Appendix A – Traffic Count Data

Appendix A contains the traffic count data for the study intersections obtained from ODOT.

DRAFT

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/7/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

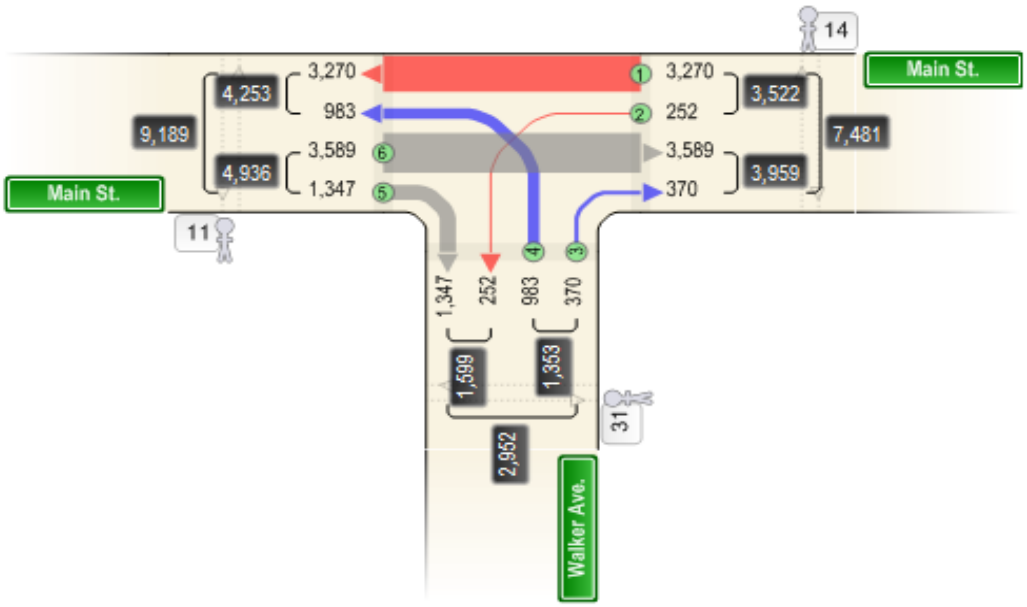
Site Number: 15022009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Main St. @ Walker Ave.

bicyclists waering helmets = 70

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/15/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 15042009
Mile Point: 1.71
Street Number: 021
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

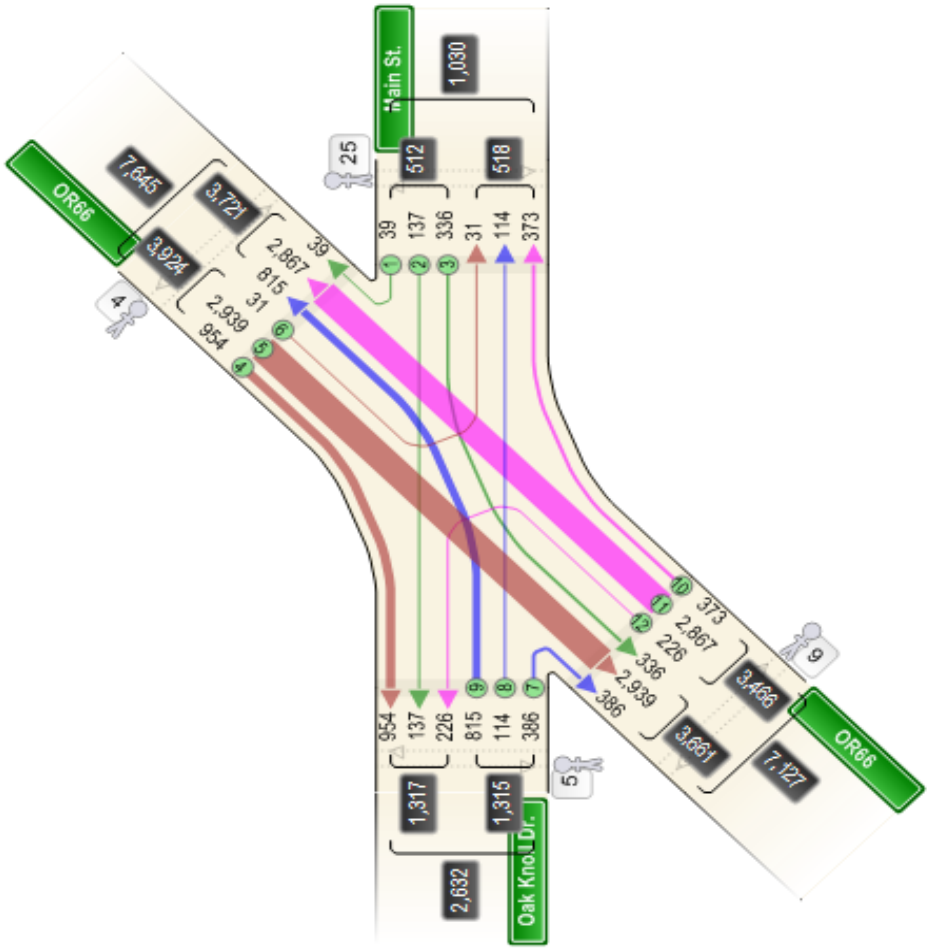
Source Description

Location Description: OR66 @ main St. & Oak Knoll Dr.

site 1604 - east leg

85 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/22/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 15052009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

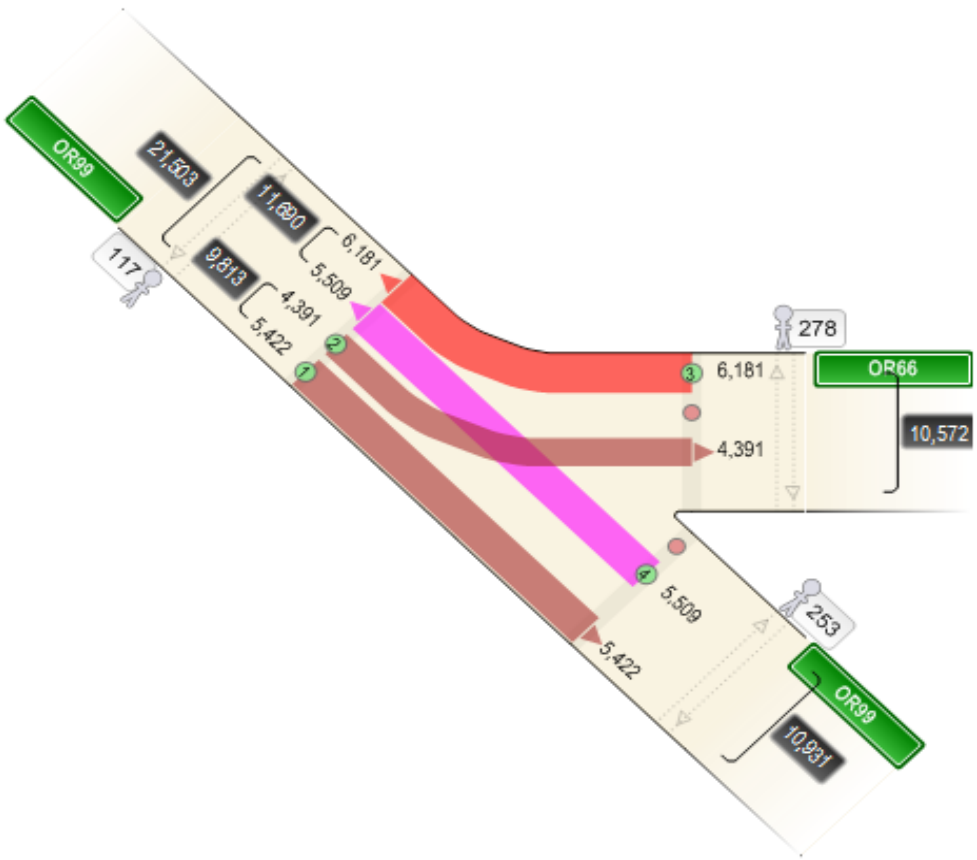
Source Description

Location Description: Rogue Valley Hwy(OR99) @ Grenn Springs Hwy(OR66)

volume only when dark

245 bicyclists with helmets
3 scooters
1 motoriized wheel chair

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/23/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

