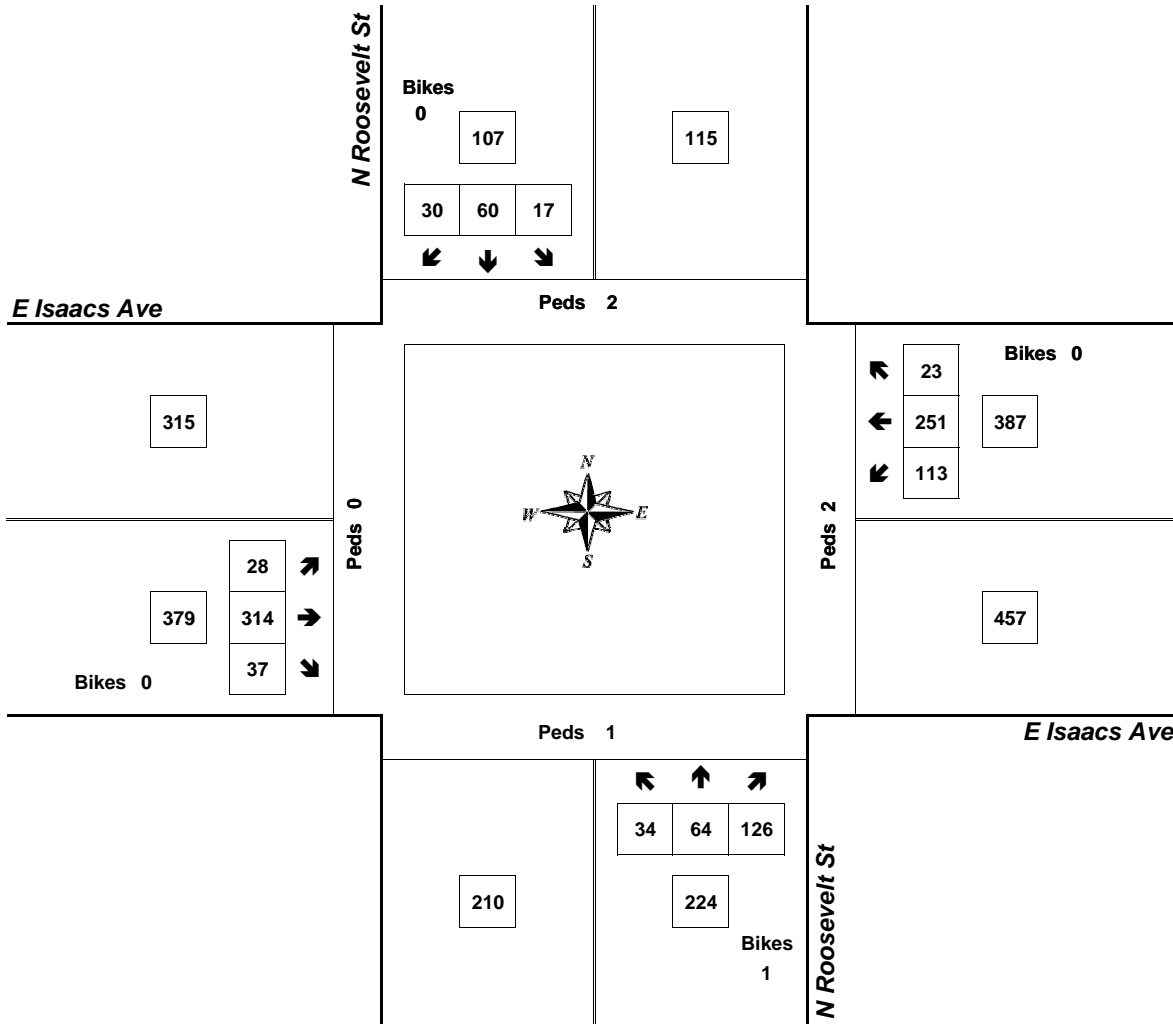
# Peak Hour Summary



Clay Carney  
(503) 833-2740

## N Roosevelt St & E Isaacs Ave

4:25 PM to 5:25 PM  
Tuesday, December 09, 2014



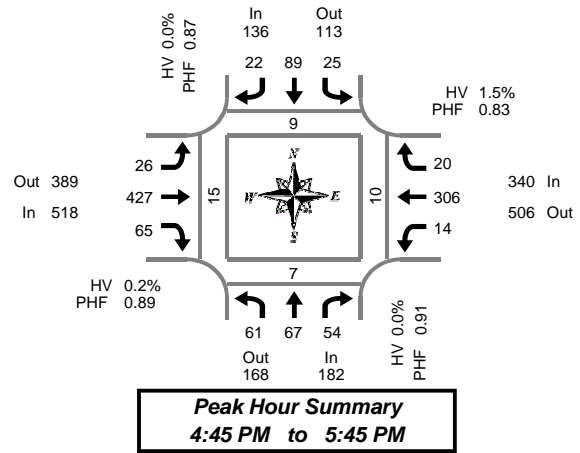
Approach	PHF	HV%	Volume
EB	0.84	0.8%	379
WB	0.86	1.0%	387
NB	0.86	0.4%	224
SB	0.69	0.9%	107
<b>Intersection</b>	<b>0.89</b>	<b>0.8%</b>	<b>1,097</b>

Count Period: 4:00 PM to 6:00 PM

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## S Park St & E Alder St

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

### 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Park St				Southbound S Park St				Eastbound E Alder St				Westbound E Alder St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	17	11	11	0	4	16	10	2	6	81	10	0	4	81	2	0	253	7	0	8	2
4:15 PM	22	9	9	0	1	15	4	0	1	91	14	0	5	64	6	0	241	3	2	4	2
4:30 PM	20	8	10	2	2	26	5	0	2	89	12	0	2	81	1	1	258	1	3	2	1
4:45 PM	18	15	12	0	9	24	6	2	7	105	12	0	1	69	4	0	282	3	1	2	4
5:00 PM	16	18	16	0	7	23	9	1	8	119	19	0	3	93	6	0	337	2	2	1	10
5:15 PM	18	16	13	0	6	26	1	1	3	109	15	0	2	76	5	1	290	2	3	4	1
5:30 PM	9	18	13	0	3	16	6	1	8	94	19	1	8	68	5	0	267	2	1	3	0
5:45 PM	13	16	13	0	6	20	3	0	4	73	15	0	6	84	3	0	256	1	0	4	1
Total Survey	133	111	97	2	38	166	44	7	39	761	116	1	31	616	32	2	2,184	21	12	28	21

### Peak Hour Summary 4:45 PM to 5:45 PM

By Approach	Northbound S Park St				Southbound S Park St				Eastbound E Alder St				Westbound E Alder St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	182	168	350	0	136	113	249	5	518	389	907	1	340	506	846	1	1,176	9	7	10	15
%HV	0.0%				0.0%				0.2%				1.5%				0.5%				
PHF	0.91				0.87				0.89				0.83				0.87				

By Movement	Northbound S Park St				Southbound S Park St				Eastbound E Alder St				Westbound E Alder St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	61	67	54	182	25	89	22	136	26	427	65	518	14	306	20	340	1,176
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	1.6%	0.0%	1.5%	0.5%
PHF	0.85	0.93	0.84	0.91	0.69	0.86	0.61	0.87	0.81	0.90	0.86	0.89	0.44	0.82	0.83	0.83	0.87

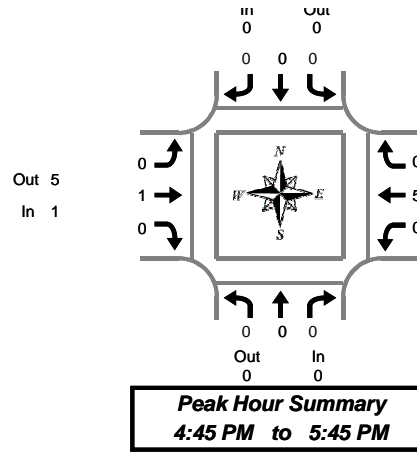
### Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Park St				Southbound S Park St				Eastbound E Alder St				Westbound E Alder St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	77	43	42	2	16	81	25	4	16	366	48	0	12	295	13	1	1,034	14	6	16	9
4:15 PM	76	50	47	2	19	88	24	3	18	404	57	0	11	307	17	1	1,118	9	8	9	17
4:30 PM	72	57	51	2	24	99	21	4	20	422	58	0	8	319	16	2	1,167	8	9	9	16
4:45 PM	61	67	54	0	25	89	22	5	26	427	65	1	14	306	20	1	1,176	9	7	10	15
5:00 PM	56	68	55	0	22	85	19	3	23	395	68	1	19	321	19	1	1,150	7	6	12	12

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



## S Park St & E Alder St

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

### Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Park St				Southbound S Park St				Eastbound E Alder St				Westbound E Alder St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Survey	0	0	0	0	0	0	0	0	0	2	0	2	0	12	0	12	14

### Heavy Vehicle Peak Hour Summary 4:45 PM to 5:45 PM

By Approach	Northbound S Park St			Southbound S Park St			Eastbound E Alder St			Westbound E Alder St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	1	5	6	5	1	6	6
PHF	0.00			0.00			0.25			0.25			0.25

By Movement	Northbound S Park St				Southbound S Park St				Eastbound E Alder St				Westbound E Alder St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	5	6
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.25	0.25

### Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Park St				Southbound S Park St				Eastbound E Alder St				Westbound E Alder St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	5	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4	5
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	5	6
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	7	0	7	8

# Peak Hour Summary

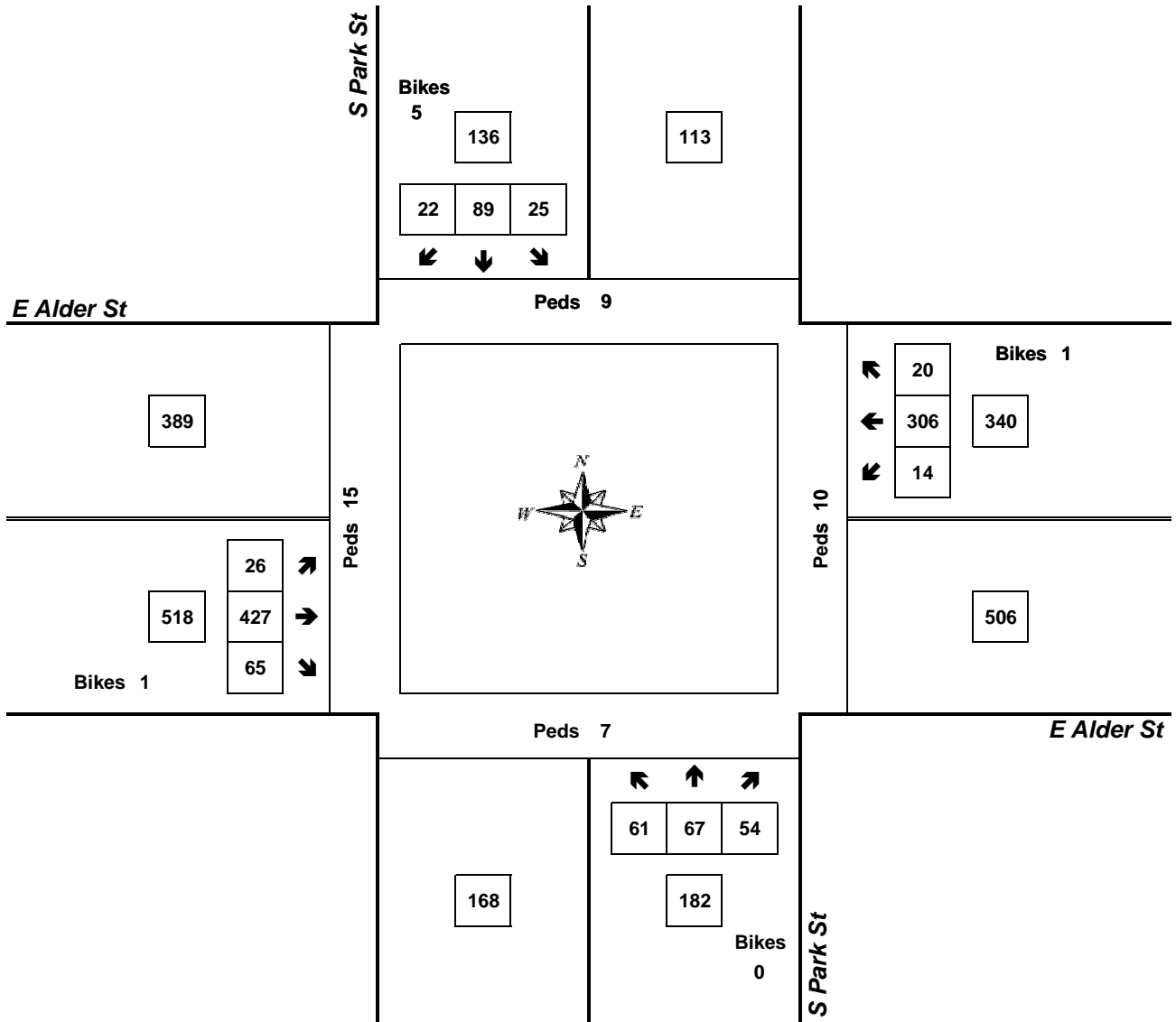


Clay Carney  
(503) 833-2740

## S Park St & E Alder St

4:45 PM to 5:45 PM

Thursday, February 26, 2015



Approach	PHF	HV%	Volume
EB	0.89	0.2%	518
WB	0.83	1.5%	340
NB	0.91	0.0%	182
SB	0.87	0.0%	136
<b>Intersection</b>	<b>0.87</b>	<b>0.5%</b>	<b>1,176</b>

Count Period: 4:00 PM to 6:00 PM



Data Provided by K-D-N.com 503-594-4224

Study Name	<b>Myra at Rose</b>
Location	46.057016 - -118.372825
Start Date	11/10/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:20PM
Peak 15 Min Start	5:05PM
PHF (15-Min Int)	0.87

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
29	279	122	37	351	57	35	125	41	147	186	56	539	370	272	284	430	445	201	389

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
0.0%	3.9%	1.6%	2.7%	4.0%	1.8%	0.0	2.4%	2.4%	0.7%	1.6%	0.0%	3.0%	3.2%	1.5%	2.1%	3.0%	3.6%	2.5%	1.0%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
1	1	0	0

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt
0	0	0	0	0	0	0	0	0	0	3	0

**All Vehicle Volumes**

Start	Northbound				Southbound				Eastbound				Westbound			
	Myra	Myra	Rose	Rose	Myra	Myra	Rose	Rose	Myra	Myra	Rose	Rose	Myra	Myra	Rose	Rose
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	5	15	10	0	5	42	3	0	1	17	3	0	11	16	0	0
4:05PM	5	37	7	0	3	26	5	0	3	11	2	0	18	13	4	0
4:10PM	3	20	4	0	2	31	1	0	2	13	5	0	17	11	5	0
4:15PM	6	24	7	0	1	42	5	0	2	7	4	0	12	9	6	0
4:20PM	1	30	7	0	4	28	6	0	7	12	3	0	8	15	2	0
4:25PM	2	25	15	0	4	28	4	0	3	7	8	0	5	12	4	0
4:30PM	2	23	7	0	2	35	5	0	3	10	5	0	11	14	6	0
4:35PM	1	21	8	0	3	24	6	0	2	9	4	0	9	17	8	0
4:40PM	0	25	12	0	3	32	3	0	1	8	3	0	13	15	7	0
4:45PM	2	17	11	0	2	29	3	0	0	10	3	0	12	15	5	0
4:50PM	4	25	9	0	0	31	5	0	4	8	2	0	12	8	2	0
4:55PM	2	21	12	0	3	26	5	0	2	17	3	0	13	16	6	0
5:00PM	3	16	9	0	6	24	4	0	2	8	2	0	12	13	4	0
5:05PM	4	27	10	0	3	32	2	0	6	14	3	0	18	24	8	0
5:10PM	1	26	14	0	3	38	10	0	3	4	2	0	19	17	3	0
5:15PM	7	23	8	0	4	24	4	0	2	18	3	0	15	20	1	0
5:20PM	6	11	9	0	4	18	2	0	0	11	0	0	7	8	5	0
5:25PM	2	39	8	0	2	28	3	0	3	13	5	0	8	4	2	0
5:30PM	5	33	10	0	3	26	3	0	1	13	2	0	13	11	2	0
5:35PM	3	18	6	0	3	21	0	0	5	6	4	0	12	12	2	0
5:40PM	2	24	11	0	1	11	0	0	2	16	2	0	8	16	3	0
5:45PM	6	14	9	0	3	26	5	0	3	12	1	0	7	15	3	0
5:50PM	3	23	13	0	2	22	6	0	1	6	3	0	9	7	7	0
5:55PM	3	19	3	0	0	21	3	0	1	11	4	0	8	19	2	0

<b>Bicycles on Road</b>																
Start	Northbound				Southbound				Eastbound				Westbound			
	Myra	Myra	Rose	Rose	Myra	Myra	Rose	Rose	Myra	Myra	Rose	Rose	Myra	Myra	Rose	Rose

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	Myra				Myra				Rose				Rose			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	4	15	9	0	5	41	3	0	1	16	3	0	11	16	0	0
4:05PM	5	36	7	0	2	25	5	0	3	10	2	0	17	12	4	0
4:10PM	3	19	4	0	2	29	1	0	2	12	5	0	17	11	5	0
4:15PM	6	20	7	0	1	41	5	0	2	7	4	0	12	9	6	0
4:20PM	1	29	7	0	4	27	6	0	7	11	3	0	8	15	2	0
4:25PM	2	24	15	0	4	26	3	0	3	7	7	0	5	11	4	0
4:30PM	2	22	7	0	2	33	5	0	3	10	5	0	11	13	6	0
4:35PM	1	20	8	0	3	23	6	0	2	9	4	0	9	17	8	0
4:40PM	0	23	11	0	2	31	3	0	1	7	3	0	13	15	7	0
4:45PM	2	17	11	0	2	29	3	0	0	10	3	0	12	15	5	0
4:50PM	4	24	9	0	0	30	5	0	4	8	2	0	12	8	2	0
4:55PM	2	19	12	0	3	26	5	0	2	17	3	0	13	15	6	0
5:00PM	3	15	8	0	6	22	4	0	1	8	2	0	11	13	4	0
5:05PM	4	26	10	0	3	32	2	0	6	13	3	0	18	24	8	0
5:10PM	1	26	14	0	3	35	10	0	3	4	2	0	19	17	3	0
5:15PM	7	23	8	0	4	23	4	0	2	18	3	0	15	20	1	0
5:20PM	6	11	9	0	4	18	2	0	0	10	0	0	7	7	5	0
5:25PM	2	36	8	0	2	27	3	0	3	13	5	0	8	4	2	0
5:30PM	5	32	10	0	3	25	3	0	1	13	2	0	13	11	2	0
5:35PM	3	17	6	0	3	19	0	0	5	6	4	0	12	12	2	0
5:40PM	2	23	10	0	1	11	0	0	2	15	2	0	8	16	3	0
5:45PM	6	14	8	0	3	26	5	0	3	12	1	0	7	15	3	0
5:50PM	3	23	13	0	2	22	6	0	1	6	3	0	9	7	7	0
5:55PM	3	17	3	0	0	20	3	0	1	11	4	0	8	19	2	0



Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	Myra				Myra				Rose				Rose			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0
4:05PM	0	1	0	0	1	1	0	0	0	1	0	0	1	1	0	0
4:10PM	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0
4:15PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:20PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
4:25PM	0	1	0	0	0	2	1	0	0	0	0	1	0	1	0	0
4:30PM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0
4:35PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:40PM	0	2	1	0	1	1	0	0	0	1	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:55PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00PM	0	1	1	0	0	2	0	0	0	1	0	0	0	1	0	0
5:05PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:10PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:25PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:35PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:40PM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	0	0
4:10PM	0	0	0	0
4:15PM	0	0	0	0
4:20PM	0	0	0	0
4:25PM	0	0	0	0
4:30PM	1	0	0	0
4:35PM	0	0	0	0
4:40PM	0	0	0	0
4:45PM	0	0	0	0
4:50PM	0	0	0	0
4:55PM	0	1	0	0
5:00PM	0	0	0	0
5:05PM	0	0	0	0
5:10PM	0	0	0	0
5:15PM	0	0	0	0
5:20PM	0	0	0	0
5:25PM	0	0	0	0
5:30PM	0	0	0	0
5:35PM	0	0	0	0
5:40PM	0	0	0	0
5:45PM	0	0	0	0
5:50PM	0	0	0	0
5:55PM	0	0	0	0



# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	Myra				Myra				Poplar				Poplar			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	1	16	9	0	4	24	11	0	12	14	3	0	18	12	6	0
4:05PM	3	31	7	0	3	33	15	0	6	13	5	0	19	14	8	0
4:10PM	1	19	12	0	2	23	14	0	8	16	7	0	12	33	8	0
4:15PM	5	23	12	0	2	33	9	0	10	16	1	0	14	18	6	0
4:20PM	0	18	6	0	1	17	9	0	12	13	2	0	23	23	3	0
4:25PM	2	24	4	0	6	40	7	0	8	12	2	0	7	23	3	0
4:30PM	1	21	7	0	4	24	22	0	8	14	0	0	11	17	5	0
4:35PM	2	40	17	0	1	47	14	0	2	8	2	0	11	19	5	0
4:40PM	3	12	10	0	0	26	5	0	10	12	2	0	21	25	6	0
4:45PM	6	19	8	0	5	33	9	0	5	13	1	0	5	21	5	0
4:50PM	2	28	7	0	4	26	7	0	7	13	1	0	8	13	5	0
4:55PM	3	20	12	0	3	31	14	0	11	17	3	0	15	25	5	0
5:00PM	2	33	6	0	2	38	16	0	7	9	3	0	12	16	1	0
5:05PM	1	21	3	0	4	34	13	0	9	15	2	0	6	40	5	0
5:10PM	3	29	10	0	6	30	15	0	6	7	2	0	12	27	5	0
5:15PM	0	28	5	0	2	31	10	0	9	5	1	0	10	39	2	0
5:20PM	1	34	14	0	3	34	10	0	5	8	0	0	9	20	3	0
5:25PM	2	13	10	0	2	29	10	0	14	15	3	0	17	23	3	0
5:30PM	3	18	6	0	4	23	10	0	10	18	1	0	9	22	3	0
5:35PM	0	22	9	0	6	28	13	0	14	4	2	0	9	20	3	0
5:40PM	0	19	6	0	1	17	12	1	7	13	2	0	5	13	2	0
5:45PM	1	36	10	0	0	30	14	0	8	12	3	0	3	16	4	0
5:50PM	6	21	7	0	2	17	11	0	5	13	1	0	13	17	4	0
5:55PM	4	19	5	0	3	33	11	0	6	24	1	0	6	22	3	0



Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	Myra				Myra				Poplar				Poplar			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:05PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0
4:10PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0
4:20PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
4:35PM	0	1	1	0	0	2	0	0	0	1	1	0	0	0	0	0
4:40PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:50PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0
4:55PM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	1	0
5:00PM	0	3	1	0	0	1	0	0	0	0	0	0	0	0	1	0
5:05PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:10PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0
5:15PM	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:35PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:40PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	1	0	0	0
4:05PM	0	0	0	5
4:10PM	0	0	0	0
4:15PM	0	0	0	0
4:20PM	0	0	0	0
4:25PM	1	0	0	0
4:30PM	0	0	0	0
4:35PM	0	0	0	0
4:40PM	0	0	1	0
4:45PM	0	0	0	0
4:50PM	0	0	0	0
4:55PM	0	0	0	0
5:00PM	0	0	0	0
5:05PM	1	0	0	0
5:10PM	0	0	0	0
5:15PM	0	0	0	0
5:20PM	0	0	0	0
5:25PM	0	0	0	0
5:30PM	0	0	0	1
5:35PM	0	0	0	3
5:40PM	0	0	0	0
5:45PM	0	0	2	0
5:50PM	0	0	0	0
5:55PM	0	1	0	0



# K-D-N

## KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

### Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	Myra				Myra				Dalles Military				Dalles Military			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	1	18	1	0	6	24	8	0	5	11	4	0	1	16	8	0
4:05PM	2	24	0	0	7	20	10	0	11	13	5	0	2	14	8	0
4:10PM	2	16	2	0	8	33	14	0	12	11	1	0	3	15	10	0
4:15PM	0	25	3	0	5	30	12	0	9	12	0	0	1	13	8	0
4:20PM	1	7	1	0	5	26	12	0	1	12	1	0	1	11	7	0
4:25PM	1	6	0	0	14	26	12	0	6	18	0	0	2	11	6	0
4:30PM	1	23	0	0	5	24	9	0	9	12	2	0	5	8	4	0
4:35PM	0	18	2	0	13	30	10	0	13	15	2	0	1	9	11	0
4:40PM	2	17	0	0	13	34	13	0	6	9	0	0	4	11	11	0
4:45PM	1	16	2	0	7	26	17	0	7	12	2	0	1	17	6	0
4:50PM	3	21	2	0	13	23	9	0	8	7	1	0	2	11	10	0
4:55PM	0	26	1	0	6	27	4	0	8	11	1	0	4	15	6	0
5:00PM	0	16	0	0	8	43	11	0	6	9	3	0	5	17	17	0
5:05PM	2	22	2	0	5	24	8	0	4	20	0	0	3	19	5	0
5:10PM	2	17	5	0	8	31	11	0	5	16	4	0	3	12	11	0
5:15PM	1	17	1	0	5	34	12	0	13	13	1	0	2	24	11	0
5:20PM	1	17	3	0	8	32	10	0	10	16	2	0	3	14	10	0
5:25PM	1	17	2	0	6	17	11	0	4	15	2	0	2	23	7	0
5:30PM	3	15	1	0	8	34	9	0	6	10	4	0	0	18	4	0
5:35PM	2	11	0	0	11	15	5	0	4	14	1	0	0	9	9	0
5:40PM	3	11	1	0	8	24	13	0	9	9	5	0	2	13	5	0
5:45PM	2	19	1	0	6	19	6	0	15	9	0	0	3	18	11	0
5:50PM	3	15	1	0	6	10	9	0	17	6	2	0	1	12	9	0
5:55PM	3	14	3	0	8	24	12	0	8	12	3	0	0	14	5	0

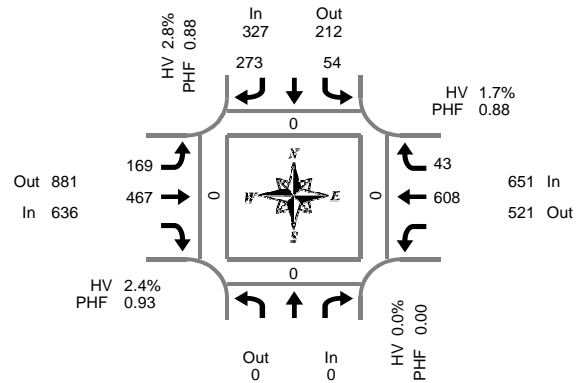
Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	Myra				Myra				Dalles Military				Dalles Military			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	3	0	0	0	3	0	0	1	0	0	0	0	0	2	0
4:05PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0
4:15PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:20PM	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0
4:30PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
4:35PM	0	1	0	0	0	2	0	0	1	0	0	0	0	0	2	0
4:40PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:50PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0
4:55PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	2	0
5:00PM	0	1	0	0	1	2	1	0	0	0	0	0	0	0	1	0
5:05PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:10PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0
5:15PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:40PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0
5:45PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:50PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	0	1
4:10PM	0	0	0	0
4:15PM	0	0	0	0
4:20PM	0	0	0	0
4:25PM	0	0	0	0
4:30PM	0	0	0	0
4:35PM	0	0	0	0
4:40PM	0	0	0	0
4:45PM	0	0	0	0
4:50PM	0	0	0	0
4:55PM	0	0	0	0
5:00PM	0	0	0	0
5:05PM	0	1	0	0
5:10PM	0	0	0	0
5:15PM	0	0	0	0
5:20PM	0	0	0	0
5:25PM	0	0	0	0
5:30PM	0	0	0	0
5:35PM	0	0	0	0
5:40PM	0	0	0	0
5:45PM	0	1	0	0
5:50PM	0	0	0	0
5:55PM	0	0	0	0

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



**Peak Hour Summary**  
4:30 PM to 5:30 PM

## SE Myra Rd & SR-125

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

### 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SE Myra Rd				Southbound SE Myra Rd				Eastbound SR-125				Westbound SR-125				Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	North	South	East	West							
4:00 PM	0	5	76	0	32	125	0	125	8	0	371	0	0	0	0						
4:15 PM	0	14	68	0	35	114	0	144	13	0	388	0	0	0	0						
4:30 PM	0	10	80	0	45	100	0	161	13	0	409	0	0	0	0						
4:45 PM	0	15	59	0	39	132	0	120	8	0	373	0	0	0	0						
5:00 PM	0	17	76	0	43	125	0	155	9	0	425	0	0	0	0						
5:15 PM	0	12	58	0	42	110	0	172	13	0	407	0	0	0	0						
5:30 PM	0	12	56	0	35	94	0	141	10	0	348	0	0	0	0						
5:45 PM	0	12	54	0	38	88	0	136	9	0	337	0	0	0	0						
Total Survey	0	97	527	0	309	888	0	1,154	83	0	3,058	0	0	0	0						

### Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound SE Myra Rd				Southbound SE Myra Rd				Eastbound SR-125				Westbound SR-125				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	327	212	539	0	636	881	1,517	0	651	521	1,172	0	1,614	0	0	0	0
%HV	0.0%				2.8%				2.4%				1.7%				2.2%				
PHF	0.00				0.88				0.93				0.88				0.95				

By Movement	Northbound SE Myra Rd				Southbound SE Myra Rd				Eastbound SR-125				Westbound SR-125				Total
	Total	L	R	Total	L	T	Total	T	R	Total	T	R	Total				
Volume	0	54	273	327	169	467	636	608	43	651	1,614	0	0	0	0		
%HV	NA	1.9%	2.9%	2.8%	5.9%	1.1%	2.4%	1.6%	2.3%	1.7%	2.2%	NA	NA	NA	NA		
PHF	0.00	0.79	0.85	0.88	0.94	0.88	0.93	0.88	0.83	0.88	0.95	0.00	0.00	0.00	0.00		

### Rolling Hour Summary

4:00 PM to 6:00 PM

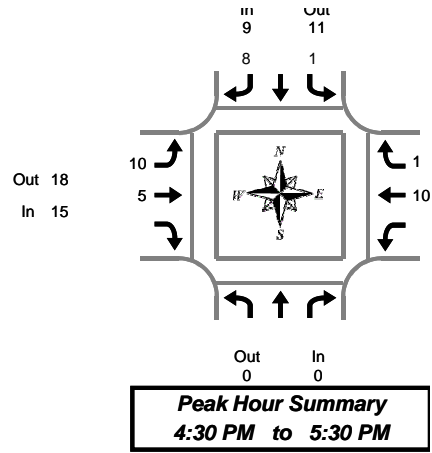
Interval Start Time	Northbound SE Myra Rd				Southbound SE Myra Rd				Eastbound SR-125				Westbound SR-125				Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	North	South	East	West							
4:00 PM	0	44	283	0	151	471	0	550	42	0	1,541	0	0	0	0						
4:15 PM	0	56	283	0	162	471	0	580	43	0	1,595	0	0	0	0						
4:30 PM	0	54	273	0	169	467	0	608	43	0	1,614	0	0	0	0						
4:45 PM	0	56	249	0	159	461	0	588	40	0	1,553	0	0	0	0						
5:00 PM	0	53	244	0	158	417	0	604	41	0	1,517	0	0	0	0						



# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



## SE Myra Rd & SR-125

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

### Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SE Myra Rd			Southbound SE Myra Rd			Eastbound SR-125			Westbound SR-125			Interval Total
	In	Out	Total	L	R	Total	L	T	Total	T	R	Total	
4:00 PM			0	0	3	3	5	1	6	1	0	1	10
4:15 PM			0	1	2	3	1	0	1	2	0	2	6
4:30 PM			0	0	2	2	5	0	5	2	0	2	9
4:45 PM			0	0	2	2	1	2	3	2	1	3	8
5:00 PM			0	1	3	4	1	2	3	2	0	2	9
5:15 PM			0	0	1	1	3	1	4	4	0	4	9
5:30 PM			0	0	0	0	0	2	2	2	0	2	4
5:45 PM			0	0	1	1	1	6	7	4	0	4	12
Total Survey			0	2	14	16	17	14	31	19	1	20	67

### Heavy Vehicle Peak Hour Summary 4:30 PM to 5:30 PM

By Approach	Northbound SE Myra Rd			Southbound SE Myra Rd			Eastbound SR-125			Westbound SR-125			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	9	11	20	15	18	33	11	6	17	35
PHF	0.00			0.28			0.29			0.28			0.34

By Movement	Northbound SE Myra Rd			Southbound SE Myra Rd			Eastbound SR-125			Westbound SR-125			Total
	In	Out	Total	L	R	Total	L	T	Total	T	R	Total	
Volume			0	1	8	9	10	5	15	10	1	11	35
PHF			0.00	0.25	0.29	0.28	0.23	0.14	0.29	0.25	0.25	0.28	0.34

### Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SE Myra Rd			Southbound SE Myra Rd			Eastbound SR-125			Westbound SR-125			Interval Total
	In	Out	Total	L	R	Total	L	T	Total	T	R	Total	
4:00 PM			0	1	9	10	12	3	15	7	1	8	33
4:15 PM			0	2	9	11	8	4	12	8	1	9	32
4:30 PM			0	1	8	9	10	5	15	10	1	11	35
4:45 PM			0	1	6	7	5	7	12	10	1	11	30
5:00 PM			0	1	5	6	5	11	16	12	0	12	34

# Peak Hour Summary

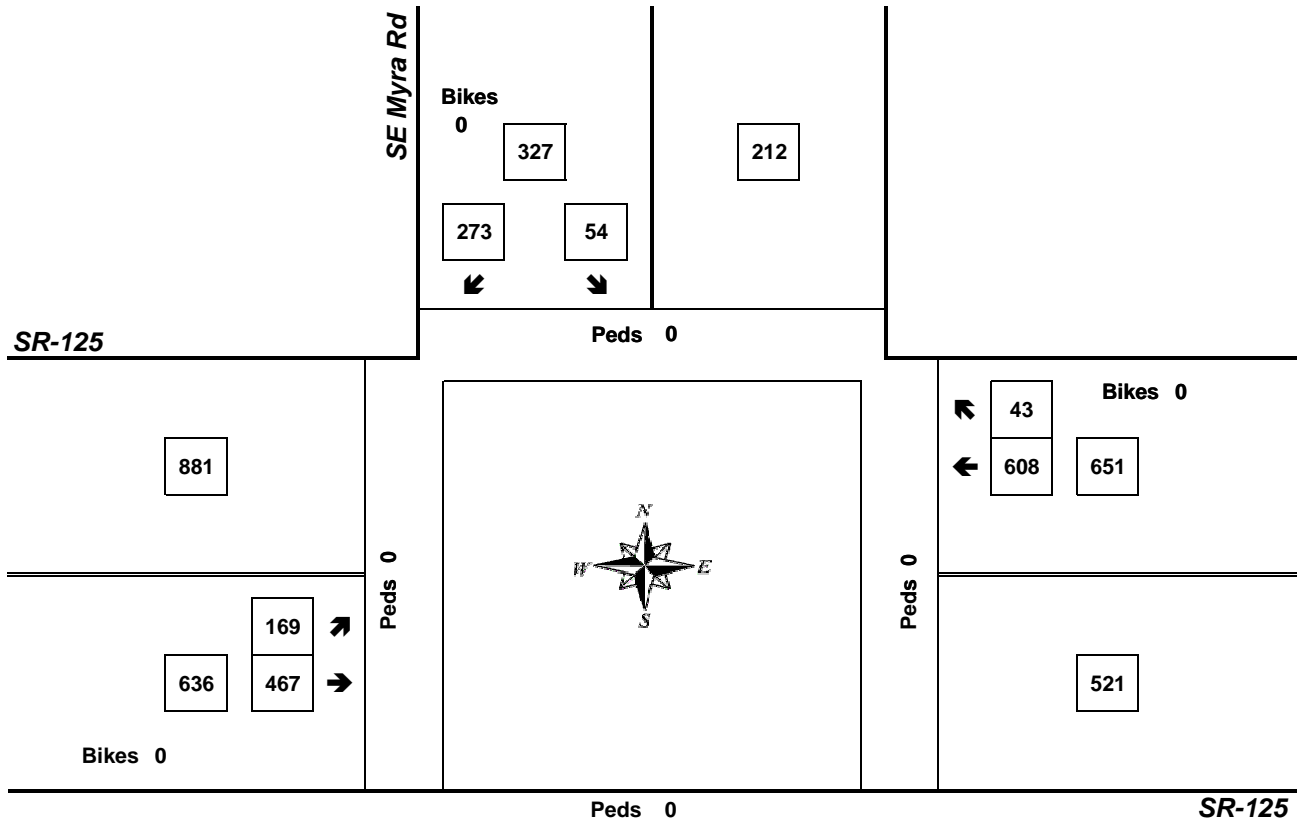


Clay Carney  
(503) 833-2740

## SE Myra Rd & SR-125

4:30 PM to 5:30 PM

Thursday, February 26, 2015



Approach	PHF	HV%	Volume
EB	0.93	2.4%	636
WB	0.88	1.7%	651
NB	0.00	0.0%	0
SB	0.88	2.8%	327
<b>Intersection</b>	<b>0.95</b>	<b>2.2%</b>	<b>1,614</b>

Count Period: 4:00 PM to 6:00 PM



Data Provided by K-D-N.com 503-594-4224

Study Name	<b>9th at Pine St</b>
Location	46.069056 - -118.349863
Start Date	11/1/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:05PM
Peak 15 Min Start	4:05PM
PHF (15-Min Int)	0.91

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
128	2	91	2	3	3	4	157	127	66	117	0	196	6	248	250	221	8	288	183

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
6.3%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0	1.3%	3.9%	3.0%	6.7%	0.0%	3.6%	0.0%	6.4%	2.4%	5.4%	0.0%	2.4%	5.4%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
0	7	1	1

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT
0	0	0	0	0	0	0	0	0	0	2	0

**All Vehicle Volumes**

Start	Northbound				Southbound				Eastbound				Westbound			
	9th				9th				Pine				Pine			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	10	1	4	1	0	0	0	0	0	14	14	0	6	12	0	0
4:10PM	15	1	9	0	0	0	0	0	0	17	10	0	3	10	0	0
4:15PM	14	0	7	0	0	0	0	0	1	14	14	0	4	11	0	0
4:20PM	9	0	6	0	0	1	1	0	0	12	10	0	3	6	0	0
4:25PM	10	0	5	0	1	0	1	0	0	15	10	0	5	9	0	0
4:30PM	8	0	4	0	0	0	0	0	1	14	7	0	4	14	0	0
4:35PM	10	0	12	0	0	0	1	0	0	12	7	0	7	9	0	0
4:40PM	15	0	9	0	0	0	0	0	1	15	9	0	6	5	0	0
4:45PM	8	0	12	0	0	0	0	0	0	5	15	0	2	12	0	0
4:50PM	12	0	7	0	0	0	0	0	0	10	7	0	11	10	0	0
4:55PM	7	0	13	0	1	1	0	0	1	12	12	0	7	5	0	0
5:00PM	10	0	3	0	0	1	0	0	0	17	12	0	8	14	0	0
5:05PM	12	1	8	0	1	0	0	0	0	11	13	0	5	2	1	0
5:10PM	14	0	13	0	0	0	1	0	0	13	10	0	6	10	1	0
5:15PM	16	0	8	0	0	0	0	0	0	9	10	0	5	16	0	0
5:20PM	10	1	8	0	0	0	0	0	0	11	10	0	5	8	0	0
5:25PM	5	0	5	0	0	0	0	0	0	9	15	0	6	10	0	0
5:30PM	11	0	9	0	0	1	0	0	0	7	13	0	5	7	0	0
5:35PM	10	0	2	0	1	0	1	0	3	7	10	0	3	9	0	0
5:40PM	17	1	8	0	1	0	0	0	0	7	11	0	4	8	0	0
5:45PM	7	0	9	0	0	2	0	0	0	11	11	0	2	8	0	0
5:50PM	15	1	8	0	1	2	0	0	0	5	7	0	4	11	0	0
5:55PM	10	0	9	0	0	0	0	0	0	9	8	0	2	9	0	0

Start	Northbound				Southbound				Eastbound				Westbound			
	9th				9th				Pine				Pine			

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

Start	Northbound				Southbound				Eastbound				Westbound							
	9th	Left	Thru	Right	U-Turn	9th	Left	Thru	Right	U-Turn	Pine	Left	Thru	Right	U-Turn	Pine				
4:00PM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
4:05PM	10	1	4	1		0	0	0	0		0	14	14	0		6	10	0	0	
4:10PM	13	1	6	0		0	0	0	0		0	17	10	0		3	9	0	0	
4:15PM	14	0	7	0		0	0	0	0		1	14	13	0		4	8	0	0	
4:20PM	8	0	5	0		0	1	1	0		0	12	10	0		3	4	0	0	
4:25PM	9	0	5	0		1	0	1	0		0	14	10	0		4	9	0	0	
4:30PM	8	0	4	0		0	0	0	0		1	14	7	0		4	14	0	0	
4:35PM	9	0	12	0		0	0	1	0		0	12	5	0		6	9	0	0	
4:40PM	14	0	9	0		0	0	0	0		1	14	9	0		6	5	0	0	
4:45PM	8	0	12	0		0	0	0	0		0	5	13	0		2	12	0	0	
4:50PM	12	0	7	0		0	0	0	0		0	10	7	0		11	10	0	0	
4:55PM	6	0	13	0		1	1	0	0		1	12	12	0		7	5	0	0	
5:00PM	9	0	3	0		0	1	0	0		0	17	12	0		8	14	0	0	
5:05PM	12	1	8	0		1	0	0	0		0	11	13	0		5	2	1	0	
5:10PM	14	0	12	0		0	0	1	0		0	13	10	0		6	10	1	0	
5:15PM	16	0	8	0		0	0	0	0		0	9	9	0		5	16	0	0	
5:20PM	9	1	8	0		0	0	0	0		0	11	9	0		5	8	0	0	
5:25PM	5	0	5	0		0	0	0	0		0	9	15	0		6	8	0	0	
5:30PM	11	0	9	0		0	1	0	0		0	7	13	0		5	7	0	0	
5:35PM	10	0	2	0		1	0	1	0		3	7	10	0		3	9	0	0	
5:40PM	16	1	8	0		1	0	0	0		0	6	10	0		3	8	0	0	
5:45PM	7	0	8	0		0	2	0	0		0	11	11	0		2	8	0	0	
5:50PM	15	1	8	0		1	2	0	0		0	5	7	0		4	11	0	0	
5:55PM	10	0	8	0		0	0	0	0		0	9	8	0		2	9	0	0	



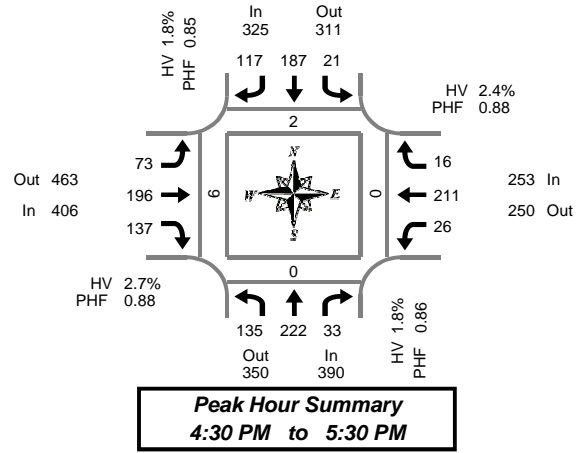
Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	9th				9th				Pine				Pine			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:10PM	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0
4:20PM	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
4:25PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0
4:40PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:20PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0
5:45PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	1	0
4:10PM	0	0	0	0
4:15PM	0	1	0	0
4:20PM	0	0	0	0
4:25PM	0	0	0	0
4:30PM	0	2	0	0
4:35PM	0	1	0	0
4:40PM	0	1	0	1
4:45PM	0	0	0	0
4:50PM	0	1	0	0
4:55PM	0	1	0	0
5:00PM	0	0	0	0
5:05PM	0	0	0	0
5:10PM	0	1	0	0
5:15PM	0	0	0	0
5:20PM	0	0	0	0
5:25PM	0	0	0	0
5:30PM	0	0	0	0
5:35PM	0	1	0	2
5:40PM	0	0	0	0
5:45PM	0	1	0	2
5:50PM	0	0	0	0
5:55PM	0	1	0	0

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## 9th St & W Rose St

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

### 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 9th St				Southbound 9th St				Eastbound W Rose St				Westbound W Rose St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	36	46	8	0	9	75	40	1	16	53	28	1	9	49	7	0	376	0	1	0	0
4:15 PM	31	43	3	0	6	35	28	0	16	59	36	0	5	46	9	0	317	0	0	0	1
4:30 PM	35	49	10	0	5	57	34	0	19	41	33	0	8	43	5	0	339	1	0	0	2
4:45 PM	31	42	8	1	5	27	26	0	24	42	33	0	7	48	2	0	295	0	0	0	0
5:00 PM	34	69	10	0	7	50	39	0	9	68	39	0	4	61	3	0	393	1	0	0	1
5:15 PM	35	62	5	0	4	53	18	0	21	45	32	0	7	59	6	0	347	0	0	0	3
5:30 PM	33	39	7	0	2	43	30	0	16	34	27	0	3	42	4	1	280	0	0	0	0
5:45 PM	25	48	5	0	5	38	21	0	11	51	30	0	4	45	3	0	286	2	0	0	0
Total Survey	260	398	56	1	43	378	236	1	132	393	258	1	47	393	39	1	2,633	4	1	0	7

### Peak Hour Summary 4:30 PM to 5:30 PM

By Approach	Northbound 9th St				Southbound 9th St				Eastbound W Rose St				Westbound W Rose St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	390	350	740	1	325	311	636	0	406	463	869	0	253	250	503	0	1,374	2	0	0	6
%HV	1.8%				1.8%				2.7%				2.4%				2.2%				
PHF	0.86				0.85				0.88				0.88				0.87				

By Movement	Northbound 9th St				Southbound 9th St				Eastbound W Rose St				Westbound W Rose St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	135	222	33	390	21	187	117	325	73	196	137	406	26	211	16	253	1,374
%HV	0.0%	3.2%	0.0%	1.8%	0.0%	2.1%	1.7%	1.8%	2.7%	4.6%	0.0%	2.7%	0.0%	2.8%	0.0%	2.4%	2.2%
PHF	0.96	0.80	0.83	0.86	0.75	0.82	0.75	0.85	0.76	0.72	0.88	0.88	0.81	0.86	0.67	0.88	0.87

