Complete Streets Advisory Committee
VIRTUAL Regular Meeting
June 23, 2020 – 4:00 P.M.
AGENDA

ZOOM INSTRUCTIONS FOR THE PUBLIC

This meeting will be held virtually using Zoom. Dial 1-253-215-8782 and enter the meeting ID #810 2914 0725, password 428237.

- **CALL TO ORDER**
- **ROLL CALL**
- **APPROVAL OF MEETING NOTES**
- **BOARD MEMBER COMMENTS**
- **OLD BUSINESS**
  - SETTING COMMITTEE PRIORITIES
- **NEW BUSINESS**
  - PUBLIC PROJECTS FOR REVIEW AND COMMENT
    - BEECH ST EXTENSION
    - 46TH AVE RECONSTRUCTION
    - SR 432 / SR 411 INTERCHANGE
    - SR 432 / CALIFORNIA WAY INTERSECTION
    - INDUSTRIAL WAY / OREGON WAY (IWOW)
  - LONGVIEW'S LOCAL ROAD SAFETY PLAN
- **REPORTS**
- **ADJOURNMENT**

The next regular meeting is scheduled for July 28th at 4:00 p.m.

Attachments (all pdf's)

- Priorities
- Beech Street – plans excerpt
- 46th Ave – roadway section
- SR 432-411 – plan excerpt
- SR 432-California Way
- IWOW Concept 5
- Longview LRSP 2020

Downloads available (all pdf's)

- 46th Ave – 30% Strip Map
- Beech St Extension Plans
- SR432_411 Plans

Complete Streets Advisory Committee
Coordination Meeting
May 27, 2020 – 4:00 P.M.
NOTES

- **ROLL CALL**

Members in attendance:
Ken Hash, Chair
Ruth Kendall, Council liaison
Clark Carroll
Trey Davis
Dave Fine
Colleen Holton
Elizabeth Stratton
Nancy Vandehey, Admin

Not in attendance:
Matt Carnahan

Audience Member:
Art Birkmeyer

- **INTRODUCTIONS**

- **SELECTION OF DAY & TIME FOR MONTHLY MEETING**

Fourth Tuesday of each month at 4:00 P.M.

- **REVIEW THE COMPLETE STREETS LMC 12.10.010**

The vision and purpose was read to the group by Ken Hash. There are very few exceptions listed in the LMC. Plans will be sent out to the group for review, then we will gather to discuss at our meetings.

- **PROCESS / PRIORITIES**

Paper copies will be provided at the meetings. We will review plans to look at what we have and how do we make it better. Plans for the 46th Ave project and City Safety Plan will be coming. This group is an advisory committee to staff and to Council. Ken Hash will be the chair and council liaison with Ruth Kendell. Once the City Engineer position is filled, this committee will be turned over to them to lead. The City doesn't have a bike-pedestrian plan currently. Standards will need to be looked at and reviewed. Our work is only in the right-of-way (ROW). Ideas such as bike racks at apartment buildings will need to be taken to Planning Commission as it is not in the ROW. This is an unfunded committee. We will review public streets within private developments. See attached priorities list.

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Complete Streets Committee

Brainstorm ideas

Priority setting

1. Actual Bike-Ped Plan (Dave will bring some plans to share with the group.)
2. Tackle Ocean Beach Hwy - most dangerous spot is Fred Meyer to West Kelso
3. Bike Lanes stop at Hudson
4. How to get bikes through intersections
5. Need supporters in the community, so when we take away parking it won't upset people. Try to create an advocate group or build support/shareholders within the community.
6. 501c3 can get funding easier than we can (Dave has experience in 501c3 and would be willing to partner up to get one started)
7. Public perception - we don't want people to think this is a waste of money, we want to be a positive influence and implement changes that keep all community members in mind. It's easy to lose sight of how others think since we are all like minded.
8. 5 Es - engineering, education, evaluation, enforcement, encouragement
9. Safe Routes to school Program gets people involved.
10. Possible partners - Hospitals, Schools, College, Places of Work
11. Lots of people out with new bikes right now
12. Seattle is making Biking Blvds by closing down streets to cars
13. Doing Open Streets Events - "Slow Roll" down 12th & 14th. Possible to partner with Park & Rec?
14. Coordinate with Longview Outdoor Gallery (LOG) to come up with functional art bike rack.
15. Community Designed bike rack for City Hall, possibly sponsored by a business?

City of Longview

Beech Street Extension

Oregon Way to California Way

EDA Project No. 07-01-07486
City of Longview Project No. 2476/ CIP No. 1978
Conformed Set 05/12/2020

Project Directory

Owner:

City of Longview
Public Works Director
Ken Hash, P.E.
1525 Broadway
Longview, Washington 98632
Phone No. 360 / 442-5221
Fax No. 360 / 957-1734

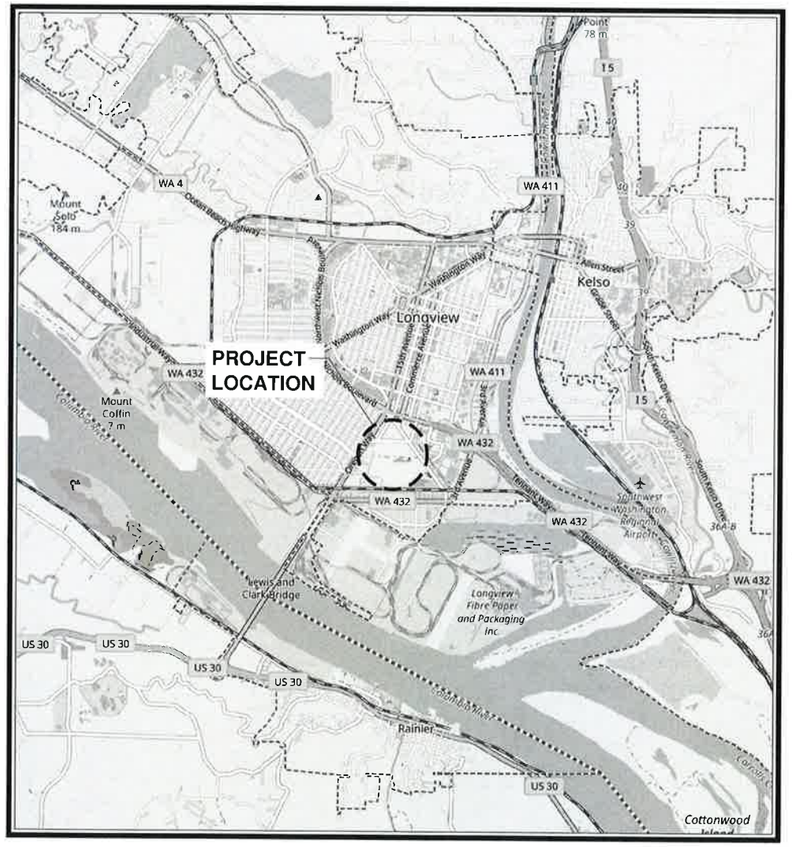
Design Team:

Civil Engineers
Gibbs & Olson, Inc.
Sam Barham, P.E.
1157 3rd Ave. Suite 219
Longview, Washington 98632
Phone No. 360 / 425-0991
Fax No. 360 / 423-3162
Email: sbarham@gibbs-olson.com

Geotechnical Engineers
Columbia West
Jason Merritt, P.E.
11917 NE 95th St
Vancouver, Washington 98682
Phone No. 360 / 823-2900
Fax No. 360 / 823-2901
Email: jason.merritt@columbiawestengineering.com

Electrical Engineers
R & W Engineering, Inc.
Jeff Howard, P.E.
204 SE Stone Mill Dr, Suite 280
Vancouver, WA 98684
Phone No. 503 / 292-6000
Email: jhoward@rweng.com

Traffic Engineers
Kittleson & Associates
Fred Wismer, P.E.
851 SW 6th Ave, Suite 600
Portland, OR 97204
Phone No. 503 / 535-7440
Email: fwismer@kittelson.com



Vicinity Map
Scale: 1" = 2000'

City of Longview
Mayor
MaryAlice Wallis

City Council
Ruth Kendall
Chet Makinster
Steve Moon
Mike Wallin
Hillary Strobel
Christine Schott

City Manager
Kurt Sacha

City Clerk
Kaylee Cody

Public Works Director
Ken Hash, P.E.

City Project Manager
Stephanie Burt

City of Longview	General
Beech Street Extension	Cover Sheet
Longview, Washington	----

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

Project Milestone:
CONFORMED

Date:
05/12/2020

05/12/2020

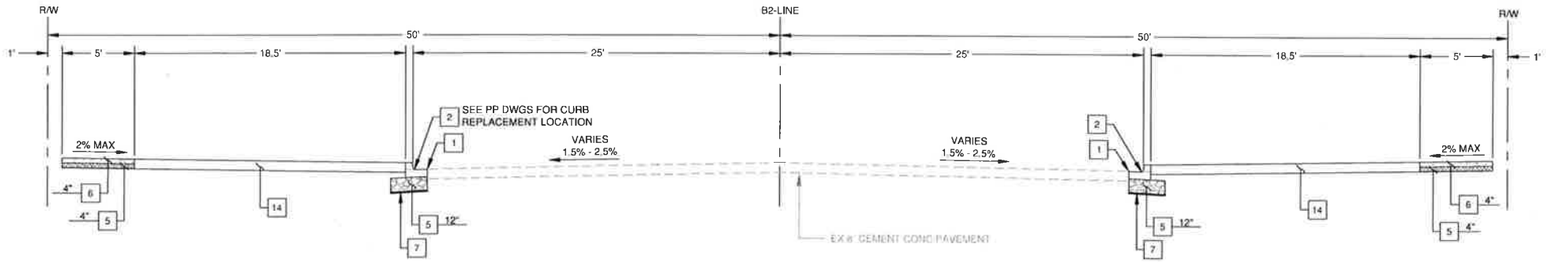
GIBBS & OLSON
www.gibbs-olson.com

Project Manager: SBB
Designed by: SBB
CAD by: KAR
Checked by: KWB
Approved by: SBB

Project Number:
0461.3747

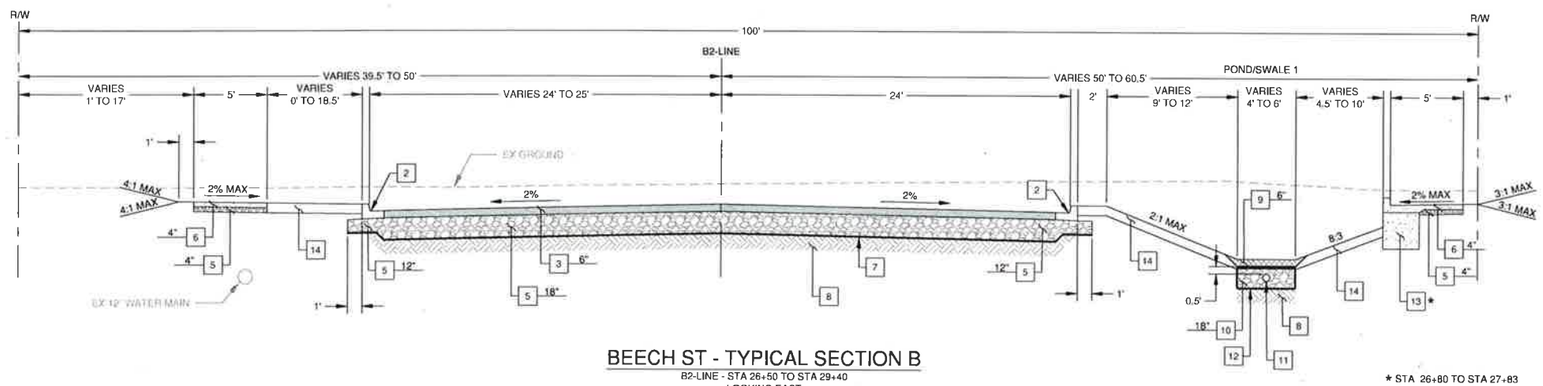
Drawing Number:
G1

Sheet Number:
1 of **97**



BEECH ST - TYPICAL SECTION A

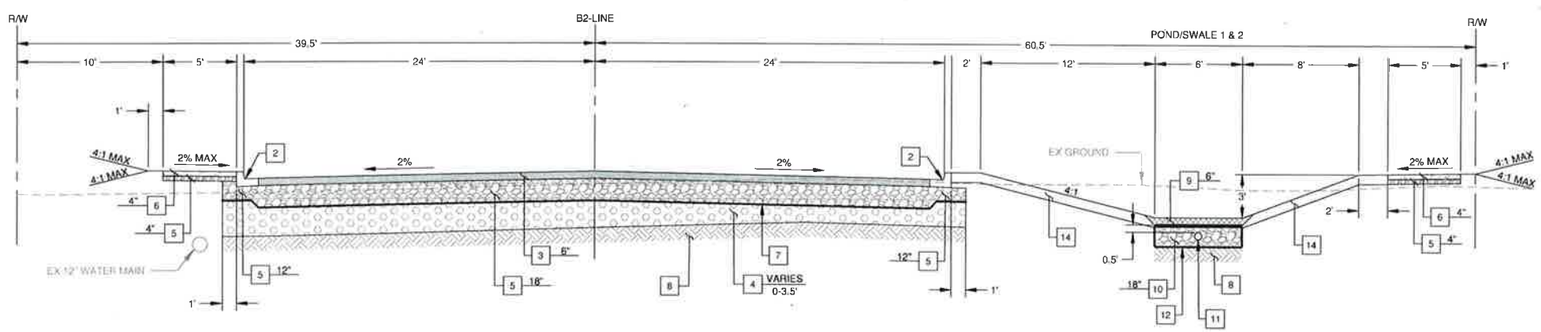
B2-LINE - STA 20+40 TO STA 26+50
LOOKING EAST
NTS



BEECH ST - TYPICAL SECTION B

B2-LINE - STA 26+50 TO STA 29+40
LOOKING EAST
NTS

* STA 26+80 TO STA 27+83



BEECH ST - TYPICAL SECTION C

B2-LINE - STA 29+40 TO 33+35
B2-LINE - 37+45 TO STA 40+00
LOOKING EAST
NTS

CONSTRUCTION NOTES:

1. SAWCUT, FULL DEPTH
2. CEMENT CONC TRAFFIC CURB AND GUTTER TYPE A PER CITY OF LONGVIEW STD PLAN ST-110
3. HMA CL 1/2 IN PG 58V-22
4. GRAVEL BORROW
5. CRUSHED SURFACING BASE COURSE
6. CEMENT CONC SIDEWALK PER CITY OF LONGVIEW STD PLAN ST-150
7. NONWOVEN CONSTRUCTION GEOTEXTILE FOR SEPARATION
8. 12" SCARIFIED AND COMPACTED SUBGRADE SOILS
9. 6" TOPSOIL TYPE B AMENDED WITH FINE COMPOST
10. GRAVEL BACKFILL FOR DRAINS
11. PERFORATED PVC UNDERDRAIN PIPE 6 IN. DIAM.
12. NONWOVEN CONSTRUCTION GEOTEXTILE FOR UNDERGROUND DRAINAGE
13. CEMENT CONC RETAINING WALL PER DETAILS ON DWG D14 AND/OR WP DWGS
14. 8" TOPSOIL TYPE B AMENDED WITH FINE COMPOST
15. PLANING BITUMINOUS PAVEMENT
16. 2" PEA GRAVEL

GENERAL NOTES:

1. OBSERVED BEECH ST EXISTING SECTION CONSISTS OF 4 TO 8 INCHES OF TOPSOIL AND VEGETATION OVER 1 TO 2.5 FEET OF EXISTING FILL.
2. VEGETATION, ORGANIC MATERIAL, DELETERIOUS MATERIAL, AND EXISTING FILL THAT MAY BE ENCOUNTERED SHOULD BE CLEARED FROM AREAS IDENTIFIED FOR SITE GRADING. STRIPPED TOPSOIL SHOULD ALSO BE REMOVED OR USED ONLY AS LANDSCAPE FILL IN NONSTRUCTURAL AREAS WITH SLOPES LESS THAN 25 PERCENT.
3. EXISTING PAVEMENT DEPTHS SHOWN ARE BASED ON LIMITED GEOTECHNICAL EXPLORATION AND CONSTRUCTION AS BUILTS, AND SHALL NOT BE CONSTRUED AS A REPRESENTATIVE WARRANTY OF SUBSURFACE SITE CONDITIONS. SEE CALIFORNIA WAY PAVEMENT CORING REPORT IN THE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
4. CALIFORNIA WAY FULL DEPTH ROADWAY REPAIR WILL OCCUR WHERE LOOSE ASPHALT IS EXPOSED AFTER PLANING AS MARKED BY THE CITY DURING CONSTRUCTION. ALL EXISTING HMA WILL BE REMOVED COMPLETELY. FULL DEPTH ROADWAY REPAIR SECTIONS SHALL BE A MINIMUM OF 4-INCH HMA OVER EXISTING CONCRETE (WHERE PRESENT) OR 4-INCH HMA OVER 18-INCH CSBC IN SHOULDER. FULL DEPTH ROADWAY REPAIR SHALL BE DONE PRIOR TO FINAL 2-INCH HMA WEARING COURSE.

Typical Roadway Sections

City of Longview

Beech Street Extension

Longview, Washington

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

Project Milestone:
CONFORMED

Date:
05/12/2020

GIBBS & OLSON
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Project Manager: SBB
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CAD by: KAR
Checked by: KWB
Approved by: SBB

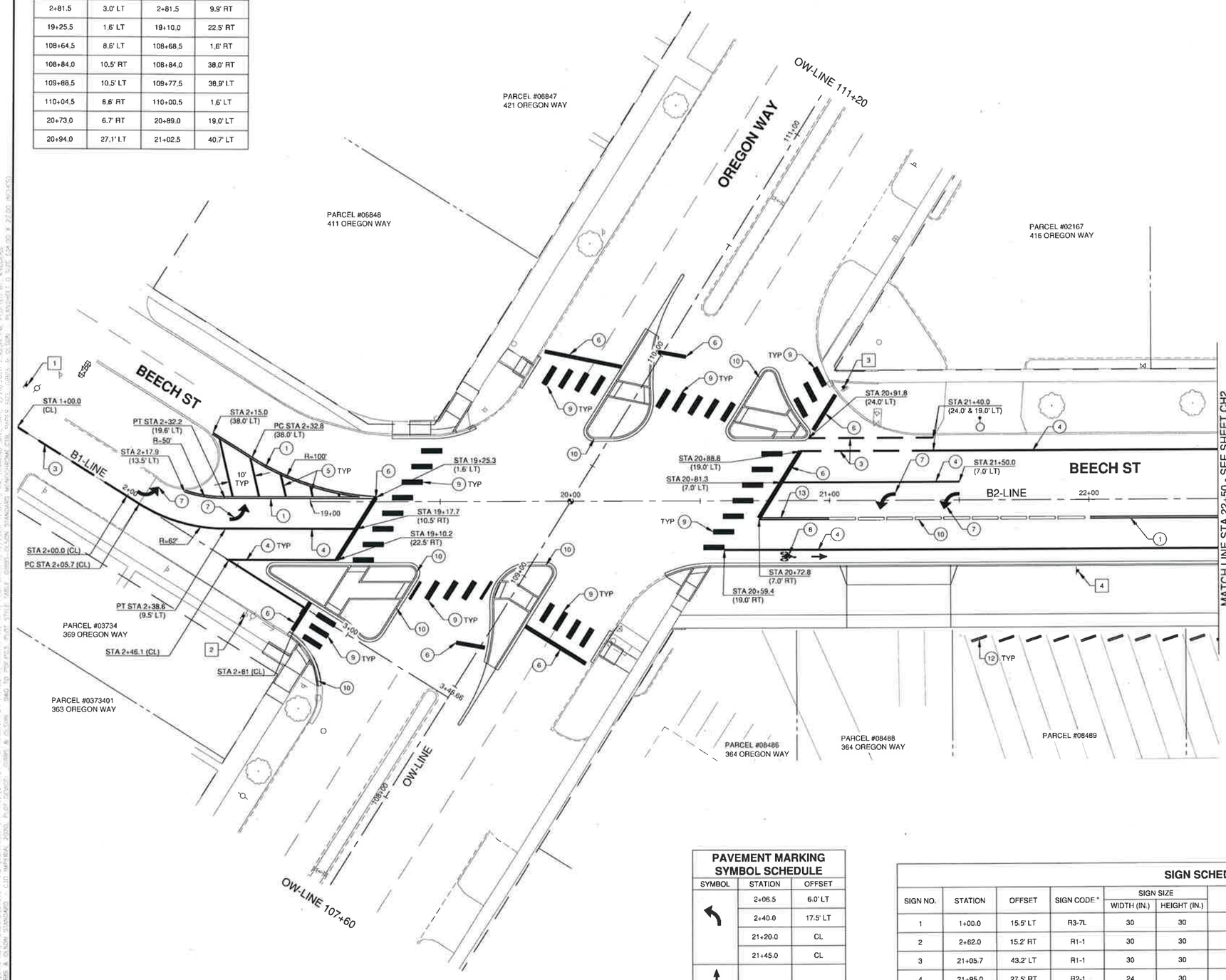
Project Number:
0461.3747

Drawing Number:
RS1

Sheet Number:
32 of **97**

STOP BAR SCHEDULE

BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET
2+81.5	3.0' LT	2+81.5	9.9' RT
19+25.5	1.6' LT	19+10.0	22.5' RT
108+64.5	8.6' LT	108+68.5	1.6' RT
108+84.0	10.5' RT	108+84.0	38.0' RT
109+88.5	10.5' LT	109+77.5	38.9' LT
110+04.5	8.6' RT	110+00.5	1.6' LT
20+73.0	6.7' RT	20+89.0	19.0' LT
20+94.0	27.1' LT	21+02.5	40.7' LT



NORTH

Scale: (in Feet)

CHANNELIZATION NOTES:

1. INSTALL PROFILED PLASTIC (MMA) YELLOW DOUBLE CENTERLINE PER WDSOT STD PLAN M-20.10-02 & M-20.20-02
2. INSTALL PROFILED PLASTIC (MMA) YELLOW TWO WAY LEFT TURN CENTERLINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
3. INSTALL PLASTIC (MMA) WHITE WIDE DOTTED LANE LINE PER WSDOT STD PLAN M-20.10-02
4. INSTALL PROFILED PLASTIC (MMA) WHITE SOLID WIDE LANE LINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
5. INSTALL PLASTIC (MMA) YELLOW DIAGONAL CROSSHATCH MARKING PER WSDOT STD PLAN M-24.60-04
6. INSTALL WHITE PLASTIC (MMA) STOP LINE PER WSDOT STD LAN M-24.60-04
7. INSTALL WHITE THERMOPLASTIC TRAFFIC ARROW TYPE 2SL PER WSDOT STD PLAN M-24.40-02
8. INSTALL WHITE THERMOPLASTIC BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-02
9. INSTALL WHITE PLASTIC (MMA) CROSSWALK PER WSDOT STD PLAN M-15.10-01
10. PAINT CURB YELLOW. SEE GENERAL NOTE 5.
11. INSTALL TYPE 3 BARRICADE PER WSDOT STD PLAN K-80.20-00. BARRICADE TO SPAN WIDTH OF PAVEMENT
12. INSTALL CEMENT CONCRETE WHEEL STOPS PER DETAIL ON DWG CH8. SEE GENERAL NOTE 4.
13. INSTALL YELLOW DOUBLE CENTERLINE WITH RAISED PAVEMENT MARKERS PER WSDOT STD PLAN M-20.50-02

SIGN LEGEND:

- [X] NEW SIGN NUMBER
- NEW SIGN
- EX SIGN
- NEW STREET LIGHT POLE

GENERAL NOTES:

1. SEE TS DWGS FOR PROPOSED SIGNS AT OREGON WAY AND BEECH ST INTERSECTION.
2. ALL NEW SIGN POSTS SHALL BE GALVANIZED SQUARE, 12-GAGE STEEL TUBE PER TO THE CITY OF LONGVIEW STD PLAN TR-080.
3. TWO-WAY LEFT-TURN CHANNELIZATION SHALL BE PER WSDOT STD PLAN M-3.40-03
4. WHEEL STOP TO BE INSTALLED IN CENTER OF PARKING STALL AND ORIENTED PERPENDICULAR TO EXISTING PAINT LINES AT A MINIMUM OF 3 FEET FROM THE PROPOSED SIDEWALK.
5. FOR TRAFFIC ISLANDS ALL EXTERIOR CURB SHALL BE PAINTED YELLOW.
6. TEMPORARY W20-901 <TRAFFIC REVISION AHEAD> (ORANGE AND BLACK) CLASS A CONSTRUCTION SIGNS SHALL BE PLACED FOR 2 WEEKS AFTER NEW CHANNELIZATION IS INSTALLED FOR ALL DIRECTIONS AT EACH INTERSECTION AS DIRECTED BY THE CITY.

