

MISSION

Spokane County Library District connects people with resources, 24/7.

Board of Trustees Regular Meeting

June 19, 2012 4:00 p.m. Argonne Library Public Meeting Room

AGENDA

- I. CALL TO ORDER**
- II. AGENDA APPROVAL [4:00-4:05]**
- III. ACTION ITEMS**
 - A. Approval of May 15, 2012, regular meeting minutes [4:05-4:10]
 - B. Approval of May bill payment vouchers [4:10-4:15]
 - C. Unfinished Business
 - 1. Final Traffic Impact Analysis for Spokane Valley Library/Balfour Park [4:15-4:25]
 - 2. Inter-local Agreement for acquisition of real estate: Approval recommendation [4:25-4:35]
 - D. New Business
 - 1. Computer Software Control Policy (Revision): Approval recommendation [4:35-4:40]
- IV. DISCUSSION ITEMS, POSSIBLE ACTION**
 - A. Strategic Planning proposal and timeline [4:40-4:50]
 - B. SCLD brand-building [4:50-5:00]
 - C. Future board meeting agenda items [5:00-5:05]
- V. REPORTS**
 - A. Trustees [5:05-5:15]
 - B. Executive Director [5:15-5:20]
 - Administrative
 - Community Activities
 - C. Public Services [5:20-5:25]
 - D. Communications [5:25-5:30]
 - E. Fiscal [5:30-5:35]
 - F. Deer Park Library Spotlight [5:35-5:45]
 - G. Overview: Risk Management [5:45-6:05]
- VI. PUBLIC COMMENT**
- VII. EXECUTIVE SESSION**

To review the performance of a public employee (RCW 42.30.110(g)) [6:05-7:05]
- VIII. ADJOURNMENT**

[Estimated meeting length: 3 hours and 5 minutes plus public comment]

- *This meeting location is barrier-free. If you require accommodation to participate in this meeting, please notify Spokane County Library District Administrative Offices (509/893-8200) at least 48 hours prior.*

SPOKANE COUNTY LIBRARY DISTRICT
BOARD OF TRUSTEES MEETING MINUTES: MAY 15, 2012

CALL TO ORDER

The regular meeting of the Spokane County Library District Board of Trustees was held May 15, 2012, at Cheney Library Public Meeting Room, 610 First Street, Cheney, WA. Chair Tim Hattenburg called the meeting to order at 4:00 p.m. and welcomed those in attendance.

PRESENT:

Tim Hattenburg - Chair
Mary E. Lloyd - Vice Chair
Ann Apperson - Trustee
Daniel Davis - Trustee
Mark Johnson - Trustee

Nancy Ledebuer - Director and Secretary

Also Present: Jane Baker, Communications Manager; Pat Davis, Branch Supervisor Cheney Library; Paul Eichenberg, Human Resources Manager; Priscilla Ice, IT Manager, Patrick Roewe, Branch Services Manager; Bill Sargent, Business Manager; Andrea Sharps, Collection Services Manager; Doug Stumbough, Branch Services Manager; and Patty Franz, Administrative Assistant.

AGENDA APPROVAL

Mr. Davis moved and Mr. Hattenburg seconded to approve the agenda.

The motion carried unanimously.

ACTION ITEMS

APPROVAL OF APRIL 17, 2012, REGULAR MEETING MINUTES

Mr. Hattenburg called for corrections to the April 17, 2012, regular meeting minutes.

There were no corrections; minutes stand approved as written.

APPROVAL OF APRIL 2012 BILL PAYMENT VOUCHERS

Ms. Apperson moved and Ms. Lloyd seconded approval of the April 2012 bill payment vouchers as follows:

Fund

L01	Voucher numbers: 41799 through 41997 and	
	W00069, W00070, W00071 totaling	\$ 562,707.69
	Payroll numbers: 04102012PR and 04252012PR totaling	\$ 343,385.81
	Total	\$ 906,093.50

There were no comments or questions.

The motion was unanimously approved.

NEW BUSINESS

REVISING THE DISTRICT 2012 FINAL BUDGET (RESOLUTION NO. 12-03). Mr. Hattenburg moved and Ms. Lloyd seconded that Resolution No. 12-03, Revising the District 2012 Final Budget, be adopted.

RESOLUTION NO. 12-03

A RESOLUTION OF THE BOARD OF TRUSTEES OF SPOKANE COUNTY LIBRARY DISTRICT, SPOKANE COUNTY, WASHINGTON, REVISING THE DISTRICT'S FINAL 2012 BUDGET, ADOPTED DECEMBER 20, 2011, WITH RESOLUTION NO. 11-07; PROVIDING FOR OTHER MATTERS PROPERLY RELATING THERETO.

General Operating Fund (001-661): \$ 11,302,989

Capital Projects Fund (008-661): \$ 900,000

Business Manager Bill Sargent explained the mid-year budget review procedure and reviewed proposed changes in revenue. Total expenditures for the 2012 general operating budget remain within the amount approved by the board; however, recent audit recommendations require board approval of the proposed changes. In addition, a transfer of funds in the amount of \$900,000 to the Capital Projects Fund is proposed in anticipation of the land purchase for a new Spokane Valley Library. Ms. Ledebouer noted, if and when a purchase agreement is proposed by the City of Spokane Valley, Board of Trustees' approval of the purchase will be required. There were no questions or public comments.

The motion was unanimously approved.

PERSONNEL POLICY. Ms. Lloyd moved and Ms. Apperson seconded that revisions to Personnel Policy sections 2.13 Trial Period and 5.1 Holidays be approved.

Human Resources Manager Paul Eichenberg reviewed the recommended changes. Trial Period was revised to include a definition of the term and to add clarification allowing the Board of Trustees to approve leave without pay for the Executive Director during this period. The section on Holidays was revised to further clarify District closure and subsequent staff hours for holidays that fall on Sunday and Monday. In response to a trustee's question, Mr. Eichenberg said this change does not impact the budget, and Ms. Ledebouer noted this revision allows the District flexibility in the future. There were no further questions or public comments.

The motion was unanimously approved.

PUBLIC ART IN DISTRICT FACILITIES POLICY. Mr. Hattenburg moved and Ms. Lloyd seconded that the Public Art in District Facilities Policy be reaffirmed as written.

The Public Art in District Facilities Policy authorizes the District to dedicate a portion of the total expenditure from capital projects toward purchase of public art. Ms. Ledeboer and Branch Services managers reviewed the policy and made no revisions. Ms. Ledeboer noted Cheney Library provides a great example of art integrated into a public setting. There were no questions or public comments.

The motion was unanimously approved.

DISCUSSION ITEMS, POSSIBLE ACTION

SUMMER BOARD OF TRUSTEES' MEETING SCHEDULE

After a brief discussion, there was consensus among trustees to cancel the regular meeting scheduled for August 21, 2012. Action items tentatively scheduled for August will move to September.

FUTURE BOARD MEETING AGENDA ITEMS

A list of potential agenda items scheduled for future meetings was distributed prior to the meeting for which Mr. Hattenburg reviewed and reminded trustees the June meeting will be held at Argonne Library, with Moran Prairie Library the venue for July.

City of Spokane Valley will hold a public hearing at 6 p.m., Wednesday, May 30, inviting the public to comment on a traffic study concerning the property adjacent to Balfour Park. Completion of the jointly-funded traffic study is expected soon thereafter. Dependent on the results of the traffic study, the Board will be asked to consider the proposed inter-local agreement with the City of Spokane Valley to purchase land for a future Spokane Valley Library.

REPORTS

TRUSTEES

Mark Johnson expressed appreciation for the opportunity to attend the WLA Conference in Marysville, WA. Dan Davis seconded Mr. Johnson's comments, and added how he also valued the information presented by staff about Argonne Library and Play and Learn Storytimes at last month's board meeting. Ms. Lloyd who also attended the WLA Conference commented on the outstanding presentation given by Ellen Peters; Ms. Ledeboer seconded comments about Ms. Peters' presentation and delivery. Mr. Hattenburg echoed the others' comments, noting conversations with staff are highly beneficial to trustees.

EXECUTIVE DIRECTOR

The Executive Director's written report provided prior to the meeting included information on the Business Office, Finance and Facilities; Collection Services; Human Resources; Information Technology; and Community Activities.

Ms. Ledebouer noted going forward and effective this month, the Communications Department report is separate from the Executive Director, and highlights efforts to raise awareness and increase library visibility in the community. It will also include a cost estimate of the advertising equivalency for coverage received by the District through ongoing communications efforts.

Toward strategic planning for the Library District, Branch Services Manager Doug Stumbough and Librarian Sonia Gustafson will attend PLA Boot Camp in August. Ms. Gustafson will serve as staff coordinator for the initiative, with support from Branch Services managers Stumbough and Roewe. Plans are underway to use Staff Training and Development Day, scheduled for September 28, to engage staff in the planning process. Ms. Ledebouer anticipates planning will be the topic of a Board of Trustees' regular or special meeting before then.

Meanwhile, the District will focus on activities to increase awareness of library services, services in support of economic development and expansion of online, anytime services. Branch Services managers are developing a position description to hire someone whose primary focus will be to manage Web site content and virtual services.

PUBLIC SERVICES

Branch Services managers Patrick Roewe and Doug Stumbough offered to answer questions about their written report, provided prior to the meeting, with April 2012 customer use measures, programming and branch activities. Ms. Lloyd commented on growth of Airway Heights, for which District strategy could dovetail; Mr. Johnson corroborated by noting affordable housing has increased in the area.

COMMUNICATIONS

Communications Manager Jane Baker reviewed components of her April report, which listed key events for April such as Library Snapshot Day, Avista Kill-A-Watt Meter Check Out, Digital Bookmobile and the potential land parcel purchase. The report includes stories as well as calendar and social media listings for Facebook and Twitter.

FISCAL

Revenue and Expenditure Statement through April 30, 2012.

Fund 001

Revenues	\$	4,934,825
Expenditures	\$	3,706,343
Ending Fund Balance	\$	5,152,441
Fund Budget Expended		32.41%

Mr. Sargent noted financial statements for May and beyond will reflect line-item adjustments as a result of Resolution 12-03. He also reported on a modest reduction recently adopted by the Legislature to employers' PERS contributions, and will continue to monitor PERS changes that could have future budgetary impact for the District. Airway Heights' annexation was approved for the area proposed for expansion of Northern Quest Casino. If the timeframe to file for 2013 is met, our contract would be adjusted accordingly. There were no questions at the meeting.

CHENEY LIBRARY SPOTLIGHT

Branch Supervisor Pat Davis reported on the history of Cheney, named after Boston railroad tycoon Benjamin Pierce Cheney. Originally settled in 1860, Cheney developed into the city known today because of strong ties to education, rail and agriculture. The popular Cheney Library was established in 1968 and has been in its current building and location since 1988; a grandfather clock in the reading area retains the community's pride in its past. Ms. Davis reviewed participation in special events such as Cheney Rodeo Days Parade and Eastern Washington University Neighbor Day Festival. Not only did Cheney host the first Late Night at Your Library, children also achieved record numbers for summer reading. EWU Faculty and students frequent the library for popular materials and the children's collection, as support for education curriculum. Test proctoring has become more frequent as distance learning becomes more available; Book a Librarian sessions thus far mostly provide help with digital downloads. Friends of Cheney Library have a book discussion group; AARP provides Tax-Aide sessions, and during National Novel Writing Month (NaNoWriMo), writers meet to discuss and critique each other's work. Outreach is provided monthly, and in December the Parks Department arranges community caroling, with fireside hot chocolate and reading at the library.

Trustees expressed appreciation to staff for their efforts to make the Cheney Library an integral part of the community.

OVERVIEW: PRINT MANAGEMENT SYSTEM

IT Manager Priscilla Ice provided an overview of the new print management system. The goals of the new system are to control printing costs and provide additional privacy to members. When it is fully implemented, staff is proposing to allow 75 free printed pages per week to each cardholder. We will continue to offer other methods for customers to save their work with flash drives, CD burning capability at each station, and alternate free methods such as Dropbox, Cloud Save and email.

Software stations are scheduled to be completed by June 30 and system installation by Labor Day or sooner, if possible.

Ms. Ledeboer noted if trustees approve a limited number of free printouts, we may also want to review charges for copying. A report with recommendations for fees and charges will be forthcoming in the next few months.

Trustees expressed appreciation for the update and look forward to final installation.

PUBLIC COMMENT

There were no public comments.

ADJOURNMENT

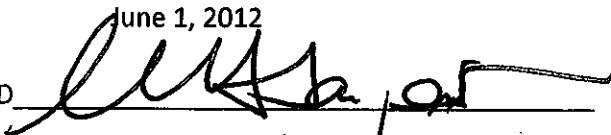
The meeting adjourned at 5:07 p.m.


Tim Hattenburg, Chair

Nancy Ledeboer, Secretary of the Board of Trustees

PAYMENT VOUCHER APPROVAL

Pursuant to RCW 42.24.180 and Spokane County Library District Resolution # 94-03, we, the undersigned, do hereby certify that the merchandise and services hereinafter specified have been received as of May 31, 2012 and that payment vouchers listed on this and the following pages are approved for payment in the total amount of \$852,032.43 and that we are authorized to authenticate and certify these claims.

DATE: June 1, 2012
 SIGNED: 
 TITLE: **BUSINESS MANAGER**

SIGNED: 
 TITLE: **Executive Director**

VOUCHER NUMBER	DESCRIPTION	VOUCHER AMOUNT
041998	ABM JANITORIAL SERVICES - NW	\$ 2,204.31
041999	AUDIOGO	456.40
042000	AUNTIES BOOKSTORE	62.20
042001	AVISTA UTILITIES	3,847.14
042002	BAKER AND TAYLOR ENTERTAINMENT	428.75
042003	BOOKS IN MOTION	9.78
042004	BLACKSTONE AUDIO BOOKS	19.47
042005	BRILLIANCE AUDIO, INC.	571.57
042006	CAPSTONE	106.60
042007	CCI SOLUTIONS	1,857.03
042008	CENTER POINT LARGE PRINT	26.85
042009	CENTURYLINK	77.64
042010	CENTURYLINK	333.20
042011	CENTURYLINK	144.89
042012	CENTURYLINK	86.66
042013	CENTURYLINK	333.20
042014	CITY OF SPOKANE	221.84
042015	DAN DAVIS	372.47
042016	DEER PARK TRIBUNE	63.00
042017	DELL MARKETING L.P.	10,956.19
042018	DIVCO INCORPORATED	7,290.95
042019	DOWN TO EARTH SPRINKLER SERV	324.14
042020	EMPLOYMENT SECURITY DEPARTMENT	494.86
042021	FAUCETS 'N STUFF PLUMBING	76.09
042022	FRONTIER	175.16
042023	FRONTIER	394.00
042024	GALE GROUP, INC.	163.36
042025	GREENLEAF LANDSCAPING, INC.	1,140.78

042026	TIM HATTENBURG	REIMBURSEMENT	447.84
042027	HIGHSMITH, INC.	OFFICE/LIBRARY SUPPLIES	38.70
042028	INGRAM DISTRIBUTION GROUP, INC	LIBRARY MATERIALS	12,847.92
042029	MARY E LLOYD	REIMBURSEMENT	468.31
042030	MIDWEST TAPE	LIBRARY MATERIALS	2,051.79
042031	MODERN ELECTRIC WATER COMPANY	UTILITIES	1,599.54
042032	MOORE WALLACE	OFFICE/LIBRARY SUPPLIES	737.94
042033	OFFICE DEPOT	OFFICE/LIBRARY SUPPLIES	181.85
042034	OVERDRIVE, INC.	LIBRARY MATERIALS	3,007.13
042035	PERRINE PROPERTIES, LLC	PROPERTY TAX PAYMENT	41.60
042036	DEPT OF RETIREMENT SYSTEMS	OASI PAYMENT	34.90
042037	QUILL CORPORATION	OFFICE/LIBRARY SUPPLIES	205.78
042038	RANCHO DÉLUXE DESIGN	LIBRARY MATERIALS	307.00
042039	RANDOM HOUSE, INC.	LIBRARY MATERIALS	55.44
042040	RECORDED BOOKS, LLC	LIBRARY MATERIALS	2,066.88
042041	DR. LINDA S. SCHEARING	LIBRARY PROGRAMS	200.00
042042	SPOKANE COUNTY LIBRARY DIST	REIMBURSE REVOLVING FUND	494.40
042043	SHOWCASES	OFFICE/LIBRARY SUPPLIES	1,622.75
042044	STAPLES ADVANTAGE	OFFICE/LIBRARY SUPPLIES	461.89
042045	TANTOR MEDIA	LIBRARY MATERIALS	32.00
042046	UNIQUE MANAGEMENT SERVICES	COLLECTION AGENCY & NOTICE FEES	4,733.93
042047	SPOKANE COUNTY UNITED WAY	LIBRARY PROGRAMS	100.00
042048	VOID VOUCHER	VOID VOUCHER	-
042049	VALLEY GLASS	BUILDING REPAIR & MAINTENANCE	1,222.88
042050	WASTE MANAGEMENT OF SPOKANE	UTILITIES	1,117.91
042051	WORLD BOOK SCHOOL AND LIBRARY	LIBRARY MATERIALS	1,737.03
042052	VANTAGEPOINT TRNSFR AGENTS-457	EMPLOYEE CONTRIBUTIONS	7,348.76
042053	DEPT OF RETIREMENT SYSTEMS	RETIREMENT CONTRIBUTIONS	26,341.87
042054	SPOKANE COUNTY UNITED WAY	EMPLOYEE CONTRIBUTIONS	338.25
042055	AUDIOGO	LIBRARY MATERIALS	73.36
042056	AVISTA UTILITIES	UTILITIES	3,192.46
042057	BACKSTAGE LIBRARY WORKS	CATALOGING & AUTHORITY SERVICES	943.05
042058	BAKER AND TAYLOR ENTERTAINMENT	LIBRARY MATERIALS	301.26
042059	BOOKS IN MOTION	LIBRARY MATERIALS	35.53
042060	BLACKSTONE AUDIO BOOKS	LIBRARY MATERIALS	194.29
042061	BRILLIANCE AUDIO, INC.	LIBRARY MATERIALS	319.90
042062	BUDGET-RENT-A-CAR	CAR RENTAL	182.83
042063	CDW GOVERNMENT, INC.	D.P. HARDWARE & SOFTWARE	47,484.39
042064	CENTURYLINK	TELEPHONE	23.15
042065	CENTURYLINK	TELEPHONE	592.01
042066	CITY OF CHENEY	UTILITIES	732.57
042067	CITY OF DEER PARK	UTILITIES	64.89
042068	CITY OF MEDICAL LAKE	UTILITIES	246.08
042069	COSTCO - HSBC BUS SOLUTIONS	D.P. HARDWARE & SOFTWARE	1,094.81
042070	DEMCO, INC.	OFFICE/LIBRARY SUPPLIES	847.24
042071	DEVRIES INFORMATION MGMT	COURIER SERVICES	4,410.00
042072	EMPIRE DISPOSAL INC.	UTILITIES	17.64

042073	ENSLOW PUBLISHERS, INC.	LIBRARY MATERIALS	480.16
042074	GREATAMERICA LEASING CORP.	POSTAGE METER LEASE	204.09
042075	GALE GROUP, INC.	LIBRARY MATERIALS	1,535.54
042076	GREATER SPOKANE VALLEY CHAMBER	BUSINESS TRAVEL	50.00
042077	GREENLEAF LANDSCAPING, INC.	GROUNDS MAINTENANCE	2,863.62
042078	HIGHSMITH, INC.	OFFICE/LIBRARY SUPPLIES	38.70
042079	INGRAM DISTRIBUTION GROUP, INC	LIBRARY MATERIALS	15,841.79
042080	MARK JOHNSON	REIMBURSEMENT	387.11
042081	MIDWEST TAPE	LIBRARY MATERIALS	2,933.57
042082	OVERDRIVE, INC.	LIBRARY MATERIALS	5,060.90
042083	PAINE, HAMBLIN, LLP	LEGAL SERVICES	87.50
042084	PASADENA PARK IRR. DIST. 17	UTILITIES	76.24
042085	PRESSWORKS	PRINTING	250.01
042086	QUILL CORPORATION	OFFICE/LIBRARY SUPPLIES	308.62
042087	RAGS AND TAGS	CUSTODIAL SERVICES	170.00
042088	RANDOM HOUSE, INC.	LIBRARY MATERIALS	301.63
042089	RECORDED BOOKS, LLC	LIBRARY MATERIALS	2,043.88
042090	SPOKANE COUNTY UTILITIES	UTILITIES	433.07
042091	TOWN OF FAIRFIELD	UTILITIES	144.88
042092	ULVERSCROFT LARGE PRINT BOOKS	LIBRARY MATERIALS	107.58
042093	VALLEY GLASS	BUILDING REPAIR & MAINTENANCE	135.88
042094	WHITWORTH WATER DISTRICT #2	UTILITIES	40.47
042095	AMERICAN LIBRARY ASSOCIATION	OFFICE/LIBRARY SUPPLIES	23.40
042096	AUDIOGO	LIBRARY MATERIALS	146.68
042097	AVISTA UTILITIES	UTILITIES	715.81
042098	BAKER AND TAYLOR ENTERTAINMENT	LIBRARY MATERIALS	561.64
042099	BLACKSTONE AUDIO BOOKS	LIBRARY MATERIALS	48.69
042100	BRILLIANCE AUDIO, INC.	LIBRARY MATERIALS	55.57
042101	CENTER POINT LARGE PRINT	LIBRARY MATERIALS	494.55
042102	CENTURYLINK	TELEPHONE	86.20
042103	CENTURYLINK	TELEPHONE	118.72
042104	CENTURYLINK	TELEPHONE	82.75
042105	CENTURYLINK	TELEPHONE	33.83
042106	CENTURYLINK	TELEPHONE	59.85
042107	CENTURYLINK	TELEPHONE	86.66
042108	CENTURYLINK	TELEPHONE	6,810.94
042109	DEPARTMENT OF LABOR & IND.	BUILDING REPAIR & MAINTENANCE	117.10
042110	FP MAILING SOLUTIONS	OFFICE/LIBRARY SUPPLIES	129.20
042111	GALE GROUP, INC.	LIBRARY MATERIALS	266.01
042112	REV. CRAIG GOODWIN	LIBRARY PROGRAMS	50.00
042113	H&H BUSINESS SYSTEMS, INC.	EQUIPMENT REPAIR & MAINTENANCE	159.33
042114	HER INTERACTIVE, INC.	LIBRARY MATERIALS	74.96
042115	INGRAM DISTRIBUTION GROUP, INC	LIBRARY MATERIALS	12,511.99
042116	INLAND POWER AND LIGHT	UTILITIES	544.60
042117	KSPS PUBLIC TV	LIBRARY MATERIALS	185.73
042118	MIDWEST TAPE	LIBRARY MATERIALS	2,060.99
042119	OCLC, INC.	CATALOGING & AUTHORITY SERVICES	3,994.00

042120	OFFICE DEPOT	OFFICE/LIBRARY SUPPLIES	110.70
042121	OVERDRIVE, INC.	LIBRARY MATERIALS	3,976.62
042122	QUILL CORPORATION	OFFICE/LIBRARY SUPPLIES	173.38
042123	QWEST CORPORATION	TELEPHONE	2,071.38
042124	RANDOM HOUSE, INC.	LIBRARY MATERIALS	709.01
042125	RECORDED BOOKS, LLC	LIBRARY MATERIALS	63.34
042126	RESEARCH TECHNOLOGY INT CO	OFFICE/LIBRARY SUPPLIES	382.95
042127	SPOKANE CO. WATER DISTRICT #3	UTILITIES	12.25
042128	STAPLES ADVANTAGE	OFFICE/LIBRARY SUPPLIES	773.80
042129	TEACHING COMPANY	LIBRARY MATERIALS	10.00
042130	TUMBLEWEED PRESS INC.	LIBRARY MATERIALS	2,194.50
042131	VERIZON WIRELESS	TELEPHONE	154.45
042132	VERIZON WIRELESS	TELEPHONE	138.65
042133	WALTER E. NELSON CO.	CLEANING & SANITATION SUPPLIES	798.14
042134	VANTAGEPOINT TRNSFR AGENTS-457	EMPLOYEE CONTRIBUTIONS	7,456.19
042135	DEPT OF RETIREMENT SYSTEMS	RETIREMENT CONTRIBUTIONS	26,938.01
042136	SPOKANE COUNTY UNITED WAY	EMPLOYEE CONTRIBUTIONS	338.25
042137	ABM JANITORIAL SERVICES - NW	CUSTODIAL SERVICES	11,104.73
042138	ALLIED SECURITY	SECURITY & SAFETY SERVICES	744.15
042139	ARROW CONCRETE & ASPHALT	GROUPS MAINTENANCE	1,304.40
042140	AUDIOGO	LIBRARY MATERIALS	300.41
042141	AVISTA UTILITIES	UTILITIES	302.01
042142	BAKER AND TAYLOR ENTERTAINMENT	LIBRARY MATERIALS	409.94
042143	BLACKSTONE AUDIO BOOKS	LIBRARY MATERIALS	19.47
042144	BLOOM SPOKANE	LIBRARY PROGRAMS	116.00
042145	BRILLIANCE AUDIO, INC.	LIBRARY MATERIALS	143.43
042146	MARGO BUTLER	LIBRARY PROGRAMS	230.00
042147	CDW GOVERNMENT, INC.	D.P. HARDWARE & SOFTWARE	6,488.30
042148	CONSOLIDATED ELECTRICAL DIST.	MAINTENANCE SUPPLIES	96.07
042149	CENTURYLINK	TELEPHONE	124.13
042150	COBRA BEC, INC.	BUILDING REPAIR & MAINTENANCE	663.07
042151	COEUR D'ALENE PRESS	LIBRARY MATERIALS	288.00
042152	COLUMBIA UNIVERSITY PRESS	LIBRARY MATERIALS	1,575.00
042153	DEER PARK CHAMBER OF COMMERCE	MEMBERSHIP DUES	50.00
042154	DELL MARKETING L.P.	D.P. HARDWARE & SOFTWARE	16,024.56
042155	EARTHWORKS RECYCLING, INC	UTILITIES	140.00
042156	EBSCO SUBSCRIPTION SERVICES	LIBRARY MATERIALS	46,271.26
042157	ENSLOW PUBLISHERS, INC.	LIBRARY MATERIALS	63.28
042158	FAUCETS 'N STUFF PLUMBING	BUILDING REPAIR & MAINTENANCE	167.94
042159	FINDAWAY WORLD, LLC	LIBRARY MATERIALS	149.97
042160	GALE GROUP, INC.	LIBRARY MATERIALS	1,203.47
042161	GREENLEAF LANDSCAPING, INC.	GROUPS MAINTENANCE	379.09
042162	H&H BUSINESS SYSTEMS, INC.	EQUIPMENT REPAIR & MAINTENANCE	80.70
042163	INGRAM DISTRIBUTION GROUP, INC	LIBRARY MATERIALS	8,116.63
042164	INSTANT SIGN FACTORY	OFFICE/LIBRARY SUPPLIES	96.20
042165	INLAND POWER AND LIGHT	UTILITIES	340.54
042166	LIBRARY VIDEO NETWORK	OFFICE/LIBRARY SUPPLIES	107.00

042167	MIDWEST TAPE	LIBRARY MATERIALS	2,561.39
042168	NEW YORK TIMES	LIBRARY MATERIALS	62.40
042169	NORTHWEST NOETIC SCHOOL	LIBRARY PROGRAMS	600.00
042170	OVERDRIVE, INC.	LIBRARY MATERIALS	2,465.16
042171	PAPERJACK.com	OFFICE/LIBRARY SUPPLIES	252.16
042172	PERRINE PROPERTIES, LLC	PARKING LOT LEASE	200.00
042173	PODER HISPANIC	LIBRARY MATERIALS	12.95
042174	PRO VANTAGE	OFFICE/LIBRARY SUPPLIES	987.16
042175	RANDOM HOUSE, INC.	LIBRARY MATERIALS	273.11
042176	RECORDED BOOKS, LLC	LIBRARY MATERIALS	425.56
042177	SAGE SOFTWARE, INC	SOFTWARE MAINTENANCE	1,456.58
042178	SCHOLASTIC INC.	LIBRARY MATERIALS	443.72
042179	JANELLE KRUM, CUSTODIAN	REIMBURSE PETTY CASH FUND	339.30
042180	SPOKANE REGIONAL HEALTH DIST	IMMUNIZATION	73.00
042181	STAPLES ADVANTAGE	OFFICE/LIBRARY SUPPLIES	1,338.68
042182	STERLING CLEANING SERVICES	CUSTODIAL SERVICES	75.00
042183	SUMMIT LAW GROUP, PLLC	LEGAL SERVICES	204.00
042184	TANTOR MEDIA	LIBRARY MATERIALS	41.99
042185	UNIQUE MANAGEMENT SERVICES	COLLECTION AGENCY & NOTICE FEES	4,906.70
042186	UPS	FREIGHT	30.58
042187	U.S. BANK CORP. PAYMENT SYSTEM	CHARGE CARD PAYMENT	12,208.32
042188	U.S. BANK CORP. PAYMENT SYSTEM	CHARGE CARD PAYMENT	2,452.23
042189	VALLEY GLASS	BUILDING REPAIR & MAINTENANCE	244.58
W00072	ELEC FEDERAL TAX PAYMENT SYS	NET PAYROLL TAXES	51,387.68
W00073	STATE OF WASHINGTON	MONTHLY EXCISE/SALES TAXES	2,653.10
W00074	ELEC FEDERAL TAX PAYMENT SYS	NET PAYROLL TAXES	52,203.95

Total Non-Payroll General Operating Fund **\$ 507,053.39**

PAYROLL VOUCHERS

05102012PR	SPOKANE COUNTY LIBRARY DISTRICT	NET PAY CHECKS	\$ 171,612.96
05252012PR	SPOKANE COUNTY LIBRARY DISTRICT	NET PAY CHECKS	173,366.08

Total Payroll General Operating Fund **\$ 344,979.04**

TOTAL GENERAL OPERATING FUND **\$ 852,032.43**

Spokane County Library District
Monthly Credit Card Activity
For the Month of May 2012

<u>Card Category</u>	<u>Amount</u>
General Purchases	\$2,792.61
Maintenance	1,883.72
Travel	6,236.32
Acquisitions	3,683.55
Information Technolgy	64.35
Total Purchases	<u><u>\$14,660.55</u></u>

TRAFFIC STUDY OF SPRAGUE AVENUE PROPERTY: DISCUSSION AND DIRECTION

Recommendation:

This item is for discussion to review the findings of the Traffic Study jointly funded by Spokane County Library District and City of Spokane Valley.

Action Required:

No action required at this time.

Background:

In March the Board of Trustees authorized the Executive Director to jointly conduct a traffic study with the City of Spokane Valley to assess the impact of building a library in conjunction with a park on property along Sprague Avenue.

The City hired a consultant to evaluate current levels of traffic at intersections near the proposed property and estimate the resulting number of trips added to these intersections if a library and park are built. Traffic flow and parking surrounding the park at various times and days over the course of a week were observed, and origination of potential visitors and how they will make their return trips were considered as well. Given the site is on a one-way street, the consultant measured trip times for those visitors coming and going from the site.

The report includes the consultant's findings and recommendations. The two most significant recommendations include aligning the parking entrance with an existing street going south, and addressing the unusual intersection at Main and Raymond. The first recommendation is based upon the observation of drivers heading east who go against one-way traffic flow to get from N. Herald onto Dartmouth as they proceed to Appleway to turn east. The other pattern observed were drivers going straight across Sprague from N. Herald to enter the bank parking lot to access Dartmouth and Appleway going east. The consultant suggests aligning the parking lot so that an exit could go across to Dartmouth.

The second suggestion relates to an existing problem at Main and Raymond. The intersection currently is misaligned and has stop signs to allow drivers to recognize the slight jog in the road. There have been accidents at that corner and the Fire Department would also like this intersection fixed to facilitate access and flow.

A public hearing was held at the Fire Department to hear concerns from neighbors. Approximately 15 people attended the meeting. Two major concerns were for safety and parking. Overwhelmingly, neighbors liked the idea of a library as long as there was adequate parking and lighting to promote safety. It was noted that currently the church, apartments and business on N. Herald generate more cars needing parking than they can handle. Thus, the street on three sides of the proposed lot is often full of cars and sometimes people park in the empty lot. This is something to take into consideration if we decide to move ahead on this site. If possible, it would be nice to improve street parking for the neighborhood.

TRAFFIC IMPACT ANALYSIS

For

Spokane Valley Library / Balfour Park

Prepared For:
Spokane Valley, WA
and
Spokane County Library District



Prepared By:

SUNBURST ENGINEERING, P. S.
4310 S. Ball Dr.
Veradale, WA 99037

June, 2012

TRAFFIC IMPACT ANALYSIS

Spokane Valley Library / Balfour Park Expansion

Spokane Valley, WA

Prepared for:
City of Spokane Valley & Spokane County Library District
Spokane Valley, WA

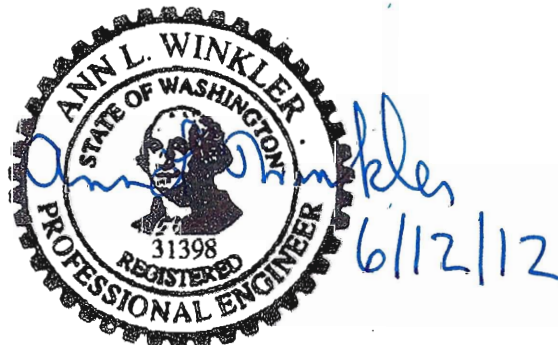
June, 2012

W.O. No. 1211

Prepared by:

Sunburst Engineering, P.S.
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Veradale, WA 99037
(509) 924-2155

This report has been prepared by the undersigned professional engineer whose seal and signature appears hereon.



Ann L. Winkler, P.E.

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I. Executive Summary

The executive summary of this traffic impact analysis compiles the basic elements are results arrived at during the analysis conducted for the Spokane Valley Library / Balfour Park expansion project.

Describe the project and where it is located.

The site proposed for the relocation of the Spokane Valley Library will also expand Balfour Park. It is located on the north side of Sprague Avenue between University Road and the Argonne / Mullan couplet, more specifically at the northeast corner of Sprague Avenue / Herald Road. The site is bordered by Sprague Avenue to the south, Herald Road to the west and Main Avenue to the north. To the east is Spokane Valley Fire Department Station 1 and Balfour Park. It is an eight plus acre site which is presently vacant.

The library is planned to occupy the southwestern portion of the site while the rest of the site will expand Balfour Park. The library building is planned at 50,000 s.f., and will have an adjacent parking lot for a minimum of 124 vehicles. This parking lot will also serve Balfour Park. Services at Balfour Park will expand and may accommodate such things as a skateboard park, civic gathering space and open fields along the Main Avenue frontage.

What intersections are included in this study?

- Sprague Avenue / University Road
- Appleyway Blvd / University Road
- University Road / Main Avenue
- Sprague Avenue / Herald Road
- Sprague Avenue / Dartmouth Road
- Appleyway Blvd / Dartmouth Road

Summarize how much traffic is generated by the project.

Once the library and park expansion have been completed, the site will generate 52 trips during the weekday a.m. peak hour, 386 trips during the weekday p.m. peak hour and 3,022 trips during an average weekday. On an average Saturday the site will generate approximately 348 trips during the peak hour and 2,428 trips during the whole day.

How well is the surrounding transportation system working both now and in the future without traffic from the library and Balfour Park expansion?

All intersections in the study area meet agency requirements for level of service under both conditions. Therefore, there are no capacity problems under either of these conditions.

Does the additional traffic generated by the Spokane Valley Library and the Balfour Park expansion have any impacts on the intersections in the study area?

The additional traffic from the library and park expansion when added to the future volumes decreases the level of service at University Road & Main Avenue from LOS B to LOS C. The level of service at Sprague Avenue & Herald Road also decreases, from LOS C to LOS E. However, both these levels of service meet agency standards.

The library and park expansion project adds approximately 110 new vehicles to Main Avenue between the site and University Road. All of these vehicles will travel through the Main Avenue / Raymond Road skewed intersection, and must stop due to this skew. It is virtually certain under these traffic volumes that Main Avenue will have more traffic than Raymond Road. The currently oriented two-way, stop-control for east / west traffic will be inefficient under this condition.

What mitigation measures are recommended?

There are two characteristics of the transportation system which are adversely affected by the additional traffic which will be added to the area by locating the library here and expanding Balfour Park. The first is the use of private driveways to get from Herald Road southbound to Dartmouth Road. Developing a site plan which includes a driveway opposite Dartmouth Road will allow traffic flow between Dartmouth Road and the site without the need to use private property.

The second is the increase in traffic on Main Avenue which includes traveling through the Main Avenue / Raymond Road intersection. Main Avenue jogs at this corner, and smoothing this jog would improve this route.

On-street parking along the site frontages should be maintained to accommodate all of the parking needs present in the area. Further evaluation of the parking needs could be conducted during future site planning efforts and/or after the site is in operation. In some cases, the street width may be wide enough to allow head-in or angle parking to increase parking inventory.

Bringing the site frontages up to current city standards will also improve pedestrian access around the site. Sidewalks are available on Appleway Blvd, Sprague Avenue, University Road, and along the frontages of more recent commercial / multi-family developments. However this area was originally developed when it was considered more rural. Therefore the residential streets do not have sidewalks, although pedestrians are allowed to either walk in the street or along the edges of the streets. This situation affects bicycle access also since dedicated bicycle facilities have only recently been constructed along Sprague Avenue / Appleway Blvd and University Road. Additional upgrades to the bike / ped system could be studied during planning efforts closer to construction / development of the site.

Spokane Transit Authority (STA) will continue to serve the site via Route 90, Sprague Avenue which picks up westbound passengers along the site frontage, and eastbound passengers on Appleway Blvd south of the site. Other routes are available from the nearby Valley Transit Center at 4th Avenue / University Road. STA could be contacted during further planning studies to improve access to the site.

II. General Project Description

The site planned for the relocated Spokane Valley Library and Balfour Park expansion is made up of two parcels, 45174.9053 and 45174.9054. Together the two parcels total more than 8 acres. The parcels are located on the north side of Sprague Avenue along the eastern border of Herald Road. The east side of this site is bounded by Balfour Park on the north half and Spokane Valley Fire District Station 1 which fronts on Sprague Avenue. The northern boundary of the site is Main Avenue. The site is shown on Figure 1, the Vicinity Map.

The site is presently vacant, but is used intermittently for community events such as a historical interactive event. In general several informal uses of the site were observed, first, pedestrian access was observed between the U-City mall site and the residential areas on the north side of the site. Second, a number of people were observed walking their dogs here. Thirdly, the Giorgio's Gym located across Herald Road from the site has inadequate on-site parking at peak times. Approximately six vehicles were observed parking on the site during the p.m. peak hour associated with the gym. This number is expected to fluctuate by time of day and day of week. Parking for previous uses in this building was easily met in their own off-street parking lot.

Due to the location of the existing Balfour Park, the park expansion will likely occupy the eastern and northern portions of the site, while the southern and western portions of the site, adjacent to Sprague Avenue and Herald Road are likely to be the location of the library. The new library building will fully replace the existing Spokane Valley Library, currently located at 12004 E Main Avenue. The new library will have more square footage (approximately 50,000 s.f. total) containing a larger collection of books and providing additional computers to access the internet.

The site lies closer to the Spokane Valley Transit Center than the existing library. The Valley Transit Center is located at University Road / 4th Avenue. The site itself lies on STA Route 90, Sprague Avenue which has 12 minute headways and runs during the hours the library is open. Note that eastbound Route 90 is located on Appleway Blvd, south of Sprague Avenue and bus riders will need to either walk to Appleway Blvd or to Sprague Avenue east of University Road to travel east from the site. A number of other bus routes are available at the Spokane Valley Transit Center.