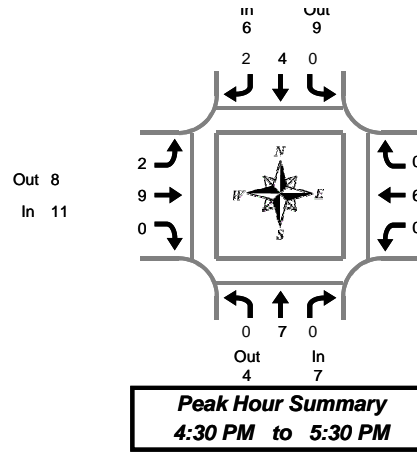
### Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 9th St				Southbound 9th St				Eastbound W Rose St				Westbound W Rose St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	133	180	29	1	25	194	128	1	75	195	130	1	29	186	23	0	1,327	1	1	0	3
4:15 PM	131	203	31	1	23	169	127	0	68	210	141	0	24	198	19	0	1,344	2	0	0	4
4:30 PM	135	222	33	1	21	187	117	0	73	196	137	0	26	211	16	0	1,374	2	0	0	6
4:45 PM	133	212	30	1	18	173	113	0	70	189	131	0	21	210	15	1	1,315	1	0	0	4
5:00 PM	127	218	27	0	18	184	108	0	57	198	128	0	18	207	16	1	1,306	3	0	0	4

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



## 9th St & W Rose St

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

### Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 9th St				Southbound 9th St				Eastbound W Rose St				Westbound W Rose St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	0	0	1	0	2	1	3	0	1	0	1	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	1	1	1	3	1	3	0	4	7
4:30 PM	0	4	0	4	0	2	1	3	0	2	0	2	0	2	0	2	11
4:45 PM	0	0	0	0	0	0	1	1	1	1	0	2	0	3	0	3	6
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1	5
5:15 PM	0	3	0	3	0	2	0	2	1	2	0	3	0	0	0	0	8
5:30 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
5:45 PM	0	4	0	4	0	0	1	1	0	0	1	1	0	0	0	0	6
Total Survey	1	12	0	13	0	7	4	11	3	12	2	17	1	10	0	11	52

### Heavy Vehicle Peak Hour Summary 4:30 PM to 5:30 PM

By Approach	Northbound 9th St			Southbound 9th St			Eastbound W Rose St			Westbound W Rose St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	7	4	11	6	9	15	11	8	19	6	9	15	30
PHF	0.22			0.25			0.31			0.17			0.31

By Movement	Northbound 9th St				Southbound 9th St				Eastbound W Rose St				Westbound W Rose St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	7	0	7	0	4	2	6	2	9	0	11	0	6	0	6	30
PHF	0.00	0.22	0.00	0.22	0.00	0.25	0.25	0.25	0.25	0.32	0.00	0.31	0.00	0.19	0.00	0.17	0.31

### Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 9th St				Southbound 9th St				Eastbound W Rose St				Westbound W Rose St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	4	0	5	0	4	3	7	2	5	1	8	1	8	0	9	29
4:15 PM	0	4	0	4	0	2	2	4	2	8	1	11	1	9	0	10	29
4:30 PM	0	7	0	7	0	4	2	6	2	9	0	11	0	6	0	6	30
4:45 PM	0	4	0	4	0	3	1	4	2	8	0	10	0	5	0	5	23
5:00 PM	0	8	0	8	0	3	1	4	1	7	1	9	0	2	0	2	23

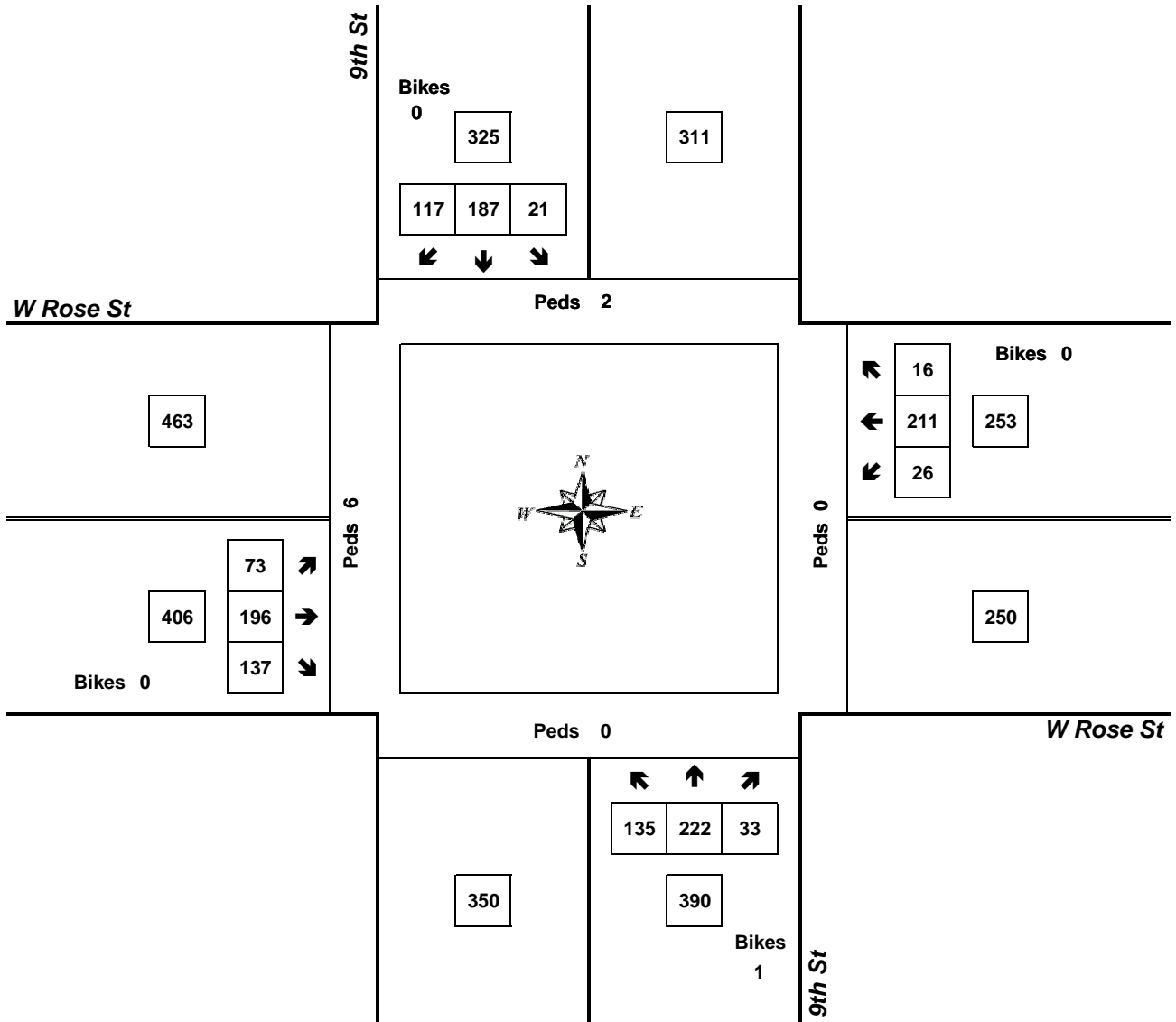
# Peak Hour Summary



Clay Carney  
(503) 833-2740

## 9th St & W Rose St

4:30 PM to 5:30 PM  
Thursday, February 26, 2015



Approach	PHF	HV%	Volume
EB	0.88	2.7%	406
WB	0.88	2.4%	253
NB	0.86	1.8%	390
SB	0.85	1.8%	325
<b>Intersection</b>	<b>0.87</b>	<b>2.2%</b>	<b>1,374</b>

Count Period: 4:00 PM to 6:00 PM





Data Provided by K-D-N.com 503-594-4224

Study Name	<b>9th at Poplar</b>
Location	46.061389 - -118.34709
Start Date	11/29/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:30PM
Peak 15 Min Start	5:05PM
PHF (15-Min Int)	0.91

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
101	498	115	49	612	62	55	193	129	198	235	39	939	592	398	357	714	723	377	472

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
0.0%	2.8%	0.0%	2.0%	1.5%	0.0%	0.0	2.6%	0.8%	2.0%	0.9%	2.6%	1.5%	2.5%	0.5%	1.7%	2.0%	1.4%	1.6%	1.5%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
14	1	2	0

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT
0	0	0	0	0	0	0	0	0	0	0	0

**All Vehicle Volumes**

Start	Northbound				Southbound				Eastbound				Westbound			
	9th				9th				Poplar				Poplar			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	11	46	8	0	6	50	2	0	3	15	10	0	10	20	4	0
4:05PM	9	36	13	0	4	60	1	0	3	19	15	0	18	16	2	0
4:10PM	5	27	11	0	7	56	7	0	4	23	15	0	12	17	5	0
4:15PM	9	42	16	0	1	39	3	0	7	17	13	0	15	20	5	0
4:20PM	6	32	8	0	3	53	6	0	5	14	12	0	18	18	3	0
4:25PM	7	31	7	1	2	28	2	0	0	26	4	0	7	18	5	0
4:30PM	7	36	10	0	1	46	10	0	5	12	9	0	12	20	1	0
4:35PM	8	49	10	0	10	53	8	0	8	20	10	0	10	23	2	0
4:40PM	13	58	15	0	1	47	1	0	7	17	8	0	15	14	0	0
4:45PM	8	58	10	0	3	41	5	0	7	17	6	0	9	11	5	0
4:50PM	9	40	7	0	1	66	3	0	5	22	9	0	23	23	1	0
4:55PM	12	36	9	0	3	44	4	0	5	9	10	0	24	14	2	0
5:00PM	6	43	1	0	5	58	2	0	2	20	14	0	16	26	2	0
5:05PM	9	29	8	0	7	69	6	1	6	21	9	0	18	30	7	0
5:10PM	9	34	16	0	3	32	6	0	5	21	21	0	19	17	2	0
5:15PM	7	49	13	0	7	63	7	0	2	8	12	0	25	21	8	0
5:20PM	9	36	10	0	2	39	1	0	2	14	10	0	14	23	5	0
5:25PM	4	30	6	0	6	54	9	0	1	12	11	0	13	13	4	0
5:30PM	5	33	11	0	4	45	5	0	3	14	8	0	15	16	1	0
5:35PM	17	44	8	0	3	38	3	0	6	11	6	0	8	13	3	0
5:40PM	7	37	11	0	2	43	9	0	8	24	8	0	17	9	2	0
5:45PM	8	32	5	0	1	36	8	0	4	10	11	0	14	13	1	0
5:50PM	15	34	5	0	0	34	4	0	5	8	8	1	10	17	4	0
5:55PM	16	16	6	0	5	30	6	0	10	16	9	0	15	18	1	0

Bicycles on Road																
Start	Northbound				Southbound				Eastbound				Westbound			
	9th				9th				Poplar				Poplar			

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

Start	Northbound				Southbound				Eastbound				Westbound			
	9th	9th	9th	9th	9th	9th	9th	9th	9th	Poplar	Poplar	Poplar	Poplar	Left	Thru	Right
4:00PM	11	45	7	0	6	49	2	0	3	15	10	0	9	20	4	0
4:05PM	9	35	13	0	4	59	1	0	3	19	15	0	18	16	1	0
4:10PM	4	26	11	0	7	55	7	0	3	22	15	0	12	17	5	0
4:15PM	9	41	16	0	1	39	3	0	7	17	13	0	15	20	5	0
4:20PM	6	32	8	0	3	52	6	0	5	14	12	0	17	18	3	0
4:25PM	7	28	7	1	2	28	2	0	0	26	4	0	7	18	5	0
4:30PM	7	35	10	0	1	43	10	0	5	11	9	0	12	20	1	0
4:35PM	8	48	10	0	10	53	8	0	8	19	10	0	10	23	2	0
4:40PM	13	55	15	0	1	47	1	0	7	17	8	0	14	14	0	0
4:45PM	8	54	10	0	2	39	5	0	7	17	6	0	9	11	5	0
4:50PM	9	39	7	0	1	66	3	0	5	22	9	0	22	23	1	0
4:55PM	12	34	9	0	3	44	4	0	5	9	10	0	24	13	2	0
5:00PM	6	42	1	0	5	56	2	0	2	20	14	0	15	25	2	0
5:05PM	9	29	8	0	7	68	6	1	6	20	9	0	18	30	7	0
5:10PM	9	34	16	0	3	32	6	0	5	19	21	0	19	17	2	0
5:15PM	7	48	13	0	7	63	7	0	2	8	12	0	25	21	8	0
5:20PM	9	36	10	0	2	38	1	0	2	14	10	0	13	23	4	0
5:25PM	4	30	6	0	6	54	9	0	1	12	10	0	13	13	4	0
5:30PM	5	32	11	0	4	45	5	0	3	14	8	0	15	16	1	0
5:35PM	16	44	8	0	3	38	3	0	6	11	6	0	7	13	3	0
5:40PM	7	37	11	0	2	43	9	0	8	24	8	0	17	9	2	0
5:45PM	8	31	5	0	1	36	8	0	4	10	11	0	14	12	1	0
5:50PM	15	34	5	0	0	31	4	0	5	8	8	1	10	17	4	0
5:55PM	16	15	6	0	5	29	6	0	10	16	9	0	15	18	1	0

Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	9th				9th				Poplar				Poplar			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	1	1	0	0	1	0	0	0	0	0	0	1	0	0	0
4:05PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:10PM	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0
4:15PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
4:25PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	1	0	0	0	3	0	0	0	0	1	0	0	0	0	0
4:35PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:40PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:45PM	0	4	0	0	1	2	0	0	0	0	0	0	0	0	0	0
4:50PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:55PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00PM	0	1	0	0	0	2	0	0	0	0	0	0	1	1	0	0
5:05PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:30PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:50PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
5:55PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	0	0
4:10PM	0	1	0	0
4:15PM	0	0	0	0
4:20PM	0	1	1	0
4:25PM	0	0	0	0
4:30PM	1	1	0	0
4:35PM	0	0	0	0
4:40PM	2	0	0	0
4:45PM	0	0	1	0
4:50PM	2	0	0	0
4:55PM	0	0	0	0
5:00PM	0	0	0	0
5:05PM	7	0	0	0
5:10PM	0	0	0	0
5:15PM	0	0	0	0
5:20PM	1	0	0	0
5:25PM	1	0	1	0
5:30PM	1	0	0	0
5:35PM	0	0	0	0
5:40PM	0	0	0	0
5:45PM	0	0	0	0
5:50PM	0	1	0	0
5:55PM	0	0	0	0



Data Provided by K-D-N.com 503-594-4224

Study Name	<b>9th at Chestnut St</b>
Location	46.058549 - -118.346185
Start Date	11/1/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:35PM
Peak 15 Min Start	5:00PM
PHF (15-Min Int)	0.90

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
10	633	127	66	803	20	37	77	76	202	34	86	1081	756	64	270	770	889	190	322

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
0.0%	0.9%	0.0%	1.5%	1.1%	5.0%	0.0	0.0%	1.3%	1.0%	0.0%	0.0%	1.1%	0.9%	1.6%	0.4%	0.8%	1.2%	1.0%	0.6%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
10	2	3	6

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt
0	0	0	0	1	0	0	0	1	0	0	0

**All Vehicle Volumes**

Start	Northbound				Southbound				Eastbound				Westbound			
	9th				9th				Chestnut St				Chestnut St			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	1	51	9	0	8	57	0	0	0	8	5	0	10	2	6	0
4:05PM	2	51	7	0	2	75	1	0	4	10	11	0	11	1	5	0
4:10PM	0	42	12	0	8	61	1	0	3	5	2	0	15	2	2	0
4:15PM	0	49	12	0	3	56	0	0	1	4	3	0	12	2	5	0
4:20PM	2	42	6	0	7	54	0	0	0	7	6	0	10	2	6	0
4:25PM	0	41	7	0	7	64	2	0	0	5	3	0	17	3	6	0
4:30PM	2	42	14	0	2	60	1	0	3	6	6	0	8	2	7	0
4:35PM	0	56	5	0	7	64	2	0	6	7	15	0	12	1	6	0
4:40PM	1	55	5	0	3	61	1	0	7	17	21	0	20	1	9	0
4:45PM	1	39	11	0	1	40	2	0	5	13	11	0	22	2	5	0
4:50PM	0	55	12	0	4	67	0	0	4	11	8	0	15	2	14	0
4:55PM	0	55	10	0	6	57	2	0	4	6	0	0	14	4	7	0
5:00PM	1	56	13	0	7	72	1	0	2	6	2	0	18	2	6	0
5:05PM	2	56	17	0	5	85	2	0	0	6	6	0	22	2	7	0
5:10PM	0	62	13	0	2	93	1	0	1	3	1	0	19	6	6	0
5:15PM	1	41	10	0	7	70	2	0	4	3	6	0	22	4	9	0
5:20PM	1	52	12	0	8	60	0	0	1	0	4	0	16	3	6	0
5:25PM	2	62	11	0	11	62	2	0	1	4	1	0	11	5	4	0
5:30PM	1	44	8	0	5	72	5	0	2	1	1	0	11	2	7	0
5:35PM	1	53	15	0	3	67	0	0	2	1	3	0	17	1	7	0
5:40PM	1	60	14	0	0	60	1	0	2	1	7	0	10	3	5	0
5:45PM	0	55	11	0	4	59	4	0	5	0	3	0	12	2	5	0
5:50PM	2	50	9	0	3	60	0	0	2	3	5	0	17	3	8	0
5:55PM	1	46	9	0	2	44	0	0	1	5	2	0	23	5	12	0

Bicycles on Road																
Start	Northbound				Southbound				Eastbound				Westbound			
	9th				9th				Chestnut St				Chestnut St			

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	9th				9th				Chestnut St				Chestnut St			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	1	50	9	0	8	57	0	0	0	6	5	0	9	2	6	0
4:05PM	2	48	7	0	2	74	1	0	4	10	11	0	11	1	5	0
4:10PM	0	41	12	0	8	59	1	0	3	5	2	0	14	2	2	0
4:15PM	0	49	12	0	3	54	0	0	1	4	3	0	12	2	5	0
4:20PM	2	42	6	0	7	52	0	0	0	7	6	0	10	2	6	0
4:25PM	0	41	7	0	7	63	2	0	0	5	3	0	16	3	6	0
4:30PM	2	42	13	0	2	59	1	0	3	6	6	0	8	2	7	0
4:35PM	0	56	5	0	7	61	1	0	6	7	15	0	12	1	6	0
4:40PM	1	54	5	0	3	61	1	0	7	17	21	0	20	1	9	0
4:45PM	1	39	11	0	1	40	2	0	5	13	11	0	22	2	5	0
4:50PM	0	54	12	0	4	66	0	0	4	11	8	0	15	2	14	0
4:55PM	0	55	10	0	6	56	2	0	3	6	0	0	13	4	7	0
5:00PM	1	55	13	0	7	71	1	0	2	6	2	0	18	2	6	0
5:05PM	2	56	17	0	5	85	2	0	0	6	6	0	22	2	7	0
5:10PM	0	62	13	0	2	93	1	0	1	3	1	0	19	6	6	0
5:15PM	1	40	10	0	7	70	2	0	4	3	6	0	22	4	9	0
5:20PM	1	50	12	0	8	58	0	0	1	0	3	0	15	3	6	0
5:25PM	2	62	11	0	10	61	2	0	1	4	1	0	11	5	4	0
5:30PM	1	44	8	0	5	72	5	0	2	1	1	0	11	2	7	0
5:35PM	1	52	15	0	3	67	0	0	2	1	3	0	17	1	7	0
5:40PM	1	59	14	0	0	59	1	0	2	1	7	0	10	3	5	0
5:45PM	0	54	11	0	4	58	4	0	5	0	3	0	12	2	5	0
5:50PM	2	50	9	0	3	59	0	0	2	3	5	0	17	3	8	0
5:55PM	1	46	9	0	2	44	0	0	1	5	2	0	23	5	12	0

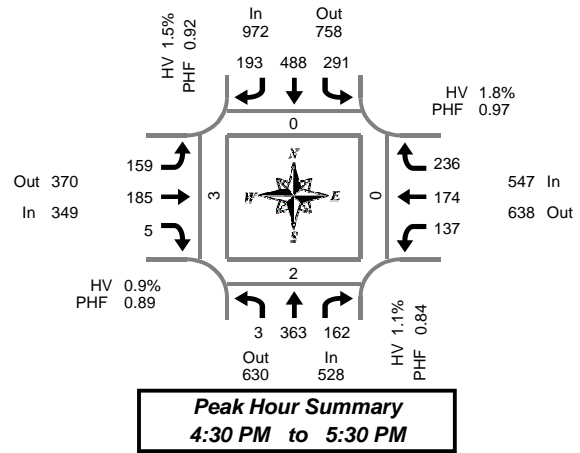
Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	9th				9th				Chestnut St				Chestnut St			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0
4:05PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:10PM	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0
4:15PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
4:30PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
4:40PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0
5:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	2	0	0	0	2	0	0	0	0	0	1	1	0	0	0
5:25PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	0	0
4:10PM	0	0	0	0
4:15PM	1	0	0	0
4:20PM	0	1	0	2
4:25PM	0	4	0	0
4:30PM	0	0	0	1
4:35PM	1	0	0	1
4:40PM	0	0	0	0
4:45PM	5	0	1	0
4:50PM	0	1	0	1
4:55PM	0	0	1	0
5:00PM	0	1	0	1
5:05PM	1	0	1	0
5:10PM	0	0	0	0
5:15PM	3	0	0	0
5:20PM	0	0	0	1
5:25PM	0	0	0	2
5:30PM	0	0	0	0
5:35PM	0	0	0	1
5:40PM	0	1	0	0
5:45PM	1	0	0	0
5:50PM	1	0	0	0
5:55PM	0	0	0	0

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## SR-125 & Plaza Way

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

### 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SR-125				Southbound SR-125				Eastbound Plaza Way				Westbound Plaza Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	82	30	0	70	98	49	0	52	56	0	0	38	27	56	0	559	0	0	0	0
4:15 PM	1	92	50	0	81	110	42	0	41	35	3	0	33	45	58	0	591	0	1	0	0
4:30 PM	0	79	31	0	68	129	46	0	37	31	1	0	33	43	61	0	559	0	0	0	0
4:45 PM	2	96	38	0	67	99	52	0	37	48	0	0	29	42	60	0	570	0	2	0	3
5:00 PM	1	109	47	0	82	122	44	0	45	50	2	0	35	42	61	0	640	0	0	0	0
5:15 PM	0	79	46	0	74	138	51	0	40	56	2	0	40	47	54	0	627	0	0	0	0
5:30 PM	2	69	31	0	60	112	28	0	41	49	1	0	36	34	51	0	514	0	0	0	0
5:45 PM	0	59	39	0	64	96	31	0	41	29	2	0	50	33	63	0	507	0	0	0	0
Total Survey	7	665	312	0	566	904	343	0	334	354	11	0	294	313	464	0	4,567	0	3	0	3

### Peak Hour Summary 4:30 PM to 5:30 PM

By Approach	Northbound SR-125				Southbound SR-125				Eastbound Plaza Way				Westbound Plaza Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	528	630	1,158	0	972	758	1,730	0	349	370	719	0	547	638	1,185	0	2,396	0	2	0	3
%HV	1.1%				1.5%				0.9%				1.8%				1.4%				
PHF	0.84				0.92				0.89				0.97				0.94				

By Movement	Northbound SR-125				Southbound SR-125				Eastbound Plaza Way				Westbound Plaza Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	363	162	528	291	488	193	972	159	185	5	349	137	174	236	547	2,396
%HV	0.0%	1.4%	0.6%	1.1%	1.4%	1.4%	2.1%	1.5%	0.6%	1.1%	0.0%	0.9%	1.5%	2.9%	1.3%	1.8%	1.4%
PHF	0.38	0.83	0.86	0.84	0.89	0.88	0.93	0.92	0.88	0.83	0.63	0.89	0.86	0.93	0.97	0.97	0.94

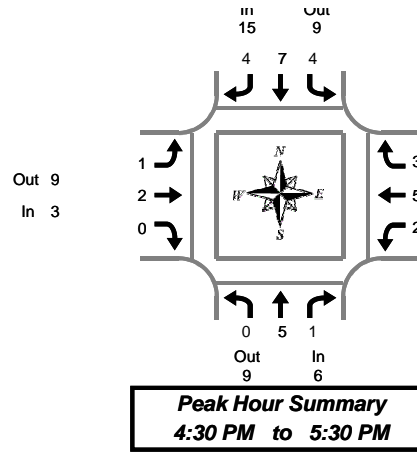
### Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SR-125				Southbound SR-125				Eastbound Plaza Way				Westbound Plaza Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	4	349	149	0	286	436	189	0	167	170	4	0	133	157	235	0	2,279	0	3	0	3
4:15 PM	4	376	166	0	298	460	184	0	160	164	6	0	130	172	240	0	2,360	0	3	0	3
4:30 PM	3	363	162	0	291	488	193	0	159	185	5	0	137	174	236	0	2,396	0	2	0	3
4:45 PM	5	353	162	0	283	471	175	0	163	203	5	0	140	165	226	0	2,351	0	2	0	3
5:00 PM	3	316	163	0	280	468	154	0	167	184	7	0	161	156	229	0	2,288	0	0	0	0

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



## SR-125 & Plaza Way

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

**Peak Hour Summary**  
4:30 PM to 5:30 PM

### Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SR-125				Southbound SR-125				Eastbound Plaza Way				Westbound Plaza Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	1	1	2	1	1	0	2	0	0	1	1	6
4:15 PM	0	1	0	1	5	3	2	10	0	0	0	0	0	0	0	0	11
4:30 PM	0	0	0	0	1	1	1	3	1	1	0	2	0	1	0	1	6
4:45 PM	0	1	1	2	1	2	2	5	0	0	0	0	1	0	1	2	9
5:00 PM	0	3	0	3	1	1	0	2	0	1	0	1	0	3	1	4	10
5:15 PM	0	1	0	1	1	3	1	5	0	0	0	0	1	1	1	3	9
5:30 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
5:45 PM	0	4	0	4	1	2	0	3	0	0	0	0	1	1	0	2	9
Total Survey	0	13	1	14	10	15	7	32	2	3	0	5	3	7	4	14	65

### Heavy Vehicle Peak Hour Summary 4:30 PM to 5:30 PM

By Approach	Northbound SR-125			Southbound SR-125			Eastbound Plaza Way			Westbound Plaza Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	9	15	15	9	24	3	9	12	10	7	17	34
PHF	0.21			0.21			0.19			0.28			0.30

By Movement	Northbound SR-125				Southbound SR-125				Eastbound Plaza Way				Westbound Plaza Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	5	1	6	4	7	4	15	1	2	0	3	2	5	3	10	34
PHF	0.00	0.18	0.25	0.21	0.14	0.25	0.20	0.21	0.13	0.25	0.00	0.19	0.25	0.25	0.25	0.28	0.30

### Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SR-125				Southbound SR-125				Eastbound Plaza Way				Westbound Plaza Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	3	1	4	7	7	6	20	2	2	0	4	1	1	2	4	32
4:15 PM	0	5	1	6	8	7	5	20	1	2	0	3	1	4	2	7	36
4:30 PM	0	5	1	6	4	7	4	15	1	2	0	3	2	5	3	10	34
4:45 PM	0	7	1	8	3	8	3	14	0	1	0	1	2	5	3	10	33
5:00 PM	0	10	0	10	3	8	1	12	0	1	0	1	2	6	2	10	33



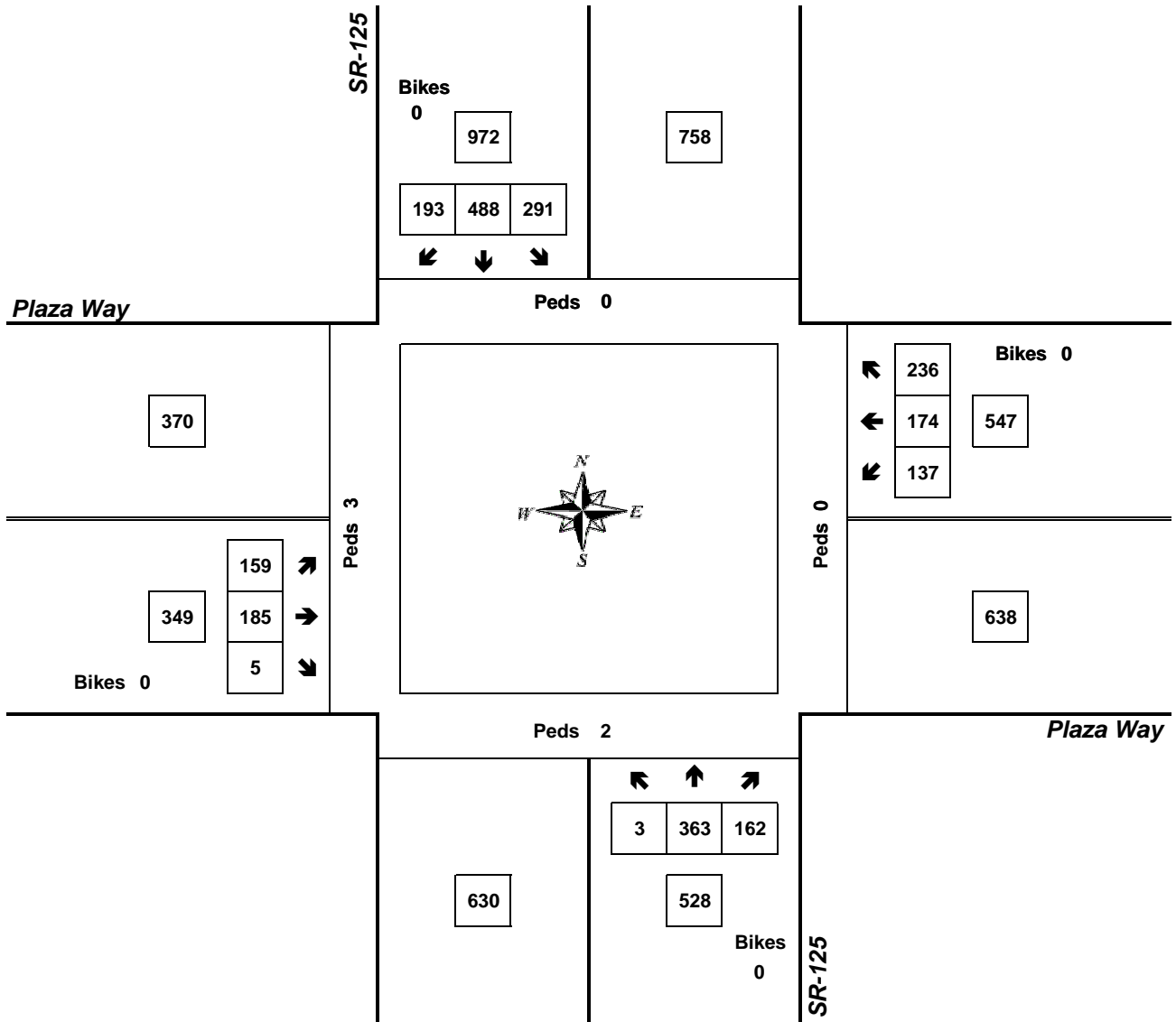
# Peak Hour Summary



Clay Carney  
(503) 833-2740

## SR-125 & Plaza Way

4:30 PM to 5:30 PM  
Thursday, February 26, 2015



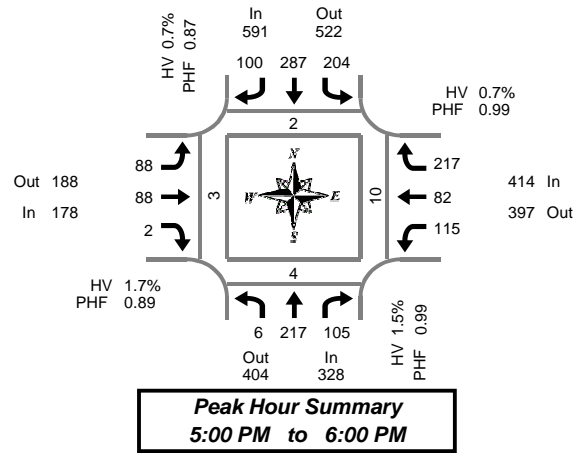
Approach	PHF	HV%	Volume
EB	0.89	0.9%	349
WB	0.97	1.8%	547
NB	0.84	1.1%	528
SB	0.92	1.5%	972
<b>Intersection</b>	<b>0.94</b>	<b>1.4%</b>	<b>2,396</b>

Count Period: 4:00 PM to 6:00 PM

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## Plaza Way & W Tietan Way

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

### 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Plaza Way				Southbound Plaza Way				Eastbound W Tietan Way				Westbound W Tietan Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	2	56	22	0	48	66	26	0	22	15	4	0	36	12	50	0	359	0	2	0	0
4:15 PM	0	43	32	0	48	72	29	0	23	19	1	0	32	22	54	1	375	1	3	0	2
4:30 PM	0	57	26	0	39	68	19	0	25	17	5	0	34	17	55	0	362	0	2	3	1
4:45 PM	3	63	13	1	40	72	17	0	18	17	1	0	30	22	52	0	348	1	2	0	2
5:00 PM	0	51	32	0	53	88	28	0	33	15	2	0	31	15	58	0	406	1	1	0	2
5:15 PM	3	56	22	0	54	81	33	0	16	23	0	0	27	22	55	0	392	1	2	5	1
5:30 PM	2	54	25	0	47	59	20	1	17	29	0	0	32	23	50	0	358	0	1	2	0
5:45 PM	1	56	26	0	50	59	19	0	22	21	0	0	25	22	54	0	355	0	0	3	0
Total Survey	11	436	198	1	379	565	191	1	176	156	13	0	247	155	428	1	2,955	4	13	13	8

### Peak Hour Summary

5:00 PM to 6:00 PM

By Approach	Northbound Plaza Way				Southbound Plaza Way				Eastbound W Tietan Way				Westbound W Tietan Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	328	404	732	0	591	522	1,113	1	178	188	366	0	414	397	811	0	1,511	2	4	10	3
%HV	1.5%				0.7%				1.7%				0.7%				1.0%				
PHF	0.99				0.87				0.89				0.99				0.93				

By Movement	Northbound Plaza Way				Southbound Plaza Way				Eastbound W Tietan Way				Westbound W Tietan Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	6	217	105	328	204	287	100	591	88	88	2	178	115	82	217	414	1,511
%HV	0.0%	2.3%	0.0%	1.5%	0.5%	0.3%	2.0%	0.7%	1.1%	2.3%	0.0%	1.7%	1.7%	0.0%	0.5%	0.7%	1.0%
PHF	0.50	0.97	0.82	0.99	0.94	0.82	0.76	0.87	0.67	0.76	0.25	0.89	0.90	0.89	0.94	0.99	0.93

### Rolling Hour Summary

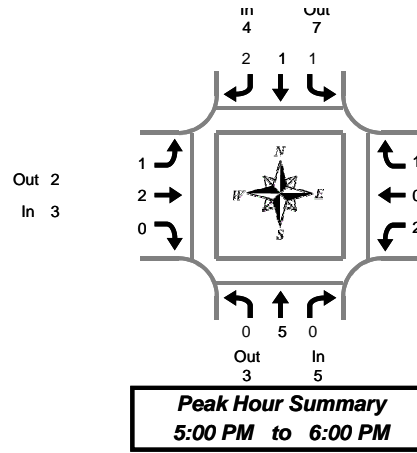
4:00 PM to 6:00 PM

Interval Start Time	Northbound Plaza Way				Southbound Plaza Way				Eastbound W Tietan Way				Westbound W Tietan Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	5	219	93	1	175	278	91	0	88	68	11	0	132	73	211	1	1,444	2	9	3	5
4:15 PM	3	214	103	1	180	300	93	0	99	68	9	0	127	76	219	1	1,491	3	8	3	7
4:30 PM	6	227	93	1	186	309	97	0	92	72	8	0	122	76	220	0	1,508	3	7	8	6
4:45 PM	8	224	92	1	194	300	98	1	84	84	3	0	120	82	215	0	1,504	3	6	7	5
5:00 PM	6	217	105	0	204	287	100	1	88	88	2	0	115	82	217	0	1,511	2	4	10	3

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



## Plaza Way & W Tietan Way

Thursday, February 26, 2015  
4:00 PM to 6:00 PM

**Peak Hour Summary**  
5:00 PM to 6:00 PM

### Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Plaza Way				Southbound Plaza Way				Eastbound W Tietan Way				Westbound W Tietan Way				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
4:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	1	1	0	2	0	2	0	1	0	1	0	0	1	1	1	5
4:45 PM	0	1	1	2	0	1	1	2	1	0	0	1	0	1	1	2	2	7
5:00 PM	0	3	0	3	1	0	0	1	0	1	0	1	1	0	0	1	1	6
5:15 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	1	0	0	1	1	1	0	0	1	1	0	1	2	2	5
Total Survey	0	7	2	9	2	7	4	13	2	3	0	5	2	1	3	6	6	33

### Heavy Vehicle Peak Hour Summary

5:00 PM to 6:00 PM

By Approach	Northbound Plaza Way			Southbound Plaza Way			Eastbound W Tietan Way			Westbound W Tietan Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	3	8	4	7	11	3	2	5	3	3	6	15
PHF	0.21			0.13			0.25			0.19			0.21

By Movement	Northbound Plaza Way				Southbound Plaza Way				Eastbound W Tietan Way				Westbound W Tietan Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	5	0	5	1	1	2	4	1	2	0	3	2	0	1	3	15
PHF	0.00	0.25	0.00	0.21	0.25	0.04	0.25	0.13	0.25	0.25	0.00	0.25	0.50	0.00	0.13	0.19	0.21

### Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Plaza Way				Southbound Plaza Way				Eastbound W Tietan Way				Westbound W Tietan Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	2	2	4	1	6	2	9	1	1	0	2	0	1	2	3	18
4:15 PM	0	4	2	6	1	6	2	9	1	2	0	3	1	1	2	4	22
4:30 PM	0	5	2	7	1	4	2	7	1	2	0	3	1	1	2	4	21
4:45 PM	0	5	1	6	1	2	2	5	1	2	0	3	1	1	1	3	17
5:00 PM	0	5	0	5	1	1	2	4	1	2	0	3	2	0	1	3	15

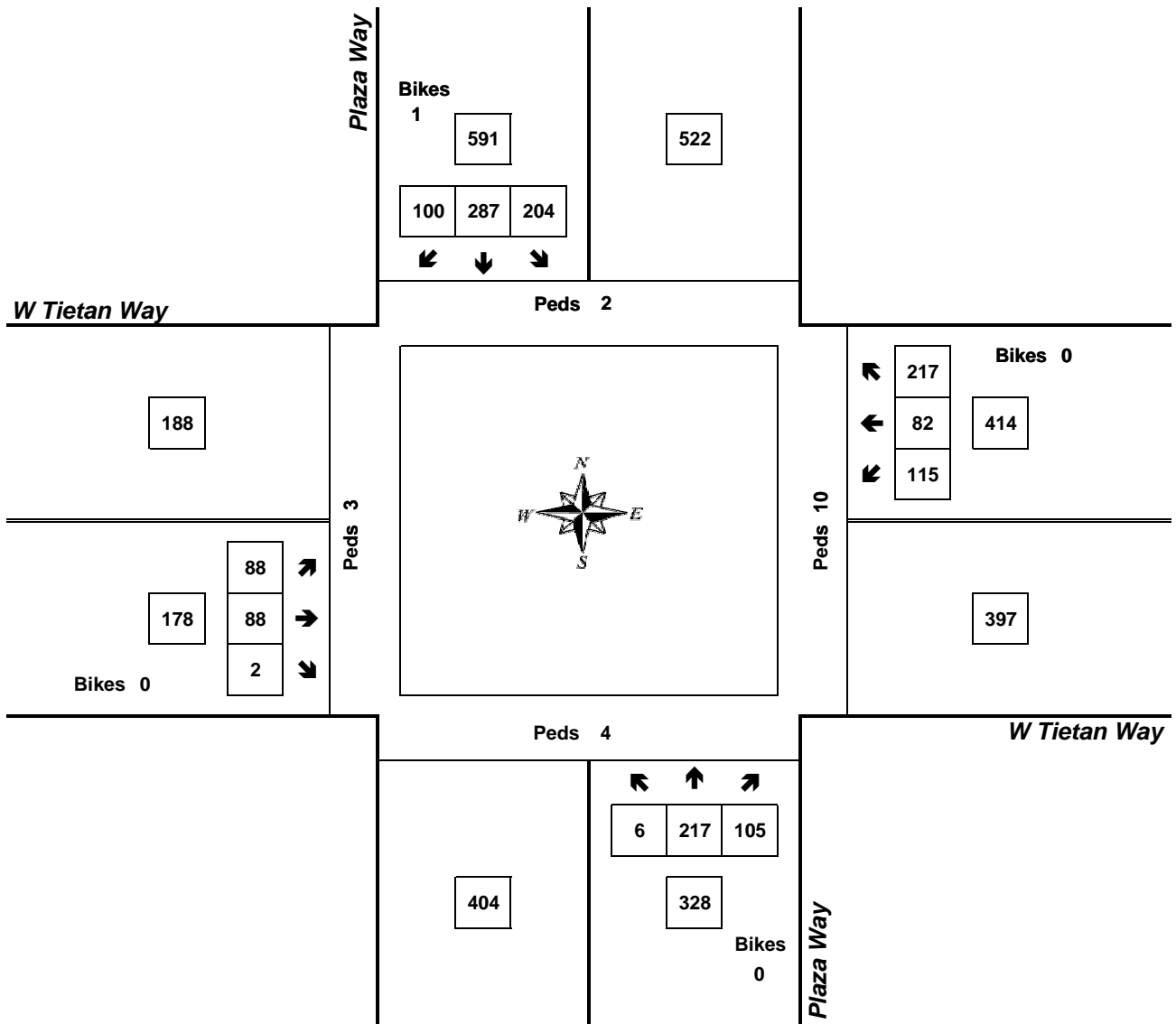
# Peak Hour Summary



Clay Carney  
(503) 833-2740

## Plaza Way & W Tietan Way

5:00 PM to 6:00 PM  
Thursday, February 26, 2015



Approach	PHF	HV%	Volume
EB	0.89	1.7%	178
WB	0.99	0.7%	414
NB	0.99	1.5%	328
SB	0.87	0.7%	591
<b>Intersection</b>	<b>0.93</b>	<b>1.0%</b>	<b>1,511</b>

Count Period: 4:00 PM to 6:00 PM



Data Provided by K-D-N.com 503-594-4224	
Study Name	<b>Howard at Chestnut</b>
Location	46.058579 - -118.325167
Start Date	11/1/2016
Start Time	4:00PM
Key Data Summary	
Peak Hour Start	4:45PM
Peak 15 Min Start	5:10PM
PHF (15-Min Int)	0.87

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
69	213	16	10	248	61	50	107	116	5	54	13	369	276	184	133	298	319	273	72

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
0.0%	0.5%	0.0%	0.0%	0.4%	0.0%	0.0	0.0%	0.9%	0.0%	1.8%	0.0%	0.5%	0.4%	0.5%	0.0%	0.3%	0.3%	0.4%	1.4%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
0	1	0	0

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLleft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt
0	0	0	0	0	0	0	0	0	0	1	0

Start	Northbound				Southbound				Eastbound				Westbound			
	Howard				Howard				Chestnut				Chestnut			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	1	19	1	0	0	16	4	0	3	11	4	0	0	5	0	0
4:05PM	3	12	1	0	0	9	10	0	5	6	10	0	1	4	0	0
4:10PM	2	11	2	0	0	29	1	0	1	9	4	0	0	7	1	0
4:15PM	1	21	0	0	0	19	4	0	3	3	12	0	0	8	1	0
4:20PM	5	22	0	0	0	15	2	0	1	5	11	0	0	2	1	0
4:25PM	2	19	4	0	0	17	7	0	3	10	9	0	0	5	0	0
4:30PM	8	13	1	0	0	32	1	0	2	9	6	0	0	3	0	0
4:35PM	5	23	1	0	0	24	5	0	3	6	7	0	1	4	0	0
4:40PM	8	16	1	0	0	19	6	0	3	7	7	0	0	8	0	0
4:45PM	10	21	1	0	2	13	5	0	4	10	6	0	1	2	0	0
4:50PM	6	17	1	0	0	16	6	0	4	12	5	0	0	2	2	0
4:55PM	7	17	2	0	1	12	4	0	7	7	14	0	0	2	0	0
5:00PM	6	15	0	0	1	16	5	0	6	9	7	0	0	3	1	0
5:05PM	0	13	0	0	2	28	8	0	3	11	7	0	0	9	0	0
5:10PM	6	21	1	0	0	25	2	0	2	14	18	0	2	8	0	0
5:15PM	4	15	0	0	1	27	5	0	7	6	9	0	0	2	0	0
5:20PM	8	22	5	0	2	27	5	0	2	10	10	0	0	10	2	0
5:25PM	2	23	2	0	0	25	7	0	4	4	14	0	0	3	0	0
5:30PM	10	11	1	0	0	16	8	0	3	8	8	0	1	4	0	0
5:35PM	6	22	2	0	0	23	2	0	5	9	10	0	1	3	2	0
5:40PM	4	16	1	0	1	20	4	0	3	7	8	0	0	6	6	0
5:45PM	6	23	0	0	1	16	6	0	2	5	8	0	0	5	1	0
5:50PM	7	19	1	0	1	17	1	0	2	10	6	0	0	8	0	0
5:55PM	5	10	4	0	0	18	5	0	1	2	3	0	0	6	0	0

Start	Northbound				Southbound				Eastbound				Westbound			
	Howard				Howard				Chestnut				Chestnut			

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	Howard				Howard				Chestnut				Chestnut			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	1	19	1	0	0	16	4	0	3	11	4	0	0	5	0	0
4:05PM	2	12	1	0	0	9	10	0	5	6	10	0	1	4	0	0
4:10PM	1	11	2	0	0	29	1	0	1	9	4	0	0	7	1	0
4:15PM	1	21	0	0	0	19	4	0	3	3	12	0	0	8	1	0
4:20PM	5	22	0	0	0	15	2	0	1	5	11	0	0	2	1	0
4:25PM	2	19	4	0	0	15	7	0	3	10	9	0	0	5	0	0
4:30PM	8	13	1	0	0	32	1	0	2	9	6	0	0	3	0	0
4:35PM	5	23	1	0	0	23	5	0	3	6	7	0	1	4	0	0
4:40PM	8	15	1	0	0	19	6	0	3	7	7	0	0	8	0	0
4:45PM	10	21	1	0	2	13	5	0	4	10	6	0	1	2	0	0
4:50PM	6	17	1	0	0	16	6	0	4	12	5	0	0	2	2	0
4:55PM	7	17	2	0	1	11	4	0	7	7	14	0	0	2	0	0
5:00PM	6	15	0	0	1	16	5	0	6	9	7	0	0	3	1	0
5:05PM	0	13	0	0	2	28	8	0	3	11	7	0	0	9	0	0
5:10PM	6	20	1	0	0	25	2	0	2	14	18	0	2	8	0	0
5:15PM	4	15	0	0	1	27	5	0	7	6	9	0	0	2	0	0
5:20PM	8	22	5	0	2	27	5	0	2	10	10	0	0	10	2	0
5:25PM	2	23	2	0	0	25	7	0	4	4	14	0	0	3	0	0
5:30PM	10	11	1	0	0	16	8	0	3	8	7	0	1	3	0	0
5:35PM	6	22	2	0	0	23	2	0	5	9	10	0	1	3	2	0
5:40PM	4	16	1	0	1	20	4	0	3	7	8	0	0	6	6	0
5:45PM	6	23	0	0	1	16	6	0	2	5	8	0	0	5	1	0
5:50PM	7	19	1	0	1	17	1	0	2	10	6	0	0	8	0	0
5:55PM	5	10	4	0	0	18	5	0	1	2	3	0	0	6	0	0

Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	Howard				Howard				Chestnut				Chestnut			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:40PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	1	0
4:10PM	0	0	0	0
4:15PM	0	0	1	1
4:20PM	0	0	0	0
4:25PM	0	0	0	0
4:30PM	0	0	0	0
4:35PM	0	1	1	0
4:40PM	0	1	0	0
4:45PM	0	0	0	0
4:50PM	0	0	0	0
4:55PM	0	0	0	0
5:00PM	0	0	0	0
5:05PM	0	0	0	0
5:10PM	0	1	0	0
5:15PM	0	0	0	0
5:20PM	0	0	0	0
5:25PM	0	0	0	0
5:30PM	0	0	0	0
5:35PM	0	0	0	0
5:40PM	0	0	0	0
5:45PM	0	0	0	0
5:50PM	0	0	0	0
5:55PM	0	0	0	0





# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
4:00PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
5:20PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	Cottonwood				Howard				Prospect				Reser			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	2	8	2	0	4	10	5	0	3	11	0	0	6	5	2	0
4:05PM	2	8	2	0	1	7	7	0	1	8	0	0	5	4	1	0
4:10PM	1	3	1	0	1	9	2	0	3	9	3	0	1	8	1	0
4:15PM	0	4	2	0	3	8	8	0	10	10	0	0	4	10	2	0
4:20PM	1	4	5	0	0	11	5	0	6	8	0	0	6	8	1	0
4:25PM	2	3	3	0	3	5	4	0	3	6	4	0	3	8	1	0
4:30PM	0	1	3	0	2	5	5	0	4	9	5	0	1	11	2	0
4:35PM	1	4	2	0	4	8	4	0	8	11	2	0	2	10	1	0
4:40PM	0	11	4	0	2	9	4	0	4	6	2	0	3	11	3	0
4:45PM	0	5	2	0	4	16	9	0	2	7	2	0	7	6	0	0
4:50PM	0	8	4	0	3	11	5	0	5	11	2	0	1	8	0	0
4:55PM	0	7	2	0	3	7	6	0	5	8	2	0	2	8	1	0
5:00PM	3	2	1	0	1	11	6	0	3	10	2	0	1	6	3	0
5:05PM	2	6	3	0	3	22	3	0	5	10	3	0	3	9	0	0
5:10PM	0	4	3	0	7	17	9	0	3	7	1	0	4	8	1	0
5:15PM	1	7	2	0	4	17	8	0	3	7	2	0	4	7	6	0
5:20PM	0	8	0	0	3	11	7	0	3	5	2	0	5	9	3	0
5:25PM	1	3	1	0	2	9	3	0	3	10	4	0	2	8	0	0
5:30PM	0	7	2	0	7	12	3	0	4	12	3	0	2	11	4	0
5:35PM	0	3	2	0	7	17	4	0	5	10	1	0	4	8	4	0
5:40PM	4	7	4	0	6	4	7	0	5	12	2	0	4	14	5	0
5:45PM	1	8	1	0	1	5	2	0	2	4	4	0	3	12	3	0
5:50PM	1	9	1	0	1	11	4	0	4	7	3	0	5	3	4	0
5:55PM	3	9	3	0	4	11	4	0	2	8	1	0	3	15	2	0

Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	Cottonwood				Howard				Prospect				Reser			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:15PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:20PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	0	0
4:10PM	0	0	0	0
4:15PM	0	0	0	0
4:20PM	0	0	0	1
4:25PM	0	0	0	0
4:30PM	0	0	0	0
4:35PM	0	0	4	1
4:40PM	0	0	0	0
4:45PM	0	0	2	0
4:50PM	0	0	0	0
4:55PM	0	0	0	0
5:00PM	0	0	0	0
5:05PM	0	0	0	1
5:10PM	0	0	0	2
5:15PM	0	0	0	0
5:20PM	0	0	0	0
5:25PM	0	0	0	0
5:30PM	0	0	0	0
5:35PM	0	0	0	0
5:40PM	0	0	0	0
5:45PM	0	0	0	1
5:50PM	0	0	0	0
5:55PM	0	0	1	0



Data Provided by K-D-N.com 503-594-4224

Study Name	<b>Plaza at Prospect</b>
Location	46.03613 - -118.34469
Start Date	11/2/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:45PM
Peak 15 Min Start	4:45PM
PHF (15-Min Int)	0.95

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
12	62	88	50	97	34	28	72	4	85	98	38	186	128	144	210	162	181	104	221

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
0.0%	4.8%	0.0%	0.0%	4.1%	0.0%	0.0	1.4%	0.0%	1.2%	1.0%	0.0%	2.7%	2.3%	0.7%	0.5%	1.9%	2.2%	1.0%	0.9%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
0	1	0	0

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRT
0	0	0	0	0	0	0	0	0	0	1	0

**All Vehicle Volumes**

Start	Northbound				Southbound				Eastbound				Westbound			
	Plaza				Plaza				Taumaron				Prospect			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	7	5	0	2	7	5	0	2	6	0	0	3	5	1	0
4:05PM	1	6	9	0	2	10	4	0	5	6	0	0	4	6	0	0
4:10PM	0	5	2	0	2	6	4	0	3	5	0	0	5	5	6	0
4:15PM	0	4	10	0	2	11	8	0	2	9	1	0	10	6	3	0
4:20PM	0	6	3	0	3	5	2	0	3	7	1	0	5	7	4	0
4:25PM	0	7	5	0	1	3	1	0	2	8	0	0	4	9	1	0
4:30PM	0	7	10	0	2	5	3	0	1	11	0	0	11	9	4	0
4:35PM	1	8	3	0	6	6	1	0	2	5	0	0	6	8	2	0
4:40PM	2	7	5	0	3	11	4	0	1	4	0	0	7	6	1	0
4:45PM	1	4	11	0	3	8	4	0	5	4	0	0	7	7	5	0
4:50PM	1	8	6	0	6	16	3	0	2	6	0	0	7	8	4	0
4:55PM	1	2	8	0	2	7	3	0	0	5	1	0	8	12	0	0
5:00PM	3	2	6	0	5	6	0	0	2	7	0	0	5	10	1	0
5:05PM	0	5	12	0	2	5	3	0	6	5	0	0	5	10	4	0
5:10PM	2	3	4	0	4	14	3	0	1	6	0	0	5	10	4	0
5:15PM	0	6	7	0	4	10	3	0	1	4	0	0	15	5	4	0
5:20PM	1	5	7	0	2	6	6	0	0	5	0	0	10	9	4	0
5:25PM	2	6	7	0	6	5	1	0	3	7	1	0	4	7	4	0
5:30PM	0	8	6	0	6	3	6	0	2	12	1	0	11	5	3	0
5:35PM	0	7	3	0	8	8	1	0	3	7	0	0	4	7	2	0
5:40PM	1	6	11	0	2	9	1	0	3	4	1	0	4	8	3	0
5:45PM	0	6	3	0	2	4	4	0	3	8	1	0	8	8	2	0
5:50PM	1	6	7	0	2	2	1	0	3	6	0	0	4	7	1	0
5:55PM	1	4	7	0	2	4	3	0	3	2	0	0	4	10	0	0

**Bicycles on Road**

Start	Northbound				Southbound				Eastbound				Westbound			
	Plaza				Plaza				Taumaron				Prospect			

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	Plaza				Plaza				Taumarson				Prospect			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	7	5	0	2	7	5	0	2	6	0	0	3	5	1	0
4:05PM	1	6	9	0	2	10	4	0	5	5	0	0	4	6	0	0
4:10PM	0	5	2	0	2	6	4	0	3	5	0	0	5	5	6	0
4:15PM	0	4	9	0	2	11	8	0	2	9	1	0	9	6	3	0
4:20PM	0	6	3	0	3	5	2	0	3	7	1	0	4	7	4	0
4:25PM	0	6	5	0	1	3	1	0	2	7	0	0	4	9	1	0
4:30PM	0	7	10	0	2	5	3	0	1	11	0	0	11	9	4	0
4:35PM	1	7	3	0	6	6	1	0	2	5	0	0	5	8	2	0
4:40PM	2	7	5	0	2	11	4	0	1	4	0	0	7	6	1	0
4:45PM	1	4	11	0	3	8	4	0	5	4	0	0	7	7	5	0
4:50PM	1	7	6	0	6	16	3	0	2	6	0	0	7	8	4	0
4:55PM	1	2	8	0	2	5	3	0	0	5	1	0	7	11	0	0
5:00PM	3	2	6	0	5	6	0	0	2	7	0	0	5	10	1	0
5:05PM	0	4	12	0	2	5	3	0	6	4	0	0	5	10	4	0
5:10PM	2	3	4	0	4	14	3	0	1	6	0	0	5	10	4	0
5:15PM	0	6	7	0	4	10	3	0	1	4	0	0	15	5	4	0
5:20PM	1	4	7	0	2	6	6	0	0	5	0	0	10	9	4	0
5:25PM	2	6	7	0	6	5	1	0	3	7	1	0	4	7	4	0
5:30PM	0	8	6	0	6	2	6	0	2	12	1	0	11	5	3	0
5:35PM	0	7	3	0	8	7	1	0	3	7	0	0	4	7	2	0
5:40PM	1	6	11	0	2	9	1	0	3	4	1	0	4	8	3	0
5:45PM	0	6	3	0	2	4	4	0	3	8	1	0	7	8	2	0
5:50PM	1	6	7	0	2	2	1	0	3	6	0	0	4	7	1	0
5:55PM	1	4	7	0	2	4	3	0	2	2	0	0	4	10	0	0

Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	Plaza				Plaza				Taumaron				Prospect			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:25PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:40PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	1	0
4:10PM	0	0	0	0
4:15PM	0	0	1	1
4:20PM	0	0	0	0
4:25PM	0	0	0	0
4:30PM	0	0	0	0
4:35PM	0	1	1	0
4:40PM	0	1	0	0
4:45PM	0	0	0	0
4:50PM	0	0	0	0
4:55PM	0	0	0	0
5:00PM	0	0	0	0
5:05PM	0	0	0	0
5:10PM	0	1	0	0
5:15PM	0	0	0	0
5:20PM	0	0	0	0
5:25PM	0	0	0	0
5:30PM	0	0	0	0
5:35PM	0	0	0	0
5:40PM	0	0	0	0
5:45PM	0	0	0	0
5:50PM	0	0	0	0
5:55PM	0	0	0	0



Data Provided by K-D-N.com 503-594-4224

Study Name	<b>3rd at Prospect</b>
Location	46.039096 - -118.335668
Start Date	11/2/2016
Start Time	4:00PM
<b>Key Data Summary</b>	
Peak Hour Start	4:45PM
Peak 15 Min Start	5:05PM
PHF (15-Min Int)	0.92

**PEAK-HOUR VOLUMES**

NBLeft	NBThru	NBRt	SBLLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
7	21	6	27	29	81	45	155	6	4	139	29	39	95	227	188	34	137	206	172

**PERCENT HEAVY VEHICLES**

NBLeft	NBThru	NBRt	SBLLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt	NBEnt	SBEnt	EBEnt	WBEnt	NBLeav	SBLeav	EBLeav	WBLeav
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0	0.0%	0.0%	0.0%	0.7%	3.4%	0.0%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	1.2%

**PHV- Pedestrians using Crosswalk**

NB	SB	EB	WB
3	0	0	1

**PEAK-HOUR VOLUMES- BICYCLES**

NBLeft	NBThru	NBRt	SBLLeft	SBThru	SBRt	EBLeft	EBThru	EBRt	WBLeft	WBThru	WBRt
0	0	0	0	0	0	0	4	0	0	0	0

**All Vehicle Volumes**

Start	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	3	2	0	3	0	3	0	3	8	0	0	1	7	2	0
4:05PM	0	1	0	0	2	1	2	0	4	8	0	0	1	7	2	0
4:10PM	2	1	3	0	5	3	3	0	2	11	0	0	0	11	2	0
4:15PM	1	3	0	0	3	1	6	0	3	16	1	0	0	12	3	0
4:20PM	2	1	0	0	2	0	2	0	4	10	1	0	2	13	4	0
4:25PM	0	1	0	0	5	1	4	0	3	12	0	0	1	8	6	0
4:30PM	0	3	1	0	1	2	7	0	3	17	1	0	0	15	0	0
4:35PM	0	2	1	0	6	0	5	0	6	12	0	0	1	13	1	0
4:40PM	0	1	0	0	1	5	8	0	2	12	1	0	0	13	2	0
4:45PM	1	3	0	0	3	2	3	0	3	14	2	0	0	10	1	0
4:50PM	2	1	1	0	2	0	5	0	4	13	2	0	1	16	3	0
4:55PM	1	2	1	0	2	1	5	0	3	10	0	0	0	10	2	0
5:00PM	0	1	1	0	1	3	5	0	3	13	0	0	0	9	2	0
5:05PM	0	2	0	0	2	3	12	0	7	14	1	0	0	8	2	0
5:10PM	0	1	0	0	2	3	10	0	1	12	0	0	1	13	3	0
5:15PM	1	5	1	0	1	4	8	0	5	9	0	0	0	16	2	0
5:20PM	0	1	1	0	0	4	12	0	3	12	0	0	0	12	2	0
5:25PM	0	1	0	0	4	2	8	0	4	12	0	0	0	8	3	0
5:30PM	0	0	0	0	4	1	7	0	3	18	0	0	1	14	0	0
5:35PM	2	2	0	0	3	3	3	0	5	14	0	0	1	12	3	0
5:40PM	0	2	1	0	3	3	3	0	4	14	1	0	0	11	6	0
5:45PM	0	1	0	0	4	0	3	0	5	6	1	0	0	16	5	0
5:50PM	0	2	0	0	3	1	7	0	2	10	0	0	0	8	0	0
5:55PM	0	0	0	0	2	4	3	0	2	9	0	0	0	12	2	0

Start	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
3rd					3rd				Prospect				Prospect			

# K-D-N

KEY DATA NETWORK

Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lights

	Northbound				Southbound				Eastbound				Westbound			
Start	3rd				3rd				Prospect				Prospect			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	3	2	0	3	0	3	0	3	8	0	0	1	7	2	0
4:05PM	0	1	0	0	2	1	2	0	4	7	0	0	1	7	2	0
4:10PM	2	1	3	0	4	3	3	0	2	11	0	0	0	11	2	0
4:15PM	1	3	0	0	3	1	6	0	3	16	1	0	0	12	3	0
4:20PM	2	1	0	0	2	0	2	0	4	10	1	0	2	12	3	0
4:25PM	0	1	0	0	5	1	4	0	3	12	0	0	1	8	6	0
4:30PM	0	3	1	0	1	2	7	0	3	17	1	0	0	15	0	0
4:35PM	0	2	1	0	5	0	5	0	6	12	0	0	1	12	1	0
4:40PM	0	1	0	0	1	5	8	0	2	12	0	0	0	13	2	0
4:45PM	1	3	0	0	3	2	3	0	3	14	2	0	0	10	1	0
4:50PM	2	1	1	0	2	0	5	0	4	13	2	0	1	16	2	0
4:55PM	1	2	1	0	2	1	5	0	3	10	0	0	0	10	2	0
5:00PM	0	1	1	0	1	3	5	0	3	13	0	0	0	9	2	0
5:05PM	0	2	0	0	2	3	12	0	7	14	1	0	0	8	2	0
5:10PM	0	1	0	0	2	3	10	0	1	12	0	0	1	13	3	0
5:15PM	1	5	1	0	1	4	8	0	5	9	0	0	0	16	2	0
5:20PM	0	1	1	0	0	4	12	0	3	12	0	0	0	12	2	0
5:25PM	0	1	0	0	4	2	8	0	4	12	0	0	0	8	3	0
5:30PM	0	0	0	0	4	1	7	0	3	18	0	0	1	14	0	0
5:35PM	2	2	0	0	3	3	3	0	5	14	0	0	1	11	3	0
5:40PM	0	2	1	0	3	3	3	0	4	14	1	0	0	11	6	0
5:45PM	0	1	0	0	4	0	3	0	5	6	1	0	0	15	5	0
5:50PM	0	2	0	0	3	1	7	0	2	10	0	0	0	8	0	0
5:55PM	0	0	0	0	2	4	3	0	2	9	0	0	0	12	2	0

Other Vehicles																
	Northbound				Southbound				Eastbound				Westbound			
Start	3rd				3rd				Prospect				Prospect			
Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:10PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
4:40PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:40PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:50PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Crossing at Approach				
Time	NB	SB	EB	WB
4:00PM	0	0	0	0
4:05PM	0	0	0	0
4:10PM	0	0	0	0
4:15PM	0	0	0	0
4:20PM	0	0	0	0
4:25PM	0	0	0	0
4:30PM	0	2	0	0
4:35PM	0	2	0	0
4:40PM	0	0	0	0
4:45PM	0	0	0	0
4:50PM	0	0	0	0
4:55PM	0	0	0	0
5:00PM	0	0	0	0
5:05PM	0	0	0	0
5:10PM	1	0	0	0
5:15PM	1	0	0	0
5:20PM	1	0	0	0
5:25PM	0	0	0	0
5:30PM	0	0	0	0
5:35PM	0	0	0	1
5:40PM	0	0	0	0
5:45PM	0	0	0	0
5:50PM	0	0	2	1
5:55PM	0	0	0	0





Appendix D – LOS Discussion

## **TRAFFIC LEVELS OF SERVICE**

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of level of service has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Levels of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The Highway Capacity Manual provides level of service calculation methodology for both intersections and arterials<sup>1</sup>. The following two sections provide interpretations of the analysis approaches.

---

<sup>1</sup> *2000 Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2000, Chapter 16 and 17.

## UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The 2010 Highway Capacity Manual describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

### *Level-of-Service Criteria: Automobile Mode*

Control Delay (s/vehicle)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c > 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street.  
LOS is not calculated for major-street approaches or for the intersection as a whole

## SIGNALIZED INTERSECTIONS

For signalized intersections, level of service is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay (or signal delay) includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. In previous versions of this chapter of the HCM (1994 and earlier), delay included only stopped delay. As delay increases, the level of service decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control. The 2000 Highway Capacity Manual provides the basis for these calculations.

Level of Service	Delay (secs.)	Description
A	<10.00	<b>Free Flow/Insignificant Delays:</b> No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.
B	10.1-20.0	<b>Stable Operation/Minimal Delays:</b> An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. This level generally occurs with good progression, short cycle lengths, or both.
C	20.1-35.0	<b>Stable Operation/Acceptable Delays:</b> Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, and the number of vehicles stopping is significant.
D	35.1-55.0	<b>Approaching Unstable/Tolerable Delays:</b> The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. The proportion of vehicles not stopping declines, and individual cycle failures are noticeable.
E	55.1-80.0	<b>Unstable Operation/Significant Delays:</b> Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
F	>80.0	<b>Forced Flow/Excessive Delays:</b> Represents jammed conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity, and is considered to be unacceptable to most drivers. Poor progression, long cycle lengths, and v/c ratios approaching 1.0 may contribute to these high delay levels.

---

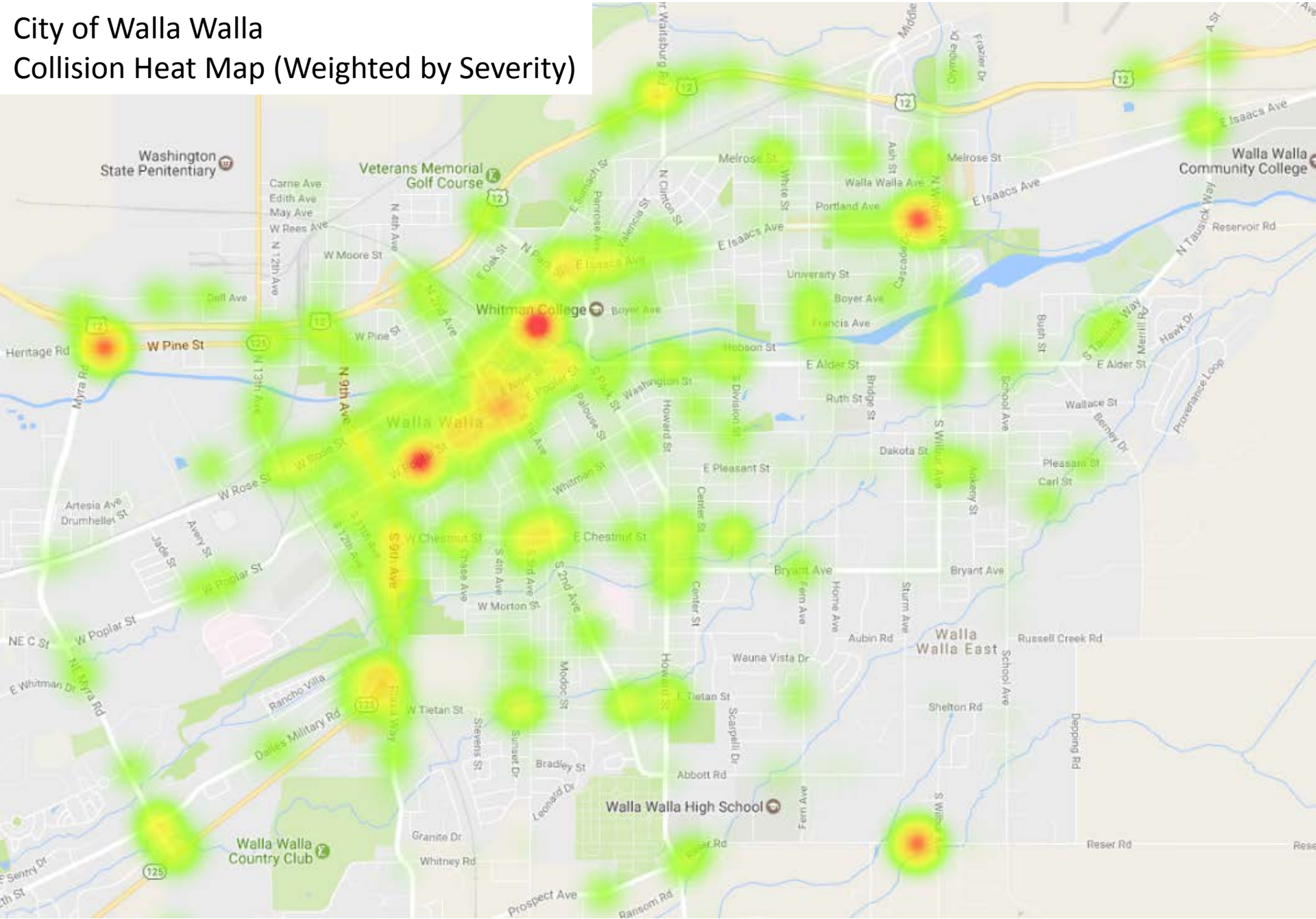
Source: *2000 Highway Capacity Manual*, Transportation Research Board, Washington D.C.



Appendix E – Collisions Data



# City of Walla Walla Collision Heat Map (Weighted by Severity)



Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
3323929	BUSH ST	2011	Unknown	Fixed Object	At Intersection and Related	Raining	Wet	Dark-No Street Lights
E130783	W ALDER ST	2011	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3363495	12	2011	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Daylight
E102329	E MAIN ST	2011	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E102330	W MAPLE ST	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E086679	125	2011	Evident Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
3363553	12	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E119322	125	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E094334	12	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3363557	125SP125SP	2011	No Injury	Fixed Object	Circulating Roundabout	Raining	Wet	Daylight
3321100	CATHERINE ST	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E145216	NE MYRA RD	2011	No Injury	Fixed Object	Entering Roundabout	Fog or Smog or Smoke	Ice	Dark-Street Lights On
E093369	N BLUE ST	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Ice	Dark-Street Lights Off
3324012	S 1 AV	2011	No Injury	Fixed Object	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E096003	52400	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E092540	012S133925	2011	Possible Injury	Fixed Object	Intersection Related but Not at Intersection	Overcast	Dry	Dark-Street Lights On
E093283	012R133562	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323851	125	2011	No Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
3363449	12	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E145341	12	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E114851	125	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E114583	125	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E116786	125	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320922	125	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E127497	125	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323870	125	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E131173	125	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Wet	Daylight
E132507	125	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323533	125	2011	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E135254	125	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E142940	125	2011	Possible Injury	Angle	At Driveway	Overcast	Ice	Dark-Street Lights On
E124062	125SP125SP	2011	No Injury	Angle	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
3323769	125	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323765	125	2011	No Injury	Angle	At Intersection and Related	Snowing	Wet	Daylight
3323863	125	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E095487	125	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
3323748	BOYER AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323628	CAYUSE ST	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E117941	CENTER ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E107059	DALLES MILITARY RD	2011	No Injury	Angle	At Driveway	Overcast	Dry	Daylight
E097271	E ALDER ST	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E096760	E ALDER ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320991	E ALDER ST	2011	Evident Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E101097	E ALDER ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323860	E ALDER ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323861	E ALDER ST	2011	No Injury	Angle	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E122416	E ALDER ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E136119	E ALDER ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E144099	E ALDER ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E101708	E CHERRY ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Unknown
E142411	E CHERRY ST	2011	No Injury	Angle	At Intersection and Related	Overcast	Snow/Slush	Daylight
E089112	E ISAACS AVE	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight



Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E108428	E ISAACS AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3323531	E ISAACS AVE	2011	Unknown	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323603	E ISAACS AVE	2011	Possible Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E134298	E ISAACS AVE	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E141765	E ISAACS AVE	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E145219	E ISAACS AVE	2011	Possible Injury	Angle	At Driveway	Overcast	Dry	Daylight
3323858	E MAIN ST	2011	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E112370	E MAIN ST	2011	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E124061	E MAIN ST	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323759	E POPLAR ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323740	E POPLAR ST	2011	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E093969	E POPLAR ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E095695	E POPLAR ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E137433	E POPLAR ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E092075	E SUMACH ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323914	E SUMACH ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E086775	EASTGATE ST	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Ice	Daylight
E116784	FERN AV	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323637	FIGUEROA ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E091603	12	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E092541	12	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E122353	12	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E140314	J ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320816	MELROSE ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3466957	MELROSE ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3321098	MODOC ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E131638	N 13 AV	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323980	N 13TH AVE	2011	No Injury	Angle	At Intersection and Related	Overcast	Ice	Daylight
E098430	N 5TH AVE	2011	Possible Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E121470	N 5 AV	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E096250	N 9TH AVE	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323959	N CLINTON ST	2011	Possible Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight
3320812	N DIVISION ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
3323962	N PALOUSE ST	2011	No Injury	Angle	At Driveway	Raining	Wet	Dark-Street Lights On
3323641	N ROOSEVELT ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E145213	125	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3321299	NE MYRA RD	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3324002	PENROSE AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E108731	PLAZA WAY	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E109192	PLAZA WAY	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E137429	PLAZA WY	2011	Possible Injury	Angle	At Driveway within Major Intersection	Raining	Wet	Dark-Street Lights On
E135227	PLAZA WAY	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3054800	125	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E118630	PLEASANT ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323580	PORTLAND AVE	2011	Possible Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
3324015	S 10TH AVE	2011	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E115616	S 11TH AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E095081	S 12TH AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E089913	S 1ST AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323768	S 1ST AVE	2011	No Injury	Angle	At Intersection and Related	Raining	Wet	Dark-Street Lights On
3055011	S 1ST AVE	2011	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E130129	S 1ST AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E135594	NEWELL ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320923	S 2ND AVE	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E132511	S 2ND AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E140150	S 2ND AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E091960	S 3RD AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E112543	S 3RD AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3324025	S 3RD AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E134296	S 3RD AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E141764	S 3RD AVE	2011	No Injury	Angle	At Intersection and Related	Snowing	Ice	Daylight
E146284	S 3RD AVE	2011	Evident Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
3055013	S 3RD AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3055004	S 4TH AVE	2011	No Injury	Angle	At Intersection and Related	Overcast	Wet	Daylight
E127924	S 4 AV	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E111259	S 5TH AVE	2011	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
3321418	S DIVISION ST	2011	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
3320748	S DIVISION ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E127925	S DIVISION ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E141763	S HOWARD ST	2011	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E108876	S PARK ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E131976	S PARK ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323766	S SPOKANE ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320817	S WILBUR AVE	2011	Possible Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E104564	S WILBUR AVE	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320917	SCHOOL AVE	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E087460	TAUSICK WAY	2011	No Injury	Angle	At Driveway	Overcast	Dry	Unknown
3323741	TAUSICK WAY	2011	Possible Injury	Angle	At Driveway	Raining	Wet	Daylight
E112987	W ALDER ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E131228	W ALDER ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E130780	W ALDER ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323772	W BIRCH ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320762	W CHERRY ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323883	W CHERRY ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323837	W CHESTNUT ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323601	W CHESTNUT ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E131393	W CHESTNUT ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E116782	W MAIN ST	2011	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E087459	W POPLAR ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Dusk
E088961	W POPLAR ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
3323776	W POPLAR ST	2011	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E089570	W POPLAR ST	2011	No Injury	Angle	At Intersection and Related	Raining	Dry	Daylight
E095285	W POPLAR ST	2011	No Injury	Angle	At Intersection and Related	Raining	Wet	Dark-Street Lights On
3323841	W POPLAR ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3324017	W POPLAR ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E125736	W PROSPECT RD	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E086132	W ROSE ST	2011	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3320997	W ROSE ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3158431	W ROSE ST	2011	No Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E130779	W ROSE ST	2011	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E139622	W ROSE ST	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323901	W TIETAN ST	2011	Possible Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
2515103	WALLA WALLA AVE	2011	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3363445	12	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E145214	E ROSE ST	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E143763	PORTLAND AVE	2011	Unknown	Fixed Object	Not at Intersection and Not Related	Fog or Smog or Smoke	Ice	Daylight
E116530	S 7TH AVE	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E105441	S DIVISION ST	2011	Possible Injury	Fixed Object	At Intersection and Related	Raining	Wet	Daylight
E087976	95710	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E142183	125	2011	No Injury	Other	At Intersection and Not Related	Fog or Smog or Smoke	Dry	Dark-Street Lights On
E140538	S 2ND AVE	2011	Possible Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E133149	W POPLAR ST	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323742	PLEASANT ST	2011	No Injury	Head-on	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E137431	125	2011	No Injury	Turning	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E104567	PLAZA WAY	2011	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3363531	12	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3055008	012LX33652	2011	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323836	125	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320974	125	2011	No Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
3323882	E ALDER ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323626	E ALDER ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E125256	E ALDER ST	2011	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3324014	E ALDER ST	2011	No Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
3323978	E ALDER ST	2011	No Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
E095080	E ISAACS AVE	2011	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E096545	E ISAACS AVE	2011	Possible Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
3321297	E ISAACS AVE	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323579	E ISAACS AVE	2011	No Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
E137635	E POPLAR ST	2011	No Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
3323826	E TIETAN ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323880	MALCOLM ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E118626	N 2ND AVE	2011	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323866	N PALOUSE ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E133917	S 2 AV	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320992	S CLINTON ST	2011	Evident Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3320763	S DIVISION ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E108733	S PALOUSE ST	2011	Evident Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E090092	SE MYRA RD	2011	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E086897	W CHESTNUT ST	2011	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
3323834	S 4 AVE	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323529	W PINE ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3321298	S 12TH AVE	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E088600	W ROSE ST	2011	No Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
3321420	W ROSE ST	2011	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3321422	W ROSE ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3321424	W TIETAN ST	2011	Evident Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
3323527	12	2011	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E134297	E POPLAR ST	2011	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E093035	28400	2011	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Snow/Slush	Daylight
E132510	N 9TH AVE	2011	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3403459	NE C ST	2011	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E114582	S 12TH AVE	2011	No Injury	Other	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E092635	S HOWARD ST	2011	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E112799	S WILBUR AVE	2011	No Injury	Other	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E128220	S WILBUR AVE	2011	No Injury	Other	At Intersection and Related	Unknown	Unknown	Dusk
E116785	STANTON ST	2011	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E108323	12	2011	No Injury	Other	Not at Intersection and Not Related	Overcast	Dry	Daylight
E126283	W POPLAR ST	2011	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E096251	WITHVA ST	2011	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E112540	125	2011	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E108875	125	2011	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E131792	E POPLAR ST	2011	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E105439	N 2ND AVE	2011	Possible Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E123298	N 2ND AVE	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E132508	S 2ND AVE	2011	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3320818	S 3RD AVE	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320996	S WILBUR AVE	2011	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E091238	125	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E107128	125	2011	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E135808	TAUSICK WAY	2011	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E091656	W CHESTNUT ST	2011	No Injury	Rear-end	Not at Intersection and Not Related	Overcast	Dry	Dusk
E121835	W TIETAN ST	2011	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
3323924	125	2011	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E131793	125	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323754	125	2011	No Injury	Sideswipe	At Intersection and Related	Raining	Wet	Daylight
3323859	E ISAACS AVE	2011	No Injury	Sideswipe	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323552	E ISAACS AVE	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E088599	E POPLAR ST	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
3321223	NE MYRA RD	2011	No Injury	Sideswipe	At Intersection and Not Related	Raining	Dry	Daylight
E139290	PLAZA WAY	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3320925	E ALDER ST	2011	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E086895	S WILBUR AVE	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
E093371	125	2011	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323758	125	2011	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3506228	W ROSE ST	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323832	125	2011	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E118628	125	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E121834	125	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323867	125	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E126282	125	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E141466	125	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E145217	125	2011	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E096364	125	2011	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
3323869	ABBOTT RD	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E090192	DALLES MILITARY RD	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320975	125	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320987	DALLES MILITARY RD	2011	Evident Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E101707	DALLES MILITARY RD	2011	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E108339	DALLES MILITARY RD	2011	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E137432	DALLES MILITARY RD	2011	No Injury	Rear-end	Driveway Related but Not at Driveway	Overcast	Dry	Daylight
E100164	E ALDER ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E104566	E ALDER ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323839	E ALDER ST	2011	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323632	E ALDER ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323976	E BIRCH ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E121469	E CHESTNUT ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E097505	E ISAACS AVE	2011	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E108427	E ISAACS AVE	2011	No Injury	Rear-end	Intersection Related but Not at Intersection	Overcast	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
3320920	E ISAACS AVE	2011	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E142944	E ISAACS AVE	2011	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Dusk
3321000	E MAIN ST	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E103391	E MAIN ST	2011	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
3323906	E MAIN ST	2011	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E085788	64700	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323767	FERN AVE	2011	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
3158663	FERN AVE	2011	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
E124107	95630	2011	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323764	NE MYRA RD	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E132505	N 2ND AVE	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E134214	N 2ND AVE	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323627	N PALOUSE ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323751	N ROOSEVELT ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323775	N WILBUR AVE	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E135809	012P133621	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E134365	125	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E135228	NE MYRA RD	2011	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E143770	NE MYRA RD	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E142557	PAINE ST	2011	No Injury	Rear-end	At Intersection and Related	Snowing	Ice	Daylight
3323583	PENROSE AVE	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323638	PLAZA WAY	2011	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323602	PLAZA WAY	2011	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E136121	PLAZA WAY	2011	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
3324022	PLEASANT ST	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E135396	95520	2011	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323744	125	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323756	S 2ND AVE	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320994	S 2ND AVE	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323853	S 2ND AVE	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320750	S 2ND AVE	2011	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323576	S 2ND AVE	2011	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323532	S 2ND AVE	2011	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323631	S 2ND AVE	2011	No Injury	Rear-end	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E138191	125	2011	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E097403	S ROOSEVELT ST	2011	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E105442	S WILBUR AVE	2011	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E090883	SE MYRA RD	2011	Evident Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E124041	125	2011	Evident Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E124040	125	2011	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E112986	TAUSICK WAY	2011	Possible Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323584	W ALDER ST	2011	No Injury	Rear-end	At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight
E112800	W CHESTNUT ST	2011	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E130781	W CHESTNUT ST	2011	Possible Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E141307	W CHESTNUT ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320989	W PINE ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E131508	W PINE ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323779	W POPLAR ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
3323770	W POPLAR ST	2011	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E108340	W POPLAR ST	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323881	W POPLAR ST	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E122861	W POPLAR ST	2011	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E133150	W POPLAR ST	2011	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E140537	W POPLAR ST	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323915	W ROSE ST	2011	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E112542	W ROSE ST	2011	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E132509	W ROSE ST	2011	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
3323864	W TIETAN ST	2011	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3321421	125	2011	No Injury	Sideswipe	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3158797	55700	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323857	HOBSON ST	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Raining	Wet	Daylight
2366822	S 2ND AVE	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
3320998	WHITMAN ST	2011	No Injury	Sideswipe	Not at Intersection and Not Related	Overcast	Dry	Daylight
E098033	CHASE AVE	2011	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E115208	125	2011	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3403399	NE C ST	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E091959	PLAZA WAY	2011	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Wet	Daylight
3323904	PLAZA WAY	2011	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E114210	S 2ND AVE	2011	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E103075	95710	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E120998	S WILBUR AVE	2011	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E133842	12	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E107082	PLEASANT ST	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E118624	BOYER AV	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323922	E MAIN ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E118625	E MAIN ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323578	E MAIN ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3055012	E MAIN ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E131975	JUNIPER ST	2011	No Injury	Parked	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
3323762	N WILBUR AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Overcast	Wet	Dusk
3323862	N WILBUR AVE	2011	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3320820	ORCHARD ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323977	S 11TH AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E139289	S 1ST AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E085940	S SPOKANE ST	2011	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3320982	UNIVERSITY ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E114979	ALDER ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E127926	W CHESTNUT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3320761	W MAIN ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E119321	W MAIN ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323537	125SP125SP	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3158661	55700	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3320921	BAKER ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E102331	BOYER AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3323960	CARRIE AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E114850	CASCADE DR	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323952	CATHERINE ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E135595	CATHERINE ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E101706	CHASE AVE	2011	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E126281	CRESCENT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E111193	DALLES MILITARY RD	2011	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E092477	E ALDER ST	2011	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
3323802	E ALDER ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E141308	E BIRCH ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
3323747	E CHERRY ST	2011	No Injury	Parked	At Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E086896	E CHESTNUT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E097270	E CHESTNUT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E100137	E CHESTNUT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E100980	E CHESTNUT ST	2011	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E126581	E CHESTNUT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3324016	E CHESTNUT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3324004	E MAPLE ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E090885	E SUMACH ST	2011	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights
3387103	E SUMACH ST	2011	No Injury	Parked	At Intersection and Related	Raining	Wet	Dark-Street Lights On
3324005	E SUMACH ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3324011	E SUMACH ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323536	EAGAN ST	2011	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E124633	EVERGREEN ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E135253	FERN AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E090453	FRANCIS AVE	2011	Evident Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights
3323807	FRANCIS AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E130778	HOBSON ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E106210	LINCOLN ST	2011	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E091655	MALCOLM ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3324018	N 3RD AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3320990	N 5TH AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E117939	N BLUE ST	2011	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E094905	N COLVILLE ST	2011	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E142942	N PALOUSE ST	2011	No Injury	Parked	Not at Intersection and Not Related	Overcast	Ice	Daylight
E094903	N ROOSEVELT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E108426	PENROSE AVE	2011	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3320821	PENROSE AVE	2011	No Injury	Parked	At Intersection and Related	Raining	Wet	Daylight
3055010	PENROSE AVE	2011	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323735	PLEASANT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Daylight
3323919	RUTH ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3055005	S 1ST AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323804	S 3RD AVE	2011	Possible Injury	Parked	At Intersection and Related	Raining	Wet	Unknown
E135034	S 4TH AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E105693	S 5TH AVE	2011	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E085939	S 8TH AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
3323909	S 8TH AVE	2011	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323630	S BELLEVUE AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323916	MADISON ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323801	S PARK ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3055015	S ROOSEVELT ST	2011	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320760	S WILBUR AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
3323811	S WILBUR AVE	2011	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323577	SCHOOL AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323534	SCHOOL AVE	2011	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Daylight
E094902	SHERIDAN RD	2011	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E114477	STAHL AV	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E146168	SUNSET DR	2011	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E135593	UMATILLA ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323755	W BIRCH ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E145215	W CHESTNUT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E104114	W ELM ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
3323812	W MOORE ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E102926	W MORTON ST	2011	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E141309	W TIETAN ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E130784	W WALNUT ST	2011	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323761	W WILLOW ST	2011	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Daylight
3055006	W YAKIMA ST	2011	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E091239	MELROSE ST	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3320915	RANIER ST	2011	Unknown	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Unknown
3363498	12	2011	No Injury	Run-off Road	Intersection Related but Not at Intersection	Overcast	Dry	Daylight
E127555	125	2011	No Injury	Run-off Road	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E114949	125	2011	Evident Injury	Run-off Road	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E124059	W ALDER ST	2011	Evident Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323809	12	2011	No Injury	Run-off Road	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
3323830	S CLINTON ST	2011	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E106181	S ROOSEVELT ST	2011	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E121074	W TIETAN ST	2011	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323852	125	2011	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E114978	S 2ND AVE	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3403412	SE MYRA RD	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
2528847	12	2011	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3506227	125SP125SP	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn
3323535	125	2011	Possible Injury	Fixed Object	At Intersection and Not Related	Overcast	Ice	Daylight
E113419	S WILBUR AVE	2011	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3506226	EDITH AVE	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323753	W POPLAR ST	2011	Possible Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3321099	125	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3321173	BLUE ST	2011	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E097507	BOYER AVE	2011	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3055009	BOYER AVE	2011	Possible Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Unknown	Daylight
E144716	27550	2011	Evident Injury	Fixed Object	Not at Intersection and Not Related	Fog or Smog or Smoke	Wet	Dawn
E124634	E CHERRY ST	2011	Serious Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323828	E ISAACS AVE	2011	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Dusk
3320814	S 4TH AVE	2011	No Injury	Fixed Object	At Intersection and Not Related	Raining	Wet	Daylight
3320914	S PALOUSE ST	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Daylight
E120085	S PALOUSE ST	2011	Evident Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E105443	125	2011	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E095841	95710	2011	Unknown	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E088217	STANTON ST	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E100265	W ELM ST	2011	No Injury	Fixed Object	Driveway Related but Not at Driveway	Raining	Wet	Daylight
3323805	W MOORE ST	2011	No Injury	Fixed Object	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E093085	W ROSE ST	2011	No Injury	Fixed Object	At Intersection and Not Related	Overcast	Ice	Dawn
E133529	53380	2011	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323856	125	2011	Evident Injury	Bicycle	At Intersection and Related	Raining	Wet	Daylight
E132506	125	2011	No Injury	Bicycle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323876	E ALDER ST	2011	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323925	E ALDER ST	2011	Possible Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3324010	E POPLAR ST	2011	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E112541	OLIVE ST	2011	Evident Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3320824	S 1ST AVE	2011	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3324008	S HOWARD ST	2011	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E133419	S HOWARD ST	2011	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E129732	WHITMAN ST	2011	Evident Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown



Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
3323865	125	2011	Evident Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E099435	125	2011	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E134530	W ROSE ST	2011	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E121875	BRYANT AVE	2011	No Injury	Overturned	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3363504	12	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3363654	12	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Fog or Smog or Smoke	Wet	Dark-No Street Lights
3323955	125	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E111336	99990	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E142558	125	2011	No Injury	Fixed Object	At Intersection and Not Related	Fog or Smog or Smoke	Dry	Dark-No Street Lights
E134946	12	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E090630	12	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E133421	W ROSE ST	2011	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
3323878	E ALDER ST	2011	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3320973	E ISAACS AVE	2011	Serious Injury	Pedestrian	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E133916	S 4 AV	2011	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E088368	W POPLAR ST	2011	Possible Injury	Pedestrian	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E139598	PLAZA WAY	2011	Possible Injury	Pedestrian	At Intersection and Related	Overcast	Dry	Dark-No Street Lights
3323963	125	2011	Possible Injury	Fixed Object	Not at Intersection and Not Related	Unknown	Unknown	Dark-Street Lights On
3323808	27550	2011	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E162345	12	2012	Possible Injury	Other	Not at Intersection and Not Related	Snowing	Snow/Slush	Dawn
E190277	E ALDER ST	2012	Possible Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E187620	12	2012	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E209665	12	2012	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
E209668	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
3323967	S WILBUR AVE	2012	Unknown	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Dark-Street Lights On
E162348	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Dawn
E203677	12	2012	Evident Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights
E209670	12	2012	Evident Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Ice	Dark-Street Lights On
E173372	012LX33533	2012	No Injury	Fixed Object	Circulating Roundabout	Clear or Partly Cloudy	Dry	Daylight
E162535	EVERGREEN ST	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Daylight
E160162	W MAIN ST	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
3323973	W PINE ST	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E153966	W ROSE ST	2012	Unknown	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E168640	W ROSE ST	2012	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E213553	125	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E183448	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E149589	012S133925	2012	Possible Injury	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Dark-No Street Lights
E146195	CARRIE AVE	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E215146	12	2012	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E217019	12	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323968	125	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3506352	125	2012	Possible Injury	Angle	At Driveway within Major Intersection	Fog or Smog or Smoke	Ice	Daylight
E157891	125	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E158253	125	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E165630	125	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E174188	125	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E174186	125	2012	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
3323993	125	2012	Possible Injury	Angle	At Intersection and Related	Overcast	Wet	Daylight
E189635	125	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E189301	125	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E203150	125	2012	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E217258	125	2012	Possible Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E196699	125SP125SP	2012	Possible Injury	Angle	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
E207303	BOYER AVE	2012	No Injury	Angle	At Intersection and Related	Raining	Wet	Dark-Street Lights On
3323590	BRYANT	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3158770	BRYANT AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E183353	BRYANT AVE	2012	Evident Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E195288	CHASE AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E149800	CHASE ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E157063	CHASE ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E167278	CHESTNUT ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E213808	CHESTNUT ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E203604	95390	2012	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E190748	DALLES MILITARY RD	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E180546	DRUMHELLER ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E165632	E ALDER ST	2012	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E184084	E ALDER ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E205050	E ALDER ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E218684	E BIRCH ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E210711	E CHERRY ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E197352	E CHESTNUT ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E216156	E CHESTNUT ST	2012	No Injury	Angle	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E164044	E ISAACS AVE	2012	No Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E202383	E ISAACS AVE	2012	No Injury	Angle	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E204559	E MAIN ST	2012	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3506354	E POPLAR ST	2012	Possible Injury	Angle	At Intersection and Related	Overcast	Wet	Daylight
E210813	E POPLAR ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E210196	FRISCO ST	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E201343	J ST	2012	No Injury	Angle	At Driveway	Overcast	Wet	Daylight
E187112	LOCUST ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E175022	LOUBECK ST	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E146916	MELROSE ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323988	MELROSE ST	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E175962	MELROSE ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E176632	N 4TH AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E191080	N 9TH AVE	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323599	N CLINTON ST	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E180872	N COLVILLE ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E204659	N PALOUSE ST	2012	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E174182	N ROOSEVELT ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E158713	N SPOKANE ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323679	N SPOKANE ST	2012	Possible Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E172475	N WILBUR AVE	2012	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E183495	N WILBUR AVE	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E188516	N WILBUR AVE	2012	Possible Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323546	NE MYRA RD	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E187618	NE MYRA RD	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E203805	NE MYRA RD	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E212736	NE MYRA RD	2012	Possible Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E210197	OLIVE ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E169807	ORCHARD ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E181300	ORCHARD ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E189963	ORCHARD ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E202382	PLAZA WAY	2012	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E184941	PLEASANT ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E189302	PLEASANT ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E193016	PLEASANT ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
2529227	95180	2012	No Injury	Angle	At Intersection and Related	Raining	Snow/Slush	Daylight
3158529	95520	2012	No Injury	Angle	At Intersection and Related	Sleet or Hail or Freezing Rain	Ice	Daylight
E179178	S 11TH AVE	2012	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E196589	S 12TH AVE	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E149799	S 2ND AVE	2012	No Injury	Angle	At Intersection and Related	Snowing	Ice	Daylight
E160694	S 2ND AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E159586	S 2ND AVE	2012	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E162847	S 2ND AVE	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E191316	S 2ND AVE	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E196697	S 2ND AVE	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E150514	S 3RD AVE	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E174552	S 3RD AVE	2012	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E183961	S 3RD AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3506279	S 4TH AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E200006	S 4TH AVE	2012	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E181315	S 5TH AVE	2012	No Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
3323544	S 8TH AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323933	S DIVISION ST	2012	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E153962	S HOWARD ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E156662	S HOWARD ST	2012	Serious Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E166731	S HOWARD ST	2012	Evident Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E170190	S HOWARD ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E195289	S HOWARD ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E199253	S HOWARD ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E179166	S PALOUSE ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E185800	S ROOSEVELT ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E192784	S ROOSEVELT ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E177352	S WILBUR AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E188513	S WILBUR AVE	2012	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E206672	S WILBUR AVE	2012	No Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight
E179761	SCHOOL AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E181314	W ALDER ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E187650	W ALDER ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E211880	W CHERRY ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E171207	W CHESTNUT ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E188519	W CHESTNUT ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E198594	W CHESTNUT ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E189300	W MAIN ST	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E169801	W POPLAR ST	2012	Possible Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E173370	W POPLAR ST	2012	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E181782	W POPLAR ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E181784	W POPLAR ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E182354	W POPLAR ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E196594	W POPLAR ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E217535	W POPLAR ST	2012	No Injury	Angle	At Driveway	Overcast	Wet	Daylight
E201344	W REES AVE	2012	No Injury	Angle	At Intersection and Related	Overcast	Wet	Daylight
E181783	W ROSE ST	2012	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E213809	W ROSE ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E184082	W TIETAN ST	2012	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E187654	W TIETAN ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E195794	WALLA WALLA AVE	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E160361	WASHINGTON ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E180379	WHITMAN ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E179941	WHITMAN ST	2012	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E209006	WHITMAN ST	2012	No Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Dry	Daylight
3363507	125	2012	Evident Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Wet	Daylight
E195791	DALLES MILITARY RD	2012	Unknown	Fixed Object	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323815	E CHESTNUT ST	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On
3323969	FERN AVE	2012	Unknown	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E156280	97330	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
E217805	LEWIS ST	2012	No Injury	Fixed Object	At Intersection and Related	Snowing	Snow/Slush	Dark-No Street Lights
E198870	N 13TH AVE	2012	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E199158	PLAZA WAY	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
3158808	95370	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E216155	W CHESTNUT ST	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E178540	E ISAACS AVE	2012	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E189355	95630	2012	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E206331	N 13TH AVE	2012	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E216150	N WILBUR AVE	2012	Unknown	Fixed Object	At Intersection and Not Related	Overcast	Dry	Unknown
E148861	SCHOOL AVE	2012	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
2528741	55980	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E192284	56900	2012	No Injury	Other	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E177349	CHASE ST	2012	No Injury	Other	At Driveway	Clear or Partly Cloudy	Dry	Daylight
3323996	W TIETAN ST	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E184541	S 2ND AVE	2012	Evident Injury	Head-on	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E169021	125	2012	No Injury	Turning	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E156508	125	2012	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E160484	125	2012	Possible Injury	Turning	At Intersection and Related	Raining	Wet	Dark-Street Lights On
3323984	125	2012	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E165036	125	2012	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E168638	125	2012	No Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
E183908	125	2012	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E184083	125	2012	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E201707	125	2012	No Injury	Turning	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E217136	125	2012	No Injury	Turning	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E180545	E ISAACS AVE	2012	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E194008	E ISAACS AVE	2012	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E200638	E ISAACS AVE	2012	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E203152	E ISAACS AVE	2012	Possible Injury	Turning	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E206008	E ISAACS AVE	2012	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E180380	E POPLAR ST	2012	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E188917	E POPLAR ST	2012	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E205019	E POPLAR ST	2012	Possible Injury	Turning	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E172473	E TIETAN ST	2012	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E206007	MALCOLM ST	2012	Possible Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
E168635	N PARK ST	2012	No Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
3323970	N ROOSEVELT ST	2012	No Injury	Turning	At Intersection and Related	Snowing	Snow/Slush	Dawn
E206006	NE MYRA RD	2012	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E174187	S ROOSEVELT ST	2012	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E199254	S ROOSEVELT ST	2012	Possible Injury	Turning	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E196588	W ROSE ST	2012	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E204256	W ROSE ST	2012	No Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
E157062	W TIETAN ST	2012	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E169808	125	2012	Possible Injury	Other	At Intersection and Related	Blowing Sand or Dirt or Snow	Dry	Dark-Street Lights On
E157921	27550	2012	No Injury	Other	At Driveway	Clear or Partly Cloudy	Other	Daylight
E152975	E CHESTNUT ST	2012	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E183909	EDGEWOOD ST	2012	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E207990	N SPOKANE ST	2012	No Injury	Other	Not at Intersection and Not Related	Overcast	Dry	Daylight
E210650	NE C ST	2012	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E188512	NE MYRA RD	2012	No Injury	Other	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E166233	TAUSICK WAY	2012	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E150024	W CHESTNUT ST	2012	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
E193019	W MAIN ST	2012	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E198340	12	2012	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E178052	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E179942	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E188014	125	2012	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E190901	125	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E211881	125	2012	Possible Injury	Rear-end	At Intersection and Not Related	Overcast	Wet	Dusk
E204651	DELL AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E179765	E ALDER ST	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E201347	E ALDER ST	2012	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E163629	E CHESTNUT ST	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E156288	E ISAACS AVE	2012	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
E210812	E MAIN ST	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E197353	E POPLAR ST	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E210195	E ROSE ST	2012	Possible Injury	Rear-end	At Intersection and Not Related	Raining	Wet	Daylight
E170192	FERN AVE	2012	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E207093	95630	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E199255	N 13TH AVE	2012	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E177520	PLAZA WAY	2012	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E180869	PLAZA WAY	2012	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E150729	S 2ND AVE	2012	No Injury	Rear-end	Not at Intersection and Not Related	Snowing	Ice	Daylight
E190276	S 2ND AVE	2012	Possible Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E190505	S HOWARD ST	2012	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E179176	S WILBUR AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E210710	W CHESTNUT ST	2012	No Injury	Rear-end	At Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E195287	W ROSE ST	2012	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E218079	W ROSE ST	2012	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E187655	W TIETAN ST	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E167596	12	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E149688	125	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Overcast	Dry	Daylight
E192421	125	2012	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E196590	125	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E203536	125	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Raining	Wet	Daylight
E205644	125	2012	No Injury	Sideswipe	At Intersection and Not Related	Overcast	Dry	Daylight
E166234	E ALDER ST	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E184265	E ALDER ST	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E152974	E ISAACS AVE	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E162711	E ISAACS AVE	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Snow/Slush	Daylight
E196593	E ISAACS AVE	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E216151	E ISAACS AVE	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Raining	Standing Water	Dark-Street Lights On
E160295	N 2ND AVE	2012	No Injury	Sideswipe	At Intersection and Related	Raining	Wet	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E183352	N 2ND AVE	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3158453	52400	2012	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E158712	W ROSE ST	2012	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323972	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323588	125	2012	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
3323592	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E161388	125	2012	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E162846	125	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323595	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E166013	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E171478	125	2012	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E175438	125	2012	Possible Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
E177348	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E184539	125	2012	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E193018	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E195286	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E196898	125	2012	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E205049	125	2012	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E207069	125	2012	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E216149	125	2012	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E175846	012R133562	2012	Evident Injury	Rear-end	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
E147274	ABBOTT RD	2012	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323585	BRIDGE ST	2012	No Injury	Rear-end	At Intersection and Related	Overcast	Snow/Slush	Daylight
E210709	CHASE AVE	2012	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
3506282	E ALDER ST	2012	Possible Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E153964	E ALDER ST	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323983	E ALDER ST	2012	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E196587	E ALDER ST	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E201020	E ALDER ST	2012	Evident Injury	Rear-end	Not at Intersection and Not Related	Raining	Wet	Daylight
3506278	E ISAACS AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E185631	E ISAACS AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E191315	E ISAACS AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E195792	E ISAACS AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E204650	E ISAACS AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E206674	E ISAACS AVE	2012	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E217332	E ISAACS AVE	2012	No Injury	Rear-end	At Driveway	Other	Dry	Dark-Street Lights Off
3323992	E MAIN ST	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E164045	E POPLAR ST	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E164835	E POPLAR ST	2012	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323693	E ROSE ST	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E189589	E ROSE ST	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E191314	E ROSE ST	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E168636	E TIETAN ST	2012	Possible Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
E146915	E TIETAN ST	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E165037	FERN AVE	2012	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E147042	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323656	MELROSE ST	2012	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E165035	N 2ND AVE	2012	No Injury	Rear-end	Intersection Related but Not at Intersection	Overcast	Dry	Daylight
E175961	N 2ND AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E188514	N 2ND AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E202030	N 2ND AVE	2012	Possible Injury	Rear-end	At Intersection and Related	Blowing Sand or Dirt or Snow	Dry	Daylight
E210982	N 9TH AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
3323594	N ROOSEVELT ST	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E163628	N WILBUR AVE	2012	Possible Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E164057	N WILBUR AVE	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E196899	N WILBUR AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E210716	N WILBUR AVE	2012	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E215393	N WILBUR AVE	2012	No Injury	Rear-end	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Dusk
E153967	NE MYRA RD	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E181303	PLAZA WAY	2012	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E147682	S 2ND AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3506283	S 2ND AVE	2012	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323982	S 2ND AVE	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Overcast	Dry	Daylight
3323540	S 2ND AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E171929	S 2ND AVE	2012	No Injury	Rear-end	Not at Intersection and Not Related	Overcast	Dry	Daylight
E176635	S 2ND AVE	2012	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E185801	S 2ND AVE	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E200010	S 2ND AVE	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Overcast	Wet	Daylight
E146437	S HOWARD ST	2012	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
3323542	S WILBUR AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E185802	S WILBUR AVE	2012	Evident Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E159394	W ALDER ST	2012	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E202990	W CHESTNUT ST	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E203804	W CHESTNUT ST	2012	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Dusk
E210717	W CHESTNUT ST	2012	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
E153963	W MAIN ST	2012	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E179177	W MAIN ST	2012	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E187619	W MAIN ST	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E156281	W POPLAR ST	2012	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E170193	W POPLAR ST	2012	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E191729	W POPLAR ST	2012	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
3506285	W ROSE ST	2012	Possible Injury	Rear-end	At Intersection and Related	Raining	Snow/Slush	Daylight
E161933	W ROSE ST	2012	Possible Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E171475	W ROSE ST	2012	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E185308	W ROSE ST	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E203149	W TIETAN ST	2012	No Injury	Rear-end	Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights
E216489	W TIETAN ST	2012	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dusk
3158481	S WILBUR AVE	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E156377	E ALDER ST	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323593	E ISAACS AVE	2012	No Injury	Sideswipe	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E200011	E ISAACS AVE	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E159508	ABBOTT RD	2012	No Injury	Turning	At Driveway	Raining	Wet	Daylight
E203533	E MAIN ST	2012	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E203047	MALCOLM ST	2012	Possible Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E155855	PLAZA WAY	2012	No Injury	Turning	At Intersection and Related	Raining	Dry	Daylight
3158446	95710	2012	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E209005	TAUSICK WAY	2012	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E183978	125SP125SP	2012	No Injury	Turning	Circulating Roundabout	Clear or Partly Cloudy	Dry	Daylight
E175439	N WILBUR AVE	2012	No Injury	Turning	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E185543	N WILBUR AVE	2012	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E161931	PLAZA WAY	2012	Possible Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E167231	PLAZA WAY	2012	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Unknown
3506280	W CHESTNUT ST	2012	No Injury	Turning	At Driveway	Overcast	Dry	Daylight
E183907	W POPLAR ST	2012	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E166732	W ROSE ST	2012	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E149588	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Dark-Street Lights On
E192785	56900	2012	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E163627	FERN AVE	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
3323651	E MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Daylight
E169806	S COLVILLE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E162533	S SPOKANE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3158671	55700	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E174183	E ALDER ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E150728	E MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E168380	E MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323655	E MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E191082	E MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E205051	E MAIN ST	2012	No Injury	Parked	Intersection Related but Not at Intersection	Overcast	Dry	Daylight
E205651	N SPOKANE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights
E197447	S 3RD AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E171927	S 4TH AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E200642	S PARK ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E160485	W MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Daylight
3323686	W MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323598	W MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E191081	W MAIN ST	2012	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E205018	ALVARADO TER	2012	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E211704	AMELIA ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3323681	ARTESIA AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E178701	ASH ST	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E164574	BOYER AVE	2012	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E187658	BOYER AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E174184	BOYER DR	2012	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E171479	BROOKSIDE DR	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E182352	CARRIE AVE	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E150727	S 5 AV	2012	No Injury	Parked	Intersection Related but Not at Intersection	Snowing	Ice	Daylight
E194837	CHASE AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323547	CHASE AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E197448	CHEROKEE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E185803	DELL AVE	2012	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E180920	E ALDER ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E176633	E BIRCH ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E147681	E CHESTNUT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E180871	E CHESTNUT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E189590	E CHESTNUT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E201346	E CHESTNUT ST	2012	Possible Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E208888	E CHESTNUT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Fog or Smog or Smoke	Dry	Daylight
E196002	E MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E202381	E MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights
E181836	E MAPLE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E194832	E POPLAR ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E157064	E SUMACH ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323932	FERN AVE	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E189961	FERN AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
E187550	FRANCIS AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3055014	FRANKLAND ST	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On



Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E182528	HOBSON ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E206676	J ST	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E155053	MALCOLM ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E165631	MELROSE ST	2012	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323596	MELROSE ST	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E175023	MELROSE ST	2012	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E215482	MELROSE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E181780	N 11TH AVE	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E204349	N 11TH AVE	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
3506286	N 3RD AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Snow/Slush	Daylight
E163626	N 5TH AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E187651	N BLUE ST	2012	Possible Injury	Parked	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E182353	N PALOUSE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E168639	NEWELL ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E201345	OLIVE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Unknown
E198983	OTIS ST	2012	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E171476	PAINE ST	2012	No Injury	Parked	At Intersection and Related	Raining	Wet	Dark-Street Lights On
3323991	PLEASANT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Daylight
E187653	PLEASANT ST	2012	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E214050	PLEASANT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Unknown
E214051	PLEASANT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights
E174551	PORTLAND AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E181510	RANIER ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E167233	S 12 AV	2012	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E160346	S 12TH AVE	2012	No Injury	Parked	At Intersection and Related	Snowing	Snow/Slush	Dawn
E158254	S 1ST AVE	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E198284	S 1ST AVE	2012	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E193440	S 2ND AVE	2012	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E189960	S 2ND AVE	2012	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323814	S 3RD AVE	2012	No Injury	Parked	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E172477	S 3RD AVE	2012	Possible Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E204560	S 3RD AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E213722	S 3RD AVE	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Wet	Dark-Street Lights On
3506287	S 4TH AVE	2012	No Injury	Parked	At Intersection and Not Related	Overcast	Snow/Slush	Dusk
E153965	S 4TH AVE	2012	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-No Street Lights
E162534	S 4TH AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
3506281	S 8TH AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E175024	S HOWARD ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E179321	S PARK ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E210454	S SPOKANE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E216152	S SPOKANE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Overcast	Wet	Dusk
E172476	S TOUCHET ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E157060	S WILBUR AVE	2012	Possible Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E203806	SCHOOL AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E207092	95710	2012	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Dark-No Street Lights
E169802	SHERIDAN RD	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E189591	SPRAGUE ST	2012	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E200640	SPRAGUE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E168637	THORNE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3323995	W BIRCH ST	2012	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E150464	W CHERRY ST	2012	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
3323545	W CHERRY ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Unknown	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
3323652	W CHESTNUT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Overcast	Wet	Daylight
E211882	W CHESTNUT ST	2012	No Injury	Parked	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On
E158880	W MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E203153	W MAIN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E165547	W MAPLE ST	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-No Street Lights
E171519	W TIETAN ST	2012	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E189697	WALLA WALLA AVE	2012	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E198341	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E196483	ALVARADO TER	2012	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E203807	BOYER AVE	2012	Unknown	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E169805	DALLES MILITARY RD	2012	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E187657	DELL AVE	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E146438	W SUMACH ST	2012	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E162536	125	2012	Evident Injury	Run-off Road	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E149299	E CHESTNUT ST	2012	No Injury	Run-off Road	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
3323698	CHASE ST	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E199464	E CHESTNUT ST	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E197633	125	2012	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E205291	125	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
3323653	NE C ST	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E175026	125	2012	No Injury	Sideswipe	At Intersection and Related	Raining	Wet	Dark-No Street Lights
E200440	E TIETAN ST	2012	No Injury	Sideswipe	At Intersection and Related	Raining	Wet	Daylight
E164836	W ALDER ST	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E188015	W MAIN ST	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323985	W PINE ST	2012	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E170187	W POPLAR ST	2012	Unknown	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E194005	125	2012	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E190747	E ALDER ST	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E161310	FERN AVE	2012	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E188515	MELROSE ST	2012	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E150927	PENROSE AVE	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E210198	S DIVISION ST	2012	Evident Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Dawn
E159393	S PALOUSE ST	2012	Serious Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E206332	W CHESTNUT ST	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E182527	W TIETAN ST	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323677	125	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Dawn
E208640	E ISAACS AVE	2012	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E207880	N 2ND AVE	2012	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3158400	95710	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Snow/Slush	Daylight
3055017	W ROSE ST	2012	No Injury	Fixed Object	At Intersection and Not Related	Fog or Smog or Smoke	Ice	Dark-Street Lights On
3158456	53380	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E187656	125	2012	Evident Injury	Bicycle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E191313	125	2012	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3158459	56900	2012	Possible Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E155601	DALLES MILITARY RD	2012	Evident Injury	Bicycle	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E172474	E ALDER ST	2012	Serious Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323694	E ISAACS AVE	2012	Evident Injury	Bicycle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E213807	E ISAACS AVE	2012	Evident Injury	Bicycle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E171518	E MAIN ST	2012	Possible Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
3158477	51600	2012	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E200007	PLEASANT ST	2012	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E187652	S PARK ST	2012	Evident Injury	Bicycle	At Driveway	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E147859	W MAIN ST	2012	Serious Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323699	WHITMAN ST	2012	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E159395	RANCHO VILLA	2012	Evident Injury	Pedestrian	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights
E184266	125	2012	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3323683	E ISAACS AVE	2012	Evident Injury	Pedestrian	Not at Intersection and Not Related	Raining	Wet	Daylight
E215014	E MAIN ST	2012	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E214052	E ROSE ST	2012	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323696	MELROSE ST	2012	Serious Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E147181	S 2ND AVE	2012	Evident Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E214323	S 2ND AVE	2012	Serious Injury	Pedestrian	At Intersection and Related	Other	Wet	Dark-Street Lights On
E216812	W POPLAR ST	2012	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
3363604	12	2012	No Injury	Overtaken	Not at Intersection and Not Related	Raining	Dry	Dark-No Street Lights
E151014	125	2012	Possible Injury	Overtaken	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
3506277	S 2ND AVE	2012	Possible Injury	Overtaken	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E170189	WOODLAND AVE	2012	Evident Injury	Overtaken	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E159238	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E162347	12	2012	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E205648	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3158774	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E213246	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E146914	125	2012	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E217259	125	2012	No Injury	Pedestrian	At Intersection and Related	Snowing	Wet	Daylight
3323700	MELROSE ST	2012	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E185865	12	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E171477	PLAZA WAY	2012	No Injury	Fixed Object	At Intersection and Related	Overcast	Dry	Daylight
3323604	S 3RD AVE	2012	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On
3654228	12	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Ice	Daylight
3158575	95800	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Daylight
E235679	NE MYRA RD	2013	Serious Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E220269	E ALDER ST	2013	Possible Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E273185	E ROSE ST	2013	Possible Injury	Fixed Object	At Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E260968	N 6TH AVE	2013	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E271759	W POPLAR ST	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E228483	12	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Ice	Dawn
E261417	12	2013	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-No Street Lights
3654382	95180	2013	No Injury	Fixed Object	At Intersection and Related	Snowing	Ice	Daylight
E288623	125SP125SP	2013	No Injury	Fixed Object	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
E289708	E ISAACS AVE	2013	No Injury	Fixed Object	At Intersection and Related	Snowing	Ice	Daylight
E296380	E ISAACS AVE	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E236863	W MAPLE ST	2013	Unknown	Fixed Object	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E285418	W POPLAR ST	2013	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E222907	W YAKIMA ST	2013	No Injury	Fixed Object	At Intersection and Related	Sleet or Hail or Freezing Rain	Ice	Daylight
3506260	95450	2013	No Injury	Fixed Object	At Intersection and Related	Raining	Wet	Daylight
E262612	BOYER AVE	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E259624	12	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E271903	12	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E291694	12	2013	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E225749	125	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E231181	125	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E234901	125	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E234815	125	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E245154	125	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E249637	125	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E252282	125	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E253694	125	2013	No Injury	Angle	At Driveway	Raining	Wet	Daylight
E267684	125	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E271758	125	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E296382	125	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E296381	125	2013	Possible Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E252283	125SP125SP	2013	No Injury	Angle	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
E259625	125SP125SP	2013	No Injury	Angle	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
E263200	125SP125SP	2013	No Injury	Angle	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
E280441	125SP125SP	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E288054	125SP125SP	2013	No Injury	Angle	Entering Roundabout	Clear or Partly Cloudy	Dry	Dusk
E294610	125SP125SP	2013	No Injury	Angle	Entering Roundabout	Overcast	Wet	Dark-Street Lights On
E273241	3RD AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E243592	ABBOTT RD	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E262620	ALLEY	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E221377	BOYER AVE	2013	No Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Dry	Daylight
E231179	CENTER ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E225044	E ALDER ST	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E232785	E ALDER ST	2013	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E241690	E ALDER ST	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E243645	E ALDER ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E256810	E ALDER ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E272772	E ALDER ST	2013	No Injury	Angle	At Intersection and Related	Raining	Wet	Dusk
E282231	E ALDER ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E274062	E CHERRY ST	2013	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E252285	E CHESTNUT ST	2013	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E275862	E CHESTNUT ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E221601	E ISAACS AVE	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E249630	E ISAACS AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E275860	E ISAACS AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E290545	E ISAACS AVE	2013	No Injury	Angle	At Intersection and Related	Snowing	Snow/Slush	Daylight
E224437	E POPLAR ST	2013	Serious Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E256377	E POPLAR ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E270523	E POPLAR ST	2013	Possible Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E280800	E POPLAR ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E228018	E SUMACH ST	2013	Possible Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E234899	E SUMACH ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E241594	E SUMACH ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E278134	E SUMACH ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E291579	E SUMACH ST	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Ice	Daylight
E290432	EAGAN ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E249627	FERN AVE	2013	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E282230	HOBSON ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E223294	JUNIPER ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E254586	JUNIPER ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E279233	LODGE DR	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E270524	MALCOLM ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E238005	N 2ND AVE	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E246546	N 2ND AVE	2013	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E295256	N 2ND AVE	2013	No Injury	Angle	At Intersection and Related	Snowing	Snow/Slush	Daylight
E242212	N 9TH AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E292219	N 9TH AVE	2013	No Injury	Angle	At Intersection and Related	Snowing	Snow/Slush	Daylight
E296384	N 9TH AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E279231	N CLINTON ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E286616	N CLINTON ST	2013	Possible Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E258011	N PALOUSE ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E241596	N PARK ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E273299	N ROOSEVELT ST	2013	No Injury	Angle	At Intersection and Related	Raining	Wet	Dusk
E295257	N ROOSEVELT ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E290431	N WILBUR AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E235191	NE MYRA RD	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E234051	NE MYRA RD	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E292220	NEWELL ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E270026	PLAZA WAY	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E251280	PLEASANT ST	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E220798	S 1ST AVE	2013	No Injury	Angle	At Intersection and Related	Snowing	Wet	Daylight
E234902	S 1ST AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E236836	S 2ND AVE	2013	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E237327	S 2ND AVE	2013	Possible Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E259954	S 2ND AVE	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E284640	S 2ND AVE	2013	No Injury	Angle	At Intersection and Related	Overcast	Wet	Daylight
E289705	S 2ND AVE	2013	No Injury	Angle	At Intersection and Related	Snowing	Snow/Slush	Daylight
E253973	S 3RD AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E296959	S 3RD AVE	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E231570	S DIVISION ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E256176	S HOWARD ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E270847	S HOWARD ST	2013	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E290540	S HOWARD ST	2013	No Injury	Angle	At Intersection and Related	Snowing	Ice	Daylight
E255847	S WILBUR AVE	2013	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E249628	SE MYRA RD	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E291583	SE MYRA RD	2013	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E293897	TAUSICK WAY	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E288729	W BIRCH ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E256175	W CHERRY ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E257414	W CHESTNUT ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E284812	W CHESTNUT ST	2013	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E278461	W MAIN ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E228817	W POPLAR ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E239105	W POPLAR ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E243590	W POPLAR ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E246545	W POPLAR ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E278131	W POPLAR ST	2013	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E283968	W POPLAR ST	2013	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E285081	W POPLAR ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E287311	W POPLAR ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E295989	W POPLAR ST	2013	No Injury	Angle	At Intersection and Related	Overcast	Ice	Daylight
E237495	W ROSE ST	2013	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E241254	W ROSE ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E244616	W ROSE ST	2013	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E280439	W ROSE ST	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E292945	W ROSE ST	2013	No Injury	Angle	At Intersection and Related	Overcast	Ice	Daylight
E238400	W TIETAN ST	2013	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E274133	W TIETAN ST	2013	Possible Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E246543	WASHINGTON ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E292221	WHITMAN ST	2013	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E280610	ALLEY	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E278132	BUSH ST	2013	Unknown	Fixed Object	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E295987	FRAZIER DR	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E226671	97330	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E230774	N ROOSEVELT ST	2013	No Injury	Fixed Object	At Intersection and Related	Raining	Wet	Daylight
E256426	OLYMPIA DR	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E244654	PLAZA WAY	2013	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E295674	S DIVISION ST	2013	Unknown	Fixed Object	Not at Intersection and Not Related	Unknown	Wet	Dark-Street Lights On
E291580	TAUSICK WAY	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E262607	WELLINGTON AVE	2013	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E221600	WHITMAN ST	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Snow/Slush	Dark-Street Lights On
E267670	CHASE AVE	2013	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E227031	DALLEES MILITARY RD	2013	Unknown	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E222437	E ALDER ST	2013	Possible Injury	Other	Not at Intersection and Not Related	Overcast	Dry	Daylight
E240616	N WILBUR AVE	2013	Possible Injury	Other	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E242860	S 3RD AVE	2013	No Injury	Other	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E292644	W ROSE ST	2013	No Injury	Other	Not at Intersection and Not Related	Overcast	Ice	Daylight
E225047	CAMPUS LOOP	2013	Serious Injury	Head-on	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E295255	E ISAACS AVE	2013	Evident Injury	Head-on	Not at Intersection and Not Related	Overcast	Wet	Daylight
E300217	125SP125SP	2013	Fatality	Head-on	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Daylight
E240546	125	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E262614	125	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E282032	E CHESTNUT ST	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E296750	12	2013	Possible Injury	Turning	At Intersection and Related	Fog or Smog or Smoke	Dry	Daylight
E232402	125	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E239426	125	2013	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E241255	125	2013	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E242861	125	2013	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E258013	125	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E262380	125	2013	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E262622	125	2013	No Injury	Turning	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E282795	125	2013	Possible Injury	Turning	At Intersection and Related	Overcast	Dry	Dusk
3506851	95390	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E220266	E ISAACS AVE	2013	Possible Injury	Turning	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E256814	E POPLAR ST	2013	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E246679	N 2ND AVE	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E290433	N 2ND AVE	2013	Possible Injury	Turning	At Driveway within Major Intersection	Overcast	Dry	Dark-Street Lights On
E250261	N WILBUR AVE	2013	Possible Injury	Turning	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E261244	S 2ND AVE	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E225045	S 3RD AVE	2013	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E243594	S DIVISION ST	2013	Unknown	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E218786	S HOWARD ST	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E222205	S PALOUSE ST	2013	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E263994	W POPLAR ST	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E268654	125	2013	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E243795	DALLEES MILITARY RD	2013	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E246544	E CHESTNUT ST	2013	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E278859	E MAIN ST	2013	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E290124	MALCOLM ST	2013	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Snow/Slush	Dark-Street Lights On
E259388	W ROSE ST	2013	No Injury	Other	At Driveway	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E258634	12	2013	Evident Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E272685	12	2013	Serious Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E232786	125	2013	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E269027	125	2013	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E270304	125	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3654381	51340	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Snowing	Ice	Dawn
E260967	CAYUSE ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E243589	E ALDER ST	2013	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E277815	E ISAACS AVE	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E250786	E POPLAR ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E283431	E POPLAR ST	2013	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E267651	PLAZA WAY	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E256174	S 2ND AVE	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E280609	S 2ND AVE	2013	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E290544	TAUSICK WAY	2013	No Injury	Rear-end	At Intersection and Related	Overcast	Ice	Daylight
E233876	W CHESTNUT ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E235303	W PINE ST	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E277304	W POPLAR ST	2013	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E236837	W ROSE ST	2013	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E260378	W ROSE ST	2013	Possible Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E248799	125	2013	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E262332	125	2013	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E263291	125	2013	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E266605	125	2013	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E282228	125	2013	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E220268	125SP125SP	2013	Unknown	Sideswipe	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E244617	E ISAACS AVE	2013	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E249635	E ISAACS AVE	2013	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E261914	E ISAACS AVE	2013	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E259135	POPLAR	2013	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E225751	W ROSE ST	2013	No Injury	Sideswipe	At Intersection and Not Related	Overcast	Dry	Daylight
E246262	W ROSE ST	2013	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E274548	W ROSE ST	2013	No Injury	Sideswipe	Not at Intersection and Not Related	Overcast	Dry	Daylight
E236835	12	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E227606	125	2013	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E229353	125	2013	Possible Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E233981	125	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E240133	125	2013	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E240551	125	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E244655	125	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E253710	125	2013	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E254164	125	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E258600	125	2013	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E260966	125	2013	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E263557	125	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E269604	125	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E273457	125	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E279232	125	2013	Possible Injury	Rear-end	Not at Intersection and Not Related	Overcast	Dry	Daylight
E288624	125	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Overcast	Dry	Dark-Street Lights On
E291582	125	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E235680	BRYANT AVE	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E224436	E ALDER ST	2013	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E228634	E ALDER ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E229833	E ALDER ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E240071	E ALDER ST	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E251413	E ALDER ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E258599	E ALDER ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E270306	E ALDER ST	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E281065	E ALDER ST	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E281063	E CHESTNUT ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E280440	E CHESTNUT ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E279052	E ISAACS AVE	2013	No Injury	Rear-end	Not at Intersection and Not Related	Raining	Dry	Daylight
E239428	E MAIN ST	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E253799	E MAIN ST	2013	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E263199	E MAIN ST	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E252277	E POPLAR ST	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E293818	E POPLAR ST	2013	Possible Injury	Rear-end	At Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E247856	E ROSE ST	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E285189	E ROSE ST	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E253131	E SUMACH ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E240480	E TIETAN ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E228201	FERN AVE	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E240545	FERN AVE	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E280437	FERN AVE	2013	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E226740	N WILBUR AVE	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E240131	N WILBUR AVE	2013	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E243838	N WILBUR AVE	2013	Unknown	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E245153	N WILBUR AVE	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E277301	N WILBUR AVE	2013	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E222657	NE MYRA RD	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E237328	NE MYRA RD	2013	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E255302	PLAZA WAY	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E253026	PLEASANT ST	2013	Possible Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
E268096	95520	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E264844	S 1ST AVE	2013	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E225082	S 2ND AVE	2013	No Injury	Rear-end	At Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Daylight
E226070	S 2ND AVE	2013	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E233877	S 2ND AVE	2013	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E273455	S 2ND AVE	2013	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E280655	S 2ND AVE	2013	Evident Injury	Rear-end	Not at Intersection and Not Related	Overcast	Dry	Daylight
E246917	S WILBUR AVE	2013	Evident Injury	Rear-end	At Intersection and Not Related	Raining	Wet	Daylight
E256815	S WILBUR AVE	2013	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E255300	SE MYRA RD	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E220267	W CHESTNUT ST	2013	No Injury	Rear-end	At Intersection and Related	Overcast	Wet	Daylight
E243593	W CHESTNUT ST	2013	Unknown	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E295119	W MAIN ST	2013	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E225160	W POPLAR ST	2013	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
E233689	W POPLAR ST	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E251415	W POPLAR ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E265880	W POPLAR ST	2013	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E268646	W POPLAR ST	2013	No Injury	Rear-end	Intersection Related but Not at Intersection	Overcast	Dry	Daylight
E272497	W POPLAR ST	2013	Possible Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E272047	W POPLAR ST	2013	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E285190	W POPLAR ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight



Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E229968	W ROSE ST	2013	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E250265	W ROSE ST	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E253027	W ROSE ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E271442	W ROSE ST	2013	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E223293	W TIETAN ST	2013	No Injury	Rear-end	At Driveway	Raining	Ice	Daylight
E250262	W TIETAN ST	2013	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E254165	W TIETAN ST	2013	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E260377	W TIETAN ST	2013	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E270028	W TIETAN ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E270638	W TIETAN ST	2013	No Injury	Rear-end	At Driveway	Raining	Wet	Daylight
E275858	W TIETAN ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E290542	W TIETAN ST	2013	No Injury	Rear-end	At Intersection and Related	Overcast	Ice	Daylight
E295258	W TIETAN ST	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E257416	MELROSE ST	2013	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E230006	60100	2013	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E255919	MELROSE ST	2013	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E277926	N WILBUR AVE	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E285443	95520	2013	No Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
E292248	95520	2013	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E240549	S 2ND AVE	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E264843	S 5TH AVE	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
3158535	STURM AVE	2013	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E268651	125	2013	No Injury	Turning	At Driveway	Overcast	Dry	Daylight
E270942	MAPLE	2013	Possible Injury	Turning	At Driveway	Raining	Wet	Daylight
E270637	PLAZA WAY	2013	No Injury	Turning	At Driveway	Raining	Wet	Daylight
E270111	W CHESTNUT ST	2013	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E231177	W TIETAN ST	2013	Unknown	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E296663	W TIETAN ST	2013	No Injury	Turning	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E223921	12	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Ice	Daylight
E227764	12	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Ice	Daylight
E240481	E ALDER ST	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E229864	PLAZA WAY	2013	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E289706	STURM AVE	2013	Unknown	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E239106	125	2013	No Injury	Fixed Object	At Intersection and Not Related	Overcast	Dry	Daylight
E278133	N 2ND AVE	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E232813	W ROSE ST	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E289707	W ROSE ST	2013	No Injury	Fixed Object	At Intersection and Related	Snowing	Ice	Daylight
E248506	55700	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E241689	N PARK ST	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E228032	55700	2013	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Daylight
E263201	E ALDER ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E240832	E MAIN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E270846	E SUMACH ST	2013	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E282229	N 2ND AVE	2013	Possible Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E291278	N 3RD AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E268518	S PALOUSE ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E275861	W MAIN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E255135	125SP125SP	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E289307	55700	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E231182	BAKER ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E265797	BLUE ST	2013	No Injury	Parked	At Intersection and Not Related	Unknown	Unknown	Unknown
E257627	BOYER AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E262616	BOYER DR	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E296477	BUSH ST	2013	No Injury	Parked	At Intersection and Not Related	Unknown	Unknown	Unknown
E237971	CATHERINE ST	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E225927	CHASE AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E251281	CHASE AVE	2013	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E259391	CHASE AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E232108	DALLES MILITARY RD	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E272498	DALLES MILITARY RD	2013	No Injury	Parked	At Driveway	Overcast	Dry	Daylight
E229967	E ALDER ST	2013	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Unknown	Unknown
E305772	E ALDER ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E245880	E BIRCH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3654302	E CHERRY ST	2013	No Injury	Parked	Not at Intersection and Not Related	Unknown	Dry	Dark-No Street Lights
E228203	E CHESTNUT ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E291114	E CHESTNUT ST	2013	No Injury	Parked	Not at Intersection and Not Related	Overcast	Ice	Dark-Street Lights On
E267685	E ISAACS AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E270617	E ISAACS AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E278729	E MAIN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E260969	E REES AVE	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E273454	E REES AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights
E221376	E SUMACH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Overcast	Sand/Mud/Dirt	Dark-Street Lights Off
E231569	E SUMACH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E253130	E SUMACH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E264949	E SUMACH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
E278860	E SUMACH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E290541	E SUMACH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E283430	E TIETAN ST	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E288780	E TIETAN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Fog or Smog or Smoke	Dry	Daylight
E234402	EAGAN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E262610	EVERGREEN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E277302	EVERGREEN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Unknown	Dry	Unknown
E252287	FRANCIS AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E262611	FRANCIS AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E262618	FRANCIS DR	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E262619	FRANCIS DR	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E229913	GREEN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E240085	LINCOLN ST	2013	No Injury	Parked	At Intersection and Related	Unknown	Unknown	Unknown
E237329	LOCUST ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
E264950	LODGE DR	2013	Possible Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E290137	MALCOLM ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E233497	MCAULIFF ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E242862	MELROSE ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E250787	MILITARY ST	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E269595	N 11TH AVE	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E254244	N 3RD AVE	2013	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E290506	N 4TH AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-No Street Lights
E281064	N 6TH AVE	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E227030	N 9TH AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E255848	N 9TH AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E225161	N BELLEVUE AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Overcast	Ice	Daylight
E225065	N BELLEVUE AVE	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Wet	Dusk
E246261	N BLUE ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E259389	N DIVISION ST	2013	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E256034	N MAIN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E247383	N ROOSEVELT ST	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dusk
E262781	N ROOSEVELT ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E279298	NEWELL ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E240548	OLIVE ST	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E234897	OLYMPIA DR	2013	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E279620	ORCHARD ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E290125	PLEASANT ST	2013	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E240132	PORTLAND AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E292645	PORTLAND AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E232320	S 10TH AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E250789	S 12TH AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E280924	S 1ST AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E253974	S 2ND AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E239427	S 3RD AVE	2013	No Injury	Parked	At Intersection and Not Related	Unknown	Unknown	Unknown
E257415	S 3RD AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E259392	S 3RD AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E278730	S 3RD AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E293204	S 3RD AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E283967	S 5TH AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Daylight
E291113	S CLINTON ST	2013	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Ice	Unknown
E255301	S DIVISION ST	2013	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E268647	S ROOSEVELT ST AT WHITMAN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E277303	S SPOKANE ST	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E270112	S TOUCHET ST	2013	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E250788	SCHOOL AVE	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E281037	SPRAGUE ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E225048	SYCAMORE ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E247858	TAUSICK WAY	2013	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E249636	TAUSICK WAY	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E261727	TAUSICK WAY	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E262615	UNIVERSITY ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E262613	UNIVERSITY ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E263217	UNIVERSITY ST	2013	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E239822	W ALDER ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E225046	W BIRCH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E226262	W BIRCH ST	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E268652	W BIRCH ST	2013	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E235510	W CHESTNUT ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Sand/Mud/Dirt	Dark-Street Lights Off
E240130	W CHESTNUT ST	2013	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Unknown
E259955	W CHESTNUT ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E238581	W POPLAR ST	2013	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E220691	W ROSE ST	2013	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E271670	W SUMACH ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E253711	WASHINGTON ST	2013	Serious Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E246594	WHITMAN ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E263993	WITHVA ST	2013	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E262609	FRANCIS DR	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E271757	HIGHLAND RD	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E261415	12	2013	No Injury	Run-off Road	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E290543	E SUMACH ST	2013	No Injury	Run-off Road	At Intersection and Related	Snowing	Ice	Daylight
E236833	OCONNOR LN	2013	Evident Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dusk

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E271443	W ROSE ST	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E291112	12	2013	Unknown	Fixed Object	At Intersection and Related	Snowing	Snow/Slush	Unknown
E261534	HOBSON ST	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E253800		2013	Evident Injury	Fixed Object	At Intersection and Related	Raining	Wet	Daylight
3506363	95520	2013	No Injury	Run-off Road	At Intersection and Related	Snowing	Ice	Daylight
E286164	SE MYRA RD	2013	Evident Injury	Run-off Road	At Intersection and Related	Unknown	Unknown	Dark-Street Lights Off
E295988	125	2013	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E262621	S 2ND AVE	2013	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E281668	N 2ND AVE	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E286617	W ALDER ST	2013	No Injury	Fixed Object	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
3654380	NE MYRA RD	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Daylight
E227028	E ALDER ST	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E241947	E ISAACS AVE	2013	Unknown	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E226741	TAUSICK WAY	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E275017	W POPLAR ST	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Daylight
E225928	MELROSE ST	2013	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3654377	A ST	2013	Possible Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E238994	PLAZA WAY	2013	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E243591	RANCHO VILLA	2013	Unknown	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E262608	S BLUE ST	2013	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E245018	S HOWARD ST	2013	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E252289	S PALOUSE ST	2013	Unknown	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E252286	W POPLAR ST	2013	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E295857	W POPLAR ST	2013	Unknown	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E264951	125	2013	Unknown	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3654379	95710	2013	Serious Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E286165	CHASE AVE	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E269921	N 2ND AVE	2013	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E224683	N 5TH AVE	2013	Unknown	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E238398	S PALOUSE ST	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E269603	12	2013	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E237890	125	2013	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E262443	125	2013	No Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E273453	125	2013	Possible Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E233980	E ALDER ST	2013	Possible Injury	Bicycle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E268650	N PALOUSE ST	2013	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E237972	S 3RD AVE	2013	Possible Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E247039	S 4TH AVE	2013	No Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E282033	S DIVISION ST	2013	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E272771	S PARK ST	2013	Possible Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E253132	S WILBUR AVE	2013	Serious Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E260970	W POPLAR ST	2013	Possible Injury	Bicycle	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E235518	W CHESTNUT ST	2013	Possible Injury	Pedestrian	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E292218	E POPLAR ST	2013	Evident Injury	Pedestrian	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E268649	S 2ND AVE	2013	Possible Injury	Pedestrian	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E295278	S WILBUR AVE	2013	Serious Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E267673	W TIETAN ST	2013	Possible Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E265795	E MAIN ST	2013	Evident Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E228484	12	2013	No Injury	Overtaken	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E229420	12	2013	Evident Injury	Overtaken	At Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
E237496	12	2013	Evident Injury	Overtaken	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E241593	125	2013	Evident Injury	Overtaken	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E267072	E ISAACS AVE	2013	Serious Injury	Overturned	At Intersection and Related	Clear or Partly Cloudy	Other	Daylight
E269521	E ROSE ST	2013	Evident Injury	Overturned	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E264063	012P133621	2013	Possible Injury	Overturned	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E259390	PLEASANT ST	2013	Evident Injury	Overturned	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E262990	95520	2013	No Injury	Overturned	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn
E267672	S DIVISION ST	2013	Evident Injury	Overturned	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E246955	12	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights
E261418	12	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E282289	12	2013	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E285282	12	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E289523	12	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights
E241948	125	2013	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E275957	NE MYRA RD	2013	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E273840	125	2013	Possible Injury	Pedestrian	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E236886	E MAIN ST	2013	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E227355	N 2ND AVE	2013	Serious Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E280438	S 7TH AVE	2013	Fatality	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E278352	S PALOUSE ST	2013	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E267071	N 2ND AVE	2013	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E224368	W CHESTNUT ST	2013	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E260965	125	2013	Unknown	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E307184	S HOWARD ST	2014	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E311804	WHITMAN ST	2014	Possible Injury	Other	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On
E317086	S CLINTON ST	2014	Possible Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E382625	12	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight
E387032	E ALDER ST	2014	Unknown	Fixed Object	At Driveway	Raining	Wet	Dark-Street Lights On
E333648	N 2ND AVE	2014	Unknown	Fixed Object	At Intersection and Related	Unknown	Unknown	Daylight
E376875	S SPOKANE ST	2014	Unknown	Fixed Object	Not at Intersection and Not Related	Overcast	Wet	Daylight
E356197	125	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E370099	125	2014	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E315096	E ISAACS AVE	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E305288	012R533662	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
E346143	80010	2014	Evident Injury	Run-off Road	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
3159000	NE MYRA RD	2014	No Injury	Fixed Object	At Intersection and Related	Unknown	Snow/Slush	Dark-Street Lights On
E304336	EMMA ST	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E377001	NE MYRA RD	2014	No Injury	Fixed Object	At Intersection and Related	Sleet or Hail or Freezing Rain	Ice	Dark-Street Lights On
E306167	S HOWARD ST	2014	No Injury	Fixed Object	At Intersection and Not Related	Overcast	Ice	Daylight
E337616	97330	2014	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E301629	12	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E348119	12	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E353413	12	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E358741	12	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E375960	12	2014	No Injury	Angle	At Intersection and Related	Snowing	Snow/Slush	Daylight
E305423	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E307814	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E318128	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E316664	125	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E318008	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E327016	125	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E330812	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E330595	125	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E332403	125	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E340978	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E340284	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E356792	125	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E355376	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E356790	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E362854	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E368245	125	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E370115	125	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E377507	125	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E381285	125	2014	No Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Wet	Dark-Street Lights On
2529244	56900	2014	No Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Dry	Daylight
3506878	S WILBUR AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E312678	125SP125SP	2014	No Injury	Angle	Entering Roundabout	Overcast	Dry	Daylight
E313382	125SP125SP	2014	No Injury	Angle	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
E374904	125SP125SP	2014	No Injury	Angle	Entering Roundabout	Clear or Partly Cloudy	Dry	Daylight
E374900	125SP125SP	2014	Possible Injury	Angle	Circulating Roundabout	Snowing	Snow/Slush	Dark-Street Lights On
E327017	ASH ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E301627	BEECH ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E330597	BONSELLA ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E301500	BOYER AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E303632	BRYANT AVE	2014	Possible Injury	Angle	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E327524	BRYANT AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E354637	CRISS LN	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E304068	E ALDER ST	2014	Evident Injury	Angle	At Intersection and Related	Snowing	Wet	Daylight
E312233	E ALDER ST	2014	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E382763	E ALDER ST	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E361710	E CHESTNUT ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E381344	E CHESTNUT ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E303719	E ISAACS AVE	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Wet	Daylight
E359521	E ISAACS AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E388325	E ISAACS AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E389447	E ISAACS AVE	2014	Unknown	Angle	At Driveway	Clear or Partly Cloudy	Dry	Dusk
E374906	E MAIN ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E352727	E POPLAR ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E356793	E POPLAR ST	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E311170	E ROSE ST	2014	Possible Injury	Angle	At Intersection and Related	Snowing	Ice	Dark-Street Lights On
E304321	E SUMACH ST	2014	No Injury	Angle	At Intersection and Related	Snowing	Snow/Slush	Daylight
E322568	E SUMACH ST	2014	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E335831	E SUMACH ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E305287	E TIETAN ST	2014	No Injury	Angle	At Intersection and Related	Overcast	Snow/Slush	Daylight
E374908	E TIETAN ST	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E304646	HOBSON ST	2014	No Injury	Angle	At Intersection and Related	Blowing Sand or Dirt or Snow	Ice	Daylight
E341585	HOME AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E373997	K ST	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E297409	MALCOLM ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E314068	MELROSE ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E332219	MELROSE ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E333339	MELROSE ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E346825	MELROSE ST	2014	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E356791	MELROSE ST	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E349401	N 2ND AVE	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E307514	N 9TH AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Snow/Slush	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E306549	N CLINTON ST	2014	No Injury	Angle	At Intersection and Related	Snowing	Ice	Daylight
E380043	N PARK ST	2014	No Injury	Angle	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E374233	N SPOKANE ST	2014	No Injury	Angle	At Intersection and Related	Snowing	Snow/Slush	Daylight
E304833	N WILBUR AVE	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E351554	N WILBUR AVE	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E355349	N WILBUR AVE	2014	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E340979	125	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E326727	NE MYRA RD	2014	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E327523	PENROSE AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E305773	PLAZA WAY	2014	Unknown	Angle	At Intersection and Related	Snowing	Snow/Slush	Daylight
E330598	PLEASANT ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E313381	PORTLAND AVE	2014	No Injury	Angle	At Driveway within Major Intersection	Overcast	Wet	Dark-Street Lights On
E298545	S 12TH AVE	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E303018	S 12TH AVE	2014	Possible Injury	Angle	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E355377	S 1ST AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E332879	S 2ND AVE	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E351551	S 2ND AVE	2014	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E389451	S 4TH AVE	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E303021	S DIVISION ST	2014	Possible Injury	Angle	At Intersection and Related	Overcast	Ice	Daylight
E331929	S DIVISION ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E336940	S DIVISION ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E339861	S DIVISION ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E307237	S HOWARD ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E331169	S HOWARD ST	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E344569	S HOWARD ST	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E373563	S HOWARD ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E302494	S PALOUSE ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E311228	S PALOUSE ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E326696	S PALOUSE ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E333511	S PALOUSE ST	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E350507	S PALOUSE ST	2014	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E362857	S ROOSEVELT ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E344567	SCHOOL AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E386694	SE MYRA RD	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E303720	SPRAGUE ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E380557	STAHL AVE	2014	No Injury	Angle	At Intersection and Related	Overcast	Ice	Daylight
E314547	TAUSICK WAY	2014	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E340982	TAUSICK WAY	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E324763	W ALDER ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E354634	W ALDER ST	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E316378	W CHESTNUT ST	2014	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E317309	W CHESTNUT ST	2014	Possible Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E372220	W MAIN ST	2014	No Injury	Angle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E305422	W POPLAR ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E312744	W POPLAR ST	2014	Evident Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E341984	W POPLAR ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E343315	W POPLAR ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E355286	W POPLAR ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E362860	W POPLAR ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E304335	W ROSE ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E322402	W ROSE ST	2014	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E374907	W ROSE ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E379809	W ROSE ST	2014	No Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight
E393934	W ROSE ST	2014	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E312743	W TIETAN ST	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E349163	WALLA WALLA AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E381204	WALLA WALLA AVE	2014	No Injury	Angle	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E306551	WELLINGTON AVE	2014	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Snow/Slush	Dark-Street Lights On
E381203	WHITE ST	2014	No Injury	Angle	At Intersection and Related	Overcast	Snow/Slush	Daylight
E312731	12	2014	Unknown	Fixed Object	At Intersection and Related	Unknown	Unknown	Unknown
3654264	95180	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight
E350037	012P133499	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E304365	AUBIN RD	2014	No Injury	Fixed Object	At Intersection and Related	Snowing	Ice	Daylight
E305124	E OAK ST	2014	No Injury	Fixed Object	At Intersection and Related	Snowing	Snow/Slush	Dark-Street Lights On
E307185	LARK DR	2014	Unknown	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E324176	N 9TH AVE	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E304510	N BLUE ST	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight
E311268	PLAZA WAY	2014	Unknown	Fixed Object	At Intersection and Related	Sleet or Hail or Freezing Rain	Snow/Slush	Daylight
E299261	S WILBUR AVE	2014	Unknown	Fixed Object	Not at Intersection and Not Related	Overcast	Unknown	Dark-No Street Lights
E346189	WHITMAN ST	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E374909	WHITNEY RD	2014	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
E336918	WOODLAND AVE	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E373565	W ALDER ST	2014	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E369604	W POPLAR ST	2014	Possible Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E388560	E MAIN ST	2014	No Injury	Other	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
3654263	51600	2014	Possible Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E358337	125	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E363869	125	2014	Unknown	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E370483	DALLES MILITARY RD	2014	No Injury	Turning	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
E344570	125	2014	Unknown	Turning	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E322403	125	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E323625	125	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E345603	125	2014	Unknown	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E349402	125	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
3323657	125	2014	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E365639	BRYANT AVE	2014	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E387550	E ALDER ST	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E341584	E CHESTNUT ST	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E395222	E CHESTNUT ST	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E373566	E ISAACS AVE	2014	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E360378	E SUMACH ST	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E351555	N ROOSEVELT ST	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E330067	N WILBUR AVE	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E383886	N WILBUR AVE	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E361723	PLAZA WAY	2014	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E327173	95180	2014	Evident Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E319438	S 2ND AVE	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E303019	S DIVISION ST	2014	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E312730	S ROOSEVELT ST	2014	No Injury	Turning	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E340980	SE MYRA RD	2014	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E314091	W POPLAR ST	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E341735	W POPLAR ST	2014	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E383887	W POPLAR ST	2014	No Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
E351553	W ROSE ST	2014	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight



Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E364160	W ROSE ST	2014	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E299071	W TIETAN ST	2014	No Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
E324765	125	2014	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E374240	125	2014	No Injury	Other	At Intersection and Related	Snowing	Snow/Slush	Dusk
E381345	125	2014	No Injury	Other	At Intersection and Related	Overcast	Dry	Unknown
E325831	EDITH AVE	2014	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E370482	125	2014	No Injury	Other	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E325830	S WILBUR AVE	2014	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E306338	STURM AVE	2014	No Injury	Other	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E335533	W CHERRY ST	2014	No Injury	Other	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E319542	W POPLAR ST	2014	No Injury	Other	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E371380	W ROSE ST	2014	No Injury	Other	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E389159	W ROSE ST	2014	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E350983	WHITMAN ST	2014	No Injury	Other	At Intersection and Related	Raining	Wet	Daylight
E348131	12	2014	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E367749	125	2014	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E368247	E ISAACS AVE	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E339792	N 2ND AVE	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E313617	N WILBUR AVE	2014	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E359032	S 12TH AVE	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E343796	S DIVISION ST	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E333338	S ROOSEVELT ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E306552	S WILBUR AVE	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E343795	SE MYRA RD	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E338504	W POPLAR ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E312467	W TIETAN ST	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Dusk
E341307	W TIETAN ST	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E317723	125	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E318221	125	2014	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E331935	125	2014	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E341174	125	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E372694	125	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E338814	NE MYRA RD	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E355287	AVERY ST	2014	Possible Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E381346	E CHESTNUT ST	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E313383	E ISAACS AVE	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E353004	E ISAACS AVE	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E387549	E ISAACS AVE	2014	No Injury	Sideswipe	Driveway Related but Not at Driveway	Overcast	Dry	Daylight
E343122	N 2ND AVE	2014	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E354636	NE MYRA RD	2014	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E344571	PLAZA WAY	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E330596	W POPLAR ST	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E362859	W POPLAR ST	2014	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E389449	W ROSE ST	2014	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E299069	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E298744	125	2014	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E302066	125	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E303631	125	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dusk
E305050	125	2014	Possible Injury	Rear-end	At Intersection and Related	Snowing	Ice	Daylight
E306550	125	2014	No Injury	Rear-end	At Intersection and Related	Snowing	Ice	Dark-Street Lights On
E324709	125	2014	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E327093	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E325462	125	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E329340	125	2014	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E334642	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E340417	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E343318	125	2014	Possible Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E346044	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E349162	125	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E353002	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E364166	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E361768	125	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E363872	125	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E366683	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E374235	125	2014	No Injury	Rear-end	At Intersection and Not Related	Snowing	Snow/Slush	Daylight
E380914	125	2014	No Injury	Rear-end	At Intersection and Related	Overcast	Wet	Daylight
3654404	55700	2014	Possible Injury	Rear-end	Not at Intersection and Not Related	Overcast	Dry	Daylight
E326860	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E324764	60290	2014	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E324643	E ALDER ST	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E347823	E ALDER ST	2014	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E349829	E ALDER ST	2014	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E354635	E ALDER ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E373564	E ALDER ST	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E374234	E ALDER ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E374243	E ALDER ST	2014	No Injury	Rear-end	At Intersection and Not Related	Snowing	Snow/Slush	Daylight
E368112	E ISAACS AVE	2014	No Injury	Rear-end	Not at Intersection and Not Related	Raining	Wet	Daylight
E374242	E ISAACS AVE	2014	No Injury	Rear-end	At Intersection and Related	Snowing	Snow/Slush	Daylight
E315482	E MAIN ST	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E321414	E MAIN ST	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E346251	E POPLAR ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E322564	E ROSE ST	2014	Evident Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E342049	E ROSE ST	2014	Possible Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E351567	E ROSE ST	2014	Possible Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E374232	E ROSE ST	2014	No Injury	Rear-end	At Intersection and Related	Snowing	Snow/Slush	Daylight
E378230	E ROSE ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E309856	FERN AVE	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E346045	MELROSE ST	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E332682	N 2ND AVE	2014	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E332805	N 2ND AVE	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E364783	N 2ND AVE	2014	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E344568	N WILBUR AVE	2014	Possible Injury	Rear-end	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E319541	NE MYRA RD	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E324766	NE MYRA RD	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E333337	NE MYRA RD	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E332931	NE MYRA RD	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E339791	NE MYRA RD	2014	Possible Injury	Rear-end	Not at Intersection and Not Related	Overcast	Wet	Daylight
E380044	NE MYRA RD	2014	Possible Injury	Rear-end	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On
E301223	PLAZA WAY	2014	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E304067	PLAZA WAY	2014	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E304364	PLAZA WAY	2014	Possible Injury	Rear-end	At Driveway within Major Intersection	Snowing	Snow/Slush	Daylight
E320542	PLAZA WAY	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E350624	PLAZA WAY	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E355831	95180	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E302064	S 2ND AVE	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-No Street Lights
E314546	S 2ND AVE	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E319776	S 2ND AVE	2014	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E333718	S 2ND AVE	2014	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E339793	S 2ND AVE	2014	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E354638	S 2ND AVE	2014	Unknown	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E362851	S 2ND AVE	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E367750	S 2ND AVE	2014	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E329338	S DIVISION ST	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E318987	S PALOUSE ST	2014	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E307369	S WILBUR AVE	2014	Possible Injury	Rear-end	At Intersection and Not Related	Overcast	Wet	Daylight
E330594	SE MYRA RD	2014	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E325166	51340	2014	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E320075	W MAIN ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E331936	W MAIN ST	2014	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E365168	W MAIN ST	2014	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E307133	W POPLAR ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E316663	W POPLAR ST	2014	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E341736	W ROSE ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E361728	W ROSE ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E299937	W TIETAN ST	2014	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E305054	W TIETAN ST	2014	No Injury	Rear-end	At Intersection and Related	Snowing	Snow/Slush	Daylight
E320544	W TIETAN ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E337189	W TIETAN ST	2014	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
E363873	W TIETAN ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E373009	W TIETAN ST	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E374238	W TIETAN ST	2014	No Injury	Rear-end	At Intersection and Related	Snowing	Ice	Daylight
E339674	125	2014	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E304363	WHITMAN ST	2014	No Injury	Rear-end	At Intersection and Related	Snowing	Ice	Daylight
E327924	E ALDER ST	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E379807	N WILBUR AVE	2014	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E356205	E ALDER ST	2014	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E309857	E ISAACS AVE	2014	No Injury	Turning	At Driveway	Overcast	Dry	Daylight
E369979	E ISAACS AVE	2014	Unknown	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E350625	MERRIAM ST	2014	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E384210	N 2ND AVE	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E365406	N PARK ST	2014	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E315481	N WILBUR AVE	2014	Possible Injury	Turning	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E355289	PLAZA WAY	2014	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E319540	S 2ND AVE	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E355830	W POPLAR ST	2014	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E310601	125	2014	No Injury	Turning	At Driveway	Raining	Wet	Daylight
E324523	125	2014	Possible Injury	Turning	At Driveway	Raining	Wet	Daylight
E341176	E ALDER ST	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E345602	E ISAACS AVE	2014	Unknown	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E357575	E ISAACS AVE	2014	No Injury	Turning	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E316665	N 2ND AVE	2014	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E321413	N 4TH AVE	2014	No Injury	Turning	At Intersection and Not Related	Clear or Partly Cloudy	Wet	Daylight
E380555	NE MYRA RD	2014	Unknown	Turning	At Intersection and Related	Clear or Partly Cloudy	Snow/Slush	Daylight
E326859	PLAZA WAY	2014	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E364782	PLAZA WAY	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E357039	W CHESTNUT ST	2014	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E352728	W POPLAR ST	2014	Evident Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E374239	W ROSE ST	2014	No Injury	Turning	At Intersection and Related	Snowing	Snow/Slush	Dusk
E372222	12	2014	Unknown	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E340418	012P133621	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E312234	CHASE AVE	2014	Unknown	Fixed Object	At Intersection and Related	Sleet or Hail or Freezing Rain	Ice	Dark-Street Lights On
E305289	E ROSE ST	2014	No Injury	Fixed Object	At Intersection and Related	Overcast	Snow/Slush	Daylight
E348559	LOCUST ST	2014	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E383668	S 3RD AVE	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E372507	E BIRCH ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E328761	55700	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
3506268	55700	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E318220	E MAIN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E335830	E MAIN ST	2014	Unknown	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E378268	E MAIN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E337185	N 3RD AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E363875	W MAIN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E363876	W MAIN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E374902	W MAIN ST	2014	Unknown	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E335239	125	2014	No Injury	Parked	At Intersection and Related	Overcast	Wet	Daylight
3506890	ABBOTT RD AT STURM AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight
E360374	ALVARADO TER	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
E380554	BLUE MOUNTAIN DR	2014	No Injury	Parked	At Intersection and Not Related	Overcast	Ice	Daylight
E304464	BOYER AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E315716	BOYER AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E342499	BOYER AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E366094	BOYER AVE	2014	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E308765	BOYER DR	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E372221	BOYER DR	2014	No Injury	Parked	At Driveway	Raining	Wet	Dark-Street Lights Off
E370258	BRIDGE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Daylight
E337161	BROOKSIDE DR	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E356252	CATHERINE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E340637	CHASE AVE	2014	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E366685	CHASE AVE	2014	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E346468	COLUMBIA ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E305121	DALLES MILITARY RD	2014	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E368246	DALLES MILITARY RD	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E332878	E ALDER ST	2014	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E377509	E ALDER ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E390392	E ALDER ST	2014	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E317310	E BIRCH ST	2014	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Daylight
E370114	E BIRCH ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E373996	E BIRCH ST	2014	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Daylight
E331168	E CHERRY ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E321316	E CHESTNUT ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E339675	E CHESTNUT ST	2014	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E370681	E CHESTNUT ST	2014	No Injury	Parked	Not at Intersection and Not Related	Raining	Dry	Daylight
E308943	E MAIN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E330813	E MAIN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E345080	E OAK ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E309025	E PINE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Unknown
E354318	E SUMACH ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E337162	E TIETAN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E343121	E TIETAN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E351042	E TIETAN ST	2014	No Injury	Parked	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E301499	EVERGREEN ST	2014	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E301252	EVERGREEN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E361375	EVERGREEN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E359027	FERN AVE	2014	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E313379	FRANCIS AVE	2014	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E361767	FRANKLAND ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E372915	FRAZIER DR	2014	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E361997	HOBSON ST	2014	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E341304	KENNETH ST	2014	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E321849	LINCOLN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E359028	MALCOLM ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E335238	MELROSE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Daylight
E315483	MYRTLE ST	2014	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E310154	N 3RD AVE	2014	Unknown	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Snow/Slush	Daylight
E350982	N 3RD AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Unknown	Dry	Unknown
E304834	N 6TH AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E353005	N 7TH AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E308862	N BLUE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On
E339860	N BLUE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E337312	N CLINTON ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E366302	N CLINTON ST	2014	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E335632	N PALOUSE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E341306	N TOUCHET ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E372224	N TOUCHET ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E340184	N WILBUR AVE	2014	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E380553	N WILBUR AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Fog or Smog or Smoke	Ice	Dark-Street Lights On
E374903	NATCHES ST	2014	No Injury	Parked	At Intersection and Not Related	Unknown	Ice	Unknown
E335244	NEWELL ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E362855	ORCHARD ST	2014	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E346188	PENROSE AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E314582	PLEASANT ST	2014	Possible Injury	Parked	Not at Intersection and Not Related	Raining	Standing Water	Daylight
E316393	PLEASANT ST	2014	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E308347	RUTH ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Snow/Slush	Daylight
E318918	S 1ST AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-No Street Lights
E362853	S 1ST AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E343317	S 2ND AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E309853	S 3RD AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Unknown
E332070	S 3RD AVE	2014	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E364781	S 4TH AVE	2014	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E309024	S 5TH AVE	2014	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E383536	S COLVILLE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E330764	S DIVISION ST	2014	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E351984	S DIVISION ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E369980	S MADISON ST	2014	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Daylight
E378416	S PALOUSE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E384563	S PALOUSE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Dark-Street Lights On
E375736	S PARK ST	2014	No Injury	Parked	Not at Intersection and Not Related	Snowing	Snow/Slush	Dark-Street Lights On
E377510	S PARK ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E319439	S ROOSEVELT ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E372820	SINCLAIR ST	2014	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E335241	TAUSICK WAY	2014	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E356185	TAUSICK WAY	2014	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E321412	UNIVERSITY ST	2014	No Injury	Parked	Not at Intersection and Not Related	Raining	Dry	Daylight
E307368	VALENCIA ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E373713	W ALDER ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E389448	W ALDER ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E304645	W BIRCH ST	2014	No Injury	Parked	At Intersection and Not Related	Unknown	Snow/Slush	Unknown
E310323	W BIRCH ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
E387551	W BIRCH ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E318007	W CHESTNUT ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E317724	W CHESTNUT ST	2014	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E359026	W CHESTNUT ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E374237	W CHESTNUT ST	2014	No Injury	Parked	At Intersection and Related	Snowing	Snow/Slush	Dark-Street Lights On
E388326	W CHESTNUT ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E299070	W MAIN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dusk
E380556	W MAIN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Daylight
E346826	W MAPLE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E327522	W MOORE ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E298055	W MORTON ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E340977	W OAK ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E316858	W POPLAR ST	2014	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E322563	W WILLOW ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E360380	W WILLOW ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E369981	WALLA WALLA AVE	2014	No Injury	Parked	Not at Intersection and Not Related	Unknown	Dry	Unknown
E319539	WHITMAN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E351566	WHITMAN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E353778	WHITMAN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E362858	WHITMAN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E383537	WHITMAN ST	2014	No Injury	Parked	Not at Intersection and Not Related	Raining	Wet	Daylight
E372693	CAMBRIDGE DR	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E347669	57700	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E363438	W ROSE ST	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E363870	E ROSE ST	2014	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E377505	NE MYRA RD	2014	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
E377000	S ROOSEVELT ST AT WHITMAN ST	2014	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
3506375	95390	2014	Evident Injury	Run-off Road	Not at Intersection and Not Related	Overcast	Wet	Dark-No Street Lights
E337225	96110	2014	Evident Injury	Run-off Road	At Intersection and Related	Overcast	Dry	Daylight
E375873	96110	2014	No Injury	Run-off Road	At Intersection and Related	Raining	Ice	Dark-Street Lights On
E326773	N 13TH AVE	2014	No Injury	Run-off Road	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E323700	125	2014	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E343316	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E370484	W ROSE ST	2014	Possible Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E354319	W TIETAN ST	2014	No Injury	Sideswipe	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E342992	125	2014	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E368248	S 4TH AVE	2014	Evident Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E308861	W MAIN ST	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
E374310	E ALDER ST	2014	No Injury	Fixed Object	At Intersection and Related	Snowing	Ice	Dark-Street Lights On
E309858	PLEASANT ST	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E309854	CENTER ST	2014	Unknown	Fixed Object	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E334607	CHASE AVE	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E303016	E CHESTNUT ST	2014	Evident Injury	Fixed Object	Not at Intersection and Not Related	Other	Ice	Daylight
E366684	MELROSE ST	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E359029	OLYMPIA DR	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E311169	S BLUE ST	2014	Evident Injury	Fixed Object	At Intersection and Related	Snowing	Snow/Slush	Dark-Street Lights On
E351557	S DIVISION ST	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E323699	W ROSE ST	2014	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E340286	W TIETAN ST	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E361722	BALM ST	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E376497	E ISAACS AVE	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight
E384212	E ISAACS AVE	2014	No Injury	Fixed Object	At Driveway	Overcast	Wet	Daylight
E328385	N 9TH AVE	2014	Unknown	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E315545	PLAZA WAY	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E353006	S DIVISION ST	2014	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E368981	W PINE ST	2014	Possible Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E304320	W ROSE ST	2014	No Injury	Fixed Object	At Intersection and Related	Blowing Sand or Dirt or Snow	Snow/Slush	Daylight
E359033	125	2014	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E365718	BERNEY DR	2014	No Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E359305	BRYANT AVE	2014	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E357961	DALLES MILITARY RD	2014	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E359025	E ISAACS AVE	2014	Possible Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E336645	MELROSE ST	2014	Possible Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E349828	PLAZA WAY	2014	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E325261	S 1ST AVE	2014	No Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E319437	S 2ND AVE	2014	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E326479	S HOWARD ST	2014	Serious Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E360375	S HOWARD ST	2014	Unknown	Bicycle	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E378269	W ROSE ST	2014	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E372223	125	2014	Evident Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E335242	N 5TH AVE	2014	Evident Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E386695	PLEASANT ST	2014	Possible Injury	Pedestrian	At Intersection and Not Related	Raining	Wet	Daylight
E333801	WHITMAN ST	2014	Serious Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E378417	12	2014	Possible Injury	Overtaken	At Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
E385915	12	2014	Evident Injury	Overtaken	Not at Intersection and Not Related	Raining	Wet	Daylight
E303474	12	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights
E308859	12	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E328594	12	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E353411	12	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E309380	125	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E326572	TAUSICK WAY	2014	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E333510	BOYER AVE	2014	Fatality	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E355375	SUNSET DR	2014	Evident Injury	Pedestrian	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E362852	W TIETAN ST	2014	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E304362	E ISAACS AVE	2014	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
E431591	E ISAACS AVE	2015	No Injury	Other	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E493240	N CLINTON ST	2015	Possible Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E463186	N CLINTON ST	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E486880	12	2015	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight
E449846	57700	2015	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E400651	CLAY ST	2015	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E389303	S PARK ST	2015	Unknown	Fixed Object	Not at Intersection and Not Related	Unknown	Unknown	Dark-Street Lights On
E442107	W PINE ST	2015	Evident Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E486627	12	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Ice	Dark-No Street Lights
E486224	12	2015	Evident Injury	Fixed Object	At Intersection and Related	Overcast	Ice	Daylight
E493738	12	2015	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-No Street Lights

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E477237	012Q533676	2015	No Injury	Fixed Object	At Intersection and Related	Unknown	Unknown	Dark-Street Lights On
E489043	012Q533676	2015	Possible Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Ice	Dark-Street Lights On
E389450	E MAIN ST	2015	Evident Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E418908	12	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E423964	12	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E432450	12	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E439700	12	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E449897	12	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456152	12	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E403263	125	2015	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E411579	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E409763	125	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E412381	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E438057	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E447516	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E460181	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456530	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E465032	125	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E467538	125	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E475557	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E474393	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E479080	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E484682	125	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E487472	125	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E486645	125	2015	No Injury	Angle	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E498537	125	2015	No Injury	Angle	At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight
E459411	BOYER AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E465027	BOYER AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E419116	BRYANT AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E470882	CHASE AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E433751	DALLES MILITARY RD	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E401405	E ALDER ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E401399	E ALDER ST	2015	No Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E465079	E ALDER ST	2015	Possible Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E435075	E BIRCH ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E490150	E ISAACS AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E413795	E MAIN ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E442106	E MAIN ST	2015	No Injury	Angle	At Driveway	Blowing Sand or Dirt or Snow	Dry	Daylight
E427626	E POPLAR ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E446211	E POPLAR ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E410502	E ROSE ST	2015	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E413269	E ROSE ST	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E417850	E ROSE ST	2015	No Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E443444	E ROSE ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E474389	E ROSE ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E481390	E ROSE ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E407266	E SUMACH ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E426257	E SUMACH ST	2015	Possible Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E450088	28400	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E452137	FERN AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E408738	MELROSE ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E410293	MELROSE ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight



Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E417374	MELROSE ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E453247	MELROSE ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E410503	N 13TH AVE	2015	Evident Injury	Angle	At Driveway	Raining	Wet	Daylight
E410294	N 2ND AVE	2015	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E451654	N 2ND AVE	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E403032	N 8TH AVE	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E493237	N DIVISION ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E438049	N PALOUSE ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E400654	N ROOSEVELT ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E414175	N TOUCHET ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E464152	N WILBUR AVE	2015	Possible Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E474251	N WILBUR AVE	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E449157	NE MYRA RD	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E413792	ORCHARD ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E486131	ORCHARD ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
E498536	ORCHARD ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E417521	PAINE ST AT ALLEY	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E423998	PLAZA WAY	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E451751	PLAZA WAY	2015	No Injury	Angle	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E389452	S 12TH AVE	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E438504	S 12TH AVE	2015	Evident Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E460180	S 1ST AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E423246	S 2ND AVE	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E425972	S 2ND AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E394023	S 3RD AVE	2015	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E395996	S 3RD AVE	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E446216	S 3RD AVE	2015	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E468172	S 3RD AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E494549	S 3RD AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E498534	S 3RD AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E405231	S 4TH AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E452136	S 4TH AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E420102	S 5TH AVE	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E474249	S 5TH AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E475974	S 7TH AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E408739	S DIVISION ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E395221	S HOWARD ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E408781	S HOWARD ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E433753	S HOWARD ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E445129	S HOWARD ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E416068	S ROOSEVELT ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E444125	S WILBUR AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E466100	S WILBUR AVE	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E463159	SE MYRA RD	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E450801	SHERIDAN RD	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E486135	SHERIDAN RD	2015	No Injury	Angle	At Intersection and Related	Overcast	Dry	Dusk
E421304	SINCLAIR ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E406120	SPRAGUE ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E450251	SUNSET DR	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E494420	51340	2015	No Injury	Angle	At Intersection and Related	Overcast	Ice	Daylight
E443318	UNIVERSITY ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E428016	W BIRCH ST	2015	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E438502	W CHESTNUT ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E414743	W MAIN ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E433745	W MAIN ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E451653	W MORTON ST	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E425709	W OAK ST	2015	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E391642	W POPLAR ST	2015	No Injury	Angle	At Intersection and Related	Overcast	Wet	Daylight
E444032	W POPLAR ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456362	W POPLAR ST	2015	Unknown	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E468472	W POPLAR ST	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E477239	W POPLAR ST	2015	Unknown	Angle	At Intersection and Related	Raining	Wet	Daylight
E478413	W POPLAR ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E479054	W POPLAR ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E397110	W ROSE ST	2015	No Injury	Angle	At Intersection and Related	Overcast	Dry	Dark-No Street Lights
E403673	W ROSE ST	2015	No Injury	Angle	At Intersection and Related	Overcast	Dry	Daylight
E436761	W ROSE ST	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E500111	W ROSE ST	2015	No Injury	Angle	At Intersection and Related	Overcast	Ice	Dusk
E500109	W ROSE ST	2015	Possible Injury	Angle	At Intersection and Related	Overcast	Dry	Dusk
E421303	W TIETAN ST	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E433752	W TIETAN ST	2015	Evident Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E474248	W TIETAN ST	2015	No Injury	Angle	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E479922	W TIETAN ST	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E409765	WALLA WALLA AVE	2015	No Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E460049	WALLA WALLA AVE	2015	Possible Injury	Angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E398069	WELLINGTON AVE	2015	No Injury	Angle	At Intersection and Related	Raining	Wet	Daylight
E489499	WHITMAN ST	2015	No Injury	Angle	At Intersection and Related	Raining	Snow/Slush	Daylight
E414792	12	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E501502	ABBOTT RD	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Dark-No Street Lights
E505388	E REES AVE	2015	Unknown	Fixed Object	At Intersection and Not Related	Unknown	Dry	Daylight
E489502	E SUMACH ST	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Daylight
E458749	MELROSE ST	2015	Serious Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights
E436766	MERRILL RD	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E400375	N 4TH AVE	2015	Unknown	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E407270	N BELLEVUE AVE	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E414742	N BLUE ST	2015	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456016	RANCHO VILLA	2015	No Injury	Fixed Object	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E487470	RESER RD	2015	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E474247	125	2015	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E436976	125	2015	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E433749	125	2015	Possible Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E414449	W CHESTNUT ST	2015	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E456010	W MAIN ST	2015	No Injury	Other	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E447515	125	2015	No Injury	Head-on	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E401404	N WILBUR AVE	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E423967	12	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E399876	125	2015	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E422712	125	2015	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E442104	125	2015	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456009	125	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E469606	125	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E440514	E CHESTNUT ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E438052	E ISAACS AVE	2015	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E445379	E ISAACS AVE	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E481388	E ISAACS AVE	2015	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E479081	E POPLAR ST	2015	No Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
E442103	E TIETAN ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E395542	PLAZA WAY	2015	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E416243	PLAZA WAY	2015	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E457243	PLAZA WAY	2015	Possible Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E482488	PLAZA WAY	2015	Unknown	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E473738	S 2ND AVE	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E433748	S 3RD AVE	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E417852	S HOWARD ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E416066	TAUSICK WAY	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E407269	W CHESTNUT ST	2015	No Injury	Turning	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E464150	W MOORE ST	2015	Possible Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn
E404141	W POPLAR ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E438503	W POPLAR ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E443317	W POPLAR ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E397775	W ROSE ST	2015	Evident Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456528	W ROSE ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E483021	W ROSE ST	2015	Possible Injury	Turning	At Driveway	Overcast	Dry	Daylight
E454571	125	2015	Evident Injury	Head-on	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E438055	125	2015	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E487469	125	2015	No Injury	Other	At Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E467045	COTTONWOOD RD	2015	Unknown	Other	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E462377	PLAZA WAY	2015	No Injury	Other	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E463185	S 10TH AVE	2015	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E498540	S 2ND AVE	2015	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E486133	S 4TH AVE	2015	No Injury	Other	At Intersection and Related	Raining	Wet	Dawn
E431592	S COLVILLE ST	2015	No Injury	Other	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E451652	125	2015	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E472344	125	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E476338	012P133947	2015	No Injury	Rear-end	Not at Intersection and Not Related	Overcast	Wet	Dawn
E468174	E ISAACS AVE	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E443942	E MAIN ST	2015	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E392090	N WILBUR AVE	2015	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E421082	N WILBUR AVE	2015	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E392092	S 2ND AVE	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E419114	S 2ND AVE	2015	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E478411	S 2ND AVE	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E480782	S 2ND AVE	2015	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E433750	S HOWARD ST	2015	Evident Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E468177	S WILBUR AVE	2015	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E486635	W CHESTNUT ST	2015	Possible Injury	Rear-end	Intersection Related but Not at Intersection	Fog or Smog or Smoke	Dry	Dark-Street Lights On
E403675	W POPLAR ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E414174	W POPLAR ST	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E478412	W POPLAR ST	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E401398	W ROSE ST	2015	Possible Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E463981	12	2015	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E478620	12	2015	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E388758	125	2015	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E397416	125	2015	No Injury	Sideswipe	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E406119	125	2015	No Injury	Sideswipe	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Dusk
E415300	125	2015	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E417300	125	2015	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E432150	125	2015	Unknown	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E433446	125	2015	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E438054	125	2015	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E466626	125	2015	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E470727	125	2015	No Injury	Sideswipe	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E474392	125	2015	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E441816	125SP125SP	2015	No Injury	Sideswipe	Exiting Roundabout	Clear or Partly Cloudy	Dry	Daylight
E465033	DALLES MILITARY RD	2015	Evident Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E486634	E ISAACS AVE	2015	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E432456	E POPLAR ST	2015	No Injury	Sideswipe	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E445126	E SUMACH ST	2015	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E465080	N WILBUR AVE	2015	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E487794	NE MYRA RD	2015	No Injury	Sideswipe	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E476810	12	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E392091	125	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E389160	125	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight
E391643	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E391639	125	2015	No Injury	Rear-end	At Intersection and Related	Overcast	Wet	Daylight
E394804	125	2015	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E399872	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
E400652	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E401407	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E406621	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E412246	125	2015	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E422708	125	2015	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E434953	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E435411	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E436763	125	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E442395	125	2015	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E446214	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456529	125	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E461265	125	2015	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E467539	125	2015	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E472583	125	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E482490	125	2015	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E490266	125	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E496140	125	2015	No Injury	Rear-end	At Intersection and Related	Other	Wet	Dark-Street Lights On
E438308	012P133621	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E439874	125SP125SP	2015	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E497024	55700	2015	No Injury	Rear-end	At Intersection and Related	Overcast	Dry	Daylight
E478931	BRYANT AVE	2015	Unknown	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E489217	CHASE AVE	2015	Unknown	Rear-end	At Intersection and Related	Sleet or Hail or Freezing Rain	Ice	Daylight
E449158	CHESTNUT ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E418663	DALLES MILITARY RD	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E423994	DALLES MILITARY RD	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E403034	E ALDER ST	2015	Evident Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E430077	E ALDER ST	2015	Possible Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E430079	E ALDER ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E433754	E ALDER ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E438053	E ALDER ST	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E440507	E ALDER ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E450790	E ALDER ST	2015	Evident Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E467540	E ALDER ST	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E476807	E ALDER ST	2015	Possible Injury	Rear-end	At Intersection and Not Related	Overcast	Wet	Daylight
E483020	E ALDER ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E490267	E ALDER ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E425965	E CHESTNUT ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E482491	E CHESTNUT ST	2015	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E419113	E ISAACS AVE	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E462379	E ISAACS AVE	2015	No Injury	Rear-end	Not at Intersection and Not Related	Raining	Wet	Daylight
E421302	E MAIN ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E423999	E MAIN ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456276	E MAIN ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E427122	E POPLAR ST	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E400650	E ROSE ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E412380	E ROSE ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E424840	E SUMACH ST	2015	Evident Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E432451	FERN AVE	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E451656	KELLEY PL	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E437291	MALCOLM ST	2015	Possible Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E465025	N 13TH AVE	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E396160	N 2ND AVE	2015	No Injury	Rear-end	Intersection Related but Not at Intersection	Fog or Smog or Smoke	Wet	Daylight
E456019	N 2ND AVE	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E392339	N 9TH AVE	2015	No Injury	Rear-end	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E462378	N PARK ST	2015	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E418662	N WILBUR AVE	2015	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E477238	N WILBUR AVE	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E417851	NE MYRA RD	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E422709	NE MYRA RD	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E443756	PLAZA WAY	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E479079	PLAZA WAY	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E480783	PLAZA WAY	2015	No Injury	Rear-end	Not at Intersection and Not Related	Overcast	Dry	Daylight
E492525	PLAZA WAY	2015	Unknown	Rear-end	At Intersection and Related	Raining	Wet	Dark-No Street Lights
E441807	POPLAR	2015	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E427752	S 2ND AVE	2015	Possible Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E430731	S 2ND AVE	2015	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E457846	S 2ND AVE	2015	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E466108	S 2ND AVE	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E498532	S 2ND AVE	2015	Possible Injury	Rear-end	At Intersection and Related	Overcast	Wet	Daylight
E468849	S PALOUSE ST	2015	No Injury	Rear-end	At Intersection and Related	Raining	Wet	Daylight
E451752	SCHOOL AVE	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E435519	SE 12TH ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E482774	SPRAGUE ST	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E403031	TAUSICK WAY	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E486132	W ALDER ST	2015	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dusk
E448626	W CHERRY ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E401402	W CHESTNUT ST	2015	Unknown	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E453734	W CHESTNUT ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E408735	W MAIN ST	2015	No Injury	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
E409766	W MAIN ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E446217	W MAIN ST	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E456015	W MAIN ST	2015	Unknown	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E403517	W PINE ST	2015	Unknown	Rear-end	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E409441	W POPLAR ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E419357	W POPLAR ST	2015	No Injury	Rear-end	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight
E451655	W POPLAR ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E468173	W POPLAR ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E472345	W POPLAR ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E489219	W POPLAR ST	2015	Unknown	Rear-end	At Intersection and Related	Sleet or Hail or Freezing Rain	Ice	Daylight
E410292	W ROSE ST	2015	Possible Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E427751	W ROSE ST	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E432455	W ROSE ST	2015	No Injury	Rear-end	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E492991	W ROSE ST	2015	No Injury	Rear-end	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E406249	W TIETAN ST	2015	No Injury	Rear-end	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight
E430076	W TIETAN ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E447517	W TIETAN ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E481393	W YAKIMA ST	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E504010	E CHESTNUT ST	2015	No Injury	Sideswipe	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E432454	W CHESTNUT ST	2015	No Injury	Sideswipe	At Intersection and Related	Overcast	Dry	Dusk
E489500	W POPLAR ST	2015	No Injury	Sideswipe	At Intersection and Related	Overcast	Ice	Daylight
E439773	N WILBUR AVE	2015	Unknown	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E482489	S 4TH AVE	2015	No Injury	Turning	At Intersection and Related	Overcast	Dry	Daylight
E478929	W ALDER ST	2015	No Injury	Turning	At Intersection and Related	Raining	Wet	Daylight
E427123	W POPLAR ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E421577	125	2015	No Injury	Turning	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E463187	125	2015	No Injury	Turning	At Driveway	Overcast	Dry	Daylight
E412544	E ISAACS AVE	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E443755	W CHERRY ST	2015	No Injury	Turning	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E485738	12	2015	Evident Injury	Fixed Object	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Snow/Slush	Daylight
E422711	125	2015	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E488383	S DIVISION ST	2015	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E439697	12	2015	Possible Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E461044	W ROSE ST	2015	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E465851	12	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E476137	S SPOKANE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E489495	E ALDER ST	2015	No Injury	Parked	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Dark-Street Lights On
E458546	E MAIN ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E468176	N 3RD AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E461045	N 7TH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E436764	S 3RD AVE	2015	Unknown	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E422710	W BIRCH ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E474974	W MAIN ST	2015	Unknown	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E403674	W TIETAN ST	2015	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Daylight
E432118	12	2015	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E488110	BERNARD ST	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E498533	BETHEL ST	2015	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E427753	BLUE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E433746	BONSELLA ST	2015	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E401406	BOYER AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E460048	BOYER AVE	2015	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E498539	BOYER AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E493283	CASCADE DR	2015	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E469604	CATHERINE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E416242	CLAY ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E445128	COYOTE RIDGE DR	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E461101	COYOTE RIDGE DR	2015	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off
E391644	DALLES MILITARY RD	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E462864	DALLES MILITARY RD	2015	Unknown	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E493239	DALLES MILITARY RD	2015	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights
E419439	DELAWARE AVE	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E405232	DRUMHELLER ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E401403	E ALDER ST	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E401520	E ALDER ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E433985	E ALDER ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E450793	E ALDER ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E427124	E BIRCH ST	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E436760	E CHESTNUT ST	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Dry	Daylight
E412547	E MAIN ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E455362	E MAIN ST ALLEY	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E477789	E PINE ST	2015	No Injury	Parked	At Driveway	Raining	Wet	Dark-Street Lights On
E489220	E POPLAR ST	2015	No Injury	Parked	Intersection Related but Not at Intersection	Sleet or Hail or Freezing Rain	Ice	Daylight
E417217	E SUMACH ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E438757	E SUMACH ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E449156	E SUMACH ST	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E450789	EAGAN ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E400388	EDITH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E465022	EDITH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E469605	EDITH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E487468	FAIRMONT ST	2015	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E420101	FERN AVE	2015	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E409764	GARRISON ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E477457	GREENWOOD LN	2015	No Injury	Parked	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On
E417853	GROVE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E394148	HOBSON ST	2015	No Injury	Parked	Not at Intersection and Not Related	Fog or Smog or Smoke	Wet	Daylight
E442396	J ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E442005	K ST	2015	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E451651	LINCOLN ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Unknown
E487793	LINCOLN ST	2015	No Injury	Parked	Not at Intersection and Not Related	Overcast	Other	Dark-Street Lights On
E426258	MALCOLM ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E427125	MALCOLM ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E461043	MCKAY PL	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E408780	MELROSE ST	2015	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E418653	MELROSE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Dry	Unknown
E420455	MELROSE ST	2015	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E460047	MELROSE ST	2015	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E470881	MELROSE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E471576	MELROSE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E488382	MELROSE ST	2015	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E487792	MELROSE ST	2015	No Injury	Parked	At Intersection and Not Related	Sleet or Hail or Freezing Rain	Wet	Dark-Street Lights On
E489501	MYRTLE ST	2015	No Injury	Parked	At Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Unknown
E465031	N 3RD AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E477240	N 5TH AVE	2015	No Injury	Parked	At Intersection and Related	Raining	Wet	Dark-Street Lights On
E431589	N 6TH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Overcast	Wet	Unknown
E400386	N 7TH AVE	2015	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E406159	N 7TH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E469851	N 7TH AVE	2015	No Injury	Parked	At Intersection and Related	Overcast	Dry	Dark-Street Lights On
E425967	N 9TH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E443400	N BLUE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E465236	N BLUE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E465024	N CLINTON ST	2015	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E488386	N CLINTON ST	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E434393	N PALOUSE ST	2015	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E414173	N PARK ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E457440	N PARK ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E442105	N ROOSEVELT ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E466109	NEWELL ST	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E425973	ORCHARD ST	2015	Unknown	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E468850	PACIFIC ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E397362	PAINE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E406248	PARISH ST	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Dark-Street Lights On
E434952	PENROSE AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E438050	PLEASANT ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E456017	PLEASANT ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E480780	PLEASANT ST	2015	Possible Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Daylight
E486134	PLEASANT ST	2015	No Injury	Parked	Not at Intersection and Not Related	Overcast	Dry	Daylight
E453733	POMONA ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E475556	PORTLAND AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E418652	RUTH ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E412755	S 12TH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E495004	S 1ST AVE	2015	No Injury	Parked	At Driveway	Snowing	Snow/Slush	Daylight
E425968	S 2ND AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E408742	S 3RD AVE	2015	Possible Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E420100	S 3RD AVE	2015	No Injury	Parked	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E462413	S 3RD AVE	2015	Evident Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E465237	S 3RD AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E500108	S 3RD AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Ice	Daylight
E487467	S 4TH AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E474246	S CLINTON ST	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Dry	Unknown
E391641	S COLVILLE ST	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E489496	S HOWARD ST	2015	No Injury	Parked	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Dawn
E501332	S PARK ST	2015	No Injury	Parked	Not at Intersection and Not Related	Overcast	Ice	Dark-Street Lights On
E413916	S PARK WHITMAN COLLEGE	2015	No Injury	Parked	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E416067	S ROOSEVELT ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E451750	S TOUCHET ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E443402	SPRAGUE ST	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E432453	STAHL AVE	2015	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn
E466627	STAHL AVE	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E396992	UNION ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-No Street Lights
E425958	UNIVERSITY ST	2015	No Injury	Parked	At Driveway	Clear or Partly Cloudy	Dry	Daylight
E443401	UNIVERSITY ST	2015	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E443399	VILLAGE WAY	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E407542	W ALDER ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E500110	W ALDER ST	2015	No Injury	Parked	Not at Intersection and Not Related	Other	Unknown	Dark-Street Lights On
E442102	W CHERRY ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E454570	W ELM ST	2015	Serious Injury	Parked	Not at Intersection and Not Related	Fog or Smog or Smoke	Dry	Dark-No Street Lights
E450788	W MAIN ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E465252	W MAIN ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E446215	W MORTON ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E389737	W POPLAR ST	2015	No Injury	Parked	Not at Intersection and Not Related	Raining	Ice	Daylight



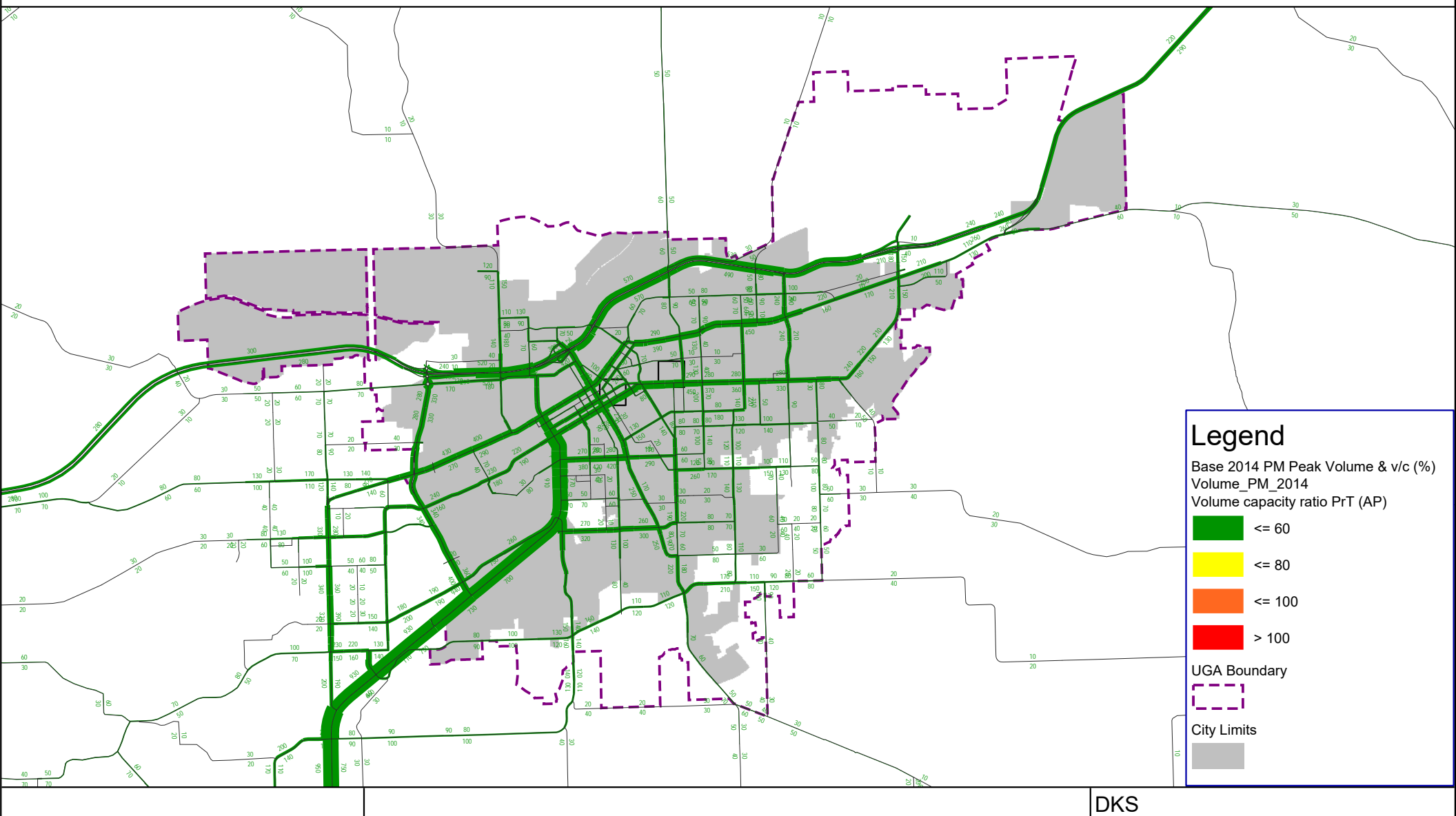
Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E449202	W WILLOW ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E462376	WASHINGTON ST	2015	No Injury	Parked	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E414741	WAVERLY ST	2015	No Injury	Parked	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E413956	56900	2015	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E446029	N 7TH AVE	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E465026	N BELLEVUE AVE	2015	Unknown	Fixed Object	At Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E462414	N 5TH AVE	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E425974	N DIVISION ST	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E413352	S 7TH AVE	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E464262	12	2015	No Injury	Run-off Road	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E455308	95390	2015	Unknown	Run-off Road	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E405920	NE MYRA RD	2015	No Injury	Rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E450797	W PINE ST	2015	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E470880	S 7TH AVE	2015	No Injury	Sideswipe	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E438051	E ALDER ST	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E406251	S HOWARD ST	2015	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E409923	BOYER AVE	2015	Unknown	Fixed Object	Not at Intersection and Not Related	Unknown	Unknown	Unknown
E491475	E MAPLE ST	2015	Possible Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On
E419324	E ROSE ST	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E433289	MERRIAM ST	2015	Possible Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E410295	W CHERRY ST	2015	No Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
E412546	ASH ST	2015	Unknown	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E419336	E ROSE ST	2015	Evident Injury	Fixed Object	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E503301	E ROSE ST	2015	No Injury	Fixed Object	At Intersection and Not Related	Overcast	Ice	Daylight
E404400	64770	2015	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E401400	N COLVILLE ST	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E500529	S HOWARD ST	2015	Evident Injury	Fixed Object	Not at Intersection and Not Related	Fog or Smog or Smoke	Ice	Dark-Street Lights On
E473740	S PARK ST	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E499261	W POPLAR ST	2015	No Injury	Fixed Object	At Intersection and Related	Snowing	Ice	Dark-Street Lights On
E417520	BOYER AVE	2015	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E442100	CRESCENT ST	2015	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E454568	E CHESTNUT ST	2015	Evident Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E423997	E MAIN ST	2015	No Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E447518	E POPLAR ST	2015	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E454569	S PARK ST	2015	Possible Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E399919	S WILBUR AVE	2015	Evident Injury	Bicycle	Not at Intersection and Not Related	Raining	Wet	Daylight
E483022	STURM AVE	2015	Possible Injury	Bicycle	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E456018	W CHESTNUT ST	2015	Evident Injury	Bicycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E446210	125	2015	Serious Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E476811	E ISAACS AVE	2015	Fatality	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E477458	E ISAACS AVE	2015	Evident Injury	Pedestrian	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On
E490437	E ROSE ST	2015	Serious Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E424154	GRAPE ST	2015	Evident Injury	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E474844	95520	2015	Fatality	Pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E498531	W CHESTNUT ST	2015	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E405078	W ROSE ST	2015	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
E471265	W ROSE ST	2015	No Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E456153	12	2015	Evident Injury	Overtaken	Not at Intersection and Not Related	Blowing Sand or Dirt or Snow	Dry	Daylight
E478195	12	2015	No Injury	Overtaken	Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights
E489042	12	2015	Evident Injury	Overtaken	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Daylight
E414793	012R533662	2015	No Injury	Overtaken	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E466011	95800	2015	Possible Injury	Overtaken	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight

Report Number	Primary Location	Year	Severity	Collision Type	Intersection	Weather	Surface	Lighting
E433747	E TIETAN ST	2015	Evident Injury	Overturned	At Intersection and Related	Clear or Partly Cloudy	Sand/Mud/Dirt	Daylight
E443721	E TIETAN ST	2015	Unknown	Overturned	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E486136	MELROSE ST	2015	Evident Injury	Overturned	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E395286	12	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E438678	12	2015	Possible Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E465850	12	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn
E485694	12	2015	No Injury	Fixed Object	At Intersection and Not Related	Fog or Smog or Smoke	Dry	Dark-No Street Lights
E395290	125	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E395281	125	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E393174	125	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E395731	125	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Dry	Daylight
E427257	125	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E449482	125	2015	No Injury	Fixed Object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E456167	125	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E496139	125	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights
E423244	97330	2015	Serious Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E500106	MELROSE ST	2015	Possible Injury	Pedestrian	At Intersection and Related	Snowing	Snow/Slush	Dark-No Street Lights
E434394	S 1ST AVE	2015	Unknown	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E391229	E ISAACS AVE	2015	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
E394827	E MAIN ST	2015	Evident Injury	Pedestrian	At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight
E453248	E ROSE ST	2015	Evident Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E473739	S PARK ST	2015	Possible Injury	Pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
E406617	012R533662	2015	No Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
E398192	97330	2015	Evident Injury	Fixed Object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
E396212	W ROSE ST	2015	No Injury	Fixed Object	At Intersection and Not Related	Fog or Smog or Smoke	Wet	Dark-Street Lights On



## Appendix F – Link Level Analysis

# Year 2014 PM Peak Volume & v/c





Appendix E  
**TRANSPORTATION  
FUTURE CONDITIONS**



## MEMORANDUM

DATE: June 8, 2017

TO: Neal Chavre and Elizabeth Chamberlain, City of Walla Walla

FROM: Scott Mansur, Jordin Kelly and Bianca Popescu, DKS Associates

SUBJECT: Walla Walla Transportation Plan (TP) Gaps and Deficiencies Assessment (Task 3)

---

The purpose of this memorandum is to provide an assessment of the City of Walla Walla’s existing transportation system to highlight transportation improvement needs through the year 2040. This assessment will help the City of Walla Walla achieve a balanced land use and transportation system that is well-connected, multimodal, safe, and efficient and that serves a variety of needs.