PAVEMENT MARKING SYMBOL SCHEDULE

SYMBOL	STATION	OFFSET
	2+06.5	6.0' LT
	2+40.0	17.5' LT
	21+20.0	CL
	21+45.0	CL
	20+90.0	21.5' RT

SIGN SCHEDULE

SIGN NO.	STATION	OFFSET	SIGN CODE *	SIGN SIZE WIDTH (IN.)	SIGN SIZE HEIGHT (IN.)	DESCRIPTION	REMARKS
1	1+00.0	15.5' LT	R3-7L	30	30	LEFT LANE MUST TURN LEFT	INSTALL NEW SIGN AND POST
2	2+62.0	15.2' RT	R1-1	30	30	STOP	INSTALL NEW SIGN AND POST
3	21+05.7	43.2' LT	R1-1	30	30	STOP	INSTALL NEW SIGN AND POST
4	21+95.0	27.5' RT	R2-1	24	30	SPEED LIMIT 30	INSTALL NEW SIGN AND POST

*SIGN CODE PER MUTCD

Channelization & Signing Plan
Beech St Sta 20+00 to Sta 22+50

City of Longview
Beech Street Extension
Longview, Washington

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

Project Milestone:
CONFORMED

Date:
05/12/2020

05/12/2020

GIBBS & OLSON
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Project Manager: SBB
Designed by: SBB
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Approved by: SBB

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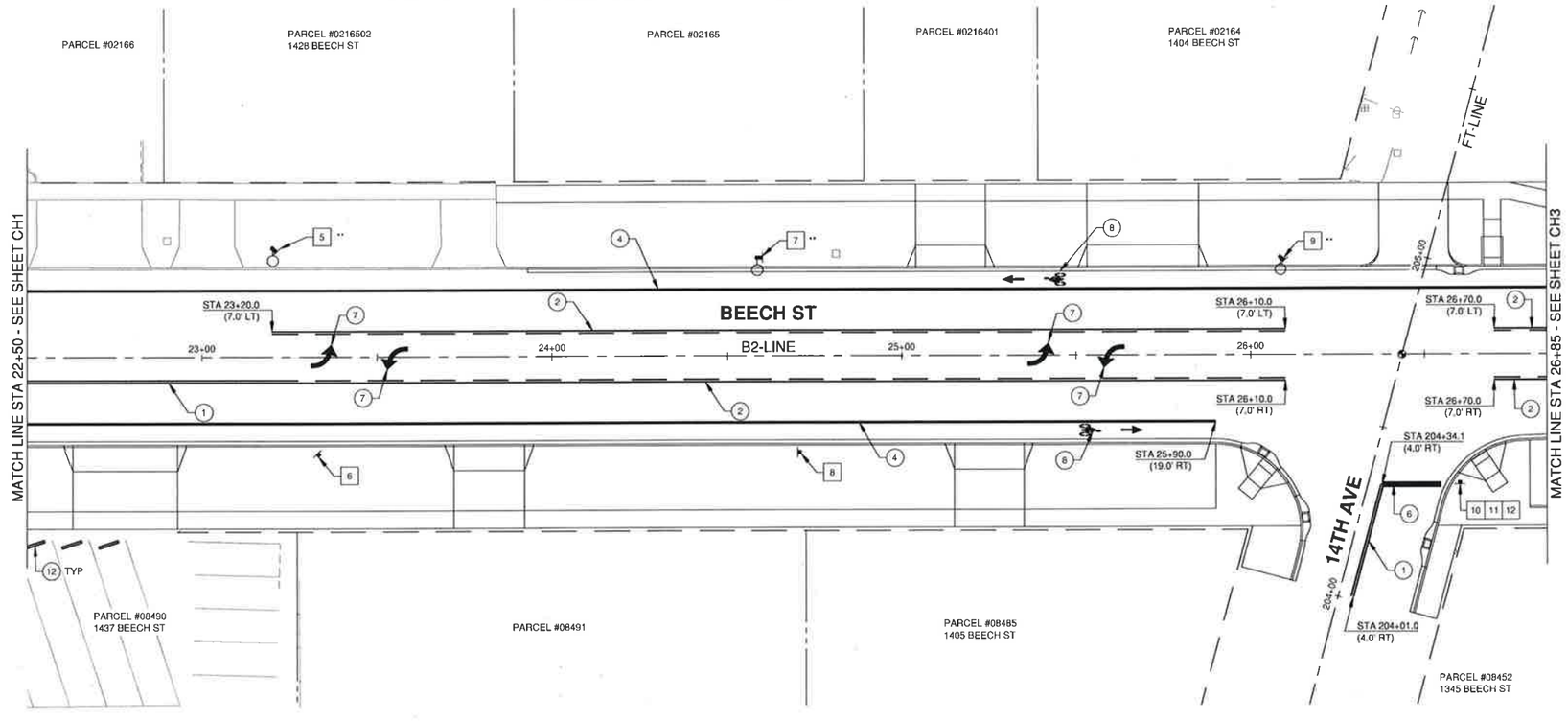

NORTH

0 10 20 40

Scale: (in Feet)

CHANNELIZATION NOTES:

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8. INSTALL WHITE THERMOPLASTIC BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-02
9. INSTALL WHITE PLASTIC (MMA) CROSSWALK PER WSDOT STD PLAN M-15.10-01
10. PAINT CURB YELLOW. SEE GENERAL NOTE 5.
11. INSTALL TYPE 3 BARRICADE PER WSDOT STD PLAN K-80.20-00. BARRICADE TO SPAN WIDTH OF PAVEMENT
12. INSTALL CEMENT CONCRETE WHEEL STOPS PER DETAIL ON DWG CH8. SEE GENERAL NOTE 4.
13. INSTALL YELLOW DOUBLE CENTERLINE WITH RAISED PAVEMENT MARKERS PER WSDOT STD PLAN M-20.50-02

SIGN LEGEND:

- [X] NEW SIGN NUMBER
- NEW SIGN
- EX SIGN
- NEW STREET LIGHT POLE

GENERAL NOTES:

1. SEE TS DWGS FOR PROPOSED SIGNS AT OREGON WAY AND BEECH ST INTERSECTION.
2. ALL NEW SIGN POSTS SHALL BE GALVANIZED SQUARE, 12-GAGE STEEL TUBE PER TO THE CITY OF LONGVIEW STD PLAN TR-080.
3. TWO-WAY LEFT-TURN CHANNELIZATION SHALL BE PER WSDOT STD PLAN M-3.40-03
4. WHEEL STOP TO BE INSTALLED IN CENTER OF PARKING STALL AND ORIENTED PERPENDICULAR TO EXISTING PAINT LINES AT A MINIMUM OF 3 FEET FROM THE PROPOSED SIDEWALK.
5. FOR TRAFFIC ISLANDS ALL EXTERIOR CURB SHALL BE PAINTED YELLOW.
6. TEMPORARY W20-901 <TRAFFIC REVISION AHEAD> (ORANGE AND BLACK) CLASS A CONSTRUCTION SIGNS SHALL BE PLACED FOR 2 WEEKS AFTER NEW CHANNELIZATION IS INSTALLED FOR ALL DIRECTIONS AT EACH INTERSECTION AS DIRECTED BY THE CITY.

STOP BAR SCHEDULE

BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET
204+34.1	4.0' RT	204+38.5	20.4' RT

PAVEMENT MARKING SYMBOL SCHEDULE

SYMBOL	STATION	OFFSET
	23+45.0	CL
	25+50.0	CL
	25+38.0	21.7' LT
	25+60.0	21.4' RT

SIGN SCHEDULE

SIGN NO.	STATION	OFFSET	SIGN CODE *	SIGN SIZE WIDTH (IN.)	SIGN SIZE HEIGHT (IN.)	DESCRIPTION	REMARKS
5	23+20.0	31.5' LT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN ON STREET LIGHT POLE**
6	23+33.0	27.5' RT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN AND POST
7	24+58.3	28.0' LT	R3-9b	24	36	CENTER LANE (TWO WAY LEFT TURN) ONLY	INSTALL NEW SIGN ON STREET LIGHT POLE**
8	24+70.0	27.5' RT	R3-9b	24	36	CENTER LANE (TWO WAY LEFT TURN) ONLY	INSTALL NEW SIGN AND POST
9	26+08.5	28.0' LT	R3-9b	24	36	NO PARKING BIKE LANE	INSTALL NEW SIGN ON STREET LIGHT POLE**
10	26+60.1	37.1' RT	R1-1	30	30	STOP	INSTALL NEW SIGN AND POST
11	26+60.1	37.1' RT	SNS			14TH AVE	INSTALL NEW SIGN ABOVE SIGN 9
12	26+60.1	37.1' RT	SNS			BEECH ST	INSTALL NEW SIGN ABOVE SIGN 9

*SIGN CODE PER MUTCD
**SEE CITY OF LONGVIEW STD PLAN TR-095 FOR SIGN INSTALLATION ON STREET LIGHT POLE

Channelization & Signing Plan
Beech St Sta 22+50 to Sta 27+00
14TH AVE

City of Longview
Beech Street Extension
Longview, Washington

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

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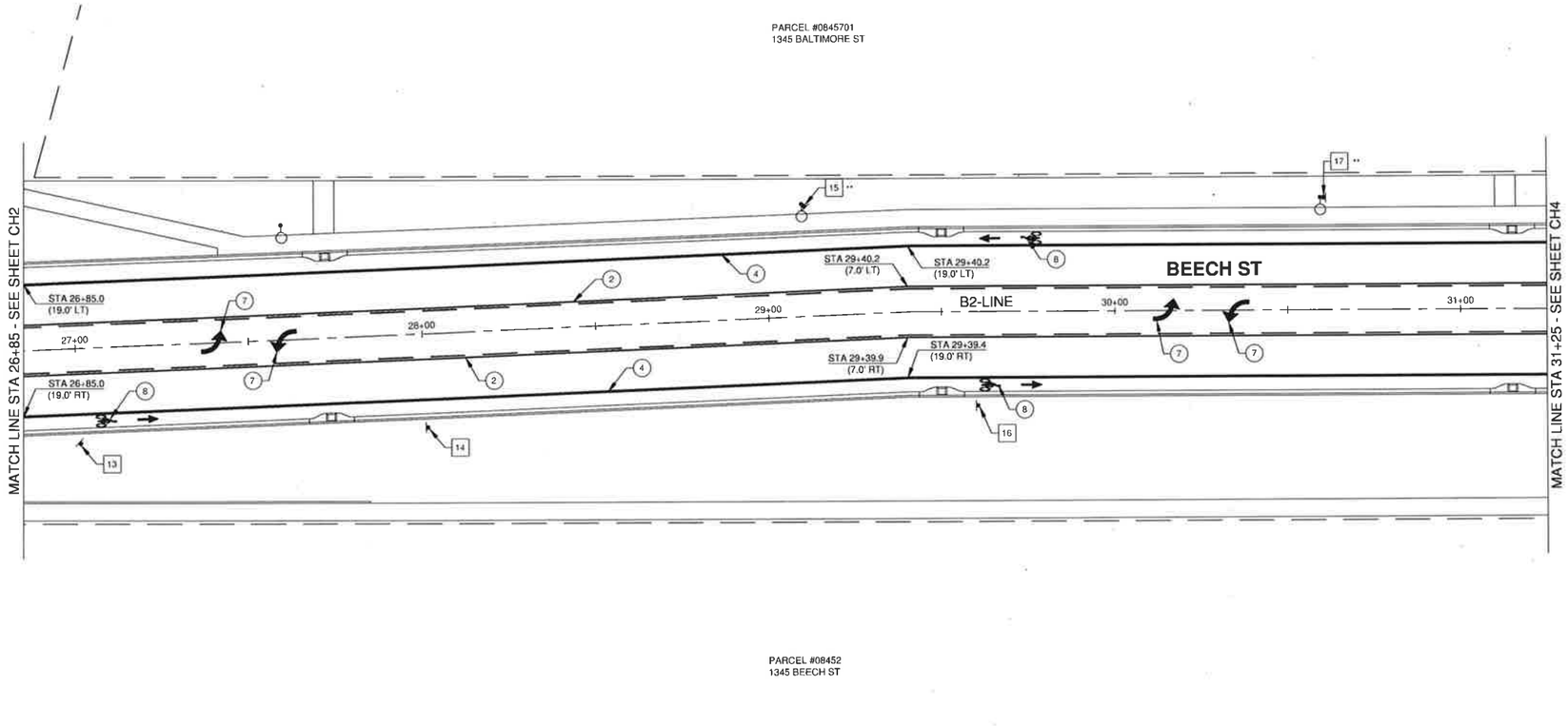

NORTH

0 10 20 40

Scale: (in Feet)

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SIGN LEGEND:

- [X] NEW SIGN NUMBER
- NEW SIGN
- EX SIGN
- NEW STREET LIGHT POLE

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PAVEMENT MARKING SYMBOL SCHEDULE

SYMBOL	STATION	OFFSET
	27+50.0	CL
	30+25.0	CL
	27+14.0	21.1' RT
	29+70.0	21.1' LT
	29+70.0	21.1' RT

SIGN SCHEDULE

SIGN NO.	STATION	OFFSET	SIGN CODE *	SIGN SIZE		DESCRIPTION	REMARKS
				WIDTH (IN.)	HEIGHT (IN.)		
13	27+00.0	27.0' RT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN AND POST
14	28+00.0	27.0' RT	R2-1	24	30	SPEED LIMIT 30	INSTALL NEW SIGN AND POST
15	29+10.8	32.5' LT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN ON STREET LIGHT POLE**
16	29+60.0	27.0' RT	R3-9b	24	36	CENTER LANE (TWO WAY LEFT TURN) ONLY	INSTALL NEW SIGN AND POST
17	30+59.8	32.5' LT	R3-9b	24	36	CENTER LANE (TWO WAY LEFT TURN) ONLY	INSTALL NEW SIGN ON STREET LIGHT POLE**

*SIGN CODE PER MUTCD
**SEE CITY OF LONGVIEW STD PLAN TR-095 FOR SIGN INSTALLATION ON STREET LIGHT POLE

Channelization & Signing Plan
Beech St Sta 27+00 to Sta 31+25
Oregon Way

City of Longview
Beech Street Extension
Longview, Washington

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

Project Milestone:
CONFORMED

Date:
05/12/2020

05/12/2020

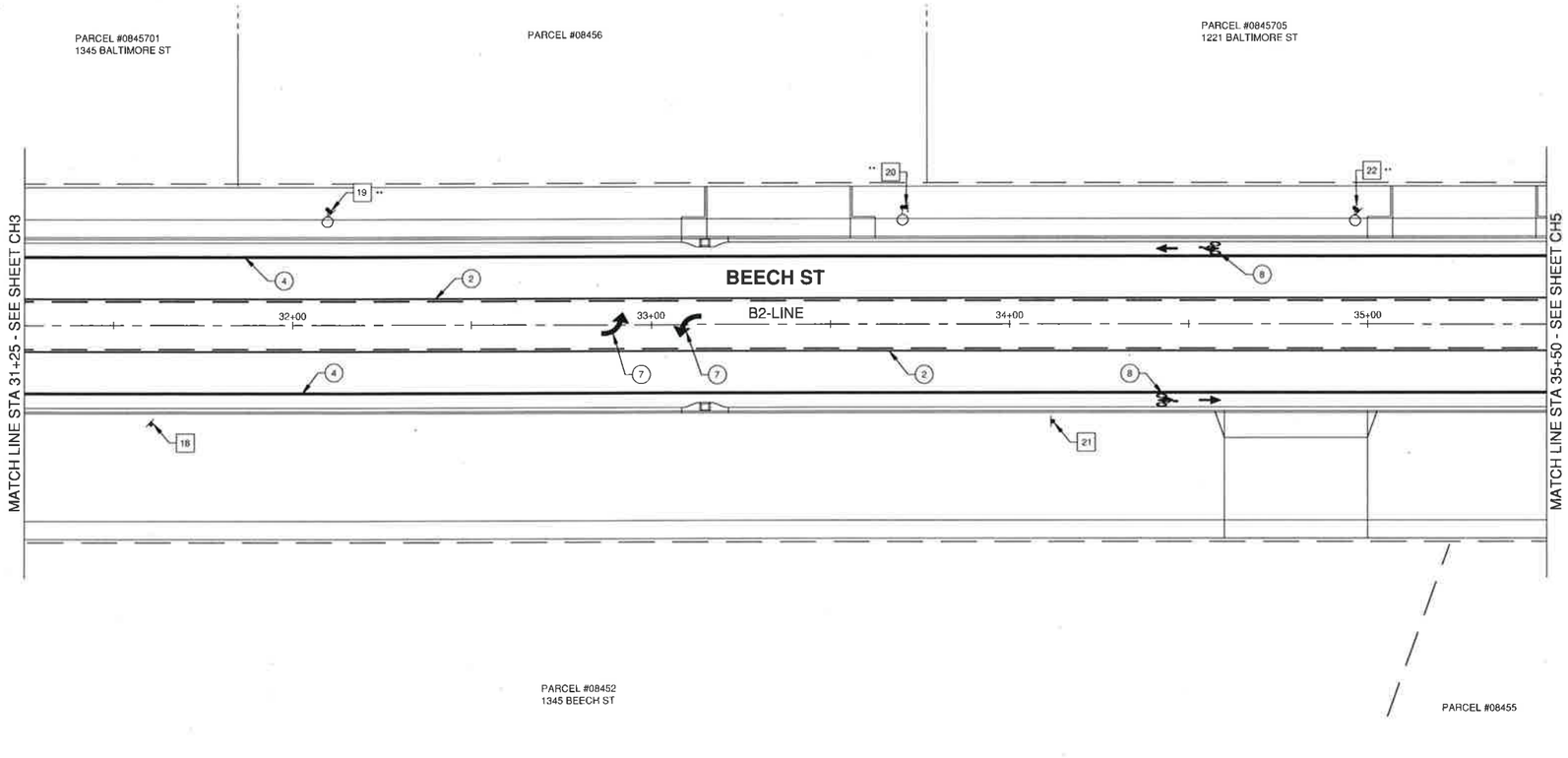
GIBBS & OLSON
www.gibbs-olson.com

Project Manager: SBB
Designed by: SBB
CAD by: KAR
Checked by: KWB
Approved by: SBB

Project Number:
0461.3747

Drawing Number:
CH3

Sheet Number:
68 of **97**



NORTH

0 10 20 40

Scale: (in Feet)

CHANNELIZATION NOTES:

1. INSTALL PROFILED PLASTIC (MMA) YELLOW DOUBLE CENTERLINE PER WDSOT STD PLAN M-20.10-02 & M-20.20-02
2. INSTALL PROFILED PLASTIC (MMA) YELLOW TWO WAY LEFT TURN CENTERLINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
3. INSTALL PLASTIC (MMA) WHITE WIDE DOTTED LANE LINE PER WSDOT STD PLAN M-20.10-02
4. INSTALL PROFILED PLASTIC (MMA) WHITE SOLID WIDE LANE LINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
5. INSTALL PLASTIC (MMA) YELLOW DIAGONAL CROSSHATCH MARKING PER WSDOT STD PLAN M-24.60-04
6. INSTALL WHITE PLASTIC (MMA) STOP LINE PER WSDOT STD LAN M-24.60-04
7. INSTALL WHITE THERMOPLASTIC TRAFFIC ARROW TYPE 25L PER WSDOT STD PLAN M-24.40-02
8. INSTALL WHITE THERMOPLASTIC BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-02
9. INSTALL WHITE PLASTIC (MMA) CROSSWALK PER WSDOT STD PLAN M-15.10-01
10. PAINT CURB YELLOW. SEE GENERAL NOTE 5.
11. INSTALL TYPE 3 BARRICADE PER WSDOT STD PLAN K-80.20-00. BARRICADE TO SPAN WIDTH OF PAVEMENT
12. INSTALL CEMENT CONCRETE WHEEL STOPS PER DETAIL ON DWG CH8. SEE GENERAL NOTE 4.
13. INSTALL YELLOW DOUBLE CENTERLINE WITH RAISED PAVEMENT MARKERS PER WSDOT STD PLAN M-20.50-02

SIGN LEGEND:

- X — NEW SIGN NUMBER
- NEW SIGN
- EX SIGN
- NEW STREET LIGHT POLE

GENERAL NOTES:

1. SEE TS DWGS FOR PROPOSED SIGNS AT OREGON WAY AND BEECH ST INTERSECTION.
2. ALL NEW SIGN POSTS SHALL BE GALVANIZED SQUARE, 12-GAGE STEEL TUBE PER TO THE CITY OF LONGVIEW STD PLAN TR-080.
3. TWO-WAY LEFT-TURN CHANNELIZATION SHALL BE PER WSDOT STD PLAN M-3.40-03
4. WHEEL STOP TO BE INSTALLED IN CENTER OF PARKING STALL AND ORIENTED PERPENDICULAR TO EXISTING PAINT LINES AT A MINIMUM OF 3 FEET FROM THE PROPOSED SIDEWALK.
5. FOR TRAFFIC ISLANDS ALL EXTERIOR CURB SHALL BE PAINTED YELLOW.
6. TEMPORARY W20-901 <TRAFFIC REVISION AHEAD> (ORANGE AND BLACK) CLASS A CONSTRUCTION SIGNS SHALL BE PLACED FOR 2 WEEKS AFTER NEW CHANNELIZATION IS INSTALLED FOR ALL DIRECTIONS AT EACH INTERSECTION AS DIRECTED BY THE CITY.

PAVEMENT MARKING SYMBOL SCHEDULE

SYMBOL	STATION	OFFSET
	33+00.0	CL
	34+50.0	21.1' LT
	34+50.0	21.1' RT

SIGN SCHEDULE

SIGN NO.	STATION	OFFSET	SIGN CODE *	SIGN SIZE		DESCRIPTION	REMARKS
				WIDTH (IN.)	HEIGHT (IN.)		
18	31+60.0	27.0' RT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN AND POST
19	32+09.5	32.5' LT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN ON STREET LIGHT POLE**
20	33+70.0	32.5' LT	R3-9b	24	36	CENTER LANE (TWO WAY LEFT TURN) ONLY	INSTALL NEW SIGN ON STREET LIGHT POLE**
21	34+11.5	27.0' RT	R3-9b	24	36	CENTER LANE (TWO WAY LEFT TURN) ONLY	INSTALL NEW SIGN AND POST
22	34+96.3	32.5' LT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN ON STREET LIGHT POLE**

*SIGN CODE PER MUTCD
**SEE CITY OF LONGVIEW STD PLAN TR-095 FOR SIGN INSTALLATION ON STREET LIGHT POLE

Channelization & Signing Plan
Beech St Sta 31+25 to Sta 33+50

City of Longview
Beech Street Extension
Longview, Washington

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

Project Milestone:
CONFORMED

Date:
05/12/2020

WAYNE BENJAMIN KRATZ — STATE OF WASHINGTON — 36890 — REGISTERED PROFESSIONAL ENGINEER
05/12/2020

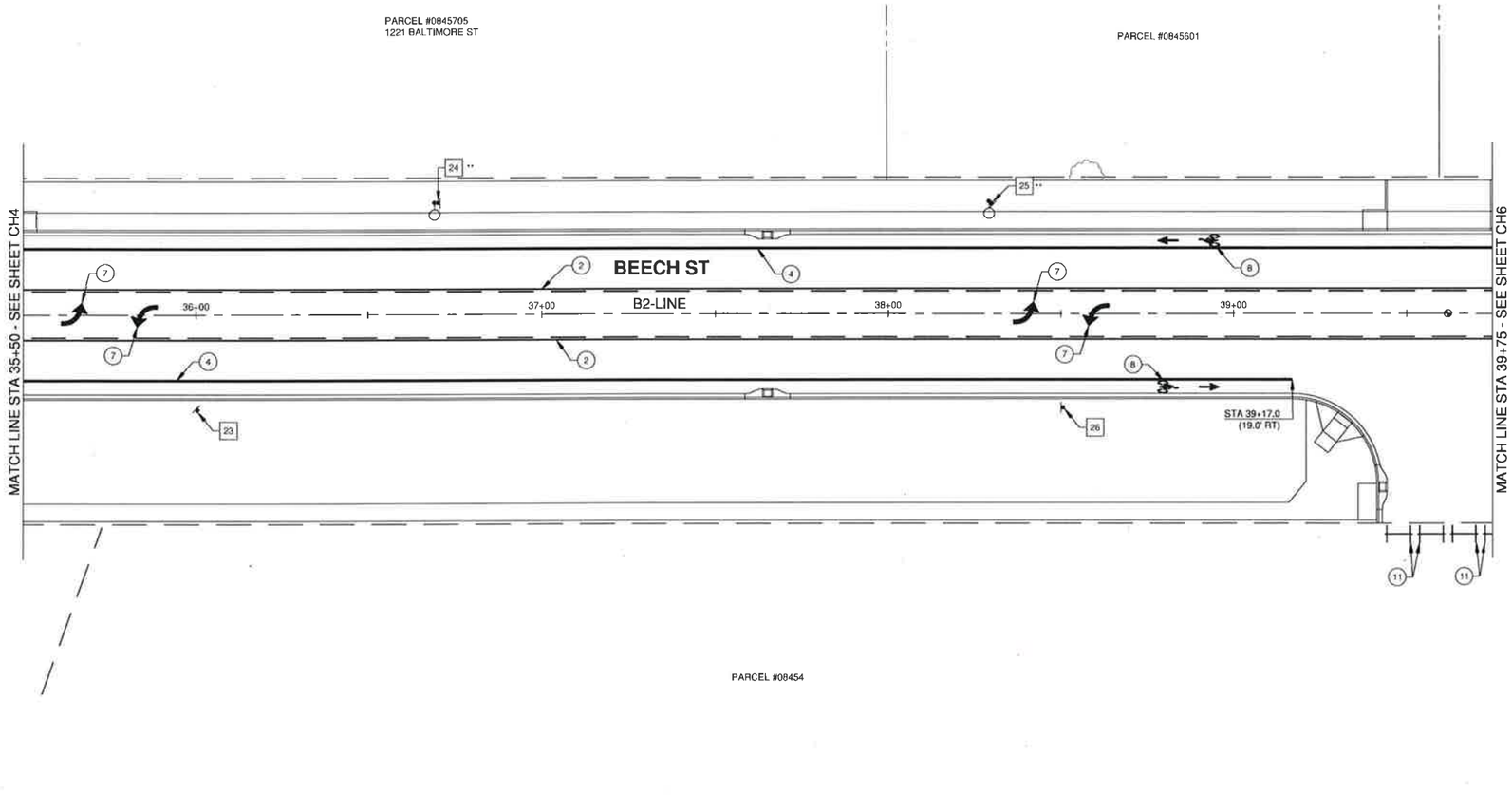
GIBBS & OLSON
www.gibbs-olson.com

Project Manager: SBB
Designed by: SBB
CAD by: KAR
Checked by: KWB
Approved by: SBB

Project Number:
0461.3747

Drawing Number:
CH4

Sheet Number:
69 of **97**



NORTH

0 10 20 40

Scale: (in Feet)

CHANNELIZATION NOTES:

1. INSTALL PROFILED PLASTIC (MMA) YELLOW DOUBLE CENTERLINE PER WDSOT STD PLAN M-20.10-02 & M-20.20-02
2. INSTALL PROFILED PLASTIC (MMA) YELLOW TWO WAY LEFT TURN CENTERLINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
3. INSTALL PLASTIC (MMA) WHITE WIDE DOTTED LANE LINE PER WSDOT STD PLAN M-20.10-02
4. INSTALL PROFILED PLASTIC (MMA) WHITE SOLID WIDE LANE LINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
5. INSTALL PLASTIC (MMA) YELLOW DIAGONAL CROSSHATCH MARKING PER WSDOT STD PLAN M-24.60-04
6. INSTALL WHITE PLASTIC (MMA) STOP LINE PER WSDOT STD LAN M-24.60-04
7. INSTALL WHITE THERMOPLASTIC TRAFFIC ARROW TYPE 2SL PER WSDOT STD PLAN M-24.40-02
8. INSTALL WHITE THERMOPLASTIC BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-02
9. INSTALL WHITE PLASTIC (MMA) CROSSWALK PER WSDOT STD PLAN M-15.10-01
10. PAINT CURB YELLOW. SEE GENERAL NOTE 5.
11. INSTALL TYPE 3 BARRICADE PER WSDOT STD PLAN K-80.20-00. BARRICADE TO SPAN WIDTH OF PAVEMENT
12. INSTALL CEMENT CONCRETE WHEEL STOPS PER DETAIL ON DWG CH8. SEE GENERAL NOTE 4.
13. INSTALL YELLOW DOUBLE CENTERLINE WITH RAISED PAVEMENT MARKERS PER WSDOT STD PLAN M-20.50-02

SIGN LEGEND:

- X NEW SIGN NUMBER
- NEW SIGN
- EX SIGN
- NEW STREET LIGHT POLE

GENERAL NOTES:

1. SEE TS DWGS FOR PROPOSED SIGNS AT OREGON WAY AND BEECH ST INTERSECTION.
2. ALL NEW SIGN POSTS SHALL BE GALVANIZED SQUARE, 12-GAGE STEEL TUBE PER TO THE CITY OF LONGVIEW STD PLAN TR-080.
3. TWO-WAY LEFT-TURN CHANNELIZATION SHALL BE PER WSDOT STD PLAN M-3.40-03
4. WHEEL STOP TO BE INSTALLED IN CENTER OF PARKING STALL AND ORIENTED PERPENDICULAR TO EXISTING PAINT LINES AT A MINIMUM OF 3 FEET FROM THE PROPOSED SIDEWALK.
5. FOR TRAFFIC ISLANDS ALL EXTERIOR CURB SHALL BE PAINTED YELLOW.
6. TEMPORARY W20-901 <TRAFFIC REVISION AHEAD> (ORANGE AND BLACK) CLASS A CONSTRUCTION SIGNS SHALL BE PLACED FOR 2 WEEKS AFTER NEW CHANNELIZATION IS INSTALLED FOR ALL DIRECTIONS AT EACH INTERSECTION AS DIRECTED BY THE CITY.