The site has never been platted and is currently zoned CMU - Corridor Mixed Use, a zoning designation for land along Sprague Avenue. Community facilities such as libraries and parks are allowed outright in this zoning category. Therefore, this project can move forward without the need for a zone change. A building permit will be required for the library building itself. A boundary line adjustment may also be necessary.

The exact location of the proposed Spokane Valley Library building has yet to be determined, but three concept plans have been presented. These plans are shown on Figure 2a, 2b and 2c. As the construction of the building comes closer, the concept plans will be used to develop a more finalized site plan. All three concept site plans show integration between the park and the library, with one use flowing into the other. They also show the new functions to be located in the park including the skateboard park, open fields, and civic gathering space. The parking lot shown will serve both the library and Balfour Park.

Frontage improvements will include sidewalks for improved pedestrian access. Bike lanes are also present on the Sprague / Appleway couplet and on University Road.

Exact locations of driveways have also yet to be determined. However, the concept site plans show access is expected to be to Herald Road but not to Main Avenue. Direct access to Sprague Avenue may also occur depending on the ultimate layout of the site. Note that these site plans are preliminary and access to Main Avenue could still occur.

III. Existing Conditions

Existing characteristics of the surrounding transportation system are summarized in the following sections. Information is included regarding each of the streets and each intersection included in the study, as well as other characteristics of the system which are relevant to this report.

In general, the traffic patterns in this area are affected by the Sprague Avenue / Appleway Blvd couplet. For example, Fire Station 1 commonly needs to respond to emergencies which have occurred to the south and/or east. To minimize response time, the fire vehicles use Main Avenue to University Road. This requires them to stop at the stop sign on Main Avenue at Raymond Road where there is a jog on the Main Avenue alignment. The Fire Department has contacted the City Traffic Engineer with regards to removing this stop sign to decrease their response time.

The couplet also affects the southbound traffic on Herald Road, where vehicles wanting to reach Appleway Blvd quickly were observed traveling across Sprague Avenue and into a bank parking lot in order to reach Dartmouth Road and from there Appleway Blvd.

Existing Roadways

The transportation system serving the site is a mix of arterials including Sprague Avenue / Appleway Blvd, an east-west principle arterial couplet and University Road, a north-south minor arterial. Local access streets, as always, make up the majority of streets in the area.

Sprague Avenue is the westbound half of the Sprague / Appleway couplet. It has five through lanes west of University Road. It has many cross streets as well as driveways serving the land uses along it. The cross streets are a mix of arterials, collectors and local access streets. These cross streets between Sprague Avenue and Appleway Blvd serve to circulate traffic through the couplet. Additionally, Sprague Avenue is also used to access adjacent businesses and for commuting purposes. Sprague Avenue is posted at 35 mph.

Appleway Blvd is the eastbound half of the Sprague / Appleway couplet. It has four through lanes in this area. It has very few driveways directly to it, and is used for commuting purposes as well as for circulation in the general area. Appleway Blvd ends at University Road with the two left lanes turning left onto University Road and the two right lanes turning right onto University Road. Appleway Blvd is posted at 35 mph.

University Road is a north-south minor arterial with one lane in each direction and a center two-way, left-turn lane north of Riverside Avenue. From Riverside Avenue to Sprague Avenue an additional southbound through lane is added. Between Sprague Avenue and Appleway Blvd, University Road has six lanes, three in each direction. The three southbound lanes are general purpose lanes to 4th Avenue where the curb lane becomes a right turn only lane and ends. The inside northbound lane on University Road between Sprague Avenue and Appleway Blvd is used for left turning traffic into driveways and at Sprague Avenue. South of 4th Avenue, University Road has two lanes in each direction with turn lanes at arterial / collector intersections. University Road is posted at 35 mph.

Herald Road, Main Avenue and Dartmouth Road are two-way, two-lane, local access streets with a speed limit of 25 mph. They provide access to adjacent properties. Dartmouth Road also provides circulation between Sprague Avenue and Appleway Blvd.

Study Intersections and Traffic Control

The scope of the traffic impact analysis was determined to be a weekday p.m. peak hour analysis of the following intersections. The traffic control at each of the intersections is also shown on the following table. Lane usage is described in the Existing Roadways section of the report.

Table 1 - Study Area Intersections and Traffic Control Summary

Intersection	Signal Control	N/S Stop Control	E/W Stop Control
Sprague Avenue /University Road	X		
Appleway Blvd / University Road	X		
University Road / Main Avenue			X
Sprague Avenue / Herald Road		X	
Sprague Avenue / Dartmouth Road		X	
Appleway Blvd / Dartmouth Road		X	

Traffic Counts and Ambient Growth Rates

Peak hour turning movement counts were collected at the study intersections in May, 2012 during typical weekdays between the hours of 4:00 p.m. and 6:00 p.m. The peak hour traffic volumes are shown on Figure 3. The traffic counts collected, broken out in 15-minute intervals, are included in the technical appendix. The intersections of Sprague Avenue / Dartmouth Road and Sprague Avenue / Herald Road are approximately 225' apart. While northbound traffic on Dartmouth Road uses Sprague Avenue to travel on Herald Road, the southbound traffic from Herald Road does not use Sprague Avenue, but rather travels south through a bank parking lot to get over to Dartmouth Road. The number of vehicles making this movement is expected to increase with the library at this site. Some older data collected by Spokane Valley or local engineering companies verify limited traffic volume growth over the last few years. The traffic counts, both old and new, are included in the technical appendix.

The ambient growth rate used for this study is 0.5%, compounded per year. For purposes of this analysis, the project is expected to be complete within five years, so this growth rate will add 2.5% to the existing traffic volumes. Future year traffic volumes with the ambient growth are shown on Figure 4.

Time Travel Studies

Due to the off-set between Herald Road and Dartmouth Road, as well as the presence of the Sprague / Appleway couplet, a time-travel study was conducted. This study was done to evaluate the routes drivers might choose as they leave the site when headed either south or east.

When headed south, three routes are available for use:

- Westbound Sprague Avenue to Farr Road, southbound on Farr Road and eastbound on Appleway Blvd to University Road,
- Southbound across Sprague Avenue through the bank parking lot to Dartmouth Road, then east on Appleway Blvd to University Road, and
- Eastbound on Main Avenue to University Road, then south on University Road to Appleway Blvd.

All routes evaluated began on Herald Road approximately at the northerly boundary of Giorgio’s Gym.

Table 2 summarizes the time of each of the three routes.

Table 2 - Travel Time Study to Appleway Blvd / University Road

Route	Time (mm:ss)
Sprague / Farr / Appleway / University	3:31
Dartmouth / Appleway/ University	1:46
Main / University / Appleway	2:46

Table 2 shows the Farr Road route is unlikely to be used, while the Dartmouth route is expected to receive the most use.

The second study, for traffic headed east, evaluated two routes:

- Southbound across Sprague Avenue through the bank parking lot to Dartmouth Road, then east on Appleway Blvd to University Road, then north to Sprague Avenue, and
- Eastbound on Main Avenue to University Road, then south on University Road to Sprague Avenue.

Table 3 summarizes the time of these two routes.

Table 3 - Travel Time Study to Sprague Avenue / University Road

Route	Time (mm:ss)
Dartmouth / Appleway/ University / Sprague	2:52
Main / University / Sprague	2:02

Based on Table 3, the Main Street route is expected to be the most commonly used route for this purpose.

Parking Study on Main Avenue

An on-street parking study was conducted on Main Avenue between Herald Road and University Road. The purpose of this study was to establish typical daytime parking characteristics and typical evening parking characteristics as well as show where parking occurred, and evaluate if on-street parking was insufficient in any areas. Due to the presence of the Methodist church at Raymond Road / Main Avenue, the on-parking demand during Sunday morning worship service was also evaluated along with Wednesday morning when bible study occurs.

The study revealed the daytime parking needs along Main Avenue are easily met. The daytime parking demand was evaluated on a Wednesday at approximately 10:30 and also on a Thursday at approximately 2:30 pm. Minimal on-street parking is used west of Raymond Road. However, the block between Raymond Road and University Road had three vehicles parked on the south side during the Wednesday survey and five vehicles parked on the south side and two on the north side and directly across the street from those on the south during the Thursday survey. This type of parking configuration has the effect of restricting the street. Therefore, speeds would decrease and this would discourage use of Main Avenue for other than required use. The bible study was not in session on the Wednesday when the survey was conducted, and time constraints prevented additional studies from being completed for this report.

The review of nighttime parking showed less parking on Main than in the day with the block between Raymond and University having two vehicles parked on the south side of the street and none on the north side. Between Raymond and Herald, only one vehicle was observed parked on-street. It was located on the north side of Main between Felts Road and Herald Road. No parking on the proposed site was observed.

On-street parking data was collected during two time periods on Sunday. The first was at approximately 9:30 a.m., mid-service for the Methodist church. There was significant on-street parking near the church; including on Main Avenue, Raymond Road and on Balfour Road. As the Sunday when this data was collected was part of the Memorial Day weekend, other Sundays are likely to extend the parking further from the church including north on Raymond Road and further away from the church on Main Avenue.

The second Sunday on-street parking data collection occurred at about 12:50 p.m. Since current library hours include Sunday from 1:00 p.m. - 4:00 p.m., the parking at this time of day is more pertinent to the project. During this time of day, only one vehicle was parked on Main Avenue, between Raymond Road

and University Road. No on-street parking was observed on Main Avenue west of Raymond during this survey.

The data collected during these surveys are included in the technical appendix.

Vehicle Speed Study on Dartmouth Road, Herald Road and Main Avenue

Access to the new library and expanded park is likely to be on Herald Road adding traffic to Herald Road, Dartmouth Road and Main Avenue. Since these are local access streets, speed studies were conducted here in March 2012 to establish ambient conditions.

Table 4 summarizes the findings of this study. The technical appendix contains additional detailed data from this study.

Table 4 - Speed Study Results Summary

Street	Direction	Number of Vehicles Included in Study	85th Percentile Speed
Dartmouth	Northbound	1177	32 mph
	Southbound	479	29 mph
Herald	Northbound	479	29 mph
	Southbound	540	29 mph
Main*	Eastbound	304	28 mph
	Westbound	351	28 mph
Main **	Eastbound	760	25 mph
	Westbound	377	24 mph

* Between Herald and Felts

** Between Raymond and University

Table 4 verifies Dartmouth Road is used for circulation between Appleway Blvd and Sprague Avenue due to the large amount of northbound traffic on this street. Dartmouth Road also has the highest 85th percentile speed of the locations included in the study. The speeds observed on Herald Road and Main Avenue are typical of local access streets.

Traffic Safety Analysis

The number and types of accidents at the study area intersections were collected, analyzed and included in this study. The time frame of this analysis is three years, 2008 through 2010. A summary of the results of that analysis is shown on Table 5.

Table 5 - Traffic Safety Summary

Intersection	2008		2009		2010		Per MEV*
	PDO	INJ	PDO	INJ	PDO	INJ	
Sprague Avenue / University Road	13	2	6	0	2	3	0.97
Appleway Blvd / University Road	1	0	0	0	0	0	0.05
University Road / Main Avenue	0	0	0	0	0	0	0.00
Sprague Avenue / Herald Road	0	0	0	0	0	0	0.00
Sprague Avenue / Dartmouth Road	0	1	0	0	0	0	0.08
Appleway Blvd / Dartmouth Road	1	0	0	0	0	1	0.14

*MEV - Million entering vehicles

Generally, intersections with an accident rate below 1.00 accidents per million entering vehicles have no identifiable safety concerns, but rather the accidents which occur at these intersections are random events. The accident rate at Sprague Avenue / University Road is the highest of those included in the study, and is approaching but still under 1.00 accidents per million entering vehicles. The accidents at this intersection fall into several typical categories, with “one vehicle turning right and one vehicle traveling through the intersection from the same direction” as the most common accident type followed by “rear end” and then “side swipe” rounding out the top three accident types.

Public Input

A community meeting focused on the traffic issues of this project was held on May 30, 2012 at 6:00 p.m. at Spokane Valley Fire Department Station 1 in the parking bays. Representatives of the city of Spokane Valley, Spokane County Library District, and the Spokane Valley Fire Department were there along with members of the general public. This meeting was publicized through a press release, short articles in both the Spokesman - Review and Spokane Valley News Herald, by installing signs on the site facing Sprague Avenue and facing Main Avenue, and by mailing post cards to the surrounding property owners and taxpayers within 400'.

The meeting introduced the project to those present and enumerated the traffic characteristics collected for the study. Input was then solicited and the following list summarizes the concerns of those at the meeting.

- The parking associated with the existing park is occasionally inadequate.
- The parking available at the existing library is occasionally inadequate.
- The intersection of Main Avenue / Raymond Road should be realigned.
- Motorists don't come to a complete stop at the stop sign on Main Avenue at Raymond Road.
- The utility pole at the northwest corner of Main Avenue / Raymond Road has been hit twice in the last twelve years.
- On-street parking is common when events are held at the Spokane Valley Methodist Church. This occurs on Tuesdays during bible study, Wednesday evenings during church, Saturdays during sports events and Sundays during church as well as during other events. This parking occurs on Balfour Road, Main Avenue, and Raymond Road and affects general area circulation as well as fire department access.
- The new parking lot for the park expansion appears inadequate.
- The parking lot for the library appears inadequate.
- There is an existing problem with transients in the area. There is a concern that the park be fenced to discourage camping.
- A safety concern was expressed to encourage adequate lighting for pedestrians using the library and park at night.
- The sight distance for eastbound traffic on Main Avenue at University Road is impeded by a sign for the building located at the northwest corner of the intersection.
- Support was expressed for locating an aquatic center here rather than the open fields depicted on the site plans.
- The Spokane Valley Fire Department also submitted a letter at the meeting generally expressing support for the project, as well as a desire to decrease response time. With Sprague Avenue limited to one-way traffic, their average response time has increase one minute and twenty seconds.
- After the meeting, an additional telephone call was received requesting during site development that consideration be given to saving the mature tree present in the middle of the site.

IV. Trip Generation

The trip generation characteristics of the site are expected to be represented by the characteristics found in the Institute of Transportation Engineers Manual, *Trip Generation, 8th Edition* for the Library, Land Use Category (LUC) 590. Based upon Spokane Valley Library data, the patrons at the Spokane Valley Library Branch arrive there by automobile (80%), city bus (STA) (15%) and by foot or bike (5%). This mix is expected to apply to the new site as well. The trip making characteristics for the site are summarized on Table 6 for the library.

Table 6 - Weekday Trip Generating Characteristics for Spokane Valley Library

KSF / Mode	A.M. Peak Hour			P.M. Peak Hour			ADT
	Vol @ 1.04 Trips per KSF	Directional Distribution		Vol @ 7.30 Trips per KSF	Directional Distribution		Vol @ 56.24 Trips per KSF
		71% In	29% Out		48% In	52% Out	
50	52	37	15	365	175	190	2,812
Vehicle	41	29	12	292	140	152	
STA Bus	8	6	2	55	26	29	
Ped / Bike	3	2	1	18	9	9	

The traffic generated by the expansion of Balfour Park was determined using recently collected local data used for the development of the Greenacres Park. Greenacres Park is located in the northeast portion of the city. This data was used rather than the more typical data in *Trip Generation, 8th Edition* since that data is limited, and under-represents the actual traffic volumes generated at Spokane Valley city parks. The data collected is for the p.m. peak hour and accounts for vehicular and pedestrian / bike use. The local data showed a mode split of approximately 85% by ped / bike and 15% by automobile.

The services being added to Balfour Park are likely to attract users from a wider area than to Greenacres Park. Balfour Park is more likely to be used similarly to Valley Mission Park or Mirabeau Point. To account for that, an additional 8 trips (or 4 vehicles) were added to the traffic otherwise generated by the park. Table 7 summarizes the trip generation rates and volumes that apply to the Balfour Park expansion.

Table 7 - Weekday Trip Generating Characteristics for Balfour Park Expansion

Acres / Mode	P.M. Peak Hour		
	Vol @ 1.78 Trips per Acre	Directional Distribution	
		42% In	58% Out
7	13	6	7
Vehicle	2	1	1
Ped / Bike	11	5	6
Regional Draw*	8	4	4
Total	21	10	11

* added on top of locally collected data

Based on the information on Tables 6 and 7, the site will generate 52 new trips during the a.m. peak hour and 386 new trips in the p.m. peak hour. It is typical for p.m. peak hour volumes to be 1/10th of average

daily volumes. Therefore the park is expected to generate approximately 130 trips during an average day. Together the site will generate 3,022 trips during an average weekday.

Saturday also is a popular day to use both parks and the library, so the trip generating characteristics during the peak hour of Saturday are summarized on Table 8 for the library and Table 9 for the park.

Table 8 - Saturday Trip Generating Characteristics for Library

KSF / Mode	Saturday Peak Hour			ADT
	Vol @ 6.75 Trips per KSF	Directional Distribution		Vol @ 46.55 Trips per KSF
		53% In	47% Out	
50	338	179	159	2,328
Vehicle	270	144	126	
STA Bus	51	27	24	
Ped / Bike	17	8	9	

Table 9 - Saturday Trip Generating Characteristics for Balfour Park Expansion

Acres / Mode	Saturday Peak Hour		
	Vol @ 1.32 Trips per Acre	Directional Distribution	
		50% In	50% Out
7	10	5	5
Vehicle	2	1	1
Ped / Bike	8	4	4

Based on the information on Tables 8 and 9, the site will generate 348 new trips during the Saturday peak hour. It is also typical for a Saturday peak hour volumes to be 1/10th of average daily volumes. Therefore the park is expected to generate approximately 100 trips during an average day, and together during an average Saturday, the site will generate 2,428 trips.

Level of service calculations were not conducted for the Saturday peak hour, and the trip generating characteristics of the site during Saturday are included for informational purposes only. Note that the traffic generated by the site during the Saturday peak is lower than a weekday p.m. peak hour. Therefore, the weekday p.m. peak hour are the heaviest traffic period of the week and conducting level of service calculations for this time period ensures acceptable levels of service for the entire week.

V. Trip Distribution

Overall trip distribution generated by the site was determined to be 5% to/from the northwest, 10% on the Sprague Avenue / Appleway Blvd couplet west of the site, 30% southbound on University Road, 30% east on Sprague Avenue east of University Road, and 25% north on University Road as shown on Figure 6, Trip Distribution. The site generated traffic volumes at the intersections in this study are shown on Figure 7.

VI. Level of Service Analysis

Intersection levels of service (LOS) are expressed by using letter designations from A to F, whereby LOS A represents the best operating conditions and LOS F the worst (saturated flow or over-capacity) conditions. The levels are designed to determine how well an intersection is functioning with respect to variables such as traffic flow and delay.

The level of service analysis for the signalized intersections included in this study were conducted according to the procedures outlined in the Transportation Research Board's 2000 *Highway Capacity Manual (HCM) - Special Report 209* as implemented in Synchro version 7, build 773, revision 8. Signalized intersections within Spokane Valley are required to function at LOS D or better.

For unsignalized intersections the level of service analyses were conducted according to the procedures outlined in the Transportation Research Board's 2000 *Highway Capacity Manual (HCM) - Special Report 209* as implemented in the Highway Capacity Software, version 5.5. Unsignalized intersections are required to function at LOS E or better by Spokane Valley.

Level of service analyses were conducted at the intersections included in this study for existing conditions as shown on Figure 3, for future conditions as shown on Figure 4, and for the future conditions with the additional traffic generated by the Spokane Valley Library and Balfour Park expansion as shown on Figure 7. Figure 7 reflects total future traffic volumes including the additional traffic generated by the Spokane Valley Library and Balfour Park expansion and was arrived at by adding the site generated traffic volumes shown on Figure 6 to the future year traffic volumes as shown on Figure 4.

A summary of the LOS analyses results under these three conditions is shown on the following table.

Table 10 - Level of Service Summary

INTERSECTION (S)ignalized (U)nsignalized		EXISTING		FUTURE		FUTURE w/ PROJECT	
		DELAY	LOS	DELAY	LOS	DELAY	LOS
Sprague Avenue / University Road	S	27.9 sec	C	27.6 sec	C	28.7 sec	C
Appleway Blvd / University Road	S	21.4 sec	C	21.3 sec	C	21.3 sec	C
University Road / Main Avenue	U	13.1 sec	B	13.2 sec	B	16.8 sec	C
Sprague Avenue / Herald Road	U	14.4 sec	C	14.8 sec	C	38.7 sec	E
Sprague Avenue / Dartmouth Road	U	12.0 sec	B	12.2 sec	B	13.7 sec	B
Appleway Blvd / Dartmouth Road	U	16.8 sec	C	17.2 sec	C	21.9 sec	C

The intersections meets agency standards for all conditions analyzed. Level of service falls at two intersections as a result of the additional traffic generated by the library / park expansion project. At University Road / Main Avenue, the level of service falls from LOS B to LOS C, with an addition of 3.6 seconds of delay. A more significant fall in level of service occurs at Sprague Avenue / Herald Road from LOS C to LOS E. As this intersection experiences the biggest increase in traffic volume this drop in level of service is not unexpected.

VII. Impact Summary and Recommendations

The intersections in the study area easily meet agency standards. Therefore, no off-site level of service mitigation is required.

However, the most likely route for southbound traffic on Herald Road to get to Appleway Blvd is to travel through a bank parking lot. This is an undesirable situation which will increase with the development of the Spokane Valley Library / Balfour Park expansion project. The recommended option to address this situation is to create a driveway on-site that lines up with Dartmouth Road. This driveway will facilitate traffic from Appleway Blvd onto the site, and will allow traffic leaving the site to easily access Appleway Blvd. Anticipated traffic volumes in this situation are shown on Figure 8. The levels of service at Sprague Avenue / Herald Road and Sprague Avenue / Dartmouth Road would be affected by this change. During the p.m. peak hour, the level of service at Sprague Avenue / Herald Road would improve to LOS C with 16.3 seconds of delay. The level of service at Sprague Avenue / Dartmouth Road, however, would drop to LOS E with 42.1 seconds of delay. These levels of service still meet agency standards.

A second recommendation is to smooth out the jog on Main Avenue at Raymond Road. The project will add noticeable traffic (approximately 110 vehicles in the peak hour) to Main Avenue between Herald Road and University Road, and smoothing out this jog would improve the street. Additionally, with the jog smoothed out, the stop sign present for Main Avenue could be removed. Traffic control at the intersection could then be modified to require traffic on Raymond Road to stop.

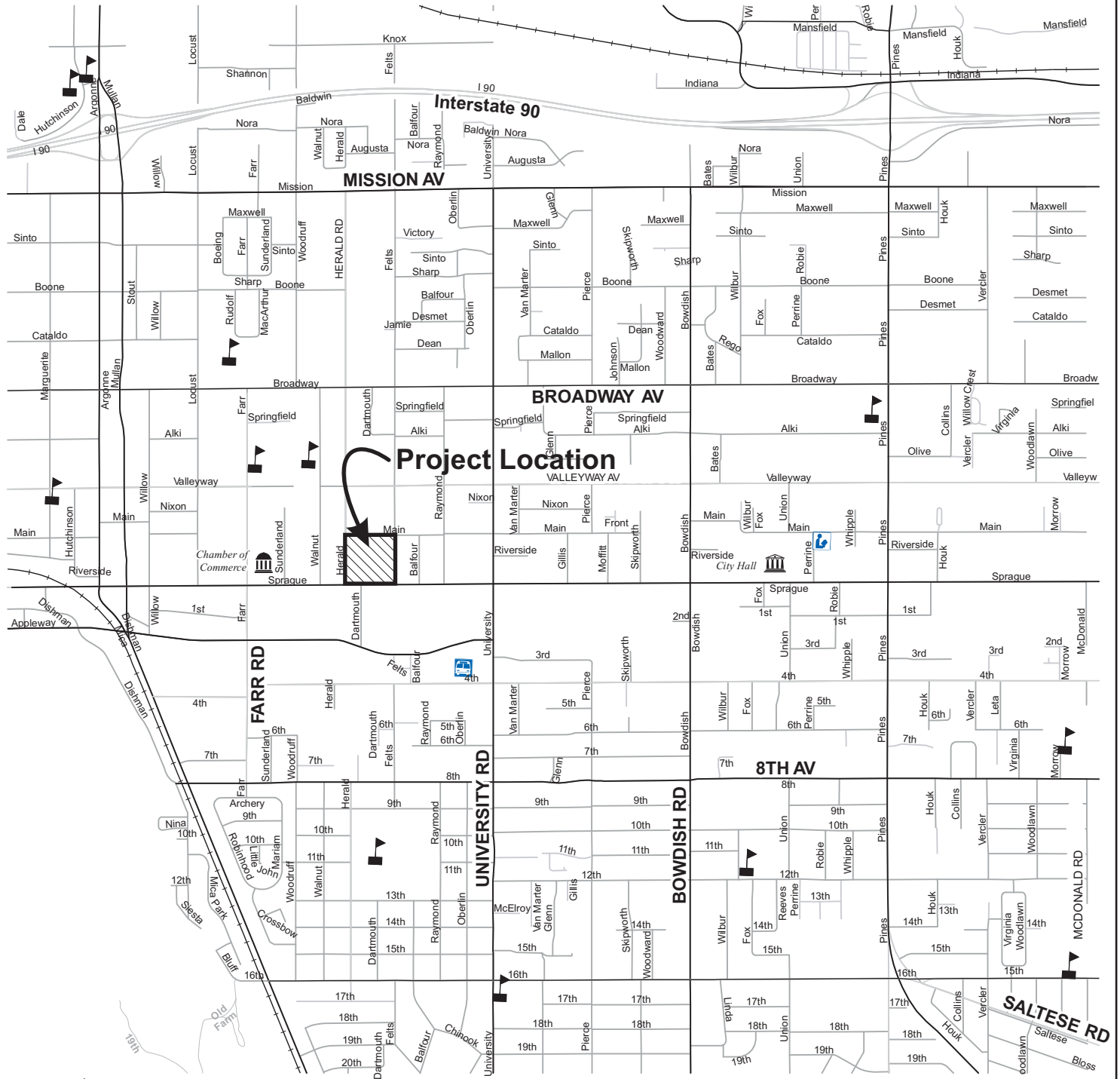
A general recommendation is also made that frontage improvements along all site frontages be brought up to current Spokane Valley standards including the construction of sidewalks. Sidewalks are available on Appleway Blvd, Sprague Avenue, University Road, and along the frontages of more recent commercial / multi-family developments. However this area was originally developed when it was considered more rural. Therefore the residential streets do not have sidewalks, although pedestrians are allowed to either walk in the street or along the edges of the streets. This situation affects bicycle access also since dedicated bicycle facilities have only recently been constructed along Sprague Avenue / Appleway Blvd and University Road. Additional upgrades to the bike / ped system could be studied during planning efforts closer to construction / development of the site.

On-street parking along the site frontages should be maintained to accommodate all of the parking needs present in the area. Further evaluation of the parking needs could be conducted during future site planning efforts and/or after the site is in operation. In some cases, the street width may be wide enough to allow head-in or angle parking to increase parking inventory.

Spokane Transit Authority (STA) will continue to serve the site via Route 90, Sprague Avenue which picks up westbound passengers along the site frontage, and eastbound passengers on Appleway Blvd south of the site. Other routes are available from the nearby Valley Transit Center at 4th Avenue / University Road. STA could be contacted during further planning studies to improve mass transit access to the site.

TECHNICAL APPENDIX

TRAFFIC FIGURES



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Library / Balfour Park
 Traffic Impact Analysis

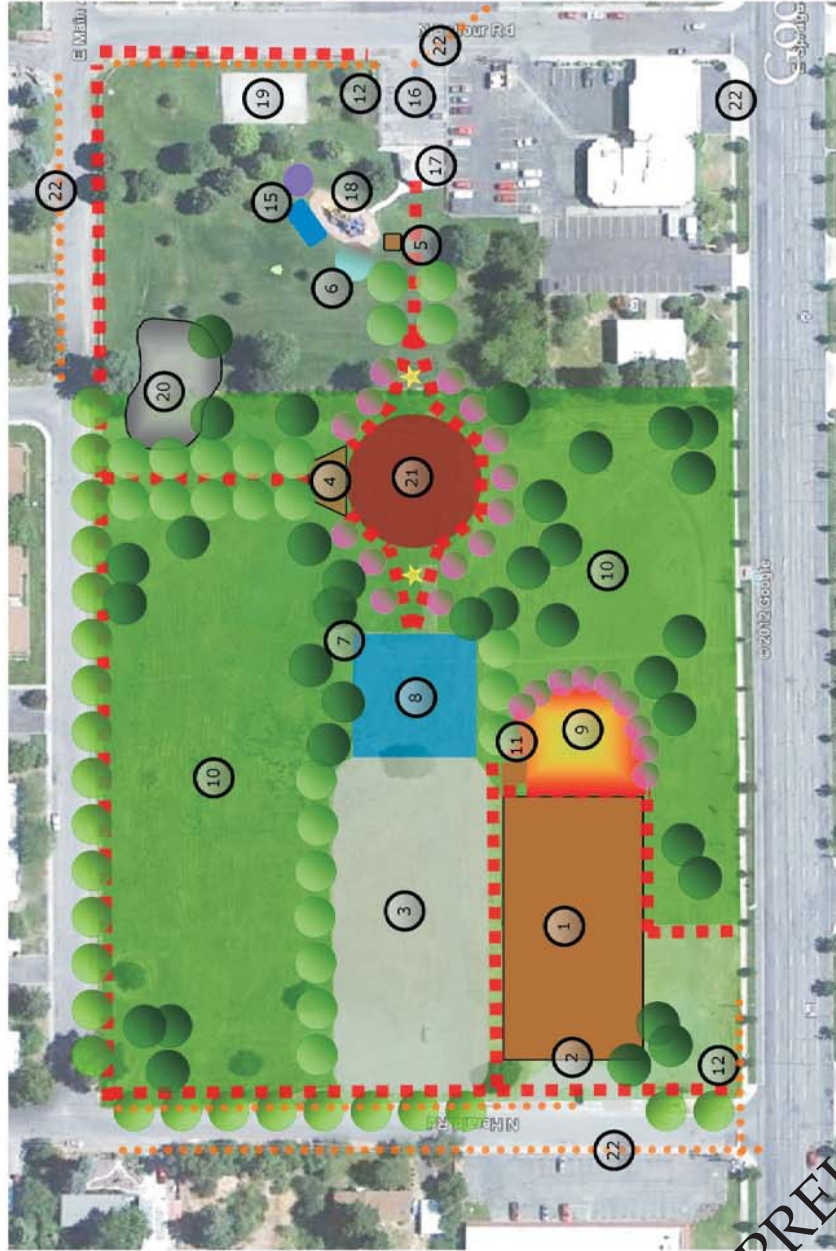
Figure 1
 Vicinity Map

PRELIMINARY

Legend

1. Library
2. Library Drive Through
3. Parking Lot— 124 spaces
4. Large Shelter and Stage
5. Small Picnic Shelter
6. Small Splash Pad
7. Veteran's Memorial
8. Farmers Market Space
9. Reading/Rose Garden
10. Open Fields
11. Seasonal Café
12. New Park Signage
13. Art/Sculpture
14. Sidewalks
15. Balfour Park Improvements
New Swing Set
New Tot Lot
16. Existing Parking Lot
17. Existing Restroom
18. Existing Play Structure
19. Existing Volleyball Court
20. Skate Park
21. Civic Gathering Space and Stage
22. Existing Overhead Power

City of Spokane Valley — Balfour Park
Library and Park Expansion—Option #1
 Existing Park Size - 2.5 Acres Additional Land - 8.39 Acres
 Total = 10.89 Acres



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 April 2, 2012



PRELIMINARY

Graphic Provided by Michael Terrell, Landscape Architect



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Library / Balfour Park

Traffic Impact Analysis

Figure 2a
 Site Plan

PRELIMINARY

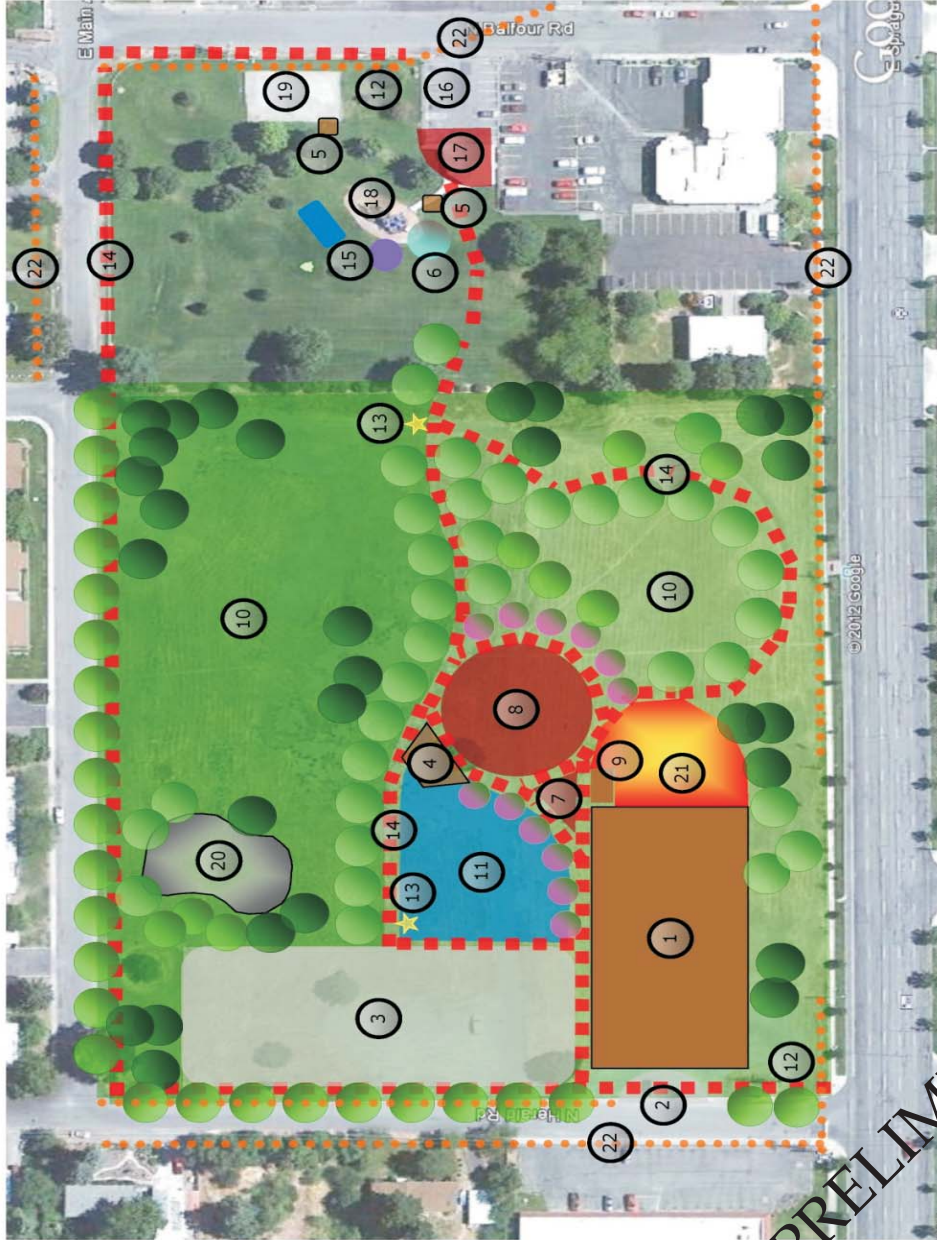
Legend

1. Library
2. Library Drive Through
3. Parking—124 Spaces
4. Large Shelter
5. Small Picnic Shelter
6. Small Splash Pad
7. Veteran's Memorial
8. Civic Gathering Space and Stage
9. Seasonal Café
10. Open Fields
11. Farmers Market Space
12. New Park Signage
13. Art/Sculpture
14. Sidewalks
15. Balfour Park Improvements New Swing Set New Tot Lot
16. Existing Parking Lot
17. Existing Restroom
18. Existing Play Structure
19. Existing Volleyball Court
20. Skate Park
21. Reading/Rose Garden
22. Existing Overhead Power

**City of Spokane Valley — Balfour Park
Library and Park Expansion — Option #2**

Existing Park Size - 2.5 Acres Additional Land - 8.39 Acres

Total = 10.89 Acres



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April 2, 2012



N.T.S.