*Raised Median on Hwy 12 creates a barrier for north-south travel*

Transportation system gaps and deficiencies have been evaluated for each mode of travel.

**System gaps** are missing connections or barriers in the urban transportation system for any mode that prohibits travel. A gap generally means a connection does not exist at all, but could also be the result of a physical barrier such as a highway or railroad, natural feature (rivers, mountains, etc), or existing development.

A barrier can also be something that prevents an individual or a group from accessing the transportation system, including a lack of information, language, convenient transit stops, education and/or limited resources.



*Off-set intersection of Howard St/Chestnut St limits east-west travel and serves as system deficiency*

**System deficiencies** are performance, design, or operational constraints that limit travel. Examples may include high crash locations, intersections or roadway segments that are over capacity, off-set intersections, bicycle and pedestrian connections that contain obstacles, and low transit frequency.

Some of the gaps and deficiencies throughout the City of Walla Walla were previously identified as part of prior planning efforts (i.e., the 2016 Walla Walla Capital Facilities Plan, 2013 Walla Walla Bicycle and Pedestrian Plan, the 2016 Valley Transit Master Plan, etc). Some improvement projects stemming from these plans have already been approved and in some cases, have been designed or constructed.

This memorandum reassesses the community’s changing needs and identifies areas where improvements are needed to support existing and future land use as well as maintaining consistency with state, regional, and city land use and transportation goals and policies. It also provides information to city policy makers so that they can provide policy direction to guide the remaining work of this Transportation Plan (TP) update. The findings in this memorandum will provide the basis for updating the project list for each travel mode, developing other potential system solutions, and prioritizing improvements looking out to the year 2040. These tasks will all be performed later in the TP update process.

## 2040 Land Use Assumptions

Land use development is one of the key contributors that places increased travel demands on Walla Walla’s transportation system. The location, density, type, and mixture of land uses have a direct impact on traffic levels and patterns for all travel modes.

Table 1 lists the 2014 and 2040 land use estimates used in the Walla Walla Valley MPO travel demand model for the City of Walla Walla. The 2040 projections are based on reasonable estimates of development on vacant and underdeveloped lands within the Urban Growth Area (UGA) assuming Comprehensive Plan designations and County assigned control totals.

Table 1: Walla Walla Urban Growth Area Land Use Summary

Land Use	Existing 2014 Land Use	Projected Growth from 2014 to 2040	Projected 2040 Land Use
<u>Households</u>			
Single-Family Dwelling Units	9,403	5,474	14,877
Multi-Family Dwelling Units	2,931	460	3,391
<b>Total Dwelling Units</b>	<b>12,334</b>	<b>5,934</b>	<b>18,268</b>
<u>Employees</u>			
Agriculture, Forestry, Mining	264	-	264
Construction	439	24	463
Education	1,917	50	1,967
Food and Entertainment	1,479	260	1,739
Manufacturing	1,255	114	1,369
Medical Services	2,768	316	3,084
Office	3,895	210	4,105
Retail Trade	1,860	598	2,458
Wholesale Trade, Utilities	721	92	813
<b>Total Employees</b>	<b>14,598</b>	<b>1,664</b>	<b>16,262</b>



Many of the future needs identified in this memorandum will arise as additional development occurs throughout the City. City policies are already in place to ensure that developers contribute to transportation improvement projects as they trigger needs. One important resource for determining appropriate infrastructure contributions is this update to the TP. Therefore, to ensure that the City is prepared to respond to the transportation needs of local and regional growth, a 2040 horizon year was used as the basis for the gaps and deficiencies assessment.

## Street System

The City of Walla Walla's street system was reviewed to determine system connectivity gaps, arterial and throughway cross-section deficiencies, and intersection and roadway capacity deficiencies.

### System Connectivity Gaps

Providing a well-connected transportation system is one of the City's goals. To ensure this goal is achieved, typical facility spacing standards provide direct routes and travel options for system users by constructing parallel facilities throughout the city. Figure 1 illustrates the desired spacing guidance necessary for the arterial and collector street network. The street connectivity guidelines typically recommend a network of major arterial streets at one to two-mile spacing and minor arterial a one-mile spacing, collector streets at  $\frac{1}{4}$  to  $\frac{1}{2}$ -mile spacing.

Table 2 documents the desired facility spacing guidance for all roadway classifications as well as bicycle and pedestrian facilities. Deviations to these guidelines may be needed in locations where there are significant barriers, such as topography, rail lines, freeways, existing development, and the presence of natural areas. The roadway network spacing guidelines were recommended to support walking, biking, and access to transit, as well as improved connectivity of the arterial roadway system.<sup>1</sup>

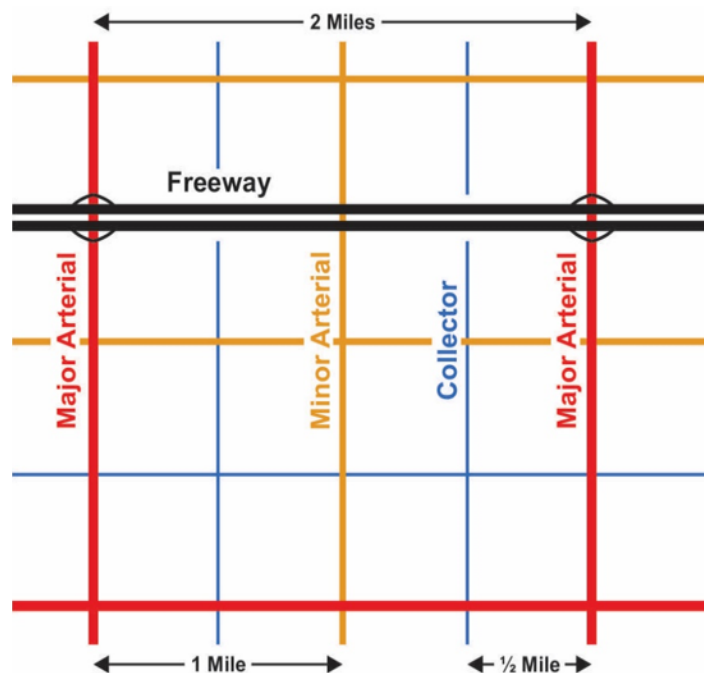


Figure 1: Recommended Roadway Spacing

<sup>1</sup> Desired roadway spacing guidelines are also documented in FHWA and ITE's April 2004 Access Management Brief Issue: <http://library.ite.org/pub/e26c5400-2354-d714-51b2-432d8f3da94d>

Table 2: Desired Facility Spacing

Facility Type	Desired Spacing <sup>a</sup>
Major Arterial	1 – 2 mi
Minor Arterial	1 mi
Collector	¼ - ½ mi
Local Street	300 – 500 ft
Bicycle and Pedestrian Facilities	300 ft

<sup>a</sup> Desired spacing refers to distance between facilities with same or higher functional classification.

Highway 12 is classified as a freeway through the borders of the City of Walla Walla. As per FHWA’s interchange and spacing design configurations, it is recommended that the minimum spacing for urban interchanges is 1 mile. However, longer intervals between points of access may be needed to preserve operations and performance of the system.<sup>2</sup> Based on the street connectivity guidelines, the City of Walla Walla’s street system was evaluated to identify gaps in the current network. Figure 2 shows the existing system gaps which are also documented below:

- The interchange spacing along Highway 12 currently meets the 1-mile spacing recommendation although it does act as a barrier to accessing the urban growth area north of Highway 12. A grade separated interchange at the N Clinton Street intersection (currently right-in/right-out only) would help alleviate this barrier by providing an additional north-south route to the future growth area north of Highway 12.
- In the southwestern corner of the city, there is a north-south connectivity gap between State Route (SR) 125 and Taumaron Road. A project to extend Myra Road has been previously identified to provide better connectivity in this area, and is planned for construction in 2019.<sup>3</sup>
- Currently the roadway spacing between Fern Avenue and School Avenue is approximately three quarters of a mile and there is approximately one mile between Bryant Avenue and Reser Road, thus, exceeding the recommended ½ mile spacing for collectors.
- Collector roadway needs for better connectivity are present north and south of W Rose Street between SE Myra Road and N 13<sup>th</sup> Avenue.
- Additional collector roadways would be beneficial to connect Boyer Avenue to Wilbur Avenue and School Avenue and N Tausick Way.
- It is difficult to provide urban services to the portion of the UGB south of Prospect Avenue.

<sup>2</sup> *Interstate System Access Informational Guide*. U.S. Department of Transportation Federal Highway Administration Office of Infrastructure, 2010.

<sup>3</sup> *2017-2022 Capital Facilities Plan*, City of Walla Walla, December 7, 2016.



Insert PDF

*Figure 2*

### ***Intersection and Roadway Capacity Deficiencies***

To identify intersection gaps and deficiencies, traffic operations were modelled for the year 2040. Because future land use growth in undeveloped areas of the City can change the operating standard of existing roads, intersection and roadway capacity deficiencies were evaluated for a 2040 Baseline condition. Some additional project improvements added to the 2040 model include the Isaacs Avenue capacity improvements from N Park Street to N Wilbur Avenue. The projected 2040 volumes for key intersections in Walla Walla are shown in Figure 3.

PM peak hour model volumes were extracted from the model for both the base year (2014) and forecast year Existing plus Committed (2040) scenarios. With some exceptions at a few select intersections, the WWVMPO travel demand model was calibrated to link level (1-way or 2-way) volumes, rather than individual turn movements at intersections. Therefore, a “post processing” technique following NCHRP 255 Methodology<sup>4</sup> was utilized to refine model travel forecasts to the volume forecasts. The post processing method used model link growth increments (factored from a 2014 model base to a 2016 count base), and distributed the growth increments across intersection turn movements using a Fratar methodology.<sup>5</sup> Additional post processing adjustments were then applied to the estimated turn movement forecasts to minimize potential model error and bias.

For the intersections under the City of Walla Walla’s jurisdiction, the operating standard is LOS D<sup>6</sup> and for intersections that are under WSDOT jurisdiction the operating standard is also LOS D.<sup>7</sup> Table 3 shows the operating conditions for the major study intersections in the City of Walla Walla for the forecasting year 2040 scenario.

As shown, there are three intersections that fail to meet the City of Walla Walla and WSDOT’s required operating standard for future 2040 traffic conditions. There is one signalized intersection, 9th Avenue/Dalles Military Road/Plaza Way, that operates at LOS F and two unsignalized intersections, 9th Avenue/Pine Street and Howard Street/Chestnut Street, that have a minor street approach that operates at LOS F.

---

<sup>4</sup> The NCHRP 255 volume forecasting methodology uses the travel demand model link level growth increments (future year - base year), factored to account for the count year, combined with link volumes derived from existing counts to determine the inbound and outbound post-processed forecast volumes at a study intersection.

<sup>5</sup> The Fratar method distributes the future year post-processed inbound and outbound volumes at a study intersection to turn movements, proportional to existing counted turn volumes while also maintaining a balance between inbound and outbound turns.

<sup>6</sup> *Walla Walla Urban Area Comprehensive Plan; Element 12: Transportation*. City of Walla Walla. October 2008.

<sup>7</sup> *Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan*. Walla Walla Valley Metropolitan Planning Organization. March 2016.



Figure 3

Table 3: 2040 Future Operating Conditions at Study Intersections (PM Peak Hour)

Intersection	Agency Jurisdiction	Standard	v/c	LOS
<b>Signalized Intersections</b>				
2nd Avenue/Tietan Street	City of Walla Walla	LOS D	0.61	B
2nd Avenue/Alder Street	City of Walla Walla	LOS D	0.64	B
2nd Avenue/Main Street	City of Walla Walla	LOS D	0.59	B
2nd Avenue/Rose Street	City of Walla Walla	LOS D	0.91	D
2nd Avenue/Pine Street	City of Walla Walla	LOS D	0.79	B
Isaacs Avenue/Clinton Street	City of Walla Walla	LOS D	0.38	B
Isaacs Avenue/Roosevelt Street	City of Walla Walla	LOS D	0.49	B
Alder Street/Park Street	City of Walla Walla	LOS D	0.35	A
Alder Street/Clinton Street	City of Walla Walla	LOS D	0.67	B
Myra Road/Rose Street	City of Walla Walla	LOS D	0.47	C
Myra Road/C Street/Poplar Street	City of Walla Walla	LOS D	0.65	C
Myra Road/Dalles Military Road	City of Walla Walla	LOS D	0.38	B
Myra Road/SR-125	WSDOT	LOS D	0.54	C
9th Avenue/Rose Street	City of Walla Walla	LOS D	0.81	C
9th Avenue/Poplar Street	City of Walla Walla	LOS D	0.90	C
9th Avenue/Chestnut Street	City of Walla Walla	LOS D	0.85	C
9th Avenue/Dalles Military Road/Plaza Way	WSDOT	LOS D	>1.0	F
Tietan Street/Plaza Way	City of Walla Walla	LOS D	0.82	D
<b>Unsignalized Intersections</b>				
2nd Avenue/Abbott Road/Howard Street	City of Walla Walla	LOS D	0.56	A/B
9th Avenue/Pine Street	City of Walla Walla	LOS D	>1.0	A/F
Howard Street/Chestnut Street	City of Walla Walla	LOS D	>1.0	A/F
Cottonwood Road/Prospect Avenue	City of Walla Walla	LOS D	0.73	B/C
Prospect Avenue/Plaza Way	City of Walla Walla	LOS D	0.43	B/B
Prospect Avenue/3rd Avenue	City of Walla Walla	LOS D	0.36	A/B

**Signalized Intersections:**

- Delay = Average Stopped Delay per Vehicle (sec)
- LOS = Level of Service of Intersection
- v/c = Volume-to-Capacity Ratio of Intersection

**Unsignalized Intersections:**

- Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement
- LOS = Level of Service of Major Street/Minor Street
- v/c = Volume-to-Capacity Ratio of Worst Movement

## Public Transit System

Valley Transit provides service to the cities of Walla Walla and College Place as well as parts of unincorporated Walla Walla County. There are eight routes operated by Valley Transit from 6:15 am to 5:50 pm, with 30 to 60 minute headways, Monday through Friday. Valley Transit also offers a variety of van-based special transportation services under the name Valley Transit Plus; including Dial-A-Ride, Evening and Saturday Flex-Route Service, Job Access, and Vanpool.

The City of Walla Walla's three hospitals/medical centers and most medical clinics/offices can be accessed by the fixed-route public transit service. Additionally, all medical clinics have paratransit service. Valley Transit's fixed routes serve all community educational facilities, including public and private elementary schools, middle and high schools, as well as Walla Walla Community College, Whitman College, and Walla Walla University. The Valley Transit downtown transfer center in Walla Walla serves as a transfer point for intercity bus connections to many cities and towns in Southeastern Washington and Northeast Oregon.

### ***Valley Transit Master Plan Projects***

Valley Transit's 2016 Master Plan identifies that their six-year projected revenues through 2021 and will allow for a continuation of current services, but is insufficient to expand connectivity or frequency. Additional public transportation projects such as a downtown Walla Walla parking shuttle and expansion of the Dial-A-Ride service area will require funding from new revenue sources. The plan outlines proposed changes that are anticipated to occur between 2016 and 2021 in Section VII. The planned improvements include constructing new transit shelters every year and modest increases in Fixed Route, Dial-A-Ride and Vanpool services.<sup>8</sup>

### ***Transit Needs***

The City of Walla Walla should continue to work with Valley Transit to sustain the transit system by pursuing supportive land uses and improving pedestrian and bicycle access to increase efficiency and enhance users' experience. Specific needs for the City include ensuring comprehensive service coverage, sufficient bus frequency, safe pedestrian and bicycle access to transit stops, and ongoing public outreach.

Comprehensive service coverage can be improved by locating transit stops throughout the City's developed areas so that schools, employment areas, businesses and residences are within a quarter mile from the nearest transit stop. Currently, as illustrated in Figure 4, there are only a few areas not within a quarter mile of an existing transit stop; the area southeast of SR 125, and two areas north of Highway 12.

The Valley Transit Master Plan did not identify fixed-route service expansion in its plan, but did mention the need for the construction of transit stop accommodations such as transit shelters. Transit service would also benefit from complete and safe bicycle and pedestrian networks, with emphasis on filling network gaps and improving connections to transit stops (including pedestrian crossings, direct connections to building entrances, and adequate lighting). Focus should be on completing the sidewalk and bicycle network and increasing service to schools, medical facilities, businesses and residences.

---

<sup>8</sup> *Valley Transit Six-Year Plan 2016-2021*, Valley Transit, 2016.

*Figure 4*



## Bicycle and Pedestrian System

Bicycle and pedestrian facilities have the potential to offer complete community connectivity and interrelated opportunities for work, play, shopping, and exercise for residents, employees, and visitors in and between every neighborhood, retail center, employment center, and recreational area in the City. They help reduce traffic congestion, vehicle-miles traveled, and green-house gas emissions, while increasing the vibrancy of communities and improving the health of City residents. The City of Walla Walla's 2013 Bicycle and Pedestrian Plan outlines the City's multimodal goals and policies, as well as lists and maps the proposed bicycle and pedestrian projects. The City's goal is to develop a community that is walkable, Americans with Disabilities Act (ADA) accessible, and bicycle friendly.

There are many rural unimproved local streets that were annexed into the City of Walla Walla from Walla Walla County. Note that the focus of the sidewalk and bicycle lane evaluation is on the key gaps in the network and not on every gap in the network. The projects shown in Table 4 (pedestrian) and Table 5 (bicycle) address the most important system gaps and deficiencies for pedestrians and bicyclists that would be beneficial for the City of Walla Walla to pursue independent of roadway improvement projects. These same projects are also illustrated in Figure 5 and Figure 6.

*Table 4: Pedestrian gaps of deficiencies*

Location	Pedestrian Gap or Deficiency
Crosswalk at N Wilbur Ave and University Dr	Crosswalk improvements needed (planned for 2017)
School Ave and S Wilbur Ave from Bryant Ave to Pleasant St	Lack of sidewalks
Fern Ave from Bryant Ave to Reeser Rd	Lack of sidewalks
Isaacs Corridor Pedestrian Safety from Rose St to Airport Way	Lack of accessible sidewalks
Plaza Way Sidewalks from Village Way to Taumarson Dr	Lack of sidewalks
Cottonwood Rd Sidewalks from Thunder Ridge Dr to Russell Creek	Lack of sidewalks
S 9th Ave from Chestnut St to Orchard St	Fill in sidewalk gaps and add enhanced pedestrian crossings
Bryant Avenue from S Division to School Ave	Lack of sidewalks
Melrose St from E Sumach St to N Wilbur Ave	Opportunity for enhanced pedestrian experience with curb extensions
Prospect Ave from Plaza Way to Howard St	Lack of sidewalks on south side
W Poplar St from SE Myra Rd to S 9 <sup>th</sup> Ave	Lack of north-south enhanced pedestrian crossings along Poplar Street
Existing Pedestrian Path south of Highway 12 and Sumach St	Opportunity for improvement pedestrian connectivity
Reser Rd between Fern Ave and School Ave	Lack of sidewalks
School Avenue adjacent to Berney Elementary School	Sidewalk gap

*Figure 5*

Table 5: Bicycle gaps or deficiencies

#	Location	Bicycle Gap or Deficiency
1	Roosevelt Street from E Isaacs Ave to Melrose St	Extend bike lanes
2	Boyer Ave	Bike boulevard connecting Downtown to Mill Creek Trail
3	Edison Trail	Needs bike lanes connecting Edison school to Cambridge Dr
4	Park St	Needs bike lanes connecting Howard St bike lanes to Whitman College
5	Mill Creek Bike Path from N Tausick Way to East Lions Park	Poor pavement conditions for bicyclists
6a	Mill Creek Rd	Needs bike lanes to connect N Tausick Way to Five Mile Rd
6b	Isaacs Ave Bike Lanes	Complete bike lanes from Wilbur Ave to Airport Rd
7	Berney Dr, Russell Creek Dr, School Ave, Reser Dr	Planned bike lanes connecting the east side from S Tausick Way to Cottonwood Rd
8	N 13th Avenue Bike Lanes	Extend bike lanes north from W Rose St
9	Myra Rd Bike Pedestrian Trail	Extend multi-use trail to Dalles Military Rd S
10	Cottonwood Bike Lanes and Trail	Extend bike lanes from Kendall Rd to Eagle Crest Dr and trail from Eagle Crest Dr to Prospect Point Elementary School
11	Highway 12 Trail	Trail improvements needed from Wellington Ave to W Elm St
13	Mill Creek Trail	Trail improvements needed from N 9th Ave to S Gose St
14	Highway 12	Need safe north-south bicycle routes across Highway 12
15	S Wilbur Avenue	Bike lanes needed from E Alder St to Bryant St
16	W Chestnut St	Bike lanes needed from S 3 <sup>rd</sup> Ave to Howard St
17	West Walla Walla	Need for safe east-west comfortable bike route (path, buffered bike lanes, etc) connecting College Place and west Walla Walla to downtown
18	SE Myra Rd Extension	Incorporate off-street bike facility into future SE Myra Road connection
19	W Tietan St	Need continuous bike lanes from Plaza Way to 3 <sup>rd</sup> Ave
20	East Walla Walla	Needs bicycle connectivity between Fern Ave and School Ave as well as between Bryan Ave and Reser Rd
21	Hwy 125 between Rose St and Poplar Ave	Potential multi-use path adjacent to railroad tracks on the east side of Hwy 125
22	Orchard St	Need connection from existing bike lanes on Orchard Street to 2 <sup>nd</sup> Ave
23	Mill Creek Crossing of Tausick Way	Need for enhanced trail crossing



*Figure 6*

In addition to the specific bicycle and pedestrian improvements, there is general improvements needed to meet the City of Walla Walla's goal of improving safety and connectivity conditions and increase walking and bicycling trips to make up at least 15% of all trips.<sup>9</sup> For pedestrians, this involves filling in sidewalk gaps on key routes, installing enhanced pedestrian crossings at key locations and improving signage for safety. For bicyclists, this involves network connectivity and improving signage along bike routes for wayfinding and safety (such as share the road signs). The City wants to improve conditions by developing a regional trail network, encouraging smart growth and maximizing walkable pedestrian and bicycle friendly design.

Regional access to the nearby communities and amenities is also important to the City of Walla Walla. Wider shoulders on the following rural roadways would better serve pedestrian and bicyclists traveling to and from the City:

- Cottonwood Road
- Mill Creek Trail and Mill Creek Road
- N 13<sup>th</sup> Avenue
- Rose Street (to College Place)
- Poplar Street (to College Place)

## Freight System

There are currently designated freight routes within the City of Walla Walla; Highway 12, SR 125, SE Myra Rd and W Pine St. When designating freight routes, specific regulations should be adopted to balance freight mobility with adjacent land use needs, including operational restrictions, signage, and development standards. A freight plan is beneficial to the City and its freight community because:

- **Freight Route Improvements:** The plan would ensure an interconnected system of freight routes within and throughout the City and would identify specific freight-related design deficiencies along those routes. By addressing these deficiencies, the City would improve freight reliability.
- **Coordination with Other Modes:** The freight plan would allow improved coordination with other planning efforts, particularly the bicycle and pedestrian planning. Pedestrians and bicyclists are particularly susceptible to freight conflicts; therefore, they would benefit from planning efforts that ensure adequate transportation facilities for all users or provide separate bike/pedestrian and freight routes where possible. One example would be the desire for separated bike facilities (multiuse pathways, cycle tracks, etc.) to separate vulnerable users from freight traffic.

---

<sup>9</sup> *City of Walla Walla Bicycle and Pedestrian Plan*. City of Walla Walla, 2013.

- Coordination with Adjacent Jurisdictions:** The freight plan would improve how regional freight traffic travels through the City. The City’s freight plan would be a valuable resource that informs neighboring agencies which roadways the City of Walla Walla intends to be used by freight traffic and has designed to accommodate freight needs. This agency coordination will be especially beneficial for regional freight planning and land development near Walla Walla’s borders.

The first step of preparing a freight plan involves identifying the City roadways currently used by freight carriers and the freight-related deficiencies and problem locations on these roadways. To obtain this information, surveys were distributed to the freight users throughout the City. City staff was also consulted. Figure 7 identifies the City streets that are currently designated as freight routes. It also identifies the key gaps and deficiencies that were identified based on the feedback received, represented in Table 6.

Table 6: Freight Gaps and Deficiencies

#	Location	Freight Gap or Deficiency
1	Cottonwood Rd to Hwy 12	There is currently no connection from Cottonwood Rd to a freight route. A potential route to consider is Prospect Ave to Taumarson Rd to SR 215 via the future SE Myra Rd extension.
2	S 9 <sup>th</sup> Ave & SE Myra Rd	Reroute freight traffic to SE Myra Rd. Provide traffic signal communication and signal timing for improved freight travel times and congestion.
3	W Rose St	No connection to industrial land uses from Hwy 12 to 2 <sup>nd</sup> Ave.
4	N. Tausick Way	Add connection from east side of Isaacs Ave to Hwy 12.
5	SE Myra Rd to 9 <sup>th</sup> Avenue	Add center left turn lane to improve freight mobility
6	Pine St	14-foot undercrossing may restrict heavy freight movement

Some additional feedback from previous public and community stakeholder impact include the importance of establishing Myra Road as a primary truck route to discourage freight traffic on non-freight routes while improving identification of primary truck routes through wayfinding and signage.<sup>10</sup>

<sup>10</sup> Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan. Walla Walla Valley Metropolitan Planning Organization, 2016.



*Figure 7*

## Airport and Rail System

The City of Walla Walla's multimodal transportation system includes rail transportation and a regional airport, Walla Walla Regional Airport. Rail service within Walla Walla is provided through a combination of Class I and Short Line railroads.<sup>11</sup> Rail Transportation in the City of Walla Walla is provided by the Blue Mountain Railroad (BLMR) and Union Pacific (UP) which transport mainly grain, forest products, frozen foods and other farm products. A train generally runs each day in one direction or another. There is no direct rail passenger transportation through Walla Walla. Amtrak provides regional passenger train service from the Tri-Cities.

The Port of Walla Walla owns and operates the Walla Walla regional airport. Walla Walla Regional Airport (ALW) is capable of accommodating both commercial air passenger traffic as well as air carriers. Generally, only high-value and time-sensitive goods are moved via air freight based on the relatively high transportation cost. The airport provides daily commercial flight service directly to the Seattle-Tacoma International Airport, operating three daily round trips through Alaska Airlines. The freight weight and value moved by air to this airport is projected to increase significantly by 2040.<sup>12</sup> The airport operates three runways, connecting taxiways, a passenger terminal and general aviation facilities.<sup>13</sup>

## Safety Deficiencies

As previously documented in the Existing Conditions Technical Memorandum,<sup>14</sup> a list of the top ten high crash intersections and top six high crash roadway segments were identified within the City of Walla Walla. The locations for further safety analysis were weighted based on the severity level where property damage only collisions were given a value of one, possible and evident injury collisions were given a value of 10, and serious injury and fatalities were given a value of 100, with segments ranked with collisions per miles per 1,000 vehicles. Over the five-year analysis period (2011 to 2015) there were a total of five fatal collisions and 25 serious injury collisions.

The safety deficiencies in Walla Walla by intersection and segment location are listed in Table 7, along with the description of the issue to identify the needs and deficiencies. Some of the safety deficiencies were addressed by previously identified improvement projects from the 2017-2022 Capital Facilities Plan. Figure 8 also shows the locations of these safety deficiencies.

---

<sup>11</sup> *Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan*. Walla Walla Valley Metropolitan Planning Organization, 2016.

<sup>12</sup> *Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan*. Walla Walla Valley Metropolitan Planning Organization, 2016.

<sup>13</sup> *2017-2022 Capital Facilities Plan*, City of Walla Walla, December 7, 2016.

<sup>14</sup> *Walla Walla Transportation Plan Update – Existing Conditions (Technical Memorandum #2)*, DKS Associates, March 3, 2017.



*Figure 8*

Table 7: Safety Deficiencies by Intersections and Segments

<b>Safety Deficiency Intersection or Segment</b> <i>(Traffic Control)</i>	<b>Safety Issue Summary</b>	<b>Safety Deficiency and Potential Improvement</b>
<b>High Crash Intersections</b>		
(1) 9 <sup>th</sup> Ave/Rose St (Traffic Signal)	1 serious injury pedestrian crash and rear end crashes (60%)	City reconstructed signal (2016) to provide updated left turn cycle phasing; This improvement along with planned signal timing coordination (CFP 2017) should improve safety (both pedestrian and rear end crashes) at the intersection.
(2) 2nd Ave/Rose St (Traffic Signal)	1 serious injury (provide detail); rear end crash cluster (52%) and angle or turning type crash cluster (24%)	Signal timing coordination was recently improved (2016) that should reduce rear end crashes; consider removing and replacing doghouse signal heads with flashing yellow arrow signal heads (similar to recent improvement at 9th Ave/Rose St).
(3) Abbott Rd/Fern Ave (Two-way Stop Control)	Angle/turning type crashes with lower volume at intersection	Heavy school traffic, wide two-way stopped controlled intersection; consider all-way stop and other intersection safety improvements (curb extensions, restriping for turn lanes, etc.).
(4) Myra Rd/Rose St (Traffic Signal)	Angle/turning type crashes (50%) and rear end crashes (44%)	Consider signal and intersection safety improvements including improved signal head visibility and stop controlled channelized right turn movements.
(5) 9th Ave/Chestnut St (Traffic Signal)	2 bicycle and 1 pedestrian crash; rear-end crashes (73%)	Consider intersection safety improvements including traffic signal modifications; consider bicycle facility improvements along 9th Ave and Chestnut St; add pedestrian countdown timers.
(6) 9th Ave/Dalles Military Rd/Plaza Way (Traffic Signal)	Rear end crashes (55%) and angle/turning type crashes (16%)	WSDOT and the City are currently coordinating on a reconstruction project – engineering and alternatives analysis to evaluate multiple design options (CFP 2017/2018).
(7) 9th Ave/Poplar St (Traffic Signal)	Angle/turning type crashes (47%) and rear end crashes (25%)	City is currently planning signal coordination improvements (CFP 2017). Replace doghouse signal heads with flashing yellow arrow heads.

<b>Safety Deficiency Intersection or Segment</b> <i>(Traffic Control)</i>	<b>Safety Issue Summary</b>	<b>Safety Deficiency and Potential Improvement</b>
(8) 3rd Ave/Tietan St (Two-way Stop Control)	Angle/turning type crashes (57%) and rear end crashes (21%)	City is currently planning to install traffic control improvements (IRRP and CFP 2017). Striped bike lanes through the intersection would also improve safety.
(9) 2nd Ave/Tietan St (Traffic Signal)	Angle/turning type crashes (44%) and rear end crashes (25%)	Traffic signal needs to be reconstructed to include left turn signal phasing.
(10) Isaacs Ave/Clinton St (Traffic Signal)	Angle/turning type crashes (86%)	Heavy Green Park Elementary school traffic; City is currently constructing intersection improvements to improve phasing and operations.
<b>High Crash Segments</b>		
(1) Palouse St (1.2 miles)	1 serious injury fixed object crash, parking type crashes (50%)	Consider corridor analysis to consider design elements like turn lanes, bike lanes and on-street parking (where land use creates needs).
(2) Reser Rd (1.2 miles)	1 fatal pedestrian crash	Upgrade to minor arterial standards including bicycle lanes and sidewalks or off-street multi-use path.
(3) Melrose St (2.5 miles)	2 serious injury pedestrian crashes; parking type crashes (54%)	Consider corridor analysis to consider design elements like turn lanes, bike lanes and on-street parking (where land use creates needs); consider curb extensions and enhanced pedestrian crossings.
(4) Main St (1.3 miles)	Parking type crashes (67%), rear-end crashes (16%)	Evaluate parking to see if diagonal parking could be converted to parallel parking. Consider bike lanes or turn lanes if parallel parking is acceptable.
(5) Wilbur Ave (1.7 miles)	1 serious injury pedestrian crash; Rear end crashes (30%) and angle/turning type crashes (26%)	City considering corridor improvements (IRRP 2017, CFP 2017); consider pedestrian crossing improvements north of Alder Street
(6) Pine St (1.0 miles)	1 head-on fatal crash, parking type crashes (29%) and rear end crashes (29%)	Consider corridor analysis to consider design elements like turn lanes, bike lanes and on-street parking (where land use creates needs).

## Transportation System Management and Operations (TSMO)

The City of Walla Walla can improve the performance of its transportation infrastructure through the implementation of Transportation System Management and Operations (TSMO) improvements.

TSMO improvements are a set of integrated transportation solutions that incorporate advanced technologies to improve traffic operations. Through a combination of transportation system management (TSM)<sup>15</sup> systems, services, and projects, TSMO helps to achieve transportation goals such as mobility, reliability, safety, and accessibility without requiring the same degree of larger-scale, expensive infrastructure investments that would otherwise be required.

The City of Walla Walla has been upgrading traffic signal controllers and controller software at many traffic signals within the City since 2012. In addition, the City has recently installed signal coordination along 2<sup>nd</sup> Avenue downtown and is currently planning to install signal coordination along 9<sup>th</sup> Avenue from W Rose Street to Malcolm Street in 2017 to allow improved traffic flow.



*Coordinated signal timing on 2<sup>nd</sup> Street*

Communication between a central system and field traffic signals is required to take full advantage of the traffic signal system capabilities. The City of Walla Walla is looking to install new communications infrastructure to allow constant monitoring of the signals, timely responses to signal problems or incidents, and reliable coordinated signal timing. DKS worked with the City of Walla Walla to document a Communications Plan for cellular communications at several locations, fiber interconnect along Alder Street, Isaacs Avenue, NE Myra Road and some downtown locations, as well as connecting 5.8GHz wireless communications in the downtown area and along Main Street and Poplar Street.<sup>16</sup> The central communications system is expected to be installed and running in Spring of 2017. For more detail on specific TSMO projects proposed for the City, see the *Communications Plan*.

<sup>15</sup> Transportation System Management (TSM) seeks to mitigate congestion by improving the management and operations of the transportation infrastructure.

<sup>16</sup> *City of Walla Walla Communications Plan*, DKS Associates, March 22, 2016.



Appendix F  
**TRANSPORTATION  
STANDARDS SUMMARY**





117 Commercial St. NE, Suite 310  
Salem, OR 97301  
503.391.8773  
www.dksassociates.com

## MEMORANDUM

DATE: March 22, 2018

TO: Neal Chavre and Elizabeth Chamberlain, City of Walla Walla

FROM: Scott Mansur and Ray Delahanty, DKS Associates

SUBJECT: Walla Walla Transportation Plan Transportation Standards (Task 4)

---

The purpose of this memorandum is review and assess the effectiveness of the City of Walla Walla's existing transportation standards, and to recommend revisions to the standards that help address gaps and needs identified through coordination with the project team.

Transportation standards review and recommendations are provided in the following areas:

- Functional classification
- Intersection operational standards
- Street cross-sections, including bicycle considerations
- Access spacing
- Freight routes and design considerations
- Street connectivity
- Pedestrian crossing spacing and standards
- Transportation Impact Analysis guidelines
- Pedestrian, bicycle, and traffic calming toolboxes

## Functional Classification

A city’s street functional classification system is an important tool for managing the transportation system. It is based on a hierarchical system of roads in which streets of a higher classification, such as arterials, emphasize a higher level of mobility for through movements, while streets of a lower classification emphasize access to land uses (see Figure 1).

Walla Walla has four functional classes:

- **Major Arterials** connect major activity centers as well as the interstate system. They generally have four or more travel lanes, bicycle lanes, and limited access, preferably connecting with minor arterials.
- **Minor Arterials** create direct connections through the city and usually do not penetrate identifiable neighborhoods. They generally have two to three travel lanes, bicycle lanes, and access to larger developed areas and neighborhoods.
- **Collectors** provide traffic circulation within residential, commercial, and industrial areas and serve to funnel traffic from neighborhoods to the arterial street network. They have two to three travel lanes, bicycle lanes, optional on-street parking, and minor access restrictions.
- **Local Streets** are located within residential, commercial, and industrial areas and discourage through traffic. They allow on-street parking and ensure that every parcel is accessible for all modes.



Figure 1: Functional Class Hierarchy

Functional classification provides a helpful framework for managing the city’s transportation system and supporting other standards discussed in the following sections, including connectivity, spacing, freight routes, cross-sections, and access management.

Currently, the City has very few facilities classified as Local Street, and many low-volume streets that serve Local Street functions are classified as Collectors. We recommend revising the functional classifications to be more consistent with the WSDOT functional classification map. Table 1 shows streets that are recommended for Collector and higher classifications. Other streets should be classified as Local Streets.







Proposed Classification	Roadway	Current Classification
	N Division Street (Melrose Street to Bryant Avenue)	Minor Arterial/Collector
	S Bridge Street (E Alder Street to E Pleasant Street)	Collector
	E Pleasant Street (E Division Street to city limits)	Collector
	Berney Drive (E Alder Street to city limits)	Collector
	S 3 <sup>rd</sup> Avenue (W Pine Street to Prospect Avenue)	Collector
	S 5 <sup>th</sup> Avenue/Chase Avenue (W Poplar Street to Orchard Street)	Collector
	Orchard Street/Cherokee Street/Sheridan Road (SR 125 to Howard Street)	Collector
	Abbot Road (Howard Street to Fern Avenue)	Collector
	N Park Street (E. Alder Street to Rees Avenue) (Collector)	Local
	Whitman Street (2 <sup>nd</sup> Avenue to Fern Avenue)	Collector
	W Chestnut Street (S 9 <sup>th</sup> Ave to VA Hospital)	Collector
	N Park Street (E Reese Avenue to E Rose Street)	Collector
	N Rose Street (E Isaacs Avenue to E Sumach Street)	Collector
	N 13 <sup>th</sup> Street (W Pine Street to W Rose Street)	Collector
	Bryant Avenue (Howard Street to Catherine Street)	Collector
	Howard Street (S Park Street to Whitman Street)	Collector

*Findings: Revisions to City roadway classifications are identified as shown in Table 1 above.*

## Intersection Operations

Intersection operational standards for long-range planning and development review should be consistent with those documented in the City’s Transportation Impact Analysis (TIA) Guidelines, which are included in the appendix to this memorandum. The City uses a Level of Service (LOS) standard for its TIA Guidelines, which is based on a Highway Capacity Manual calculation of delay that varies between signalized and unsignalized intersections.

The recommended standards, which apply to the daily peak hour, are shown in Table 2. The City requires a higher level of service for roadways where the capacity is of higher importance, such as major arterials and freight routes.

*Table 2: City of Walla Walla Operational Standards*

Facility	Minimum LOS
Myra Road Poplar Street (Myra Road to 9th Avenue) Rose Street (Myra Road to 9th Avenue) 2nd Avenue (excluding CBD) Isaacs Avenue (Wilbur to Airport Way) Tietan Street	D
All other facilities	E

The City should also consider maintaining a volume-to-capacity (v/c) standard of 0.90 for the key mobility facilities and a 0.95 standard for other facilities, similar to the LOS D and E standards. Having both a LOS (delay-based) and v/c (congestion-based) standard can be helpful in situations where one metric may not be enough, such as an all-way stop where one approach is over capacity but overall intersection delay meets standards.

*Findings: The City should consider adding remaining arterial facilities for the LOS D standard category and consider a v/c-based standard as well. The City should also consider updating their code to include all arterial facilities identified in the table above.*

## Street Cross-Section Design

Different streets serve different purposes, and a functional classification system provides a framework for matching the size and type of various street elements with the intended purpose of the street. While a street’s functional classification does not dictate which street elements to include, it does facilitate the selection of the multimodal facilities and widths that help the street fulfill its intended multimodal function. Adjacent land uses and available right-of-way also influence which elements are included in a specific segment.

Much of Walla Walla’s street system is already built out and may not be easily reconfigured. However, cross-section standards should be applied to existing streets as significant redevelopment occurs, and to new streets serving future development areas. Cross-section

standards can also provide a framework to guide design of existing facilities that may be candidates for future road diets or other reconfigurations.

Roadway cross-section design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities. Low impact development standards may also be used at the City's discretion consistent with Chapters 12, 19, and 20 of the Walla Walla Municipal Code.<sup>1</sup>

The following cross-sections show recommended maximum elements and total facility widths for Walla Walla's functional classes. Where constraints exist, such as historic buildings and environmentally sensitive areas, the City may consider reducing lane widths, removing landscaping, or other reductions to the maximum cross-section. Some cross-section elements, such as the on-street parking for collectors, may be excluded based on the context of adjacent land uses. For Local Streets, two options are provided: a standard cross-section, and a low-impact development cross-section to allow flexibility for the City and developers. In all cases, deviations would have to be approved by the City Engineer or Public Works Director.