PAVEMENT MARKING SYMBOL SCHEDULE

SYMBOL	STATION	OFFSET
	35+75.0	CL
	38+50.0	CL
	38+87.0	21.1' LT
	38+87.0	21.1' RT

SIGN SCHEDULE

SIGN NO.	STATION	OFFSET	SIGN CODE *	SIGN SIZE		DESCRIPTION	REMARKS
				WIDTH (IN.)	HEIGHT (IN.)		
23	36+00.0	27.0' RT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN AND POST
24	36+68.8	32.5' LT	R2-1	24	30	SPEED LIMIT 30	INSTALL NEW SIGN ON STREET LIGHT POLE**
25	38+28.8	32.5' LT	R3-9b	24	36	NO PARKING BIKE LANE	INSTALL NEW SIGN ON STREET LIGHT POLE**
26	38+50.0	27.0' RT	R3-9b	24	36	CENTER LANE (TWO WAY LEFT TURN) ONLY	INSTALL NEW SIGN AND POST

*SIGN CODE PER MUTCD
**SEE CITY OF LONGVIEW STD PLAN TR-095 FOR SIGN INSTALLATION ON STREET LIGHT POLE

City of Longview

Beech Street Extension

Longview, Washington

Channelization & Signing Plan

Beech St Sta 35+50 to Sta 39+75

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

Project Milestone:
CONFORMED

Date:
05/12/2020

05/12/2020

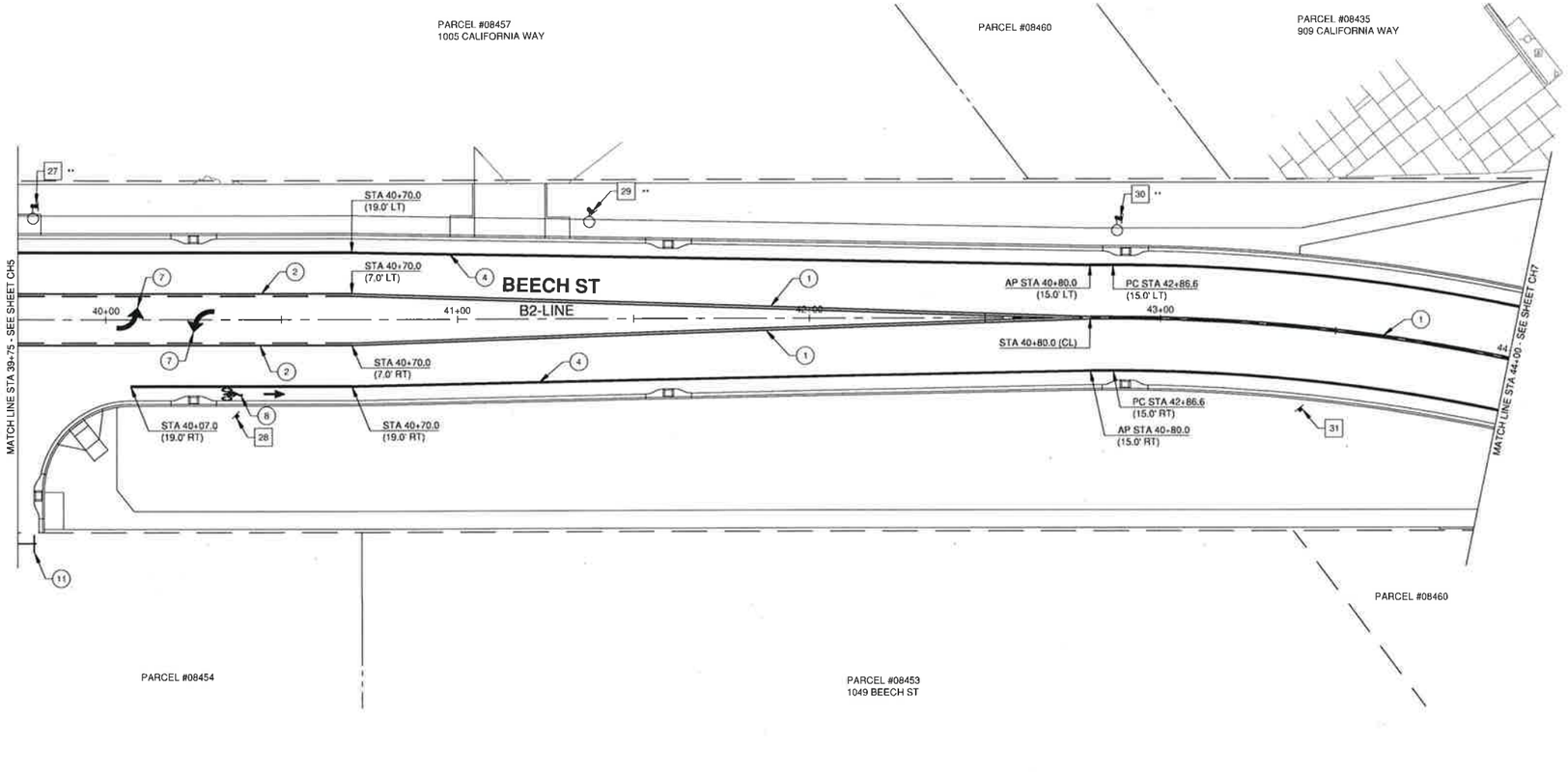
GIBBS & OLSON
www.gibbs-olson.com

Project Manager: SBB
Designed by: SBB
CAD by: KAR
Checked by: KWB
Approved by: SBB

Project Number:
0461.3747

Drawing Number:
CH5

Sheet Number:
70 of 97



NORTH

0 10 20 40

Scale: (in Feet)

CHANNELIZATION NOTES:

1. INSTALL PROFILED PLASTIC (MMA) YELLOW DOUBLE CENTERLINE PER WDSOT STD PLAN M-20.10-02 & M-20.20-02
2. INSTALL PROFILED PLASTIC (MMA) YELLOW TWO WAY LEFT TURN CENTERLINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
3. INSTALL PLASTIC (MMA) WHITE WIDE DOTTED LANE LINE PER WSDOT STD PLAN M-20.10-02
4. INSTALL PROFILED PLASTIC (MMA) WHITE SOLID WIDE LANE LINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
5. INSTALL PLASTIC (MMA) YELLOW DIAGONAL CROSSHATCH MARKING PER WSDOT STD PLAN M-24.60-04
6. INSTALL WHITE PLASTIC (MMA) STOP LINE PER WSDOT STD LAN M-24.60-04
7. INSTALL WHITE THERMOPLASTIC TRAFFIC ARROW TYPE 2SL PER WSDOT STD PLAN M-24.40-02
8. INSTALL WHITE THERMOPLASTIC BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-02
9. INSTALL WHITE PLASTIC (MMA) CROSSWALK PER WSDOT STD PLAN M-15.10-01
10. PAINT CURB YELLOW. SEE GENERAL NOTE 5.
11. INSTALL TYPE 3 BARRICADE PER WSDOT STD PLAN K-80.20-00. BARRICADE TO SPAN WIDTH OF PAVEMENT
12. INSTALL CEMENT CONCRETE WHEEL STOPS PER DETAIL ON DWG CH8. SEE GENERAL NOTE 4.
13. INSTALL YELLOW DOUBLE CENTERLINE WITH RAISED PAVEMENT MARKERS PER WSDOT STD PLAN M-20.50-02

SIGN LEGEND:

- X NEW SIGN NUMBER
- NEW SIGN
- EX SIGN
- NEW STREET LIGHT POLE

GENERAL NOTES:

1. SEE TS DWGS FOR PROPOSED SIGNS AT OREGON WAY AND BEECH ST INTERSECTION.
2. ALL NEW SIGN POSTS SHALL BE GALVANIZED SQUARE, 12-GAGE STEEL TUBE PER TO THE CITY OF LONGVIEW STD PLAN TR-080.
3. TWO-WAY LEFT-TURN CHANNELIZATION SHALL BE PER WSDOT STD PLAN M-3.40-03
4. WHEEL STOP TO BE INSTALLED IN CENTER OF PARKING STALL AND ORIENTED PERPENDICULAR TO EXISTING PAINT LINES AT A MINIMUM OF 3 FEET FROM THE PROPOSED SIDEWALK.
5. FOR TRAFFIC ISLANDS ALL EXTERIOR CURB SHALL BE PAINTED YELLOW.
6. TEMPORARY W20-901 <TRAFFIC REVISION AHEAD> (ORANGE AND BLACK) CLASS A CONSTRUCTION SIGNS SHALL BE PLACED FOR 2 WEEKS AFTER NEW CHANNELIZATION IS INSTALLED FOR ALL DIRECTIONS AT EACH INTERSECTION AS DIRECTED BY THE CITY.

PAVEMENT MARKING SYMBOL SCHEDULE

SYMBOL	STATION	OFFSET
	40+17.0	CL
	40+42.0	21.1' RT

SIGN SCHEDULE

SIGN NO.	STATION	OFFSET	SIGN CODE *	SIGN SIZE		DESCRIPTION	REMARKS
				WIDTH (IN.)	HEIGHT (IN.)		
27	39+79.3	32.5' LT	R3-9b	24	36	CENTER LANE (TWO WAY LEFT TURN) ONLY	INSTALL NEW SIGN ON STREET LIGHT POLE**
28	40+37.5	27.0' RT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN AND POST
29	41+37.3	31.3' LT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN ON STREET LIGHT POLE**
30	42+87.5	28.5' LT	R2-1	24	30	SPEED LIMIT 30	INSTALL NEW SIGN ON STREET LIGHT POLE**
31	43+42.0	23.0' RT	R7-9	12	18	NO PARKING BIKE LANE	INSTALL NEW SIGN AND POST

*SIGN CODE PER MUTCD
**SEE CITY OF LONGVIEW STD PLAN TR-095 FOR SIGN INSTALLATION ON STREET LIGHT POLE

Channelization & Signing Plan
Beech St Sta 39+75 to Sta 46+70

City of Longview
Beech Street Extension
Longview, Washington

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

Project Milestone:
CONFORMED

Date:
05/12/2020

RALPH BENJAMIN BASHIR
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
05/12/2020

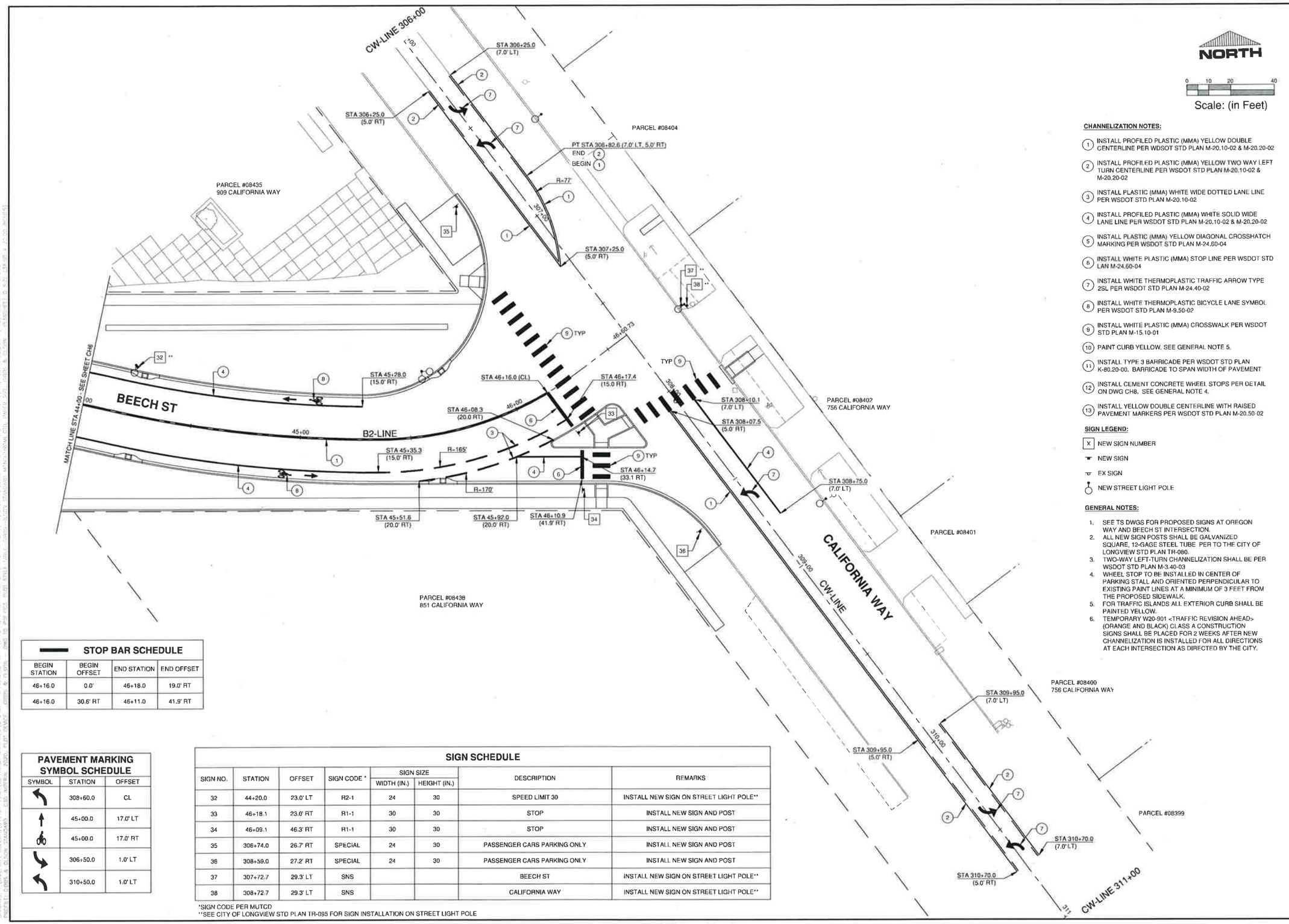
GIBBS & OLSON
www.gibbs-olson.com

Project Manager: SBB
Designed by: SBB
CAD by: KAR
Checked by: KWB
Approved by: SBB

Project Number:
0461.3747

Drawing Number:
CH6

Sheet Number:
71 of 97



NORTH

0 10 20 40

Scale: (in Feet)

CHANNELIZATION NOTES:

1. INSTALL PROFILED PLASTIC (MMA) YELLOW DOUBLE CENTERLINE PER WDSOT STD PLAN M-20.10-02 & M-20.20-02
2. INSTALL PROFILED PLASTIC (MMA) YELLOW TWO WAY LEFT TURN CENTERLINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
3. INSTALL PLASTIC (MMA) WHITE WIDE DOTTED LANE LINE PER WSDOT STD PLAN M-20.10-02
4. INSTALL PROFILED PLASTIC (MMA) WHITE SOLID WIDE LANE LINE PER WSDOT STD PLAN M-20.10-02 & M-20.20-02
5. INSTALL PLASTIC (MMA) YELLOW DIAGONAL CROSSHATCH MARKING PER WSDOT STD PLAN M-24.60-04
6. INSTALL WHITE PLASTIC (MMA) STOP LINE PER WSDOT STD LAN M-24.60-04
7. INSTALL WHITE THERMOPLASTIC TRAFFIC ARROW TYPE 2SL PER WSDOT STD PLAN M-24.40-02
8. INSTALL WHITE THERMOPLASTIC BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-02
9. INSTALL WHITE PLASTIC (MMA) CROSSWALK PER WSDOT STD PLAN M-15.10-01
10. PAINT CURB YELLOW. SEE GENERAL NOTE 5.
11. INSTALL TYPE 3 BARRICADE PER WSDOT STD PLAN K-80.20-00. BARRICADE TO SPAN WIDTH OF PAVEMENT
12. INSTALL CEMENT CONCRETE WHEEL STOPS PER DETAIL ON DWG CH8. SEE GENERAL NOTE 4.
13. INSTALL YELLOW DOUBLE CENTERLINE WITH RAISED PAVEMENT MARKERS PER WSDOT STD PLAN M-20.50-02

SIGN LEGEND:

- X — NEW SIGN NUMBER
- NEW SIGN
- EX SIGN
- NEW STREET LIGHT POLE

GENERAL NOTES:

1. SEE TS DWGS FOR PROPOSED SIGNS AT OREGON WAY AND BEECH ST INTERSECTION.
2. ALL NEW SIGN POSTS SHALL BE GALVANIZED SQUARE, 12-GAGE STEEL TUBE PER TO THE CITY OF LONGVIEW STD PLAN TR-080.
3. TWO-WAY LEFT-TURN CHANNELIZATION SHALL BE PER WSDOT STD PLAN M-3.40-03
4. WHEEL STOP TO BE INSTALLED IN CENTER OF PARKING STALL AND ORIENTED PERPENDICULAR TO EXISTING PAINT LINES AT A MINIMUM OF 3 FEET FROM THE PROPOSED SIDEWALK.
5. FOR TRAFFIC ISLANDS ALL EXTERIOR CURB SHALL BE PAINTED YELLOW.
6. TEMPORARY W20-901 <TRAFFIC REVISION AHEAD> (ORANGE AND BLACK) CLASS A CONSTRUCTION SIGNS SHALL BE PLACED FOR 2 WEEKS AFTER NEW CHANNELIZATION IS INSTALLED FOR ALL DIRECTIONS AT EACH INTERSECTION AS DIRECTED BY THE CITY.

STOP BAR SCHEDULE

BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET
46+16.0	0.0'	46+18.0	19.0' RT
46+16.0	30.6' RT	46+11.0	41.9' RT

PAVEMENT MARKING SYMBOL SCHEDULE

SYMBOL	STATION	OFFSET
	308+60.0	CL
	45+00.0	17.0' LT
	45+00.0	17.0' RT
	306+50.0	1.0' LT
	310+50.0	1.0' LT

SIGN SCHEDULE

SIGN NO.	STATION	OFFSET	SIGN CODE *	SIGN SIZE WIDTH (IN.)	SIGN SIZE HEIGHT (IN.)	DESCRIPTION	REMARKS
32	44+20.0	23.0' LT	R2-1	24	30	SPEED LIMIT 30	INSTALL NEW SIGN ON STREET LIGHT POLE**
33	46+18.1	23.0' RT	R1-1	30	30	STOP	INSTALL NEW SIGN AND POST
34	46+09.1	46.3' RT	R1-1	30	30	STOP	INSTALL NEW SIGN AND POST
35	306+74.0	26.7' RT	SPECIAL	24	30	PASSENGER CARS PARKING ONLY	INSTALL NEW SIGN AND POST
36	308+59.0	27.2' RT	SPECIAL	24	30	PASSENGER CARS PARKING ONLY	INSTALL NEW SIGN AND POST
37	307+72.7	29.3' LT	SNS			BEECH ST	INSTALL NEW SIGN ON STREET LIGHT POLE**
38	308+72.7	29.3' LT	SNS			CALIFORNIA WAY	INSTALL NEW SIGN ON STREET LIGHT POLE**

*SIGN CODE PER MUTCD
**SEE CITY OF LONGVIEW STD PLAN TR-095 FOR SIGN INSTALLATION ON STREET LIGHT POLE

Channelization & Signing Plan
Beech St Sta 44+00 to Sta 46+70
California Way

City of Longview
Beech Street Extension
Longview, Washington

Datum: NAD83(2011)/NAVD 88

Survey Book: 1835,1835-A

Project Milestone:
CONFORMED

Date:
05/12/2020

05/12/2020

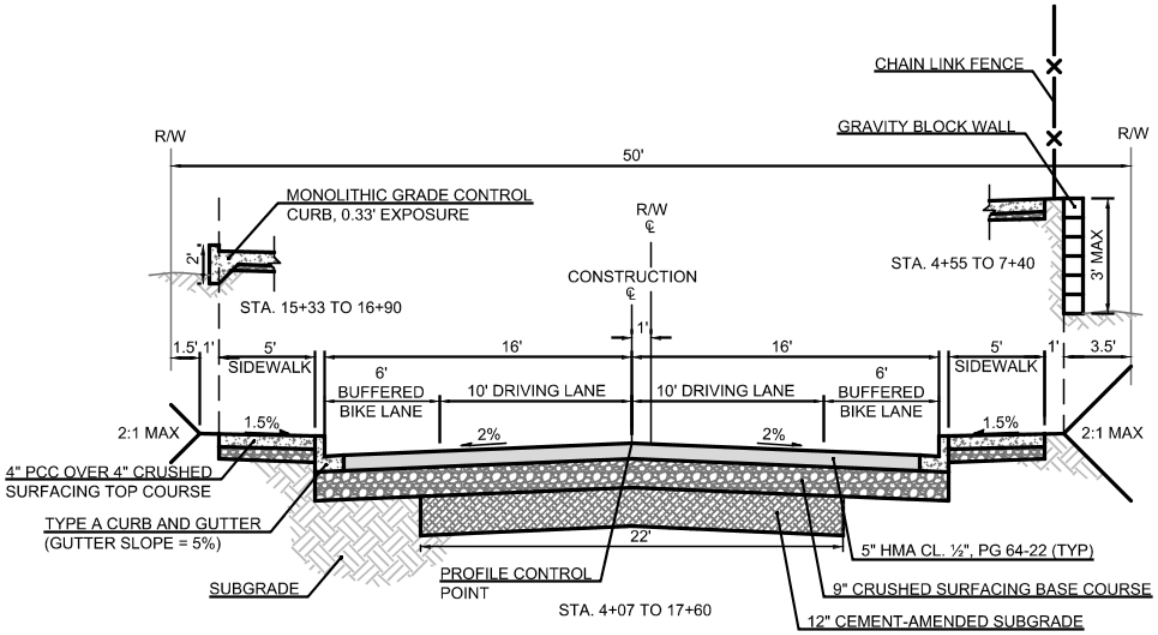
GIBBS & OLSON
www.gibbs-olson.com

Project Manager: SBB
Designed by: SBB
CAD by: KAR
Checked by: KWB
Approved by: SBB

Project Number:
0461.3747

Drawing Number:
CH7

Sheet Number:
72 of **97**



46TH AVE TYPICAL SECTION

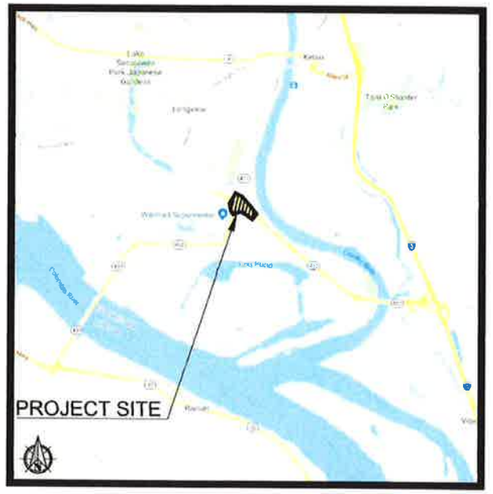
NTS

46TH AVENUE TYPICAL SECTION

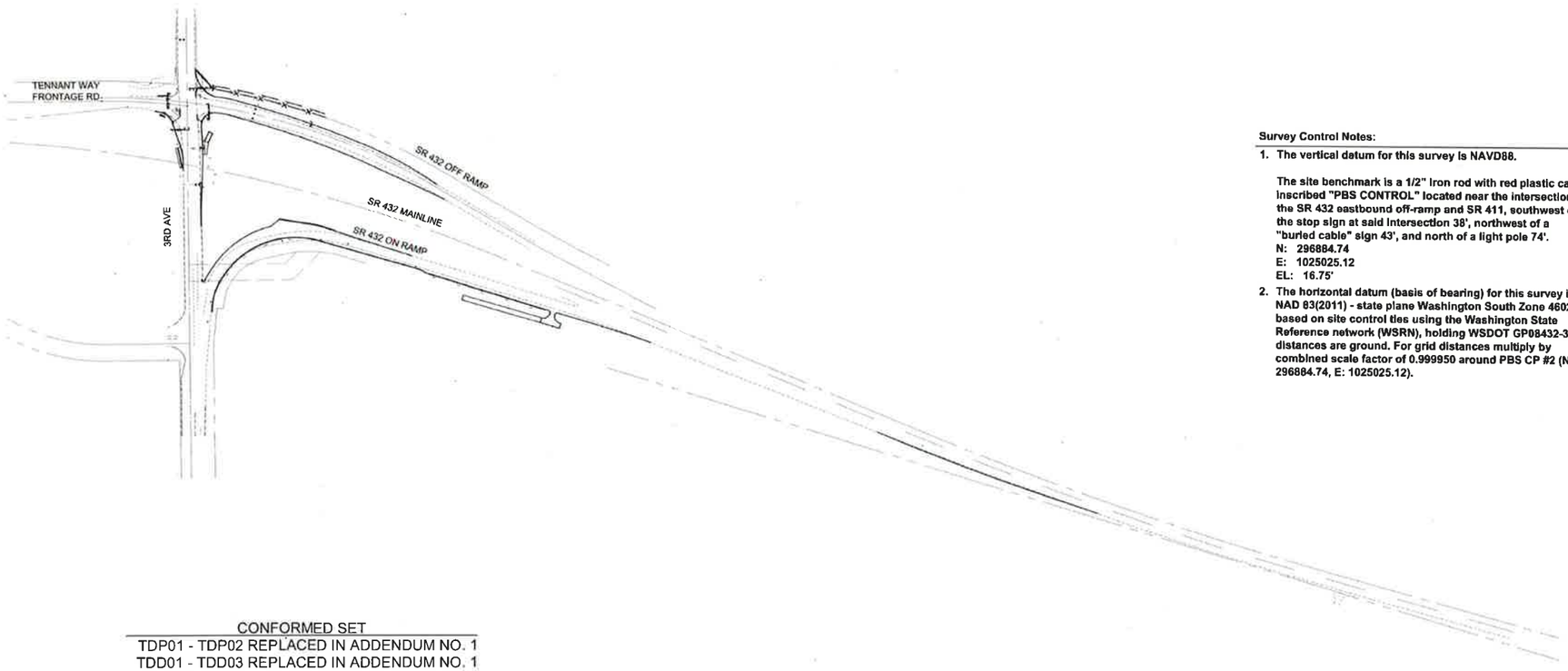
CITY OF LONGVIEW

SR 432/411 INTERCHANGE IMPROVEMENTS

PLANS FOR THE CONSTRUCTION OF
PAVEMENT, STORMWATER, WATER, RETAINING WALL, AND TRAFFIC SIGNAL



VICINITY MAP
NOT TO SCALE



Survey Control Notes:

1. The vertical datum for this survey is NAVD88.

   The site benchmark is a 1/2" iron rod with red plastic cap inscribed "PBS CONTROL" located near the intersection of the SR 432 eastbound off-ramp and SR 411, southwest of the stop sign at said intersection 38', northwest of a "buried cable" sign 43', and north of a light pole 74'.
   N: 296884.74
   E: 1025025.12
   EL: 16.75'
2. The horizontal datum (basis of bearing) for this survey is NAD 83(2011) - state plane Washington South Zone 4602 based on site control ties using the Washington State Reference network (WSRN), holding WSDOT GP08432-32, distances are ground. For grid distances multiply by combined scale factor of 0.999950 around PBS CP #2 (N: 296884.74, E: 1025025.12).