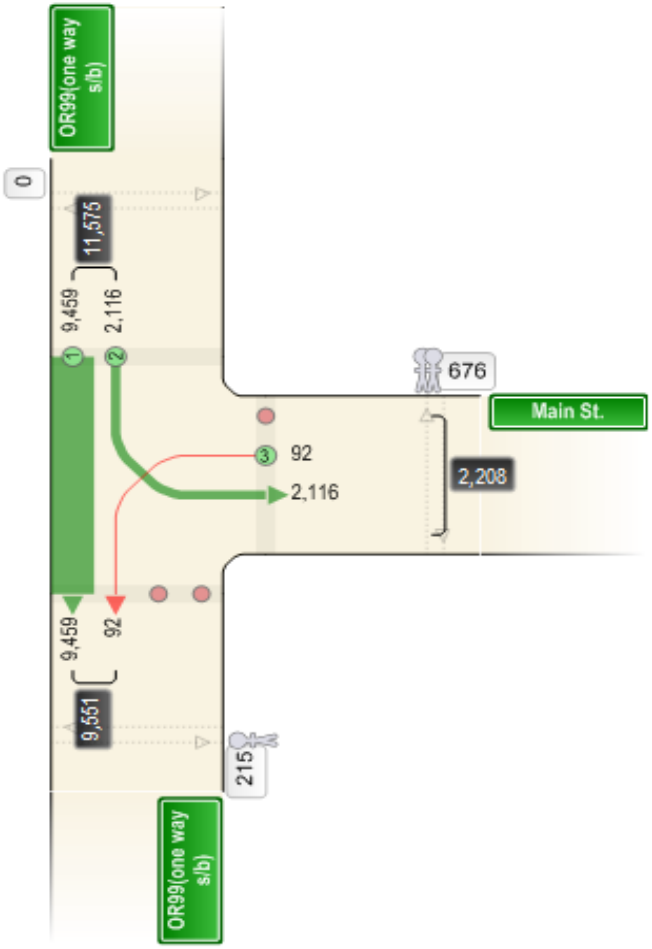
Site Number: 15062009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR99(one way s/b) @ Main St.

225 bicyclists with helmets
4 scooters
4 skateboarders

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

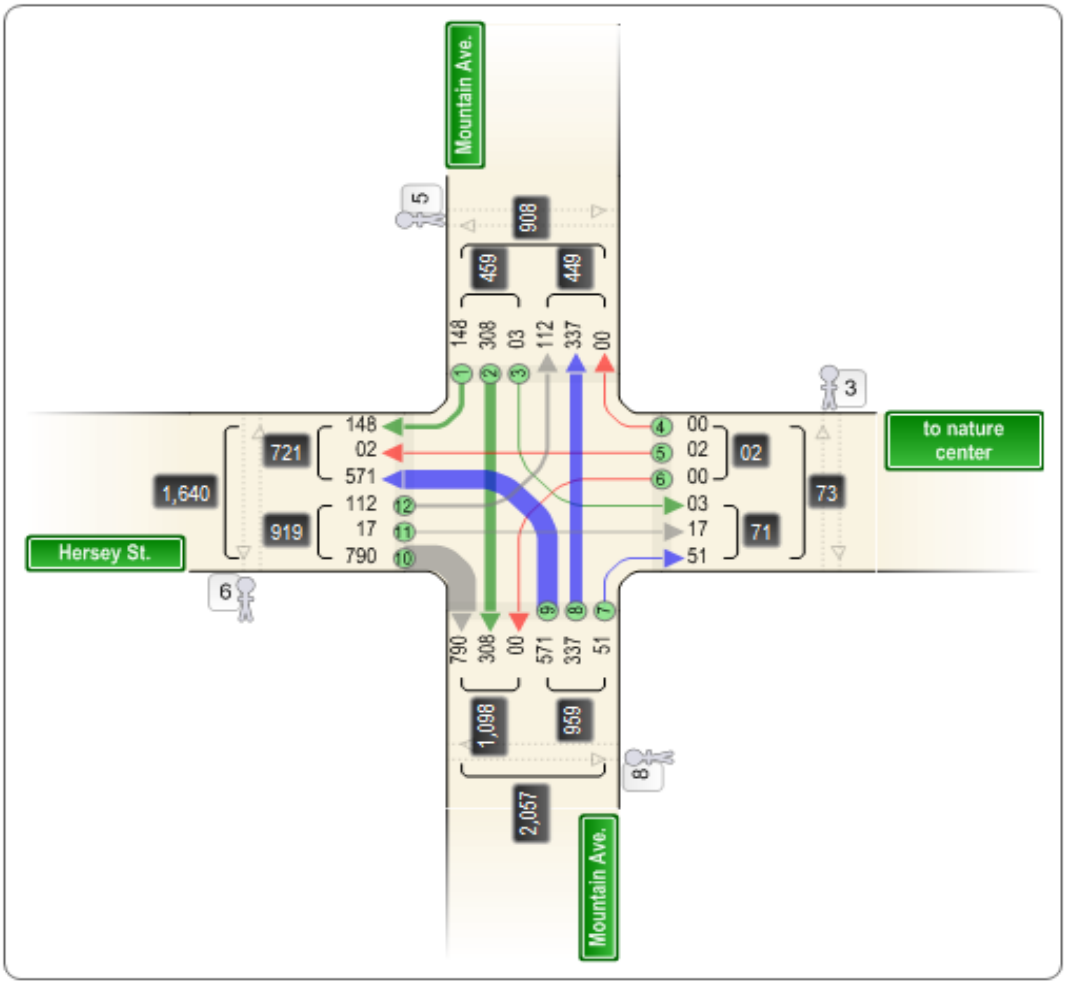
Date: 10/6/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15072009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Mountain Ave. @ Hersey St. & nature center driveway
County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/7/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