In some neighborhoods, particularly the older neighborhoods, curbless streets may be considered for existing facilities when full frontage improvements are not feasible. Although there are no specific standards for curbless streets, they may be allowed upon the City Engineer's approval. Curbless streets will need to be evaluated on a case by case basis but the minimum standards shall be consistent with AASHTO requirements.<sup>2</sup>

---

<sup>1</sup> *Walla Walla Municipal Code*, April 26, 2017, <http://www.codepublishing.com/WA/WallaWalla/> .

<sup>2</sup> *Geometric Design of Highways and Streets*, AASHTO, 2011.

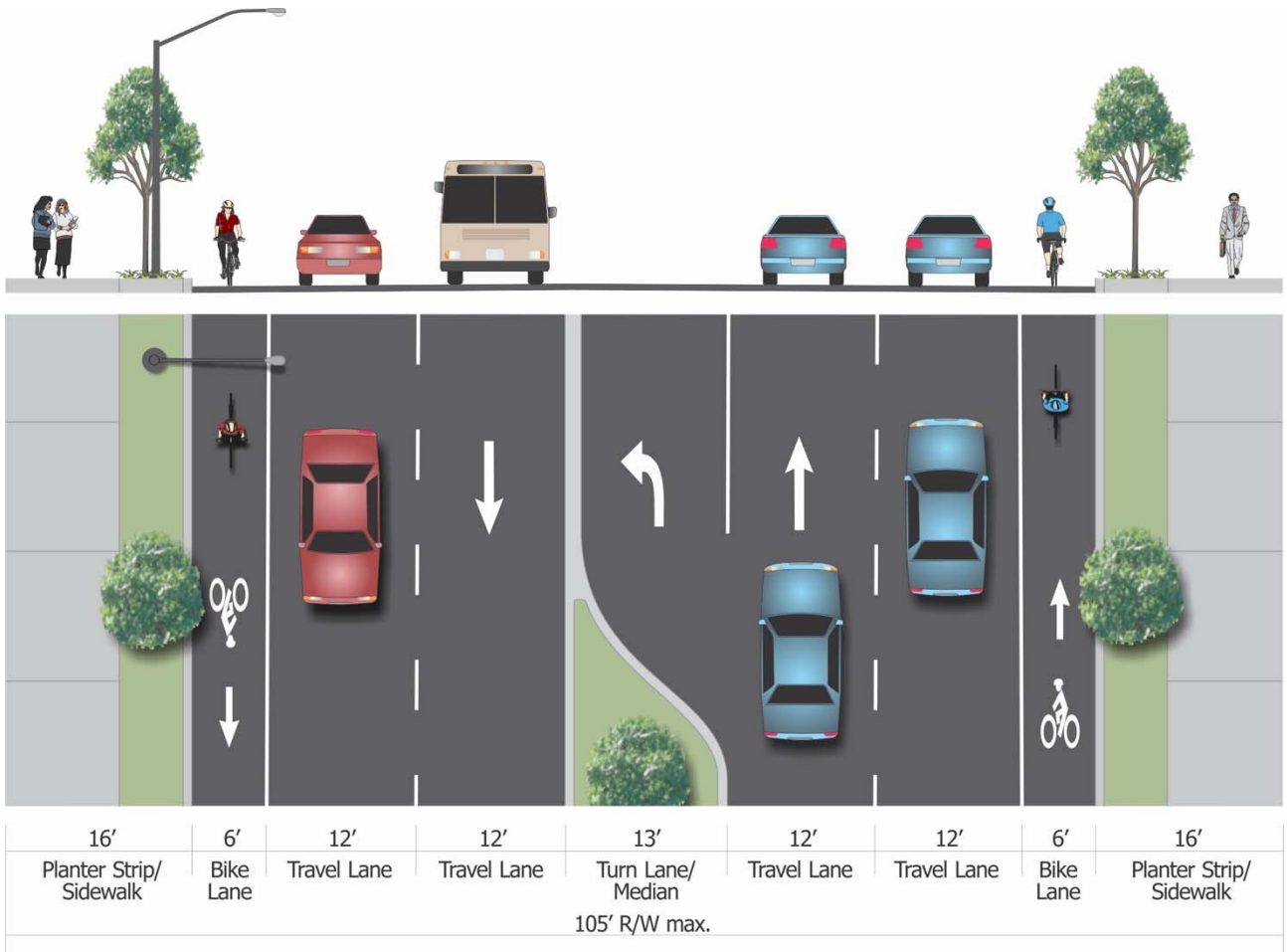


Figure 2: Major Arterial Cross-Section\*

\* Where traffic analysis determines a three-lane cross-section is sufficient for the 20-year horizon period, 24 feet (or two 12-foot travel lanes) can be removed from the major arterial cross-section.

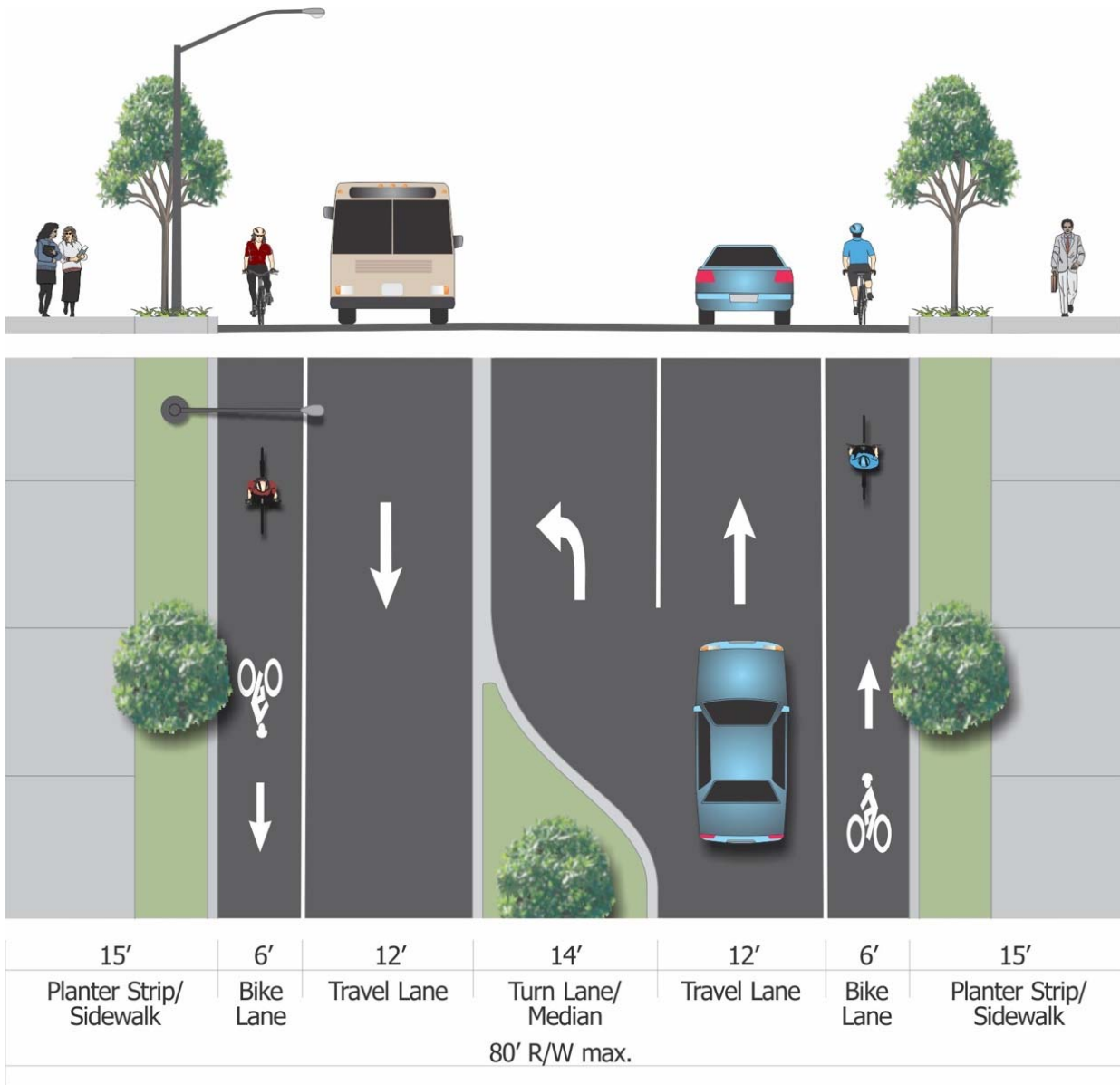


Figure 3: Minor Arterial Cross-Section

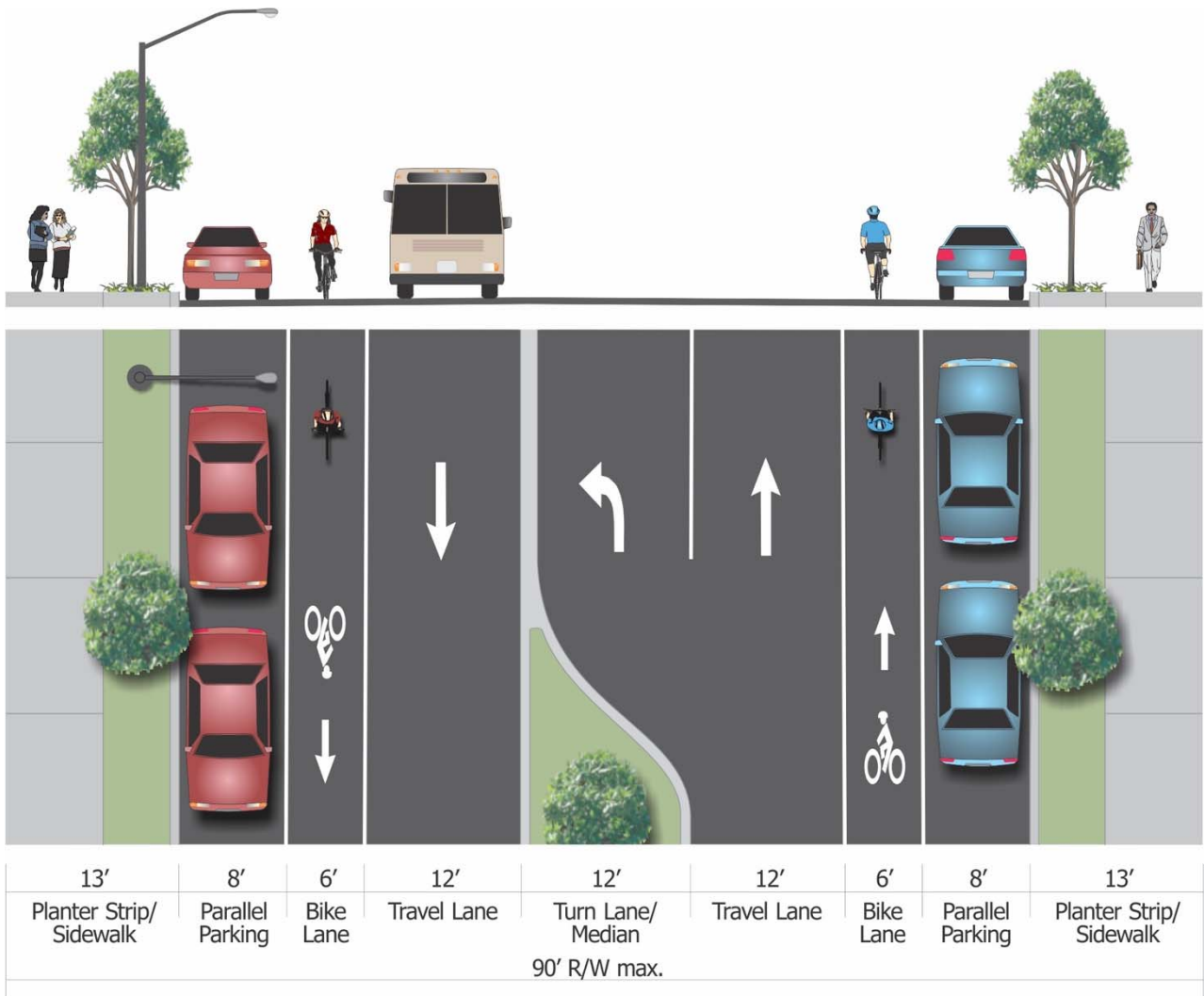


Figure 4: Collector Cross-Section

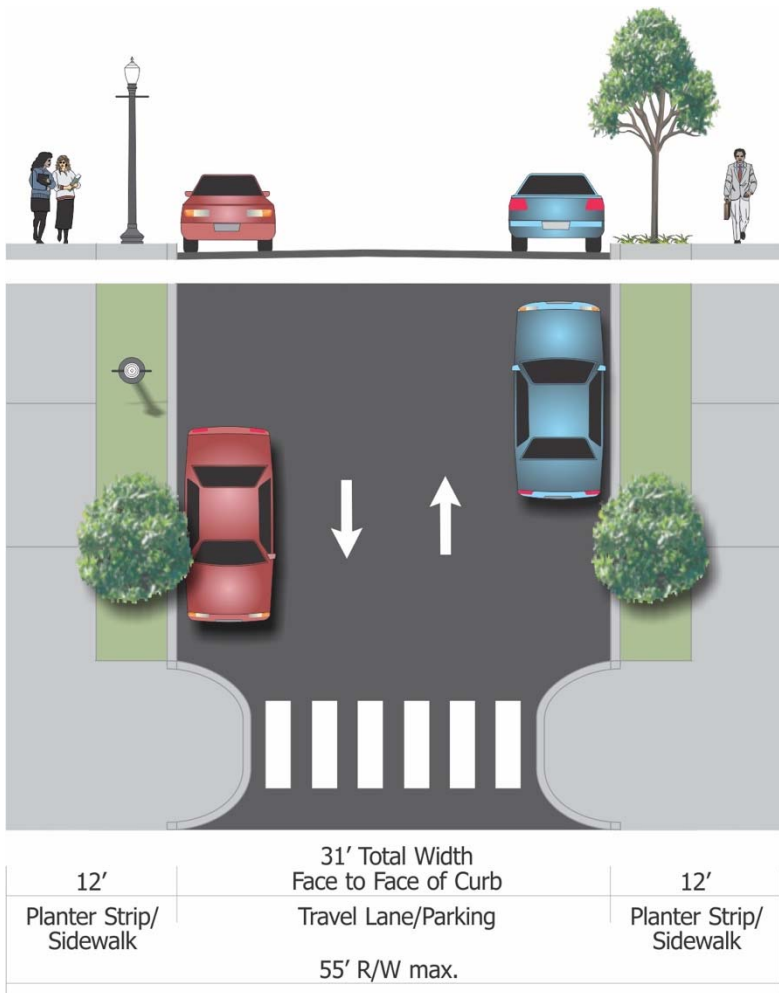


Figure 5: Local Street Cross- Section



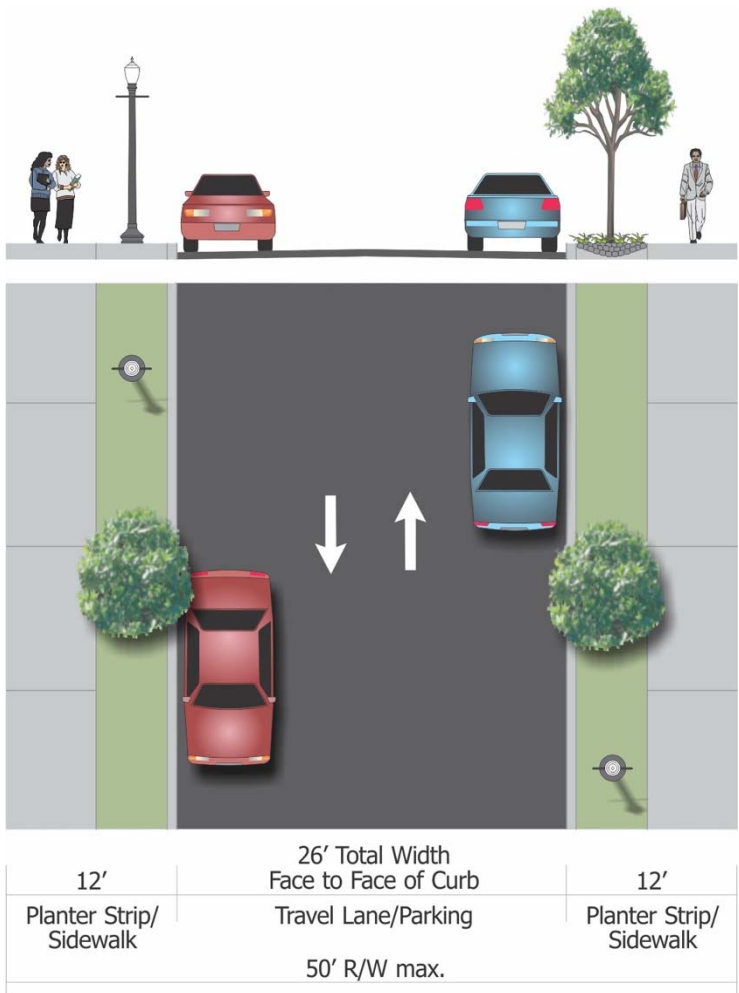


Figure 6: Low-Impact Development Local Street Cross-Section

### ***Frontage Improvements***

Since most of the City's roadways are already developed, the street standards provided will be applied to new roadways as development and redevelopment occurs, or through City capital improvement projects. The City should create code language as to what level of development or redevelopment will trigger frontage improvements. Frontage improvements could include curb, gutter, storm drainage, sidewalk, bike lanes, planter strips, street trees, street lighting, and roadway widening for travel or turn lanes.

*Findings: The City should add criteria and code language for when frontage improvements are required and when they are not. The code update, which will occur later in the Transportation Plan process, may include language regarding commercial and residential redevelopment, half street improvements, boundary line adjustments, corner lots, curbless streets upon the City Engineer's approval, and private lanes.*

### ***Bicycle and Pedestrian Enhancements***

The City may also integrate protected and/or buffered active transportation facilities into their cross-sections. Many people, typically assumed to be between 55 and 60 percent of the population, are interested in bicycling but are dissuaded by stressful interactions with motor vehicles.

Cyclists were categorized by their level of comfort with automobile traffic first by the City of Portland in 2005, with categorization based on professional judgement and familiarity with the bicycling public. These initial numbers have been vetted over time and are widely agreed upon in the bicycle planning community

More recently, Dr. Jennifer Dill of Portland State University conducted a larger regional phone survey to validate the percentages of the population that associate with each comfort category. The "Regional" results in Table 3 are likely similar to rider characteristics in Walla Walla.

Table 3: Cycling Comfort Level of Portland and Portland Region Respondents

Cyclist Comfort Level	Description	City of Portland	Regional	All
<b>Strong and Fearless</b>	Very comfortable without bike lanes	6%	2%	4%
<b>Enthusied and Confident</b>	Very comfortable with bike lanes	9%	9%	9%
<b>Interested but Concerned</b>	<ul style="list-style-type: none"> <li>Not very comfortable, interested in biking more</li> <li>Not very comfortable, currently cycling for transportation but not interested in cycling more</li> </ul>	60%	53%	56%
<b>No Way, No How</b>	<ul style="list-style-type: none"> <li>Physically unable</li> <li>Very uncomfortable on paths</li> <li>Not very comfortable, not interested, not currently cycling for transportation</li> </ul>	25%	37%	31%
<b>Total Number of Respondents (Weighted)</b>		479	915	

Note: Weighted data, may not total 100% due to rounding

This “Interested but Concerned” slice of the population would consider riding a bicycle if more facilities within their comfort range existed. Walla Walla can encourage these potential riders by including protected infrastructure in its cross sections for bikeway routes. The following are potential cross-section elements that can be used.

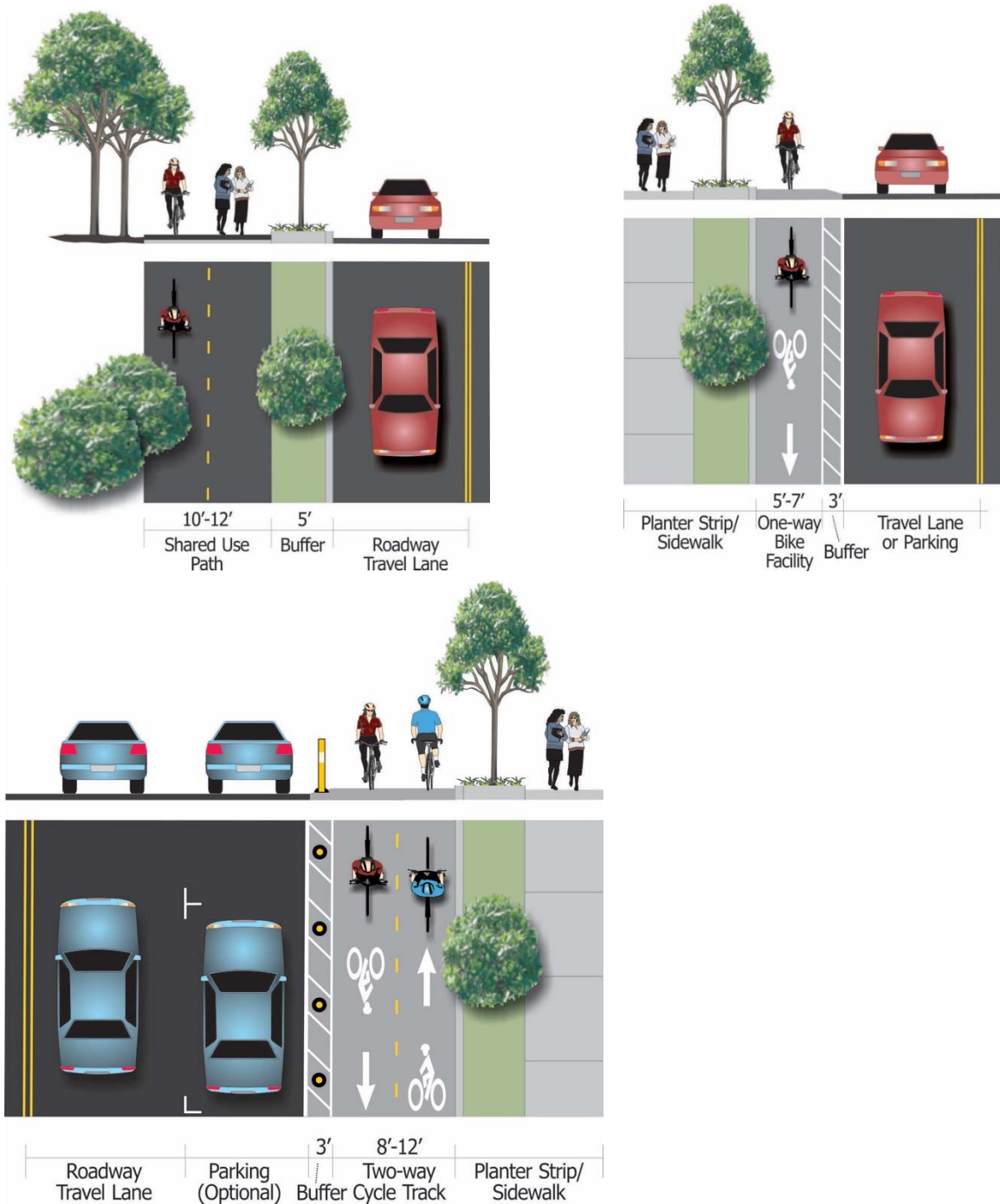


Figure 7: Options for integrating active transportation facilities

## Access Management

Access management refers to the broad set of techniques that are used to balance safe, efficient, and timely travel with the ability to allow access to individual properties. Access is a significant consideration regarding Walla Walla’s transportation infrastructure, with key implications on system operation and safety.

Walla Walla can improve the safety and efficiency of the transportation system by managing roadway access. By limiting access to higher classification roadways, particularly Major and Minor Arterials, conflicts between vehicles entering and exiting driveways and those already on the roadway can be reduced. People walking and biking also benefit from reduced conflicts with vehicles entering and existing the roadway. Improved access management, including access closure, consolidation, and restriction, can reduce fatal and severe injury crashes by 25-30%.<sup>3</sup>

Table 4: Access Spacing Standards

Functional Classification	Access Spacing Desired	Access Spacing Minimum
Near Interchanges	WSDOT requires 1,320 feet <sup>4</sup>	
Major Arterial	1,320 feet	1,000 feet
Minor Arterial	1,000 feet	600 feet
Collector	300 feet	100 feet
Local Street	Access permitted to each lot	

Spacing is measured from centerline to centerline on Major Arterials and Minor Arterials, and between adjacent curb returns on Collectors and Local Streets.

One of the best options to improve safety on developed corridors is to improve access to businesses as development and redevelopment occurs. The City should consider code language requiring cross access agreements between adjacent properties giving the City the ability to consolidate existing and future accesses.

Furthermore, it is recommended to prohibit direct development access on Arterials as well as parking along both Arterials and Collectors in order to encourage the mobility function of such roadways.

When considering a new access, it is important to keep in mind the hierarchy of roadway access options. This means that access to roadways with a lower functional classification should be considered before proposing the access on a higher functional classification roadway.

<sup>3</sup> [https://safety.fhwa.dot.gov/provencountermeasures/fhwa\\_sa\\_12\\_006.cfm](https://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_006.cfm)

<sup>4</sup> <https://app.leg.wa.gov/wac/default.aspx?cite=468-52-040>

*Findings: Access spacing standards are key to maintaining and improving safety and mobility on City streets. The City should add code language to require cross access agreements to help consolidate accesses to current and future commercial, office and industrial development.*

## Freight Routes

Walla Walla's freight routes connect the city's industrial and commercial areas with the statewide transportation network. There are currently several designated freight routes and two additional National Highway System (NHS) routes within the City of Walla Walla: Highway 12, State Route 125/S 9<sup>th</sup> Avenue, SE Myra Road and W Pine Street. Parts of W Rees Avenue and N 4<sup>th</sup> Avenue are included in the future freight route system as well. Additional NHS routes include S College Avenue/W Rose Street/E Isaacs Avenue and S 2<sup>nd</sup> Avenue.

In addition, the city's transportation system includes rail facilities and the Walla Walla Regional Airport. Rail service within Walla Walla is provided through a combination of Class I and Short Line railroads.<sup>5</sup> Rail Transportation in the City of Walla Walla includes a short line railroad provided by the Blue Mountain Railroad (BLMR).

The City will benefit from ensuring that its freight routes are designed to accommodate the needs of its industrial and commercial areas while protecting its residential neighborhoods from freight traffic. Having designated freight routes will help the city better coordinate and improve its efforts regarding both freight and non-freight transportation system users, including the following:

- **Roadway and Intersection Improvements** can be designed for freight vehicles with adjustments for turn radii, sight distance, lane width, turn pocket lengths, and pavement design.
- **Bicycle and Pedestrian Improvements** – such as protected or separated bike facilities, enhanced pedestrian crossings, and other safety improvements – can be identified to reduce freight impacts to other users, particularly along bikeways and walkways.
- **Roadway Durability** can be increased by using concrete instead of asphalt.
- **Railroad Connections** can be coordinated to support businesses that ship goods by rail, particularly in areas where railroad sidings can be provided.

---

<sup>5</sup> *Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan*. Walla Walla Valley Metropolitan Planning Organization, 2016.

- **Coordination with Businesses and Adjacent Jurisdictions** can ensure that local and regional freight traffic uses Walla Walla’s freight routes to travel within the City.
- **Rerouting freight traffic to SE Myra Road from 9<sup>th</sup> Avenue** will provide traffic signal communication and signal timing for improved freight travel times and congestion.

*Findings: Freight mobility is a key consideration for the local economy, and design considerations should account for the unique geometric and weight characteristics of trucks as well as interactions with vulnerable roadway users.*

## Connectivity and Spacing

Having parallel facilities spaced at regular intervals throughout the city provides several benefits. With good spacing, the transportation system can provide multiple alternatives and more direct routes between local and regional destinations, including neighborhoods, parks, schools, employment centers, and retail areas.

Table 5 lists the desired spacing of each facility type throughout Walla Walla to ensure a high level of connectivity. Figure 8 illustrates the desired spacing for the arterial and collector network. Deviations to these guidelines may be needed in locations where there are significant barriers, such as topography, rail lines, freeways, existing development, and the presence of natural areas. City code will need to be evaluated to determine if updates are needed to ensure that connectivity improvements are made as future development occurs.

*Table 5: Facility Spacing Guidelines*

Functional Classification	Desired Spacing
Major Arterial	1 to 2 miles
Minor Arterial	1 mile
Major Collector	½ mile
Minor Collector	¼ mile
Local Street	300-500 feet
Bicycle and Pedestrian Facilities	300 feet

Desired spacing refers to distance between facilities with the same or higher functional classification

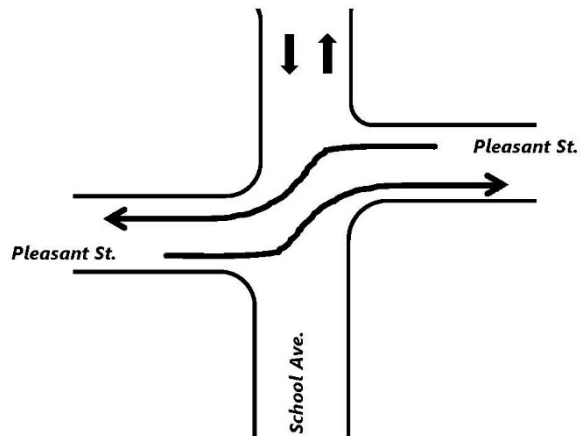
People walking and biking benefit the most from closely spaced facilities because their travel is most affected by variation in distance. By providing walking and biking facilities that are spaced less than 300 feet apart, Walla Walla will support active transportation within and between its neighborhoods. These connections also support high quality transit access.



Figure 8: Desired Facility Spacing

**Offset Intersections**

Roadway alignments should remain constant through an intersection. Shifting of lanes through an intersection is strongly discouraged. Intersection approaches should line up and not be offset due to additional time and confusion to make through movements and left and right turns. Offset tee-intersections result in staggered pedestrian and bicycle crossings that require out-of-direction travel and/or additional crossings for pedestrians and bikes (see Pleasant St./School Ave. example above). Two closely spaced tee-intersections degrade traffic safety by creating additional conflict points between motor vehicles, pedestrians and bikes.



*Findings: Connectivity standards help provide more options for direct travel, particularly for people walking and biking. The City should add code language to discourage offset intersections on both public and private street approaches.*



## Pedestrian Crossings

Pedestrian crossing treatments are intended to improve visibility of pedestrians and reduce the potential for pedestrian crashes. This toolbox only includes treatment alternatives considered feasible within the City of Walla Walla. These treatments are also consistent with U.S. Federal Highway Administration (FHWA) recommended guidelines.<sup>6</sup>

The toolbox includes the following treatment options:

- Median Refuge Islands and Curb Extensions
- Rapid Flashing Beacon (RFB) with Raised Median
- Pedestrian Hybrid Beacon- High intensity Activated Crosswalk (HAWK)
- Overhead Flashing Beacons (Standard and RFB)
- Street Lighting

These treatments serve as a list of options to choose from when addressing specific locations, and some may be used in combination. For example, the median refuge island and street lighting could either be stand-alone improvements or could be combined with one of the flasher/beacon or pedestrian traffic signal improvements.

### ***Median Refuge Island and Curb Extensions***

Median refuge islands are raised curbs in the center of the roadway that provide a sheltered pedestrian area where pedestrians can wait for gaps in traffic. Curb extensions are protracted corner curbs that can be utilized for both signalized and unsignalized intersections.

Curb extensions provide pedestrians with shorter crosswalk travel length. They also reduce vehicle lane size, thus, vehicle speeds are often reduced as well. Curb extensions can be effective on roadways that have on-street parking (turn templates are needed to assure curb extensions do not restrict truck turning movements). Median refuge islands separate opposing lanes of traffic and allow two-stage crossings where pedestrians clear one direction of travel movement at a time. This reduces the size of individual gaps in traffic needed for a pedestrian to make a safe crossing. Some disadvantages of raised center medians are the creation of added obstruction in the roadway, conflicts with left turn lane needs, and potential right of way constraints. Two example median refuge islands are shown in Figure 9.

---

<sup>6</sup> *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations: Final Report and Recommended Guidelines*, US Department of Transportation, Federal Highway Administration, September 2005.



Figure 9: Example Center Medians with Pedestrian Refuge Islands

Pedestrian refuges can have a staggered or straight pedestrian cut-through or path configuration. The example refuge island shown on the right has a staggered pedestrian cut-through or path, which requires pedestrians to turn towards on-coming traffic before crossing. This encourages pedestrians to take a better view of the on-coming traffic. A center median with a pedestrian refuge island would be a critical component if one of the two flashing beacon systems is selected as a preferred crossing treatment. In addition, a median refuge island could also be installed as part of a pedestrian traffic signal or HAWK signal.



### **Rapid Flashing Beacon (RFB)**

The Rectangular Rapid Flashing Beacon (RRFB) is a special LED flashing device installed below a crosswalk sign and placed at marked, unsignalized crosswalk locations. The RFB increases pedestrian visibility by attracting driver attention with the flashing beacons and making them aware of the pedestrian’s presence. The LED flashing devices are located below the crosswalk sign and above the arrow sign.<sup>7</sup> An RFB sign assembly and a close up of the beacons are shown in Figure 10.

The RFB is pedestrian actuated with either hardwired or wireless pushbuttons. It can also be solar powered, which would make for easier installation (though monetary cost would be approximately equal due to higher equipment cost). Studies to date have shown very high driver compliance rates (i.e., percentages in the 80’s and 90’s).<sup>8</sup>

<sup>7</sup> Source of Figure 10: Manual on Uniform Traffic Control Devices (MUTCD) website, <http://mutcd.fhwa.dot.gov>, 6/16/2010

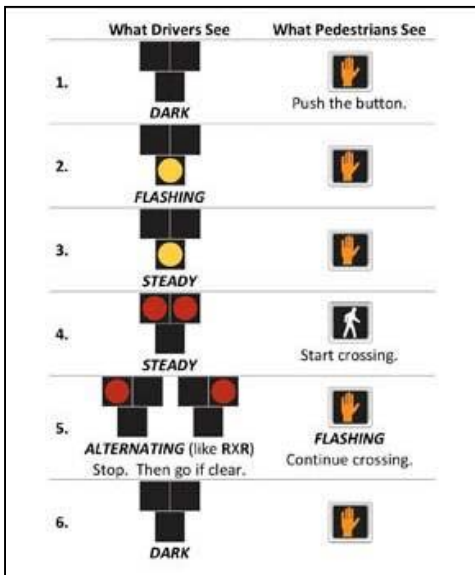
<sup>8</sup> MUTCD - Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11), FHWA, July 16, 2008

### Pedestrian Hybrid Beacon-High Intensity Activated Crosswalk (HAWK)

A pedestrian hybrid beacon–high intensity activated crosswalk (commonly referred to as a HAWK) uses a yellow-red lens configuration (two red lenses on top and yellow lens on bottom) to provide a signalized, mid-block pedestrian crossing. The pedestrian hybrid beacon is used to warn and control traffic to assist pedestrians in crossing a street at a marked crosswalk. Unlike a full pedestrian traffic signal, the HAWK signal remains dark when not activated and will allow vehicles to proceed with caution during the pedestrian clearance interval. An example HAWK signal is shown in Figure 12.



The five phases of a HAWK signal are also shown Figure 12 (phase 6 is cycling back to phase 1).<sup>9</sup> As shown, when no pedestrians are present, the HAWK signal is dark (phase 1). Once a pedestrian pushes the crossing button, the pedestrian hybrid beacon first flashes yellow (phase 2) and then becomes solid yellow (phase 3). These two warning indications prepare traffic to stop for the upcoming ‘walk’ stage, which is a steady red (phase 4). The next stage is the ‘don’t walk’ stage



(phase 5), and the hybrid beacon flashes red for vehicles. Pedestrians should finish crossing the street if they have already begun, and vehicular traffic must stop but then can proceed if there are no pedestrians in the road. The beacon then goes dark again (returning to phase 1).

The MUTCD provides guidelines and volume thresholds for when pedestrian hybrid beacons should be installed.<sup>10</sup> For example, this beacon system should be installed at least 100 feet from side streets or driveways that are controlled by Stop or Yield signs. In addition, if it is installed within a signal system, it should be coordinated with the system. NCHRP Report 562 documented compliance for this type of beacon crosswalk at upwards of 90%.<sup>11</sup>

Figure 12: HAWK Signal and Phases

<sup>9</sup> Source of Figure 10 image: Boise Guardian.

<sup>10</sup> Chapter 4F, Manual on Uniform Traffic Control Devices, 2009 Edition, Page 509-512.

<sup>11</sup> NCHRP 562, pg. 17.

### Flashing Beacons

If a pedestrian traffic signal or hybrid beacon is not warranted, another alternative is to install a flashing beacon system. Flashing beacon systems are considered by NCHRP Report 562 as active devices; meaning they warn, but do not stop traffic. Pedestrian actuation is one characteristic that should be incorporated into any flashing beacon system due to its importance for improved driver compliance.



Figure 13: Example overhead flashing beacon

Overhead flashing beacons are flashing amber beacons installed on traffic signal poles and mast arms along with overhead signs. Overhead flashers are used to increase driver awareness when approaching a marked crosswalk at an uncontrolled location. Warning signs are typically placed in advance of the marked crosswalk or on signs located adjacent to the crosswalk entry. The two flashing beacons can be programmed to either operate continuously or be pedestrian actuated.

### Street Lighting

Street lighting is another important treatment that addresses night-time visibility. Street lights provide increased pedestrian and bicycle visibility during the night and the dawn/dusk periods of the day by providing contrast between the pedestrian and their surroundings. They also improve visibility of oncoming vehicles so that pedestrians and bicycles can better judge gaps in traffic.

Street lights should be included with any selected crossing treatment and should be oriented toward pedestrian activity. Lighting levels should also satisfy standard engineering guidelines<sup>12</sup>.



Figure 14: Example street lights

### Lighting Standards

<sup>12</sup> Illuminating Engineering Society Roadway Lighting RP-8-14, ANSI, 2014.

Street lighting standards are based on the roadway classification and the level of pedestrian activity. The roadway lighting guidelines provide three types of pedestrian conflict classifications provided below.

**High:** Portion of the City containing commercial, business, and industrial activity where ordinarily there are large numbers of pedestrian and a heavy demand for parking space during periods of peak traffic or a sustained high pedestrian volume and a continuously heavy demand for off-street parking space during business hours. Examples are downtown retail areas, near theaters, concert halls, stadiums, and transit centers.

**Medium:** means that portion of the City which is outside of a downtown area but generally within the zone of influence of a business or industrial development, often characterized by a moderately heavy nighttime pedestrian traffic and a somewhat lower parking turnover than that which is found in a commercial area. This description includes densely developed apartment areas, hospitals, public libraries, and neighborhood recreational centers.

**Low:** means a residential development or a mixture of residential and commercial establishments, characterized by few pedestrians and a low parking demand or turnover at night. This description includes areas with single family homes, townhomes, and/or small apartments. Regional parks, cemeteries, and vacant lands are also included.

In addition to the area classification, each street classification has its own standard lighting requirements. The specific average maintained foot-candles for each street and area classification combination can be seen in Table 6. The average-to-minimum uniformity ratios for streets in commercial and urban intermediate areas shall be 4:1 or better and 6:1 or better in residential areas.

Table 6: Required Illumination Levels

Street Classification	Average Maintained Foot-Candles <sup>1</sup>		
	High	Medium	Low
Local	0.9	0.7	0.4
Collector	1.2	0.9	0.6
Arterial	1.7	1.3	0.9
Intersections	Pavement illumination levels for intersections shall be a combination of each street classification for that given area classification.		

<sup>1</sup>Illumination levels based on recommendations of the Illuminating Engineering Society.

### Lighting Spacing Guidelines

Using the required pavement illumination levels, guidelines for the recommended spacing and wattage for an LED street light along a Major Arterial, Minor Arterial, Collector, and Local roadways as presented previously can be seen in Table 7. The spacing and wattage results assumes a staggered placement and 35-foot mounting height for each street classification with an additional recommendation for a one-side only placement and 30-foot mounting height for a local street.

Table 7: Recommended Lighting Spacing

Street Classification	Lumen Output	Placement	Mounting Height	Approximate Spacing <sup>1</sup>
<b>High</b>				
Major Arterial (4 Lanes)	16,800 (min)	Staggered	35	140 ft
Minor Arterial (2 Lanes)	16,800 (min)	Staggered	35	175 ft
Collector	10,000 to 12,000	Staggered	35	280 ft
Local	10,000 to 12,000	Staggered	35	270 ft
Local	10,000 to 12,000	One-side	30	200 ft
<b>Medium</b>				
Major Arterial (4 Lanes)	16,800 (min)	Staggered	35	200 ft
Minor Arterial (2 Lanes)	16,800 (min)	Staggered	35	250 ft
Collector	10,000 to 12,000	Staggered	35	240 ft
Local	5,000 to 5,500	Staggered	35	280 ft
Local	10,000 to 12,000	One-side	30	200 ft
<b>Low</b>				
Major Arterial (4 Lanes)	16,800 (min)	Staggered	35	285 ft
Minor Arterial (2 Lanes)	10,000 to 12,000	Staggered	35	225 ft
Collector	5,000 to 5,500	Staggered	35	250 ft
Local	5,000 to 5,500	Staggered	35	425 ft
Local	10,000 to 12,000	One-side	30	235 ft

<sup>1</sup>Spacing approximate for longer roadway segments and street improvement projects. Photometric analysis should be completed prior to any lighting improvements.

*Findings: Walla Walla should incorporate the lighting standards presented into City standards.*

*The recommended street light wattage and street light spacing should be used as a general guideline, however specific analysis should be completed to be sure illumination standards are being met.*

### ***Enhanced Pedestrian Installation Guidance***

The City should consider adding enhanced pedestrian crossing treatments to increase protection where warranted by the combination of pedestrian demand volumes and cross traffic speeds and volumes. Appendix A of National Cooperative Highway Research Program (NCHRP) Report 562, *Improving Pedestrian Safety at Unsignalized Crossings*, includes a procedure for treatment selection, with input variables including:

- Vehicle speed on the major street
- Pedestrian crossing distance
- Peak hour pedestrian volume
- Peak hour vehicle volume
- Local parameters such as motorist compliance, pedestrian walking speed, and pedestrian start-up and clearance time

NCHRP Report 562 includes worksheets for inputting the variables above and identifying the appropriate treatment type.

*Findings: Walla Walla should consider a variety of potential treatments from this toolbox as pedestrian safety hotspots are identified. Further guidance on selecting treatments is provided below.*

*The City should consider code requirements for off-site development improvements such as sidewalk infill or pedestrian crossing enhancements where improvements are proportional to the level of development impact.*

## Transportation Impact Analysis Guidelines

Walla Walla's development review process is designed to manage growth in a responsible and sustainable manner. By assessing the transportation impacts associated with land use proposals and requiring that adequate facilities be in place to accommodate those impacts, the City is able to maintain a safe and efficient transportation system concurrently with new development, diffusing the cost of system expansion.

The City of Walla Walla has developed Transportation Impact Analysis (TIA) Guidelines to help address multimodal transportation in and around a development site. We have provided recommendations for an update to the guidelines document as a markup in the appendix to this memorandum.

The following are key recommendations:

- Update trip threshold criteria and checklist for requiring a TIA
- Include site circulation and safety evaluation in the scope of a TIA
- Update recommended analysis year horizons to be consistent with MPO planning horizon year
- Update guidance on use of peak hour factors
- City should create an engineering document for follow-up sight distance verification
- Update LOS standards to require LOS D for all arterials and freight routes
- TIA should be stamped by an P.E. registered in Washington State

*Findings: Updated TIA Guidelines can help the City better identify internal and external transportation impacts and require appropriate improvements with development.*



## Neighborhood Traffic Management Tools

Neighborhood Traffic Management (NTM) describes strategies that can be deployed to slow traffic, and potentially reduce volumes, creating a more inviting environment for pedestrians and bicyclists. NTM strategies are primarily traffic calming techniques for improving neighborhood livability on local streets, though a limited set of strategies can also be applied to collectors and arterials. Mitigation measures for neighborhood traffic impacts must balance the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers, such as emergency responders. Examples of tools are shown in Figure 15.

### Chicanes



[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)

### Chokers



[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)

### Curb Extensions



[www.pedbikeimages.org/Carl Sundstrom](http://www.pedbikeimages.org/Carl_Sundstrom)

### Diverter



[www.pedbikeimages.org/Adam Fukushima](http://www.pedbikeimages.org/Adam_Fukushima)

### Median Islands



[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)

### Raised Crosswalks



[www.pedbikeimages.org/Tom Harned](http://www.pedbikeimages.org/Tom_Harned)

### Speed Cushions



NACTO Urban Street Design Guide

### Speed Hump



[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)

### Traffic Circles



[www.pedbikeimages.org/Carl Sundstrom](http://www.pedbikeimages.org/Carl_Sundstrom)

Figure 15: Summary of Neighborhood Traffic Management Strategies

Table 8 lists common NTM applications. Any NTM project should include coordination with emergency response staff to ensure that public safety is not compromised. NTM strategies implemented on a state facility would require coordination with WSDOT regarding freight mobility considerations.

*Table 8: Application of NTM Strategies*

NTM Application	Use by Function Classification			Impact	
	Arterials	Collectors	Local Streets	Speed Reduction	Traffic Diversion
Chicanes			✓	✓	✓
Chokers			✓	✓	✓
Curb Extensions	✓	✓	✓	✓	
Diverters (with emergency vehicle pass-through)		✓	✓		✓
Median Islands	✓	✓	✓	✓	
Raised Crosswalks			✓	✓	✓
Speed Cushions (with emergency vehicle pass-through)			✓	✓	✓
Speed Hump			✓	✓	✓
Traffic Circles			✓	✓	✓

The City of Walla Walla does not currently have a formal neighborhood traffic management program. If such a program were desired to help respond to future issues, suggested elements include:

- Provide a formalized process for citizens who are concerned about the traffic on their neighborhood street. The process could include filing a citizen request with petition signatures and a preliminary evaluation. If the evaluation finds cause for concern, a neighborhood meeting would be held and formal data would be collected and evaluated. If a problem were found to exist, solutions would be identified and the process continued with neighborhood meetings, feedback from service and maintenance providers, cost evaluation, and traffic calming device implementation. Six months after implementation the device would be evaluated for effectiveness.
- For land use proposals, in addition to assessing impacts to the entire transportation network, traffic studies for new developments must also assess impacts to residential streets. A recommended threshold to determine if this additional analysis is needed is if the proposed project increases through traffic on residential streets by 40 or more vehicles during the evening peak hour or 200 vehicles per day. Once the analysis is performed, the threshold used to determine if residential streets are impacted would be if their daily traffic volume exceeds 1,800 vehicles.