CONTACT INFORMATION:

Owner:
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1525 Broadway St
Longview, WA 98632
Phone: (360) 442-5202

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Phone: (360) 695-3488
Fax: (360) 695-8767

Michael Barta, PE
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Surveyor:
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Phone: (360) 695-3488
Fax: (360) 695-8767

Terry Goodman, PLS
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Anthony Yi, PE
E-mail: ayi@kittleson.com

CONFORMED SET
TDP01 - TDP02 REPLACED IN ADDENDUM NO. 1
TDD01 - TDD03 REPLACED IN ADDENDUM NO. 1
TC01 - TC08 REPLACED IN ADDENDUM NO. 1
EC08 REPLACED IN ADDENDUM NO. 1
C12 REPLACED IN ADDENDUM NO. 2
SS1 - SS12 REPLACED IN ADDENDUM NO. 1
TS1 - TS5 REPLACED IN ADDENDUM NO. 1
IL1 - IL2, IL6 REPLACED IN ADDENDUM NO. 1
DET8 - DET12 ADDED IN ADDENDUM NO. 1

FEDERAL AID # NHFP-FMSIB-0432(027)
FEDERAL CONTRACT # TA-6878
LOCAL AGENCY AGREEMENT # LA-9812

SIGNATURE BLOCK
APPROVED FOR CONSTRUCTION, CITY OF LONGVIEW
Approved — Date 4/28/2020

Scale 1" = 200'
0 100 200 400

Michael D. Barta
2020.04.28 00:36:32-07'00'

MICHAEL D. BARTA — STATE OF WASHINGTON — 42316 — REGISTERED PROFESSIONAL ENGINEER

Know what's below. Call before you dig.

PBS
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PBS JOB# 71260.000

APRIL 2020
SHEET ID
G01
SHEET 1 OF 99

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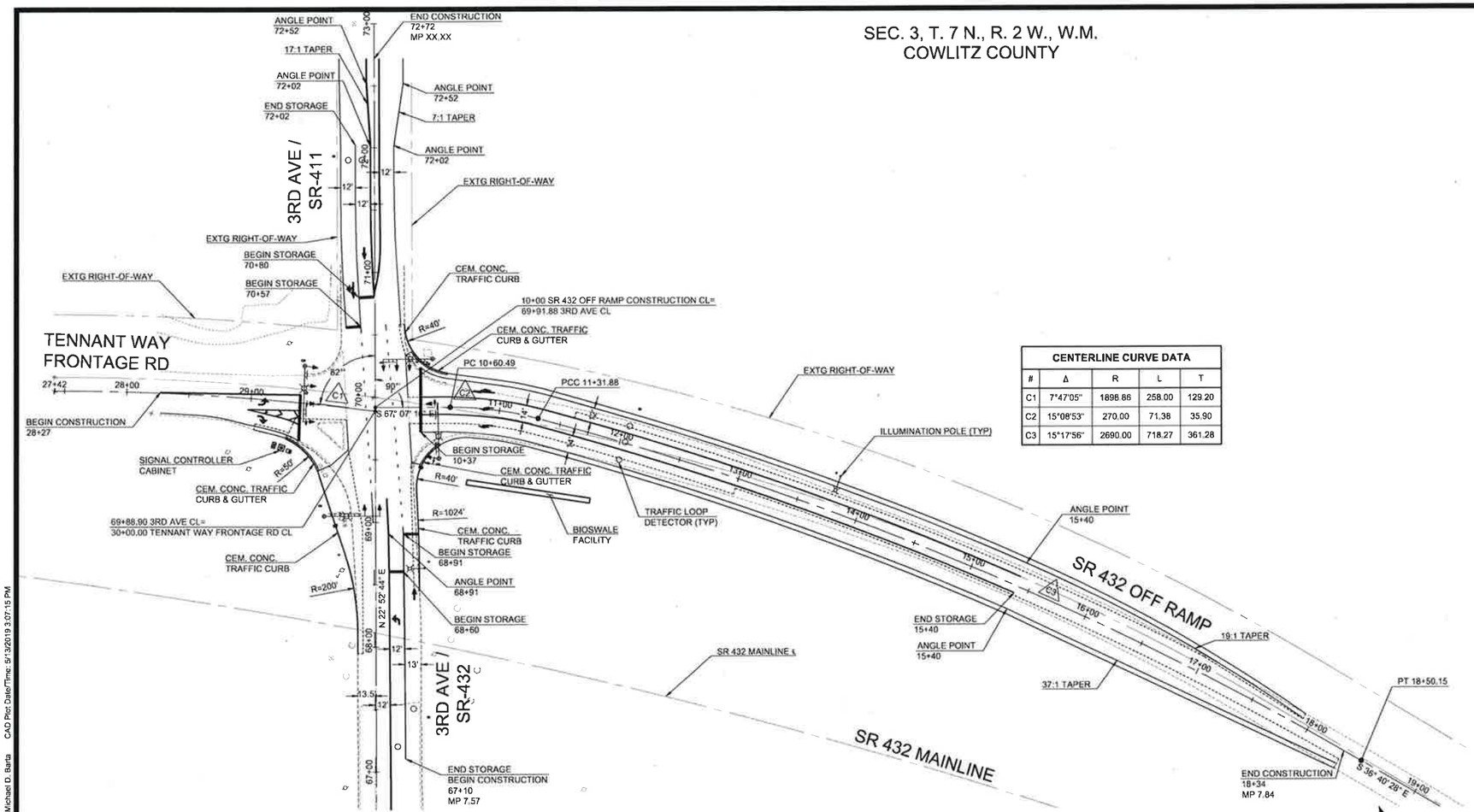
SEC. 3, T. 7 N., R. 2 W., W.M.
COWLITZ COUNTY



CENTERLINE CURVE DATA				
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C2	15°08'53"	270.00	71.38	35.90
C3	15°17'56"	2690.00	718.27	361.28

Linetype Legend
Existing Centerline
Existing Right-of-way
Existing Property Line
Existing Lot Line
Existing Edge of Pavement

SEE SHEET INT02 FOR TRAFFIC SIGNAL & VEHICLE TURNING MOVEMENTS

Scale 1" = 50'
0 25 50 100

City of Longview

Approved

Printed Name Date

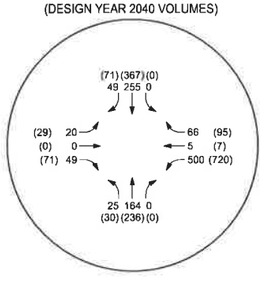
Washington State Department of Transportation

Southwest Region Project Development Engineer

Printed Name Date

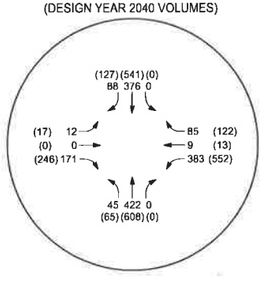
ESTIMATED AM PEAK HOUR TRIPS

CURRENT 2018 VOLUMES
(DESIGN YEAR 2040 VOLUMES)



ESTIMATED PM PEAK HOUR TRIPS

CURRENT 2018 VOLUMES
(DESIGN YEAR 2040 VOLUMES)



SR-432 & SR-411 / 3rd Avenue Turning Volumes

DESIGN DATA FOR SR - 432 / SR - 411 INTERCHANGE IMPROVEMENTS

	SR-432	SR - 432 (3RD AVENUE)	SR - 411 (3RD AVENUE)	TENNANT WAY FRONTAGE ROAD
FUNCTIONAL CLASSIFICATION	STATE HIGHWAY / PRINCIPAL ARTERIAL	STATE HIGHWAY / PRINCIPAL ARTERIAL	STATE HIGHWAY / PRINCIPAL ARTERIAL	COLLECTOR
ACCESS CONTROL	MANAGED ACCESS CLASS #	MANAGED ACCESS CLASS #	MANAGED ACCESS CLASS #	MANAGED ACCESS CLASS #
LAND USE	URBAN	URBAN	URBAN	
2018 ADT (2040 ADT)	#,### (##,###)	### (#,###)	### (#,###)	### (#,###)
PERCENT TRUCKS	30%	30%	0%	0%
DESIGN VEHICLE	WB-67	WB-67	WB-67	WB-67
POSTED SPEED	55 MPH	35 MPH	35 MPH	25 MPH
DESIGN SPEED	55 MPH	35 MPH	35 MPH	25 MPH

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INTERSECTION PLANS FOR APPROVAL - SR432 MP 7.57 TO MP 7.84

SR 432/411 INTERCHANGE IMPROVEMENTS

A SITE LOCATED IN THE CITY OF LONGVIEW, WASHINGTON

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PRELIMINARY

DESIGNED: MDB
CHECKED: —
MAY 2018
71260.000
SHEET ID
INT01
SHEET 1 OF 2

Filename: L:\Projects\71000\71260\71260-000\Civil\CAD\Working\Sheets\WSDOT-IntrPlanAppvl\INT01.dwg Layout Tab: INT01 User: Michael D. Barta CAD Plot Date/Time: 5/13/2019 3:07:15 PM
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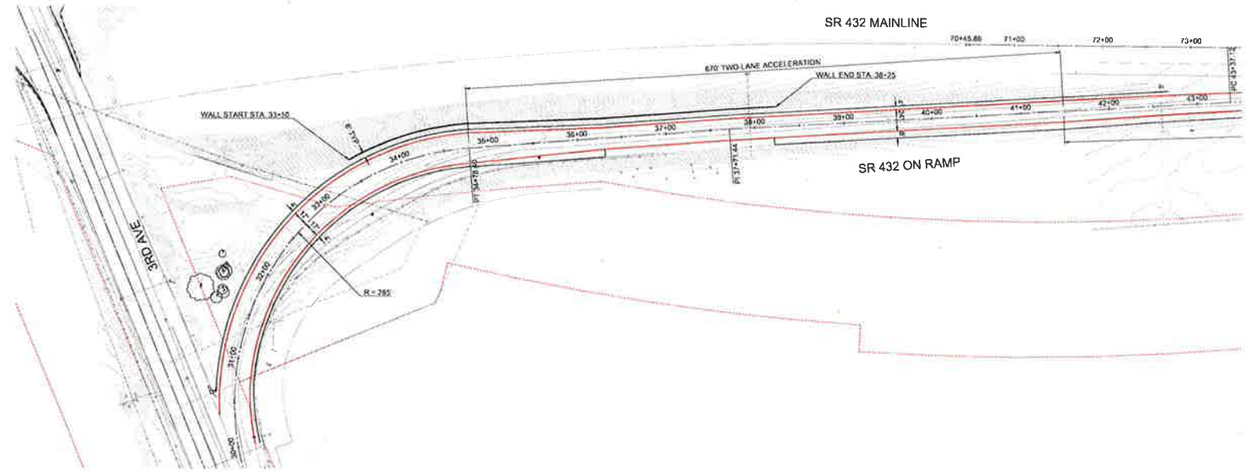

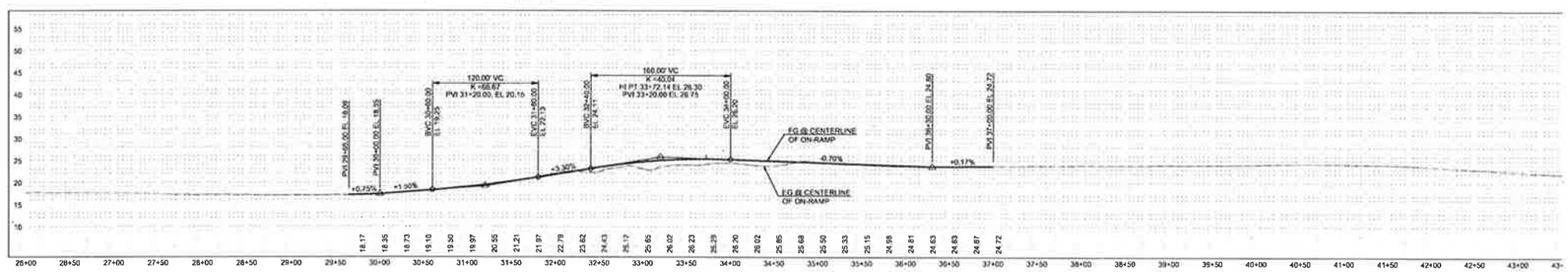

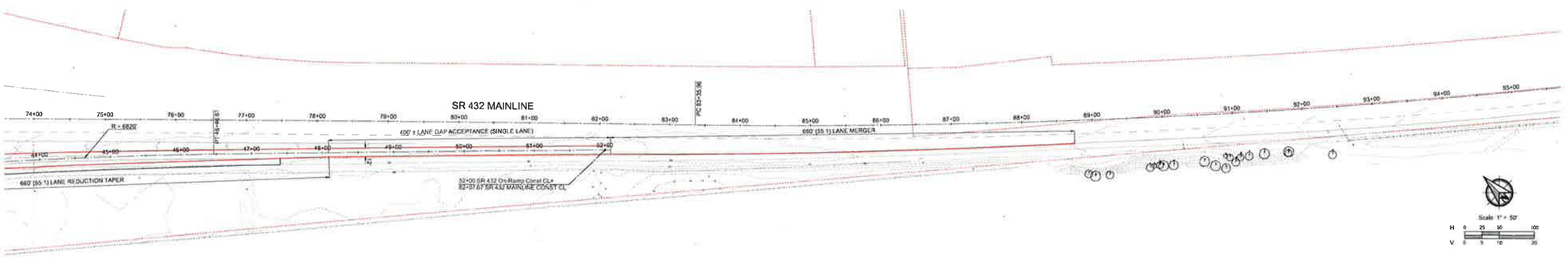

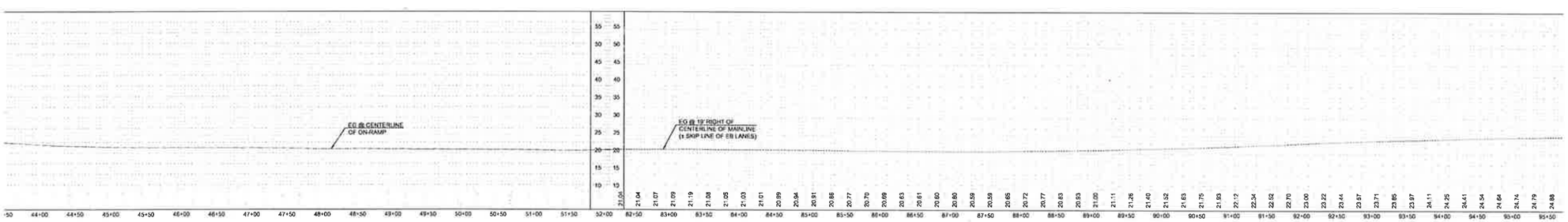

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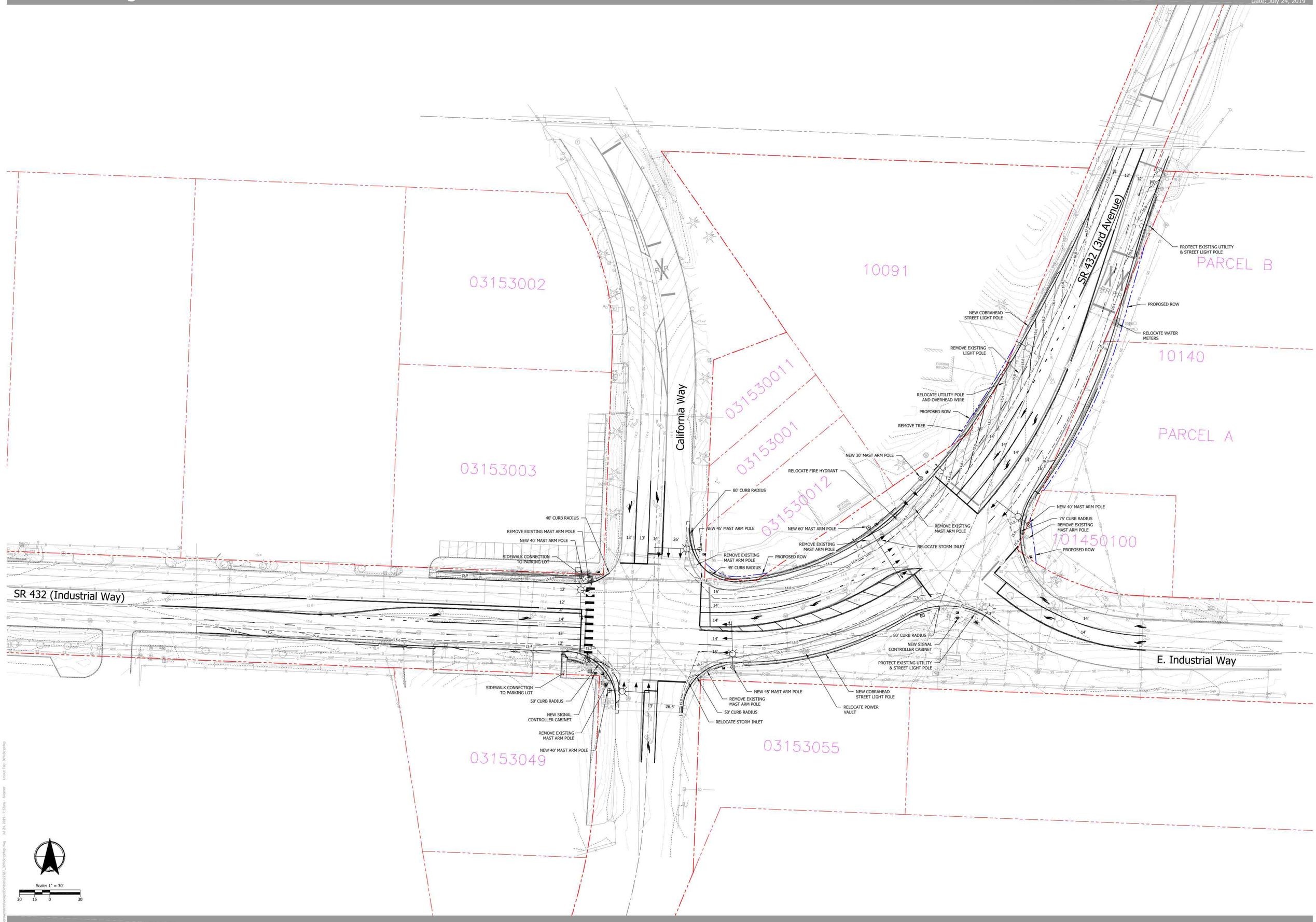
30% Design Plan

Preliminary Design Subject to Change
Date: July 24, 2019



KITTELSON & ASSOCIATES
PHONE: (503) 228-5230 CONTACT:

SR432 at California Way Intersection Improvements

Longview, WA

Design Concept 5 Revised - DRAFT

Fully grade separated concept that includes realignment of the existing Reynolds Railroad and the Exsiting Port Spur designed to Non-Unit Train Industrial Track Standards.

This graphic is conceptual in nature and subject to change.

0 200 400
SCALE IN FEET

N

INDUSTRIAL WAY
INTERSECTION PROJECT | LONGVIEW
OREGON WAY

FULL BUILD-OUT

LEGEND

- Proposed At Grade Roadway
- Proposed Grade Separated Roadway
- Bridge Structure Limits
- Existing Rail Line
- Proposed Rail Realign.
- Retaining Wall
- Proposed Contours
- Proposed Traffic Signal

March 5, 2020

Ken Hash, Public Works Director
City of Longview
1525 Broadway Street
Longview, Washington 98632

Via email: Ken.Hash@ci.longview.wa.us

Regarding: Longview 2020 Local Roads Safety Plan
PBS Project 71481.000, Phase 0004

Dear Mr. Hash:

We are pleased to submit the Longview 2020 Local Roads Safety Plan (LRSP). This letter is intended to meet the requirements of the City Safety Grant application, due on March 6, 2020. The LRSP addresses the highest-risk locations based on risk factors associated with the fatal and serious injury crashes (F&SIC) documented during the last five years. The LRSP is intended to be used for more than capital improvements. We recommend its use for traffic enforcement deployment, programming maintenance activities, greater focus in development review, and possible public risk education. Future editions of this LRSP are anticipated to recommend treating supplementary locations identified through additional traffic data collection or by addressing less-numerous crash patterns.

EVALUATION PROCESS

Our process follows the Washington State Department of Transportation (WSDOT) Local Programs training related to preparing LRSPs. WSDOT Local Programs uses a "systemic" approach to traffic safety, meaning a data-driven process that deploys countermeasures at locations with the *greatest potential* for safety improvements.[1] In the past, safety improvements were implemented at high-frequency crash sites or citywide. The systemic approach addresses two important issues with past approaches to safety improvements: (1) fatal and serious injury crashes tend to be random in nature and (2) safety funding is very limited. This approach identifies high-risk locations and applies proven safety countermeasures to the high-risk locations. The following steps are based on WSDOT Local Programs training.

Analyze Collision Data for Priorities

WSDOT provides collision data in two formats. The first is a F&SIC summary sorted by various criteria including crash type, roadway conditions, intersection/non-intersection, and contributing circumstances, to name a few. The second format provides all collision reports citywide. See Appendix A for the collision data reports, which span the period from January 1, 2014 through December 31, 2018.

The F&SIC summary was used to identify priorities for the Longview 2020 LRSP. A crash tree (see Figure 1) was used to verify the priorities.

The priorities of the Longview LRSP are:

- Reducing the frequency of pedestrian- and bicycle-involved crashes
- Reducing crash frequency at signalized intersections

[1] Based on Federal Highway Administration (FHWA), *Systemic Safety Project Selection Tool*, July 2013

Analyze Risk Factors

The following risk factors were analyzed:

- Functional class of roadway as a surrogate for high-volume and high-speed roadways
- Number of lanes and on-street parking related to pedestrian crashes
- Intersection versus non-intersection locations
- Speeding and impairment as contributing circumstances
- Fixed objects and parked vehicles
- Proximity to significant pedestrian destinations such as parks, schools, transit, and the downtown area.
- Crash types at signalized intersections such as right-angle, rear-end, and left-turn approach

Extensive use of geographic information system (GIS) mapping of F&SIC data was used to identify high-risk factors. See Figures 2 to 6 for graphics of the collision data based on risk factors. See Figure 2 for a graphic of all the F&SIC data.

Arterials with higher volume and speed typically have more crashes, and they tend to be focused at signalized intersections. In Longview, Ocean Beach Highway (State Route 4), Washington Way, and 15th Avenue are typical examples. See Figure 3 for citywide distribution of all F&SIC at traffic signals. The City of Longview (City) will soon make safety improvements on these corridors as part of a capital improvement project. See Appendix B for an exhibit depicting the City improvement project.

The concentration of pedestrian-involved crashes in the greater downtown area show this area is at risk for most crashes and especially those at traffic signals and/or involving pedestrians. See Figure 4 for a graphic of the crashes involving pedestrians or bicycles.

A significant number of crashes involved impairment, but crashes involving speeding were not significant. See Figure 5 for a graphic of the crashes involving impairment or speeding.

The number of crashes involving fixed objects and parked vehicles was low. However, impaired drivers were noted as a contributing circumstance related to crashes involving parked vehicles. See Figure 6 for a graphic of the crashes involving fixed objects and parked vehicles.

Prioritized Locations

The F&SIC and roadway network were reviewed for patterns. A higher number of crashes was noted in the greater downtown area, with decreasing numbers based on the distance from downtown. This led to the development of "risk contours," as illustrated in Figure 7. The area within the bold red line is the high-risk area. The area with the narrower red line is the medium-risk area, and the area with the fine red line is the lower-risk area.

Arterials with four or more lanes also were noted as high-risk corridors due to their higher volumes and speeds.

Traffic signals are high-priority locations, particularly in the downtown area. This is associated with crashes involving pedestrians as well as those involving right-angle, rear-end, and left-turning movements.