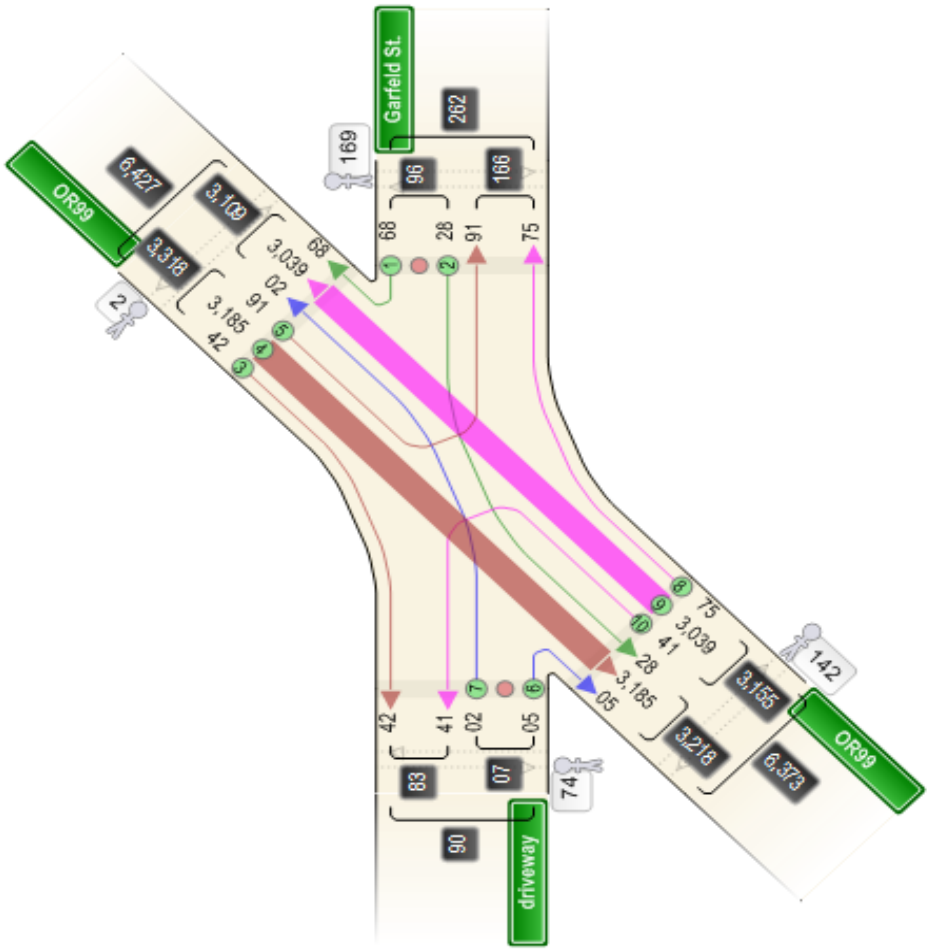
Site Number: 15082009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR99 @ Garfield St.

60 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/22/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

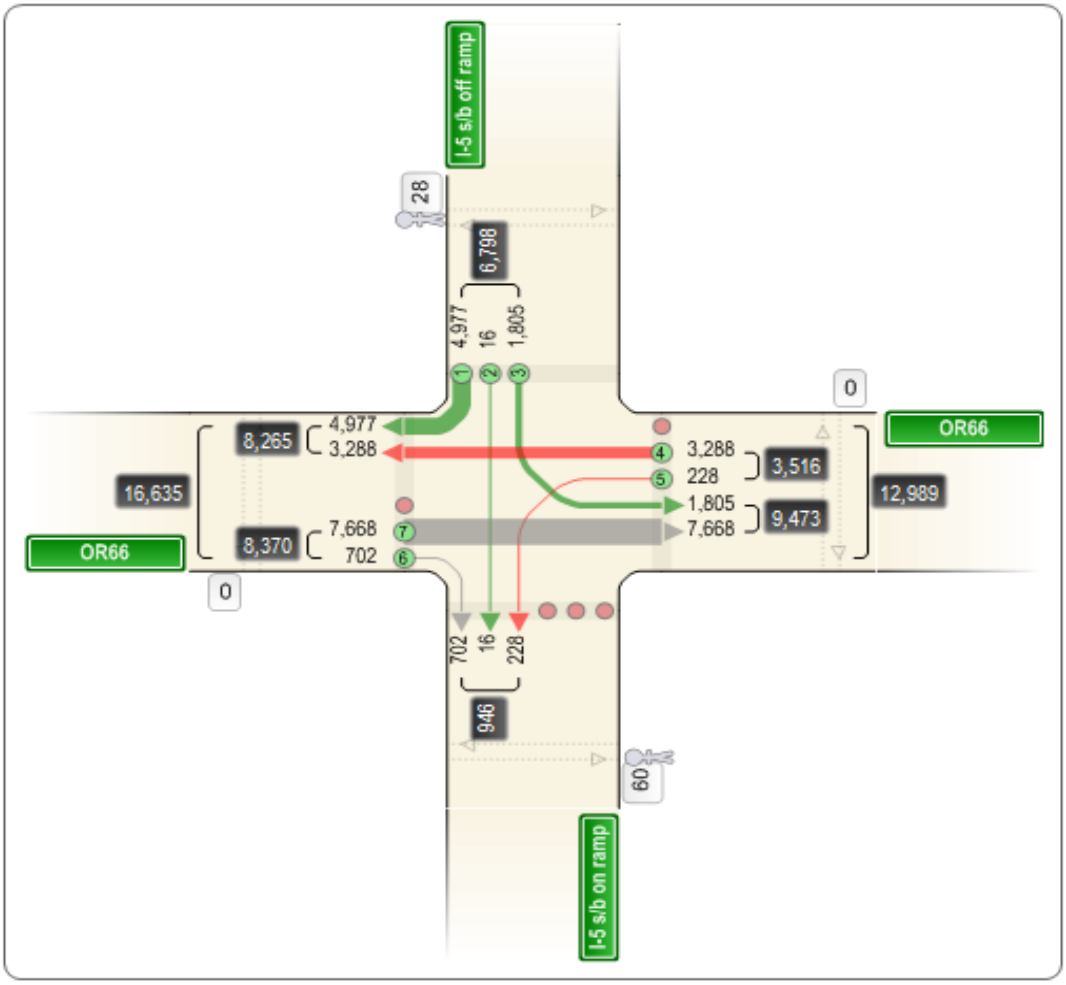
Site Number: 15092009
Mile Point: 14.17
Street Number: 001
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Paciifc Hwy(I-5) s/b on/off ramps @ Green Sptings Hwy(OR66)
32 bicyclists with helmets

off ramp - 15466
on ramp 16830
1602 - west leg
1603 - east leg

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/16/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 15102009
Mile Point: 21.85
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

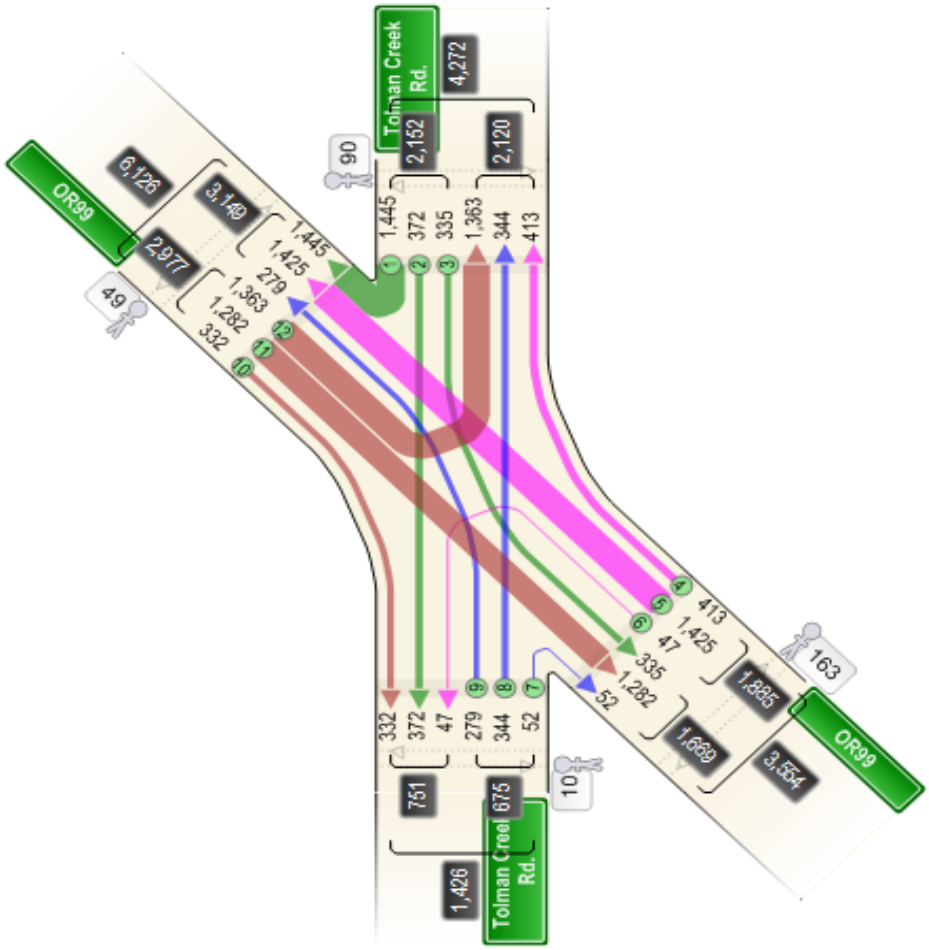
Source Description

Location Description: Rogue Valley Hwy(OR99) @ Tolman Creek Rd.