PRELIMINARY

Graphic Provided by Michael Terrell, Landscape Architect



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Library / Balfour Park

Traffic Impact Analysis

Figure 2b
Site Plan

PRELIMINARY

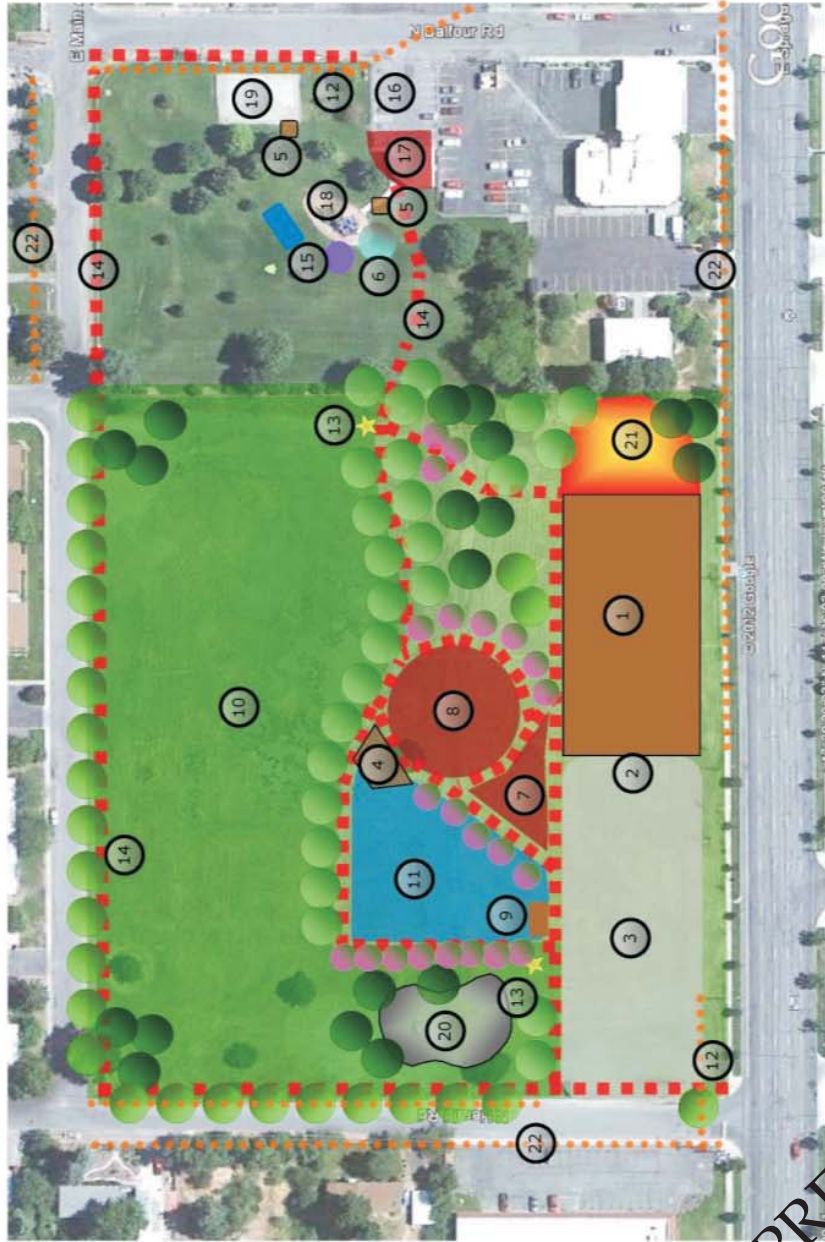
Legend

1. Library
2. Library Drive Through
3. Parking—124 Spaces
4. Large Shelter
5. Small Picnic Shelter
6. Small Splash Pad
7. Veteran's Memorial
8. Civic Gathering Space and Stage
9. Seasonal Café
10. Open Fields
11. Farmers Market Space
12. New Park Signage
13. Art/Sculpture
14. Sidewalks
15. Balfour Park Improvements
New Swing Set
New Tot Lot
16. Existing Parking Lot
17. Existing Restroom
18. Existing Play Structure
19. Existing Volleyball Court
20. Skate Park
21. Reading/Rose Garden
22. Existing Overhead Power

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 April 7, 2012



**City of Spokane Valley — Balfour Park
 Library and Park Expansion — Option #3**
 Existing Park Size - 2.5 Acres Additional Land - 8.39 Acres
 Total = 10.89 Acres



PRELIMINARY

Graphic Provided by Michael Terrell, Landscape Architect



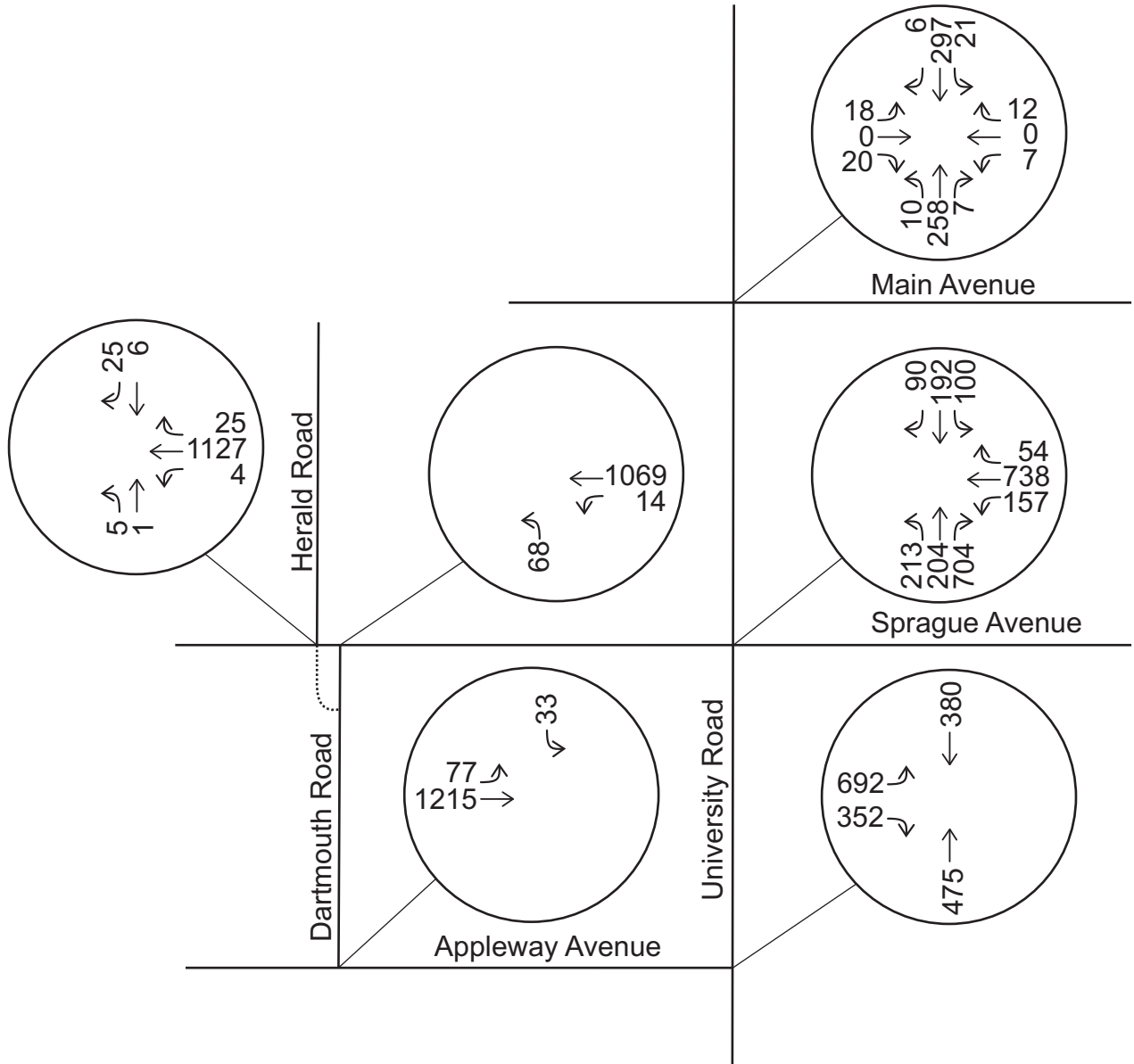
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Library / Balfour Park

Traffic Impact Analysis

Figure 2c
 Site Plan



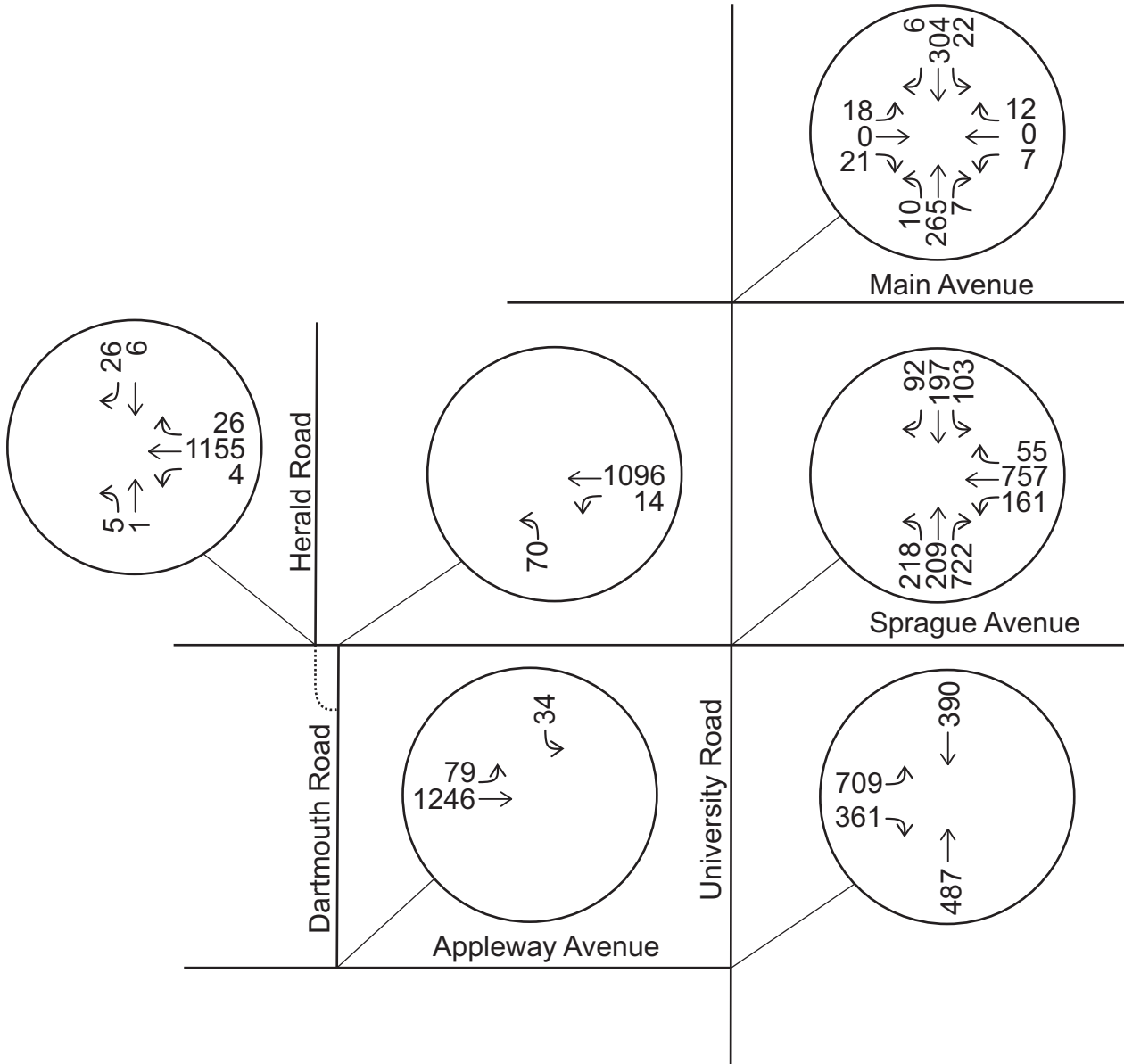
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Library / Balfour Park

Traffic Impact Analysis

Figure 3
 Existing
 P.M. Peak Hour
 Traffic Volumes



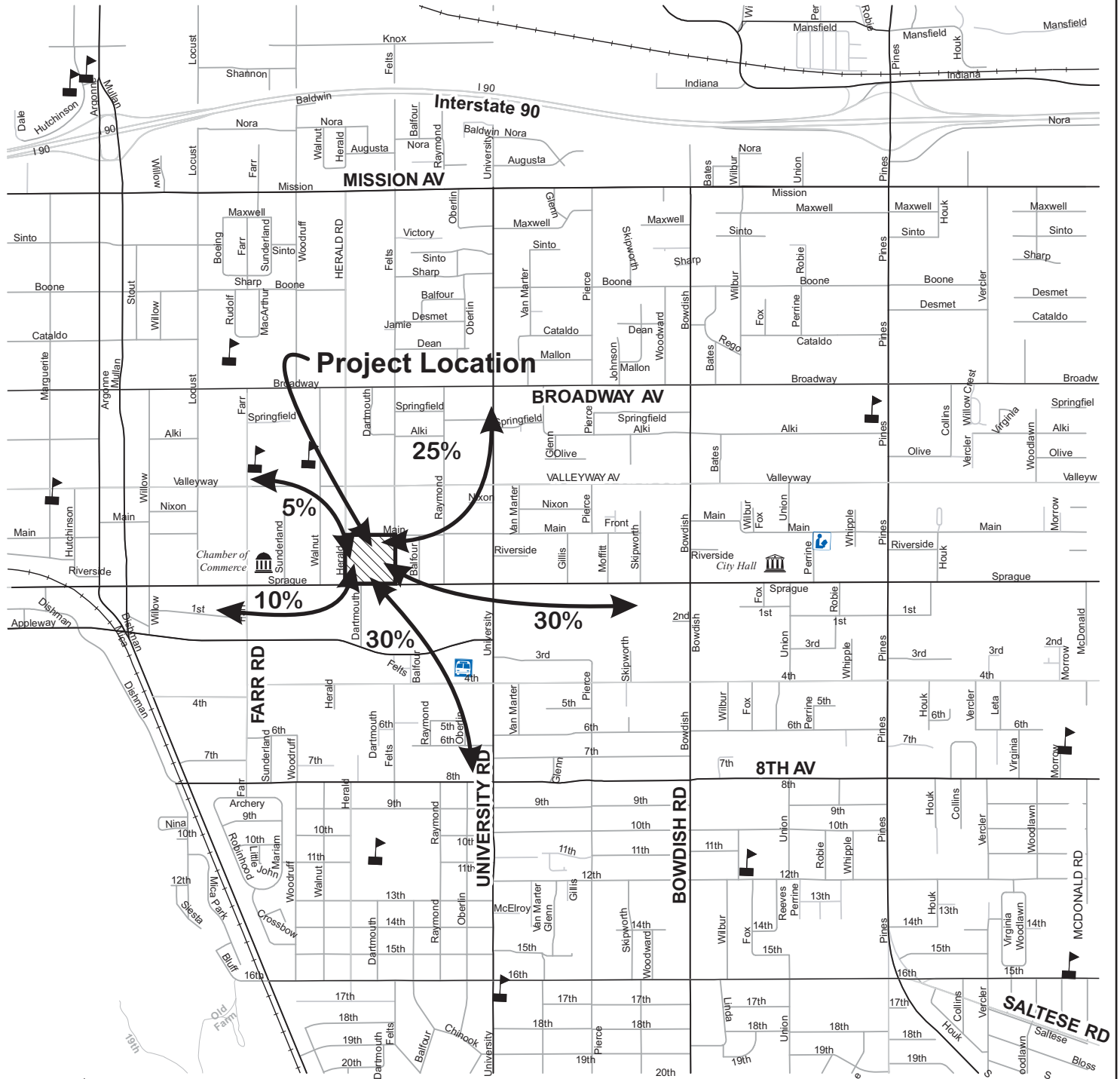
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Library / Balfour Park

Traffic Impact Analysis

Figure 4
 Future
 P.M. Peak Hour
 Traffic Volumes



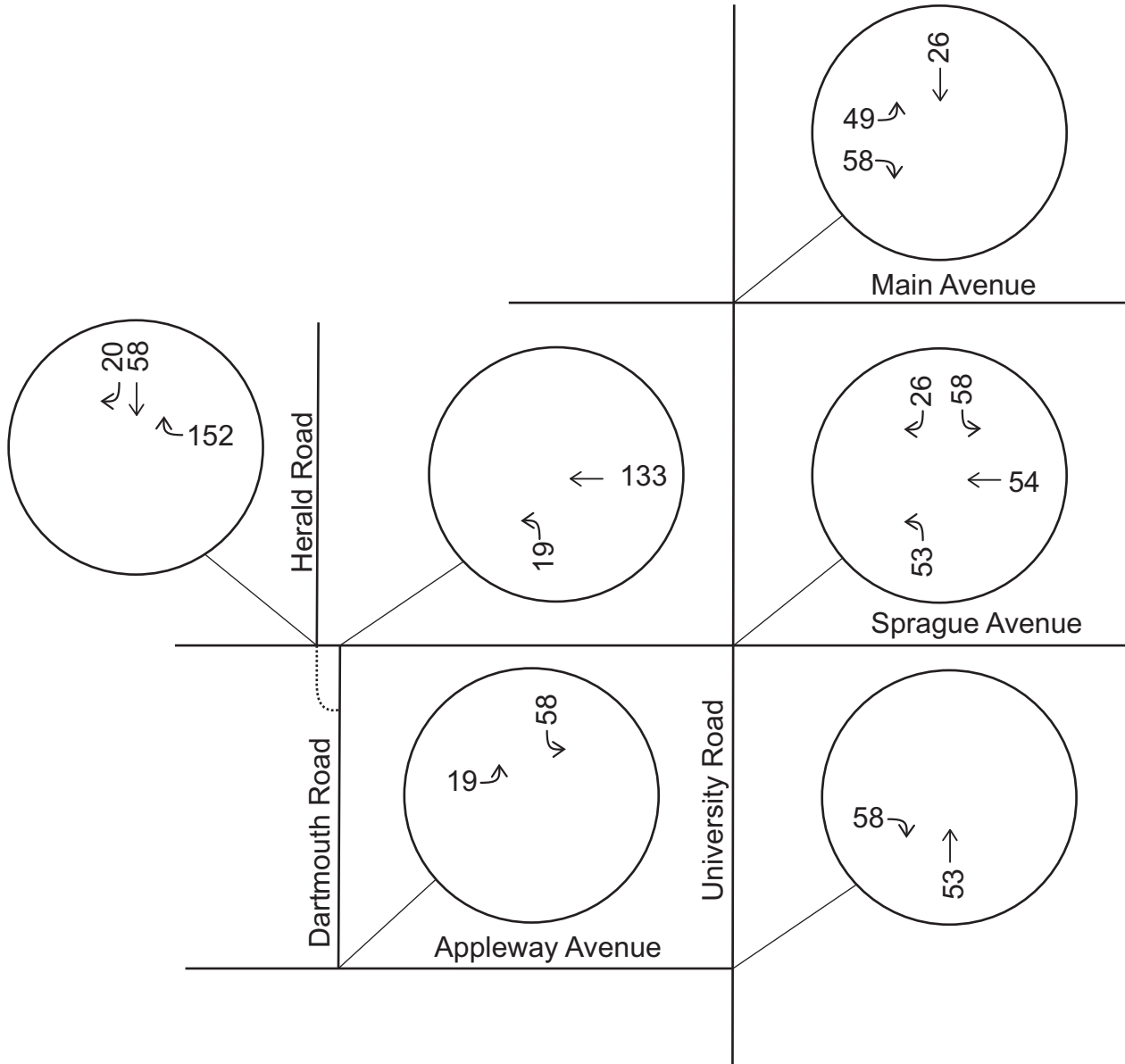
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Library / Balfour Park

Traffic Impact Analysis

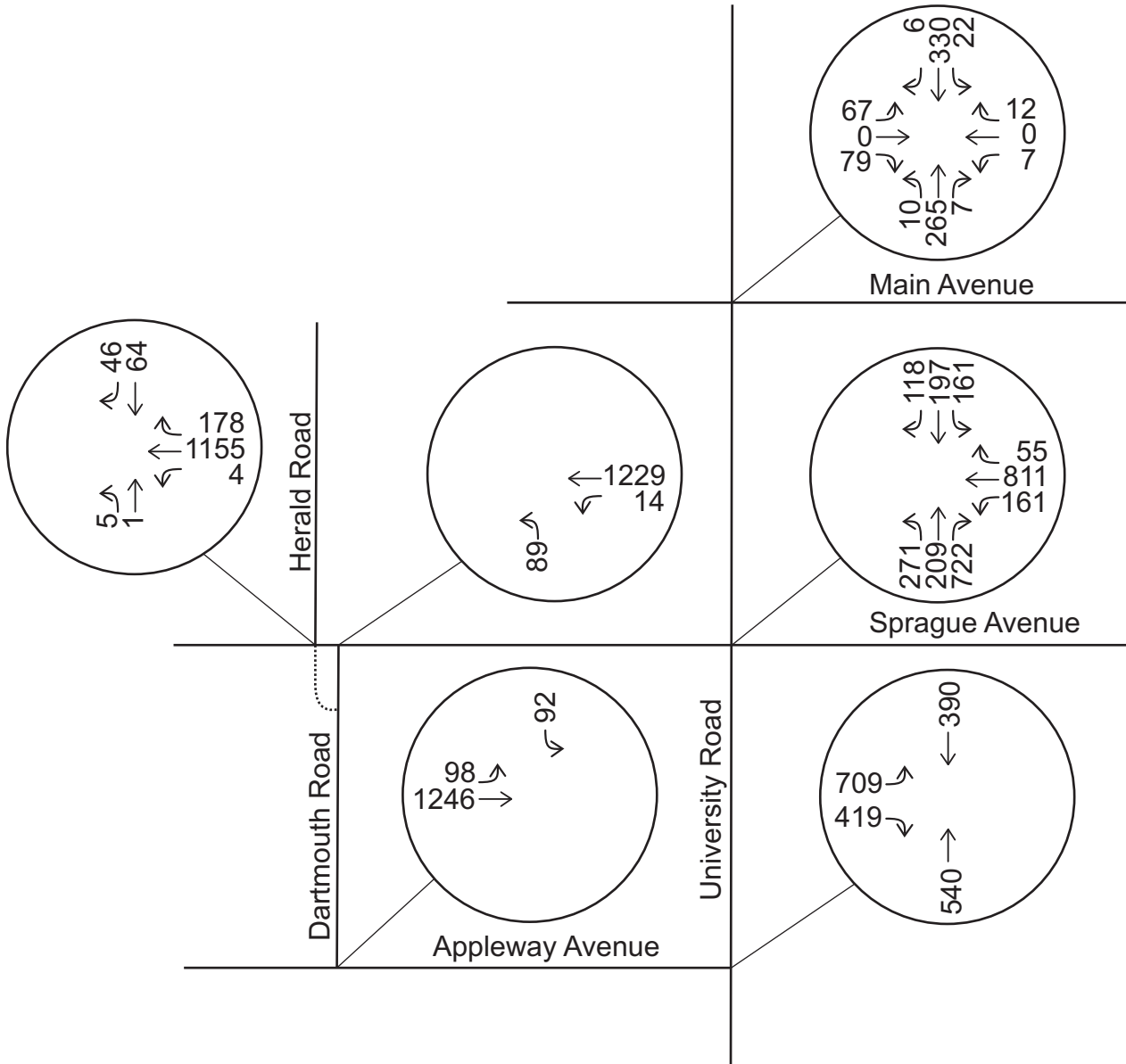
Figure 5
 Distribution Map



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Library / Balfour Park
 Traffic Impact Analysis

Figure 6
 Site Generated
 P.M. Peak Hour
 Traffic Volumes



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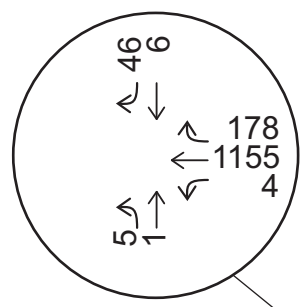
Library / Balfour Park

Traffic Impact Analysis

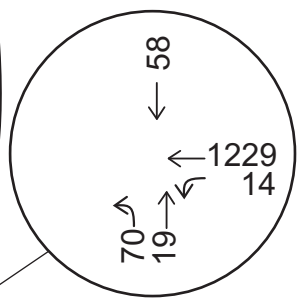
Figure 7
 Future
 P.M. Peak Hour
 Traffic Volumes
 with Project

Mitigated

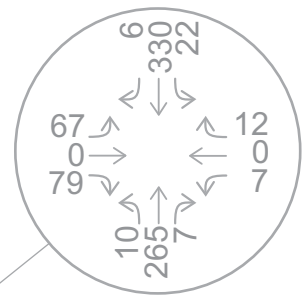
Site Driveway across from Dartmouth linking to Herald



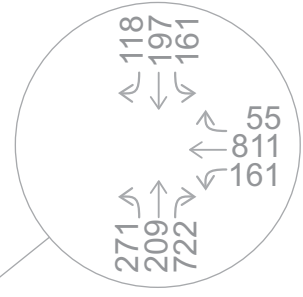
Herald Road



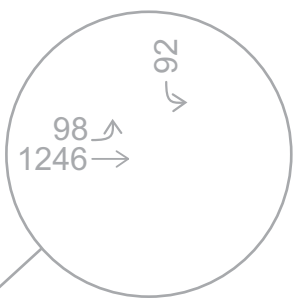
Sprague Avenue



Main Avenue



Dartmouth Road



Appleyway Avenue

University Road



Mitigated



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Library / Balfour Park

Traffic Impact Analysis

Figure 8
Future
P.M. Peak Hour
Traffic Volumes
with Project

TRAFFIC COUNTS

PROJECT: SV Library
 Job No. 1211
 INTERSECTION: Dartmouth Rd & Appleway Blvd

DATE OF COUNT: MAY 08, 2012

TRAFFIC COUNT REDUCTION WORKSHEET PM PEAK HOURS

APPROACH	MOVEMENT	4:00 PM		4:15 PM		4:30 PM		4:45 PM		5:00 PM		5:15 PM		5:30 PM		5:45 PM	
		pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk
Eastbound	Left																
	Through																
	Right																
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Westbound	Left	26	1	39	3	28	1	44	1	31	0	39	2	40	0	20	1
	Through	182	0	191	1	187	2	169	1	213	1	167	1	186	0	153	0
	Right	24	0	13	0	21	0	9	0	12	0	15	0	18	0	11	0
	Total	232	1	243	4	236	3	222	2	256	1	221	3	244	0	184	1
	App. Total		233		247		239		224		257		224		244		185
Northbound	Left	34	3	40	1	48	1	46	1	60	1	43	1	60	1	44	1
	Through	53	0	38	2	44	0	45	1	72	0	45	1	40	0	57	1
	Right	200	1	199	1	180	0	176	1	180	0	187	1	159	0	134	2
	Total	287	4	277	4	272	1	267	3	312	1	275	3	259	1	235	4
	App. Total		291		281		273		270		313		278		260		239
Southbound	Left	20	0	16	0	23	0	24	0	21	0	29	0	26	0	19	0
	Through	39	2	38	0	33	1	34	0	49	1	53	0	54	1	28	0
	Right	19	0	14	0	24	0	22	0	20	0	31	0	17	0	24	0
	Total	78	2	68	0	80	1	80	0	90	1	113	0	97	1	71	0
	App. Total		80		68		81		80		91		113		98		71
Total Vehicle Volume		597	7	588	8	588	5	569	5	658	3	609	6	600	2	490	5
Total Intersection Volume			604		596		593		574		661		615		602		495

Intersection Total One Hour Volumes	
4:00	2367
4:15	2424
4:30	2443
4:45	2452
5:00	2373

PROJECT: SV Library
 Job No. 1211
 INTERSECTION: Dartmouth Rd & Appleway Blvd

DATE OF COUNT: MAY 08, 2012

PM PEAK HOUR BREAKDOWN

APPROACH	MOVEMENT	4:45 PM		5:00 PM		5:15 PM		5:30 PM		TOTAL	P.H.F.	Pct. Trucks
		pass	trk	pass	trk	pass	trk	pass	trk			
Eastbound	Left									0	#DIV/0!	
	Through									0	#DIV/0!	
	Right									0	#DIV/0!	
	Total	0	0	0	0	0	0	0	0	0		
	App. Total		0		0		0		0			#DIV/0!
Westbound	Left	44	1	31	0	39	2	40	0	157	0.872222	
	Through	169	1	213	1	167	1	186	0	738	0.86215	
	Right	9	0	12	0	15	0	18	0	54	0.75	
	Total	222	2	256	1	221	3	244	0	949		
	App. Total		224		257		224		244			0.632244
Northbound	Left	46	1	60	1	43	1	60	1	213	0.872951	
	Through	45	1	72	0	45	1	40	0	204	0.708333	
	Right	176	1	180	0	187	1	159	0	704	0.93617	
	Total	267	3	312	1	275	3	259	1	1121		
	App. Total		270		313		278		260			0.713649
Southbound	Left	24	0	21	0	29	0	26	0	100	0.862069	
	Through	34	0	49	1	53	0	54	1	192	0.872727	
	Right	22	0	20	0	31	0	17	0	90	0.725806	
	Total	80	0	90	1	113	0	97	1	382		
	App. Total		80		91		113		98			0.52356
Total Vehicle Volume		569	5	658	3	609	6	600	2	2452	0.927383	
Total Intersection Volume			574		661		615		602			0.652529

PROJECT: SV Library
 Job No. 1211
 INTERSECTION: Dartmouth Rd & Appleway Blvd

DATE OF COUNT: MAY 08, 2012

TRAFFIC COUNT REDUCTION WORKSHEET PM PEAK HOURS

APPROACH	MOVEMENT	4:00 PM		4:15 PM		4:30 PM		4:45 PM		5:00 PM		5:15 PM		5:30 PM		5:45 PM	
		pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk
Eastbound	Left	168	1	158	1	203	0	162	0	194	0	170	1	164	1	137	1
	Through																
	Right	63	0	63	2	75	1	79	0	78	2	111	0	80	2	72	1
	Total	231	1	221	3	278	1	241	0	272	2	281	1	244	3	209	2
	App. Total		232		224		279		241		274		282		247		211
Westbound	Left																
	Through																
	Right																
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total		0		0		0		0		0		0		0		0
Northbound	Left																
	Through	102	3	89	2	68	1	142	2	113	1	108	3	106	0	87	3
	Right																
	Total	102	3	89	2	68	1	142	2	113	1	108	3	106	0	87	3
	App. Total		105		91		69		144		114		111		106		90
Southbound	Left																
	Through	69	2	79	2	75	2	87	1	70	1	97	1	122	1	72	1
	Right																
	Total	69	2	79	2	75	2	87	1	70	1	97	1	122	1	72	1
	App. Total		71		81		77		88		71		98		123		73
Total Vehicle Volume		402	6	389	7	421	4	470	3	455	4	486	5	472	4	368	6
Total Intersection Volume			408		396		425		473		459		491		476		374

Intersection Total One Hour Volumes	
4:00	1702
4:15	1753
4:30	1848
4:45	1899
5:00	1800

PROJECT: SV Library
 Job No. 1211
 INTERSECTION: Dartmouth Rd & Appleway Blvd

DATE OF COUNT: MAY 08, 2012

PM PEAK HOUR BREAKDOWN

APPROACH	MOVEMENT	4:45 PM		5:00 PM		5:15 PM		5:30 PM		TOTAL	P.H.F.	Pct. Trucks
		pass	trk	pass	trk	pass	trk	pass	trk			
Eastbound	Left	162	0	194	0	170	1	164	1	692	0.891753	
	Through									0	#DIV/0!	
	Right	79	0	78	2	111	0	80	2	352	0.792793	
	Total	241	0	272	2	281	1	244	3	1044		
	App. Total		241		274		282		247			0.574713
Westbound	Left									0	#DIV/0!	
	Through									0	#DIV/0!	
	Right									0	#DIV/0!	
	Total	0	0	0	0	0	0	0	0	0		
	App. Total		0		0		0		0			#DIV/0!
Northbound	Left									0	#DIV/0!	
	Through	142	2	113	1	108	3	106	0	475	0.824653	
	Right									0	#DIV/0!	
	Total	142	2	113	1	108	3	106	0	475		
	App. Total		144		114		111		106			1.263158
Southbound	Left									0	#DIV/0!	
	Through	87	1	70	1	97	1	122	1	380	0.772358	
	Right									0	#DIV/0!	
	Total	87	1	70	1	97	1	122	1	380		
	App. Total		88		71		98		123			1.052632
Total Vehicle Volume		470	3	455	4	486	5	472	4	1899	0.966904	
Total Intersection Volume			473		459		491		476			0.842549

Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	21	297	6	7	0	12	10	258	7	18	0	20	656
Factor	0.66	0.85	0.50	0.58	0.00	0.75	0.83	0.90	0.58	0.75	0.00	0.50	0.92
Approach factor	0.84			0.68			0.89			0.59			

Peak Hour Vehicle Summary

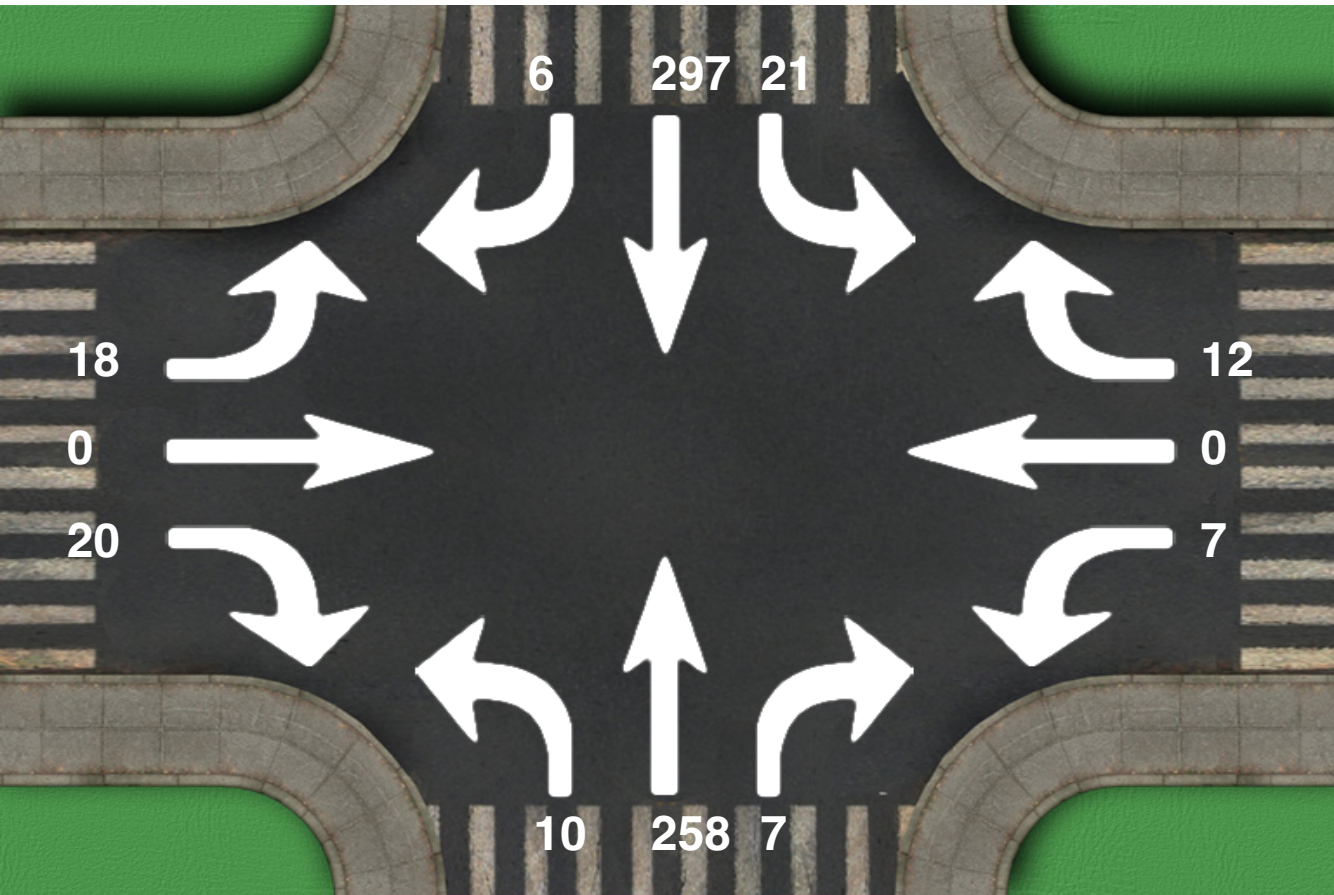
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	21	293	6	7	0	12	10	255	6	18	0	20	648
Truck	0	4	0	0	0	0	0	3	1	0	0	0	8

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	1	2	3	3	2	5	8

Intersection Peak Hour

Location: University at Main, Spokane Valley, WA
GPS Coordinates:
Date: 2012-05-09
Day of week: Wednesday
Weather: sunny
Analyst: alw



Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	21	297	6	7	0	12	10	258	7	18	0	20	656
Factor	0.66	0.85	0.50	0.58	0.00	0.75	0.83	0.90	0.58	0.75	0.00	0.50	0.92
Approach factor	0.84			0.68			0.89			0.59			

PROJECT: Spokane Valley Library
 JOB NO. 1211
 INTERSECTION: Sprague / Herald / Dartmouth

DATE OF COUNT: 5/8/12

TRAFFIC COUNT REDUCTION WORKSHEET PM PEAK HOURS

APPROACH	MOVEMENT	15 Minute Period Beginning @															
		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45	
		pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk
Eastbound	Left																
	Through																
	Right																
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct Trucks		ERR		ERR		ERR		ERR		ERR		ERR		ERR		ERR
Westbound	Left	4		2		6		4		2		5		5		4	
	Through	241		249		275		234		311		234		241		223	
	Right	6		6		1		4		4		5		12		3	
	App. Total	251	0	257	0	282	0	242	0	317	0	244	0	258	0	230	0
	Pct Trucks		0%		0%		0%		0%		0%		0%		0%		0%
Northbound	Left	13		17		15		13		13		14		12		9	
	Through	1		3		5				2		4		2		6	
	Right																
	App. Total	14	0	20	0	20	0	13	0	15	0	18	0	14	0	15	0
	Pct Trucks		0%		0%		0%		0%		0%		0%		0%		0%
Southbound	Left																
	Through	4		3		1		2						3		3	
	Right	8		4		7		6		8		12		4		6	
	App. Total	12	0	7	0	8	0	8	0	8	0	12	0	7	0	9	0
	Pct Trucks		0%		0%		0%		0%		0%		0%		0%		0%
Total Intersection Volume		277	0	284	0	310	0	263	0	340	0	274	0	279	0	254	0
Intersection Pct Trucks			0%		0%		0%		0%		0%		0%		0%		0%

Intersection Total One Hour Volumes	Pct Trucks
4:00	1134 0.00%
4:15	1197 0.00%
4:30	1187 0.00%
4:45	1156 0.00%
5:00	1147 0.00%

PROJECT: Spokane Valley Library
 JOB NO. 1211
 INTERSECTION: Sprague / Herald / Dartmouth

DATE OF COUNT: 5/8/12

PM PEAK HOUR BREAKDOWN

APPROACH	MOVEMENT	4:15		4:30		4:45		5:00		TOTAL
		pass	trk	pass	trk	pass	trk	pass	trk	
Eastbound	Left									0
	Through									0
	Right									0
	Pct Trucks	0	0	0	0	0	0	0	0	0
Westbound	Left	2		6		4		2		14
	Through	249		275		234		311		1069
	Right	6		1		4		4		15
	App. Total	257	0	282	0	242	0	317	0	1098
	Pct Trucks		0%		0%		0%		0%	0%
Northbound	Left	17		15		13		13		58
	Through	3		5				2		10
	Right									0
	App. Total	20	0	20	0	13	0	15	0	68
	Pct Trucks		0%		0%		0%		0%	0%
Southbound	Left									0
	Through	3		1		2				6
	Right	4		7		6		8		25
	App. Total	7	0	8	0	8	0	8	0	31
	Pct Trucks		0%		0%		0%		0%	0%
Total Intersection Volume		284	0	310	0	263	0	340	0	1197
Intersection Pct Trucks			0%		0%		0%		0%	

P.H.F. = 0.88

PROJECT: SV Library
 Job No. 1211
 INTERSECTION: Dartmouth Rd & Appleway Blvd

DATE OF COUNT: May 12, 2012

TRAFFIC COUNT REDUCTION WORKSHEET PM PEAK HOURS

APPROACH	MOVEMENT	4:00 PM		4:15 PM		4:30 PM		4:45 PM		5:00 PM		5:15 PM		5:30 PM		5:45 PM	
		pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk
Eastbound	Left	62	1	39	0	24	0	12	0	19	0	28	0	17	1	23	0
	Through	252	4	244	1	273	1	293	2	314	2	308	2	292	2	235	2
	Right																
	Total	314	5	283	1	297	1	305	2	333	2	336	2	309	3	258	2
	App. Total		319		284		298		307		335		338		312		260
Westbound	Left																
	Through																
	Right																
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total		0		0		0		0		0		0		0		0
Northbound	Left																
	Through																
	Right																
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total		0		0		0		0		0		0		0		0
Southbound	Left	7	0	10	0	9	0	7	0	14	0	5	0	7	0	4	0
	Through																
	Right																
	Total	7	0	10	0	9	0	7	0	14	0	5	0	7	0	4	0
	App. Total		7		10		9		7		5		7		4		4
Total Vehicle Volume		321	5	293	1	306	1	312	2	347	2	341	2	316	3	262	2
Total Intersection Volume			326		294		307		314		349		343		319		264

Intersection Total One Hour Volumes	
4:00	1241
4:15	1264
4:30	1313
4:45	1325
5:00	1275

PROJECT: SV Library
 Job No. 1211
 INTERSECTION: Dartmouth Rd & Appleway Blvd

DATE OF COUNT: May 12, 2012

PM PEAK HOUR BREAKDOWN

APPROACH	MOVEMENT	4:45 PM		5:00 PM		5:15 PM		5:30 PM		TOTAL	P.H.F.	Pct. Trucks
		pass	trk	pass	trk	pass	trk	pass	trk			
Eastbound	Left	12	0	19	0	28	0	17	1	77	0.6875	
	Through	293	2	314	2	308	2	292	2	1215	0.961234	
	Right									0	#DIV/0!	
	Total	305	2	333	2	336	2	309	3	1292		
	App. Total		307		335		338		312			0.696594
Westbound	Left									0	#DIV/0!	
	Through									0	#DIV/0!	
	Right									0	#DIV/0!	
	Total	0	0	0	0	0	0	0	0	0		
	App. Total		0		0		0		0			#DIV/0!
Northbound	Left									0	#DIV/0!	
	Through									0	#DIV/0!	
	Right									0	#DIV/0!	
	Total	0	0	0	0	0	0	0	0	0		
	App. Total		0		0		0		0			#DIV/0!
Southbound	Left	7	0	14	0	5	0	7	0	33	0.589286	
	Through									0	#DIV/0!	
	Right									0	#DIV/0!	
	Total	7	0	14	0	5	0	7	0	33		
	App. Total		7		14		5		7			0
Total Vehicle Volume		312	2	347	2	341	2	316	3	1325	0.94914	
Total Intersection Volume			314		349		343		319			0.679245