Pedestrian crashes at uncontrolled locations in the greater downtown area are a high priority. Roadways with two or more lanes in one direction, or with on-street parking close to uncontrolled crosswalks, are typically higher-risk locations for pedestrians. An uncontrolled crosswalk on a roadway with four or more total lanes and on-street

parking would be the highest priority for pedestrian safety upgrades. A few other narrower roadways are a priority due to the presence of pedestrian destinations, such as parks and transit. Uncontrolled crosswalks on streets with one lane in each direction and on-street parking would be a second priority for upgrades. Pedestrian risk research[2] was used to verify the risk associated with pedestrians crossing multi-lane roadways.

Traffic Data

This analysis and ranking of locations can be improved with additional data. Future updates to the Longview 2020 LRSP should be based on additional traffic counts. These could include:

- Peak period turning movement counts at intersections collecting vehicles, pedestrian, bicycles, and trucks. An estimate of 20 intersections should be counted in the weekday PM peak period.
- 24-hour hose counts at mid-block locations collecting average daily traffic, vehicle speed, and truck classification data. An estimate of 20 mid-block locations should be counted for 24 hours.

Countermeasures

The recommended countermeasures for the Longview 2020 LRSP will address high-risk locations with proven safety improvements. The effectiveness of each traffic control measure has been verified in consultation with Local Programs staff. Table 1 presents a summary of the countermeasures and their effectiveness.

Table 1. Recommended Countermeasures

Location	Recommended Action	Collision Reduction Factor(s)
Signalized Intersections in the Downtown Area	Replace outdated 5-section "doghouse" heads with flashing yellow arrow (FYA) left-turn signal heads and standard "ball" signal heads for the adjacent through-movement lane.	19% for crashes involving left turns and 8% for all crashes
	Upgrade signal timing to include a leading pedestrian interval (LPI) for each crosswalk.	60% for pedestrian/ vehicle crashes
	Replace outdated pedestrian signal heads with countdown pedestrian signal heads.[3]	70% for pedestrian/ vehicle crashes
Uncontrolled Crosswalks in the Downtown Area	At higher-risk locations, install rectangular rapid flash beacons (RRFBs) and enhanced signing and striping. This includes upgraded warning signs, stop lines, and refreshed crosswalk markings.	47% for pedestrian/ vehicle crashes
	At lower-risk locations, install enhanced signing and striping. This includes advance warning signs, stop lines, and high-visibility crosswalk markings.	37% for pedestrian/ vehicle crashes

PRIORITIZED LISTS OF PROJECTS

The following lists of recommended projects are based on risk factors, prioritized locations, and proven countermeasures.

[2] FHWA, *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, July 2018

[3] Note that, following federal guidance (Chapter R209.2, United States Access Board, *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*, July 26, 2011), if pedestrian signal heads are replaced, then pedestrian pushbuttons also should be brought up to accessibility standards.

Priority 1 Projects – Downtown Traffic Signal Upgrades

Upgrade traffic signals in the downtown area, which may include replacing outdated protected/permitted signal heads with FYA signal heads, revising the signal timing to include LPIs, and replacing outdated pedestrian signal equipment with countdown pedestrian heads (CPH) and accessible pushbuttons (APS). See Figure 8 for locations, which also are listed in Table 2.

Table 2. Downtown Traffic Signals Recommended for Upgrades

Number	Location	FYA*	LPI	Countdown Pedestrian Heads	Accessible Pushbuttons
1	14th Avenue/Delaware Street	No Change	Upgrade	No Change	Upgrade
2	14th Avenue/Fir Street	Upgrade	Upgrade	No Change	Upgrade
3	14th Avenue/Florida Street	No Change	Upgrade	Upgrade	No Change
4	14th Avenue/Hemlock Street	No Change	Upgrade	Upgrade	No Change
5	14th Avenue/Hudson Street	No Change	Upgrade	Upgrade	No Change
6	14th Avenue/Broadway Street	No Change	Upgrade	No Change	No Change
7	14th Avenue/Maple Street	No Change	Upgrade	Upgrade	No Change
8	Commerce Avenue/Florida Street	No Change	Upgrade	No Change	No Change
9	Commerce Avenue/Hemlock Street	No Change	Upgrade	No Change	No Change
10	Commerce Avenue/Hudson Street	No Change	Upgrade	No Change	No Change
11	Commerce Avenue/Broadway Street	No Change	Upgrade	No Change	No Change
12	Commerce Avenue/Maple Street	No Change	Upgrade	No Change	No Change
13	12th Avenue/Florida Street	No Change	Upgrade	Upgrade	No Change
14	12th Avenue/Hemlock Street	No Change	Upgrade	Upgrade	No Change
15	12th Avenue/Hudson Street	No Change	Upgrade	Upgrade	No Change
16	12th Avenue/Broadway Street	No Change	Upgrade	No Change	No Change
17	12th Avenue/Maple Street	No Change	Upgrade	Upgrade	No Change
18	12th Avenue/Vandercook Way	No Change	Upgrade	Upgrade	No Change
19	11th Avenue/Hudson Street	No Change	Upgrade	Upgrade	No Change
20	7th Avenue/Hudson Street	Upgrade	Upgrade	No Change	Upgrade

* Additionally, revise signal control to override the permitted left-turn phase when a pushbutton call is placed on the parallel pedestrian phase.

Priority 2 Projects – Downtown Rectangular Rapid Flashing Beacons

Upgrade higher-risk crosswalks in the greater downtown area with RRFBs. Additionally, enhance the crosswalk signing and striping to include:

- High-visibility crosswalk (ladder style)
- Pedestrian warning signs (W11-2 in the *Manual on Uniform Traffic Control Devices*, or MUTCD[4])
- Advance stop line and stop here for pedestrian sign (R1-5b in the MUTCD) on each approach to the crosswalk

Additionally, reconstruct the curb ramps at the corners where the enhanced crosswalks touch down to the current standards of the Americans with Disabilities Act (ADA), building curb extensions where feasible to eliminate the need for right-of-way acquisition. See Figure 9 for locations, which also are listed in Table 3.

[4] FHWA, *Manual on Uniform Traffic Control Devices*, May 2012.

Table 3. Downtown Crosswalks Recommended for Rectangular Rapid Flash Beacons Plus Enhanced Signing and Striping and Curb Ramp Reconstruction			
Number	**Location of Crosswalk (Free-Flow Roadway)**	**Cross Street (Stop-Controlled Roadway)**	**ADA Curb Ramps**
1	Washington Way	18th Avenue and Hudson Street	Two ramps
2	Washington Way	17th Avenue and Larch Street	Two ramps
3	Olympia Way	17th Avenue and Louisiana Street	None
4	Washington Way	16th Avenue and Louisiana Street	None
5	Broadway Street	11th Avenue	All four corners
6	Broadway Street	8th Avenue	Four ramps
7	7th Avenue	Broadway Street	All four corners
8	7th Avenue	Florida Street	All four corners
9	Kessler Boulevard	Hemlock Street	All four corners
10	Nichols Boulevard	Maple Street	Five Ramps
11	Pacific Way	Northlake Avenue	Three ramps

Priority 3 Projects – Downtown Crosswalk Upgrades with Enhanced Signing and Striping

Upgrade lower-risk crosswalks in the greater downtown area with enhanced signing and striping. The enhanced signing and striping will include:

- High-visibility crosswalk (ladder style)
- Pedestrian warning signs (W11-2 in the *Manual on Uniform Traffic Control Devices*, or MUTCD)
- Advance stop line and stop here for pedestrian sign (R1-5b in the MUTCD) on each approach to the crosswalk

See Figure 10 for locations, which also are listed in Table 4.

Table 4. Downtown Crosswalks Recommended for Enhanced Signing and Striping		
Number	**Location of Crosswalk (Free-Flow Roadway)**	**Cross Street (Stop-Controlled Roadway)**
1	Commerce Avenue	Vandercook Way (signing only)
2	11th Avenue	Delaware Street
3	Maple Street	11th Avenue
4	Hudson Street	8th Avenue
5	Olympia Way	18th Avenue
6	Maple Street	18th Avenue
7	Olympia Way	19th Avenue

Priority 4 Projects – Citywide Traffic Data Collection

Collect traffic data at locations to be determined to inform future safety analyses:

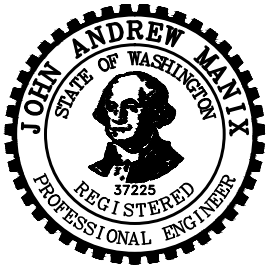
- Turning movement counts at 20 intersections during the weekday PM peak period
- 24-hour hose volume, speed, and classification counts at 20 mid-block locations

CLOSING

Please feel free to contact me at 360.567.2117 or john.manix@pbsusa.com with any questions or comments.

Sincerely,

John Manix, PE
Senior Traffic Engineer



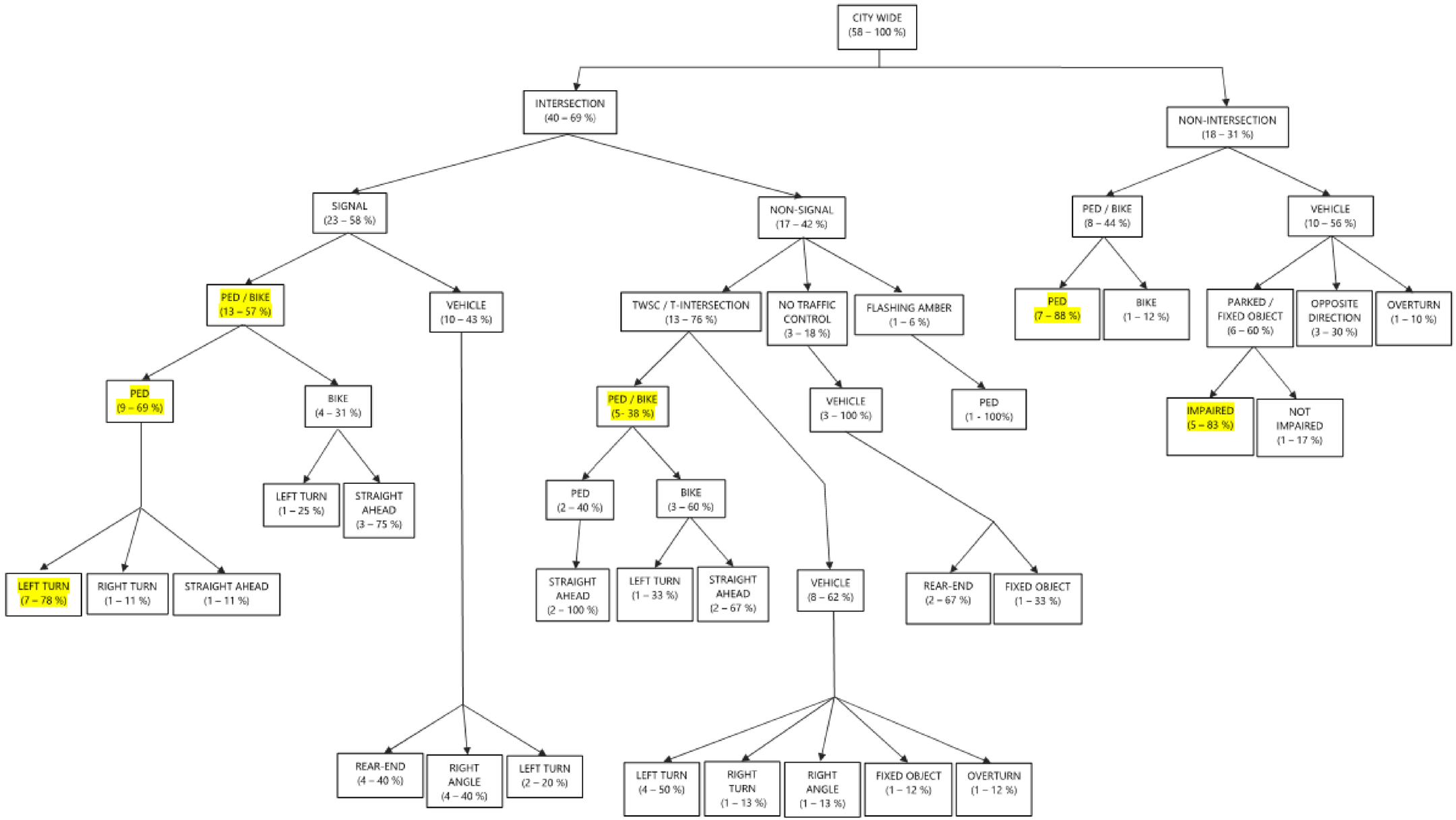
Attachments: Figure 1 – Collision Tree
Figure 2 – Fatal and Serious Injury Crashes
Figure 3 – Fatalities and Serious Injuries at Signals
Figure 4 – Pedestrian and Bike Crashes
Figure 5 – Impaired and Speeding Crashes
Figure 6 – Fixed Objects and Parked Vehicle Crashes
Figure 7 – High-Risk Area and Corridors
Figure 8 – Priority 1 Projects – Traffic Signal Upgrades
Figure 9 – Priority 2 Projects – Crosswalk Upgrades with Rectangular Rapid Flash Beacons
Figure 10 – Priority 3 Projects – Crosswalk Upgrades with Enhanced Signing and Striping

Appendix A – Collision Data
Appendix B – City Signal Improvement Project

JAM:DAH:lc

Figures

CRASH TREE DIAGRAM



PREPARED FOR: The City of Longview

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Portland, OR 97239
503.248.1939
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Local Road Safety Plan
CRASH TREE DIAGRAM
Longview, Cowlitz County, Washington

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DATE
MAR 2020
FIGURE
1

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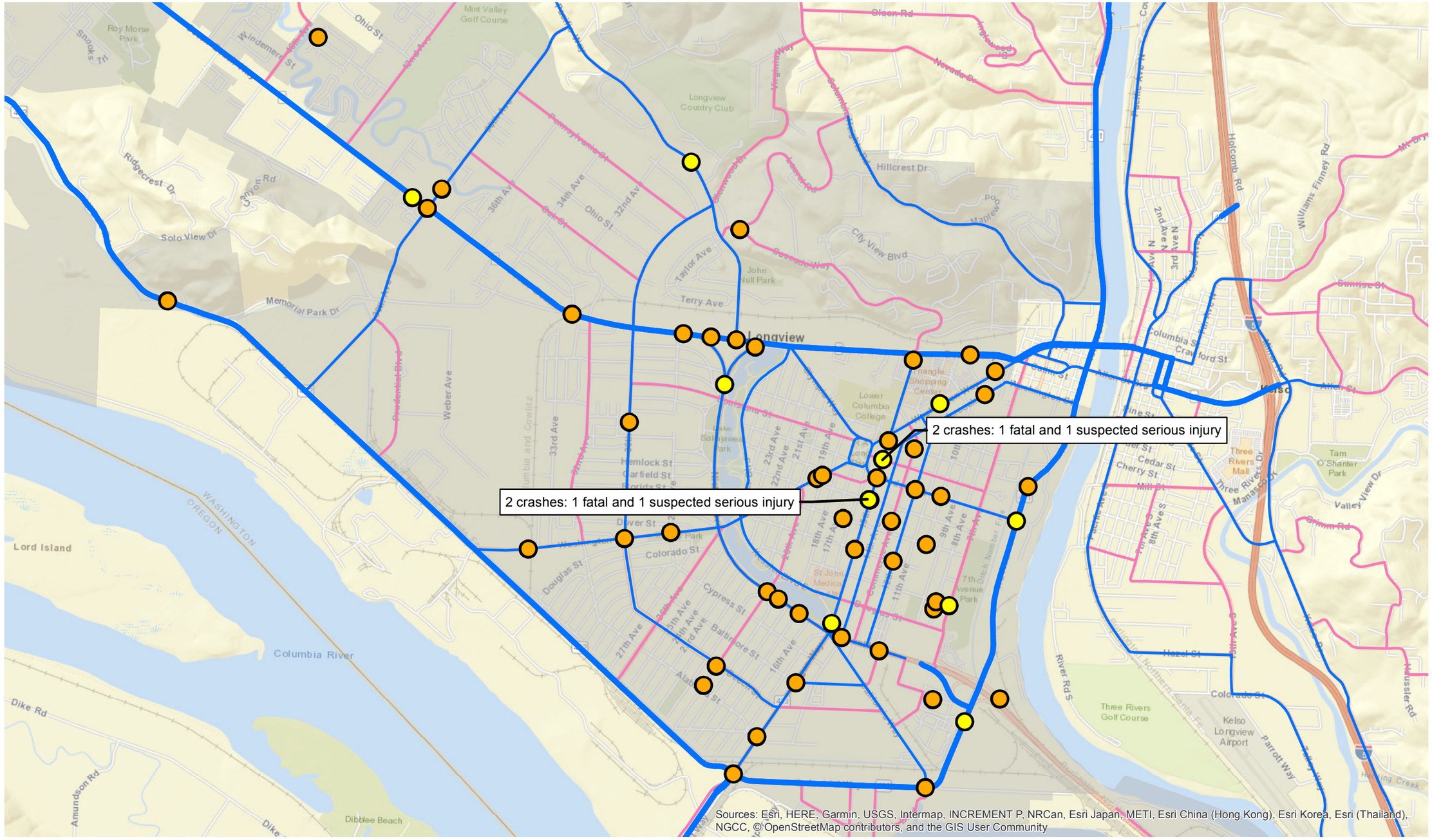

SOURCE: STREET MAP FROM ESRI (2020)

Legend

- Fatal Crashes (10)
- Suspected Serious Injury Crashes (48)
- Longview City Limits
- State Road Arterials
- Arterials
- Collectors

N

SCALE: 1" = 2,500'

0' 1250' 2,500' 5000'

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Local Road Safety Plan
FATALITIES & SERIOUS INJURIES
1/1/2014 - 12/31/2018
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
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2

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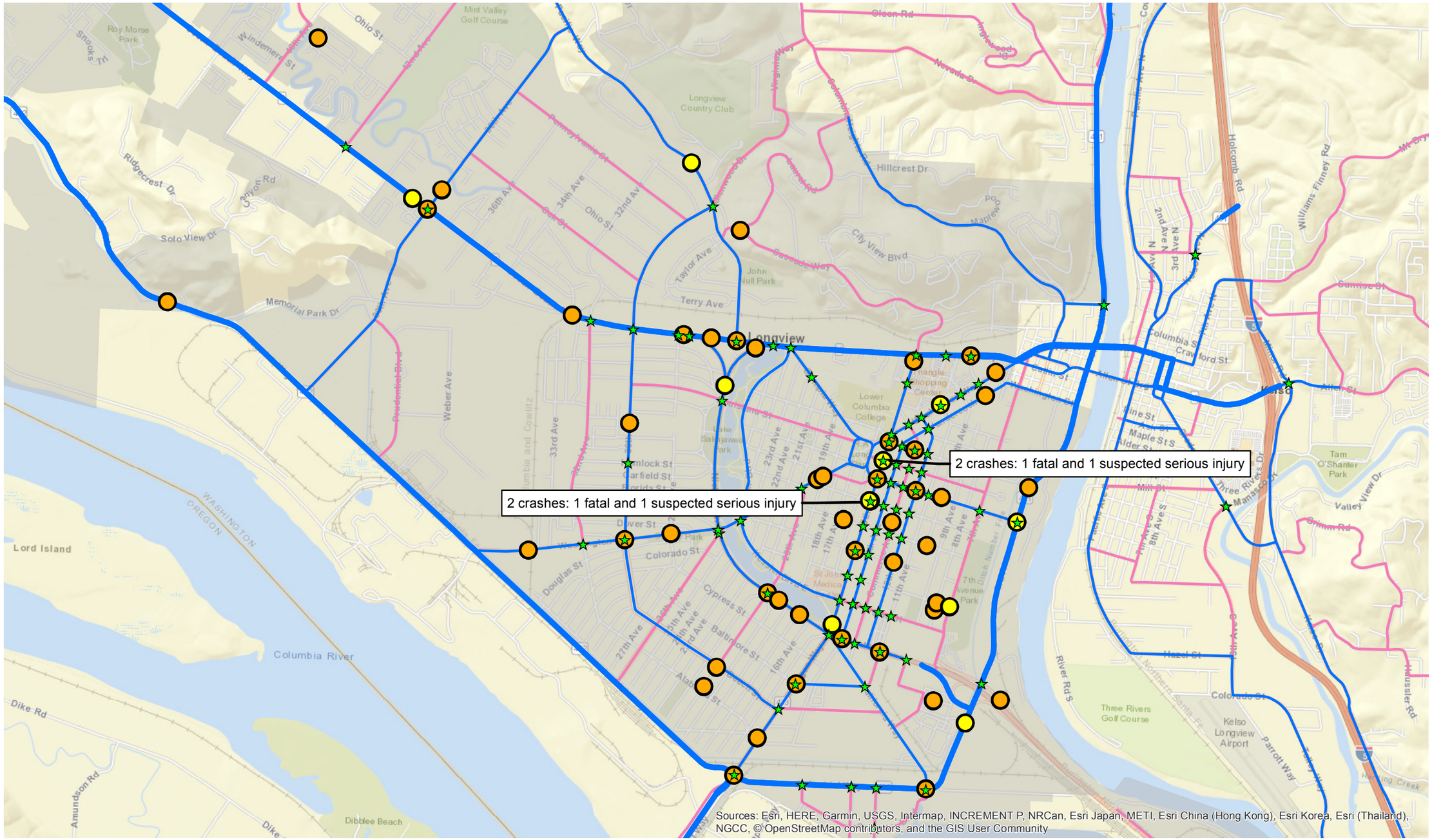

SOURCE: STREET MAP FROM ESRI (2020)

Legend

- Traffic Signals
- Fatal Crashes (10)
- Suspected Serious Injury Crashes (48)
- State Road Arterials
- Arterials
- Collectors
- Longview City Limits

N

SCALE: 1" = 2,500'

0' 1250' 2,500' 5000'

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Local Road Safety Plan
FATALITIES & SERIOUS INJURIES AT SIGNALS
1/1/2014 - 12/31/2018
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
FIGURE
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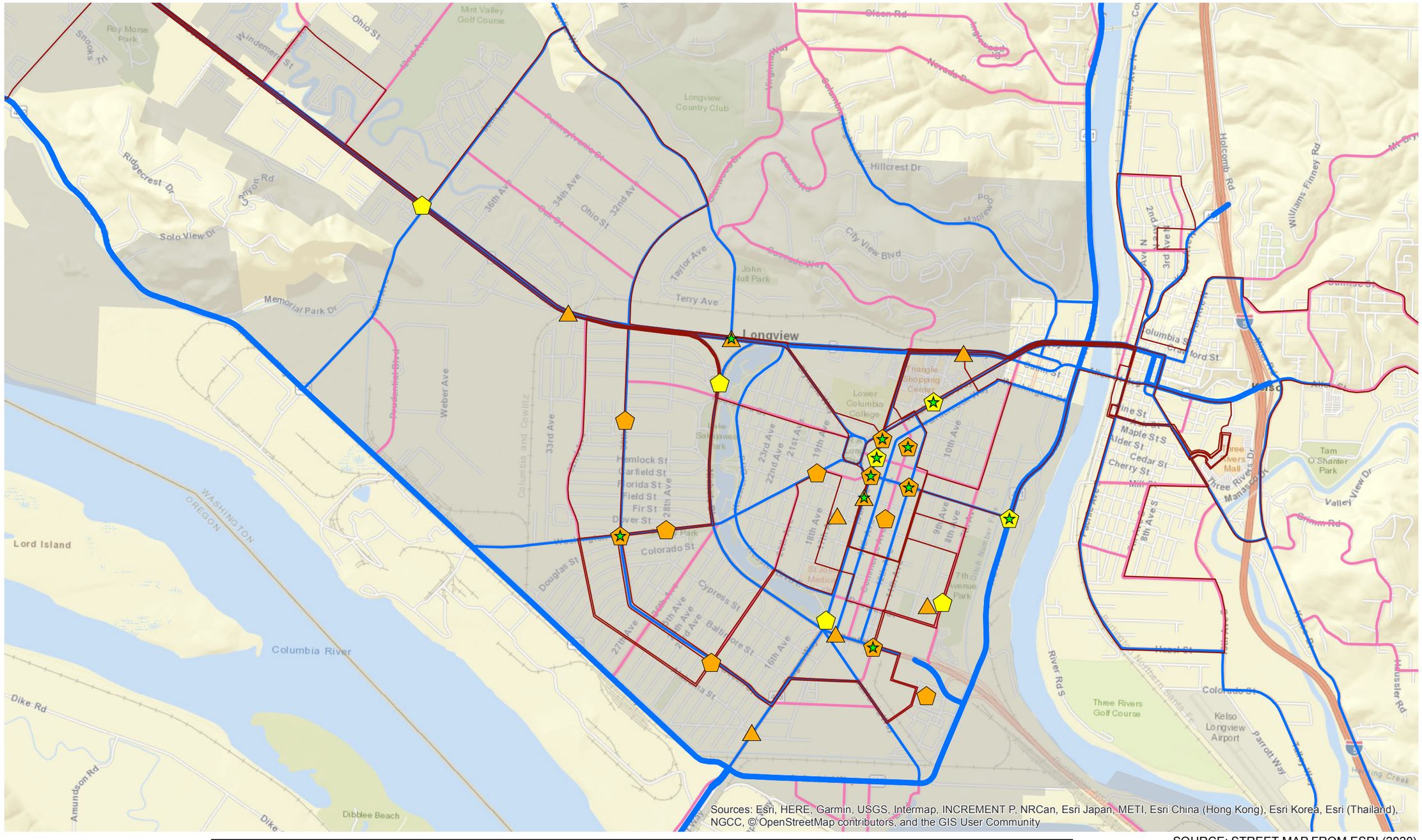

SOURCE: STREET MAP FROM ESRI (2020)

Legend

- Pedestrian Collisions - Fatalities (7)
- Pedestrian Collisions - Suspected Serious Injury (12)
- Bicycle Collisions - Suspected Serious Injury (8)
- State Road Arterials
- Arterials
- Collectors
- Traffic Signals (11)
- Bus Routes
- Longview City Limits

N

SCALE: 1" = 2,500'

0' 1250' 2,500' 5000'