site 2766 - south leg

77 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/16/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

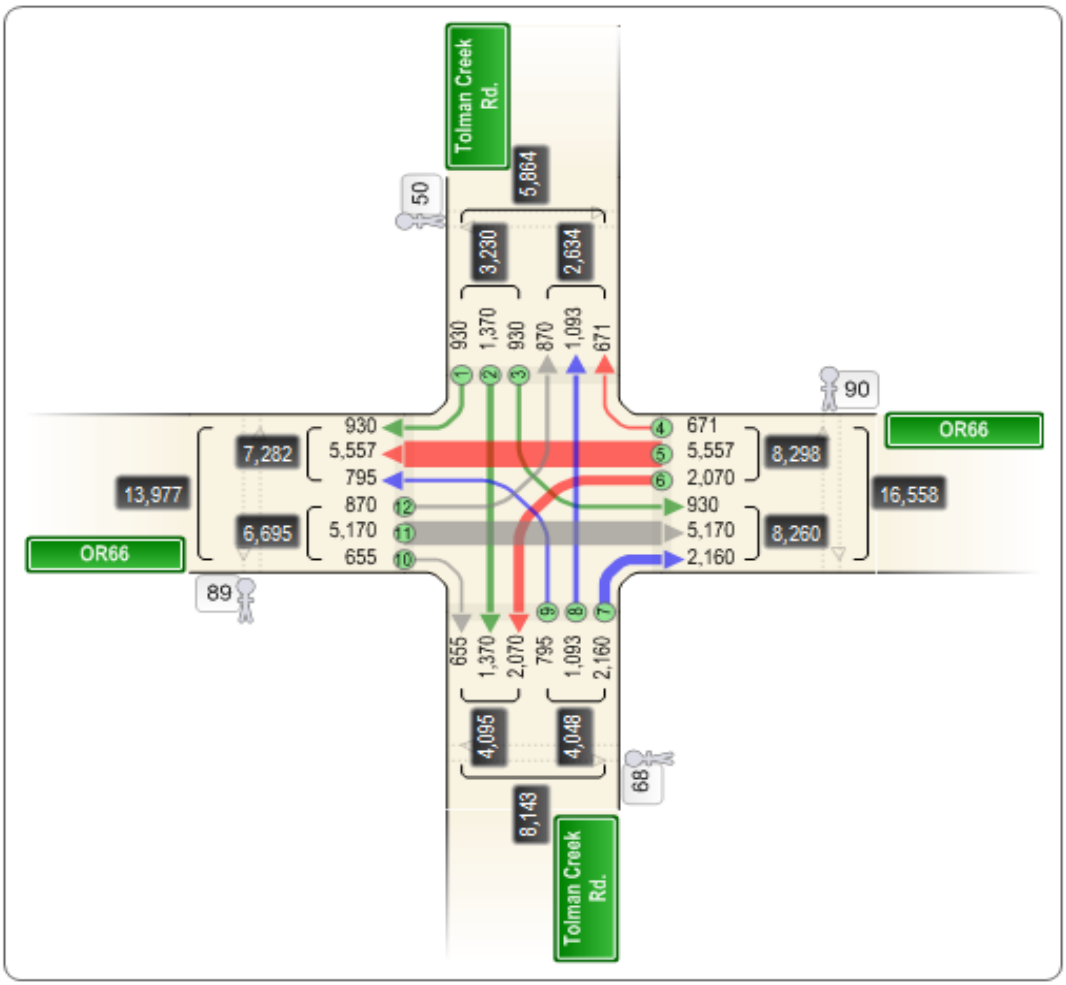
Site Number: 15112009
Mile Point: 1.04
Street Number: 021
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR66 @ Tolman Creek Rd.

site 1601-west leg
91 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/14/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15122009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

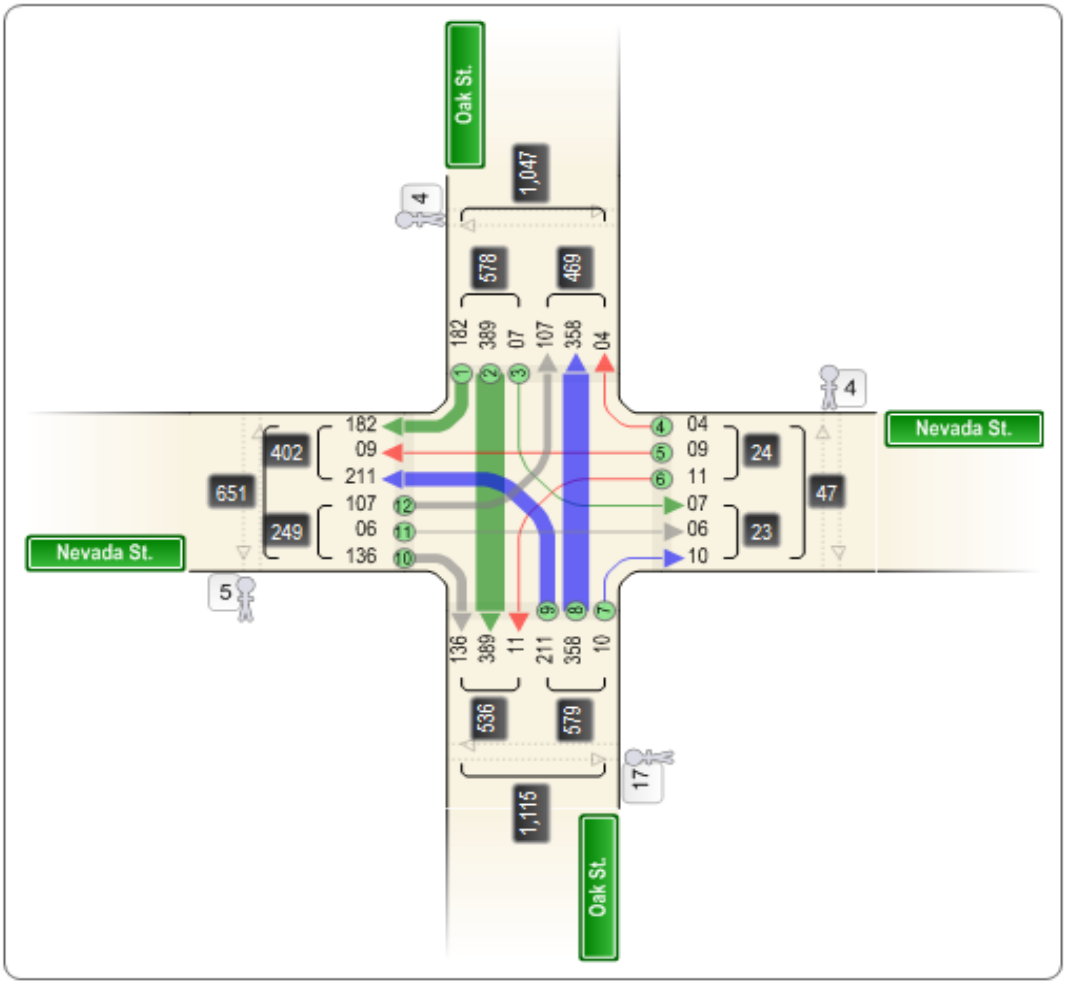
Source Description

Location Description: Oak St. @ Nevada St.