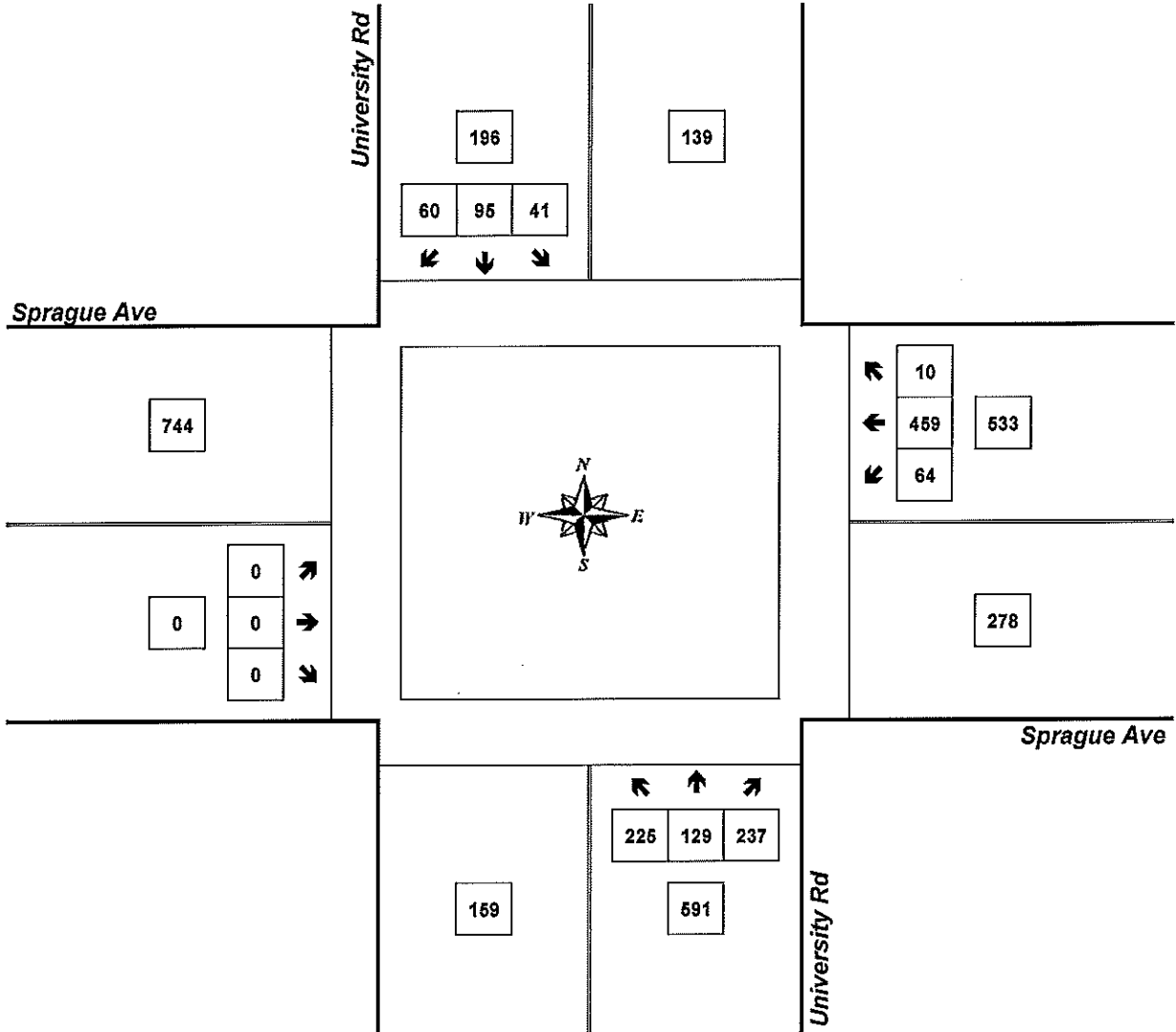
Peak Hour Summary



Mark Skaggs
(208) 251-0300

University Rd & Sprague Ave

7:30 AM to 8:30 AM
Wednesday, July 09, 2008



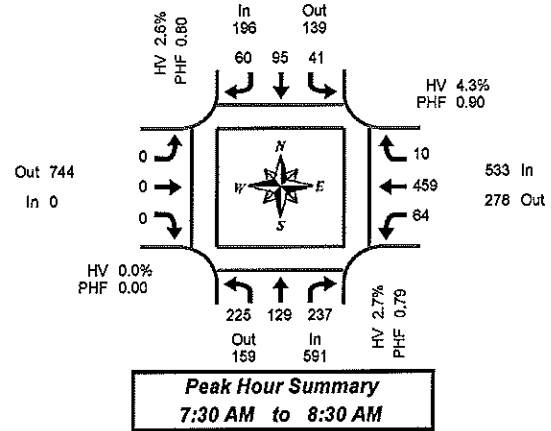
Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.90	4.3%	533
NB	0.79	2.7%	591
SB	0.80	2.6%	196
Intersection	0.83	3.3%	1,320

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



University Rd & Sprague Ave

Wednesday, July 09, 2008
7:00 AM to 9:00 AM

15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound University Rd				Southbound University Rd				Eastbound Sprague Ave				Westbound Sprague Ave				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
7:00 AM	54	19	37	6	4	18	9	1	0	0	0	0	13	83	0	6	237
7:15 AM	51	28	30	6	5	12	10	2	0	0	0	0	13	108	1	7	258
7:30 AM	78	31	39	4	8	24	17	2	0	0	0	0	14	128	4	6	343
7:45 AM	76	37	75	6	17	24	20	0	0	0	0	0	21	124	3	6	397
8:00 AM	34	34	60	4	8	23	14	3	0	0	0	0	17	104	2	6	286
8:15 AM	37	27	63	3	8	24	9	0	0	0	0	0	12	103	1	5	284
8:30 AM	47	35	67	4	9	31	13	3	0	0	0	0	12	111	5	7	330
8:45 AM	33	39	79	12	8	27	17	1	0	0	0	0	20	115	5	8	343
Total Survey	410	250	450	44	67	183	109	12	0	0	0	0	122	876	21	51	2,488

Peak Hour Summary 7:30 AM to 8:30 AM

By Approach	Northbound University Rd				Southbound University Rd				Eastbound Sprague Ave				Westbound Sprague Ave				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	591	159	750	16	196	139	335	5	0	744	744	0	533	278	811	23	1,320
%HV	2.7%				2.6%				0.0%				4.3%				3.3%
PHF	0.79				0.80				0.00				0.90				0.83

By Movement	Northbound University Rd				Southbound University Rd				Eastbound Sprague Ave				Westbound Sprague Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	225	129	237	591	41	95	60	196	0	0	0	0	64	459	10	533	1,320
PHF	0.72	0.87	0.79	0.79	0.60	0.99	0.75	0.80	0.00	0.00	0.00	0.00	0.76	0.90	0.63	0.90	0.83

Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound University Rd				Southbound University Rd				Eastbound Sprague Ave				Westbound Sprague Ave				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
7:00 AM	259	115	181	21	34	78	56	5	0	0	0	0	61	443	8	25	1,235
7:15 AM	239	130	204	19	38	83	61	7	0	0	0	0	65	464	10	25	1,294
7:30 AM	225	129	237	16	41	95	60	5	0	0	0	0	64	459	10	23	1,320
7:45 AM	194	133	265	18	42	102	58	6	0	0	0	0	62	442	11	24	1,307
8:00 AM	151	135	289	23	33	105	63	7	0	0	0	0	61	433	13	26	1,253

Peak Hour Summary

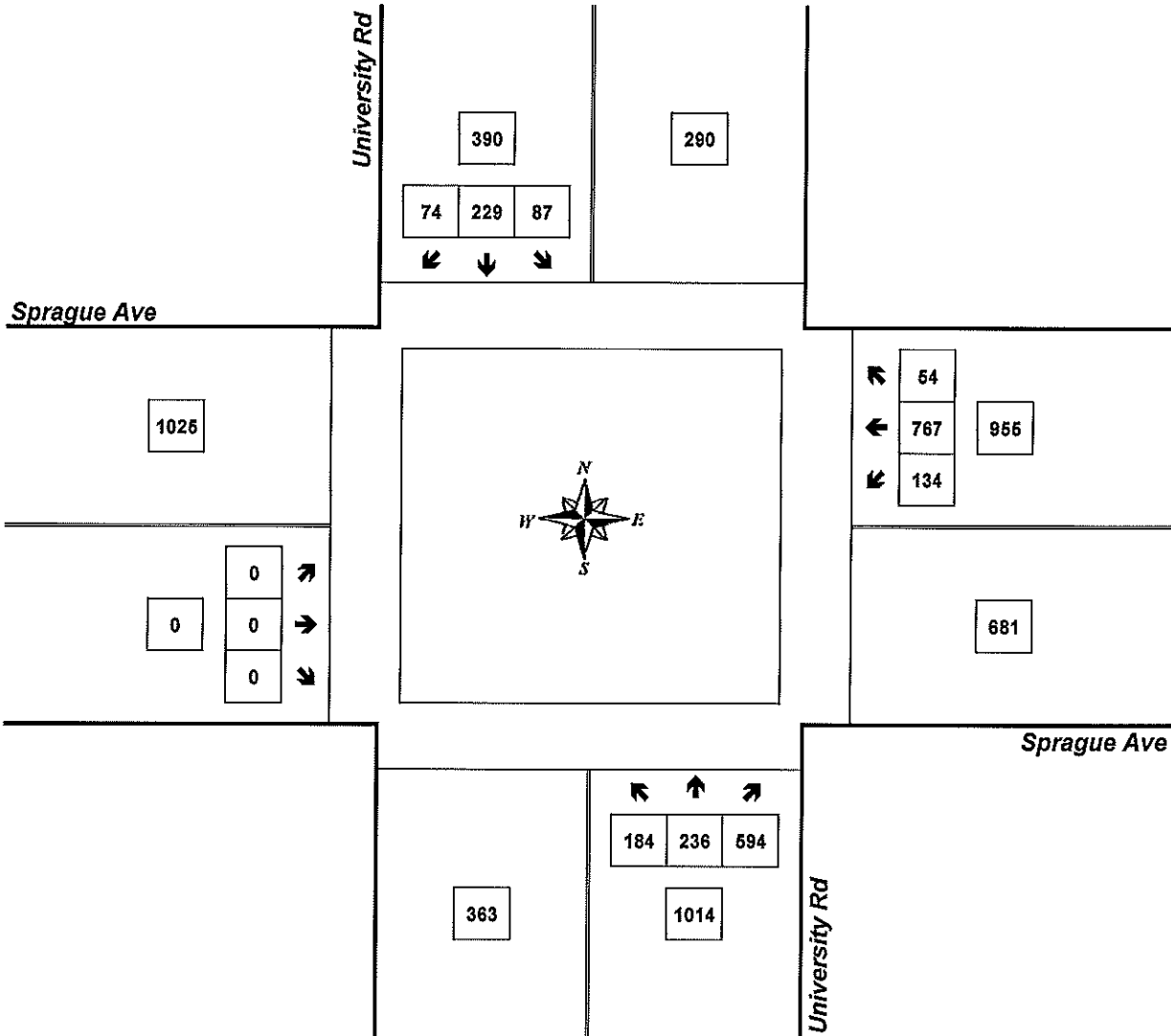


Mark Skeggs
(206) 251-0300

University Rd & Sprague Ave

4:45 PM to 5:45 PM

Tuesday, July 08, 2008



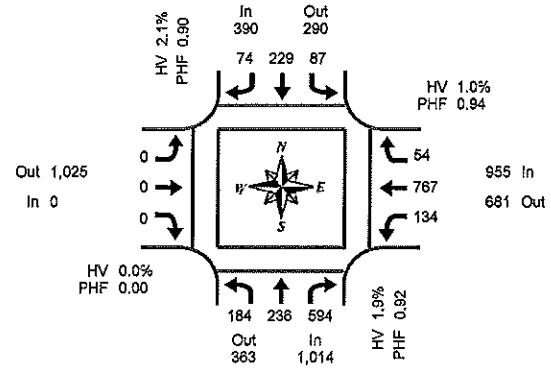
Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.94	1.0%	955
NB	0.92	1.9%	1,014
SB	0.90	2.1%	390
Intersection	0.95	1.6%	2,359

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

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



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

University Rd & Sprague Ave

Tuesday, July 08, 2008
4:00 PM to 6:00 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound University Rd				Southbound University Rd				Eastbound Sprague Ave				Westbound Sprague Ave				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	47	51	171	2	23	36	23	2	0	0	0	0	31	188	18	2	588
4:15 PM	29	57	146	7	20	35	22	0	0	0	0	0	42	178	12	3	541
4:30 PM	40	51	125	5	21	41	15	4	0	0	0	0	30	174	14	3	511
4:45 PM	56	63	129	6	20	54	16	0	0	0	0	0	43	189	13	3	583
5:00 PM	41	45	141	5	27	54	10	2	0	0	0	0	34	202	17	1	571
5:15 PM	39	64	169	4	13	62	28	4	0	0	0	0	27	187	10	4	587
5:30 PM	48	64	165	4	27	59	22	2	0	0	0	0	30	189	14	2	618
5:45 PM	50	48	130	4	26	50	17	1	0	0	0	0	43	135	9	2	508
Total Survey	350	443	1,168	37	177	391	151	15	0	0	0	0	280	1,442	107	20	4,507

Peak Hour Summary

4:45 PM to 5:45 PM

By Approach	Northbound University Rd				Southbound University Rd				Eastbound Sprague Ave				Westbound Sprague Ave				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	1,014	363	1,377	18	390	290	680	8	0	1,025	1,025	0	955	681	1,636	10	2,359
%HV	1.9%				2.1%				0.0%				1.0%				1.6%
PHF	0.92				0.80				0.00				0.94				0.95

By Movement	Northbound University Rd				Southbound University Rd				Eastbound Sprague Ave				Westbound Sprague Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	184	236	594	1,014	87	229	74	390	0	0	0	0	134	767	54	955	2,359
PHF	0.82	0.92	0.90	0.92	0.81	0.92	0.71	0.80	0.00	0.00	0.00	0.00	0.78	0.95	0.79	0.94	0.95

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound University Rd				Southbound University Rd				Eastbound Sprague Ave				Westbound Sprague Ave				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	172	222	571	20	84	166	76	6	0	0	0	0	146	729	57	11	2,223
4:15 PM	166	216	541	23	88	184	63	6	0	0	0	0	149	743	56	10	2,208
4:30 PM	176	223	554	20	81	211	67	10	0	0	0	0	134	752	54	11	2,252
4:45 PM	184	236	594	19	87	229	74	8	0	0	0	0	134	767	54	10	2,359
5:00 PM	178	221	585	17	93	225	75	9	0	0	0	0	134	713	50	9	2,284

PROJECT: Appleyway Apartments
 JOB NO. 08-486
 INTERSECTION: Sprague Avenue & University

Whipple Consulting Engineers, Inc
 TRAFFIC COUNT REDUCTION WORKSHEET

DATE OF COUNT: 11/26/2008

Counter Analyst
 TRG/CRK BNG

AM PEAK HOURS

APPROACH	MOVEMENT	15 Minute Period Beginning @																							
		6:30		6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45		9:00		9:15	
		pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk
Eastbound	Left																								
	Through																								
	Right																								
	App. Total Pct Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Left	13	1	10	1	4	1	11	1	11	1	16	3	18	1	17	1	8	1	15	2	21	2	25	2
	Through	81	1	75	1	88		117		140		139		117	1	117	1	86	1	91		118		133	
	Right	3	1	2		3		4	1	5		7		4		3	1	10		7		14		14	2
	App. Total Pct Trucks	97	3	87	2	95	1	132	2	156	1	162	3	139	2	137	3	104	2	113	2	153	2	172	4
Northbound	Left	42	1	44	1	33	2	61	1	76	1	83	1	53	2	44	4	38	2	48	1	42	1	44	4
	Through	21		24	1	12	3	18	1	28	2	40	2	27	1	16	2	23		36	1	27	1	31	2
	Right	27		52	4	34	2	42	3	70	3	92	1	66	3	81	2	85	4	101	2	119	4	117	2
	App. Total Pct Trucks	90	1	120	6	79	7	121	5	174	6	215	4	146	6	141	8	146	6	185	4	188	6	192	8
Southbound	Left	4		6		8		4		6		7		16		7		12		14		25	1	23	
	Through	10		20	1	14	1	16		16	1	22		29	1	14	1	15		28	2	25		27	
	Right	10		14		16		12		25		12		14		21	1	19		18	2	19		28	
	App. Total Pct Trucks	24	0	40	1	38	1	32	0	47	1	41	0	59	1	42	2	46	0	60	4	69	1	78	0
Total Intersection Volume		211	4	247	9	212	9	285	7	377	8	418	7	344	9	320	13	296	8	358	10	410	9	442	12
Intersection Pct Trucks		1.9%		3.5%		4.1%		2.4%		2.1%		1.6%		2.5%		3.9%		2.6%		2.7%		2.1%		2.6%	

Intersection Total	Pct Trucks
One Hour Volumes	
6:30	984 2.9%
6:45	1154 2.9%
7:00	1323 2.3%
7:15	1455 2.1%
7:30	1496 2.5%
7:45	1415 2.6%

Intersection Total	Pct Trucks
One Hour Volumes	
8:00	1358 2.9%
8:15	1424 2.8%
8:30	1545 2.5%

PROJECT: Appleyway Apartments
 JOB NO. 08- 486
 INTERSECTION: Sprague Avenue &

University

Data Transfer
 Intersection No.

1

DATE OF COUNT 11/26/2008
 Counter Analyst
 TRG/CRK BNG

Whipple Consulting Engineers, Inc
 AM PEAK HOUR BREAKDOWN

APPROACH	MOVEMENT	7:30		7:45		8:00		8:15		TOTAL	P.H.F.	Pct Trucks
		pass	trk	pass	trk	pass	trk	pass	trk			
Eastbound	Left									0		
	Through									0		
	Right									0		
	App. Total	0	0	0	0	0	0	0	0	0		
	Pct Trucks											
Westbound	Left	11	1	16	3	18	1	17	1	68	0.89	9%
	Through	140		139		117	1	117	1	515	0.92	0%
	Right	5		7		4		3	1	20	0.71	5%
	App. Total	156	1	162	3	139	2	137	3	603	0.91	
	Pct Trucks		0.006369		0.018182		0.014184		0.021429			
Northbound	Left	76	1	83	1	53	2	44	4	264	0.79	3%
	Through	28	2	40	2	27	1	16	2	118	0.70	6%
	Right	70	3	92	1	66	3	81	2	318	0.85	3%
	App. Total	174	6	215	4	146	6	141	8	700	0.80	
	Pct Trucks		0.033333		0.018265		0.039474		0.053691			
Southbound	Left	6		7		16		7		36	0.56	0%
	Through	16	1	22		29	1	14	1	84	0.70	4%
	Right	25		12		14		21	1	73	0.73	1%
	App. Total	47	1	41	0	59	1	42	2	193	0.80	
	Pct Trucks		0.020833		0		0.016667		0.045455			
Total Intersection Volume		377	8	418	7	344	9	320	13	1496	0.88	
Intersection Pct Trucks			2.1%		1.6%		2.5%		3.9%			

APPROACH	MOVEMENT	7:30		7:45		8:00		8:15		TOTAL
		ped	bike	ped	bike	ped	bike	ped	bike	
Eastbound	Through									0
Westbound	Through							1		1
Northbound	Through			1				1		2
Southbound	Through			1		1				2

PROJECT: Appleyway Apartments
 JOB NO. 08-486
 INTERSECTION: Sprague Avenue & University Road

Whipple Consulting Engineers, Inc
 TRAFFIC COUNT REDUCTION WORKSHEET

DATE OF COUNT: 10/14/2008

Counter Analyst
 TRG/AJS BNG

PM PEAK HOURS

APPROACH	MOVEMENT	15 Minute Period Beginning @																								
		3:30		3:45		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45		6:00		6:15		
		pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	
Eastbound	Left	24	2	35	3	39		30	1	48	2	29	2	42	1	37	1	30	1	27		32	1	20		
	Through	158		164	3	126	3	172	2	162	3	118		153	1	120		106	2	110	1	103		100	1	
	Right	15		19		16		15	1	13		12		20		15		12		12		9	1	5		
	App. Total	197	2	218	6	181	3	217	4	223	5	159	2	215	2	172	1	148	3	149	1	144	2	125	1	
	Pct Trucks		0.01		0.027		0.016		0.018		0.022		0.012		0.009		0.006		0.02		0.007		0.014		0.008	
Westbound	Left																									
	Through																									
	Right																									
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Pct Trucks		#####		#####		#####		#####		#####		#####		#####		#####		#####		#####		#####		#####	
Northbound	Left	36	2	44	1	41	2	45	1	68	2	49	1	59	1	47	1	51		40	1	47		40	1	
	Through	70	2	81	4	48	2	63	1	59	2	66	1	67		79	2	86	2	52		60	1	58		
	Right	183	5	160	1	170	1	178	4	186	2	145		180	2	166	2	152	2	143	1	99		232	1	
	App. Total	289	9	285	6	259	5	286	6	313	6	260	2	306	3	292	5	289	4	235	2	206	1	330	2	
	Pct Trucks		0.03		0.021		0.019		0.021		0.019		0.008		0.01		0.017		0.014		0.008		0.005		0.006	
Southbound	Left	22		24	1	20		19		38	2	22	1	30		30	1	16		17	1	18		16		
	Through	41		53	7	37		59		75	2	50	1	80	1	73	1	88	1	49	2	42	1	42	1	
	Right	26		25		22		26	1	27		12		36		26		30		12		17		16		
	App. Total	89	0	102	8	79	0	104	1	140	4	84	2	146	1	129	2	134	1	78	3	77	1	74	1	
	Pct Trucks		0		0.073		0		0.01		0.028		0.023		0.007		0.015		0.007		0.037		0.013		0.013	
Total Intersection Volume		575	11	605	20	519	8	607	11	676	15	503	6	667	6	593	8	571	8	462	6	427	4	529	4	
Intersection Pct Trucks			1.9%		3.2%		1.5%		1.8%		2.2%		1.2%		0.9%		1.3%		1.4%		1.3%		0.9%		0.8%	

Intersection Total	Pct
One Hour Volumes	Trucks
3:30	2356 2.1%
3:45	2461 2.2%
4:00	2345 1.7%
4:15	2491 1.5%
4:30	2474 1.4%
4:45	2362 1.2%

Intersection Total	Pct
One Hour Volumes	Trucks
5:00	2321 1.2%
5:15	2079 1.3%
5:30	2011 1.1%

PROJECT: Appley Apartments
 JOB NO. 08-486
 INTERSECTION: Sprague Avenue &

University Road

Data Transfer
 Intersection No.

1

DATE OF COUNT 10/14/2008
 Counter Analyst
 TRG/AJS BNG

Whipple Consulting Engineers, Inc
 PM PEAK HOUR BREAKDOWN

APPROACH	MOVEMENT	4:15		4:30		4:45		5:00		TOTAL	P.H.F.	Pct Trucks
		pass	trk	pass	trk	pass	trk	pass	trk			
Eastbound	Left	30	1	48	2	29	2	42	1	155	0.78	4%
	Through	172	2	162	3	118		153	1	611	0.88	1%
	Right	15	1	13		12		20		61	0.76	2%
	App. Total	217	4	223	5	159	2	215	2	827	0.91	
	Pct Trucks		0.0181		0.02193		0.012422		0.009217			
Westbound	Left									0	#DIV/0!	#DIV/0!
	Through									0	#DIV/0!	#DIV/0!
	Right									0	#DIV/0!	#DIV/0!
	App. Total	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
	Pct Trucks		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!			
Northbound	Left	45	1	68	2	49	1	59	1	226	0.81	2%
	Through	63	1	59	2	66	1	67		259	0.97	2%
	Right	178	4	186	2	145		180	2	697	0.93	1%
	App. Total	286	6	313	6	260	2	306	3	1182	0.93	
	Pct Trucks		0.020548		0.018809		0.007634		0.009709			
Southbound	Left	19		38	2	22	1	30		112	0.70	3%
	Through	59		75	2	50	1	80	1	268	0.83	1%
	Right	26	1	27		12		36		102	0.71	1%
	App. Total	104	1	140	4	84	2	146	1	482	0.82	
	Pct Trucks		0.009524		0.027778		0.023256		0.006803			
Total Intersection Volume		607	11	676	15	503	6	667	6	2491	0.90	
Intersection Pct Trucks			1.8%		2.2%		1.2%		0.9%			

APPROACH	MOVEMENT	4:15		4:30		4:45		5:00		TOTAL
		ped	bike	ped	bike	ped	bike	ped	bike	
Eastbound	Through									0
Westbound	Through									0
Northbound	Through									0
Southbound	Through									0

11-18-09

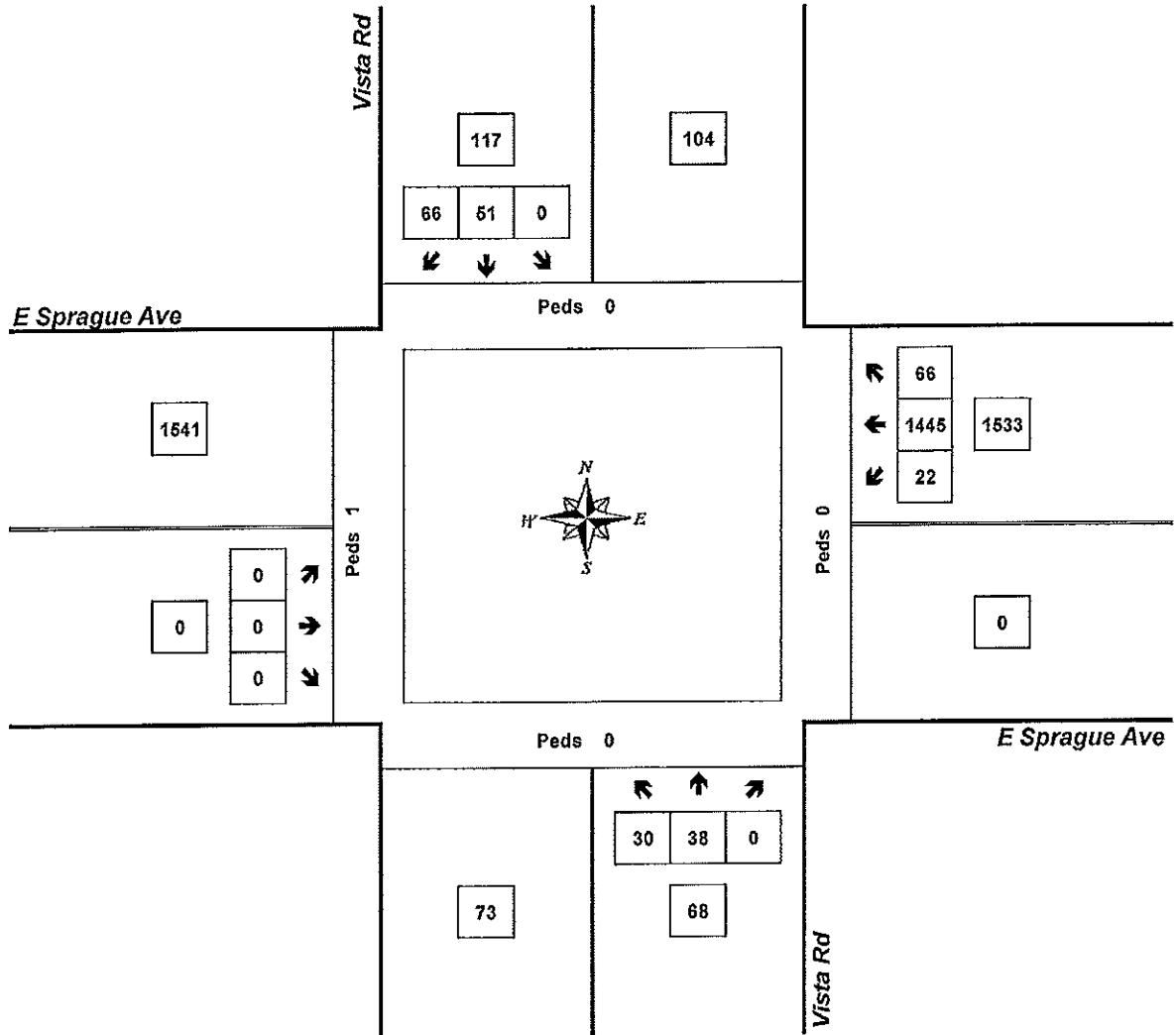
Peak Hour Summary



Mark Skaggs
(206) 251-0300

Vista Rd & E Sprague Ave

4:30 PM to 5:30 PM
Wednesday, November 18, 2009



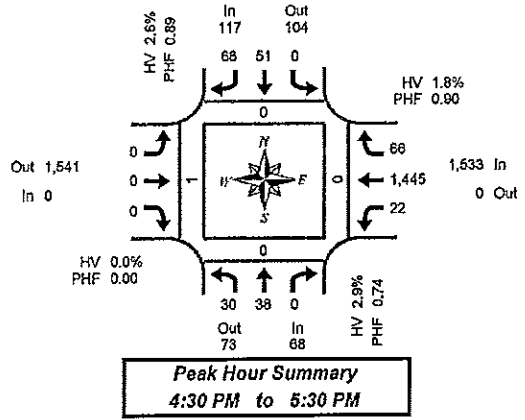
Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.90	1.8%	1,533
NB	0.74	2.9%	68
SB	0.89	2.6%	117
Intersection	0.92	1.9%	1,718

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

Total Vehicle Summary



Mark Skaggs
(208) 251-0300



Vista Rd & E Sprague Ave Wednesday, November 18, 2009 4:00 PM to 6:00 PM

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

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

Interval Start Time	Northbound Vista Rd				Southbound Vista Rd				Eastbound E Sprague Ave				Westbound E Sprague Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV		North	South	East	West
4:00 PM	5	11	0	0	0	14	22	1	0	0	0	0	6	340	24	10	422	0	0	0	0
4:15 PM	6	15	0	0	0	17	10	1	0	0	0	0	1	309	18	8	376	0	0	0	0
4:30 PM	7	10	0	1	0	14	13	1	0	0	0	0	9	380	22	10	455	0	0	0	0
4:45 PM	10	13	0	1	0	14	19	1	0	0	0	0	5	306	19	8	386	0	0	0	1
5:00 PM	5	8	0	0	0	13	15	1	0	0	0	0	3	408	15	6	487	0	0	0	0
5:15 PM	6	7	0	0	0	10	19	0	0	0	0	0	5	351	10	4	410	0	0	0	0
5:30 PM	10	7	0	0	0	10	19	0	0	0	0	0	2	318	12	4	378	0	0	0	0
5:45 PM	12	5	0	0	0	10	21	0	0	0	0	0	4	280	14	4	348	0	0	0	1
Total Survey	63	76	0	2	0	102	138	5	0	0	0	0	35	2,692	134	54	3,240	0	0	0	2

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

By Approach	Northbound Vista Rd				Southbound Vista Rd				Eastbound E Sprague Ave				Westbound E Sprague Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV		North	South	East	West
Volume	68	73	141	2	117	104	221	3	0	1,541	1,541	0	1,533	0	1,533	28	1,718	0	0	0	1
%HV	2.9%				2.6%				0.0%				1.8%				1.9%				
PHF	0.74				0.89				0.00				0.80				0.92				

By Movement	Northbound Vista Rd				Southbound Vista Rd				Eastbound E Sprague Ave				Westbound E Sprague Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	30	38	0	68	0	51	66	117	0	0	0	0	22	1,445	66	1,533	1,718
PHF	0.75	0.73	0.00	0.74	0.00	0.91	0.87	0.89	0.00	0.00	0.00	0.00	0.61	0.89	0.75	0.90	0.92

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

Interval Start Time	Northbound Vista Rd				Southbound Vista Rd				Eastbound E Sprague Ave				Westbound E Sprague Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV		North	South	East	West
4:00 PM	28	49	0	2	0	59	64	4	0	0	0	0	21	1,335	83	36	1,639	0	0	0	1
4:15 PM	28	46	0	2	0	58	57	4	0	0	0	0	18	1,403	74	32	1,684	0	0	0	1
4:30 PM	30	38	0	2	0	51	66	3	0	0	0	0	22	1,445	66	28	1,718	0	0	0	1
4:45 PM	33	35	0	1	0	47	72	2	0	0	0	0	15	1,383	66	22	1,641	0	0	0	1
5:00 PM	35	27	0	0	0	43	74	1	0	0	0	0	14	1,357	51	18	1,601	0	0	0	1

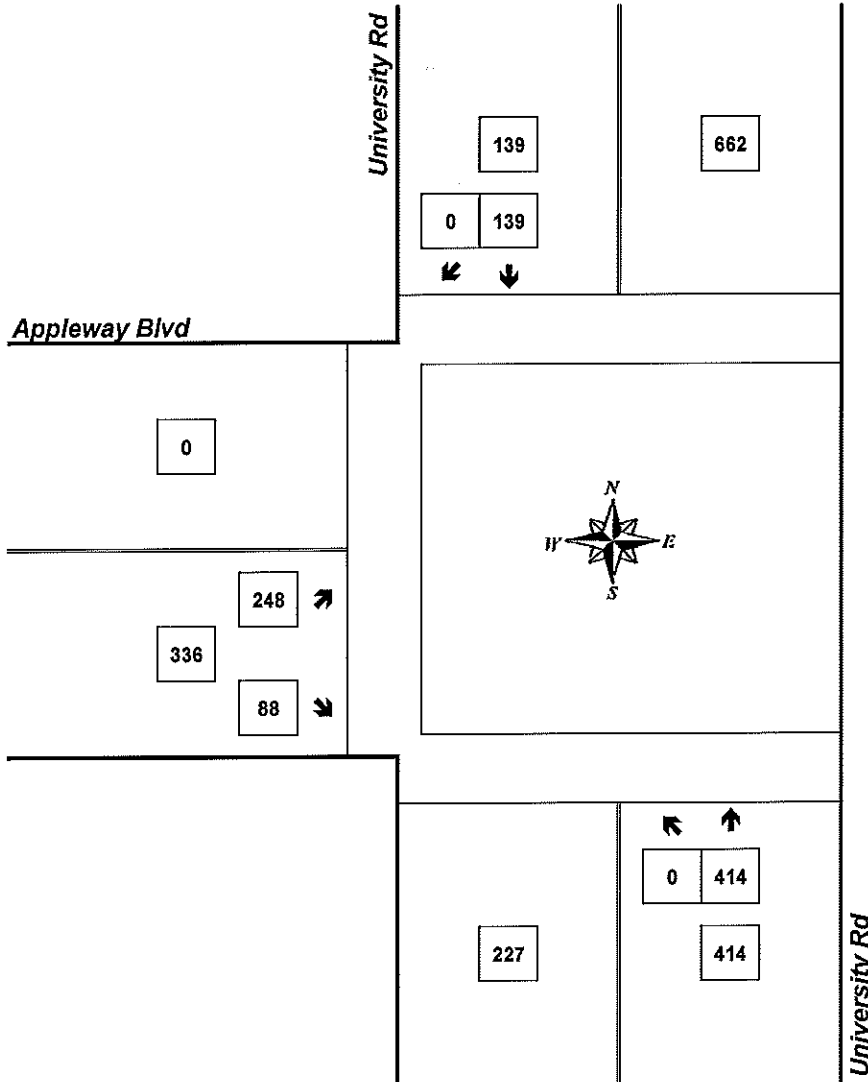
Peak Hour Summary



Mark Skaggs
(208) 251-0300

University Rd & Appleway Blvd

7:30 AM to 8:30 AM
Wednesday, July 09, 2008



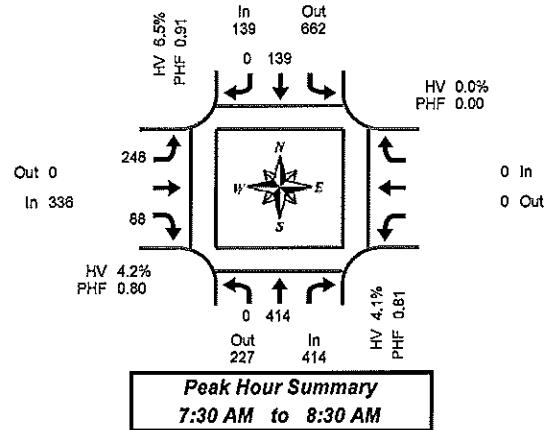
Approach	PHF	HV%	Volume
EB	0.80	4.2%	336
WB	0.00	0.0%	0
NB	0.81	4.1%	414
SB	0.91	6.5%	139
Intersection	0.83	4.5%	889

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Mark Skaggs
(206) 261-0300



University Rd & Appleyway Blvd

Wednesday, July 09, 2008

7:00 AM to 9:00 AM

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound University Rd			Southbound University Rd			Eastbound Appleyway Blvd			Westbound Appleyway Blvd			Interval Total
	L	T	HV	T	R	HV	L	R	HV	L	T	HV	
7:00 AM	0	83	3	24	0	1	45	15	4				167
7:15 AM	0	93	6	20	0	3	36	13	2				162
7:30 AM	0	119	3	28	0	4	40	18	3				205
7:45 AM	0	128	3	35	0	1	75	30	3				268
8:00 AM	0	100	6	38	0	4	65	19	5				222
8:15 AM	0	67	5	38	0	0	68	21	3				194
8:30 AM	0	78	2	29	0	2	82	16	6				205
8:45 AM	0	75	4	50	0	0	83	26	7				234
Total Survey	0	743	32	262	0	15	494	158	33				1,657

Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound University Rd				Southbound University Rd				Eastbound Appleyway Blvd				Westbound Appleyway Blvd				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total		
Volume	414	227	641	17	139	662	801	9	336	0	336	14	0	0	0	889	
%HV	4.1%				6.5%				4.2%				0.0%				4.5%
PHF	0.81				0.91				0.80				0.00				0.83

By Movement	Northbound University Rd			Southbound University Rd			Eastbound Appleyway Blvd			Westbound Appleyway Blvd			Total
	L	T	Total	T	R	Total	L	R	Total	L	T	Total	
Volume	0	414	414	139	0	139	248	88	336			0	889
PHF	0.00	0.81	0.81	0.91	0.00	0.91	0.83	0.73	0.80			0.00	0.83

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound University Rd			Southbound University Rd			Eastbound Appleyway Blvd			Westbound Appleyway Blvd			Interval Total
	L	T	HV	T	R	HV	L	R	HV	L	T	HV	
7:00 AM	0	423	15	107	0	9	196	76	12			602	
7:15 AM	0	440	18	121	0	12	218	80	13			857	
7:30 AM	0	414	17	139	0	9	248	88	14			689	
7:45 AM	0	373	16	140	0	7	290	66	17			689	
8:00 AM	0	320	17	155	0	6	298	82	21			855	