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Local Road Safety Plan
PEDESTRIAN AND BIKE COLLISIONS
1/1/2014 - 12/31/2018
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
FIGURE
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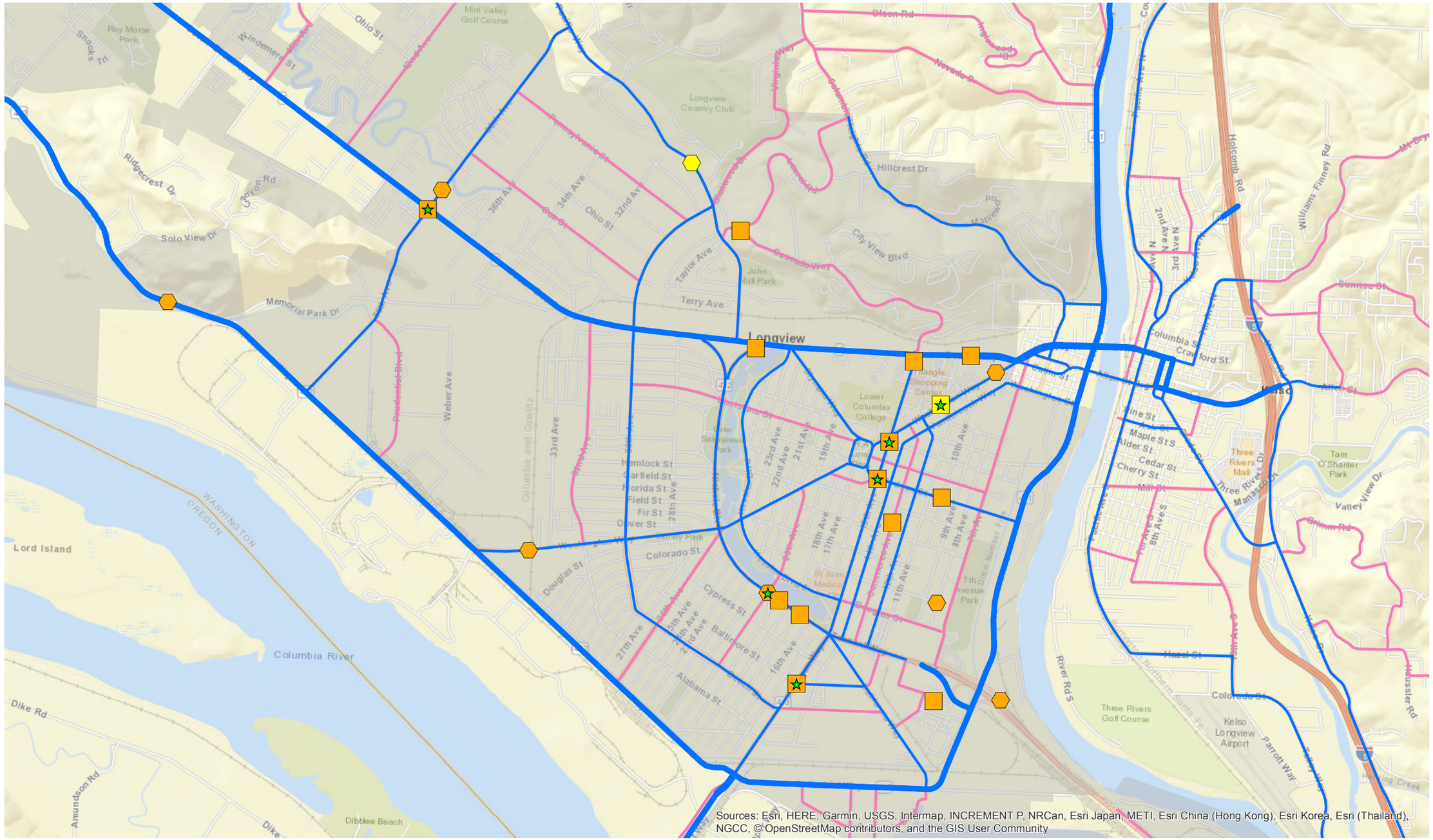

SOURCE: STREET MAP FROM ESRI (2020)

Legend

- Driver Impaired - Fatality (1)
- Driver Impaired - Suspected Serious Injury (14)
- Driver Speeding - Fatality (1)
- Driver Speeding - Suspected Serious Injury (7)
- State Road Arterials
- Arterials
- Collectors
- Traffic Signals (6)
- Longview City Limits

N

SCALE: 1" = 2,500'

0' 1250' 2,500' 5000'

PREPARED FOR: The City of Longview

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Local Road Safety Plan
IMPAIRED AND SPEEDING COLLISIONS
1/1/2014 - 12/31/2018
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
FIGURE
5

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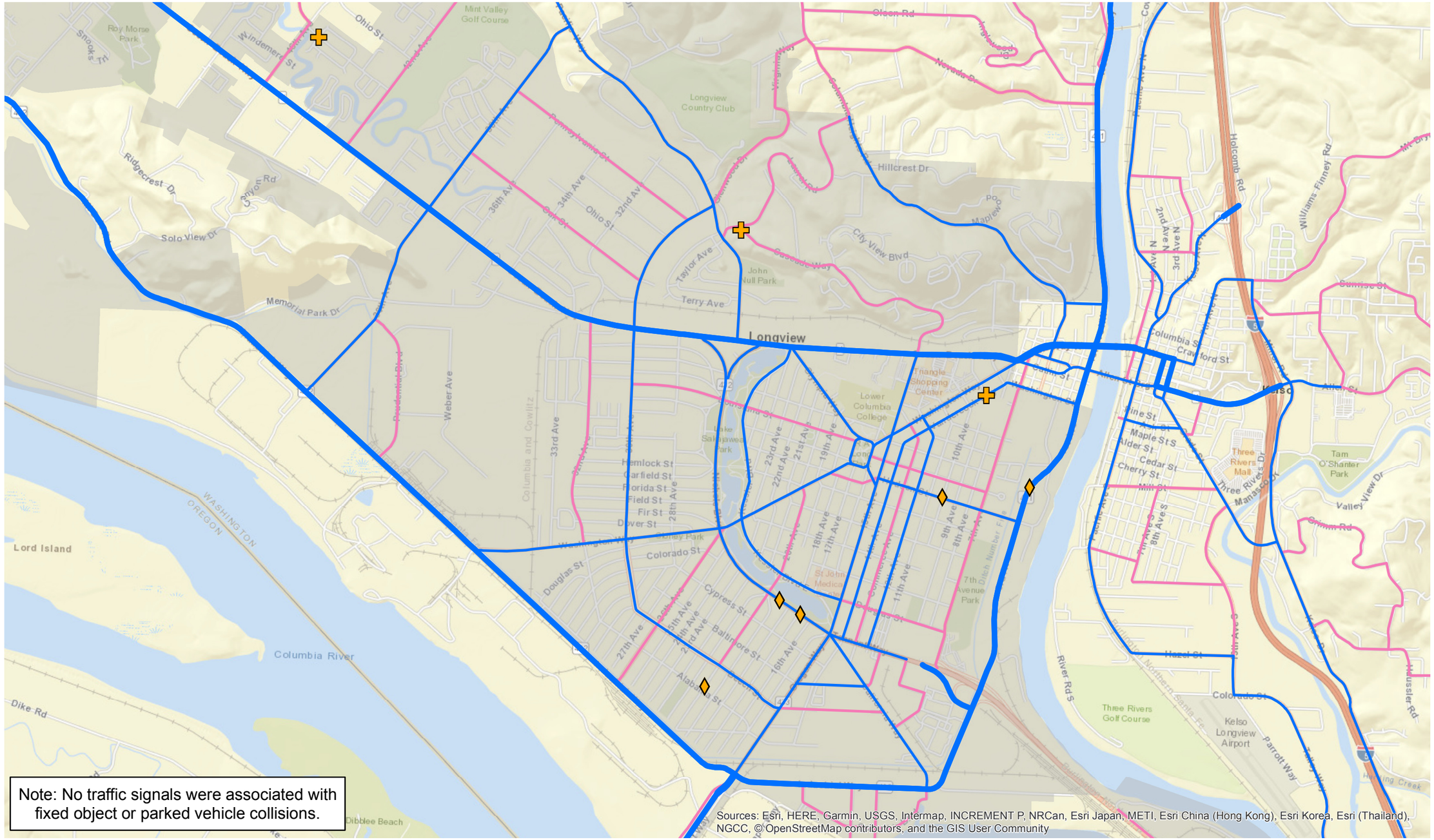


SOURCE: STREET MAP FROM ESRI (2020)

Legend

- Fixed Object - Suspected Serious Injury (3)
- Parked Vehicle - Suspected Serious Injury (5)
- Longview City Limits
- State Road Arterials
- Arterials
- Collectors

N

SCALE: 1" = 2,500'

0' 1250' 2,500' 5000'

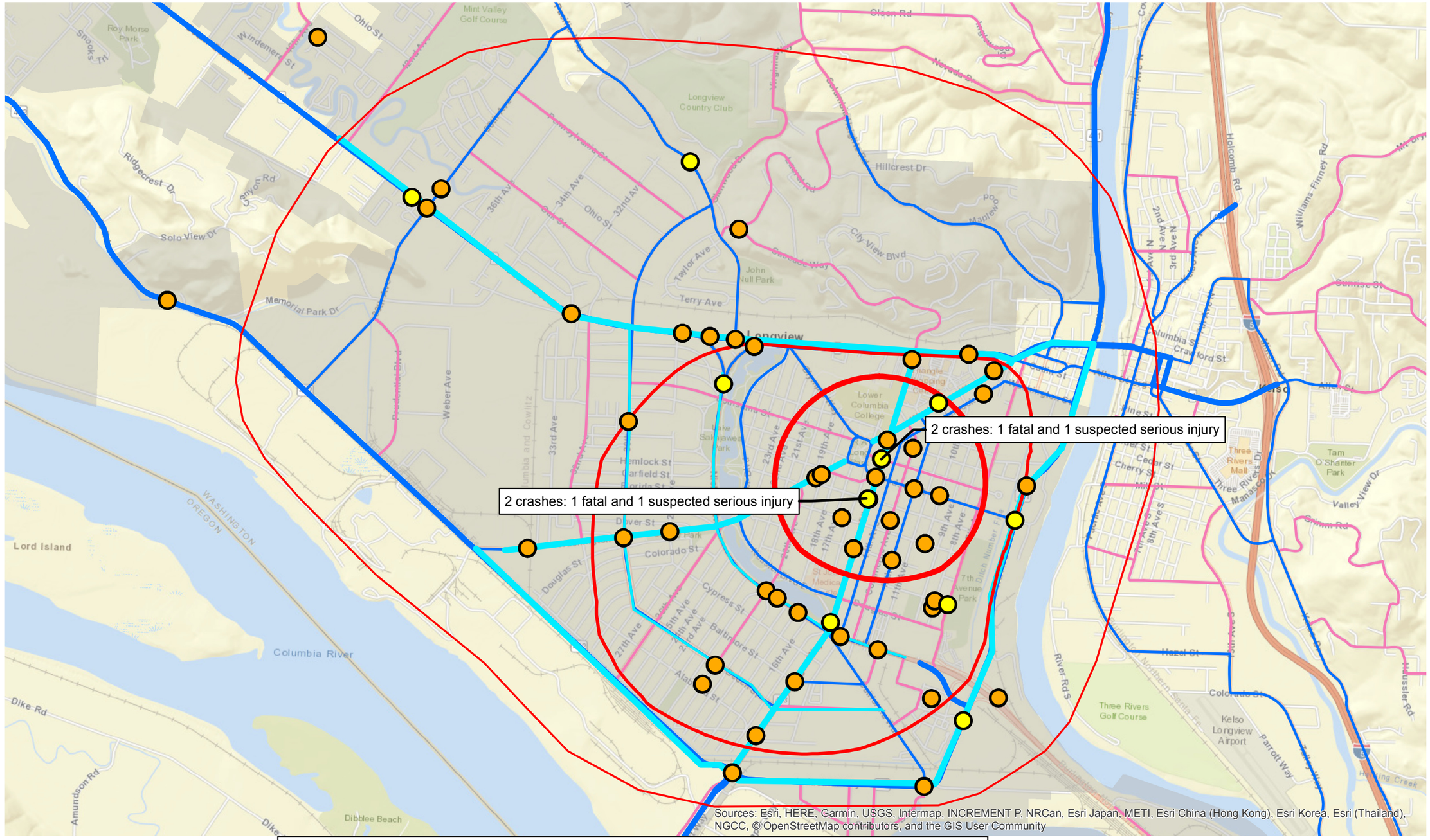
PREPARED FOR: The City of Longview

PBS Engineering and Environmental Inc.
4412 SW Corbett Avenue
Portland, OR 97239
503.248.1939
pbsusa.com

Local Road Safety Plan
FIXED OBJECT AND PARKED VEHICLE COLLISIONS
1/1/2014 - 12/31/2018
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
FIGURE
6

Filename: L:\Projects\71000\71481\71481-000\Traffic\GIS\TrafficFixedParked_71481.mxd Plot Date/Time: 2/28/2020 3:31:58 PM



SOURCE: STREET MAP FROM ESRI (2020)

Legend

- Fatal Crashes (10)
- Suspected Serious Injury Crashes (48)
- Medium Risk Corridors
- Higher Risk Corridors
- Approximate Lower Risk Area
- Approximate Medium Risk Area
- Approximate Higher Risk Area
- Longview City Limits
- State Road Arterials
- Arterials
- Collectors

N

SCALE: 1" = 2,500'

0' 1250' 2,500' 5000'

PREPARED FOR: The City of Longview

PBS Engineering and Environmental Inc.
4412 SW Corbett Avenue
Portland, OR 97239
503.248.1939
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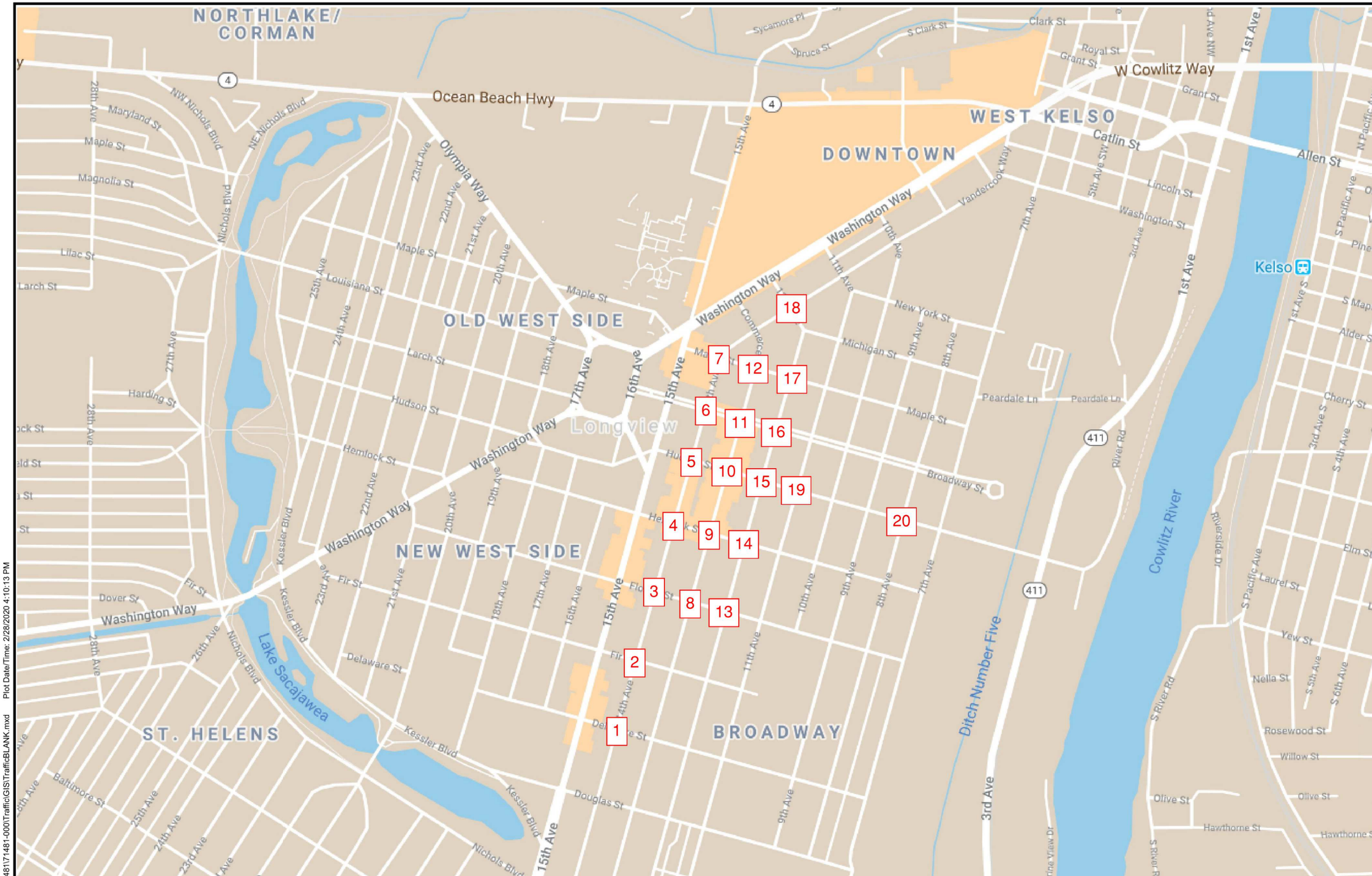
Local Road Safety Plan
HIGH RISK AREAS AND CORRIDORS
1/1/2014 - 12/31/2018
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
FIGURE
7

Filename: L:\Projects\71000\71481\71481-000\Traffic\GIS\TrafficRisksFig6_71481.mxd Plot Date/Time: 2/28/2020 3:53:46 PM



- Intersection to be upgraded

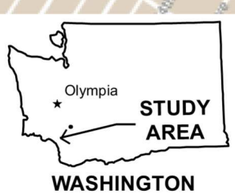
PREPARED FOR: The City of Longview

PBS Engineering and Environmental Inc.
4412 SW Corbett Avenue
Portland, OR 97239
503.248.1939
pbsusa.com

Local Road Safety Plan
PRIORITY 1 PROJECTS - TRAFFIC SIGNAL UPGRADES
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
FIGURE
8

Filename: L:\Projects\71000\71481\71481-000\Traffic\GIS\TrafficBLANK.mxd Plot Date/Time: 2/28/2020 4:10:13 PM



- Intersection to be upgraded

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PBS Engineering and Environmental Inc.
4412 SW Corbett Avenue
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Local Road Safety Plan
PRIORITY 2 PROJECTS - UPGRADE CROSSWALKS WITH RECTANGULAR RAPID FLASHING BEACONS
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
FIGURE
9

Filename: L:\Projects\71000\71481\71481-000\Traffic\GIS\TrafficBLANK.mxd Plot Date/Time: 2/28/2020 4:20:34 PM

- Intersection to be upgraded

PREPARED FOR: The City of Longview

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Local Road Safety Plan
PRIORITY 3 PROJECTS - UPGRADE CROSSWALKS WITH ENHANCED SIGNING AND STRIPING
Longview, Cowlitz County, Washington

PROJECT
71481.000
DATE
MAR 2020
FIGURE
10

Filename: L:\Projects\71000\71481\71481-000\Traffic\GIS\TrafficBLANK.mxd Plot Date/Time: 2/28/2020 4:18:17 PM

Appendix A

Collision Data

City Safety Summary
All Roads in City of Longview

Select City: Longview

Note: For cities with populations over 27,500, data includes crashes on state highways managed by cities.