4 hour count

18 bicyclists wth helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

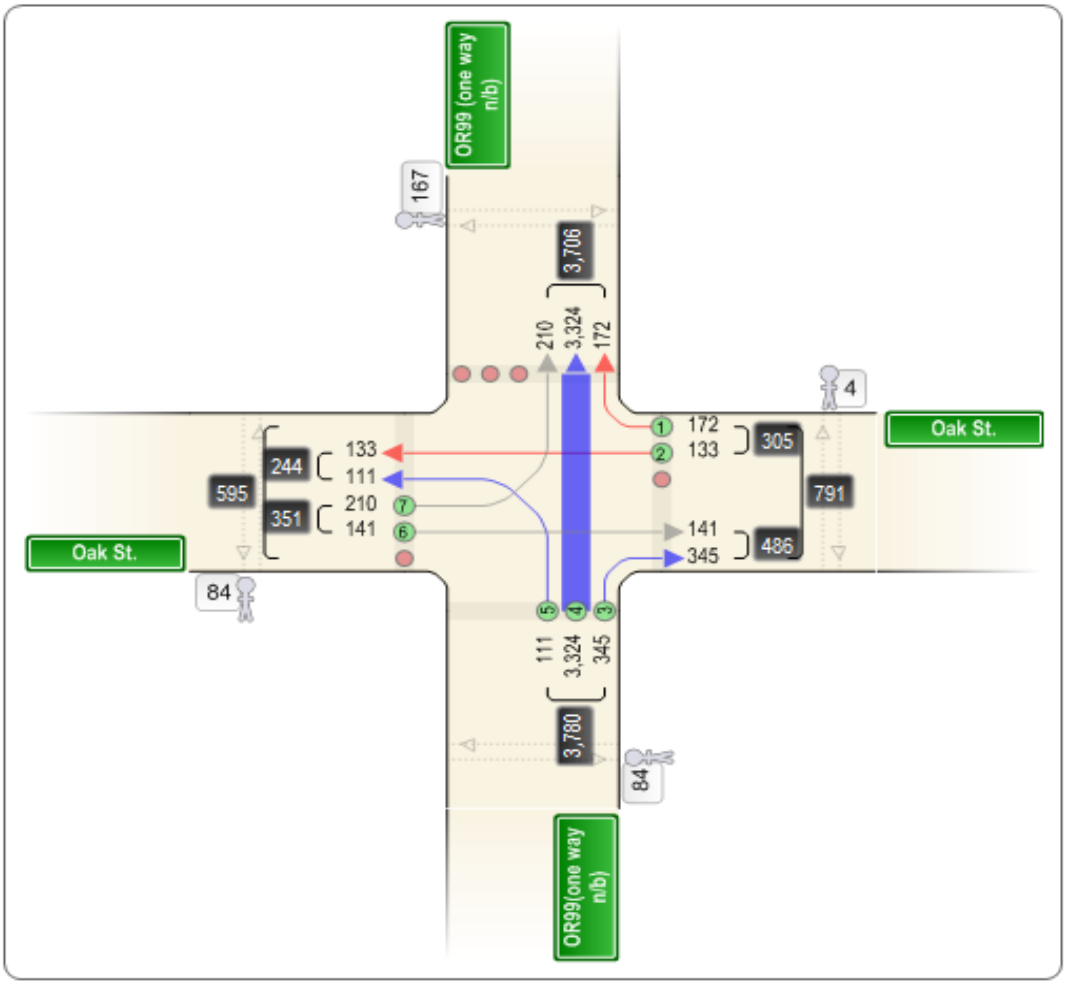
Date: 9/21/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15132009
Mile Point: 19.17
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR99(n/b one way) @ Oak St.
County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/6/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

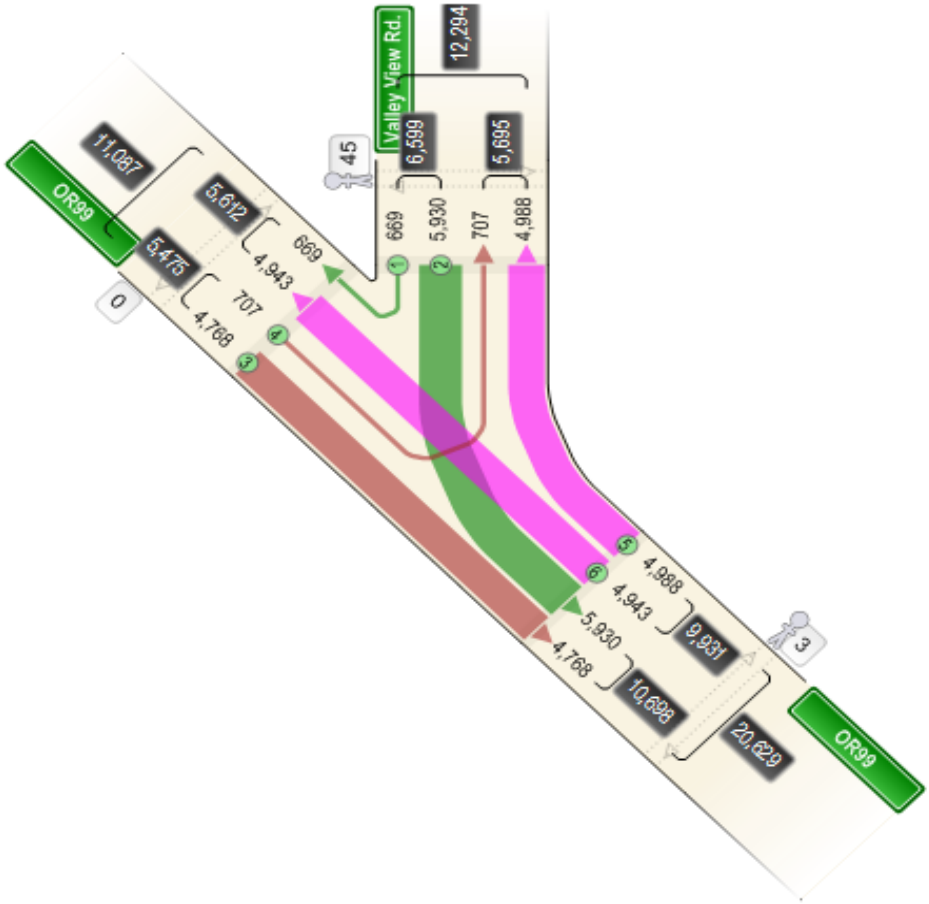
Source

Site Number: 15152009
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR99 @ Valley View Rd.

site 2574 - south leg
County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