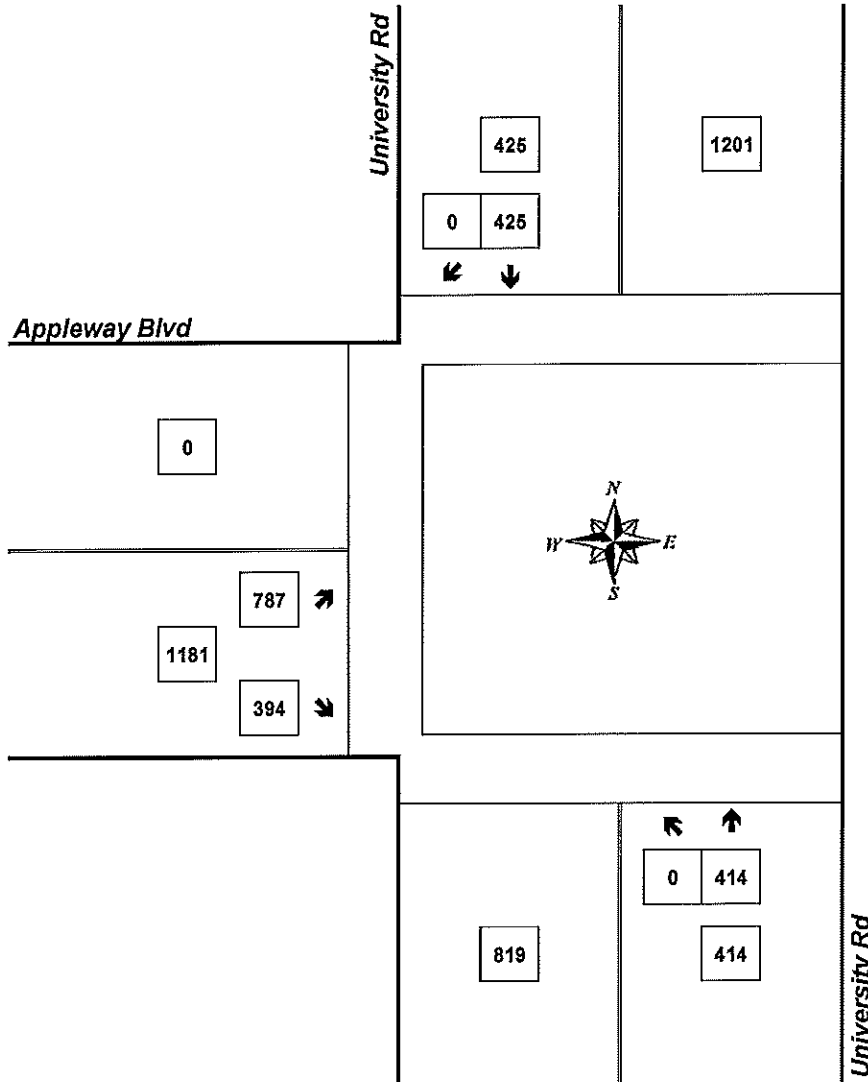
Peak Hour Summary



Mark Skaggs
(208) 251-0300

University Rd & Appleway Blvd

4:45 PM to 5:45 PM
Tuesday, July 08, 2008



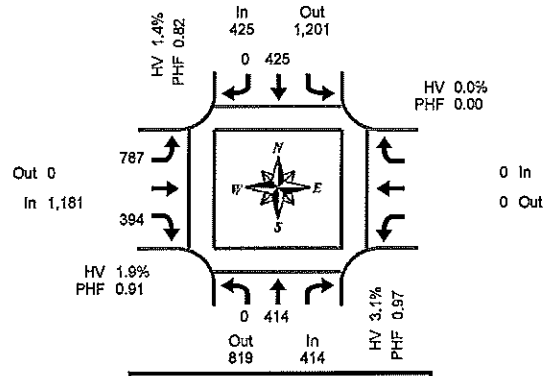
Approach	PHF	HV%	Volume
EB	0.91	1.9%	1,181
WB	0.00	0.0%	0
NB	0.97	3.1%	414
SB	0.82	1.4%	425
Intersection	0.90	2.1%	2,020

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

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



University Rd & Appleway Blvd

Tuesday, July 08, 2008
4:00 PM to 6:00 PM

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

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound University Rd				Southbound University Rd				Eastbound Appleway Blvd			Westbound Appleway Blvd			Interval Total
	L	T		HV	T	R	HV	L	R	HV					
4:00 PM	0	100		3	70	0	3	163		84	2				417
4:15 PM	0	95		4	87	0	1	177		85	5				444
4:30 PM	0	75		3	83	0	3	184		82	6				424
4:45 PM	0	101		3	93	0	1	185		91	9				470
5:00 PM	0	100		3	82	0	2	218		103	2				503
5:15 PM	0	106		4	130	0	2	213		111	5				560
5:30 PM	0	107		3	120	0	1	171		89	7				487
5:45 PM	0	101		3	100	0	1	134		73	1				408
Total Survey	0	785		26	765	0	14	1,445		718	37				3,713

Peak Hour Summary

4:45 PM to 5:45 PM

By Approach	Northbound University Rd				Southbound University Rd				Eastbound Appleway Blvd				Westbound Appleway Blvd			Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	
Volume	414	819	1,233	13	425	1,201	1,626	6	1,181	0	1,181	23	0	0	0	2,020
%HV	3.1%				1.4%				1.9%				0.0%			2.1%
PHF	0.97				0.82				0.91				0.00			0.90

By Movement	Northbound University Rd				Southbound University Rd				Eastbound Appleway Blvd			Westbound Appleway Blvd			Total
	L	T		Total	T	R	Total	L	R	Total			Total		
Volume	0	414		414	425	0	425	787		394	1,181			0	2,020
PHF	0.00	0.97		0.97	0.82	0.00	0.82	0.90		0.89	0.91			0.00	0.90

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound University Rd				Southbound University Rd				Eastbound Appleway Blvd			Westbound Appleway Blvd			Interval Total
	L	T		HV	T	R	HV	L	R	HV					
4:00 PM	0	371		13	333	0	8	709		342	22				1,755
4:15 PM	0	371		13	345	0	7	764		361	22				1,841
4:30 PM	0	382		13	388	0	8	800		387	22				1,957
4:45 PM	0	414		13	425	0	6	787		394	23				2,020
5:00 PM	0	414		13	432	0	6	736		376	15				1,958

PROJECT: Appleyway Apartments
 JOB NO. 08- 486
 INTERSECTION: Appleyway & University

Whipple Consulting Engineers, Inc
 TRAFFIC COUNT REDUCTION WORKSHEET

DATE OF COUNT: 11/25/2008

Counter Analyst
 BNG BNG

AM PEAK HOURS

APPROACH	MOVEMENT	15 Minute Period Beginning @																							
		6:30		6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45		9:00		9:15	
		pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk
Eastbound	Left	31	2	42		35	1	35	1	58	1	59	2	58	1	60	1	70		81	3	103	1	84	3
	Through																								
	Right	10		8	4	14	1	13	1	20	1	19	1	27	1	15	1	9	2	21	1	17	1	14	2
	App. Total	41	2	50	4	49	2	48	2	78	2	78	3	85	2	75	2	79	2	102	4	120	2	98	5
	Pct Trucks		0.047		0.074		0.039		0.04		0.025		0.037		0.023		0.026		0.025		0.038		0.016		0.049
Westbound	Left																								
	Through																								
	Right																								
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct Trucks																								
Northbound	Left																								
	Through	87	1	95	6	98	6	98	4	138	5	210	3	125	4	110	6	81	4	98	4	114	3	86	5
	Right																								
	App. Total	87	1	95	6	98	6	98	4	138	5	210	3	125	4	110	6	81	4	98	4	114	3	86	5
	Pct Trucks		0.011		0.059		0.058		0.039		0.035		0.014		0.031		0.052		0.047		0.039		0.026		0.055
Southbound	Left																								
	Through	21	1	28	1	27	3	36	2	33	2	38		62	3	33	2	47	3	45	3	51	3	40	3
	Right																								
	App. Total	21	1	28	1	27	3	36	2	33	2	38	0	62	3	33	2	47	3	45	3	51	3	40	3
	Pct Trucks		0.045		0.034		0.1		0.053		0.057		0		0.046		0.057		0.06		0.063		0.056		0.07
Total Intersection Volume		149	4	173	11	174	11	182	8	249	9	326	6	272	9	218	10	207	9	245	11	285	8	224	13
Intersection Pct Trucks		2.6%		6.0%		5.9%		4.2%		3.5%		1.8%		3.2%		4.4%		4.2%		4.3%		2.7%		5.5%	

Intersection Total	Pct
One Hour Volumes	Trucks
6:30	712 4.8%
6:45	817 4.8%
7:00	965 3.5%
7:15	1061 3.0%
7:30	1099 3.1%
7:45	1057 3.2%

Intersection Total	Pct
One Hour Volumes	Trucks
8:00	981 4.0%
8:15	993 3.8%
8:30	1002 4.1%

PROJECT: Appleyway Apartments
 JOB NO. 08- 486
 INTERSECTION: Appleyway & University

Data Transfer
 Intersection No. 1

DATE OF COUNT 11/25/2008 Whipple Consulting Engineers, Inc
 Counter Analyst
 BNG BNG
 AM PEAK HOUR BREAKDOWN

APPROACH	MOVEMENT	7:30		7:45		8:00		8:15		TOTAL	P.H.F.	Pct Trucks
		pass	trk	pass	trk	pass	trk	pass	trk			
Eastbound	Left	58	1	59	2	58	1	60	1	240	0.98	2%
	Through									0		
	Right	20	1	19	1	27	1	15	1	85	0.76	5%
	App. Total	78	2	78	3	85	2	75	2	325	0.93	
	Pct Trucks		0.025		0.037037		0.022989		0.025974			
Westbound	Left									0		
	Through									0		
	Right									0		
	App. Total	0	0	0	0	0	0	0	0	0		
	Pct Trucks											
Northbound	Left									0		
	Through	138	5	210	3	125	4	110	6	601	0.71	3%
	Right									0		
	App. Total	138	5	210	3	125	4	110	6	601	0.71	
	Pct Trucks		0.034965		0.014085		0.031008		0.051724			
Southbound	Left									0		
	Through	33	2	38		62	3	33	2	173	0.67	4%
	Right									0		
	App. Total	33	2	38	0	62	3	33	2	173	0.67	
	Pct Trucks		0.057143		0		0.046154		0.057143			
Total Intersection Volume		249	9	326	6	272	9	218	10	1099	0.83	
Intersection Pct Trucks			3.5%		1.8%		3.2%		4.4%			

APPROACH	MOVEMENT	7:30		7:45		8:00		8:15		TOTAL
		ped	bike	ped	bike	ped	bike	ped	bike	
Eastbound	Through									0
Westbound	Through									0
Northbound	Through		1			1				2
Southbound	Through			1				1		2

PROJECT: Appley Apartments
 JOB NO. 08-486
 INTERSECTION: Appley & University

Whipple Consulting Engineers, Inc
 TRAFFIC COUNT REDUCTION WORKSHEET

DATE OF COUNT: - *FML 2008??*

APPROACH	MOVEMENT	15 Minute Period Beginning @																							
		3:30		3:45		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45		6:00		6:15	
		pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk
Eastbound	Left																								
	Through																								
	Right																								
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct Trucks	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Westbound	Left																								
	Through																								
	Right																								
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct Trucks	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Northbound	Left																								
	Through																								
	Right																								
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct Trucks	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Southbound	Left																								
	Through																								
	Right																								
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct Trucks	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Total Intersection Volume		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Pct Trucks		#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####

Intersection Total	Pct
One Hour Volumes	Trucks
3:30	0 #####
3:45	0 #####
4:00	0 #####
4:15	0 #####
4:30	0 #####
4:45	0 #####

Intersection Total	Pct
One Hour Volumes	Trucks
5:00	0 #####
5:15	0 #####
5:30	0 #####

PROJECT: Appleway Apartments
 JOB NO. 08-486
 INTERSECTION: Appleway &

Data Transfer
 Intersection No. 1

DATE OF COUNT - Whipple Consulting Engineers, Inc
 Counter Analyst PM PEAK HOUR BREAKDOWN
 TRG BNG

APPROACH	MOVEMENT	4:30		4:45		5:00		5:15		TOTAL	P.H.F.	Pct Trucks
		pass	trk	pass	trk	pass	trk	pass	trk			
Eastbound	Left									0	#DIV/0!	#DIV/0!
	Through									0	#DIV/0!	#DIV/0!
	Right									0	#DIV/0!	#DIV/0!
	App. Total	0	0	0	0	0	0	0	0	0	#DIV/0!	
	Pct Trucks		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!			
Westbound	Left	18		23		15		15		71	0.77	0%
	Through	219	2	244	1	305	1	229	1	1002	0.82	0%
	Right	4		8		10	1	4		27	0.61	4%
	App. Total	241	2	275	1	330	2	248	1	1100	0.83	
	Pct Trucks		0.00823		0.003623		0.006024		0.004016			
Northbound	Left	15		22		25		17		79	0.79	0%
	Through	9		9		13		6		37	0.71	0%
	Right									0	#DIV/0!	#DIV/0!
	App. Total	24	0	31	0	38	0	23	0	116	0.76	
	Pct Trucks		0		0		0		0			
Southbound	Left									0	#DIV/0!	#DIV/0!
	Through	10		4		13		10		37	0.71	0%
	Right	4		4		9		3		20	0.56	0%
	App. Total	14	0	8	0	22	0	13	0	57	0.65	
	Pct Trucks		0		0		0		0			
Total Intersection Volume		279	2	314	1	390	2	284	1	1273	0.81	
Intersection Pct Trucks			0.7%		0.3%		0.5%		0.4%			

APPROACH	MOVEMENT	7:30		7:45		8:00		8:15		TOTAL
		ped	bike	ped	bike	ped	bike	ped	bike	
Eastbound	Through									0
Westbound	Through									0
Northbound	Through		1			1				2
Southbound	Through			1				1		2

Peak Hour Summary

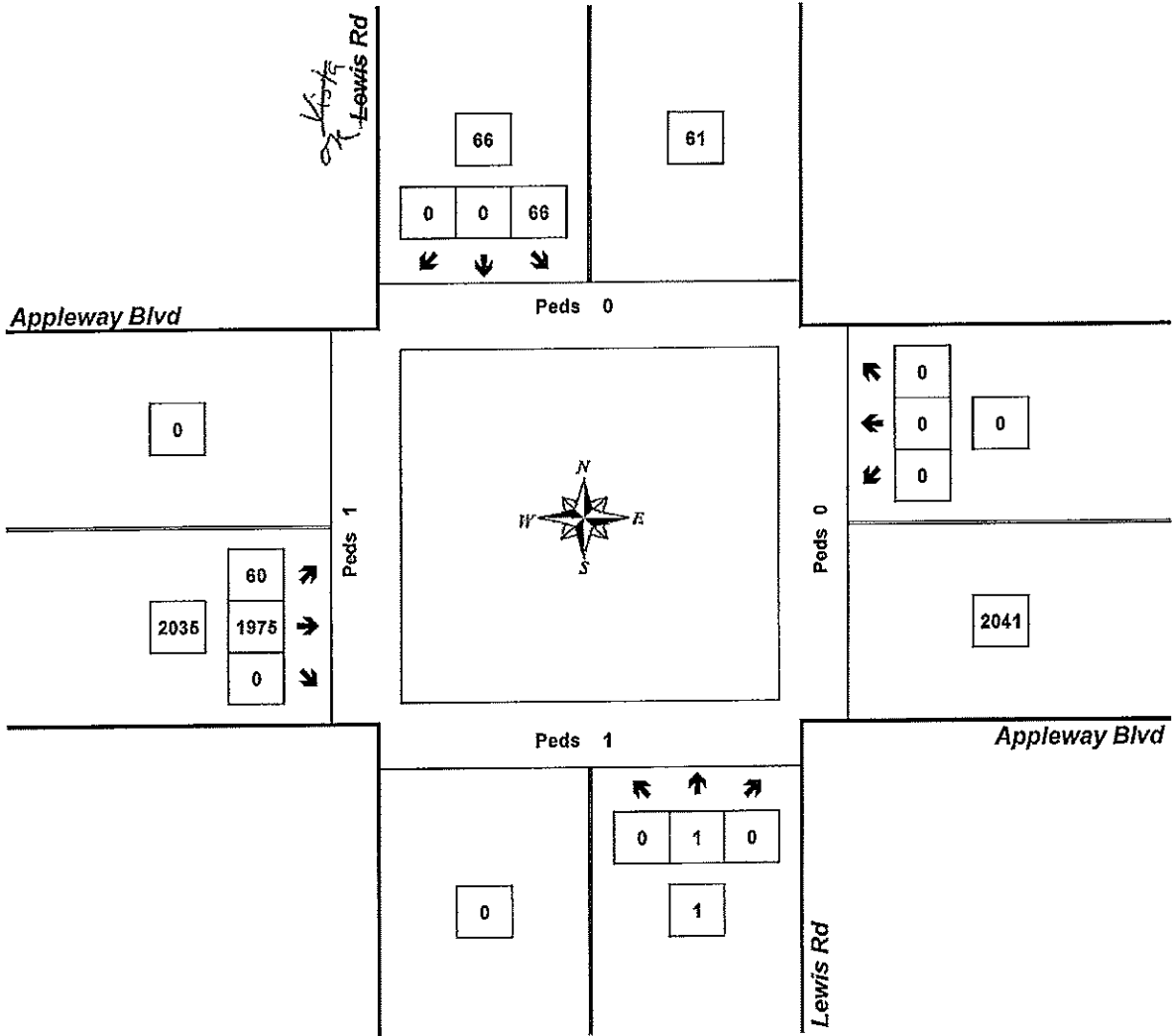


Mark Skeggs
(206) 251-0300

Vista
Vista Rd / Lewis Rd & Appleway Blvd

4:45 PM to 5:45 PM
Wednesday, November 18, 2009

✓
12-PM



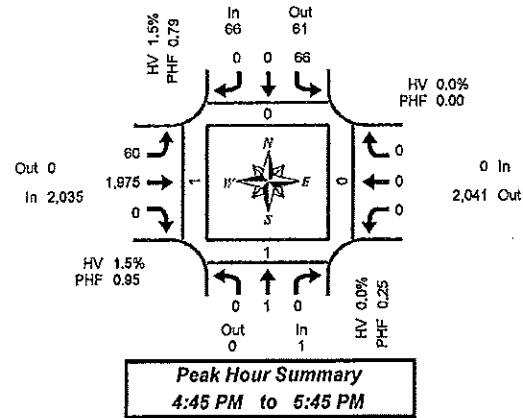
Approach	PHF	HV%	Volume
EB	0.95	1.5%	2,035
WB	0.00	0.0%	0
NB	0.25	0.0%	1
SB	0.79	1.5%	66
Intersection	0.95	1.5%	2,102

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

Total Vehicle Summary



Mark Skeggs
(206) 251-0300



Lewis Rd & Appleyway Blvd

Wednesday, November 18, 2009
4:00 PM to 6:00 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Lewis Rd				Southbound Lewis Rd				Eastbound Appleyway Blvd				Westbound Appleyway Blvd				Interval Total	Pedestrians Crosswalk							
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV		North	South	East	West				
4:00 PM	0	0	0	0	20	0	0	0	13	442	0	5	0	0	0	0	0	0	0	0	475	0	0	0	0
4:15 PM	0	1	0	0	17	0	0	0	1	18	502	1	10	0	0	0	0	0	0	0	539	0	0	0	1
4:30 PM	0	0	0	0	23	1	0	0	2	17	481	1	13	0	0	0	0	0	0	0	503	0	0	0	0
4:45 PM	0	0	0	0	21	0	0	0	0	19	445	0	8	0	0	0	0	0	0	0	485	0	0	0	0
5:00 PM	0	1	0	0	17	0	0	0	1	11	515	0	7	0	0	0	0	0	0	0	544	0	0	0	0
5:15 PM	0	0	0	0	15	0	0	0	0	12	526	0	6	0	0	0	0	0	0	0	553	0	1	0	0
5:30 PM	0	0	0	0	13	0	0	0	0	18	489	0	10	0	0	0	0	0	0	0	520	0	0	0	1
5:45 PM	0	0	0	0	12	0	0	0	1	13	340	0	8	0	0	0	0	0	0	0	365	0	0	0	1
Total Survey	0	2	0	0	138	1	0	0	6	121	3,720	2	67	0	0	0	0	0	0	0	3,984	0	1	0	3

Peak Hour Summary

4:45 PM to 5:45 PM

By Approach	Northbound Lewis Rd				Southbound Lewis Rd				Eastbound Appleyway Blvd				Westbound Appleyway Blvd				Total	Pedestrians Crosswalk				
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV		North	South	East	West	
Volume	1	0	1	0	66	61	127	1	2,035	0	2,035	31	0	2,041	2,041	0	2,102	0	1	0	1	
%HV			0.0%				1.6%				1.5%				0.0%		1.5%					
PHF			0.25				0.79				0.95				0.00		0.95					

By Movement	Northbound Lewis Rd				Southbound Lewis Rd				Eastbound Appleyway Blvd				Westbound Appleyway Blvd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1	0	1	66	0	0	66	60	1,975	0	2,035	0	0	0	0	2,102
PHF	0.00	0.25	0.00	0.25	0.79	0.00	0.00	0.79	0.79	0.94	0.00	0.95	0.00	0.00	0.00	0.00	0.95

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Lewis Rd				Southbound Lewis Rd				Eastbound Appleyway Blvd				Westbound Appleyway Blvd				Interval Total	Pedestrians Crosswalk			
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV		North	South	East	West
4:00 PM	0	1	0	0	81	1	0	3	67	1,850	2	38	0	0	0	0	2,002	0	0	0	1
4:15 PM	0	2	0	0	78	1	0	4	65	1,823	2	38	0	0	0	0	2,071	0	0	0	1
4:30 PM	0	1	0	0	76	1	0	3	59	1,947	1	34	0	0	0	0	2,085	0	1	0	0
4:45 PM	0	1	0	0	66	0	0	1	60	1,975	0	31	0	0	0	0	2,102	0	1	0	1
5:00 PM	0	1	0	0	57	0	0	2	54	1,870	0	31	0	0	0	0	1,982	0	1	0	2

**SPEED / VOLUME TRAFFIC COUNTS
ON
MAIN AVENUE, HERALD ROAD
AND DARTMOUTH ROAD**

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: MAIN
Station ID: HERALD-FELTS

Date Start: 19-Mar-12
Date End: 21-Mar-12

WESTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
3/19/12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	5	2	2	2	0	1	0	0	0	0	0	0	0	0	12	20-29	7
16:00	8	1	4	4	0	2	0	1	0	0	0	0	0	0	20	21-30	11
17:00	5	4	4	3	2	3	0	1	0	0	0	0	0	0	22	21-30	16
18:00	4	1	2	4	0	0	2	0	0	0	0	0	0	0	13	22-31	8
19:00	2	1	0	3	0	1	0	0	0	0	0	0	0	0	7	20-29	5
20:00	5	2	1	0	1	1	0	0	0	0	0	0	0	0	10	*	5
21:00	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5	*	3
22:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	*	4
23:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3	18-27	2
Total	37	12	14	16	5	8	2	3	0	0	0	0	0	0	97		
Percent	38.1%	12.4%	14.4%	16.5%	5.2%	8.2%	2.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00	17:00	16:00	16:00	17:00	17:00	18:00	16:00							17:00		
	8	4	4	4	2	3	2	1							22		

J-U-B Engineers, Inc.

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Date End: 21-Mar-12

WESTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/20/12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	19-28	3
02:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	16-25	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	17-26	2
06:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	*	1
07:00	5	4	1	1	2	0	0	0	0	0	0	0	0	0	13	19-28	8
08:00	1	3	2	1	1	1	0	1	1	0	0	0	0	0	11	20-29	9
09:00	1	2	1	4	1	2	0	0	1	0	0	0	0	0	12	20-29	10
10:00	2	0	3	2	0	0	0	1	0	0	0	0	0	0	8	17-26	5
11:00	2	0	4	0	3	0	0	0	0	0	0	0	0	0	9	19-28	7
12 PM	3	5	4	2	1	1	1	0	0	0	0	0	0	0	17	17-26	14
13:00	7	3	3	4	1	2	0	0	0	0	0	0	0	0	20	21-30	13
14:00	5	5	2	3	4	1	0	0	0	0	0	0	0	0	20	19-28	16
15:00	9	2	2	3	3	3	1	1	1	0	0	0	0	0	25	21-30	13
16:00	7	0	5	2	0	2	0	0	0	0	0	0	0	0	16	21-30	9
17:00	3	3	5	2	2	0	0	0	0	0	0	0	0	0	15	18-27	14
18:00	3	0	1	2	0	0	2	0	0	0	0	0	0	0	8	23-32	5
19:00	2	5	2	1	2	0	0	0	0	1	0	0	0	0	13	19-28	12
20:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	*	2
21:00	1	0	0	2	2	1	0	0	0	0	0	0	0	0	6	20-29	5
22:00	3	0	2	0	0	1	0	0	0	0	0	0	0	0	6	*	3
23:00	3	0	0	1	1	0	0	0	0	0	0	0	0	0	5	*	3
Total	60	34	39	34	26	14	4	3	3	1	0	0	0	0	218		
Percent	27.5%	15.6%	17.9%	15.6%	11.9%	6.4%	1.8%	1.4%	1.4%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	11:00	09:00	11:00	09:00		08:00	08:00						07:00		
Vol.	5	4	4	4	3	2		1	1						13		
PM Peak	15:00	12:00	16:00	13:00	14:00	15:00	18:00	15:00	15:00	19:00					15:00		
Vol.	9	5	5	4	4	3	2	1	1	1					25		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
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(509)458-3727

Site Code: MAIN
Station ID: HERALD-FELTS

Date Start: 19-Mar-12
Date End: 21-Mar-12

WESTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/21/12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	12-21	2
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	22-31	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26-35	2
05:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	24-33	2
06:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	*	2
07:00	5	5	2	2	2	2	0	0	0	0	0	0	0	0	18	16-25	13
08:00	4	0	0	0	1	1	1	0	0	0	0	0	0	0	7	*	4
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	12	6	2	3	5	4	2	1	1	0	0	0	0	0	36		
Percent	33.3%	16.7%	5.6%	8.3%	13.9%	11.1%	5.6%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	02:00	05:00	04:00						07:00		
Vol.	5	5	2	2	2	2	1	1	1						18		

PM Peak		109	52	55	53	36	26	8	7	4	1	0	0	0	0	351
Vol.		31.1%	14.8%	15.7%	15.1%	10.3%	7.4%	2.3%	2.0%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	

15th Percentile : 9 MPH
 50th Percentile : 23 MPH
 85th Percentile : 28 MPH
 95th Percentile : 31 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 222
 Percent in Pace : 63.2%
 Number of Vehicles > 25 MPH : 108
 Percent of Vehicles > 25 MPH : 30.8%
 Mean Speed(Average) : 21 MPH

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: MAIN
Station ID: HERALD-FELTS

Date Start: 19-Mar-12

Date End: 21-Mar-12

EASTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/19/12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	3	6	1	2	1	1	0	0	0	0	0	0	0	0	14	17-26	12
16:00	7	6	2	3	0	3	1	0	0	0	0	0	0	0	22	21-30	14
17:00	4	4	3	2	4	0	0	0	1	0	0	0	0	0	18	19-28	15
18:00	4	2	3	4	0	0	0	1	0	0	0	0	0	0	14	17-26	9
19:00	4	0	3	1	2	2	1	1	0	0	0	0	0	0	14	23-32	9
20:00	1	1	1	0	2	0	1	0	0	0	0	0	0	0	6	19-28	5
21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	25	19	14	13	9	6	3	2	1	0	0	0	0	0	92		
Percent	27.2%	20.7%	15.2%	14.1%	9.8%	6.5%	3.3%	2.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00	15:00	17:00	18:00	17:00	16:00	16:00	18:00	17:00						16:00		
	7	6	3	4	4	3	1	1	1						22		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: MAIN
Station ID: HERALD-FELTS

Date Start: 19-Mar-12
Date End: 21-Mar-12

EASTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/20/12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18-27	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	6	*	3
07:00	4	0	1	1	0	0	0	0	0	0	0	0	0	0	6	*	4
08:00	2	1	1	1	1	2	0	0	0	1	0	0	0	0	9	21-30	6
09:00	2	0	2	3	1	1	0	0	0	0	0	0	0	0	9	20-29	7
10:00	4	3	3	0	2	0	0	0	0	0	0	0	0	0	12	19-28	8
11:00	1	3	3	1	5	1	0	0	0	0	0	0	0	0	14	20-29	14
12 PM	2	3	5	2	3	0	0	0	0	0	0	0	0	0	15	19-28	15
13:00	1	3	1	3	4	0	0	1	0	0	0	0	0	0	13	19-28	12
14:00	5	0	3	2	1	1	2	0	0	0	0	0	0	0	14	23-32	9
15:00	9	2	2	4	2	0	1	0	0	0	0	0	0	0	20	19-28	10
16:00	7	0	1	4	5	1	0	1	0	0	0	0	0	0	19	24-33	12
17:00	2	5	2	2	2	1	1	0	0	0	0	0	0	0	15	19-28	13
18:00	5	1	1	1	0	1	0	0	0	0	0	0	0	0	9	*	5
19:00	3	0	1	3	3	0	0	1	0	0	0	0	0	0	11	24-33	8
20:00	3	1	1	1	0	1	0	0	0	0	0	0	0	0	7	20-29	4
21:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	18-27	2
22:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	18-27	3
23:00	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4	*	3
Total	59	23	27	33	32	10	4	3	0	1	0	0	0	0	192		
Percent	30.7%	12.0%	14.1%	17.2%	16.7%	5.2%	2.1%	1.6%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	10:00	10:00	09:00	11:00	08:00				08:00					11:00		
Vol.	4	3	3	3	5	2				1					14		
PM Peak	15:00	17:00	12:00	15:00	16:00	14:00	14:00	13:00							15:00		
Vol.	9	5	5	4	5	1	2	1							20		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: MAIN
Station ID: HERALD-FELTS

Date Start: 19-Mar-12
Date End: 21-Mar-12

EASTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/21/12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	19-28	2
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	22-31	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5	20-29	5
07:00	1	2	0	0	2	0	0	0	0	0	0	0	0	0	5	19-28	5
08:00	2	2	0	0	2	0	0	0	0	0	0	0	0	0	6	19-28	6
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

Total	4	5	1	1	7	1	1	0	0	0	0	0	0	0	20		
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Percent	20.0%	25.0%	5.0%	5.0%	35.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
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AM Peak	08:00	07:00	06:00	06:00	01:00	06:00	02:00								08:00		
Vol.	2	2	1	1	2	1	1								6		

PM Peak																	
Vol.																	

Total	88	47	42	47	48	17	8	5	1	1	0	0	0	0	304		
Percent	28.9%	15.5%	13.8%	15.5%	15.8%	5.6%	2.6%	1.6%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 10 MPH
50th Percentile : 23 MPH
85th Percentile : 28 MPH
95th Percentile : 30 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	201
Percent in Pace :	66.1%
Number of Vehicles > 25 MPH :	104
Percent of Vehicles > 25 MPH :	34.2%
Mean Speed(Average) :	21 MPH

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: MAIN
Station ID: UNIVERSITY-RAYMOND

Date Start: 19-Mar-12

Date End: 21-Mar-12

WESTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
3/19/12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	13	1	4	0	0	0	0	0	0	0	0	0	0	0	18	1-10	10
17:00	9	4	2	3	2	0	0	0	0	0	0	0	0	0	20	19-28	11
18:00	8	4	3	1	1	0	0	0	0	0	0	0	0	0	17	18-27	9
19:00	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9	*	7
20:00	3	5	1	1	0	0	0	0	0	0	0	0	0	0	10	16-25	10
21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
22:00	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	20-29	2
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
Total	43	14	10	6	6	1	0	0	0	0	0	0	0	0	80		
Percent	53.8%	17.5%	12.5%	7.5%	7.5%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 13	20:00 5	16:00 4	17:00 3	17:00 2	22:00 1									17:00 20		

J-U-B Engineers, Inc.

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Date Start: 19-Mar-12

Date End: 21-Mar-12

WESTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/20/12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	3
07:00	4	5	3	1	0	0	0	0	0	0	0	0	0	0	13	16-25	13
08:00	8	2	2	0	2	1	0	0	0	0	0	0	0	0	15	*	8
09:00	9	2	6	2	1	0	0	0	0	0	0	0	0	0	20	18-27	11
10:00	15	3	2	0	0	0	0	0	0	0	0	0	0	0	20	1-10	10
11:00	21	4	0	1	2	0	0	0	0	0	0	0	0	0	28	13-22	12
12 PM	9	4	4	3	1	0	0	0	0	0	0	0	0	0	21	18-27	12
13:00	13	3	2	2	0	0	0	0	0	0	0	0	0	0	20	1-10	10
14:00	11	3	3	1	1	0	0	0	0	0	0	0	0	0	19	1-10	10
15:00	11	1	2	3	0	0	0	0	0	0	0	0	0	0	17	1-10	10
16:00	13	1	2	1	0	0	1	0	0	0	0	0	0	0	18	1-10	10
17:00	7	1	1	3	2	0	0	0	0	0	0	0	0	0	14	*	7
18:00	14	3	1	2	1	0	0	0	0	0	0	0	0	0	21	1-10	10
19:00	2	2	0	0	1	0	0	0	0	0	0	0	0	0	5	18-27	5
20:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	*	4
21:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6	16-25	6
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	6	*	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	13-22	2
Total	152	40	33	20	11	1	1	0	0	0	0	0	0	0	258		
Percent	58.9%	15.5%	12.8%	7.8%	4.3%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	09:00	09:00	08:00	08:00									11:00		
Vol.	21	5	6	2	2	1									28		
PM Peak	18:00	12:00	12:00	12:00	17:00		16:00								12:00		
Vol.	14	4	4	3	2		1								21		

J-U-B Engineers, Inc.

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Date Start: 19-Mar-12
Date End: 21-Mar-12

WESTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/21/12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16-25	1
07:00	5	3	3	3	1	0	0	0	0	0	0	0	0	0	15	18-27	10
08:00	10	1	3	1	1	0	0	0	0	0	0	0	0	0	16	1-10	10
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	21	4	7	5	2	0	0	0	0	0	0	0	0	0	39		
Percent	53.8%	10.3%	17.9%	12.8%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	07:00	07:00										08:00		
Vol.	10	3	3	3	1										16		
PM Peak																	
Vol.																	
Total	216	58	50	31	19	2	1	0	0	0	0	0	0	0	377		
Percent	57.3%	15.4%	13.3%	8.2%	5.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 6 MPH
 50th Percentile : 18 MPH
 85th Percentile : 24 MPH
 95th Percentile : 27 MPH

Stats
 10 MPH Pace Speed : 17-26 MPH
 Number in Pace : 179
 Percent in Pace : 47.5%
 Number of Vehicles > 25 MPH : 37
 Percent of Vehicles > 25 MPH : 9.8%
 Mean Speed(Average) : 16 MPH

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: MAIN
Station ID: UNIVERSITY-RAYMOND

Date Start: 19-Mar-12

Date End: 21-Mar-12

EASTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
3/19/12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	27	6	6	3	0	0	0	0	0	0	0	0	0	0	42	16-25	19
17:00	15	10	5	10	6	0	0	0	0	0	0	0	0	0	46	19-28	31
18:00	8	9	9	6	2	1	0	0	0	0	0	0	0	0	35	17-26	28
19:00	7	6	4	4	4	1	0	0	0	0	0	0	0	0	26	20-29	19
20:00	4	4	3	2	3	0	0	0	0	0	0	0	0	0	16	18-27	14
21:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	12	*	6
22:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
23:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	20-29	2
Total	68	35	35	27	15	3	0	0	0	0	0	0	0	0	183		
Percent	37.2%	19.1%	19.1%	14.8%	8.2%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 27	17:00 10	18:00 9	17:00 10	17:00 6	18:00 1									17:00 46		

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Date End: 21-Mar-12

EASTBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/21/12	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	18-27	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4	18-27	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	2
05:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	*	2
06:00	2	1	1	0	0	0	0	1	0	0	0	0	0	0	5	*	2
07:00	4	1	2	0	1	0	0	0	0	0	0	0	0	0	8	*	4
08:00	6	8	1	1	1	0	1	0	0	0	0	0	0	0	18	15-24	15
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	18	12	6	1	4	0	1	1	0	0	0	0	0	0	43		

Percent	41.9%	27.9%	14.0%	2.3%	9.3%	0.0%	2.3%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	08:00	00:00		08:00	06:00							08:00		
Vol.	6	8	2	1	1		1	1							18		

PM Peak																	
Vol.																	
Total	304	171	138	84	46	13	3	1	0	0	0	0	0	0	760		
Percent	40.0%	22.5%	18.2%	11.1%	6.1%	1.7%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 8 MPH
 50th Percentile : 21 MPH
 85th Percentile : 25 MPH
 95th Percentile : 28 MPH

Stats
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 469
 Percent in Pace : 61.7%
 Number of Vehicles > 25 MPH : 105
 Percent of Vehicles > 25 MPH : 13.8%
 Mean Speed(Average) : 18 MPH

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: HERALD
Station ID: SPRAGUE-MAIN

Date Start: 19-Mar-12
Date End: 21-Mar-12

NORTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/19/12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	3	3	5	7	5	1	2	1	0	0	0	0	0	0	27	19-28	22
16:00	7	4	1	6	2	3	4	2	0	0	0	0	0	0	29	24-33	17
17:00	2	5	5	8	6	0	1	1	1	0	0	0	0	0	29	19-28	26
18:00	4	2	2	6	0	3	1	2	0	1	0	0	0	0	21	21-30	13
19:00	5	3	2	9	5	3	0	0	0	0	0	0	0	0	27	21-30	22
20:00	0	0	2	1	2	2	1	1	0	0	0	0	0	0	9	23-32	8
21:00	1	1	2	1	1	1	0	0	0	0	0	0	0	0	7	20-29	7
22:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	19-28	3
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	28-37	1
Total	22	18	19	39	23	13	9	7	1	2	0	0	0	0	153		
Percent	14.4%	11.8%	12.4%	25.5%	15.0%	8.5%	5.9%	4.6%	0.7%	1.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00	17:00	15:00	19:00	17:00	16:00	16:00	16:00	17:00	18:00					16:00		
	7	5	5	9	6	3	4	2	1	1					29		

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Date End: 21-Mar-12

NORTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/20/12	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	16-25	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18-27	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18-27	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	16-25	3
06:00	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6	17-26	6
07:00	3	1	2	1	0	1	0	0	0	0	0	0	0	0	8	20-29	5
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
09:00	3	4	3	0	2	0	0	0	0	0	0	0	0	0	12	18-27	11
10:00	8	3	5	2	2	0	0	0	0	0	0	0	0	0	20	19-28	12
11:00	4	4	3	5	1	3	1	0	0	0	0	0	0	0	21	17-26	16
12 PM	2	0	3	5	4	4	0	2	1	0	0	0	0	0	21	21-30	16
13:00	1	4	5	4	6	4	1	0	0	0	0	0	0	0	25	21-30	23
14:00	3	3	1	1	5	2	2	1	0	0	0	0	0	0	18	19-28	12
15:00	3	1	8	7	0	5	3	0	0	0	0	0	0	0	27	22-31	23
16:00	4	5	3	3	6	4	2	0	0	0	0	0	0	0	27	21-30	21
17:00	4	3	7	6	8	7	1	1	2	0	0	0	0	0	39	21-30	31
18:00	2	1	5	4	1	2	3	0	0	0	0	0	0	0	18	22-31	15
19:00	1	3	4	6	2	0	2	0	0	1	0	0	0	0	19	19-28	16
20:00	2	3	3	2	4	0	0	0	1	0	0	1	0	0	16	19-28	14
21:00	0	4	1	2	0	0	0	0	0	0	0	0	0	0	7	17-26	7
22:00	0	0	1	2	0	0	1	0	0	0	0	0	0	0	4	22-31	4
23:00	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4	20-29	4
Total	40	45	58	57	43	33	16	4	4	1	0	1	0	0	302		
Percent	13.2%	14.9%	19.2%	18.9%	14.2%	10.9%	5.3%	1.3%	1.3%	0.3%	0.0%	0.3%	0.0%	0.0%			
AM Peak	10:00	09:00	10:00	11:00	09:00	11:00	11:00									11:00	
Vol.	8	4	5	5	2	3	1									21	
PM Peak	16:00	16:00	15:00	15:00	17:00	17:00	15:00	12:00	17:00	19:00		20:00			17:00		
Vol.	4	5	8	7	8	7	3	2	2	1		1			39		

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Date End: 21-Mar-12

NORTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/21/12	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	28-37	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18-27	1
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
06:00	1	0	2	0	1	2	0	0	0	0	0	0	0	0	6	21-30	5
07:00	0	3	0	0	0	0	0	0	0	0	1	0	0	0	4	13-22	3
08:00	5	1	3	0	1	0	0	0	0	0	0	0	0	0	10	*	5
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

Total	7	4	6	0	3	2	0	0	0	1	1	0	0	0	24		
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Percent	29.2%	16.7%	25.0%	0.0%	12.5%	8.3%	0.0%	0.0%	0.0%	4.2%	4.2%	0.0%	0.0%	0.0%			
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AM Peak	08:00	07:00	08:00	01:00	06:00	00:00	07:00								08:00		
Vol.	5	3	3	1	2	1	1								10		

PM Peak																	
Vol.																	