2014-2018 Data
Longview

	Fatal/Serious Injury Crashes Only																				Total Crashes																		
	All Roads		All Cities		Westside Cities																All Roads		All Cities		Westside Cities														
	2014-2018	%	2014-2018	%	2014-2018	%	2014-2018	%	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2014-2018	%	2014-2018	%	2014-2018	%	2014-2018	%	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Overall Numbers																																							
Total # of Collisions	11,689	-	5,012	-	4,099	-	58	-	17	10	15	8	8	8	9	4	8	5	584,149	-	301,913	-	240,114	-	2,911	-	610	624	619	555	503	522	545	546	608	609
# of Fatal Collisions	2,473	21.2%	713	14.2%	562	13.7%	10	17.2%	1	4	2	2	1	0	1	1	2	0	2,473	0.4%	713	0.2%	562	0.2%	10	0.3%	1	4	2	2	1	0	1	1	2	0
# of Serious Injury Collisions	9,216	78.8%	4,299	85.8%	3,537	86.3%	48	82.8%	16	6	13	6	7	8	8	3	6	5	9,216	1.6%	4,299	1.4%	3,537	1.5%	48	1.6%	16	6	13	6	7	8	8	3	6	5
# of Drug/Alcohol-Related Collisions	2,585	22.1%	945	18.9%	726	17.7%	15	25.9%	3	3	3	2	4	5	2	0	2	0	37,033	6.3%	17,666	5.9%	13,592	5.7%	210	7.2%	49	40	41	39	41	26	36	34	37	31
Total # of Fatalities	2,675	-	748	-	594	-	10	-	1	4	2	2	1	0	1	1	2	0	2,675	-	748	-	594	-	10	-	1	4	2	2	1	0	1	1	2	0
Total # of Injuries	16,136	-	6,636	-	5,439	-	74	-	20	16	20	10	8	9	10	3	7	13	242,333	-	125,375	-	100,017	-	1,424	-	282	301	329	239	273	187	261	232	261	334
By Collision Type																																							
Hit Pedestrian	2,009	17.2%	1,485	29.6%	1,228	30.0%	19	32.8%	6	3	4	3	3	2	1	0	3	0	10,387	1.8%	8,641	2.9%	7,129	3.0%	71	2.4%	17	16	13	9	16	10	9	6	16	7
Angle (T)	1,314	11.2%	695	13.9%	508	12.4%	8	13.8%	2	2	1	1	2	1	1	3	1	3	98,759	16.9%	74,503	24.7%	56,248	23.4%	833	28.6%	174	180	191	149	139	165	160	158	156	193
Hit Cyclist	672	5.7%	503	10.0%	421	10.3%	8	13.8%	4	0	1	1	2	2	1	0	1	1	6,847	1.2%	5,779	1.9%	4,860	2.0%	59	2.0%	11	6	13	10	19	10	14	10	11	16
Rearend	888	7.6%	280	5.6%	242	5.9%	5	8.6%	0	1	3	1	0	0	1	0	0	1	176,842	30.3%	75,835	25.1%	61,380	25.6%	777	26.7%	156	170	160	166	125	132	147	153	168	153
Hit Parked Car	196	1.7%	119	2.4%	97	2.4%	5	8.6%	2	1	1	1	0	0	0	0	0	0	32,745	5.6%	28,493	9.4%	22,376	9.3%	251	8.6%	51	53	55	52	40	58	47	59	58	43
Angle (Left Turn)	827	7.1%	461	9.2%	379	9.2%	3	5.2%	0	2	1	0	0	0	0	0	1	0	42,341	7.2%	30,861	10.2%	24,638	10.3%	297	10.2%	74	65	58	57	43	33	48	43	50	60
Hit Fixed Object	3,161	27.0%	821	16.4%	667	16.3%	3	5.2%	0	0	2	0	1	2	4	0	1	0	103,679	17.7%	31,666	10.5%	25,128	10.5%	277	9.5%	62	53	60	43	59	56	50	45	61	51
Overturn	832	7.1%	170	3.4%	130	3.2%	2	3.4%	1	0	1	0	0	0	0	0	1	0	10,696	1.8%	1,738	0.6%	1,350	0.6%	24	0.8%	6	4	5	6	3	1	4	7	8	4
Head On	597	5.1%	143	2.9%	130	3.2%	2	3.4%	0	1	0	1	0	1	0	0	0	0	3,022	0.5%	1,393	0.5%	1,166	0.5%	9	0.3%	2	4	1	2	0	4	2	1	2	0
Sideswipe (Same Direction)	238	2.0%	70	1.4%	60	1.5%	1	1.7%	1	0	0	0	0	0	0	0	0	0	49,888	8.5%	22,740	7.5%	19,453	8.1%	171	5.9%	29	42	32	30	38	22	32	18	30	43
Angle (Right Turn)	45	0.4%	27	0.5%	25	0.6%	1	1.7%	1	0	0	0	0	0	1	0	0	0	6,404	1.1%	4,804	1.6%	3,813	1.6%	45	1.5%	12	9	10	8	6	10	6	9	4	5
Sideswipe (Opposite Direction)	180	1.5%	53	1.1%	47	1.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	3,853	0.7%	1,730	0.6%	1,462	0.6%	7	0.2%	2	2	1	1	1	2	1	6	7	3
Wildlife/Animal	91	0.8%	4	0.1%	3	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	10,841	1.9%	515	0.2%	385	0.2%	4	0.1%	1	0	1	1	1	0	1	1	1	1
Railway	20	0.2%	11	0.2%	11	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	179	0.0%	145	0.0%	128	0.1%	0	0.0%	0	0	0	0	0	0	0	0	1	0
Other	619	5.3%	170	3.4%	151	3.7%	1	1.7%	0	0	1	0	0	0	0	1	0	0	27,666	4.7%	13,070	4.3%	10,598	4.4%	86	3.0%	13	20	19	21	13	19	24	30	35	30
By Roadway Surface Condition																																							
Dry	8,704	74.5%	3,755	74.9%	2,979	72.7%	38	65.5%	12	5	8	6	7	6	7	3	5	3	392,681	67.2%	208,416	69.0%	159,621	66.5%	1,946	66.8%	420	398	391	398	339	357	314	350	377	424
Wet	2,464	21.1%	1,146	22.9%	1,050	25.6%	19	32.8%	4	5	7	2	1	2	2	1	3	2	155,075	26.5%	79,085	26.2%	72,075	30.0%	916	31.5%	184	209	220	150	153	155	219	183	214	171
Ice	225	1.9%	46	0.9%	28	0.7%	1	1.7%	1	0	0	0	0	0	0	0	0	0	14,848	2.5%	4,735	1.6%	2,023	0.8%	23	0.8%	3	9	3	5	3	2	6	6	11	7
Snow/Slush	126	1.1%	25	0.5%	11	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	12,073	2.1%	3,799	1.3%	1,135	0.5%	18	0.6%	2	5	4	0	7	3	2	4	2	4
Standing Water	24	0.2%	4	0.1%	3	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,644	0.3%	320	0.1%	299	0.1%	2	0.1%	0	1	0	1	0	2	0	0	0	0
Other	45	0.4%	10	0.2%	5	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	930	0.2%	291	0.1%	158	0.1%	0	0.0%	0	0	0	0	0	1	1	0	0	0
By Light Condition																																							
Daylight	6,467	55.3%	2,706	54.0%	2,218	54.1%	32	55.2%	9	7	7	4	5	1	6	4	4	5	387,222	66.3%	205,970	68.2%	162,006	67.5%	2,202	75.6%	452	484	460	424	382	402	404	404	452	495
Dark-Street Lights On	2,724	23.3%	1,788	35.7%	1,482	36.2%	21	36.2%	8	2	5	3	3	3	3	0	3	0	114,010	19.5%	70,157	23.2%	57,425	23.9%	550	18.9%	127	110	127	96	90	84	96	101	107	74
Dark-No Street Lights	1,784	15.3%	224	4.5%	157	3.8%	4	6.9%	0	1	2	1	0	1	0	0	0	0	46,815	8.0%	7,022	2.3%	5,154	2.1%	52	1.8%	9	13	12	8	10	9	15	13	16	16
Dark-Street Lights Off	93	0.8%	48	1.0%	39	1.0%	1	1.7%	0	0	1	0	0	1	0	0	0	0	3,457	0.6%	1,584	0.5%	1,232	0.5%	19	0.7%	2	5	4	6	2	3	2	6	2	5
Dusk	359	3.1%	148	3.0%	115	2.8%	0	0.0%	0	0	0	0	0	2	0	0	1	0	15,527	2.7%	8,289	2.7%	6,650	2.8%	45	1.5%	11	6	12	10	6	12	13	13	17	10
Dawn	202	1.7%	70	1.4%	66	1.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	10,801	1.8%	4,019	1.3%	3,348	1.4%	26	0.9%	7	6	2	6	5	8	4	4	8	7
Other	12	0.1%	4	0.1%	2	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	774	0.1%	386	0.1%	306	0.1%	4	0.1%	0	0	0	0	0	4	0	0	4	0
By Junction Relationship																																							
Intersection Related	3,801	32.5%	2,443	48.7%	1,966	48.0%	37	63.8%	9	6	11	5	6	3	4	3	4	2	218,386	37.4%	153,454	50.8%	120,035	50.0%	1,647	56.6%	351	356	351	316	273	297	316	303	333	367
Non-Intersection (Not Related)	7,120	60.9%	2,132	42.5%	1,767	43.1%	19	32.8%	7	3	4	3	2	5	4	1	3	1	307,925	52.7%	106,170	35.2%	86,591	36.1%	912	31.3%	178	196	194	178	166	150	154	163	186	158
Driveway-Related	739	6.3%	421	8.4%	357	8.7%	2	3.4%	1	1	1	0	0	0	1	0	1	2	53,745	9.2%	39,868	13.2%	31,799	13.2%	352	12.1%	81	72	74	61	64	74	75	80	89	76
Roundabout Related	29	0.2%	16	0.3%	9	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	4,093	0.7%	2,421	0.8%	1,689	0.7%	0	0.0%	0	0	0	0	0	1	0	0	0	1
By Roadway Curvature																																							
Straight & Level	6,224	53.2%	3,051	60.9%	2,441	59.6%	45	77.6%	12	6	14	7	6	6	7	3	7	4	355,179	60.8%	195,071	64.6%	150,755	62.8%	2,315	79.5%	485	493	486	444	407	458	492	475	549	553
Straight & Grade	1,889	16.2%	881	17.6%	759	18.5%	4	6.9%	3	0	0	0	1	0	0	0	0	0	99,049	17.0%	48,366	16.0%	41,411	17.2%	198	6.8%	31	30	64	34	39	12	15	30	17	12
Horizontal Curve	1,361	11.6%	368	7.3%	305	7.4%	2	3.4%	0	2	0	0	0	0	1	1	0	0	37,917	6.5%	12,998	4.3%	10,515	4.4%	125	4.3%	27	24	24	24	26	24	22	23	23	28
Horizontal Curve & Grade	1,368	11.7%	290	5.8%	262	6.4%	2	3.4%	0	0	1	0	1	2	2	0	0	0	37,289	6.4%	10,257	3.4%	8,962	3.7%	52	1.8%	10	10	11	13	8	13	11	8	12	8
Vertical Curve	364	3.1%	118	2.4%	100	2.4%	0	0.0%	0	0	0	0	0	0	0	0	0	1	13,359	2.3%	5,674	1.9%	4,880	2.0%	14	0.5%	3	2	2	1	6	2	3	1	2	4
Unknown	34	0.3%	20	0.4%	18	0.4%	0	0.0%	0	0	0	0	0	0	0	0	0	0	3,905	0.7%	3,069	1.0%	2,801	1.2%	3	0.1%	0	0	0	0	3	13	2	9	3	2
Hit Fixed Object Crashes Only - By Fixed Object Hit																																							
Utility Pole	253	8.0%	90	11.0%	72	10.8%	1	50.0%	0	0	1	0	0	0	0	0	0	0	7,514	7.2%	3,128	9.9%	2,372	9.4%	35	14.2%	4	9	9	5	8	5	3	7	5	7
Curb / Raised Traffic Island	156	4.9%	112	13.7%	89	13.3%	1	50.0%	0	0	1	0	0	0	0	0	0	0	4,070	3.9%	2,978	9.4%	2,434	9.7%	25	10.1%	5	6	9	3	2	6	5	1	6	3
Tree / Stump (Stationary)	593	18.7%	176	21.6%	154	23.1%	0	0.0%	0	0	0	0	1	1	0	1	0	0	9,905	9.6%	4,359	13.7%	3,745	14.9%	41	16.6%	7	6	9	6	13	15	9	5	10	5
Fence	176	5.5%	53	6.5%	37	5.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	8,214	7.9%	3,724	11.7%	2,585	10.3%	27	10.9%	8	6	6	3	4	1	0	3	6	4
Roadway Ditch	334	10.5%	31	3.8%	27	4.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	13,365	12.9%	1,245	3.9%	1,126	4.5%	14	5.7%	5	2	2	2	3	5	4	1	2	1
Building	32	1.0%	21	2.6%	15	2.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,435	1.4%	1,094	3.4%	803	3.2%	12	4.9%	1	3	3	0	5	1	4	1	3	3
Traffic Signal Pole	30	0.9%	23	2.8%	21	3.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	930	0.9%	682	2.1%	526	2.1%	10	4.0%	1	4	1	1	3	1	0	1	1	1
Fire Hydrant	10	0.3%	7	0.9%	6	0.9%	0	0.0%	0	0	0	0	0	0	0	0	0	0	994	1.0%	765	2.4%	583	2.3%	10	4.0%	1	2	3	0	4	1	1	2	1	1
Earth Bank	285	9.0%	31	3.8%	23	3.4%	0	0.0%	0	0	0	0	0	0	0	0	0	0	6,573	6.3%	607	1.9%	497	2.0%	9	3.6%	1	3	0	3	2	1	1	1	0	0
Metal Sign Post	60	1.9%	20	2.5%	15	2.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	3,837	3.7%	1,848	5.8%	1,400	5.6%	7	2.8%	4	0	3	0	0	3	2	2	0	2
Mail Box	61	1.9%	15	1.8%	13	1.9%	0	0.0%	0	0	0	0	0	1	0	0	0	0	2,451	2.4%	953	3.0%	814	3.2%	7	2.8%	2	0	0	2	3	3	4	1	2	4
Retaining Wall	67	2.1%	37	4.5%	31	4.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,898	1.8%	1,180	3.7%	938	3.7%	6	2.4%	1	3	2	0	0	1	0	0	1	1
Guardrail	294	9.3%	32	3.9%	28	4.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	8,982	8.7%	1,040	3.3%	924	3.7%	5	2.0%	3	0	0	1	1	1	0	1	2	1
Ran Over Embankment	235	7.4%	23	2.8%	17	2.5%	0	0.0%	0	0	0	0	0	2	0	0	0	0	4,506	4.3%	530	1.7%	445	1.8%	5	2.0%	2	2	1	0	0	1	2	0	0	1
Wood Sign Post	53	1.7%	9	1.1%	9	1.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	2,926	2.8%	1,080	3.4%	880	3.5%	5	2.0%	1	0	0	4	0	1	5	5	4	3
Utility Box	19	0.6%	8	1.0%	8	1.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	820	0.8%	384	1.2%	279	1.1%	5	2.0%	2	0	0	1	2	2	3	1	1	0
Misc. Debris on Road	14	0.4%	3	0.4%	2	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,223	1.2%	213	0.7%	156	0.6%	4	1.6%	0	2	1	1	0	2	1	1	0	1
Fallen Rock / Tree	15	0.5%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	867	0.8%	104	0.3%	97	0.4%	3	1.2%	0	0	0	2	1	0	0	1	0	0
Railway Signal / Pole	3	0.1%	2	0.2%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	159	0.2%	97	0.3%	53	0.2%	3	1.2%	1	0	1	0	1	0	0	2	0	0
Concrete Barrier	145	4.6%	28	3.4%	24	3.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	9,672	9.3%	864	2.7%	736	2.9%	2	0.8%	1	0	0	1	0	0	1	0	1	0
Boulder (Stationary)	46	1.5%	7	0.9%	4	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,107	1.1%	434	1.4%	303	1.2%	2	0.8%	0	0	1	0	1	0	0	0	1	0
Into River / Lake	14	0.4%	1	0.1%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	333	0.3%	54	0.2%	40	0.2%	2	0.8%	0	1	0	1	0	0	1	2	0	1
Temporary Traffic Sign / Barricade	9	0.3%	4	0.5%	4	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	401	0.4%	131	0.4%	106	0.4%	1	0.4%	0	0	0	0	1	0	0	0	0	0
Culvert	37	1.2%	7	0.9%	6	0.9%	0	0.0%	0	0	0	0	0	0	0	0	0	0	867	0.8%	124	0.4%	110	0.4%	1	0.4%	1	0	0	0	0	0	0	1	0	0
Bridge Rail	44	1.4%	11	1.3%	10	1.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	2,716	2.6%	566	1.8%	505	2.0%	0	0.0%	0	0	0	0	0	0	1	0	1	0
Manhole Cover	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	74	0.1%	60	0.2%	45	0.2%	0	0.0%	0	0	0	0	0	0	0	0	1	0
Other Objects	69	2.2%	31	3.8%	21	3.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	2,990	2.9%	1,447	4.6%	1,064	4.2%	6	2.4%	0	2	3	1	0	1	3	1	4	2
By Contributing Circumstance																																							
Inattention / Distraction	3,382	22.5%	1,399	24.1%	1,159	24.6%	23	31.1%	5	5	7	3	3	2	0	2	0	0	222,217	30.9%	122,177	33.6%	100,813	34.7%	1,644	42.0%	312	351	352	322	307	252	126	103	127	103
Exceeding Safe / Stated Speed	2,953	19.6%	902	15.5%	727	15.4%	12	16.2%	2	2	4	3	1	1	3	0	0	1	96,565	13.4%	24,912	6.8%	20,517	7.1%	299	7.6%	71	56	60	59	53	34	52	47	117	102
Under Influence of Alcohol / Drugs	2,191	14.6%	670	11.5%	524	11.1%	10	13.5%	2	3	3	1	1	4	1	1	1	1	30,867	4.3%	14,384	4.0%	11,040	3.8%	186	4.7%	44	31	42	33	36	26	33	31	34	28
Failing to Yield	1,195	7.9%	605	10.4%	463	9.8%	6	8.1%	1	2	1	1	1	0	1	1	1	2	93,536	13.0%	61,804	17.0%	48,018	16.5%	555	14.2%	114	111	130	108	92	95	148	131	135	166
Failing to Yield to Ped / Cyclist	446	3.0%	378	6.5%	317	6.7%	6	8.1%	3	1	1	0	1	0	1	0	1	1	4,314	0.6%	3,747	1.0%	3,142	1.1%	35	0.9%	12	7	6	5	5	6	10	6	15	11
Disregard Signal	283	1.9%	206	3.5%	158	3.4%	3	4.1%	1	1	0	0	1	0	0	2	0	1	13,275	1.8%	10,467	2.9%	7,840	2.7%	203	5.2%	49	47	40	34	33	32	40	36	35	52
Following Too Close	374	2.5%	110	1.9%	96	2.0%	1	1.4%	0	0	0	1	0	0	1	0	0	0	93,378	13.0%	33,885	9.3%	24,426	8.4%	199	5.1%	53	49	30	36	31	43	60	62	52	61
Improper Turn	227	1.5%	145	2.5%	128	2.7%	1	1.4%	0	1	0	0	0	0	0	0	0	0	18,360	2.6%	13,747	3.8%	11,244	3.9%	102	2.6%	18	30	15	22	17	10	20	24	28	19
Operating Defective Equipment	293	1.9%	76	1.3%	63	1.3%	1	1.4%	0	1	0	0	0	1	0	0	0	0	12,591	1.8%	4,423	1.2%	3,410	1.2%	53	1.4%	13	8	14	7	11	9	12	20	15	11
Improper Passing	273	1.8%	75	1.3%	69	1.5%	1	1.4%	0	0	0	1	0	1	1	0	0	0	6,807	0.9%	3,023	0.8%	2,606	0.9%	21	0.5%	3	5	2	6	5	5	3	6	4	8
Apparently Ill	125	0.8%	57	1.0%	47	1.0%	1	1.4%	0	0	0	1	0	0	0	0	0	0	2,506	0.3%	1,156	0.3%	937	0.3%	17	0.4%	4	5	4	1	3	2	2	7	8	5
On Wrong Side of Road	262	1.7%	67	1.2%	53	1.1%	1	1.4%	0	1	0	0	0	0	0	0	0	0	2,233	0.3%	1,134	0.3%	820	0.3%	8	0.2%	1	2	1	4	0	0	0	0	0	0
Disregard Stop Sign	235	1.6%	100	1.7%	74	1.6%	0	0.0%	0	0	0	0	0	0	0	0	1	0	7,403	1.0%	5,265	1.4%	3,697	1.3%	63	1.6%	17	11	9	11	15	14	19	23	19	16
Improper Backing	24	0.2%	14	0.2%	12	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	7,423	1.0%	5,883	1.6%	4,154	1.4%	51	1.3%	10	14	7	14	6	17	12	20	20	18
Apparently Asleep	307	2.0%	51	0.9%	39	0.8%	0	0.0%	0	0	0	0	0	0	0	0	0	0	9,279	1.3%	2,248	0.6%	1,804	0.6%	30	0.8%	5	7	5	7	6	8	3	6	6	5
Improper U-Turn	79

COLLISION DATA

OFFICER-REPORTED CRASHES THAT OCCURRED ON ALL ROADS (*excluding state routes with limited access*) IN THE CITY OF LONGVIEW
01/01/2014 - 12/31/2018

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

JURIS-DICTION	PRIMARY TRAFFICWAY	BLOCK #	MP	INTERSECTING TRAFFICWAY	DATE	DAY NAME	TIME	MOST SEVERE SOBRIETY TYPE	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 1 TRAFFIC CONTROL	VEHICLE 1 POSTED SPEED	VEHICLE 1 ROADWAY TYPE	VEHICLE 1 ROADWAY SURFACE TYPE
City Street	10TH AVE	1200			11/11/2017	Saturday	1:06 AM	HBD - Ability Impaired	Suspected Serious Injury	One parked--one moving	Not at Intersection and Not Related	Overcast	Wet	Dark-No Street Lights	Outside Shoulder of Primary Trafficway	Passenger Car	Going Straight Ahead	North	South	No Traffic Control		Two Way - Undivided	Blacktop
City Street	12TH AVE	0		FIR ST	05/19/2017	Friday	12:45 PM	Had NOT Been Drinking	Suspected Serious Injury	Entering at angle	At Intersection and Related	Overcast	Dry	Daylight	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	East	West	Stop Sign	25	Two Way - Divided, no Barrier	Concrete
City Street	15TH AVE	1300		BROADWAY ST	09/24/2014	Wednesday	12:13 PM	Had NOT Been Drinking	Suspected Serious Injury	Entering at angle	At Intersection and Related	Overcast	Dry	Daylight	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North	Signals	30	Two Way - Undivided	Blacktop
City Street	15TH AVE	0		HEMLOCK ST	10/09/2018	Tuesday	7:40 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle Strikes Pedalcyclist	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	North	South	Signals	35	Two Way - Divided, no Barrier	Blacktop
City Street	15TH AVE	1400		HEMLOCK ST	12/25/2016	Sunday	5:21 PM	Had NOT Been Drinking	Died in Hospital	From opposite direction - one left turn - one straight	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights Off	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East	Signals		Two Way - Divided, with Barrier	Blacktop
City Street	15TH AVE	1300		HUDSON ST	03/13/2016	Sunday	9:45 PM	HBD - Sobriety Unknown	Suspected Serious Injury	Vehicle going straight hits pedestrian	At Intersection and Related	Raining	Wet	Dark-Street Lights On	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	South	North	Signals	30	Two Way - Undivided	Blacktop
City Street	15TH AVE	700			07/06/2017	Thursday	10:19 PM	Had NOT Been Drinking	Died in Hospital	Vehicle going straight hits pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North	No Traffic Control		Two Way - Undivided	Concrete
City Street	15TH AVE	1800			03/01/2017	Wednesday	3:51 PM	HBD - Ability Impaired	Suspected Serious Injury	From same direction - both going straight - one stopped - rear-end	Intersection Related but Not at Intersection	Overcast	Wet	Daylight	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	South	North	No Traffic Control	30	Two Way - Divided, with Barrier	Blacktop
City Street	20TH AVE	300			07/14/2018	Saturday	3:35 PM	Unknown	Suspected Serious Injury	One parked--one moving	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Outside Shoulder of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North	No Traffic Control	25	Two Way - Undivided	Blacktop
City Street	30TH AVE	1400			04/09/2018	Monday	3:04 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle going straight hits pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North	No Traffic Control	20	Two Way - Undivided	Concrete
City Street	38TH AVE	2200			09/27/2018	Thursday	8:10 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle overturned	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Lane of Primary Trafficway	Motorcycle	Going Straight Ahead	South	North	Signals	36	Two Way - Divided, no Barrier	Blacktop
City Street	7TH AVE	0		DELAWARE ST	08/18/2017	Friday	3:37 PM	Unknown	Dead at Scene	Vehicle going straight hits pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	South	North	No Traffic Control	35	Two Way - Divided, no Barrier	Blacktop
City Street	7TH AVE HOME DEPOT THRU WAY	580			09/26/2018	Wednesday	12:05 PM	HBD - Ability Not Impaired	Suspected Serious Injury	Vehicle going straight hits pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West	No Traffic Control		Other	Blacktop
City Street	8TH AVE	800			06/15/2018	Friday	12:52 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle Strikes Pedalcyclist	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North	No Traffic Control	25	Two Way - Undivided	Blacktop
City Street	9TH AVE	1600		VANDERCOOK WAY	05/28/2016	Saturday	9:42 AM	Had NOT Been Drinking	Suspected Serious Injury	Fixed object	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Past the Outside Shoulder of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East	No Traffic Control	25	Two Way - Undivided	Gravel
City Street	BEECH ST	2000		20TH AVE	12/23/2015	Wednesday	9:39 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle going straight hits pedestrian	At Intersection and Related	Raining	Wet	Dark-Street Lights On	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East	No Traffic Control	30	Two Way - Divided, with Barrier	Blacktop
City Street	BROADWAY ST	1400		15TH AVE	11/07/2014	Friday	3:15 PM	Had NOT Been Drinking	Dead at Scene	Vehicle turning left hits pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Intersecting Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South	Signals	25	Two Way - Undivided	Blacktop

COLLISION DATA

VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	VEHICLE 2 TRAFFIC CONTROL	VEHICLE 2 POSTED SPEED	VEHICLE 2 ROADWAY TYPE	VEHICLE 2 ROADWAY SURFACE TYPE	VEHICLE 3 TYPE	VEHICLE 3 ACTION	VEHICLE 3 COMPASS DIRECTION FROM	VEHICLE 3 COMPASS DIRECTION TO	VEHICLE 3 TRAFFIC CONTROL	VEHICLE 3 POSTED SPEED	VEHICLE 3 ROADWAY TYPE	VEHICLE 3 ROADWAY SURFACE TYPE	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER MISC ACTION 1 (UNIT 1)	MV DRIVER MISC ACTION 2 (UNIT 1)
Passenger Car	Legally Parked, Unoccupied															Under Influence of Alcohol				
Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North	No Traffic Control	35	One Way	Concrete									Did Not Grant RW to Vehicle			Proceeded after stopping for flashing red light or stop sign	
Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East	Signals	30	Two Way - Divided, with Barrier	Blacktop									Did Not Grant RW to Vehicle	Disregard Stop and Go Light			
																None				
Passenger Car	Going Straight Ahead	South	North	Signals		Two Way - Divided, with Barrier	Blacktop									Inattention				
																Under Influence of Alcohol	Unknown Driver Distraction		Hit and run	
																None				
Passenger Car	Stopped for Traffic	Vehicle Stopped	Vehicle Stopped	No Traffic Control		Two Way - Divided, with Barrier	Blacktop									Under Influence of Alcohol	Exceeding Reas. Safe Speed			
Passenger Car	Legally Parked, Unoccupied															Driver Interacting with Passengers, Anim				
																None				
																Exceeding Reas. Safe Speed			Out of control (ice, turned too fast, etc.) or sliding (not skidding)	
																Inattention	Driver Grooming	Unknown Driver Distraction		
																Fail to Yield Row to Pedestrian	Inattention	Other Driver Distractions Inside Vehicle		
																None				
																Other				
																Inattention				
																Unknown Driver Distraction				

COLLISION DATA

MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	MV DRIVER MISC ACTION 1 (UNIT 2)	MV DRIVER MISC ACTION 2 (UNIT 2)	PEDESTRIAN ACTION (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	PEDESTRIAN WAS USING (UNIT 2)	PEDESTRIAN ACTION (UNIT 3)	PEDESTRIAN WAS USING (UNIT 3)	BICYCLIST ACTION (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	BICYCLIST WAS USING (UNIT 1)	BICYCLIST ACTION (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	BICYCLIST WAS USING (UNIT 2)	WA STATE PLANE SOUTH - X	WA STATE PLANE SOUTH - Y
None																		1024370.83	302324.90
None																		1023139.11	300666.77
None			Forced/Pushed into Other Lane															1022872.50	303271.42
														Xing diagonally	Disregard Stop and Go Light		Roadway	1022548.14	302235.01
None																		1022525.42	302242.44
					Xing at Intersection Against Signal			Marked X walk										1022729.08	302804.58
					Xing - Non Intersection - No X Walk	Did Not Grant RW to Vehicle		Roadway										1021563.07	299071.26
None			Stopped in line of traffic															1023658.52	305815.78
None																		1018284.24	297488.02
					From Behind Parked Vehicle	Inattention	Did Not Grant RW to Vehicle	Roadway										1016379.53	304226.41
																		1011577.98	310200.02
					Xing at Intersection - No Signal	None		Marked X walk	Xing - Non Intersection - In X Walk	Marked X walk								1024578.46	299527.15
					Not in Roadway	None		Other										1024157.17	297117.68
														Xing diagonally			Roadway	1024185.82	299439.92
																		1025490.20	304937.95
					Xing at Intersection - No Signal	Inattention		Marked X walk										1018612.68	297974.12
					Xing at Intersection with Signal	None		Marked X walk										1022872.50	303271.42

COLLISION DATA

OFFICER-REPORTED CRASHES THAT OCCURRED ON ALL ROADS (*excluding state routes with limited access*) IN THE CITY OF LONGVIEW
01/01/2014 - 12/31/2018

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JURIS-DICTION	PRIMARY TRAFFICWAY	BLOCK #	MP	INTERSECTING TRAFFICWAY	DATE	DAY NAME	TIME	MOST SEVERE SOBRIETY TYPE	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 1 TRAFFIC CONTROL	VEHICLE 1 POSTED SPEED	VEHICLE 1 ROADWAY TYPE	VEHICLE 1 ROADWAY SURFACE TYPE
City Street	CASCADE WAY	2600			07/03/2014	Thursday	1:43 AM	HBD - Ability Impaired	Suspected Serious Injury	Fixed object	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Past the Outside Shoulder of Primary Trafficway	Motorcycle	Going Straight Ahead	East	West	No Traffic Control	25	Two Way - Divided, no Barrier	Blacktop
City Street	COMMERCE AVE	0		MAPLE ST	01/17/2018	Wednesday	10:57 AM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle turning left hits pedestrian	At Intersection and Related	Overcast	Dry	Daylight	Intersecting Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East	Signals	25	Two Way - Undivided	Concrete
City Street	COMMERCE AVE	1100			02/15/2014	Saturday	2:20 AM	HBD - Sobriety Unknown	Suspected Serious Injury	Vehicle going straight hits pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	South	North	No Traffic Control	25	Two Way - Divided, no Barrier	Concrete
City Street	CONSTITUTION LN	4400		OLYMPIA WAY	07/23/2016	Saturday	5:05 PM	Unknown	Suspected Serious Injury	Fixed object	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Outside Shoulder of Primary Trafficway	Moped	Going Straight Ahead	South	North	Stop Sign		Two Way - Undivided	Concrete
City Street	DELAWARE ST	700		8TH AVE AT ALLEY	07/17/2014	Thursday	6:50 PM	Had NOT Been Drinking	Suspected Serious Injury	Entering at angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East	No Traffic Control	25	Alley	Concrete
City Street	FIR ST	0		15TH AVE	09/04/2018	Tuesday	8:45 PM	Had NOT Been Drinking	Suspected Serious Injury	Entering at angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West	Signals	25	Two Way - Divided, no Barrier	Concrete
City Street	FLORIDA ST	0		10TH AVE	01/17/2017	Tuesday	8:18 PM	Had NOT Been Drinking	Suspected Serious Injury	From opposite direction - one left turn - one straight	At Intersection and Related	Raining	Wet	Dark-Street Lights On	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North	No Traffic Control		Two Way - Divided, no Barrier	Blacktop
City Street	FLORIDA ST	1600		16TH AVE ALLEY WAY	11/06/2016	Sunday	7:45 PM	Unknown	Suspected Serious Injury	Vehicle - Pedalcyclist	At Intersection and Related	Raining	Wet	Dark-No Street Lights	Lane of Primary Trafficway	Not Stated	Going Straight Ahead	East	West	No Traffic Control			Blacktop
City Street	HUDSON ST	0		12TH AVE	12/19/2016	Monday	4:54 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle going straight hits pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Making Right Turn	South	East	Signals	25	Two Way - Divided, no Barrier	Concrete
City Street	MAPLE ST	1400		15TH AVE	10/15/2014	Wednesday	1:00 PM	HBD - Ability Not Impaired	Suspected Serious Injury	Vehicle turning left hits pedestrian	At Intersection and Related	Raining	Wet	Daylight	Intersecting Trafficway	Passenger Car	Making Left Turn	South		Signals	30	Two Way - Divided, no Barrier	Blacktop
City Street	NE NICHOLS BLVD	2600			11/08/2018	Thursday	6:44 PM	Had NOT Been Drinking	Dead at Scene	Vehicle going straight hits pedestrian	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	North	South	No Traffic Control	35	Two Way - Divided, no Barrier	Blacktop
City Street	NE NICHOLS BLVD	3300			03/01/2017	Wednesday	3:39 PM	HBD - Ability Impaired	Suspected Serious Injury	From opposite direction - both moving - head-on	Not at Intersection and Not Related	Overcast	Wet	Daylight	Lane of Primary Trafficway	Passenger Car	Other*	North	South	No Traffic Control		Two Way - Undivided	Blacktop
City Street	NICHOLS BLVD	1800		20TH AVE	09/09/2015	Wednesday	11:40 AM	Had NOT Been Drinking	Suspected Serious Injury	Entering at angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East	Signals	35	Two Way - Undivided	Concrete
City Street	NICHOLS BLVD	1600			03/25/2018	Sunday	1:11 AM	HBD - Ability Impaired	Suspected Serious Injury	One parked--one moving	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On	Outside Shoulder of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West	No Traffic Control		Two Way - Undivided	Blacktop
City Street	NICHOLS BLVD	1800			04/23/2016	Saturday	8:34 PM	HBD - Ability Impaired	Suspected Serious Injury	One parked--one moving	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On	Outside Shoulder of Primary Trafficway	Passenger Car	Going Straight Ahead	Southeast	Northwest	No Traffic Control	35	Two Way - Undivided	Blacktop
City Street	OREGON WAY	300		ALABAMA ST	09/01/2014	Monday	5:18 AM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle - Pedalcyclist	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Intersecting Trafficway								
City Street	OREGON WAY	0		BALTIMORE ST	10/28/2018	Sunday	12:29 AM	HBD - Ability Impaired	Suspected Serious Injury	Entering at angle	At Intersection and Related	Raining	Wet	Dark-Street Lights On	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	South	North	Signals	35	Two Way - Divided, no Barrier	Concrete