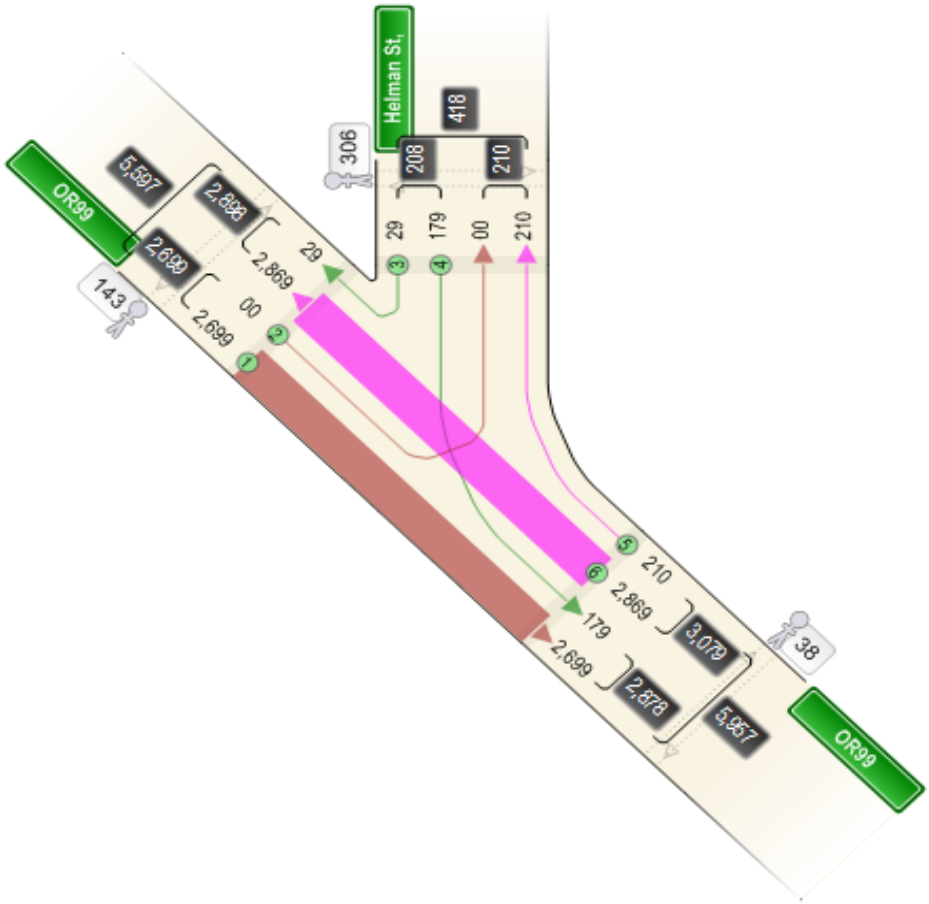
Date: 9/23/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15162009
Mile Point: 19.03
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/22/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 15172009
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

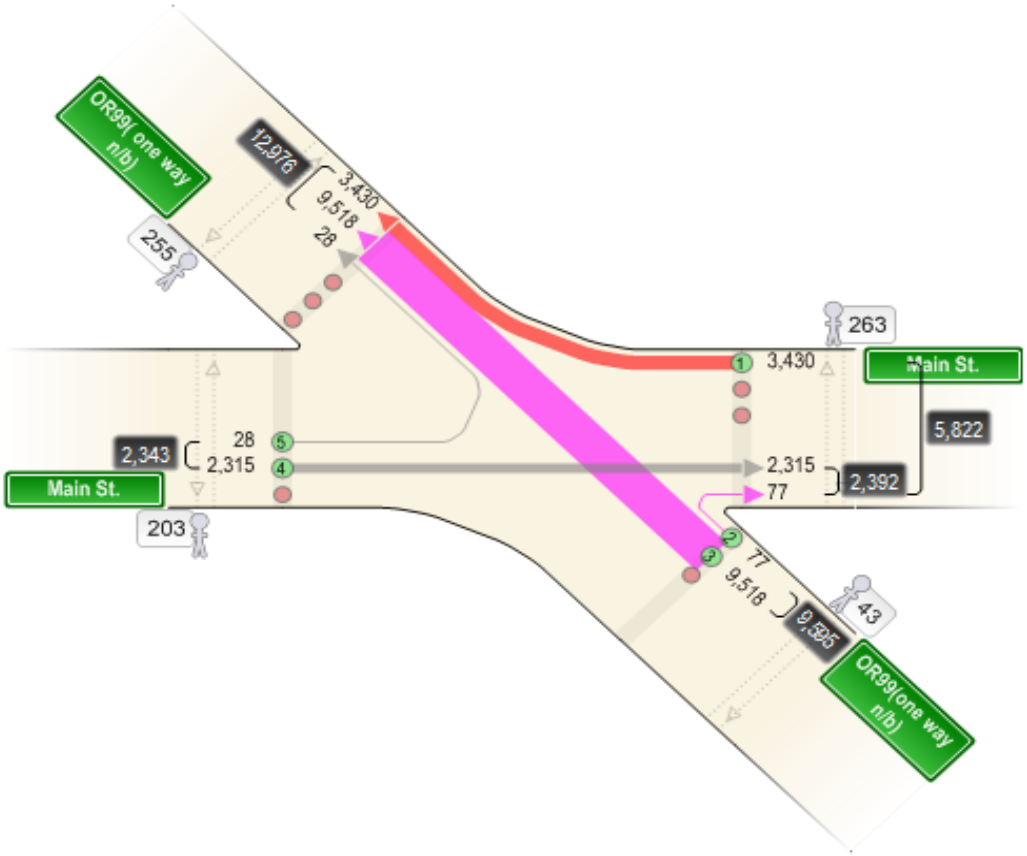
Source Description

Location Description: Rogue Valley Hwy(OR99/one way n/b) @ Main St.

6 skateboarders

270 bicyclista with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/15/2009
Hours: 2:00 PM-6:00 PM
Weather:

Source

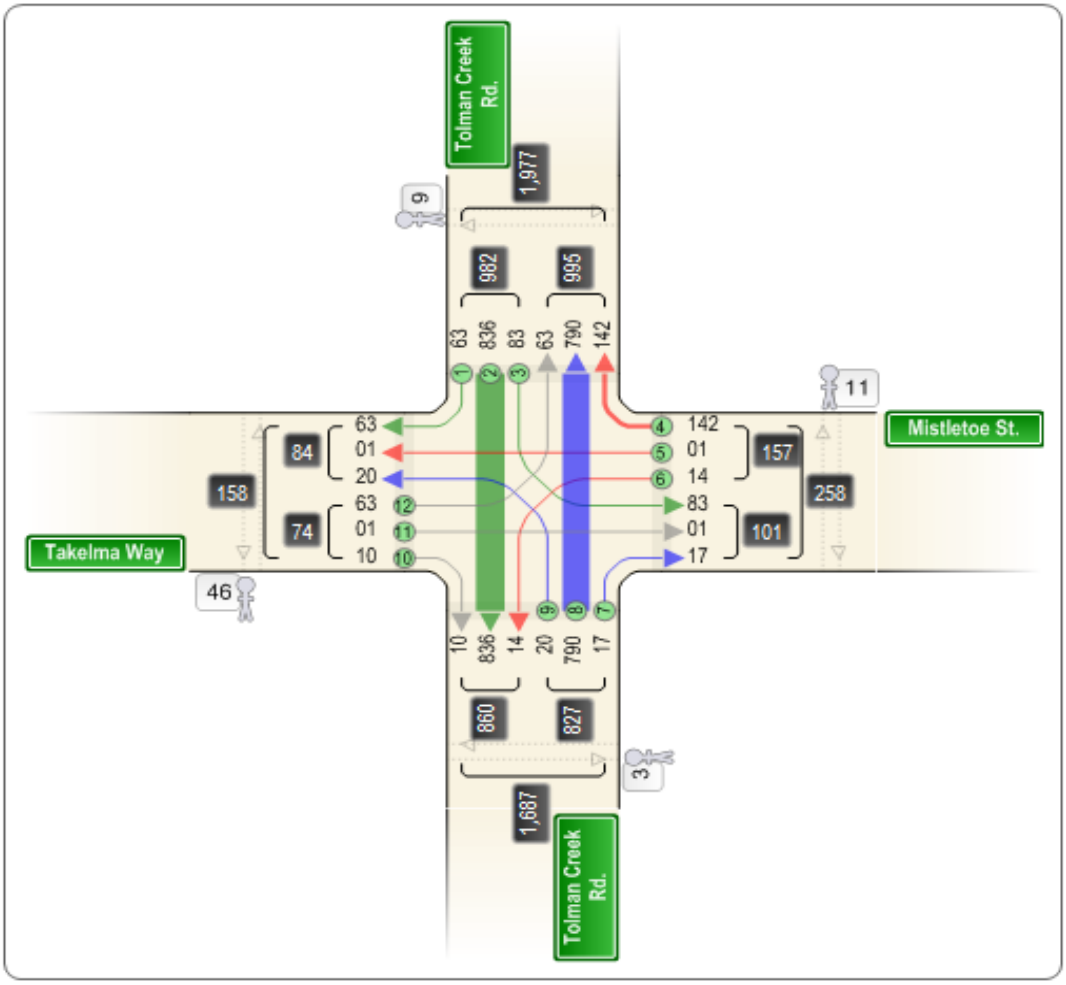
Site Number: 15182009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Tolman Creek Rd. @ Mistletole St/ Takelma Way