*Findings: Neighborhood Traffic Management provides important tools Walla Walla can use to improve safety and livability.*





Appendix G

**COUNTYWIDE  
PLANNING POLICIES**

Available online at

<http://www.co.walla-walla.wa.us/departments/comdev/Planning.shtml>



# COUNTYWIDE PLANNING POLICIES

A document to facilitate the  
coordination of planning between

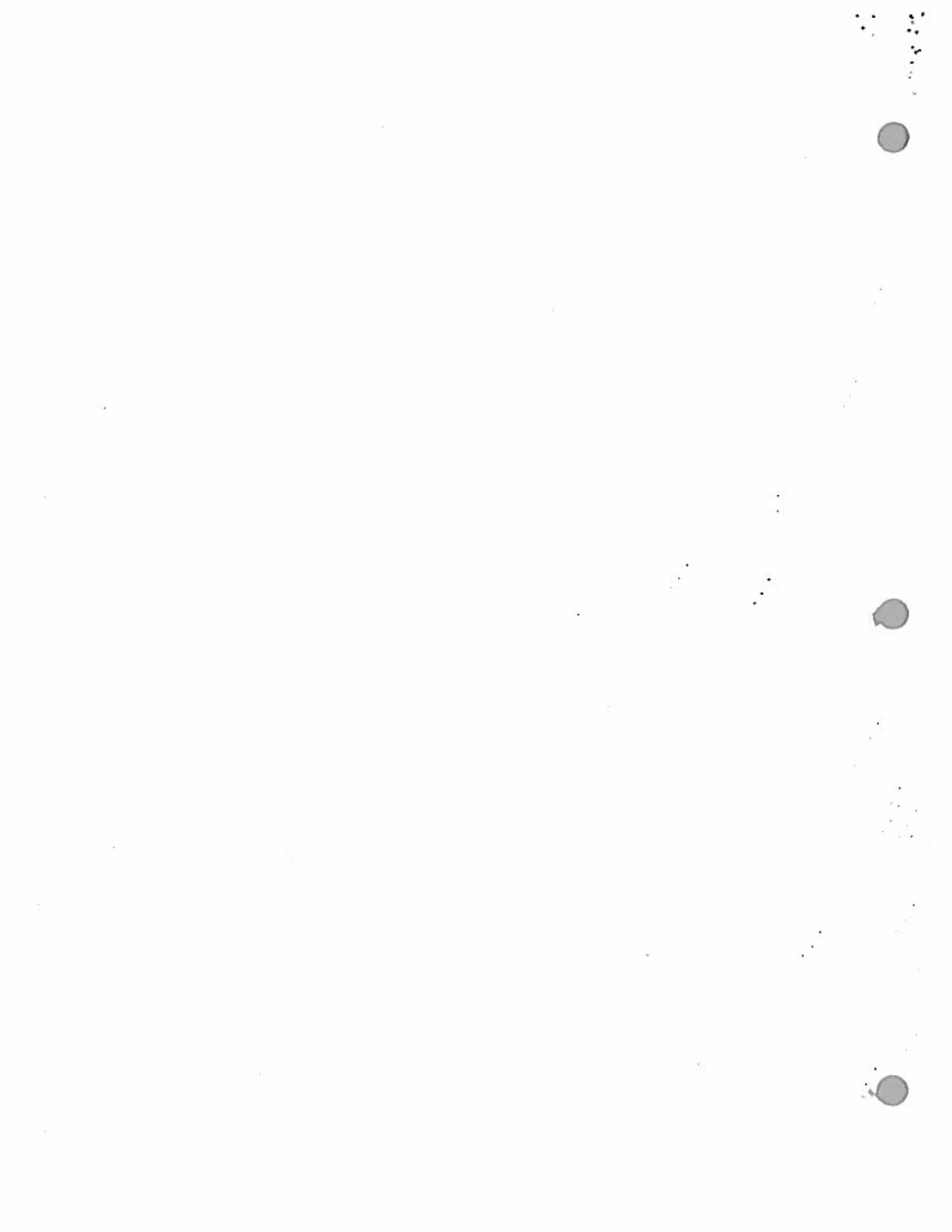
WALLA WALLA COUNTY  
CITY OF WALLA WALLA  
CITY OF COLLEGE PLACE  
CITY OF WAITSBURG  
CITY OF PRESCOTT

ADOPTED NOVEMBER 30, 1993

## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 Purpose of Document .....	1
2.0 General Planning Goals .....	2
3.0 Urban Growth Areas .....	4
4.0 Joint City-County Planning within UGA .....	6
5.0 Contiguous and Orderly Development .....	8
6.0 Siting Public Capital Facilities of a Countywide/Statewide Nature .....	10
7.0 Transportation .....	11
8.0 Affordable Housing .....	14
9.0 Countywide Economic Development and Employment .....	16
10.0 Rural Lands .....	18
11.0 Resource and Critical Lands .....	20
12.0 Planning Standards .....	22
13.0 Fiscal Impact .....	23
14.0 Public Education and Participation .....	24
15.0 Process for Review and Amendment .....	25
Definitions .....	Appendix A





1.0 PURPOSE OF DOCUMENT

*The purpose of this document is to establish a written policy statement which will be used to formulate comprehensive plans for Walla Walla County and the cities of Walla Walla, College Place, Waitsburg and Prescott. This document will be a tool that will provide the necessary guidance to ensure that city and county comprehensive plans are consistent internally and with the plans of the other jurisdictions as required by the Growth Management Act (GMA) in RCW 36.70A.100.*

*The purpose of this document is not to dictate to or compel Walla Walla County or the cities of Walla Walla, College Place, Waitsburg and Prescott with respect to the issues, purposes, or goals herein stated, all of which may or are encouraged to make independent decisions regarding the GMA.*

*This document also provides a means for reassessment of these policies and amendment when appropriate.*

## 2.0 GENERAL PLANNING GOALS

- 2.1 Urban land is an important resource which should be judiciously and effectively used to economically accommodate future growth which should be concentrated within designated urban growth areas.
- 2.2 The provision of adequate, appropriately timed infrastructure is necessary to provide the framework upon which development may take place. The cost of new infrastructure should be equitably borne by both current taxpayers and new development.
- 2.3 Clear distinctions should be made identifying the roles and responsibilities of the county, city and special districts in managing the county's growth.
- 2.4 The transportation system should efficiently transport people and goods and should reflect local government's land use planning.
- 2.5 A variety of housing types, serving all income levels, is essential to meet the needs of county residents.
- 2.6 The county and its cities have a responsibility to provide for the location of their fair share of essential public facilities.
- 2.7 The county and its cities should work to ensure future economic vitality and broaden employment opportunities while retaining a high quality of life.
- 2.8 The rural lands designation should reflect the agrarian characteristics of the county while providing for open space, scenic vistas, habitat, limited housing and employment opportunities.
- 2.9 Agriculture and forestry should continue to provide economic and environmental enhancement and be recognized as an important component of the county's future.
- 2.10 The county is a steward of natural resources such as water, wildlife and habitat and should take care to minimize the adverse impacts of growth and development when they occur in resource and critical areas.
- 2.11 Coordinated planning practices and standards among the county and its cities are essential to providing economical and efficient services.
- 2.12 Fiscal analysis should routinely be done to identify the most cost effective means of providing and locating public services and infrastructure, considering level of service, financing alternatives and the need for equitable assignment of costs between new and existing development.

- 2.13 *Continuous, effective public involvement is necessary to ensure that the adopted plans reflect the desires of the community at large.*
- 2.14 *The comprehensive plans should be reviewed on a regular basis so that each continues to be a valid, meaningful, working document that reflects the desires of the citizens and new technologies as they evolve over time.*
- 2.15 *It is desirable to protect natural vegetation, and to encourage landscaping and trees in urban areas for aesthetic and environmental reasons.*
- 2.16 *In order to maintain a sufficient tax base to support essential government services, economic development efforts to diversify and expand basic manufacturing and service related jobs are encouraged.*

### 3.0 URBAN GROWTH AREAS

#### Purpose

1. Encourage higher density residential development which is in closer proximity to jobs, transit, schools and parks.
2. Serve as a basis for the more detailed land use and utility/services plans developed by each jurisdiction.
3. Promote infill and redevelopment of existing areas to most efficiently and economically utilize services.
4. Protect open space, critical areas and resource lands from encroachment of incompatible uses and densities.
5. Provide for the economic provision and maintenance of streets, sewer, water and other public facilities.
6. Create and maintain attractive residential neighborhoods and commercial districts that provide a sense of community.
7. Provide a heightened level of certainty for investors, landowners and citizens regarding types of land use, development standards and zoning intended.
8. Provide an adequate supply of industrial property and infrastructure to support economic development.

#### Policies

- 3.1 Urban Growth Areas (UGAs) for small cities should be of sufficient size to create viable economic centers. They should do appropriate planning to ensure adequate land uses and services.
- 3.2 10 and 20 year Office of Financial Management (OFM) population forecasts, as adjusted by the local jurisdictions, should be accommodated in UGAs. It can include up to 50% excess land to avoid tightening of urban land supply and increased costs. It is recognized that a portion of the growth will occur outside of UGAs at rural densities.
- 3.3 Aquifer protection areas should be created to protect urban water supplies. Aquifers should have priority over other resources.
- 3.4 All cities in the county shall be within an urban growth area.
- 3.5 UGAs should be designated where: 1) infrastructure exists or is planned, as identified in an approved capital improvement program or can be reasonably and economically extended; and 2) it is environmentally appropriate for growth to occur.
- 3.6 Designate UGAs by: 1) existing incorporated boundaries; 2) distribution patterns of projected growth; 3) existing population density; 4) presence or availability of infrastructure; and 5) natural and manmade topographical constraints.
- 3.7 Allocate population based on: 1) existing concentration of population; 2) availability of existing/planned infrastructure; 3) natural and

manmade topography; 4) protection of resource and critical lands; 5) adjusted OFM projections; and 6) proximity to employment and recreation. All jurisdictions shall utilize an agreed upon formula.

- 3.8 Mixed use developments, multi-family development, employment centers and other intensive land uses are appropriate development to be encouraged in UGAs.
- 3.9 Prior to amendment of a UGA, the county and respective city and/or cities shall determine the capital improvement implications of the amendment to ascertain that a full range of services will be present within the forecast period.
- 3.10 Within UGAs, cities are the preferred providers of urban services. Urban services shall not be extended through the use of special purpose districts except on an interim basis. As time and conditions warrant, cities should assume urban services provided by special purpose districts. However, it is recognized that the Port of Walla Walla, as a unique special district, currently provides urban services at the Walla Walla Regional Airport and should continue to be the primary service provider at the airport.
- 3.11 Provision of new municipal public works facilities should only occur within the UGAs, including streets built to municipal standards; water storage, transmission and treatment facilities and sewer collection and treatment facilities, except water services provided per a Coordinated Water System Plan and the location of essential public facilities.
- 3.12 The retention of the overall rural character of the county and preservation of agricultural lands shall be promoted by including sufficient area within the the UGA to accommodate anticipated growth and avoid market constraints that induce leapfrogging development.
- 3.13 Due to the differing characteristics of the cities and communities within Walla Walla County and the presence of isolated industrial sites, the structure of the UGAs may vary to reflect those characteristics.
- 3.14 UGA's may provide for the inclusion and protection of greenbelts and open space, some of which may be critical areas.

#### 4.0 JOINT CITY-COUNTY PLANNING WITHIN UGA

##### Purpose

1. Provide communication and cooperative planning efforts between Walla Walla County and its cities.
2. Coordinate land use regulations and utility standards to minimize public and private costs.
3. Provide a framework for more detailed land use and public service plans and studies.
4. Protect groundwater quality & quantity.
5. Provide a guideline for annexation decisions.
6. Establish the responsibilities of the respective jurisdictions in terms of activities within the joint sphere of influence.
7. Ensure predictability for property owners in terms of land use, development standards and provision of utilities.
8. Conserve resources, both natural and economic.
9. Ensure adequate supplies of industrial property within each respective jurisdiction.

##### Policies

- 4.1 Enter into agreements for joint review of development proposals and public projects in the UGAs with final approval by the county for areas outside of the city limits.
- 4.2 The county and each city shall inventory the amount of usable or buildable land, by land use category remaining in the urban area.
- 4.3 The county and cities shall cooperatively determine the amount of undeveloped buildable land needed.
- 4.4 The county and cities shall establish a common method to monitor urban development to evaluate the rate of growth and maintain an inventory of buildable land remaining.
- 4.5 All major land use considerations and the criteria for assessing an annexation proposal that are now used by the Boundary Review Board (BRB) shall be incorporated into the city's annexation process.
- 4.6 Urban growth management agreements shall include a method for sharing net revenues, services and expenses, if appropriate, in annexation of significantly developed residential, commercial or industrial areas through a phased program established for a set period of time. Compensation formulae shall address revenue sources eligible for sharing and take into account shifts in the cost of service obligations. If the cost of service exceeds the amount generated from annexation areas, excess shall be deducted from any ongoing payments previously established. Cross jurisdictional equity should be considered for city to city interactions as well as city to county.
- 4.7 Walla Walla County shall work with the BRB to reach an agreement that the BRB will waive jurisdiction on all municipal annexations proposed that are in conformance with adopted urban growth agreements.

- 4.8 Each city shall designate a potential annexation area. Within this area the city shall adopt criteria for annexation and a schedule for provision of urban services and facilities within the potential annexation area.
- 4.9 A city may annex territory only within its designated potential annexation area. All cities shall phase annexation to coincide with the ability to provide a full range of urban services to areas to be annexed.
- 4.10 Undeveloped urban areas should be annexed to adjacent cities as they develop (prior to development) in order to receive a full range of services. However, it is recognized that the Port, as a unique special district, currently provides urban services at the Walla Walla Regional Airport and should continue to be the primary service provider for the airport. Unless the Port seeks comprehensive services provided by the city, the airport should remain in the county.
- 4.11 Common and consistent regulations and development and land division standards shall be developed and implemented for areas located within the UGA, with final approvals continuing to reside with the county for areas outside of the city limits. Standards shall address: 1) street location, right-of-way widths, construction standards and traffic control; 2) curbs, storm water facilities and sidewalks; 3) building construction standards; 4) sewage disposal facilities; 5) provision of domestic water; 6) fire flow and protection; 7) subdivision standards; 8) mobile home/manufactured home standards; 9) zoning; and 10) landscape enhancement.
- 4.12 A city and the county may enter into an interlocal agreement whereby the application of development standards and functions of permit review, inspection and enforcement are assigned.
- 4.13 All jurisdictions shall cooperate in developing guidelines for consistent land use elements and compatibility of land use and road designations across jurisdictional boundaries.



## 5.0 CONTIGUOUS AND ORDERLY DEVELOPMENT

### Purpose

1. To address the appropriate level of service for differing land uses and jurisdictions at the lowest cost in terms of economic and resource costs.
2. To set forth the relationship between the provision of services and the Urban Growth Area, the Critical Water Supply Service Areas and the applicable capital improvements plans.
3. Provide for coordination between the county, cities and special districts in the provision and financing of services.

### Policies

- 5.1. Urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private source.
- 5.2 Non-urban development in the UGA should be discouraged. Non-urban development in the UGA should only be allowed if urban development is not possible and if it will be compatible with future urban development.
- 5.3 Urban development in an UGA which is outside of a municipal boundary may be allowed only if:
  - A. Infrastructure standards are equal to or greater than those required by the adjacent city;
  - B. The city and county have jointly adopted the same UGA and standards;
  - C. Provisions have been made for urban level services;
  - D. Off-site infrastructure needs are met;
  - E. It is noted on the plat that the development is within a UGA and is ultimately intended to be within a city.
- 5.4 All projects within a UGA, but outside of the city limits shall be reviewed to ensure compatibility with the urban density projections of the comprehensive plan.
- 5.5 The timing of capital improvements shall be consistent with the adopted capital facilities plan of the purveyor.
- 5.6 Policies for establishing and monitoring level of service standards are as follows:
  - A. Existing and future level of service standards may differ between service areas within a given jurisdiction;
  - B. Levels of service standards should be coordinated at the interface between adjacent jurisdictions.

- 5.7 The county and the cities should also coordinate the development and implementation of long-range planning between fire protection, police services, schools, air quality, transportation, and parks and recreation facilities.
- 5.8 The county and affected cities, special districts and other agencies as appropriate shall establish a process for mutual consultation on proposed comprehensive plan policies and for review of development requests.
- 5.9 Urban growth agreements shall identify services to be provided in an UGA, the responsible purveyors and the terms under which the services are to be provided.
- 5.10 In the next 20 years, the county should not encourage "new fully contained communities" outside of the UGAs.
- 5.11 Cities should be purveyors of urban services. Existing water districts should not expand boundaries nor should new be created except as stated in a Coordinated Water System Plan.
- 5.12 To adequately plan for growth and implement the policies of the GMA, the governmental entities and special districts in Walla Walla County should establish an ongoing mechanism to improve communication, information sharing and coordinated approaches to common problems.
- 5.13 Walla Walla County should coordinate with Benton, Franklin and Columbia Counties on growth issues that cross county boundaries, as well as with Umatilla County and the City of Milton-Freewater on issues that cross state boundaries.

## 6.0 SITING PUBLIC CAPITAL FACILITIES OF A COUNTYWIDE/STATEWIDE NATURE

### Purpose

The Growth Management Act requires counties and cities to include in their comprehensive plans a process for identifying and siting essential public facilities. Essential public facilities are described as including those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and in-patient facilities including substance abuse facilities, mental health facilities, and group homes. The act also states that no comprehensive plan may preclude the siting of essential public facilities.

### Policies

- 6.1 Comprehensive plans must include a process for the siting of essential public facilities. Standards may also be generated to ensure that reasonable compatibility with other elements of the plans can be achieved.
- 6.2 Essential public facilities may be identified by the state Office of Financial Management, other state agencies or by local government. Proposed essential public facilities should be subject to a cooperative and structured siting process. When essential public facilities are proposed to be located within Walla Walla County, the local government(s) involved will:
  - A. Appoint an advisory countywide committee composed of citizen members selected to represent a broad range of interest groups. It will be the responsibility of this committee to develop specific siting criteria for the proposed project and to identify, analyze, and rank the potential project sites.
  - B. Encourage public involvement through timely press releases, newspaper notices, and public meetings and hearings.
- 6.3 The siting process for essential public facilities shall take into consideration factors for minimizing affects upon the health, safety and welfare of the citizens residing around or near the facility.
- 6.4 It is recommended that essential public facilities not locate in designated resource lands or critical areas unless they are compatible with those lands.
- 6.5 Essential public facilities sited outside of urban growth areas must be self-supporting and must not require the extension, construction or maintenance of urban governmental services. The provision of services should be addressed when making siting determinations.

## 7.0 TRANSPORTATION

### Purpose

The Growth Management Act requires that transportation planning and improvements be coordinated among jurisdictions and be consistent with the land use elements of local comprehensive plans. The Act also places special emphasis on transportation because a jurisdiction can not approve development unless an adequate level of service is available or planned for to accommodate the development. The countywide transportation policies will address issues of mutual interest; that is when more than one jurisdiction is affected by or involved in a transportation policy program or project. In Walla Walla County this includes all jurisdictions since all incorporated cities and the county have a portion of the State Highway System within their boundaries and the city's streets connect to county roads. These policies then apply to transportation related impacts, policies, programs and projects involving more than one jurisdiction.

Transportation facilities in Walla Walla County consist of airports and airfields, commercial water transportation facilities, highway and road systems, transit systems, bridges, rail systems, truck routes, specialized transportation for the elderly and handicapped and bike and pedestrian routes.

Transportation strategies consist of planning policies and programs, the Regional Transportation Planning Organization (RTPO) Regional Plan, transportation improvement programs, six-year road programs and transportation elements of capital improvement programs and other transportation financing strategies.

### Policies

- 7.1 Walla Walla County and its cities should maintain participation in an RTPO to assure transportation planning is consistent, local needs are reflected in the Regional Plan and to avail themselves of transportation planning technical services.
- 7.2 Walla Walla County and its cities encourage and support continued participation of the Port of Walla Walla and Valley Transit in the RTPO.
- 7.3 Walla Walla County representatives on the RTPO should set priorities for special studies and transportation improvements requiring RTPO approval locally to avoid intra-county/city competition for discretionary funds.
- 7.4 Each comprehensive plan adopted pursuant to the Growth Management Act will contain a transportation element consistent with the plan's land use and economic development policies as well as those of jurisdictions in the planning area.

7.5 Each transportation element shall include:

- A. A multi-year financing plan based on needs identified in the jurisdiction's comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road or transit program;
- B. An analysis of the jurisdiction's ability to fund existing or potential transportation improvements which identifies existing and new revenue sources which may include available local, state or federal funds, property and sales taxes, developer contributions and improvements and impact fees;
- C. A statement of how land use assumptions and policies will be reassessed to assure level of service standards are being met and how consistency with the land use element will be achieved if full funding is not available.

7.6 Transportation improvements which are identified in the transportation element shall be implemented concurrent with new development. Concurrent means that improvements or strategies are in place at the time of development, or that financial commitments are in place to complete the improvements or strategies in six years.

7.7 Each jurisdiction's transportation element shall contain level of service standards for arterials, collectors and transit routes including state routes, reflecting urban and rural differences if appropriate.

7.8 Each jurisdiction's transportation element shall make provision for a biannual review of the functional classification of the streets and roads under their jurisdiction.

7.9 The coordinated transportation elements of each jurisdiction's plan including the Washington State Dept. of Transportation, the Port and Valley Transit will be the Countywide Transportation Plan.

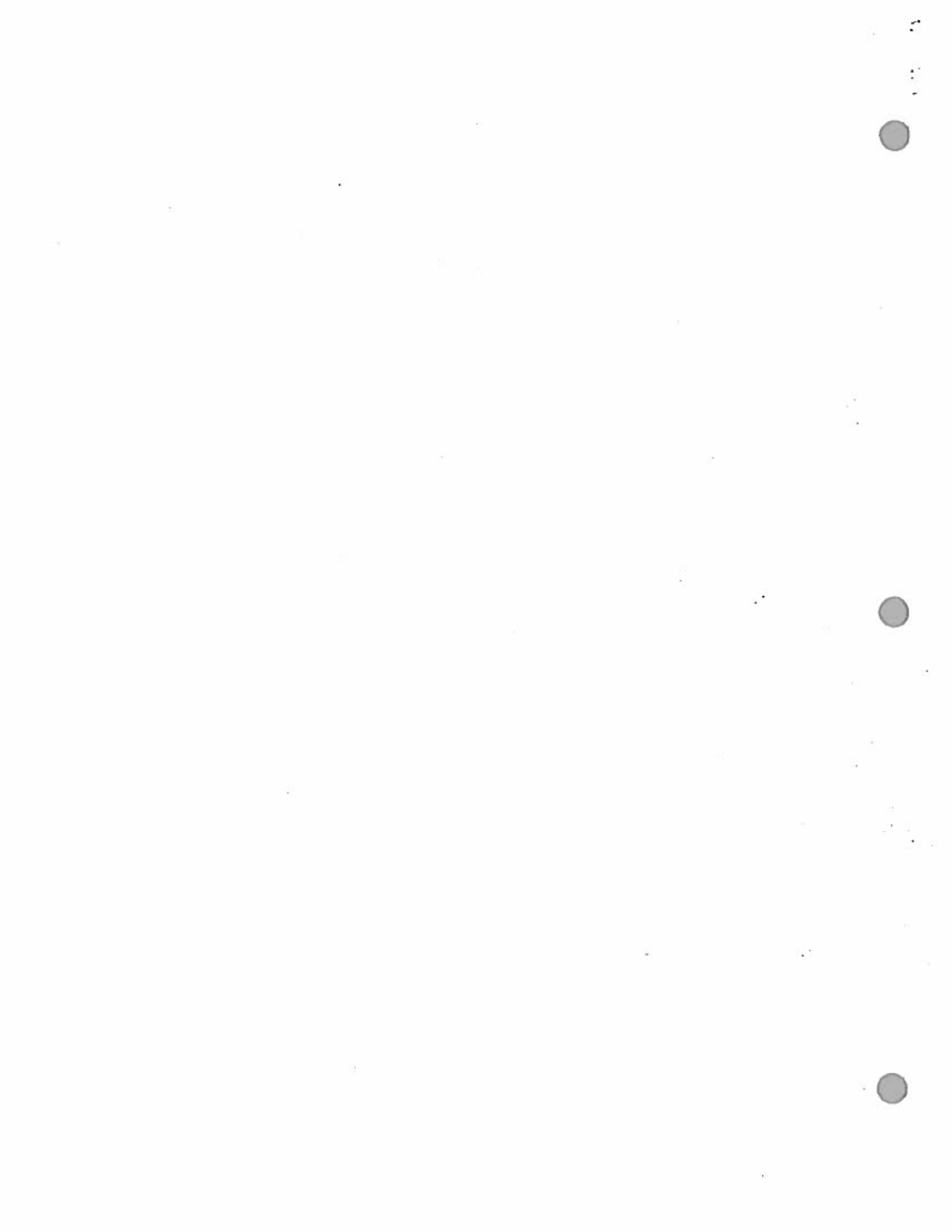
7.10 The county and its cities will adopt a cooperative process to evaluate major development proposals that may impact the transportation system in the county or a neighboring jurisdiction. This process should include an early referral and response mechanism and appropriate criteria for use in evaluating the impacts of a proposal. This process should also apply to any transportation improvements contemplated by one jurisdiction that will impact an adjacent jurisdiction.

7.11 The establishment of level of service standards should be developed cooperatively by the county and its cities with the assistance of the RTPD.

7.12 The four laning of SR-12 from the Snake River Bridge to Walla Walla along the present or alternate alignment should be a high priority in the Countywide Transportation Plan.

7.13 The Countywide Transportation Plan should:

- A. Set forth policies for development of a north/south connector between SR-12 and SR-125;
- B. Set forth policies for a possible east/west connection from SR-125 to Wilbur Avenue;
- C. Set policies and establish a process for dealing with rail abandonment proposals;
- D. Include recommendations from the Vansycle Canyon Study;
- E. Address the issue of countywide rural public transportation;
- F. Set forth policies for SR-12 from Walla Walla to the Snake River Bridge;
- G. Support better air services into Walla Walla, and the Port's consideration of constructing a new terminal facility at the Regional Airport and support improved highway access in to and out of the airport;
- H. Set forth policies regarding sufficient rail and road access to the Snake and Columbia River port facilities and ensure sufficient infrastructure (ie. barge slips, high docks and storage facilities) at those ports;
- I. Set forth policies on countywide bicycle and pedestrian paths;
- J. Others resulting from the RTPPO subcommittee review process;
- K. Protect airports and their associated clear zones and flight paths from encroachment of incompatible land uses and densities.



## 8.0 AFFORDABLE HOUSING

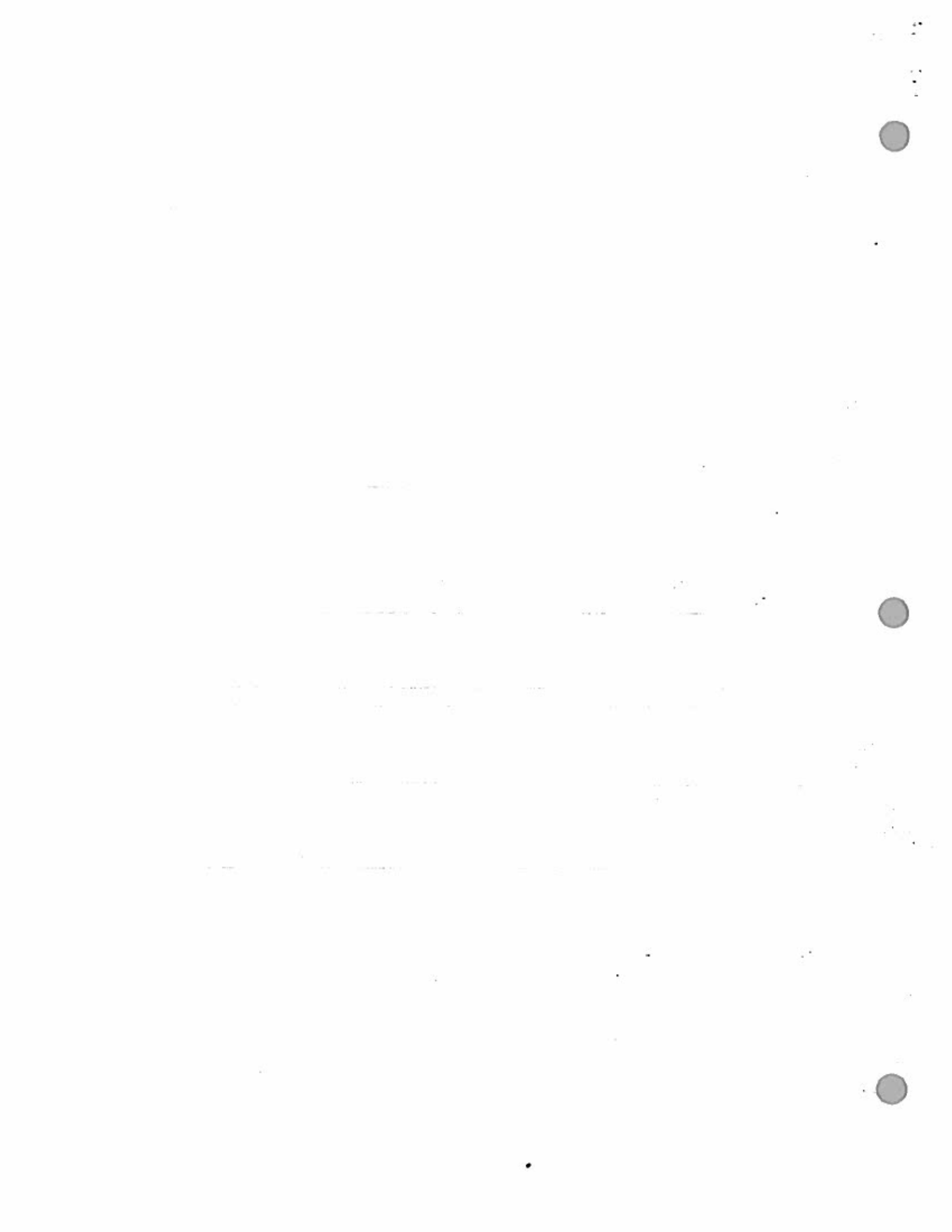
### Purpose

1. Encourage higher density residential development which is in closer proximity to jobs, transit, schools and parks.
2. Serve as a basis for the more detailed comprehensive plans developed by each jurisdiction.
3. Promote infill and redevelopment of existing residential areas and rehabilitation of existing housing stock.
4. Include provisions to adequately address the housing needs of special populations (i.e. people with disabilities, etc.)
5. Create and maintain residential neighborhoods and districts that provide a sense of community.
6. Provide a heightened sense of certainty for lenders and builders.

### Policies

- 8.1 Encourage and promote a wide range of housing development types and densities throughout the county to meet the needs of a diverse population and to provide affordable housing options for all income levels.
- 8.2 Encourage affordable housing through innovative land use techniques such as clustering, planned unit development, infill housing incentives, density bonuses, etc.
- 8.3 Consider permitting accessory housing or the division of existing structures in single family neighborhoods.
- 8.4 The county should provide appropriately zoned lands and location criteria to assure the inclusion of multi-family housing and manufactured home parks within UGAs.
- 8.5 The housing and land use elements of the local comprehensive plans will include an assessment of land availability and general criteria for siting special purpose housing within the UGA to ensure that such housing can be accommodated. The assessment should include the extent to which demands from all segments will be met.
- 8.6 Special purpose housing should include, but not be limited to, migrant farmworker housing and homeless shelters as well as transitional and/or group homes for the developmentally or mentally disabled, recovering chemically dependent persons and the chronic mentally ill.
- 8.7 Base the affordable housing element of the comprehensive plans upon a needs assessment and housing strategy which evaluates the following factors within the community:
  - A. An inventory and conditions study of existing housing stock;
  - B. Barriers to affordable housing including zoning and NIMBY sentiment;
  - C. Available land with services in place;





- D. Current price structure and availability of housing options:
- E. Need for additional units based on population projections including owned, rented and shelter units.

- 8.8 To coordinate the affordable housing element of local comprehensive plans with other plan elements such as land use, services, utilities, open space and parks, economic and rural development issues.
- 8.9 High density housing within the urban growth area which is not contiguous to the municipal boundary may be allowed provided it meets the criteria for contiguous and orderly development.
- 8.10 All housing projects within an urban growth area, but outside of city limits shall be reviewed to ensure compatibility with the urban density projections of the comprehensive plan.
- 8.11 Evaluate the impact on the provision of affordable housing options prior to adoption of any new ordinance or regulation affecting homebuilding.
- 8.12 Consider maximum lot size provisions in zoning codes to maintain residential density as allocated in comprehensive plans.

## 9.0 COUNTYWIDE ECONOMIC DEVELOPMENT AND EMPLOYMENT

### Purpose

To ensure that issues pertaining to a sustainable healthy economy and adequate employment opportunities are recognized as being vitally important to the long-term health of Walla Walla County and are considered as part of each comprehensive plan. To encourage each jurisdiction to develop a plan to address those issues in a manner which maximizes the benefits of an economic development program and minimizes any potential impacts to the local community.

### Policies

- 9.1 To support and encourage economic development that is consistent with the preservation of Walla Walla County's quality of life and environment and that is within the capabilities of the county's natural resources, public services and public facilities.
- 9.2 To include an economic development element in the comprehensive plans of the county and each city within the county.
- 9.3 To base the economic development element of the comprehensive plans upon a needs assessment which evaluates the following factors within the community:
  - A. An inventory of available land suitable for development of commercial and industrial land use;
  - B. The availability of infrastructure, including transportation and utilities;
  - C. The availability of housing and developable housing lots to support economic growth;
  - D. The needs and characteristics of Walla Walla County's current resident work force, and those residents who will enter the work force in the future;
  - E. The availability of water resources.
- 9.4 To coordinate the economic development element of local comprehensive plans with other elements of the plan, with particular attention being given to coordination with the land use and capital facilities elements, and the Coordinated Water System Plans.
- 9.5 To ensure an adequate supply of industrial property throughout the county, and to support the development of infrastructure to service land designated as industrial.
- 9.6 When designating areas for future commercial and industrial uses, preference should be given to those areas with infrastructure capacity and/or the potential to provide infrastructure; and the potential to provide adequate, affordable housing, and/or transportation linkages to existing housing.

- 9.7 The economic development element should encourage inter-jurisdictional coordination and cooperation on economic development issues, particularly those that affect the size and diversity of the economic base. Comprehensive plans should encourage coordination between local economic development organizations.
- 9.8 Local economic development organizations should participate in the development of the comprehensive plans of each jurisdiction; at a minimum reviewing and commenting on document drafts.
- 9.9 Support federal and state resource agency coordination with local governments and economic development groups concerning their land use plans that may impact economic development activity.
- 9.10 The county and municipalities will demonstrate their commitment to the retention of those enterprises which have created the economic base of the county and promote their continued growth in a predictable environment which encourages investment and job growth.
- 9.11 Develop agriculture based industries through continued innovations in production, marketing, technology and increased investment in value added processing.
- 9.12 Improve the overall business climate through promotion of governmental efficiency to ensure that regulations protect the public interests, including private sector business opportunities; and to ensure that all building permits, planning regulations and procedures are clear, uncomplicated, concise, and administered in a timely manner.
- 9.13 Support and encourage economic development efforts to diversify and expand basic manufacturing and service related jobs.
- 9.14 To recognize the importance of industrial zoned property on the Columbia/Snake River system for the efficient transportation of local commodities to world markets. To support efforts to protect and encourage zoned industrial property on the river system.
- 9.15 The county and municipalities will encourage the recruitment of new business employers to absorb the increasing labor force, and to supply employment to a portion of the county's residents who are currently employed outside the county.

## 10.0 RURAL LANDS

### Purpose

1. To provide a variety of lifestyle choices for county residents.
2. To serve as a buffer between urban lands and resource and critical lands.
3. To bank land for future urban expansion.
4. To retain open spaces.
5. To retain the rural/agrarian character of the county.

### Policies

- 10.1 Rural lands are distinguished from Urban Growth Areas and from agricultural, forestry and mineral lands and shall have an appropriate level of services established.
- 10.2 Rural lands may be lands that are not suited for agricultural or forest production, but have physical or economic barriers preventing the provision of urban level services.
- 10.3 Rural lands are characterized by a lower level of service; mixed residential, agricultural and open space uses; broad vistas; parcels of varying sizes; a variety of housing types and small unincorporated communities.
- 10.4 Rural lands often have an established land use pattern that precludes urbanization and are generally served by septic tanks and individual wells or a small community water system and are anticipated to continue as such.
- 10.5 Rural Service Centers are small unincorporated communities generally providing limited commercial services, a post office, a school, agricultural services and a variety of housing types.
- 10.6 The use of innovative land use techniques that may include planned unit developments, transfer of development rights, cluster development, density bonuses, etc., should be given priority in rural areas to both lessen the impacts upon the environment and traditional agricultural/forestry uses and to more economically provide services.
- 10.7 The county should promote the retention of it's overall character by establishing zoning classifications that preserve that rural/agrarian atmosphere.
- 10.8 Development in rural areas is subject to agricultural/forestry activities that may take place as a right on adjacent properties.
- 10.9 Rural lands adjacent to commercial agricultural or forestry uses may require buffering.

10.10 *Varying densities of rural lands or "urban reserve" areas should be considered at the urban interface to ensure eventual orderly inclusion.*

10.11 *A certain level of mixed uses in rural areas and rural service centers is acceptable and may include limited commercial, service and industrial uses.*

## 11.0 RESOURCE AND CRITICAL LANDS

### Purpose

1. To retain open spaces, recreational opportunities and the rural atmosphere of Walla Walla County.
2. To maintain the resource based industries of Walla Walla County and encourage the conservation of productive agricultural and forest lands.
3. To conserve fish and wildlife habitat.
4. To protect the environmental quality present in the county which in turn enhances the quality of life for county residents.
5. To discourage uses that are incompatible with resource and critical lands.
6. To protect life and property from natural hazards.

### Policies

- 11.1 Because Walla Walla County is unique and diverse in its climate, topography and land uses, the protection of resource lands and critical areas which may not be considered prime or of long term commercial significance under the GMA Minimum Guidelines shall still be a priority for the county.
- 11.2 The forest lands of Walla Walla County, while not of long-term commercial significance, are to still be considered to be an important resource because they support livestock grazing, timber harvesting, provide wildlife habitat and serve as an aquifer recharge area.
- 11.3 Priority should be given to preserving and protecting resource and critical lands. Development that is permitted that is associated or adjacent to these areas should be properly managed.
- 11.4 The county is in the midst of ongoing studies regarding aquifer recharge areas and updating the Critical Water Supply Service Area Plan, therefore it is anticipated that the conclusion of those studies will result in the refinement of this element.
- 11.5 The county will continue to utilize the Federal Emergency Management Agency program for floodplain management.
- 11.6 The definitions to be used will be those adopted by the Walla Walla County Resource Lands Advisory Committee and the Critical Areas Advisory Committee.
- 11.7 The designations and policies contained in this element shall be in conformance with those contained in each jurisdiction's ordinance implementing the State Environmental Policy Act and with the Shoreline Master Program.
- 11.8 All jurisdictions shall strive to protect and enhance critical wildlife areas through comprehensive plans and policies, and develop regulations that reflect natural constraints and protect sensitive features.
- 11.9 All jurisdictions shall strive to ensure that priority wildlife species

do not become imperiled or extinct due to land use changes, habitat alteration, and other human activities.

- 11.10 All jurisdictions shall adopt protection measures for wetlands and riparian areas to protect human values and functions, protect water quality, reduce public costs, prevent environmental degradation, and protect fish and wildlife habitat. Protection measures will reflect the importance and vulnerability of different classes of wetlands.
- 11.11 All jurisdictions shall minimize fragmentation of habitat by protecting important interconnecting corridors to form a continuous network of wildlife habitat via dedication, purchase, land exchange or easements where appropriate.
- 11.12 All jurisdictions shall coordinate with state and federal agencies concerned with wildlife resources in land use planning activities that may impact those resources.
- 11.13 Comprehensive plans should provide for appropriately located lands to provide for an adequate supply of rock and gravel resources.
- 11.14 Transportation corridors will be allowed in critical areas and resource lands if reasonable alternate routes are not available.
- 11.15 Wetlands definitions and delineations shall be consistent between the county and the municipalities.
- 11.16 Comprehensive plans will reflect a "Right to Farm" in agricultural areas.
- 11.17 Each jurisdiction shall identify open space corridors and work together to plan for those that cross jurisdictional boundaries.
- 11.18 As critical lands are inventoried and classified consistent with GMA guidelines, the county, cities and resource agencies will attempt to replace those land uses negatively impacted by such a designation.
- 11.19 The county and municipalities support the concept of wetland banking, or other acceptable methods, as an incentive to create, enhance, or restore wetland values in anticipation of a future project that will potentially impact a wetland or buffer.
- 11.20 Walla Walla County discourages additional acquisition of large parcels of critical lands by state and federal agencies.



## 12.0 PLANNING STANDARDS

### Purpose

1. Ensure uniformity between all jurisdictions of the county in terms of terminology and land use categories.
2. To create documents that are readily understandable to the public, developers and other users.

### Policies

- 12.1 Walla Walla County and the cities will cooperatively determine the basic land use categories to be contained in the respective comprehensive plans, as well as definitions of terms to be used.
- 12.2 Each Urban Growth Management Agreement shall identify common and consistent development and construction standards to be applied throughout the UGA.
- 12.3 Walla Walla County and its cities will cooperatively develop uniform public notification procedures for plan amendments.
- 12.4 Uniform amendment procedures and agency notification requirements will be adopted for plan and development code amendments and other development activities that involve multiple jurisdictions.
- 12.5 Each entity is encouraged to include an energy conservation element.

## 13.0 FISCAL IMPACT

### Purpose

1. To provide a means for assessing the cost of providing public services in conformance with the comprehensive plans of the county and its cities.
2. To provide alternative means of financing required public improvements.

### Policies

- 13.1 Where capital improvement and land use plans involve lands within or adjacent to the UGA, the county and cities, individually and jointly, shall routinely conduct fiscal analysis which identifies the most cost effective means of providing and locating public services and infrastructure over the long term. This should be done through: 1) 6 year capital improvement plans showing infrastructure sized to accommodate build-out of service areas within the 20 year UGA; 2) construction, design and placement standards for roads, intersections, water, sewer, lights, etc.; and 3) build-out scenarios for schools, fire and police and projected demands.
- 13.2 Each capital improvement plan should include: 1) plan for cooperation between the public and private sectors to ensure coordination of those plans with emphasis on the effective provision of services at the adopted level of service concurrent with demand; 2) inventory of existing capital facilities; and 3) an assessment of future needs.
- 13.3 Consideration should be given to the use of innovative financing strategies for capital improvements which minimize the costs to taxpayers and provide for equitable assignment of costs between existing and new development.
- 13.4 Consideration should be given to the imposition of impact fees to ensure that new development pays its fair share for improvements necessitated by growth and contributes to the overall financing of capital improvements.
- 13.5 The county and cities shall work to develop a process for use by local government to facilitate the identification, analysis and disclosure of the fiscal impacts of major development proposals and governmental actions. The process shall establish a formula to address fiscal impacts, including tax revenues and service cost implications of the following: 1) proposed changes in municipal boundaries; 2) proposed changes in UGAs; 3) proposed master planned resorts and fully contained new communities; and 4) proposed large-scale residential, commercial and industrial developments.

## 14.0 PUBLIC EDUCATION AND PARTICIPATION

### Purpose

The Growth Management Act encourages "early and continuous" citizen participation throughout the Growth Management Act. In order for a comprehensive plan to be effective, its "ownership" must not be limited to the governmental jurisdictions involved in its creation. The plan should represent the goals and desires of the community at large.

### Policies

- 14.1 The following committees shall be appointed as advisory committees to the Board of County Commissioners: Resource Lands Technical Advisory Committee, Critical Areas Technical Advisory Committee, Economic Development Technical Advisory Committee; and the Burpenk, Touchet, Prescott, Waitsburg, Mill Creek, Russell Creek and Urban Area Advisory Committees. Other committees may be appointed as necessary; cities may also appoint citizen committees for planning within their boundaries.
- 14.2 General citizen participation shall be solicited through the use of timely press releases, newsletters and postcard notices, and staff presentations to clubs, organizations and other interested groups.
- 14.3 Staff and appointed committees should hold workshops, informational meetings, etc. in a cross section of geographic areas around the county to solicit input for the plan of each city and each sub-area of the county.
- 14.4 Prior to the adoption of any portion of a comprehensive plan the affected jurisdiction shall hold at least one public hearing by its Planning Commission and one hearing by the City Council or Board of Commissioners before it is adopted.

## 15.0 PROCESS FOR REVIEW AND AMENDMENT

### Purpose

1. To provide a uniform process for the review and amendment of the Countywide Planning Policies.
2. To provide a process for public notification and involvement.

### Policies

- 15.1 Throughout the ongoing planning process, the county or individual jurisdictions may request that the Countywide Policy Planning Committee reconvene to discuss issues related to the policies or to propose amendments to the policies.
- 15.2 The Countywide Planning Policies should be reviewed each time a jurisdiction amends its comprehensive plan in order to ensure consistency between the plan amendment and adopted policies.
- 15.3 Proposed amendments to the Countywide Planning Policies shall be reviewed and adopted by the same procedure under which they were originally adopted.
- 15.4 Any proposed amendment shall receive widespread public notification.
- 15.5 Any proposal for a new fully contained community shall be reviewed by the county and all cities, since it impacts the population allocation process, potentially requiring amendment of all comprehensive plans within the county.
- 15.6 Review of comprehensive plans and development ordinances shall occur at 10 year intervals to eliminate inconsistencies, conflicts and ambiguities.

## APPENDIX "A"

### DEFINITIONS

#### Legislative

*Agricultural Land* - land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to excise tax, or livestock, and that has long-term commercial significance for agricultural production.

*Comprehensive Land Use Plan* - (also comprehensive plan or plan) a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to GMA.

*Critical Areas* - include the following areas and ecosystems: wetlands; areas with a critical recharging effect on aquifers used for potable water; fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

*Development Regulations* - means any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.

*Forest Land* - means land primarily useful for growing trees, including Christmas trees subject to excise tax, for commercial purposes, and that has long-term commercial significance for growing trees commercially.

*Long-term Commercial Significance* - includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

*Minerals* - include gravel, sand, and valuable metallic substances.

*Public Facilities* - include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, schools and government buildings.

*Public Services* - include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

*Urban Growth* - refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide

areas. urban growth typically requires urban governmental services. Characterized by urban growth refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

**Urban Growth Areas (UGA)** - means those areas designated by a county pursuant to the Growth Management Act.

**Urban Services** - those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban area and normally not associated with non urban areas.

**Wetland(s)** - areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. Wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands, if permitted by the county or city.

#### Other

**Fully Contained Communities** - a community provided, through the imposition of impact fees, with infrastructure, transit sufficient to independently operate, and providing a mix of uses offering jobs, affordable housing for a broad range of incomes, and services to its residents. This community is buffered from adjacent urban development and by its design mitigates impacts on resource and critical lands and the environment.

**NIMBY** - acronym for Not in My Back Yard.

**Resource Lands** - inclusive term for agriculture, forest, and mineral lands as defined above.

**Special Populations** - Individuals or families who require supportive social services in order to live independently or semi-independently.



Appendix H  
**BLUE MOUNTAIN  
REGIONAL TRAILS PLAN**

Available online at  
<http://www.bluezonetrails.org/>







Available online at: <https://wallawalla.gov/depts/parksrecreation>.