Total	69	67	83	96	69	48	25	11	5	4	1	1	0	0	479		
Percent	14.4%	14.0%	17.3%	20.0%	14.4%	10.0%	5.2%	2.3%	1.0%	0.8%	0.2%	0.2%	0.0%	0.0%			

15th Percentile : 21 MPH
 50th Percentile : 25 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 363
 Percent in Pace : 75.8%
 Number of Vehicles > 25 MPH : 212
 Percent of Vehicles > 25 MPH : 44.3%
 Mean Speed(Average) : 24 MPH

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SOUTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
3/19/12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	3	5	3	7	0	1	2	0	1	0	1	0	0	0	23	17-26	18
16:00	6	4	10	6	4	5	0	0	0	0	0	0	0	0	35	21-30	29
17:00	2	4	8	6	6	8	2	0	0	0	0	0	0	0	36	21-30	32
18:00	1	1	2	2	1	3	1	0	0	0	0	0	0	0	11	22-31	10
19:00	2	1	2	1	1	2	0	0	0	0	0	0	0	0	9	21-30	7
20:00	0	3	0	2	1	1	1	0	0	0	0	0	0	0	8	21-30	7
21:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	19-28	3
22:00	2	1	1	2	0	1	1	0	0	0	0	0	0	0	8	22-31	6
23:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	16-25	3
Total	17	20	26	28	15	21	7	0	1	0	1	0	0	0	136		
Percent	12.5%	14.7%	19.1%	20.6%	11.0%	15.4%	5.1%	0.0%	0.7%	0.0%	0.7%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00	15:00	16:00	15:00	17:00	17:00	15:00		15:00		15:00				17:00		
	6	5	10	7	6	8	2		1		1				36		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: HERALD
Station ID: SPRAGUE-MAIN

Date Start: 19-Mar-12
Date End: 21-Mar-12

SOUTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/20/12	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18-27	1
01:00	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3	22-31	2
02:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	18-27	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
05:00	0	1	3	4	4	0	1	0	1	0	0	0	0	0	14	22-31	13
06:00	1	0	2	2	3	0	0	0	0	0	0	0	0	0	8	19-28	7
07:00	3	3	4	5	4	2	0	1	0	0	0	0	0	0	22	19-28	18
08:00	4	1	4	8	3	2	0	0	1	0	0	0	0	0	23	21-30	18
09:00	5	4	1	2	5	0	1	1	0	1	0	0	0	0	20	19-28	12
10:00	2	1	3	7	2	1	0	1	0	0	0	0	0	0	17	20-29	14
11:00	2	3	3	3	3	1	0	0	0	0	0	0	0	0	15	19-28	14
12 PM	3	2	6	1	1	3	2	0	0	0	0	0	0	0	18	21-30	13
13:00	4	1	7	8	2	3	0	0	1	0	0	0	0	0	26	21-30	21
14:00	3	2	6	5	2	2	1	0	0	0	0	0	0	0	21	21-30	17
15:00	13	0	2	6	4	4	3	2	1	0	0	0	0	0	35	23-32	19
16:00	3	4	3	3	4	3	2	1	0	0	0	0	0	0	23	20-29	17
17:00	8	4	5	5	7	1	2	1	1	0	0	0	0	0	34	21-30	22
18:00	1	2	3	1	0	3	0	0	1	0	0	0	0	0	11	20-29	9
19:00	6	1	2	0	2	0	0	1	1	1	0	0	0	0	14	*	6
20:00	2	1	4	2	3	0	0	0	0	0	0	0	0	0	12	19-28	10
21:00	0	0	1	3	0	1	0	0	0	0	0	0	0	0	5	20-29	5
22:00	2	0	1	0	2	0	0	0	0	0	0	0	0	0	5	19-28	3
23:00	3	0	0	2	1	2	0	0	0	0	0	0	0	0	8	21-30	5
Total	66	31	62	68	54	28	13	8	7	2	0	0	0	0	339		
Percent	19.5%	9.1%	18.3%	20.1%	15.9%	8.3%	3.8%	2.4%	2.1%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	07:00	08:00	09:00	07:00	01:00	07:00	05:00	09:00					08:00		
Vol.	5	4	4	8	5	2	1	1	1	1					23		
PM Peak	15:00	16:00	13:00	13:00	17:00	15:00	15:00	15:00	13:00	19:00					15:00		
Vol.	13	4	7	8	7	4	3	2	1	1					35		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: HERALD
Station ID: SPRAGUE-MAIN

Date Start: 19-Mar-12
Date End: 21-Mar-12

SOUTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/21/12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	19-28	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	20-29	2
05:00	1	1	3	3	1	2	0	0	0	0	1	0	0	0	12	20-29	10
06:00	0	2	1	1	2	2	0	0	0	0	0	0	0	0	8	21-30	8
07:00	6	1	6	5	3	2	3	1	0	0	0	0	0	0	27	22-31	19
08:00	0	2	0	4	3	2	1	0	0	0	0	0	0	0	12	21-30	11
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	9	6	10	14	11	9	4	1	0	0	1	0	0	0	65		
Percent	13.8%	9.2%	15.4%	21.5%	16.9%	13.8%	6.2%	1.5%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%			
AM Peak	07:00	06:00	07:00	07:00	07:00	05:00	07:00	07:00			05:00						07:00
Vol.	6	2	6	5	3	2	3	1			1						27

PM Peak Vol.	92	57	98	110	80	58	24	9	8	2	2	0	0	0	540
Total	92	57	98	110	80	58	24	9	8	2	2	0	0	0	540
Percent	17.0%	10.6%	18.1%	20.4%	14.8%	10.7%	4.4%	1.7%	1.5%	0.4%	0.4%	0.0%	0.0%	0.0%	

15th Percentile : 18 MPH
 50th Percentile : 25 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 403
 Percent in Pace : 74.6%
 Number of Vehicles > 25 MPH : 238
 Percent of Vehicles > 25 MPH : 44.1%
 Mean Speed(Average) : 23 MPH

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: DARTMOUTH
Station ID: SPRAGUE-APPLEWAY

Date Start: 19-Mar-12

Date End: 21-Mar-12

SOUTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
3/19/12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	5	9	7	8	3	3	0	1	1	0	0	0	0	0	37	20-29	30
17:00	8	5	13	6	3	3	0	0	0	0	0	0	0	0	38	21-30	30
18:00	1	3	4	7	4	1	0	2	0	0	0	0	0	0	22	20-29	20
19:00	2	1	2	3	0	2	2	2	0	0	0	0	0	0	14	22-31	9
20:00	1	1	0	0	0	1	2	0	1	0	0	0	0	0	6	26-35	4
21:00	1	1	3	0	1	2	0	1	0	0	0	0	0	0	9	20-29	7
22:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	24-33	2
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	20-29	1
Total	18	20	29	24	12	13	4	7	2	0	0	0	0	0	129		
Percent	14.0%	15.5%	22.5%	18.6%	9.3%	10.1%	3.1%	5.4%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00	16:00	17:00	16:00	18:00	16:00	19:00	18:00	16:00						17:00		
	8	9	13	8	4	3	2	2	1						38		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: DARTMOUTH
Station ID: SPRAGUE-APPLEWAY

Date Start: 19-Mar-12

Date End: 21-Mar-12

SOUTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/20/12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	22-31	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18-27	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18-27	1
07:00	1	0	1	1	2	0	1	0	0	0	0	0	0	0	6	22-31	5
08:00	0	2	1	2	1	1	0	1	0	0	0	0	0	0	8	20-29	7
09:00	2	2	2	3	2	1	0	0	0	0	0	0	0	0	12	19-28	11
10:00	2	4	4	3	4	0	1	0	0	0	0	0	0	0	18	19-28	17
11:00	4	4	8	4	3	1	2	0	2	0	0	0	0	0	28	18-27	21
12 PM	7	6	9	5	6	4	3	1	0	0	0	0	0	0	41	21-30	30
13:00	13	3	8	3	2	2	1	1	0	0	0	0	0	0	33	21-30	18
14:00	4	6	2	7	3	1	1	0	1	0	0	0	1	0	26	18-27	20
15:00	13	6	6	6	3	0	0	2	0	0	0	0	0	0	36	19-28	21
16:00	16	7	8	8	3	1	3	0	0	1	0	0	0	0	47	21-30	27
17:00	7	8	5	1	6	5	2	0	1	1	0	0	0	0	36	21-30	25
18:00	0	5	2	5	1	1	1	0	1	0	0	0	0	0	16	21-30	14
19:00	0	0	1	1	0	4	0	0	0	0	0	0	0	0	6	21-30	6
20:00	3	0	1	2	4	0	1	1	0	0	0	0	0	0	12	24-33	9
21:00	0	1	1	2	1	0	0	1	0	0	0	0	0	0	6	18-27	5
22:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	*	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	73	54	60	53	43	22	17	7	5	2	0	0	1	0	337		
Percent	21.7%	16.0%	17.8%	15.7%	12.8%	6.5%	5.0%	2.1%	1.5%	0.6%	0.0%	0.0%	0.3%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	10:00	08:00	11:00	08:00	11:00						11:00		
Vol.	4	4	8	4	4	1	2	1	2						28		
PM Peak	16:00	17:00	12:00	16:00	12:00	17:00	12:00	15:00	14:00	16:00			14:00		16:00		
Vol.	16	8	9	8	6	5	3	2	1	1			1		47		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: DARTMOUTH
Station ID: SPRAGUE-APPLEWAY

Date Start: 19-Mar-12

Date End: 21-Mar-12

SOUTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/21/12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	20-29	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18-27	1
06:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	17-26	2
07:00	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6	*	4
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	2	0	3	3	1	0	0	0	0	0	0	0	0	13		
Percent	30.8%	15.4%	0.0%	23.1%	23.1%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	03:00		06:00	01:00	01:00									07:00		
Vol.	4	1		2	1	1									6		

PM Peak		95	76	89	80	58	36	21	14	7	2	0	0	1	0	479
Vol.		19.8%	15.9%	18.6%	16.7%	12.1%	7.5%	4.4%	2.9%	1.5%	0.4%	0.0%	0.0%	0.2%	0.0%	

15th Percentile : 15 MPH
 50th Percentile : 24 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 339
 Percent in Pace : 70.8%
 Number of Vehicles > 25 MPH : 179
 Percent of Vehicles > 25 MPH : 37.4%
 Mean Speed(Average) : 23 MPH

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: DARTMOUTH
Station ID: SPRAGUE-APPLEWAY

Date Start: 19-Mar-12

Date End: 21-Mar-12

NORTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
3/19/12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	5	5	9	12	13	15	10	8	2	0	0	0	0	0	79	23-32	59
17:00	3	6	7	13	9	14	5	5	3	4	0	0	0	0	69	21-30	49
18:00	8	1	3	4	8	9	6	2	1	3	0	0	0	0	45	23-32	30
19:00	1	0	2	6	6	9	3	0	0	0	0	0	0	0	27	23-32	26
20:00	0	3	2	2	1	3	3	1	0	0	0	0	0	0	15	21-30	11
21:00	1	0	0	2	3	1	3	4	1	0	0	0	0	0	15	25-34	13
22:00	0	2	1	0	0	1	2	0	0	0	0	0	0	0	6	21-30	4
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
Total	19	17	24	39	40	52	32	20	7	7	0	0	0	0	257		
Percent	7.4%	6.6%	9.3%	15.2%	15.6%	20.2%	12.5%	7.8%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	18:00	17:00	16:00	17:00	16:00	16:00	16:00	16:00	17:00	17:00					16:00		
	8	6	9	13	13	15	10	8	3	4					79		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: DARTMOUTH
Station ID: SPRAGUE-APPLEWAY

Date Start: 19-Mar-12

Date End: 21-Mar-12

NORTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/20/12	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	14-23	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	23-32	3
04:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	*	1
05:00	1	0	2	2	3	2	0	1	2	0	0	0	0	1	14	21-30	9
06:00	1	1	3	3	3	0	3	0	0	0	0	0	0	0	14	22-31	12
07:00	10	11	4	3	12	6	1	2	0	1	0	0	0	1	51	21-30	36
08:00	15	10	4	8	7	7	10	2	2	0	0	0	0	0	65	21-30	36
09:00	4	4	4	5	7	5	4	5	2	1	0	0	0	0	41	24-33	26
10:00	6	2	6	8	12	7	11	2	2	1	0	0	0	0	57	23-32	44
11:00	6	2	8	10	5	8	9	7	1	2	0	0	0	0	58	23-32	40
12 PM	4	9	7	8	6	18	10	5	5	1	0	0	0	0	73	23-32	49
13:00	12	3	10	20	6	4	8	1	1	0	1	1	0	0	67	23-32	48
14:00	7	7	7	11	13	8	7	5	2	0	0	0	0	0	67	22-31	47
15:00	8	5	6	15	6	10	8	0	2	3	0	0	0	0	63	23-32	45
16:00	10	10	10	12	12	13	4	3	0	1	0	1	0	0	76	21-30	57
17:00	5	7	12	9	15	11	13	4	1	0	0	0	1	0	78	23-32	60
18:00	1	0	4	9	11	6	3	6	2	0	1	0	0	0	43	25-34	35
19:00	3	1	2	4	6	5	2	4	0	0	1	0	0	0	28	25-34	21
20:00	0	0	2	2	2	3	1	1	0	0	0	0	0	0	11	23-32	10
21:00	1	0	2	3	3	0	1	0	1	2	0	0	0	0	13	22-31	9
22:00	1	1	1	0	2	1	1	0	0	0	0	0	0	0	7	22-31	6
23:00	0	0	1	1	2	1	1	0	0	0	0	0	0	0	6	22-31	6
Total	96	73	96	134	135	115	99	48	23	12	3	3	1	2	840		
Percent	11.4%	8.7%	11.4%	16.0%	16.1%	13.7%	11.8%	5.7%	2.7%	1.4%	0.4%	0.4%	0.1%	0.2%			
AM Peak	08:00	07:00	11:00	11:00	07:00	11:00	10:00	11:00	05:00	11:00		00:00		05:00	08:00		
Vol.	15	11	8	10	12	8	11	7	2	2		1		1	65		
PM Peak	13:00	16:00	17:00	13:00	17:00	12:00	17:00	18:00	12:00	15:00	13:00	13:00	17:00		17:00		
Vol.	12	10	12	20	15	18	13	6	5	3	1	1	1		78		

J-U-B Engineers, Inc.

422 W. Riverside, Suite 304
Spokane, WA 99201
(509)458-3727

Site Code: DARTMOUTH
Station ID: SPRAGUE-APPLEWAY

Date Start: 19-Mar-12

Date End: 21-Mar-12

NORTHBOUND

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	20	22	24	26	28	30	32	34	36	38	40	42	44	999			
3/21/12	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	18-27	2
01:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	19-28	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	19-28	3
04:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	16-25	2
05:00	0	0	1	1	3	2	0	1	1	1	0	0	0	0	10	21-30	7
06:00	0	2	3	0	4	1	2	2	1	0	0	0	0	0	15	21-30	10
07:00	9	8	6	5	6	8	1	1	0	0	0	0	0	0	44	21-30	33
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	9	12	12	7	19	11	3	4	2	1	0	0	0	0	80		
Percent	11.3%	15.0%	15.0%	8.8%	23.8%	13.8%	3.8%	5.0%	2.5%	1.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	06:00	06:00	05:00	05:00					07:00		
Vol.	9	8	6	5	6	8	2	2	1	1					44		

PM Peak																	
Vol.																	
Total	124	102	132	180	194	178	134	72	32	20	3	3	1	2	1177		
Percent	10.5%	8.7%	11.2%	15.3%	16.5%	15.1%	11.4%	6.1%	2.7%	1.7%	0.3%	0.3%	0.1%	0.2%			

15th Percentile : 22 MPH
 50th Percentile : 27 MPH
 85th Percentile : 32 MPH
 95th Percentile : 35 MPH

Stats
 10 MPH Pace Speed : 23-32 MPH
 Number in Pace : 818
 Percent in Pace : 69.5%
 Number of Vehicles > 25 MPH : 729
 Percent of Vehicles > 25 MPH : 61.9%
 Mean Speed(Average) : 26 MPH

PARKING STUDY DATA - MAIN AVENUE

Herald	Main	Felts	
		Balfour	Raymond
University			

①

①

①

①

①

②

⑤

2:35 pm

5/17/12

Herald	Main	Felts	
		Balfour	Raymond
University			

①

①

①

①

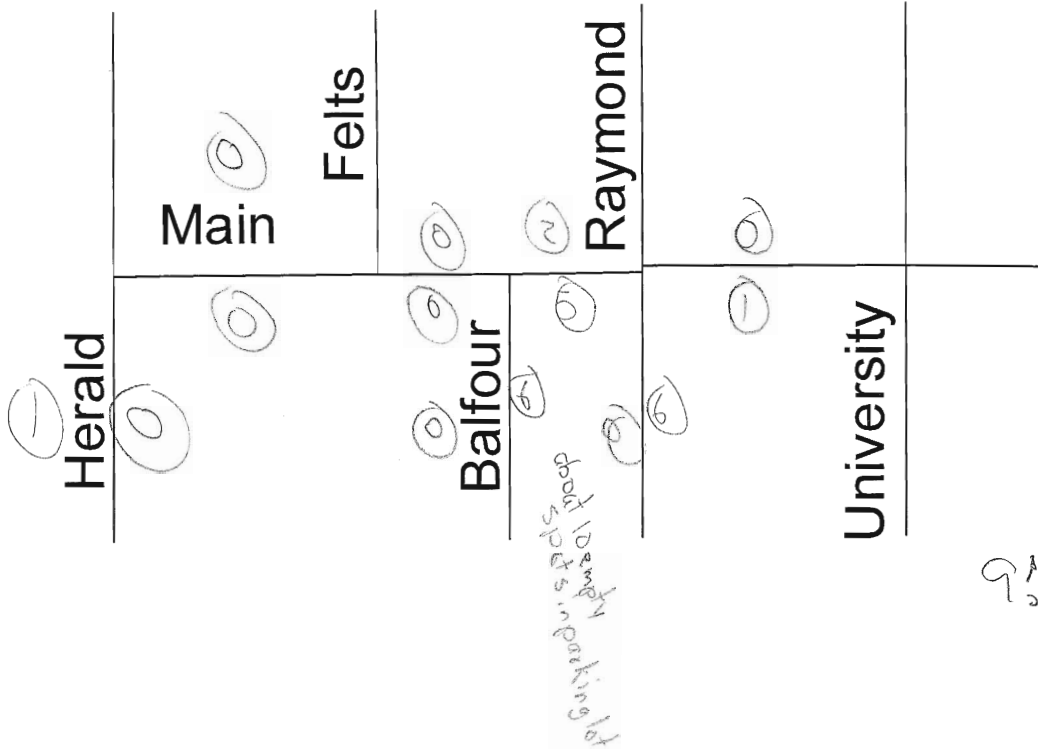
①

①

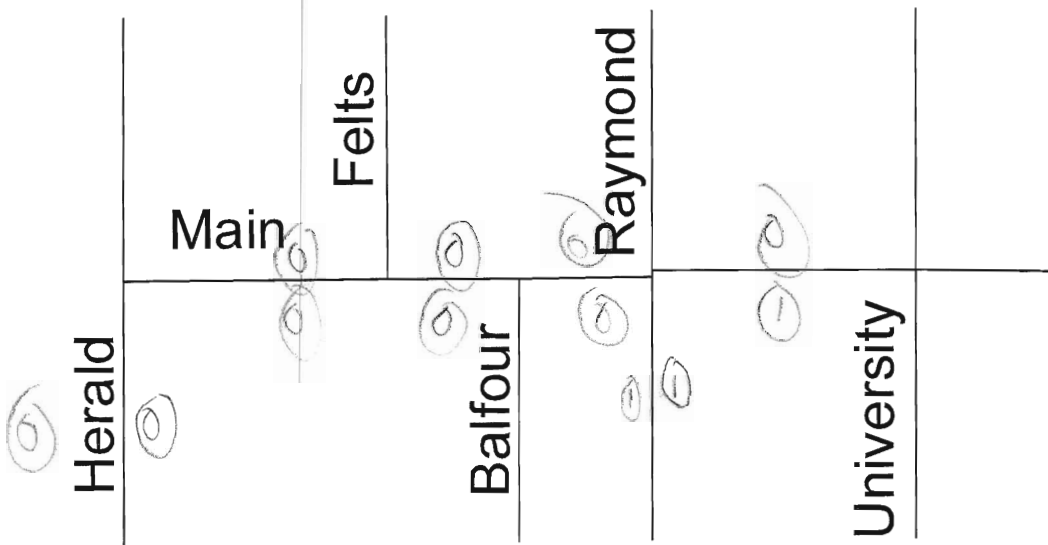
②

9:20 pm

5/17/12



9:35 am 5/27/12



12:49 pm 5/27/12

TIME TRAVEL STUDIES

Time Travel Study

Herald Road north of Giorgio's Gym to
the intersection of University / Appleway using:

Route	Time (MM:SS)
Farr Rd	3:31
Darmouth	1:49
Main	2:46





















Herald Road north of Giorgio's Gym to
the intersection of University / Sprague Avenue using:

Route	Time (MM:SS)
Darmouth	2:52
Main	2:02

**EXISTING
LEVEL OF SERVICE
CALCULATIONS**

Lanes, Volumes, Timings
 3: Sprague Ave & University Rd

5/31/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	157	738	54	213	204	704	100	192	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	220		0	200		0	175		225
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95	1.00	0.95	0.95
Flt					0.990			0.915	0.850			0.952
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	0	1770	6344	0	1770	1619	1504	1770	3369	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	0	0	1770	6344	0	1770	1619	1504	1770	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16			68	469		79	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1763			1255			805			665	
Travel Time (s)		34.3			24.4			15.7			13.0	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	169	794	58	229	219	757	108	206	97
Shared Lane Traffic (%)									38%			
Lane Group Flow (vph)	0	0	0	169	852	0	229	507	469	108	303	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2	1	1	2	
Detector Template				Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)				20	100		20	100	20	20	100	
Trailing Detector (ft)				0	0		0	0	0	0	0	
Detector 1 Position(ft)				0	0		0	0	0	0	0	
Detector 1 Size(ft)				20	6		20	6	20	20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm			Prot		Perm	Prot		
Protected Phases					2		7	4		3	8	
Permitted Phases				2					4			
Detector Phase				2	2		7	4	4	3	8	

Lanes, Volumes, Timings
 3: Sprague Ave & University Rd

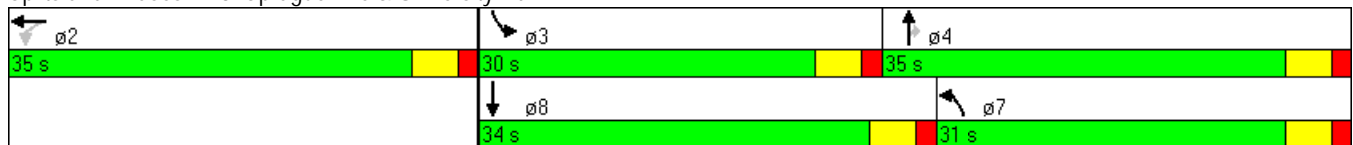
5/31/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)				21.0	21.0		21.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	31.0	35.0	35.0	30.0	34.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	35.0%	0.0%	31.0%	35.0%	35.0%	30.0%	34.0%	0.0%
Maximum Green (s)				30.0	30.0		26.0	30.0	30.0	25.0	29.0	
Yellow Time (s)				3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode				C-Max	C-Max		None	None	None	None	None	
Walk Time (s)				5.0	5.0		5.0					
Flash Dont Walk (s)				11.0	11.0		11.0					
Pedestrian Calls (#/hr)				0	0		0					
Act Effct Green (s)				37.1	37.1		35.8	36.5	36.5	11.4	12.1	
Actuated g/C Ratio				0.37	0.37		0.36	0.36	0.36	0.11	0.12	
v/c Ratio				0.26	0.36		0.36	0.80	0.55	0.53	0.63	
Control Delay				25.6	24.3		30.6	40.1	9.9	50.7	36.5	
Queue Delay				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay				25.6	24.3		30.6	40.1	9.9	50.7	36.5	
LOS				C	C		C	D	A	D	D	
Approach Delay					24.5			26.6			40.2	
Approach LOS					C			C			D	

Intersection Summary











Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 68 (68%), Referenced to phase 2:WBTL and 6:, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 27.9
 Intersection Capacity Utilization 54.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 3: Sprague Ave & University Rd



Lanes, Volumes, Timings
6: Appleway Blvd & University Rd

5/31/2012

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	692	352	0	475	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	1.00	0.95	0.95	1.00
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	3433	2787	0	3539	3539	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	2787	0	3539	3539	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		363				
Link Speed (mph)	35			35	35	
Link Distance (ft)	1760			1009	805	
Travel Time (s)	34.3			19.7	15.7	
Peak Hour Factor	0.97	0.97	0.92	0.97	0.97	0.92
Adj. Flow (vph)	713	363	0	490	392	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	713	363	0	490	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm					
Protected Phases	6			4	8	
Permitted Phases		6				
Detector Phase	6	6		4	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	

Lanes, Volumes, Timings
6: Appleway Blvd & University Rd

5/31/2012



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	62.0	62.0	0.0	38.0	38.0	0.0
Total Split (%)	62.0%	62.0%	0.0%	38.0%	38.0%	0.0%
Maximum Green (s)	57.0	57.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	70.4	70.4		19.6	19.6	
Actuated g/C Ratio	0.70	0.70		0.20	0.20	
v/c Ratio	0.29	0.18		0.71	0.57	
Control Delay	6.3	0.9		43.1	40.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	6.3	0.9		43.1	40.7	
LOS	A	A		D	D	
Approach Delay	4.5			43.1	40.7	
Approach LOS	A			D	D	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 74 (74%), Referenced to phase 6:EBL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 41.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: Appleway Blvd & University Rd

Ø6 62 s	Ø4 38 s
	Ø8 38 s

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	University & Main			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/21/2012			Analysis Year	Existing			
Analysis Time Period	PM Peak Hour							
Project Description <i>Spokane Valley Library & Balfour Park Expansion</i>								
East/West Street: <i>Main Ave</i>				North/South Street: <i>University Road</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	258	7	21	297	6		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR (veh/h)	10	280	7	22	322	6		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		1			1			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	18	0	20	7	0	12		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate, HFR (veh/h)	19	0	21	7	0	13		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	10	22	20			40		
C (m) (veh/h)	1243	1288	542			486		
v/c	0.01	0.02	0.04			0.08		
95% queue length	0.02	0.05	0.11			0.27		
Control Delay (s/veh)	7.9	7.8	11.9			13.1		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	11.9			13.1		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Sprague / Herald			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/24/2012			Analysis Year	Existing			
Analysis Time Period	PM Peak							
Project Description <i>Spokane Valley Library & Balfour Park Expansion</i>								
East/West Street: <i>Sprague Ave</i>				North/South Street: <i>Herald (private dwy on south)</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				4	1127	25		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.88	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	0	0	0	4	1280	28		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	0	2	0		
Configuration				LT		TR		
Upstream Signal		0			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5	1			6	25		
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	5	1	0	0	6	28		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	LT					TR
v (veh/h)		4	6					34
C (m) (veh/h)		1636	387					438
v/c		0.00	0.02					0.08
95% queue length		0.01	0.05					0.25
Control Delay (s/veh)		7.2	14.4					13.9
LOS		A	B					B
Approach Delay (s/veh)	--	--	14.4			13.9		
Approach LOS	--	--	B			B		





















TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Sprague / Dartmouth			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/24/2012			Analysis Year				
Analysis Time Period	PM Peak							
Project Description <i>Spokane Valley Library / Balfour Park Expansion</i>								
East/West Street: <i>Sprague Ave</i>				North/South Street: <i>Dartmouth Rd</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				14	1069			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.88	0.88	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	1214	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	1	2	0		
Configuration				L	T			
Upstream Signal		0			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	68							
Peak-Hour Factor, PHF	0.88	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	77	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	0	0	0	0	0		
Configuration	L							
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L					
v (veh/h)		15	77					
C (m) (veh/h)		1636	593					
v/c		0.01	0.13					
95% queue length		0.03	0.44					
Control Delay (s/veh)		7.2	12.0					
LOS		A	B					
Approach Delay (s/veh)	--	--	12.0					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Appleway / Dartmouth			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/21/2012			Analysis Year	Existing			
Analysis Time Period	PM Peak Hour							
Project Description <i>Spokane Valley Library / Balfour Park Expansion</i>								
East/West Street: <i>Appleway Blvd</i>				North/South Street: <i>Dartmouth Rd</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	77	1215						
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	81	1278	0	0	0	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	2	0	0	0	0	0	
Configuration	LT	T						
Upstream Signal		1			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				33				
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	34	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	1	0	0		
Configuration				L				
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		
v (veh/h)	81					34		
C (m) (veh/h)	1636					338		
v/c	0.05					0.10		
95% queue length	0.16					0.33		
Control Delay (s/veh)	7.3					16.8		
LOS	A					C		
Approach Delay (s/veh)	--	--					16.8	
Approach LOS	--	--					C	

**FUTURE
LEVEL OF SERVICE
CALCULATIONS**

Lanes, Volumes, Timings
3: Sprague Ave & University Rd

5/31/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	161	757	55	218	209	722	103	197	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	220		0	200		0	175		225
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.990			0.915	0.850			0.952
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	0	1770	6344	0	1770	1619	1504	1770	3369	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	0	0	1770	6344	0	1770	1619	1504	1770	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16			67	481			77
Link Speed (mph)		35			35			35				35
Link Distance (ft)		1763			1255			805				665
Travel Time (s)		34.3			24.4			15.7				13.0
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	173	814	59	234	225	776	111	212	99
Shared Lane Traffic (%)									38%			
Lane Group Flow (vph)	0	0	0	173	873	0	234	520	481	111	311	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2	1	1		2
Detector Template				Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)				20	100		20	100	20	20		100
Trailing Detector (ft)				0	0		0	0	0	0		0
Detector 1 Position(ft)				0	0		0	0	0	0		0
Detector 1 Size(ft)				20	6		20	6	20	20		6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Perm			Prot		Perm	Prot		
Protected Phases					2		7	4		3		8
Permitted Phases				2					4			
Detector Phase				2	2		7	4	4	3		8

Lanes, Volumes, Timings
 3: Sprague Ave & University Rd

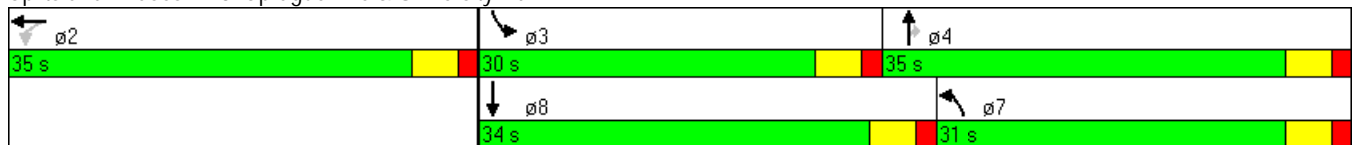
5/31/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)				21.0	21.0		21.0	9.0	9.0	9.0	9.0	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	31.0	35.0	35.0	30.0	34.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	35.0%	0.0%	31.0%	35.0%	35.0%	30.0%	34.0%	0.0%
Maximum Green (s)				30.0	30.0		26.0	30.0	30.0	25.0	29.0	
Yellow Time (s)				3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode				C-Max	C-Max		None	None	None	None	None	
Walk Time (s)				5.0	5.0		5.0					
Flash Dont Walk (s)				11.0	11.0		11.0					
Pedestrian Calls (#/hr)				0	0		0					
Act Effct Green (s)				35.5	35.5		37.0	37.9	37.9	11.6	12.5	
Actuated g/C Ratio				0.36	0.36		0.37	0.38	0.38	0.12	0.12	
v/c Ratio				0.28	0.39		0.36	0.79	0.55	0.54	0.64	
Control Delay				26.5	25.3		29.0	38.1	8.8	50.8	36.9	
Queue Delay				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay				26.5	25.3		29.0	38.1	8.8	50.8	36.9	
LOS				C	C		C	D	A	D	D	
Approach Delay					25.5			24.9			40.5	
Approach LOS					C			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 68 (68%), Referenced to phase 2:WBTL and 6:, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 27.6
 Intersection Capacity Utilization 55.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B











Splits and Phases: 3: Sprague Ave & University Rd



Lanes, Volumes, Timings

6: Appleway Blvd & University Rd

5/31/2012

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	709	361	0	487	390	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	1.00	0.95	0.95	1.00
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	3433	2787	0	3539	3539	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	2787	0	3539	3539	0
Right Turn on Red	Yes					Yes
Satd. Flow (RTOR)	372					
Link Speed (mph)	35			35	35	
Link Distance (ft)	1760			1009	805	
Travel Time (s)	34.3			19.7	15.7	
Peak Hour Factor	0.97	0.97	0.92	0.97	0.97	0.92
Adj. Flow (vph)	731	372	0	502	402	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	731	372	0	502	402	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm					
Protected Phases	6				4	8
Permitted Phases	6					
Detector Phase	6	6			4	8
Switch Phase						
Minimum Initial (s)	4.0	4.0			4.0	4.0
Minimum Split (s)	21.0	21.0			21.0	21.0

Lanes, Volumes, Timings
6: Appleway Blvd & University Rd

5/31/2012



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	62.0	62.0	0.0	38.0	38.0	0.0
Total Split (%)	62.0%	62.0%	0.0%	38.0%	38.0%	0.0%
Maximum Green (s)	57.0	57.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	70.1	70.1		19.9	19.9	
Actuated g/C Ratio	0.70	0.70		0.20	0.20	
v/c Ratio	0.30	0.18		0.71	0.57	
Control Delay	6.5	0.9		42.9	40.2	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	6.5	0.9		42.9	40.2	
LOS	A	A		D	D	
Approach Delay	4.6			42.9	40.2	
Approach LOS	A			D	D	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 74 (74%), Referenced to phase 6:EBL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 21.3
 Intersection Capacity Utilization 42.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: Appleway Blvd & University Rd

Ø6 62 s	Ø4 38 s
	Ø8 38 s

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	ALW			Intersection	University & Main		
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA		
Date Performed	5/21/2012			Analysis Year	Future w/o Project		
Analysis Time Period	PM Peak Hour						
Project Description <i>Spokane Valley Library & Balfour Park Expansion</i>							
East/West Street: <i>Main Ave</i>				North/South Street: <i>University Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	10	265	7	22	304	6	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR (veh/h)	10	288	7	23	330	6	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	1	1	0	1	1		0
Configuration	L		TR	L			TR
Upstream Signal		1			1		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	18	0	21	7	0	12	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR (veh/h)	19	0	22	7	0	13	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L	LTR			LTR	
v (veh/h)	10	23	20			41	
C (m) (veh/h)	1235	1279	530			479	
v/c	0.01	0.02	0.04			0.09	
95% queue length	0.02	0.05	0.12			0.28	
Control Delay (s/veh)	7.9	7.9	12.1			13.2	
LOS	A	A	B			B	
Approach Delay (s/veh)	--	--	12.1			13.2	
Approach LOS	--	--	B			B	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Sprague / Herald			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/24/2012			Analysis Year	Future			
Analysis Time Period	PM Peak							
Project Description <i>Spokane Valley Library & Balfour Park Expansion</i>								
East/West Street: <i>Sprague Ave</i>				North/South Street: <i>Herald (private dwy on south)</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street		Eastbound			Westbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				4	1155	26		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.88	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	0	0	0	4	1312	29		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0					0
Lanes	0	0	0	0	2	0		
Configuration				LT		TR		
Upstream Signal		0			1			
Minor Street		Northbound			Southbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5	1			6	26		
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	5	1	0	0	6	29		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0					0
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	LT					TR
v (veh/h)		4	6					35
C (m) (veh/h)		1636	372					427
v/c		0.00	0.02					0.08
95% queue length		0.01	0.05					0.27
Control Delay (s/veh)		7.2	14.8					14.2
LOS		A	B					B
Approach Delay (s/veh)	--	--	14.8			14.2		
Approach LOS	--	--	B			B		





















TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Sprague / Dartmouth			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/24/2012			Analysis Year	Future			
Analysis Time Period	PM Peak							
Project Description <i>Spokane Valley Library / Balfour Park Expansion</i>								
East/West Street: <i>Sprague Ave</i>				North/South Street: <i>Dartmouth Rd</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				14	1096			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.88	0.88	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	1245	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	1	2	0		
Configuration				L	T			
Upstream Signal		0			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	70							
Peak-Hour Factor, PHF	0.88	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	79	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	0	0	0	0	0		
Configuration	L							
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L					
v (veh/h)		15	79					
C (m) (veh/h)		1636	580					
v/c		0.01	0.14					
95% queue length		0.03	0.47					
Control Delay (s/veh)		7.2	12.2					
LOS		A	B					
Approach Delay (s/veh)	--	--	12.2					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Appleway / Dartmouth			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/21/2012			Analysis Year	Existing			
Analysis Time Period	PM Peak Hour							
Project Description <i>Spokane Valley Library / Balfour Park Expansion</i>								
East/West Street: <i>Appleway Blvd</i>				North/South Street: <i>Dartmouth Rd</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	79	1245						
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	83	1310	0	0	0	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	2	0	0	0	0	0	
Configuration	LT	T						
Upstream Signal		1			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				34				
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	35	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	1	0	0		
Configuration				L				
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		
v (veh/h)	83					35		
C (m) (veh/h)	1636					329		
v/c	0.05					0.11		
95% queue length	0.16					0.35		
Control Delay (s/veh)	7.3					17.2		
LOS	A					C		
Approach Delay (s/veh)	--	--				17.2		
Approach LOS	--	--				C		

**FUTURE
LEVEL OF SERVICE
CALCULATIONS
INCLUDING PROJECT**

Lanes, Volumes, Timings
3: Sprague Ave & University Rd

5/31/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	161	811	55	271	209	722	161	197	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	220		0	200		0	175		225
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.95	0.95	1.00	0.95	0.95
Fr					0.990			0.915	0.850			0.944
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	0	1770	6344	0	1770	1619	1504	1770	3341	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	0	0	1770	6344	0	1770	1619	1504	1770	3341	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					14			67	481		126	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1763			1255			805			665	
Travel Time (s)		34.3			24.4			15.7			13.0	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	173	872	59	291	225	776	173	212	127
Shared Lane Traffic (%)									38%			
Lane Group Flow (vph)	0	0	0	173	931	0	291	520	481	173	339	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2	1	1	2	
Detector Template				Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)				20	100		20	100	20	20	100	
Trailing Detector (ft)				0	0		0	0	0	0	0	
Detector 1 Position(ft)				0	0		0	0	0	0	0	
Detector 1 Size(ft)				20	6		20	6	20	20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm			Prot		Perm	Prot		
Protected Phases					2		7	4		3	8	
Permitted Phases				2					4			
Detector Phase				2	2		7	4	4	3	8	