COLLISION DATA

VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	VEHICLE 2 TRAFFIC CONTROL	VEHICLE 2 POSTED SPEED	VEHICLE 2 ROADWAY TYPE	VEHICLE 2 ROADWAY SURFACE TYPE	VEHICLE 3 TYPE	VEHICLE 3 ACTION	VEHICLE 3 COMPASS DIRECTION FROM	VEHICLE 3 COMPASS DIRECTION TO	VEHICLE 3 TRAFFIC CONTROL	VEHICLE 3 POSTED SPEED	VEHICLE 3 ROADWAY TYPE	VEHICLE 3 ROADWAY SURFACE TYPE	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER MISC ACTION 1 (UNIT 1)	MV DRIVER MISC ACTION 2 (UNIT 1)
																Under Influence of Alcohol	Inattention		Struck curb, traffic island, or raised barrier before additional impacts	Out of control (ice, turned too fast, etc.) or sliding (not skidding)
																Fail to Yield Row to Pedestrian				
																Other			Hit and run	
																Unknown Driver Distraction				
Motorcycle	Going Straight Ahead	East	West	No Traffic Control	25	Two Way - Undivided	Blacktop									Driver Not Distracted				
Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South	Signals	35	Two Way - Divided, no Barrier	Concrete									Disregard Stop and Go Light				
Passenger Car	Going Straight Ahead	East	West	No Traffic Control		Two Way - Divided, no Barrier	Blacktop									None				
																Other			Hit and run	
																Inattention				
																Inattention	Fail to Yield Row to Pedestrian			
																Other				
Passenger Car	Going Straight Ahead	South	North	No Traffic Control	35	Two Way - Undivided	Blacktop									Under Influence of Alcohol	On Wrong Side Of Road	Exceeding Reas. Safe Speed	Out of control (ice, turned too fast, etc.) or sliding (not skidding)	Leaves and re-enters roadway/travelway prior to impact
Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South	Signals	25	Two Way - Undivided	Concrete	Passenger Car	Other*			Signals	25	Two Way - Undivided	Concrete	Exceeding Reas. Safe Speed	Did Not Grant RW to Vehicle	Other		
Passenger Car	Legally Parked, Occupied															Under Influence of Alcohol				
Pickup, Panel Truck or Vanette under 10,000 lb	Legally Parked, Unoccupied	Southeast	Vehicle Stopped	No Traffic Control		Two Way - Undivided	Blacktop									Under Influence of Alcohol	Exceeding Stated Speed Limit			
Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West	No Traffic Control	5	Two Way - Divided, no Barrier	Concrete													
Passenger Car	Making Left Turn	East	South	Signals	35	Center-Two Way Left Turn Lane	Concrete									Under Influence of Alcohol			Hit and run	

COLLISION DATA

MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	MV DRIVER MISC ACTION 1 (UNIT 2)	MV DRIVER MISC ACTION 2 (UNIT 2)	PEDESTRIAN ACTION (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	PEDESTRIAN WAS USING (UNIT 2)	PEDESTRIAN ACTION (UNIT 3)	PEDESTRIAN WAS USING (UNIT 3)	BICYCLIST ACTION (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	BICYCLIST WAS USING (UNIT 1)	BICYCLIST ACTION (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	BICYCLIST WAS USING (UNIT 2)	WA STATE PLANE SOUTH - X	WA STATE PLANE SOUTH - Y
																		1019215.39	309161.83
					Xing at Intersection with Signal	None		Marked X walk										1023682.71	303544.93
					Xing - Non Intersection - No X Walk	Other		Roadway										1023104.00	301686.20
																		1008411.34	314098.19
Exceeding Reas. Safe Speed																		1024245.04	299630.80
None																		1022159.56	300971.39
Unknown Driver Distraction			Stolen Vehicle Involved	Hit and run														1023988.27	301092.94
														Xing or Entering Trafficway	Inattention	Did Not Grant RW to Vehicle	Roadway	1021856.51	301764.18
					Xing at Intersection with Signal	Inattention		Marked X walk										1023712.33	302498.77
					Xing at Intersection with Signal			Walkway										1023023.34	303750.23
					All Other Actions	Other		Other										1018825.79	305197.36
None																		1019606.78	306153.11
None																		1019917.84	299884.34
None			Forced/pushed off road by other vehicle (contact must be made)															1020732.31	299329.80
																		1020196.34	299694.31
None											Riding Against Traffic	On Wrong Side Of Road	Roadway					1019648.84	296171.13
None																		1020652.96	297553.12

COLLISION DATA

OFFICER-REPORTED CRASHES THAT OCCURRED ON ALL ROADS (*excluding state routes with limited access*) IN THE CITY OF LONGVIEW
01/01/2014 - 12/31/2018

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

JURIS-DICTION	PRIMARY TRAFFICWAY	BLOCK #	MP	INTERSECTING TRAFFICWAY	DATE	DAY NAME	TIME	MOST SEVERE SOBRIETY TYPE	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 1 TRAFFIC CONTROL	VEHICLE 1 POSTED SPEED	VEHICLE 1 ROADWAY TYPE	VEHICLE 1 ROADWAY SURFACE TYPE
City Street	PACIFIC WAY	3100			02/06/2016	Saturday	12:18 AM	Had NOT Been Drinking	Dead at Scene	From opposite direction - all others	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights On	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	East	West	No Traffic Control	35	Two Way - Undivided	Concrete
City Street	TENNANT WAY	0		11TH AVE	07/19/2018	Thursday	10:20 AM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle turning left hits pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Intersecting Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	East	South	Signals	35	Center-Two Way Left Turn Lane	Concrete
City Street	TENNANT WAY			14TH AVE	01/09/2018	Tuesday	6:45 AM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle Strikes Pedalcyclist	At Intersection and Related	Raining	Wet	Dark-Street Lights On	Lane of Primary Trafficway								
City Street	WASHINGTON WAY	1000		11TH AVE	11/03/2015	Tuesday	6:49 PM	HBD - Ability Not Impaired	Died in Hospital	Vehicle turning left hits pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Intersecting Trafficway	Passenger Car	Making Left Turn	Northeast	Southeast	Signals	25	Two Way - Divided, no Barrier	Concrete
City Street	WASHINGTON WAY	1200		19TH AVE	06/25/2016	Saturday	12:54 PM	Had NOT Been Drinking	Suspected Serious Injury	Entering at angle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Motorcycle	Making Left Turn	Southwest	Northeast	Stop Sign	35	Two Way - Undivided	Blacktop
City Street	WASHINGTON WAY	0		28TH AVE	01/05/2018	Friday	7:20 AM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle going straight hits pedestrian	At Intersection and Related	Raining	Wet	Dark-Street Lights On	Lane of Primary Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West	Flashing Amber	30	Two Way - Divided, no Barrier	Blacktop
City Street	WASHINGTON WAY	3000		30TH AVE	03/10/2016	Thursday	7:25 AM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle turning left hits pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Intersecting Trafficway	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	North	East	Signals	35	Two Way - Undivided	Concrete
City Street	WASHINGTON WAY	0		8TH AVE	11/04/2016	Friday	2:16 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle overturned	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Motorcycle	Going Straight Ahead	Northeast	Southwest	No Traffic Control	35	Two Way - Divided, with Barrier	Blacktop
City Street	WASHINGTON WAY	1800			02/29/2016	Monday	7:59 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle going straight hits pedestrian	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Lights	Lane of Primary Trafficway	Passenger Car	Going Straight Ahead	Southwest	Northeast		30	Two Way - Undivided	Blacktop
City Street	WASHINGTON WAY	3300			08/09/2018	Thursday	3:00 PM	Had NOT Been Drinking	Suspected Serious Injury	From same direction - one right turn - one straight	At Driveway	Clear or Partly Cloudy	Dry	Daylight	Lane of Primary Trafficway	Motorcycle	Overtaking and Passing	West	East	No Traffic Control	35	Two Way - Divided, no Barrier	Blacktop
State Route	4		57.73		9/17/2015	Thursday	8:13 PM	Had NOT Been Drinking	Died in Hospital	Vehicle going straight hits pedestrian	Not at Intersection and Not Related	Other	Dry	Dark-No Street Lights	Lane 1 Increasing Milepost	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East	No Traffic Control	40	Center-Two Way Left Turn Lane	Blacktop
State Route	4		57.75		1/30/2016	Saturday	9:34 PM	HBD - Ability Impaired	Suspected Serious Injury	From same direction - both going straight - both moving - rear-end	At Intersection and Related	Raining	Wet	Dark-Street Lights On	Lane 2 Decreasing Milepost	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West	Signals	35	Center-Two Way Left Turn Lane	Blacktop
State Route	4		58.62		2/21/2018	Wednesday	12:47 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle Strikes Pedalcyclist	At Intersection and Related	Clear or Partly Cloudy	Ice	Daylight	Intersecting Road Decreasing Milepost	Passenger Car	Making Left Turn	North	Southeast	Stop Sign		Two Way - Undivided	Concrete
State Route	4		59.17		3/30/2015	Monday	8:13 AM	Had NOT Been Drinking	Suspected Serious Injury	From same direction - both going straight - one stopped - rear-end	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Lane 1 Increasing Milepost	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East	Signals	35	Center-Two Way Left Turn Lane	Concrete
State Route	4		59.31		9/1/2018	Saturday	1:25 PM	Had NOT Been Drinking	Suspected Serious Injury	From same direction - both going straight - one stopped - sideswipe	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	Lane 1 Decreasing Milepost	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West	Signals	35	Two Way - Divided, no Barrier	Blacktop
State Route	4		59.43		3/22/2015	Sunday	9:01 PM	Had NOT Been Drinking	Suspected Serious Injury	Vehicle - Pedalcyclist	At Intersection and Related	Overcast	Dry	Dark-Street Lights On	Intersecting Road Decreasing Milepost	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	North	Signals	35	Center-Two Way Left Turn Lane	Blacktop
State Route	4		60.57		2/21/2014	Friday	5:23 PM	HBD - Ability Impaired	Suspected Serious Injury	Vehicle - Pedalcyclist	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Lane 2 Increasing Milepost								

COLLISION DATA

VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	VEHICLE 2 TRAFFIC CONTROL	VEHICLE 2 POSTED SPEED	VEHICLE 2 ROADWAY TYPE	VEHICLE 2 ROADWAY SURFACE TYPE	VEHICLE 3 TYPE	VEHICLE 3 ACTION	VEHICLE 3 COMPASS DIRECTION FROM	VEHICLE 3 COMPASS DIRECTION TO	VEHICLE 3 TRAFFIC CONTROL	VEHICLE 3 POSTED SPEED	VEHICLE 3 ROADWAY TYPE	VEHICLE 3 ROADWAY SURFACE TYPE	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER MISC ACTION 1 (UNIT 1)	MV DRIVER MISC ACTION 2 (UNIT 1)
Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East	No Traffic Control	35	Two Way - Undivided	Concrete									Exceeding Stated Speed Limit				
																Inattention				
Passenger Car	Going Straight Ahead	East	West	Signals	35	Two Way - Divided, no Barrier	Blacktop													
																Unknown Driver Distraction				
Passenger Car	Going Straight Ahead	Southeast	Southwest	No Traffic Control	35	Two Way - Undivided	Blacktop									Did Not Grant RW to Vehicle	Other		Turn after stopping at red flashing light or stop sign	View obstructed by other vehicle or object
																Fail to Yield Row to Pedestrian				
																Fail to Yield Row to Pedestrian	Other			
																Exceeding Reas. Safe Speed			Avoiding another vehicle	
																None	Driver Not Distracted			
Truck Tractor & Semi-Trailer	Making Right Turn	West	South	No Traffic Control	35	Two Way - Divided, no Barrier	Blacktop									Exceeding Reas. Safe Speed	Did Not Grant RW to Vehicle			
																None				
Passenger Car	Starting in Traffic Lane	East	West	Signals	35	Center-Two Way Left Turn Lane	Blacktop									Under Influence of Alcohol	Inattention			
																Inattention				
Pickup, Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	Signals	35	Center-Two Way Left Turn Lane	Concrete	Not Stated	Stopped at Signal or Stop Sign	West	Vehicle Stopped					Apparently Ill				
Pickup, Panel Truck or Vanette under 10,000 lb	Stopped for Traffic		Vehicle Stopped	Signals	35	Two Way - Divided, no Barrier	Blacktop	Pickup, Panel Truck or Vanette under 10,000 lb	Stopped for Traffic		Vehicle Stopped	Signals	35	Two Way - Divided, no Barrier	Blacktop	Other				
																None				
Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	West	East	Signals	3	Two Way - Divided, no Barrier	Concrete													

COLLISION DATA

MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	MV DRIVER MISC ACTION 1 (UNIT 2)	MV DRIVER MISC ACTION 2 (UNIT 2)	PEDESTRIAN ACTION (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	PEDESTRIAN WAS USING (UNIT 2)	PEDESTRIAN ACTION (UNIT 3)	PEDESTRIAN WAS USING (UNIT 3)	BICYCLIST ACTION (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	BICYCLIST WAS USING (UNIT 1)	BICYCLIST ACTION (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	BICYCLIST WAS USING (UNIT 2)	WA STATE PLANE SOUTH - X	WA STATE PLANE SOUTH - Y
Driver Not Distracted																		1017963.02	310894.55
					Xing at Intersection Against Signal	Other		Marked X walk										1022783.62	298367.74
None											Xing or Entering Trafficway	Did Not Grant RW to Vehicle	Marked X walk					1021820.68	298707.92
					At Intersection Not Using Crosswalk	Other		Roadway										1024341.93	304703.97
None																		1021189.35	302787.50
					Xing at Intersection with Signal	None		Marked X walk										1017438.89	301402.28
					Xing at Intersection with Signal	None		Marked X walk										1016261.94	301245.16
																		1025760.30	305528.74
					Xing - Non Intersection - No X Walk	Did Not Grant RW to Vehicle	Failure to Use Xwalk	Roadway										1021335.77	302866.96
None																		1013789.60	300979.98
					Xing - Non Intersection - No X Walk	Other		Roadway										1011140.37	309781.37
None																		1011209.28	309714.70
														Xing or Entering Trafficway	None		Marked X walk	1014915.73	306996.49
None																		1017764.30	306490.89
None																		1018473.79	306411.53
														Xing or Entering Trafficway	Disregard Stop and Go Light		Marked X walk	1019128.77	306332.69
None											Xing or Entering Trafficway	Under Influence of Alcohol	Marked X walk					1025118.62	305954.13

COLLISION DATA

OFFICER-REPORTED CRASHES THAT OCCURRED ON ALL ROADS (*excluding state routes with limited access*) IN THE CITY OF LONGVIEW
01/01/2014 - 12/31/2018

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

JURIS-DICTION	PRIMARY TRAFFICWAY	BLOCK #	MP	INTERSECTING TRAFFICWAY	DATE	DAY NAME	TIME	MOST SEVERE SOBRIETY TYPE	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	VEHICLE 1 TYPE	VEHICLE 1 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 1 TRAFFIC CONTROL	VEHICLE 1 POSTED SPEED	VEHICLE 1 ROADWAY TYPE	VEHICLE 1 ROADWAY SURFACE TYPE
State Route	411		0.84		8/2/2017	Wednesday	8:54 AM	Had NOT Been Drinking	Died in Hospital	Vehicle turning right hits pedestrian	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Lane 1 Increasing Milepost	Passenger Car	Making Left Turn	West	North	Signals	35	Two Way - Undivided	Concrete
State Route	411		1.02		3/30/2015	Monday	6:52 PM	HBD - Ability Impaired	Suspected Serious Injury	One parked--one moving	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Right Shoulder Decreasing Milepost	Passenger Car	Legally Parked, Unoccupied						
State Route	432		2.5		10/19/2015	Monday	2:57 PM	Had NOT Been Drinking	Suspected Serious Injury	From opposite direction - both moving - head-on	Not at Intersection and Not Related	Overcast	Wet	Daylight	Lane 1 Increasing Milepost	Truck & Trailer	Slowing	West	East	No Traffic Control	50	Two Way - Undivided	Concrete
State Route	432		7.04		4/24/2017	Monday	6:40 PM	Had NOT Been Drinking	Suspected Serious Injury	From opposite direction - one left turn - one straight	At Intersection and Related	Raining	Wet	Daylight	Lane 1 Decreasing Milepost	Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	East	West	Signals	35	Two Way - Divided, no Barrier	Blacktop
State Route	432		7.44		4/1/2017	Saturday	10:23 AM	Had NOT Been Drinking	Died in Hospital	Entering at angle	At Driveway	Overcast	Dry	Daylight	Lane 2 Decreasing Milepost	Pickup, Panel Truck or Vanette under 10,000 lb	Making Left Turn	West	Southeast	Stop Sign	15	Two Way - Divided, with Barrier	Blacktop
State Route	433		0.94		4/4/2016	Monday	7:07 AM	Had NOT Been Drinking	Suspected Serious Injury	From same direction - both going straight - one stopped - rear-end	At Intersection and Related	Overcast	Wet	Daylight	Lane 1 Increasing Milepost	Truck Tractor & Semi-Trailer	Going Straight Ahead	South	North	Signals	25	Two Way - Undivided	Concrete
State Route	432R100800		0.20		1/6/2016	Wednesday	1:20 PM	Had NOT Been Drinking	Suspected Serious Injury	From same direction - both going straight - one stopped - rear-end	Intersection Related but Not at Intersection	Overcast	Dry	Daylight	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	Truck (Flatbad, Van, etc)	Going Straight Ahead	East	West	No Traffic Control		Interchange Ramp	Blacktop

COLLISION DATA

VEHICLE 2 TYPE	VEHICLE 2 ACTION	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	VEHICLE 2 TRAFFIC CONTROL	VEHICLE 2 POSTED SPEED	VEHICLE 2 ROADWAY TYPE	VEHICLE 2 ROADWAY SURFACE TYPE	VEHICLE 3 TYPE	VEHICLE 3 ACTION	VEHICLE 3 COMPASS DIRECTION FROM	VEHICLE 3 COMPASS DIRECTION TO	VEHICLE 3 TRAFFIC CONTROL	VEHICLE 3 POSTED SPEED	VEHICLE 3 ROADWAY TYPE	VEHICLE 3 ROADWAY SURFACE TYPE	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER MISC ACTION 1 (UNIT 1)	MV DRIVER MISC ACTION 2 (UNIT 1)
																Operating Defective Equipment	Fail to Yield Row to Pedestrian	Driver Distractions Outside Vehicle		
Motorcycle	Overtaking and Passing	North	South	No Traffic Control		Two Way - Divided, no Barrier	Concrete	Not Stated	Legally Parked, Unoccupied							None				
Passenger Car	Going Straight Ahead	East	West	No Traffic Control	50	Two Way - Undivided	Concrete									Inattention	Exceeding Reas. Safe Speed	Follow Too Closely		
Passenger Car	Making Left Turn	West	North	Signals	35	Two Way - Divided, no Barrier	Blacktop									Disregard Stop and Go Light				
Pickup, Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	North	South	No Traffic Control	35	Two Way - Divided, with Barrier	Blacktop									Did Not Grant RW to Vehicle	Improper Turn			
Pickup, Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	Signals	25	Two Way - Undivided	Concrete									Inattention				
Pickup, Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	Signals		Interchange Ramp	Blacktop	Truck & Trailer	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped	Signals		Interchange Ramp	Blacktop	Inattention	Exceeding Reas. Safe Speed	Other Driver Distractions Inside Vehicle		

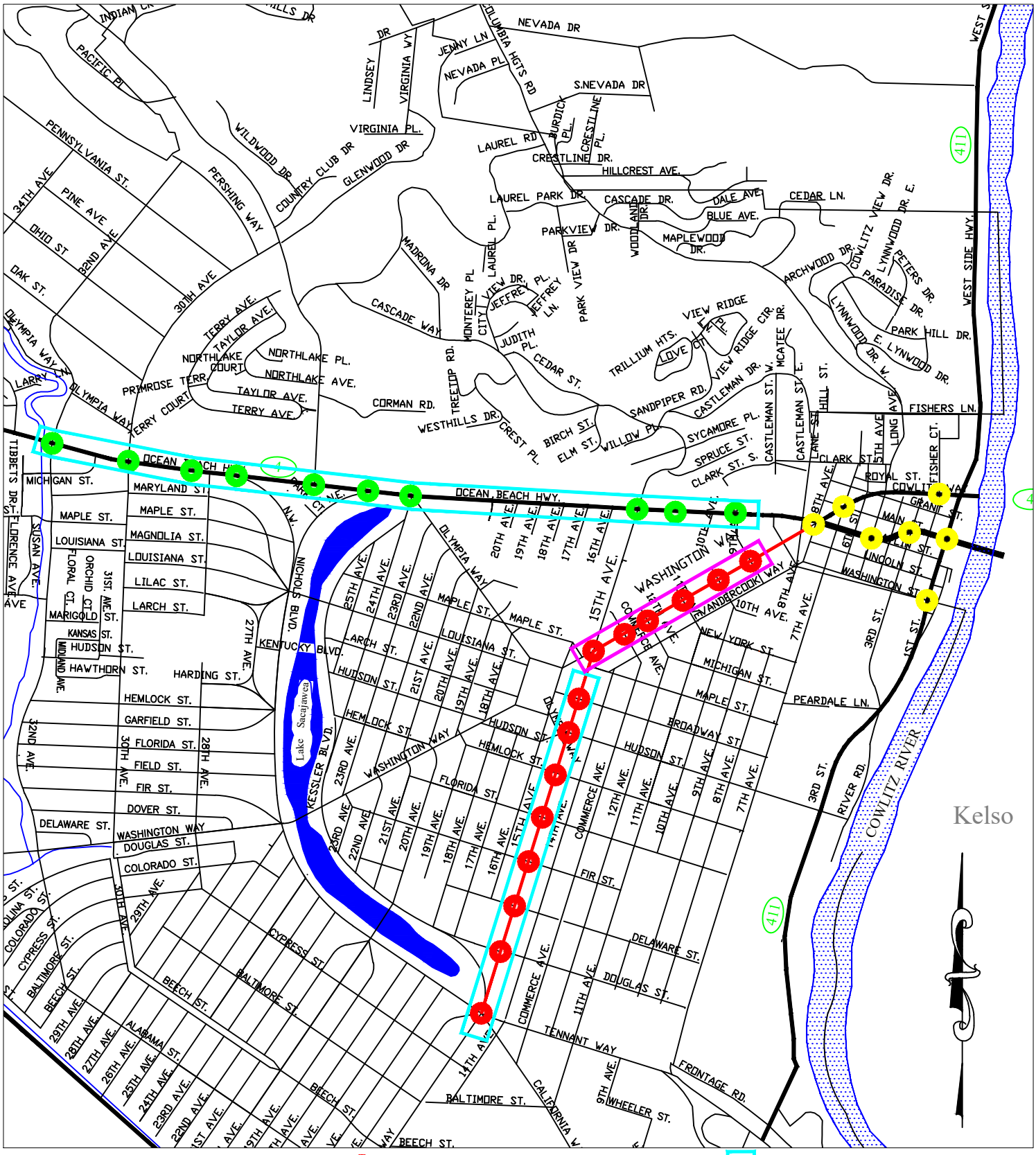
COLLISION DATA

MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	MV DRIVER MISC ACTION 1 (UNIT 2)	MV DRIVER MISC ACTION 2 (UNIT 2)	PEDESTRIAN ACTION (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	PEDESTRIAN WAS USING (UNIT 2)	PEDESTRIAN ACTION (UNIT 3)	PEDESTRIAN WAS USING (UNIT 3)	BICYCLIST ACTION (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	BICYCLIST WAS USING (UNIT 1)	BICYCLIST ACTION (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	BICYCLIST WAS USING (UNIT 2)	WA STATE PLANE SOUTH - X	WA STATE PLANE SOUTH - Y
					Xing at Intersection with Signal	None		Marked X walk										1026304.58	301691.35
Under Influence of Alcohol	Exceeding Reas. Safe Speed	Improper Passing																1026603.79	302577.61
None																		1004546.40	307333.36
None																		1023965.30	294856.39
None																		1024973.37	296553.41
None																		1019051.34	295214.46
None																		1025879.62	297138.40

Appendix B

City Improvement Project

Traffic Signal Upgrade 2019 - 2022



Vicinity Map

Longview, Washington

- Washington Way and 15th Ave
- SR 4 Signal Upgrade
- WSDOT/Kelso
- FYA
- LPI, FYA

The City of Longview Washington

Traffic Signal Upgrade
2019-2022