50 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/15/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

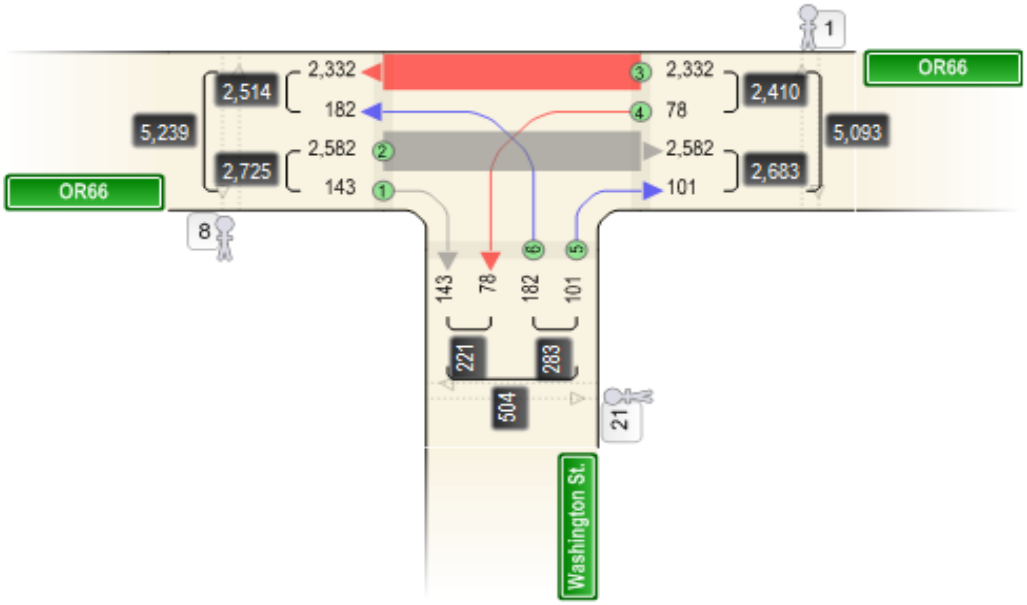
Site Number: 15192009
Mile Point: 1.18
Street Number: 021
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Green Springs Hwy(OR66) @ Washington St.
site 1601 - east leg

4 hour count (2-6pm)
24 bicyclists with helmets
1 skateboarder

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/23/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15202009
Mile Point: 22.05
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

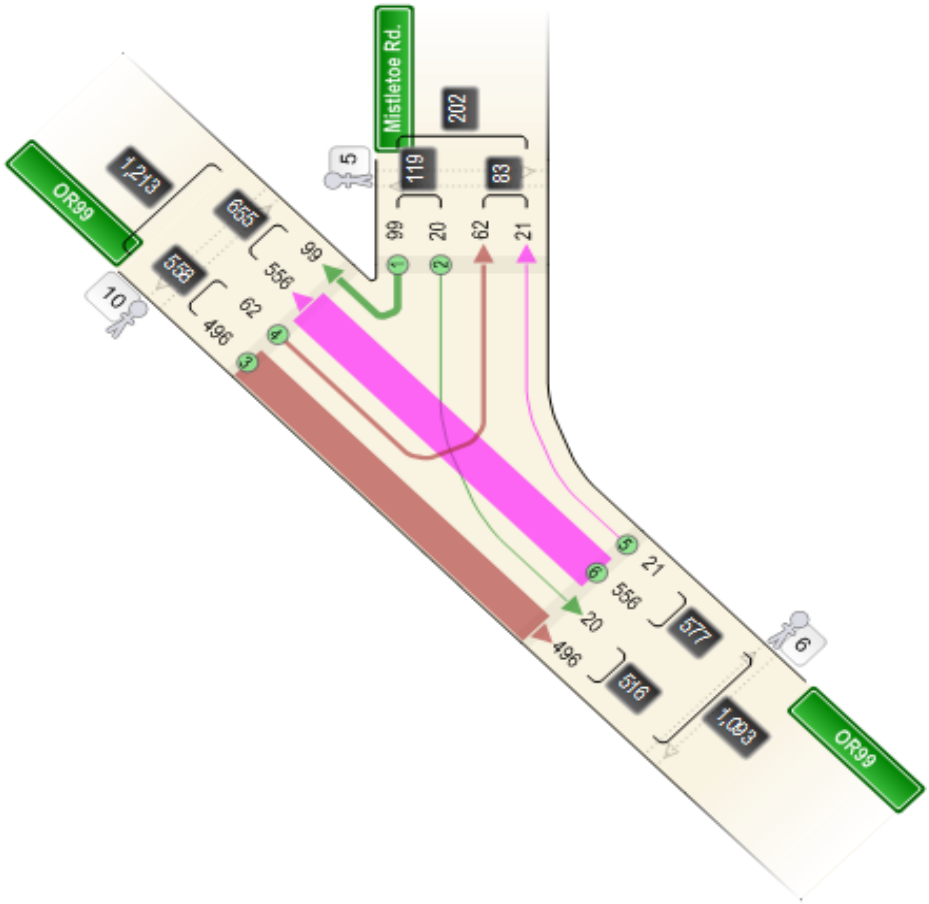
Source Description

Location Description: Rogue Valley Hwy(OR99) @ Mistletoe Rd.

site 2767 - north leg

4 hr count 2-6PM

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/5/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15222009
Mile Point: 20.84
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