Lanes, Volumes, Timings
 3: Sprague Ave & University Rd

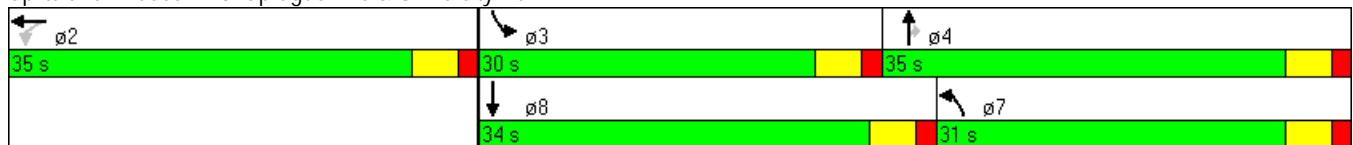
5/31/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)				21.0	21.0		21.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	31.0	35.0	35.0	30.0	34.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	35.0%	0.0%	31.0%	35.0%	35.0%	30.0%	34.0%	0.0%
Maximum Green (s)				30.0	30.0		26.0	30.0	30.0	25.0	29.0	
Yellow Time (s)				3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode				C-Max	C-Max		None	None	None	None	None	
Walk Time (s)				5.0	5.0		5.0					
Flash Dont Walk (s)				11.0	11.0		11.0					
Pedestrian Calls (#/hr)				0	0		0					
Act Effct Green (s)				33.8	33.8		39.2	36.2	36.2	15.0	12.0	
Actuated g/C Ratio				0.34	0.34		0.39	0.36	0.36	0.15	0.12	
v/c Ratio				0.29	0.43		0.42	0.83	0.57	0.65	0.66	
Control Delay				27.6	26.9		28.5	41.2	8.7	50.9	32.2	
Queue Delay				0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay				27.6	26.9		28.5	41.2	8.7	50.9	32.2	
LOS				C	C		C	D	A	D	C	
Approach Delay					27.0			26.2			38.5	
Approach LOS					C			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 68 (68%), Referenced to phase 2:WBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 28.7
 Intersection Capacity Utilization 59.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B











Splits and Phases: 3: Sprague Ave & University Rd



Lanes, Volumes, Timings

6: Appleway Blvd & University Rd

5/31/2012

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	709	419	0	540	390	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	1.00	0.95	0.95	1.00
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	3433	2787	0	3539	3539	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	2787	0	3539	3539	0
Right Turn on Red	Yes					Yes
Satd. Flow (RTOR)	391					
Link Speed (mph)	35			35	35	
Link Distance (ft)	1760			1009	805	
Travel Time (s)	34.3			19.7	15.7	
Peak Hour Factor	0.97	0.97	0.92	0.97	0.97	0.92
Adj. Flow (vph)	731	432	0	557	402	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	731	432	0	557	402	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm					
Protected Phases	6				4	8
Permitted Phases	6					
Detector Phase	6	6			4	8
Switch Phase						
Minimum Initial (s)	4.0	4.0			4.0	4.0
Minimum Split (s)	21.0	21.0			21.0	21.0

Lanes, Volumes, Timings
6: Appleway Blvd & University Rd

5/31/2012

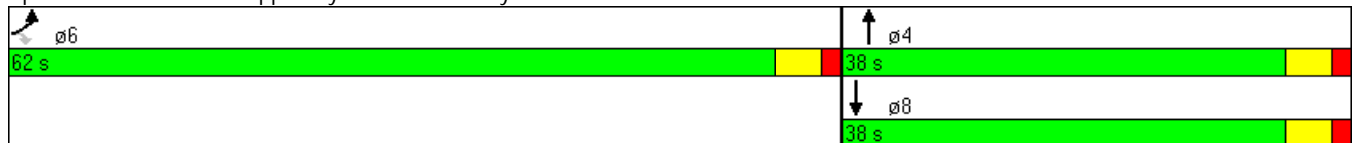


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	62.0	62.0	0.0	38.0	38.0	0.0
Total Split (%)	62.0%	62.0%	0.0%	38.0%	38.0%	0.0%
Maximum Green (s)	57.0	57.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	68.2	68.2		21.8	21.8	
Actuated g/C Ratio	0.68	0.68		0.22	0.22	
v/c Ratio	0.31	0.21		0.72	0.52	
Control Delay	7.3	1.4		41.6	39.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	7.3	1.4		41.6	39.8	
LOS	A	A		D	D	
Approach Delay	5.1			41.6	39.8	
Approach LOS	A			D	D	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 74 (74%), Referenced to phase 6:EBL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 21.3
 Intersection Capacity Utilization 43.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: Appleway Blvd & University Rd



TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	ALW			Intersection	University & Main		
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA		
Date Performed	5/23/2012			Analysis Year	Future w/ Project		
Analysis Time Period	PM Peak Hour						
Project Description <i>Spokane Valley Library & Balfour Park Expansion</i>							
East/West Street: <i>Main Ave</i>				North/South Street: <i>University Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	10	265	7	22	330	6	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR (veh/h)	10	288	7	23	358	6	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		1			1		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	67	0	79	7	0	12	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR (veh/h)	72	0	85	7	0	13	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L	LTR			LTR	
v (veh/h)	10	23	20			157	
C (m) (veh/h)	1206	1279	474			461	
v/c	0.01	0.02	0.04			0.34	
95% queue length	0.03	0.05	0.13			1.49	
Control Delay (s/veh)	8.0	7.9	12.9			16.8	
LOS	A	A	B			C	
Approach Delay (s/veh)	--	--	12.9			16.8	
Approach LOS	--	--	B			C	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Sprague / Herald			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/24/2012			Analysis Year	Future w/ Project			
Analysis Time Period	PM Peak							
Project Description <i>Spokane Valley Library & Balfour Park Expansion</i>								
East/West Street: <i>Sprague Ave</i>				North/South Street: <i>Herald (private dwy on south)</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				4	1155	178		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.88	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	0	0	0	4	1312	202		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	0	2	0		
Configuration				LT		TR		
Upstream Signal		0			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5	1			64	46		
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	5	1	0	0	72	52		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	LT					TR
v (veh/h)		4	6					124
C (m) (veh/h)		1636	240					226
v/c		0.00	0.03					0.55
95% queue length		0.01	0.08					2.96
Control Delay (s/veh)		7.2	20.4					38.7
LOS		A	C					E
Approach Delay (s/veh)	--	--	20.4			38.7		
Approach LOS	--	--	C			E		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Sprague / Dartmouth			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/24/2012			Analysis Year	Future w/ Project			
Analysis Time Period	PM Peak							
Project Description <i>Spokane Valley Library / Balfour Park Expansion</i>								
East/West Street: <i>Sprague Ave</i>				North/South Street: <i>Dartmouth Rd</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				14	1229			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.88	0.88	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	1396	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	0	0	1	2		0	
Configuration				L	T			
Upstream Signal		0			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	89							
Peak-Hour Factor, PHF	0.88	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	101	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	1	0	0	0	0		0	
Configuration	L							
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L					
v (veh/h)		15	101					
C (m) (veh/h)		1636	516					
v/c		0.01	0.20					
95% queue length		0.03	0.72					
Control Delay (s/veh)		7.2	13.7					
LOS		A	B					
Approach Delay (s/veh)	--	--	13.7					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Appleway / Dartmouth			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/23/2012			Analysis Year	Existing			
Analysis Time Period	PM Peak Hour							
Project Description <i>Spokane Valley Library / Balfour Park Expansion</i>								
East/West Street: <i>Appleway Blvd</i>				North/South Street: <i>Dartmouth Rd</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	98	1246						
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	103	1311	0	0	0	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	2	0	0	0	0	0	
Configuration	LT	T						
Upstream Signal		1			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				92				
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	96	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	0		
Configuration				L				
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		
v (veh/h)	103					96		
C (m) (veh/h)	1636					308		
v/c	0.06					0.31		
95% queue length	0.20					1.30		
Control Delay (s/veh)	7.3					21.9		
LOS	A					C		
Approach Delay (s/veh)	--	--					21.9	
Approach LOS	--	--					C	

**FUTURE
LEVEL OF SERVICE
CALCULATIONS
INCLUDING PROJECT
WITH MITIGATION***

* Intersections not included have no mitigation

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ALW			Intersection	Sprague / Herald - MITIGATED			
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA			
Date Performed	5/24/2012			Analysis Year	Future w/ Project			
Analysis Time Period	PM Peak							
Project Description <i>Spokane Valley Library & Balfour Park Expansion</i>								
East/West Street: <i>Sprague Ave</i>				North/South Street: <i>Herald (private dwy on south)</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				4	1155	178		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.88	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	0	0	0	4	1312	202		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	0	2	0		
Configuration				LT		TR		
Upstream Signal		0			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5	1			6	46		
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	5	1	0	0	6	52		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	LT					TR
v (veh/h)		4	6					58
C (m) (veh/h)		1636	325					423
v/c		0.00	0.02					0.14
95% queue length		0.01	0.06					0.47
Control Delay (s/veh)		7.2	16.3					14.9
LOS		A	C					B
Approach Delay (s/veh)	--	--	16.3			14.9		
Approach LOS	--	--	C			B		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	ALW			Intersection	Sprague / Dartmouth - MITIGATE		
Agency/Co.	Sunburst Engineering			Jurisdiction	Spokane Valley, WA		
Date Performed	5/24/2012			Analysis Year	Future w/ Project		
Analysis Time Period	PM Peak						
Project Description <i>Spokane Valley Library / Balfour Park Expansion</i>							
East/West Street: <i>Sprague Ave</i>				North/South Street: <i>Dartmouth Rd</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)				14	1229		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.88	0.88	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	1396	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	0	0	1	2		0
Configuration				L	T		
Upstream Signal		0			1		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	70	19			58		
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	1.00	
Hourly Flow Rate, HFR (veh/h)	79	21	0	0	65	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	0	0	1	0	
Configuration	LT				T		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	LT				T
v (veh/h)		15	100				65
C (m) (veh/h)		1636	258				160
v/c		0.01	0.39				0.41
95% queue length		0.03	1.74				1.78
Control Delay (s/veh)		7.2	27.5				42.1
LOS		A	D				E
Approach Delay (s/veh)	--	--	27.5			42.1	
Approach LOS	--	--	D			E	

WRITTEN INPUT



SPOKANE VALLEY FIRE DEPARTMENT

Est. 1940

Mike Thompson, Fire Chief
2120 N. Wilbur
Spokane Valley, WA 99206
Phone (509) 928-1700
FAX (509) 892-4125
www.spokanevalleyfire.com

May 30, 2012

City of Spokane Valley
11707 E. Sprague Avenue, Suite 106
Spokane Valley, WA 99206

Re: Traffic Study

To Whom It May Concern,

The Spokane Valley Fire Department looks forward to being included in the study pertaining to potential traffic impacts for a proposed new Spokane Valley Library and/or expansion of Balfour Park during a meeting on Wednesday, May 30 from 6:00 p.m. to 7:00 p.m. We feel it is extremely important to consider the effects of response times from Fire Station 1 in the traffic planning process. In 2011, the total calls for service in 2011 from Fire Station 1 were 2170. Approximately 80% of Station 1 calls for service are medical emergencies.

Currently, we have a 1 minute and 20 second increase in most of our response times from Station 1 due to Sprague being a one-way street. National studies use a critical point to determine the optimal time for the effective deployment of emergency resources which are as follows:

- Response to structure fires
 - Flashover will occur at a point somewhere between two (2) and seven (7) minutes after ignition where a fire occurs inside of a typical residential house (the earliest estimated time for flashover to occur in a modern wood frame residential house is two minutes and ten seconds (2:10)).
 - The estimation of flashover time is based upon full-scale flame tests conducted by the National Fire Protection Association (NFPA), Factory Mutual Research Corporation (FM), and the Home Fire Sprinkler Coalition.
 - Flashover usually results in the rapid acceleration of fire and dramatic fire spread.
 - Flashover is also the point at which the internal environment within a fire container or room is no longer considered survivable.



SPOKANE VALLEY FIRE DEPARTMENT


Est. 1940

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- Response to medical emergencies
 - The American Heart Association asserts that the earlier CPR is initiated the better the chance of survival.
 - American Heart Association recognizes that the brain begins to die in 4-6 minutes without oxygen and initiating defibrillation.
 - Survival rates are extremely low when the time to initiate defibrillation exceeds 6 minutes and damage is irreversible after 10 minutes.

We look forward to participating in the discussions and working with the City of Spokane Valley.

Sincerely,


Mike Thompson
Fire Chief


Monte Nesbitt, Chair
Board of Fire Commissioners

INTER-LOCAL AGREEMENT FOR ACQUISITION OF REAL ESTATE: APPROVAL RECOMMENDATION

Recommendation:

Approve the Inter-Local Agreement with the City of Spokane Valley to confirm our intention to move ahead on the purchase of the Sprague Avenue site.

Action Required:

Motion to approve the Inter-Local Agreement with the City of Spokane Valley, which outlines the terms for purchasing the Sprague Avenue site for the purpose of building a new library and expanding an existing park.

Background:

Several months ago the Library District approached the City of Spokane Valley with a request to consider a joint purchase of property on Sprague Avenue for the purpose of a library and expanded park. The property is too large for the Library District to purchase for the sole purpose of a library. However, in talking with City staff, it would be an ideal location for expanding an existing park and creating a civic plaza in conjunction with a new library.

Key points addressed in the inter-local agreement include how the property will be purchased, the development of a joint-use site plan and what will happen in the event the Library District is unable to secure funds to build a new library.

At its meeting, March 20, 2012, trustees authorized the Executive Director to jointly fund a traffic study to better understand the constraints of the proposed site. The traffic study was completed and there were only minor mediations recommended.* The City of Spokane Valley is in the process of obtaining an appraisal for the land, and final negotiations for the property are anticipated to be completed in the next month or two.

Based upon the proposed Inter-Local Agreement, the Library District will purchase a portion of the property from the City once its purchase is completed. We will then work together to develop a joint-use site plan. At that point, should trustees decide the site is not suitable for a joint library/park project, we have the option to withdraw from the project and SCLD funding will be returned. However, if we choose to proceed, we will have the option to purchase additional land, if needed, and the City will deed the property to the District.

The District will then have a limited time to build the library as planned. If we are unable to secure funding for the project, the entire property will revert back to City ownership and the District will be refunded for the original price of the land paid to the City. The agreement attempts to address several complex scenarios and provide options for an uncertain future.

* See Traffic Impact Analysis Study for SV Library/Balfour Park

INTERLOCAL AGREEMENT FOR ACQUISITION OF REAL ESTATE

This Agreement is made by and between the CITY OF SPOKANE VALLEY ("City") and the SPOKANE COUNTY LIBRARY DISTRICT, a Washington municipal corporation ("Library District") collectively referred to herein as the "Parties", based upon the following Recitals. The Agreement shall become effective as of the date the last Party hereto executes this Agreement.

RECITALS

A. WHEREAS, the Parties each have need of acquiring real property in furtherance of their respective public purposes; and

B. WHEREAS, four contiguous parcels of real property comprising approximately 8.4 acres located on the corner of Sprague and Herald within the City and legally described on the attached Exhibit "A", (the "Property") have been identified by the Parties as appropriate to their needs. The Spokane County parcel numbers are 45174.9053, 45174.9054, 45174.9055, and 45174.9056; and

C. WHEREAS, City anticipates entering into negotiations with the owner of the Property, Pring Corporation ("Pring"), whereby the City would purchase the Property from Pring; and

D. WHEREAS, the Library District for its purposes needs between two and one-half and three and one-half acres of the Property while the City needs the balance; and

E. WHEREAS, the Parties hereto wish to enter into this Agreement for the purpose of agreeing to jointly develop the Property and to provide for dividing the Property between the City and the Library District at a later date such that the interests of both Parties will be served; and

F. WHEREAS, pursuant to RCW 36.34.340, the City is authorized to acquire by purchase title to real property for park and recreational purposes; and

G. WHEREAS, RCW 39.33.010 authorizes governmental entities to transfer real property between themselves as set forth in RCW 39.33.020, and

H. WHEREAS, RCW 39.34.030(1) provides that any power or authority capable of being exercised by a public agency of this state may be exercised jointly with any other public agency of this state.

NOW THEREFORE, based upon the foregoing recitals, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties hereto agree as follows:

1. **Joint Board.** No joint board or agency shall be created as a result of this interlocal agreement between the Parties. Any action taken pursuant to the terms of this agreement must be separately approved by the governing boards of each Party.
2. **Purchase of Property.** The City will negotiate in good faith with Pring regarding a Real Estate Purchase and Sale Agreement (the "Purchase and Sale Agreement") for the purchase of the Property.
3. **Purchase Price.** The Library District, contemporaneous with the Closing between the City and Pring, and subject to mutual agreement on the price paid by the City to Pring, shall pay to the City an amount equal to the per square foot Purchase Price of the Property based upon the total number of square feet of the Property determined by the survey times two and one-half acres (108,900 sq. ft.) together with the same proportionate share of any survey, title, recording, closing, and phase I environmental audit costs. Any appraisal fees shall be paid entirely by the City.

4. **Title.** The Parties agree that the Purchase and Sale Agreement shall reflect that the Purchase Price at Closing shall be paid in cash and that title to the Property shall be taken in the name of the City, subject to the contract right of ownership by the Library District of at least 2.5 acres, as identified in this Agreement. This contract right of ownership is enforceable in an action for specific performance.

5. **Closing.** Closing of the transaction to purchase the Property shall occur on or before a date mutually acceptable to the City and Pring.

6. **Joint Site Development Plan.** Within one year following the Closing, the Parties shall work together to draft and finalize a Joint Site Development Plan with the goal of agreeing, among other things, on how much of the Property the Library District will require for its purposes, and location of the same. The Parties intend that the Joint Site Development Plan shall include building footprints, parking, curb cuts, sidewalks, storm water management, access including reciprocal access and parking easements if any, and any other matters that the Parties deem desirable to be included as part of such Joint Site Development Plan. The Library District anticipates that its needs will include the following:

A. 50,000 square foot building on two floors, not necessarily of equal size.

B. Consistent with a 2007 pre-design document, "The exterior building image should provide a sense that this building is a library and an important civic and community building. This can be accomplished by using timeless, quality materials like brick, stone, concrete and composite metal panels to name a few."

C. Site Requirements:

- Building footprint possibly up to 30,000 square feet.

Discussion 03/30/12 – Page 4

- Drive-through materials pick-up and return requires vehicular access along one side of the building.
- Vehicular access required for rear service entrance.
- Appropriate parking to meet the City's code minimum requirements for a public library, 200 seat auditorium with fixed seating, and 100 seat meeting room.
- Require frontage on or clear visibility from Sprague Avenue but not from behind a parking lot.
- At least one side of library building adjacent and open to landscaped park area.

The City anticipates that its needs will include the following:

A. Park land for neighborhood park

B. Due to civic nature of site, shared hardscape such as walkways and plaza anticipated

C. Typical park amenities

- library parking
- reading garden
- public market space
- civic plaza and fountain
- flag display/Veteran's memorial
- small picnic shelter
- large shelter
- performance/gathering place
- seasonal café place
- open field
- walking loop/trail
- art/sculpture walk

D. Site requirement considerations:

- Public access to library restrooms during park hours
- Park frontage on Sprague
- Off-street parking for park users (shared parking with library)

Fundamental to the understanding between the Parties hereto is that as of the date hereof, neither Party is in a position to know precisely how the Property should be divided such that the resulting two parcels will maximize the use and benefit to each Party of the Property for the Parties' respective needs to the extent allowed by law. To that end, the Parties agree that as of the date hereof, the diagram depicted on Exhibit "B" attached hereto represents the current estimate of the Parties as to the division of the Property, recognizing that the number of square of feet and the precise location of the boundary line to be created cannot be known until completion of the Joint Site Development Plan. The Parties therefore agree to cooperate in good faith with each other to arrive at a mutually satisfactory arrangement reflected in the Joint Site Development Plan. Any engineering or other consulting fees incurred in this process shall be split equally. Allocation of costs for a traffic study that addresses impacts of anticipated development shall be the subject of a separate Memorandum of Understanding between the Parties. Allocation of costs for any right-of-way improvements or other site-wide development costs shall be determined as part of the Joint Site Development Plan, which the Parties will negotiate in good faith.

7. **Property Adjustment.** If, as a result of the Joint Site Development Plan process the Library District determines that it needs more than 2.5 acres, then the City agrees that it will sell to the Library District at the original per square foot Purchase Price up to one additional acre of the Property. Payment to the City by the Library District of any additional property in excess of the original 2.5 acres shall be made on or before recording of the Deed described in Section 8 below. Any costs

incurred for the boundary line adjustment process, and any surveying fees and fees for preparation and recording of the Deed shall be paid for by the Library District. Any legal fees incurred by the Parties shall be the separate responsibility of each.

8. **Deed to Library District.** Within 30 days after completion of the Joint Site Development Plan, the Parties will cooperate to initiate the process to adjust the boundary line as agreed in the Joint Site Development Plan through a boundary line adjustment. Within 10 days of the completion of the boundary line adjustment, the City will convey to the Library District by deed that portion of the Property designated for the Library District on the Joint Site Development Plan to the Library District.

9. **Failure of Joint Site Development Plan.** In the event that, despite their good faith best efforts, the Parties are unable to agree on a Joint Site Development Plan as described above, and absent an agreement between the Parties to extend the deadline for developing such Joint Site Development Plan, then City shall, within 60 days after the final deadline for developing the Joint Site Development Plan, reimburse the Library District the full amount of that portion of the Purchase Price together with the pro-rata share of any survey, title, recording closing, and phase I environmental audit costs paid by the Library District.

10. **Re-Purchase by City.** In order to construct a library building and ancillary improvements on the portion of the Property acquired by the Library District, it is anticipated that the Library District will need to secure voter approval of a District-wide bond levy covering this and other projects. Without voter approval of such bond, the Library District will not be in a position to develop its portion of the Property. The Parties agree that in the event that the Library District has not, within five years following the Closing, secured voter approval of a construction bond for the library building and

ancillary improvements in such amount as shall be determined necessary by the Library District, that thereafter the Library District shall reconvey all of the Property back to the City at the same price paid by the Library District to the City. Such payment shall be paid all in cash. The Library District, in such event, shall convey title to the City with the same type of instrument as it received the Property from the City.

11. **Maintenance Costs**. The City agrees to maintain the Property, including that portion deeded to the Library District, until such time as the Library District shall begin development of its property. Maintenance is anticipated to include weed control and trash removal, and the Library District agrees to reimburse the City on an annual basis its proportionate share of such costs.

12. **Use of Property**. The City agrees that its portion of the Property will be dedicated to public use and will not be sold to any third party. The Library District agrees that its portion of the Property will be developed into a public library facility provided that funding for such project is secured as provided above in Section 10.

13. **Binding Effect**. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, personal representatives, legal representative, agents, attorneys, successors and assigns.

14. **Entire Agreement**. This Agreement is the sole and entire agreement between the Parties, and there is no other agreement, either oral or in writing, which modifies the terms of this Agreement. No statement, promises, or inducements made by either Party or any agent of either Party that is not contained in this written Agreement shall be valid or binding. Any enlargement, modification or alteration of this Agreement is binding only if executed in writing and signed by all Parties hereto.

15. **Attorneys' Fees.** In any action to enforce this Agreement, the prevailing Party shall be entitled to recover expenses, including reasonable attorneys' fees, at all trial and appellate levels, including any bankruptcy proceedings.

16. **Venue.** This Agreement is entered into in the State of Washington and venue of any action shall be the Superior Court for Spokane County.

17. **Notices.** All notices, demands or other communications which are required or permitted to be given under this Agreement shall be in writing, and either personally delivered or mailed to the other Party at the address set forth below its signature on this Agreement, or at such other addresses as either party may give to the other by notice in writing pursuant to the terms of this paragraph.

18. **Waiver.** Waiver by either Party of any covenant, condition or provision of this Agreement shall not operate as or be considered to be a waiver by such Party of any other covenant, condition or provision hereof, or of any subsequent breach of either Party.

19. **Additional Acts.** The Parties each hereby agree to perform, execute and/or deliver or cause to be performed, executed and/or delivered, any and all such further acts, documents and assurances as may be reasonably required to consummate the transaction contemplated hereby.

20. **Recording of Agreement.** Pursuant to the provisions of RCW 39.34.040, this Interlocal Agreement shall be filed with the office of the Spokane County Auditor.

21. **Negotiation and Construction.** This Agreement, and each of the terms and provisions hereof, are deemed to have been explicitly negotiated between the Parties, and the language in all parts of this

Agreement shall, in all cases, be construed according to its fair meaning and not strictly for or against either Party.

22. **Representation of Authority.** Each person who executes this Agreement represents and warrants to the Parties that he or she has the authority to do so.

SPOKANE COUNTY LIBRARY DISTRICT

CITY OF SPOKANE VALLEY

By: _____

By: _____

Print Name: _____

Print Name: _____

Title: _____

Title: _____

Address: _____

Address: _____

Dated: _____

Dated: _____

STATE OF WASHINGTON)

: ss.

County of Spokane)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he is authorized to execute the instrument and acknowledge it as the _____ of the SPOKANE COUNTY LIBRARY DISTRICT to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____, 2012

Printed Name: _____
Notary Public in and for the State of Washington
Residing at: _____
My appointment expires: _____

STATE OF WASHINGTON)

: ss.

County of Spokane)

I certify that I know or have satisfactory evidence that Mike Jackson is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he is authorized to execute the instrument and acknowledge it as the City Manager of the CITY OF SPOKANE VALLEY to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____, 2012

Printed Name: _____
Notary Public in and for the State of Washington
Residing at: _____
My appointment expires: _____

COMPUTER SOFTWARE CONTROL POLICY (REVISION): APPROVAL RECOMMENDATION

Recommendation:

That the Computer Software Control Policy be approved as revised.

Action Required:

Motion.

Background:

The Computer Software Control Policy was originally adopted in 1995 to affirm all District software is used in a legal manner following the terms of license agreements. This is especially important to protect the District from the liability of using “pirated” software and also as a basis for maintaining internal control over software used on District equipment and District software used on personal equipment.

IT Manager Priscilla Ice reviewed the policy and identified a minor change. The District no longer purchases software with licenses allowing it to be installed on a personal computer. District staff needing access to District software away from their primary computer can be issued a mobile device, such as a laptop computer or iPad; or access an internal computer via a Virtual Private Network.

We recommend the policy be approved as revised.

SPOKANE COUNTY LIBRARY DISTRICT
POLICY: COMPUTER SOFTWARE CONTROL

It is the policy of Spokane County Library District that all computer software installed on District computer equipment will be either purchased by the District specifically for use on that equipment or, if not purchased by the District, will be authorized by the District for installation on its equipment, subject to the license restrictions of the software owner.

~~With the approval of the Information Technology Manager, individual employees may be allowed to install an office copy of application software on a home computer if permitted by the software license agreement and District software control procedures.~~

Employees violating license agreement provisions for software installed on District computer equipment or District software control procedures may be subject to disciplinary action.

The Executive Director is responsible for establishing administrative procedures necessary to carry out this policy.

ADOPTED BY THE SPOKANE COUNTY LIBRARY DISTRICT
BOARD OF TRUSTEES: SEPTEMBER 21, 1995
LATEST REVISION: ~~SEPTEMBER 16, 2003~~
LATEST REVIEW AND REVISION: ~~APRIL 20, 2010~~ JUNE 19, 2012

STRATEGIC PLANNING: DISCUSSION AND DIRECTION

Recommendation:

Authorize Library Director to appoint Strategic Planning Team to engage the staff, board and community in developing a Strategic Plan to serve as a blueprint for the District to follow over the next three years.

Action Required:

This item is for information and discussion. No action is required at this time.

Background:

Every organization needs a plan to state goals and objectives and provide structure for allocating resources, implementing new or enhanced programs and services and measuring outcomes. SCLD has utilized a variety of planning processes over its history of operation. The PLA Planning for Results model was used to develop a Strategic Plan, 2004-2006. Subsequently, the District implemented the Balanced Score Card model developing an annual plan to track the completion of specific projects.

We are now preparing to embark on a planning process that will be based largely upon the PLA Planning for Results model while integrating elements of asset-based community development. Our goal is to have a plan that will identify the focus areas or service roles for the District. We will engage staff, the Board and community to help identify a shared vision for the future of the community. Using this vision, we will identify what role(s) the library can play that will make a significant contribution toward achieving this collective community vision. This type of planning goes beyond improving efficiencies and integrating new technologies into the operations of the library. The goal of improving efficiencies will be to free up resources that can be reallocated toward programs and services that are responsive and relevant to achieving community-based goals.

Rather than outsource the planning process, we will conduct the planning internally. Our first step is to send two staff members to the PLA Boot Camp in August to learn how to coordinate a planning process. There will be a staff Planning Team representing all levels, departments and locations served by the District. We will also build future capacity by training staff to facilitate community meetings and gather input for planning purposes. We plan to utilize a limited amount of outside support to provide an external perspective and to assist in training facilitators and conducting surveys as needed.

The Board will play a critical role in the planning process. The Board will provide input throughout the process and will revisit the Mission of the Library to ensure that it clearly articulates where we are going in the future. The Board will also review findings from focus groups, stakeholder interviews and community forums. Finally the Board will adopt a Strategic Plan to focus District resources and efforts in areas that align with community values and vision.

Preparation

August 21st - 25th

PLA Results Boot Camp, Nashville, TN (Staff)

Late August/Early September

Training the Staff Facilitators (Staff, Facilitator)

2 to 3 half-day sessions to train 16 staff members who will act as facilitators during activities designed to identify community needs (Staff Day, Community Forums, Focus Groups and Interviews)

Planning Committee Orientation (Staff)

Planning Committee, consisting of 16-18 staff representing all locations/ departments and a variety of positions. These staff will be tasked with compiling all of the identified community needs, identifying our organizational assets, selecting service responses, and drafting the strategic plan. Initial meeting is to introduce the planning process and the expectations of the committee.

Gathering Input

September 28th

Staff Training and Development Day (All staff)

Early October

Extended Board Meeting / Board Retreat (Board of Trustees, Facilitator)

Facilitated Board of Trustees discussion to consider and identify the District's values, vision and mission

October-November (Staff facilitators)

Community Forums - Focus Groups - Community leaders/executives interviews

Developing the Plan

December - January 2013

Identifying needs & organizational Competencies - Selecting Service Responses - Writing Goals and Objectives (Planning committee)

January 2013 - February 2013

Write Strategic Plan (Planning committee)

March 2013

Board Approval (Board)

Implementation of the Plan

March 2013-2015 (Board and staff)

SCLD BRAND-BUILDING:
FOR INFORMATION ONLY

Recommendation:

This topic is presented in review of SCLD brand-building and future rollout.

Action Required:

No action required at this time.

Background:

Communication has updated the look of the SCLD logo and letterhead. Moving forward from here all print and digital promotional pieces (including the website) will be produced with elements from the new look to create a unified public presence for the Library District. Rollout recommendations are to produce new business cards and letterhead now, followed by updating all materials with former logos. Materials with the former logo will be used before replacement with new. The exception is the website, which is already in the redesign process.

FUTURE BOARD MEETING TENTATIVE AGENDAS: JULY – SEPTEMBER 2012

FOR INFORMATION ONLY

Next regular meeting

July 17, 2012: Moran Prairie Library (4:00 p.m.)

Besides the usual approval of minutes and bill payment vouchers, the following items are tentatively scheduled for action and/or discussion at the July 2012 regular Board of Trustees' meeting.

- Annexation of Cities & Towns to the Library District Policy Review
- Strategic Planning Update
- Branch Spotlight - Moran Prairie
- Overview: Communications and Advocacy

Please send requests for agenda additions or changes to the board chair or Patty no later than noon, Monday, July 2, for inclusion in the preliminary agenda to be emailed Tuesday, July 3. The meeting packet will be mailed Wednesday, July 11.

Future meetings/activities

Other than normal monthly business, the following action, discussion and information items are tentatively scheduled for future regular and special meeting agendas.

August 21, 2012: Argonne Library/Administrative Offices (Canceled)

September 18, 2012: North Spokane Library (4:00 p.m.)

- Valuing and Managing Diversity Policy Review
- Strategic Planning Update
- Branch Spotlight - North Spokane
- Overview: Employee Benefits

SPECIAL MEETINGS AND ACTIVITIES

September 28	Staff Day (<i>The Lincoln Center</i>), 8:00 a.m. to 5:00 p.m.
October 12	Spokane is Reading (<i>Garland Theater and The Lincoln Center</i>)

EXECUTIVE DIRECTORS REPORT
MAY 2012

Administration

Business Office, Finance & Facilities

- General Fund taxes collected: \$ 5,592,301.
- Expenditures are 41.49% of annual budget (\$ 11,102,989).
- The 2012 Mid-Year Review #1 process was completed. The revised budget was presented to the board at its May 15, 2012, meeting; Resolution 12-03 to revise the budget was approved.
- The District's 2011 financial statements were completed and submitted to the State Auditor's Office in conformance with prescribed guidelines. Under the accrual method of accounting (which includes capital assets and accumulated depreciation), the total net value of the District as of 12/31/12 is:

Cash and current assets (less liabilities)	\$ 3,648,670
Capital Assets (less accumulated depreciation)	<u>11,320,819</u>
Total Net Value	\$14,969,489

- There has been a revision regarding how the District's Assessed Property Tax Revenue and Taxes Receivable are recorded in the financial records. The records have been adjusted to reflect 100% of the 2012 assessed property taxes as revenues, with a corresponding increase in taxes receivable.
- The Business Office has received several property valuation notices from the Spokane County Assessor. To date the following information has been received:

<u>Location</u>	<u>2012 Value</u>
Argonne	\$ 2,009,780
Deer Park	\$ 996,890
Conklin	\$ 300,230
Spokane Valley	\$ 600,550
North Spokane	\$ 1,332,220

Collection Services

- We ordered 2,065 titles and 7,071 copies in May; both the number of titles and the number of copies ordered were similar to last month with copies ordered going up a bit.
- With 41.67% of the year done, total print/nonprint stands at 43.04% expended, so we continue to be ahead for the year.
- Downloadable lending picked up in May. A total of 15,709 audiobook, eBook and music items circulated (includes 267 Project Gutenberg checkouts) and 5,530 holds were placed.
- The new Youth Collection Development Librarian started May 1.

Human Resources

- Recruited for a full-time Circulation Clerk, part-time Public Services Clerk and Page.
- Three current staff members were promoted, and one staff member transferred to a different location.

- The Administrative Assistant attended a refresher course on records management and retention, and the HR Assistant attended a retirement workshop presented by SHIBA on Medicare options and subsequently updated the HR site with links and a workbook.

Information Technology

- New data circuits were installed at Deer Park. These circuits double the bandwidth available, but still leave the branch behind other similar-sized SCLD branches. CenturyLink does not offer the service needed in Deer Park.
- Print Management System preparations continue. Most testing is now complete.
- Routine staff and public computer updates were completed. These updates are now scheduled regularly.
- New network equipment was installed at North Spokane and Argonne in preparation for the network upgrade planned for July. We also prepared for the new fiber circuit that will be installed at North Spokane in late June.
- New wireless access points were installed in several branches. This project will greatly improve wireless coverage in our larger buildings.
- All CRT monitors on public computers were replaced with flat screens. As part of the project, some staff computers received wide screen monitors. In some instances, the wide screen can greatly improve work efficiency.
- A new digital downloads page was prepared for the website in preparation for an early June introduction.
- Three IT staff members attended the SirsiDynix user conference. Two of them presented on our use of iPads in nursing homes and our self-check system.
- New mobile lab computers were delivered to each Region. We now have capacity for 12 students in each class.

Library & Community Activities

Branch Services Manager Doug Stumbough, Communications Manager Jane Baker and I attended a **public meeting** held by the City of Spokane Valley to gather input on the Traffic Study related to the Sprague Avenue property. Approximately 15 community members attended and shared concerns about street parking, lighting and security, and traffic flow. Overall, these community members liked the idea of a library/park development on the site.

We received notice from City of Airway Heights that they have annexed approximately 145 acres on the western boundary of the city. This will have no fiscal impact on the Library District since the parcel in question is Tribal land and exempt from property taxes. It appears the agreement between the Tribe, County and City of Airway Heights paves the way for the City to provide water services to future development of this Tribal property. Once annexed, the City will provide water, sewer and other municipal services for a fee.

As I continue to learn about the community, I am impressed by the collaborative efforts to realize community goals. I attended a reception for business and community leaders hosted by Sterling Bank on behalf of **United Way**. Several speakers talked about the partnerships created by United Way as it works to increase the capacity of the community to develop a strong social fabric. I followed up by meeting with Tim Henkel, Executive Director of United Way. The Library is already an active partner in

United Way's efforts to focus on Early Childhood Education. Ideally, we will also partner by working in its other two focus areas, Income and Health.

Another important partner in the Early Childhood Education area is **Community-Minded Enterprises**. I met with Kathy Thamm to learn more about this local non-profit which serves as a funding umbrella for a diverse group of local projects, including Family Care Resources, of which we currently work to provide STAR training to providers of preschool centers and home child care. I discussed possibilities for working with other projects such as Teen Health Connection, Spokane Connection and community television. I will follow up with SCLD staff to explore these partnership opportunities.

On May 21, I attended the Women Helping Women luncheon and was pleased to learn this organization is still going strong after 20 years of fund raising to support women in the community. They raise funds and distribute grants to organizations serving women and young girls.

Before summer gets underway, I've been able to arrange several meetings with leaders in the **education community**. I attended a meeting of school superintendents at Freeman High School and shared information about our databases and online resources. I asked for their support in getting information about library resources out to students and parents. This may lead to a fall library-card campaign. I met with Michael Dunn of NEWESD 101 to learn more about the educational landscape from his perspective and hope to meet with his Technology Coordinator to discuss joint negotiations and possible purchases of databases to leverage what we currently have to offer students. I also learned there is a regular meeting of Curriculum Directors and plan to introduce our Service Area coordinators to this group of planners. SCLD has much to offer schools to support student achievement; to reach students buy-in is needed from all levels--superintendents, principals, teachers and librarians. I attended a K-12 Committee meeting that is part of Greater Spokane, Inc. This forum allows educators to provide input to the business community on policies and programs that pertain to education in Spokane. It is encouraging to see business recognizes the importance of supporting education to have a workforce prepared for the future.

Branch Services managers Patrick Roewe and Doug Stumbough and Service Area Coordinator Stacey Goddard accompanied me on a visit to **WorkSource**. We toured the facility where people can visit to get information about unemployment benefits and attend training classes geared for job seekers. We discussed a potential partnership that would make libraries "Connection Sites" where job seekers could access much of the same training offered at WorkSource. Ms. Goddard plans to attend an upcoming meeting of Connection Sites to learn more about how the library can expand access throughout the community to the resources available at WorkSource. One idea we discussed would be to create "job centers," by using laptops in library meeting rooms.

I met with Rebecca Rhodes, Vice President of Instruction at **Institute for Extended Learning** at the Community Colleges of Spokane. This arm of the Community Colleges provides Adult Basic Education and manages Head Start, Even Start and other transitional education programs. IEL has introduced an online GED program; we discussed offering workshops in libraries to help enroll people for the online programs. This would be another good use of laptops in libraries if we were able to provide tutoring to support drop-in students studying for their GED and looking for next steps.

Pursuing these potential partnerships with WorkSource and IEL will advance our short-term goal to increase the role of SCLD in **workforce development**. We have resources and staff who could add value

to what is already offered by other institutions. Our 10 branches make this type of partnership ideal for expanding accessibility of services and education in Spokane.

Communications Manager Jane Baker is working on plans to consistently use the logo developed over the past year. Because of staff turnover in the Communications position, plans were unevenly implemented. Ms. Baker has begun using the **new logo** on all new print materials and will integrate it also into plans for the website redesign.

Mr. Roewe and Mr. Stumbough completed a position description for the newly created **Virtual Services Manager** and we will soon begin recruiting for the position. This position will be responsible for managing the electronic content we purchase or subscribe to, along with adding new content that may be created locally by the library, our members and local agencies. We already see a large portion of our library members using the catalog to reserve and renew books and pay fines. Over time the website will offer more interactive learning and sharing of experiences for members.

As a first step in **Strategic Planning**, Sonia Gustafson and Doug Stumbough applied to attend the PLA Boot Camp in August. Sonia, Doug, Jane, Patrick and I met with Jeff Stafford to discuss how he can contribute to the success of the planning team. Mr. Stafford teaches Strategic Planning at Eastern Washington University and has worked with many local agencies. We reviewed the PLA process and discussed how he might assist by training our staff to become facilitators and conduct surveys to supplement the information we gather through community forums and focus groups.

IT Operations Assistant, Administrative Assistant and I attended a workshop presented by the Washington State Archives on Records Management. I have been reviewing our practices for complying with records retention requirements. This was a helpful meeting to gain an overview of regulations related to electronic and print records. I also participated in a Webinar presented by the Arizona State Library and Archives to talk about leadership to a group of librarians signed up for the program, "Be a Great Boss." This was an opportunity to fulfill my commitment as a presenter and give back to libraries in Arizona.

In June, I will visit exhibits at the American Library Association Annual Conference in Anaheim, CA, to learn more about mobile access, electronic resources and eBooks, and will also attend numerous programs related to community building and library programming. I'll extend my stay by taking two days of personal leave.

**ITEM AND TITLE MONTHLY REPORT
MAY 2012**

	ITEMS				TITLES		
	ADULT	YOUTH	TOTAL		ADULT	YOUTH	TOTAL
Total Materials							
Print	197987	171461	369448		85431	50840	136271
Nonprint	50401	22556	72957		20340	6080	26420
Subtotal	248388	194017	442405		105771	56920	162691
Periodicals	16440	2972	19412		353	47	400
Total	264828	196989	461817		106124	56967	163091

	ITEMS			TITLES		
OverDrive: eBOOKS			8085			7116
Licensed eBOOKS			760			760
Audiobooks			10679			9159
Digital music			1292			1292
OverDrive: Total			20816			18327
GRAND TOTAL			482633			181418

Print & Nonprint	(Totals year-to-date)		
ADDITIONS	ADULT	YOUTH	TOTAL
Print	16684	12368	29052
Nonprint	4631	1801	6432
TOTAL	21315	14169	35484
DELETIONS			
Print	19969	10798	30767
Nonprint	2139	1008	3147
TOTAL	22108	11806	33914

	NET CHANGE YTD		
	ADULT	YOUTH	TOTAL
Print	-3285	1570	-1715
Nonprint	2492	793	3285
Periodicals	2416	408	2824

NOTES: PRINT = Book, Bkbagbag, Largetype, Paperback
 NONPRINT = Cassbook, Cassette, CD, Cdbook, CDrom, DVD, Multimedia,
 MultCass, MultCD, VHSVideo, Playaway
 PERIODICALS = Magazine, Microform, Newspaper, and Pamphlet
 TITLE = Each distinct bibliographic record in the database; there can be several records for one actual title (e.g. regular print, large type, various formats of audiobooks, videorecordings)
 ITEM = Individual copies of a title or volumes of a set that are barcoded separately.

EXCLUSIONS Total Materials do not include: Discards;ILL;location ZSUPPORT (items on-order or in process)

NET CHANGE YTD: Equals total number of items as of 01/01/2XXX compared to total items (materials) reported as of the end of the current month. Does not use monthly IT deletion reports.

OverDrive: Statistics changed beginning with 6/2011. Not broken out by Adult/Youth
 Further statistical changes and adjustments in 9 and 10/11

PUBLIC SERVICES REPORT
MAY 2012

Summary (Patrick Roewe/Doug Stumbough)
Customer Use Analysis

- In-Library Circulation

In May, circulation in the libraries was up +4% over the same month in 2011, a reversal of the small decreases experienced in March (-1%) and April (-2%). In the first five months of 2012, 923,009 items were circulated in the libraries, a slight increase of 0.6% from the same period last year (917,493 items). Looking at the individual libraries, eight locations saw more activity this May, with Airway Heights (+23%), Fairfield (+16%), Otis Orchards (+14%), and Medical Lake (+11%) all experiencing double-digit climbs from May 2011. Deer Park had a moderate drop (-9%) compared to last May, although the impact of the one-year Stevens County reimbursement program (and its subsequent discontinuation) may be the largest factor in this change, for when this May is compared to 2010 (when there was also no reimbursement program), circulation is up +3%.

Members used the self-checkout stations for 46% of their checkouts in the libraries, up slightly from 45% in January through April, and a moderate increase compared to 42% last May's. North Spokane (56%) and Spokane Valley (54%) reported the heaviest use among the membership.

-YTD Measures at a Glance

- For the year so far, door count (570,309) is statistically even with last year (571,271, - 0.002%).
- Programming for the year is up +19% in both attendance and number of programs offered.
- Software station bookings for the first five months of 2012 remain down (-8%) when compared to 2011.
- Reference inquires through May declined -3% from the same time last year, although Airway Heights (+16%), Deer Park (+2%), and Spokane Valley (+4%) showed growth.

-Selected Self-Service Activity

	2012			2011			1-year change		
	Month	% of total	Y-T-D	Month	% of total	Y-T-D	Month	% of total	Y-T-D
Total Circulation	227,300		1,148,707	212,417		1,101,158	14,883		47,549
Self-Check	83,737	37%	420,376	73,465	35%	362,956	10,272	2%	57,420
Online Renewal	29,732	13%	146,367	28,307	13%	137,879	1,425	0%	8,488
Digital Collection	15,709	7%	77,634	9,075	4%	43,407	6,634	3%	34,227
Total Self Service	129,178	57%	644,377	110,847	52%	544,242	18,331	5%	100,135
Total Holds	44,310		234,667	40,448		219,627	3,862		15,040
By Customer	32,065	72%	172,318	30,076	74%	166,431	1,989	-2%	5,887
Digital Collection	5,530	12%	28,086	3,151	8%	16,226	2,379	5%	11,860
Total Self Service	37,595	85%	200,404	33,227	82%	182,657	4,368	3%	17,747
Total Payments	\$25,427.52		\$129,066.42	\$22,458.97		\$116,113.77	\$2,968.55		\$12,952.65
Online*	\$7,676.84	30%	\$40,131.82						

*Online self-payment option began June 2011, with first full month July 2011

Selected Service Point Activity

Remote service provision saw increases across the board this month:

- Tutor.com provided 295 tutoring sessions, up 105% from May 2011 (144). 5th Grade was the grade level with the most sessions (108), beating College Intro, which has been at the top for the last three consecutive months. This is the highest number of tutoring sessions since we began offering the service. At present, we are uncertain as to what to attribute the increase.
- AskWA live reference chat tallied 221 total chat and/or email sessions, up +8% from May 2011(205). This is the second consecutive increase since we began comparing usage in January 2012.
- Text a Librarian tallied 39 conversation threads, a 22% increase from May 2011 (32). This is the fourth consecutive month that TaL has seen an increase.
- Our fifth month of offering Livemocha tallied 344 language learning sessions, a 42% increase over last month (242). This reverses the decreasing trend from the previous month. Interestingly, Basic French accounted for the overwhelming majority (74%) of the sessions (253).

Usage continues to fluctuate throughout the year. This is the first month in which usage for all of these services saw increases, which is noteworthy.

Security Incident Reports

There were 13 Security Incident Reports filed, 8 fewer than last month. NS held the most active spot, with 4 reports this month. SV, the perennial frontrunner, reported only 2. This is the fewest number of reports filed in a month since October 2010. Beyond the notable behavior incidents detailed in the individual library reports below, incidents were pretty standard this month.

Adult Services (Stacey Goddard)

Programming:

- May featured the last half of our *Spring into Health* series. Attendance for these events continued to be a mixed bag. The last of the *Get Your Plate in Shape* nutrition programs had 2 attendees, and the three *Family Fun Yoga* sessions had a combined attendance of 8. However, the two *Birth Options* classes had a combined attendance of 16, receiving positive comments from attendees. Our second *Health Fair* at North Spokane had 33 attendees.
- The two *Backyard Bounty: Vegetable Gardening 101* had a combined attendance of 43.
- Local author Craig Goodwin presented *Going Green by Staying Local with Backyard Farming* at the Argonne Library, to an audience of 42.
- Our six computer classes yielded a combined attendance of 24, an average of 4. This is down significantly from last May's combined attendance of 43 for the six classes offered (an average of 7.2). This includes zero attendees for the scheduled class at Deer Park. For the second half of 2012, we'll be offering a "drop-in class" option instead of the "choose your class" option. This will allow us to also help with eReaders and other questions.
- The eighth and final program in our Civil War 150th Anniversary Series, a lecture titled *The Unending Civil War*, had 26 in attendance. This series has been popular throughout the year, and was able to build and maintain a consistent audience. We had a total of 279 attendees for the eight programs in the series—which averages out to ~35 per program. Based on the success of this series, we're planning a series of lectures for late fall on World War II.
- Book discussion attendance averaged 7.5, down from last month's average of 8.

Information:

- We did 16 Book-a-Librarian sessions this month throughout the District, up from last month's 14.
- Staff is in the middle of a database trial for Morningstar Mutual Funds. We were informed earlier this year the publisher will cease publication of the print version in December.

Collection:

- This month's weeding focus was the fantasy, romance and Western collections.

Community connections:

- We visited 44 facilities in May, the same as last month, and checked out 1662 items. This is down from last month's circulation of 1720 items.

Youth Services (Gwendolyn Haley/Mary Ellen Braks)

Programming:

- Our last After School Special was this month and called *Springfest*. Our numbers ranged from none at Fairfield to 31 at North Spokane for a total of 114 children and an average of 11.
- We did 127 in-house storytimes this month for 3834 children. Last year during May we did 106 storytimes for 3059 children. Our average attendance has gone from 28 in May 2011 to 30 May 2012.
- We visited 30 childcares this month and did 48 storytimes for 825 children for an average of 17 per storytime.
- Our tween and teen programs are holding steady at 49 attendees for three programs – two Anime programs and one TWINE (writing club) program.
- We had the opportunity to present two teen programs this month at two of our schools. One was an AR celebration for Central Valley Middle School and the other was taking the TWINE program out to North Pines Middle school. Between these two programs we were able to reach 120 teenagers.

Collection:

- This month's focus was the Teen collection. We're weeding on condition and usage in preparation for the summer months. A lot of materials are coming back to us as the school year wraps up. This is a great opportunity for us to catch those items that seem to be always checked out, weed on condition and then reorder for summer.

Community connections:

- Mary Ellen is working with the Inland Northwest Early Learning Alliance on a Thrive by Five grant that will focus on teen parents in Spokane County, taking Love, Talk, Play materials and offering Play and Learn storytimes to the organizations that have a teen parent group.
- Gwendolyn and Mary Ellen met with Martha Shinnars from the Washington State Library to talk about options for programs using grant money from the Race to the Top Early Learning Challenge grant (a \$65 million dollar federal grant). Money has been set aside specifically for libraries to use.
- Mary Ellen and Gwendolyn attended the Priority Spokane breakfast. The presentation was called "*The ABC's of Educational Attainment*" which focused on lowering the dropout rate of high school students in Spokane.

Circulation services (Judy Luck/Gina Rice)

IN-LIBRARY CIRC								
	This Month		This month compared to same month			Year – to – Date		
	2012	2011	1-yr ago	3-yrs ago	5-yrs ago	2012	2011	Diff
AH	6297	5105	23.35%	56.52%	59.30%	28803	25164	14.46%
AR	14037	14125	-0.62%	12.33%	31.10%	74299	74679	-0.51%
CH	15269	15199	0.46%	22.42%	19.33%	77979	75934	2.69%
DP	13165	14517	-9.31%	9.53%	22.81%	69778	74169	-5.92%
FF	1372	1185	15.78%	-16.95%	11.45%	6851	6356	7.79%
ML	4875	4402	10.75%	29.21%	64.25%	24560	24920	-1.44%
MP	16520	16153	2.27%	8.97%	31.34%	82995	84046	-1.25%
NS	51168	47792	7.06%	24.42%	26.36%	257636	252958	1.85%
OT	7689	6717	14.47%	16.85%	22.07%	35051	36201	-3.18%
SV	51186	49278	3.87%	16.21%	23.15%	265057	263066	0.76%
TOTAL	181578	174473	4.07%	18.41%	26.70%	923009	917493	0.60%

SELF-CHECK*					
	This Year This Month		Last Year This Month		Difference in self-check use
	Self-Check Circulation	% of total circulation	Self-Check Circulation	% of total circulation	
AH	2616	41.54%	2577	50.48%	-8.94%
AR	4868	34.68%	4597	32.55%	2.13%
CH	3415	22.37%	3444	22.66%	-0.29%
DP	3854	29.27%	4204	28.96%	0.32%
FF	436	31.78%	354	29.87%	1.91%
ML	2466	50.58%	2170	49.30%	1.29%
MP	6265	37.92%	5727	35.45%	2.47%
NS	28893	56.47%	21801	45.62%	10.85%
OT	3432	44.64%	3039	45.24%	-0.61%
SV	27492	53.71%	25552	51.85%	1.86%
TOT	83737	46.12%	73465	42.11%	4.01%

*2012 Self-check statistics at NS include 22265 items at the self-check stations and 6628 items retrieved from the DX2 security system, which also serves as a self-check station. The DX2 count includes all items retrieved from the system, including some material previously checked out at a staffed station or a separate self-check station, inflating the NS self-check numbers a bit.

Holds May 2012	Holds filled	% of circulation
AH	1396	22.17%
AR	2530	18.02%
CH	3023	19.80%
DP	2132	16.19%
FF	350	25.51%
ML	1041	21.35%
MP	3382	20.47%
NS	8247	16.12%
OT	1882	24.48%
SV	8462	16.53%
TOTAL	33481	18.44%

New Members	May 2012	May 2011	Diff
AH	68	41	65.85%
AR	145	115	26.09%
CH	122	88	38.64%
DP	54	75	-28.00%
FF	3	6	-50.00%
ML	24	25	-4.00%
MP	110	142	-22.54%
NS	373	308	21.10%
OT	50	42	19.05%
SV	372	421	-11.64%
TOTAL	1321	1263	4.59%

This month 1321 new customers got library cards across the District, compared to 1263 last year at this time. Spokane Valley and North Spokane were neck in neck with 372 and 373 new registrations.

	Books to Go	% of circulation	DVD	% of circulation	New Books	% of circulation
AH	132	2.10%	2624	41.67%	343	5.45%
AR	328	2.34%	3328	23.71%	1167	8.31%
CH	228	1.49%	4165	27.28%	840	5.50%
DP	178	1.35%	3670	27.88%	681	5.17%
FF	36	2.62%	350	25.51%	67	4.88%
ML	84	1.72%	1602	32.86%	259	5.31%
MP	225	1.36%	3825	23.15%	879	5.32%
NS	778	1.52%	10480	20.48%	3465	6.77%
OT	103	1.34%	1823	23.71%	479	6.23%
SV	756	1.48%	11869	23.19%	3143	6.14%
TOTAL	2848	1.57%	43736	24.09%	11323	6.24%

Customer Payments

	2012	2011	Diff	% change
CASH	\$11907.21	\$13,503.67	-\$1596.46	-11.82%
CHECK	\$5,843.47	\$8,954.70	-\$3111.23	-34.74%
CREDIT*	\$7676.84	\$0.00	\$7676.84	100.00%
TOTAL	\$25427.52	\$22,458.37	2969.15	13.22%

***In April of 2011, credit card payments were suspended due to changes in credit card regulations. Our new system was implemented in June of 2011. In the meantime, customers were back to paying by check or cash only.*

- The total taken in online credit/debit in May was ~30% of the total, which aligns with the YTD percentage of 31%.
- Due to the suspension of credit payments in May 2011, the ~13% increase in total payments only reflects the absence of the credit payment option last year, rather than any actual increase in payments.
- Total payment amounts and credit payment amounts both increased for the first time in 2012 when comparing month to month, reversing the previous declining trend. We're not sure at present what factors might be driving the increase.
- With the most substantial decline to date, the reduction in check payments when comparing May 2012 to May 2011 confirms the declining trend in check payments in favor of the increase in credit/debit payments.

Library reports

Airway Heights: Stacy Hartkorn

Events:

- No significant changes occurred regarding Play & Learn Storytime attendance, which averaged 14.8 people per event. This statistic is similar compared to the same month last year (15.5) as well as the previous month of April 2012 (14.25).
- May's After School Special attracted 9 people, which is close to May 2011 attendance of 11 people and the current 2012 average of 10.4.
- A Sunset Elementary third grade class visited the Airway Heights Library as part of its Community Field Trip. The 20 students and one teacher participated in a storytime, tour of the library, and learned about upcoming Summer Reading events.

Staffing:

- A temporary volunteer who needs 25 hours of community service started this month.

Community Connections:

- Stacy attended Sunset Elementary's PTA sponsored "Ready for Summer" family night where she shared information about Summer Reading programs.

Argonne: Mary Kay Anderson

Events:

- We hosted two programs for adults this month. *Get Your Plate In Shape* was part of the *Spring Into Health* series and it attracted two people. With the Friends of Argonne Library, we asked local author Craig Goodwin to talk about urban farming in a program called *Going Green*. This was the most popular program we have ever had: 42 people came to hear about Goodwin's book *A Year of Plenty* and to share gardening and chicken-raising hints. The Friends provided refreshments and people stayed after to talk veggies and fruits.
- We are still ahead of attendance at storytimes compared to last year, but have not seen a local day care yet this spring. They walked over each week in the fall, but stopped during the winter. Their group really boosted our numbers in the fall and they were really well supervised and enthusiastic.
- Our last After School Special had three children participating—regulars we are getting to know pretty well.

Customer Issues:

- I posted two Security Incident reports: one related to a medical situation and one regarding a response to a member's insistence about buying a library item.

Positive Customer Experiences:

- A member who is also a teacher at one of the grade schools picked up a Summer Reading brochure to use at the school's kindergarten orientation at the beginning of June. Kathy also showed her the information on our web site and she said she would have a computer logged on to our web site that night as well. West Valley is a great supporter.

Community Connections:

- Friends contributed the \$50 for the honorarium for the *Going Green* presentation

Building Related:

- We started planning a remodel of the circ workroom. One goal is to have shelving for the shipping boxes going out to other libraries, and another is to provide some room to implement a new approach to moving materials from the workroom to the library shelves.

Cheney: Pat Davis

Events:

- Combined attendance at all storytimes was up slightly, 420 compared to 410 last year. Baby Lapsit attendance averaged 18 this month. Toddler Storytime attendance was 29.2 compared to 28.75 last year. Preschool Play and Learn averaged 40.4 compared to 55.75 last year.
- The After School Special had an attendance of 11, down from 14 a year ago.

Positive Customer Experiences:

- We received a beautiful bouquet from Three Springs High School. It was from its graduation ceremony and they gave it to the library as a thank you for helping students during the school year.

Community Connections:

- The Cheney Friends met to plan its Rodeo days' book sale. Gwendolyn did a presentation for the group on summer programming and the Friends made a \$600 donation for programming.

- A second grade class from Salnave Elementary toured the library. Four groups from Windsor Elementary toured the library as part of a community walk that included City Hall, the Post Office, Police Station, and a bank.
- Laura, Patrick and I attended the West Plains Chamber Breakfast and heard about upcoming community celebrations and parades being held this summer on the West Plains.

Deer Park: Kris Barnes

Events:

- I presented 19 summer reading talks to a total of 922 students ranging from preschoolers all the way up to 8th grade.
- Our computer basics class was cancelled because none of the three members who signed up were able to attend. One of the members who had cancelled called and wanted to attend another class and we were able to accommodate her request by using our Book-a-Librarian service. Last year our computer class attendance was eight.
- Adult Book Club attendance was eight compared to 11 attendees last year.
- After School Special attendance went up slightly from last year. We had 14 attendees this year compared to 10 from last year.

Customer issues:

- Two teenage girls warranted two separate Security Incident reports. Due to staff's diligence and consistent reminders of our rules of conduct, the misbehavior seems to have stopped.

Staffing:

- Our page transferred to become Collection Services page. To replace her, we will interview and hire a new page in June.

Community connections:

- Patrick and I attended the Deer Park Chamber of Commerce meeting this month. The City of Deer Park planning commission gave a presentation regarding the Cedar Road improvement project and how it would affect the Deer Park airport industrial complex building project.

Building related:

- One of our library groups who use the meeting room was unable to lock the front door one evening. I received a call at home and came in. I was able to lock the door with my key but we discovered that none of the meeting room keys worked. The problem was reported and fixed promptly.
- Our automatic handicap door is now working. Staff no longer has to prop the door open. The automatic key lock system that was not working has been fixed.

Fairfield: Bev Bergstrom

Events:

- For the first time this year, we had no children attend the After School Special. We also had one Storytime with zero attendees. Even though our monthly preschool did not come, our monthly average (7.4) was slightly higher than May of last year (6).

Positive customer experiences:

- A member who regularly used our Internet twice a week received a laptop for a gift. She let us know she will still be in for books and really appreciated our friendliness as she learned how to search on our computers.

Community connections:

- The Hangman Creek Chamber of Commerce held its last meeting before breaking for the summer. We discussed getting frozen meals from Meals on Wheels and storing them at the Fairfield Food Bank until delivery. The mayor of Rockford spoke on the process and benefits of being on the Palouse Scenic Byway. Bev will stay on as treasurer for next year.

Building related:

- Maintenance smoothed the raised edge on the outside entrance bricks. Weather had caused the ground to swell and created a tripping hazard.

Medical Lake: Laura Baird

Events:

- Story Time attendance averaged 25, up from 16 in May 2011.
- The After School Special attendance was 1, down from 5 last May.
- I presented two outreach Storytimes to 47 preschool children, up from 23 last May.

Positive Customer Experiences

- This is the second month in a row that several members used our Internet stations for online test taking required for employment.

Community connections

- The Medical Lake Historical Society displayed artifacts from its collection in our community case.
- The Friends of the Medical Lake Library paid the library's entry fee for the Founder's Day parade.
- A member of the library donated two wooden carved vases for holding pencils to replace the glass vases at the front counter.
- A visitor from Rathdrum, Idaho, stopped by to get information about St. Anne's cemetery in Medical Lake. After going through the historical information I gave her, she and I talked about the upcoming display that Eastern State Hospital is doing this summer. Because of her interest, I called the presenter who is coordinating the display and passed on the lady's contact information. The out of town visitor very much wanted to talk about the history of the institution in regard to the cemetery.

Building related:

- All power to the building was out one Wednesday when staff arrived. A power line was severed due to the construction of the Food Bank adjacent to the library. We were up and running later that morning.
- Skateboarders have been using the parking lot after hours according to City Hall. A staff concrete parking barrier had been moved. City Hall moved it back and reinforced it with rebar.

Moran Prairie: Jason Johnson

Events:

- Toddler Storytime attendance continues to increase with an average of 53 for the month, up from 51 last month and 37 in May 2011. Preschool Play and Learn Storytime attendance saw an increase as well with an average of 26, up from 23 last month and 18 in May 2011. Baby Lapsit attendance dropped by 25% this month, with an average attendance of 21. This is right on the average from last May.
- Our After School Special this month only had 3 attendees; this is down from 6 in the same month in 2011.
- *Family Fun Yoga* also had a small turnout with 3 participants.
- Moran Prairie once again hosted the STARS (State Training And Registry System for childcare providers) training and had 30 attendees.
- The MP Book Club attracted 4 participants this month.

Customer Issues:

- Staff noticed an elderly customer had fallen in the grass on the northwest corner of the property and rushed to assist. The customer had thought that the sidewalk went through to the apartments next door where she was supposed to meet someone. When she tried to turn around she lost her grip on her walker and fell into the grass. She said she was

uninjured and was assisted back across the property to the crosswalk heading to Harbor Crest, where she resides.

Positive Customer Experiences:

- The staff received a gift of baked goods from a customer that brings her children to Toddler Storytime. The family is moving to Alabama and they wanted us to know how appreciative they were of the program and how much their children enjoyed it.

North Spokane: Patrick Roewe

Events:

- North Spokane played host to Overdrive's Digital Book Mobile. Over two days, 345 members toured the 17 foot tractor trailer and learned about our downloadable eBook and audiobook service.
- Adult programs at NS included the last two *Spring into Health* events and the final lecture in the *Civil War Series*. The 5 adult programs averaged 20 attendees, nearly doubling the average attendance of 11 for May 2011 adult programs. This suggests that we are consistently providing adult programs of interest to our members.
- Storytime Attendance: Baby Lapsit averaged 29, an increase of 21% over the May 2011 average (24). Preschool averaged 45, an 18% increase over May 2011 (38). Toddler averaged 34, which is flat compared to May 2011 (34). Family Story Evening averaged 31, a -3% decrease over May 2011 (32). Toddler's flat attendance is the first time in 2012 where there hasn't been a decline when compared to 2011. Family Story Evening's small decline reverses a trend in increased attendance.

Community connections:

- I attended weekly Rotary Club 21 meetings.
- I worked with Aging & Long Term Care of Eastern Washington to arrange for North Spokane and Cheney to host two open enrollment sessions for Medicare in the fall.
- North Spokane is the first library to host photos from Hospice of Spokane—a new partnership with this community nonprofit.

Building related:

- Two of the reflective markers installed to delineate the parking lot radius (and discourage cars driving over the rocks therein) were stolen.

Otis Orchards: Bev Bergstrom

Events:

- The one member to attend our yoga class thoroughly enjoyed it and checked out DVDs to continue with her workouts.
- We had 12 children attend our After School Special, which was the same attendance as last year.
- Storytime attendance increased from last May (19) to this year (30), a 36% increase.

Building related:

- Our wooden book jalopy arrived, a delightful way to store board books and give stuffed animals a ride. We overheard two young members describe the truck as transportation for the books they were bringing to their nanny. The Friends assisted with this purchase.

Spokane Valley: Doug Stumbough

Events:

- At this month's Storytimes, average attendance at both Baby Lapsit (17) and Family Storytime (24) experienced a drop from last year (22 and 27 in 2011, respectively), while the Toddler (42 vs. 35 in 2011) and Preschool (43 vs. 37) both saw increases of ~18%.
- The After School Special for May, *Springfest*, had 31 attendees, up slightly from last May's draw of 29.
- In adult programming, 21 people came to Vegetable Gardening 101, the last in this spring's *Wake Up Your Garden* series. As part of the *Spring into Health* series, the Birth Options Class brought in seven and the Family Fun Yoga attracted only three. Eight readers came to this month's Book Club discussion of "*The Sweetness at the Bottom of the Pie*", up 3 from May 2011.

Community Connections:

- Friends of Spokane Valley Library held its semi-annual book sale on the first Saturday of the month. By all accounts, the event was well attended, and at its May meeting, the group decided to donate \$2000 to the library for the purchase of a 50" Digital Display, which will be installed in June and feature rotating events, programming and library information.
- I attended weekly Spokane Valley Sunrise Rotary meetings, and continued work with Greater Spokane Valley Chamber of Commerce's Veterans Entrepreneurial Training for Success (VETS) program to connect veterans who are considering starting their own business with the GSVCC's successful NxtLevel entrepreneurs training program. The Library hosts the second week of the program, where librarians help students explore research tools, databases and resources for businesses.

**Customer Use Measures
May 2012**

Measure	This year	Last year	YTD	Last YTD	Rolling YTD
	This Month	This Month	This year	Comparison	Comparison
Registered borrowers	118,418	116,858	N/A	1%	1%
Door count	113,073	111,433	570,309	0%	1%
Circulation	227,300	212,418	1,148,707	4%	4%
Digital Media Catalog	15,709	9,075	77,643	79%	88%
Reference inquiries	18,575	21,186	105,290	-3%	-1%
Programs					
Number	256	204	1,105	19%	16%
Attendance	7,129	5,464	27,512	19%	17%
Group Visits					
Number	0	7	7	-65%	-22%
Attendance	0	146	66	-81%	-7%
Software Station bookings	17,499	19,062	90,094	-8%	-7%
Meeting room bookings	288	343	1,640	5%	6%
Holds placed					
By customers	32,065	30,076	172,318	4%	1%
By staff	6,715	7,261	34,263	-7%	-7%
Digital Media Catalog	5,530	3,151	28,086	73%	86%
Database use					
Searches	22,931	30,336	97,211	-43%	-40%
Retrievals	19,155	20,987	109,372	-55%	-54%
Website use (Remote)					
User sessions	85,023	78,343	430,043	5%	7%
Page views	260,580	216,749	1,343,088	10%	14%
Catalog	63,740	43,065	318,980	56%	46%
Database Access	5,697	8,461	31,330	-35%	20%
Interlibrary loans					
Loaned	205	451	1,249	-35%	-26%
Borrowed	314	427	1,820	-11%	0%

Customer Use Measure Definitions

Registered borrowers: Total number of library cards that have had any type of activity within the last three years. *Data collection method: Actual computer system count.*

Door count: Number of times libraries are entered through inside doors; doesn't include entries through outside doors to lobby, restrooms, or meeting rooms. *Data collection method: Actual "machine" count.*

Circulation: Number of items checked out and renewed. *Data collection method: Actual computer system count. Digital Media Catalog: Number of downloads from OverDrive. Included in circulation total.*

Reference inquiries: Number of customer questions, other than directional. *Data collection method: Monthly sampling hand tally and spreadsheet entry.*

Programs: Programs presented by the District. *Data collection method: Hand tally and spreadsheet entry.*

Group visits: Visits to a library by groups for reasons other than program attendance. *Data collection method: Hand tally and spreadsheet entry.*

Software Station bookings: Number of sessions booked by customers on software stations (Internet, office and educational software applications). *Data collection method: Actual computer system count.*

Meeting room bookings: Number of times meeting rooms used by outside groups. *Data collection method: Hand tally and spreadsheet entry.*

Holds placed: Requests for specific titles in any format. *Data collection method: Actual computer system count.*

By customers: Placed online by customer, whether from library or remotely.

By staff: Placed for customers, usually as part of a reference transaction.

Database use: Use of online databases licensed by SCLD. *Data collection method: reports from database vendors.*

Searches: Number of database searches.

Retrievals: Number of search result documents retrieved.

Web site use: "Hits" on SCLD website. *Data collection method: Actual computer system count of activity initiated outside the network.*

User sessions: Number of times website is accessed by individual IP address.

Page views: Number of times each page is accessed.

Catalog: Subset of page views; shows the number of times customers enter the catalog through the website.

Database access: Subset of page views; shows the number of times customers enter a subscription database from the website.

Interlibrary loans: Items borrowed from or loaned to from another library system. *Data collection method: Computer system count.*

COMMUNICATIONS REPORT

MAY 2012

Media Relations

- SCLD in the news:
 - April 29 – Spokesman article: Digital Bookmobile hits North Spokane Library
 - May 2 – Spokesman article: ‘Good friends’ key to library sales
 - **May 3 – Spokesman article: Learn about digital downloads at library**
 - May 3 – Spokesman article: Story times at area libraries
 - May 3 – Spokesman family calendar: TWINE & Spokane Valley book sale
 - **May 4 – Spokane Valley Herald News article: Kill-A-Watt meters available**
 - May 4 – Spokesman film events: Anime Club at North Spokane Library
 - May 4 – Between the Lines-Wa State Library Blog: Potential land partnership
 - **May 8 – KXLY.com & KXLY-TV: e-Books gaining in popularity at local libraries**
 - May 8 – Dept of Ecology website: Railroad clean-up documents at Spokane Valley Library
 - May 9 – Deer Park Tribune: Story times at the library
 - May 10 – Cheney Free Press: Medical Lake book club meets May 14
 - May 12 – Topix.com: local crime fiction author Frank Zafiro books at North Spokane Library
 - May 13 – Spokesman article: Tween book club at Spokane Valley Library
 - May 13 – Spokesman calendar: Medical Lake book club meeting
 - May 14 – Cheney Free Press: mention in Airway Heights/Bonneville article
 - May 17 - Cheney Free Press: Cheney book club meeting May 22
 - May 17 – KXLY.com article: Aging Spokane Valley Library hopes to find new home
 - **May 17 – www.ped-spokane.org: SCLD at Celebrate Life Expo**
 - May 17 – Dept of Ecology website: River clean-up documents at Spokane Valley Library
 - May 18 – Spokane Valley News Herald: mention in animal control article
 - May 18 - www.lakespokaneoutpost.com: Library reimbursement program discontinued
 - **May 24 – Cheney Free Press article: Spokane County Library closures**
 - **May 30 – Deer Park Tribune article: Deer Park Library plans summer reading program**
- Approximate media value for SCLD in the news: \$2500

- Print ads have been purchased for the Adult & Youth Summer Reading programs in the Inlander
 - June 7 & 14 issues will feature the Youth program ad
 - June 7 issue is the Summer Guide, the Inlander’s biggest edition each year

E-Marketing (Website, Social Media, Email)

- Summer eNewsletter sent out June 5 to 47,596 recipients – stats to follow next month
- Social Media:
 - Facebook: # of likes up to 1140, females= 79%, males= 21% of fans
 - New feature on SCLD page: Staff member of the week
 - Twitter: # followers up 20 to 54 total – several collaborative tweets in May with Craig Goodwin for Backyard Gardening program at Argonne Library, also collaborated with STCU for Smart Money Week and Avista for the Kill-a-watt check-out announcement

- Website re-design
 - wire frame almost complete, preparing for design stage
- Website updates:
 - Summer Reading for both adults and youth
 - Pew Research Survey
 - Library Apps
 - Computer Classes
 - Fairfield Fun with Friends
 - Managing your Summer Garden

Community Involvement

- Spokane Is Reading
 - Press release sent May 31 for Chris Cleave, author of Little Bee as Spokane is Reading author for Friday, October 12, 2012. The afternoon program at the Garland, the evening at The Lincoln Center.
- Digital Bookmobile at North Spokane Library Monday & Tuesday, May 7 & 8
 - Spike in new members on our eBooks - average is 11.5 per day, during Bookmobile visit jumped up to 30 on Monday and 20 on Tuesday
 - 215 visited the Bookmobile on Monday - 130 on Tuesday
- Received certificate of completion from PLA for “Turning the Page 2.0” advocacy training

Current & Upcoming Projects

- Created and introduced an updated logo and branding look for SCLD to the Management Team

SPOKANE COUNTY LIBRARY DISTRICT
GENERAL OPERATING FUND
INCOME STATEMENT - "FINAL"
AS OF May 31 ,2012
[PERCENT OF YEAR = 41.7%]

SPOKANE COUNTY LIBRARY DISTRICT
GENERAL OPERATING FUND
BALANCE SHEET - "FINAL"
AS OF May 31 ,2012

REVENUES:	ACTUAL	BUDGET	PERCENT
PROPERTY TAX	\$ 10,519,150	\$ 10,338,507	101.75%
CONTRACTED CITIES, SERVICES & FEES	255,293	771,012	33.11%
MISCELLANEOUS REVENUES	89,817	172,643	52.02%
INTEREST EARNINGS	12,890	35,000	36.83%
TRANSFERS IN	-	-	0.00%
TOTAL REVENUES	<u>\$ 10,877,151</u>	<u>\$ 11,317,162</u>	<u>96.11%</u>
EXPENSES:			
SALARIES	\$ 2,308,618	\$ 5,607,451	41.17%
FRINGE BENEFITS	659,371	1,648,737	39.99%
SUPPLIES	193,986	502,325	38.62%
SERVICES	725,992	1,734,261	41.86%
CAPITAL EXPENDITURES	47,701	75,000	63.60%
LIBRARY MATERIALS	670,346	1,494,715	44.85%
INTEREST EXPENSE	97	500	19.40%
OPERATIONAL CONTINGENCIES	-	40,000	0.00%
TRANSFER OUT TO CONSTRUCTION FUND	-	-	0.00%
TRANSFER OUT TO CAPITAL PROJECT FUND	-	200,000	0.00%
TOTAL EXPENSES	<u>\$ 4,606,110</u>	<u>\$ 11,302,989</u>	<u>40.75%</u>
TOTAL REVENUES OVER (UNDER) EXPENDITURES	\$ 6,271,041	\$ 14,173	
CHANGES TO GENERAL FUND BALANCE:			
EXCESS OF REVENUES OVER (UNDER) EXPENDITURES	\$ 6,271,041	\$ 14,173	
ACTUAL BEGINNING FUND BALANCE - JANUARY 1, 2012	3,923,959	3,923,959	
ENDING FUND BALANCE - 5/31/12 & ESTIMATED BALANCE 5/31/12	<u>\$ 10,195,000</u>	<u>\$ 3,938,132</u>	

ASSETS:	
CASH	\$ 5,539,523
ACCOUNTS RECEIVABLE	356
TAXES RECEIVABLE	5,178,877
DUE FROM OTHER GOVERNMENTS	-
INVENTORY	53,763
PREPAID EXPENSES	93,193
TOTAL ASSETS	<u>\$ 10,865,712</u>
LIABILITIES:	
ACCOUNTS PAYABLE	\$ 418,654
INTEREST PAYABLE	-
TAX ANTICIPATION NOTES	-
DEFERRED REVENUE	252,058
TOTAL LIABILITIES	<u>\$ 670,712</u>
GENERAL FUND BALANCE:	
NONSPENDABLE FUNDS -- PREPAID ITEMS	\$ 257,613
NONSPENDABLE FUNDS -- INVENTORY	53,763
ASSIGNED FOR DISTRICT WELLNESS PROGRAM	1,316
ASSIGNED FOR DEER PARK LIBRARY PROGRAM	6,282
ASSIGNED FOR FACILITY MAINTENANCE PLAN	172,104
ASSIGNED FOR TECHNOLOGY PLAN	297,233
ASSIGNED FOR FURNITURE, FIXTURES & EQUIPMENT PLAN	103,158
ASSIGNED FOR LIBRARY MATERIALS PLAN	148,396
ASSIGNED FOR CONTINGENCY RESERVE PLAN	551,588
UNASSIGNED FUND	8,603,547
ENDING FUND BALANCE May 31 ,2012	<u>\$ 10,195,000</u>
TOTAL LIABILITIES AND GENERAL FUND BALANCE:	<u>\$ 10,865,712</u>
FUND BALANCE CAPITAL PROJECTS FUND - May 31 ,2012	<u>\$ 1,176,125</u>

BRANCH SPOTLIGHT:
DEER PARK LIBRARY

Branch Supervisor Kris Barnes will share highlights about Deer Park Library and the community it serves.

OVERVIEW:
RISK MANAGEMENT

Business Manager Bill Sargent and HR Manager Paul Eichenberg will review components of risk management, insurance, policies and incident response.

EXECUTIVE SESSION:

REVIEW THE PERFORMANCE OF A PUBLIC EMPLOYEE (RCW 42.30.110(1)(G))

The purpose of this executive session is to discuss the three-month performance evaluation of the Executive Director. The board Chair and HR Manager sent preparatory materials separately.

The Open Public Meetings Act provides specific exemptions for public agency governing-board business that may be conducted out of public eye in executive sessions. One of those is for conducting performance reviews.

RCW 42.30.110(1)(G) EXECUTIVE SESSIONS.

- (1) Nothing contained in this chapter may be construed to prevent a governing body from holding an executive session during a regular or special meeting... (g) To evaluate the qualifications of an applicant for public employment or *to review the performance of a public employee*. However, subject to RCW 42.30(4), discussion by a governing body of salaries, wages, and other conditions of employment to be generally applied within the agency shall occur in a meeting open to the public, and when a governing body elects to take final action hiring, setting the salary of an individual employee or class of employees, or discharging or disciplining an employee, that action shall be taken in a meeting open to the public;

No member of the governing board may be excluded from an executive session but the board determines who else may attend. No minutes are taken in an executive session, yet as noted above, any formal action must be taken in open session.