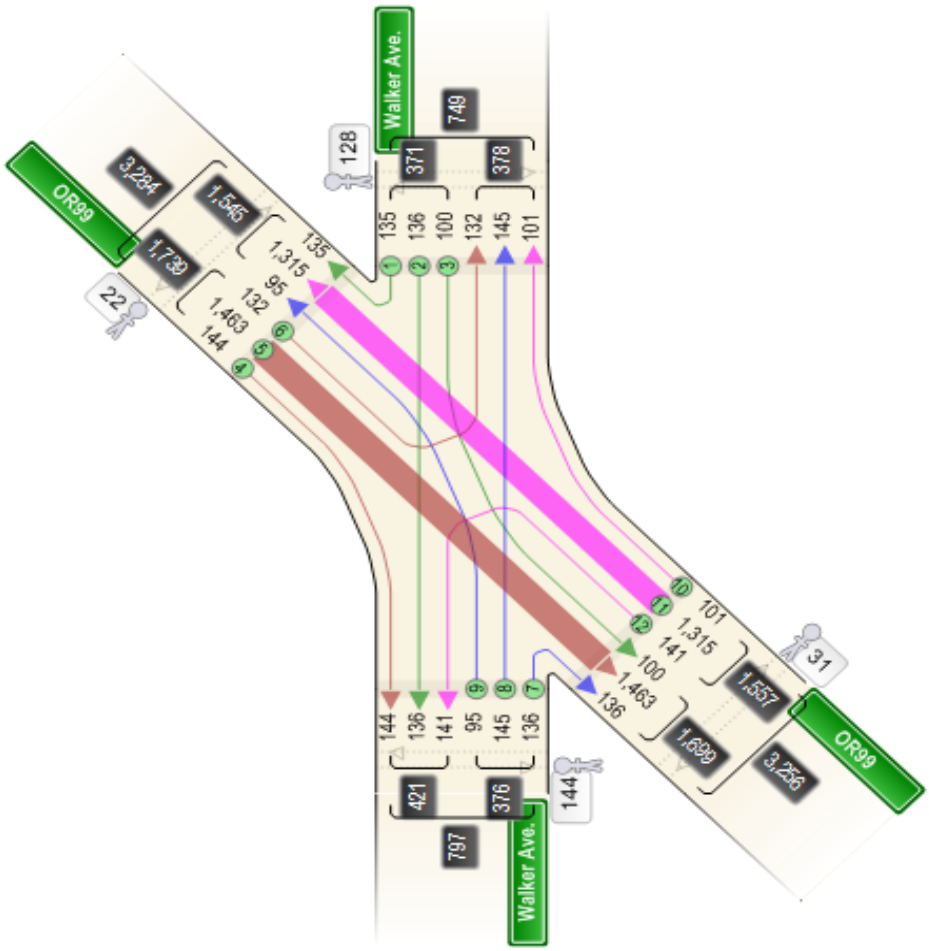
Location Description: OR99 @ Walker Ave.

4 hr count 2-6PM

site 2764 south leg

44 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/15/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15232009
Mile Point: 1.98
Street Number: 021
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

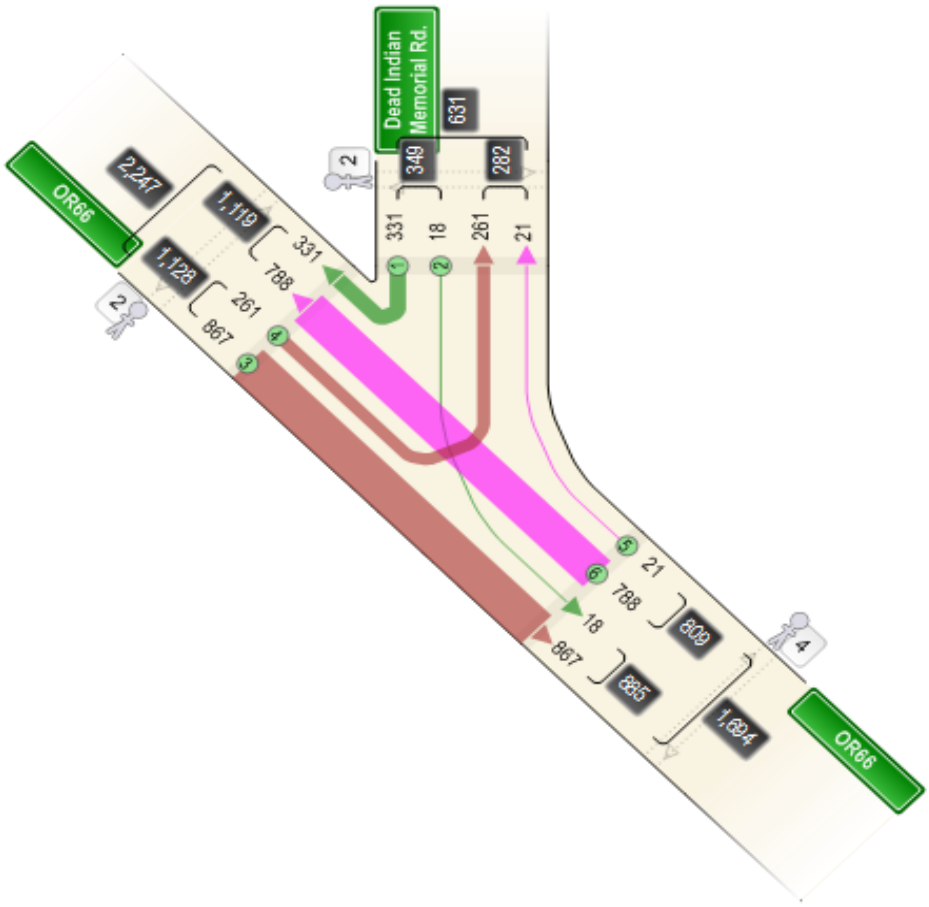
Location Description: Green Springs Hwy(OR66) @ Dead Indian Memorial Rd.

4 hr count

site 1605 - west leg

24 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/14/2009
Hours: 2:00 PM-6:00 PM
Weather:

Source

Site Number: 15242009
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

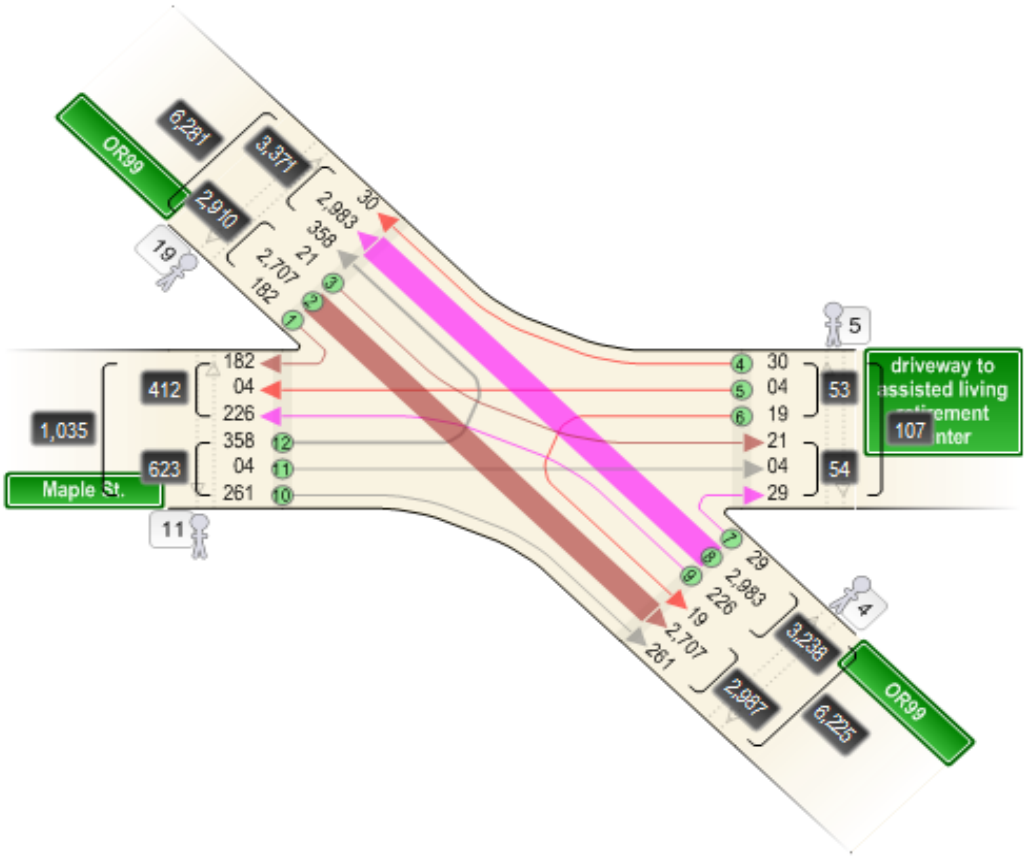
Location Description: OR99 @ Maple St. & driveway to assisted living retirement center

4 hr count 2- 6PM

site 2755 - north leg

25 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/5/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15252009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

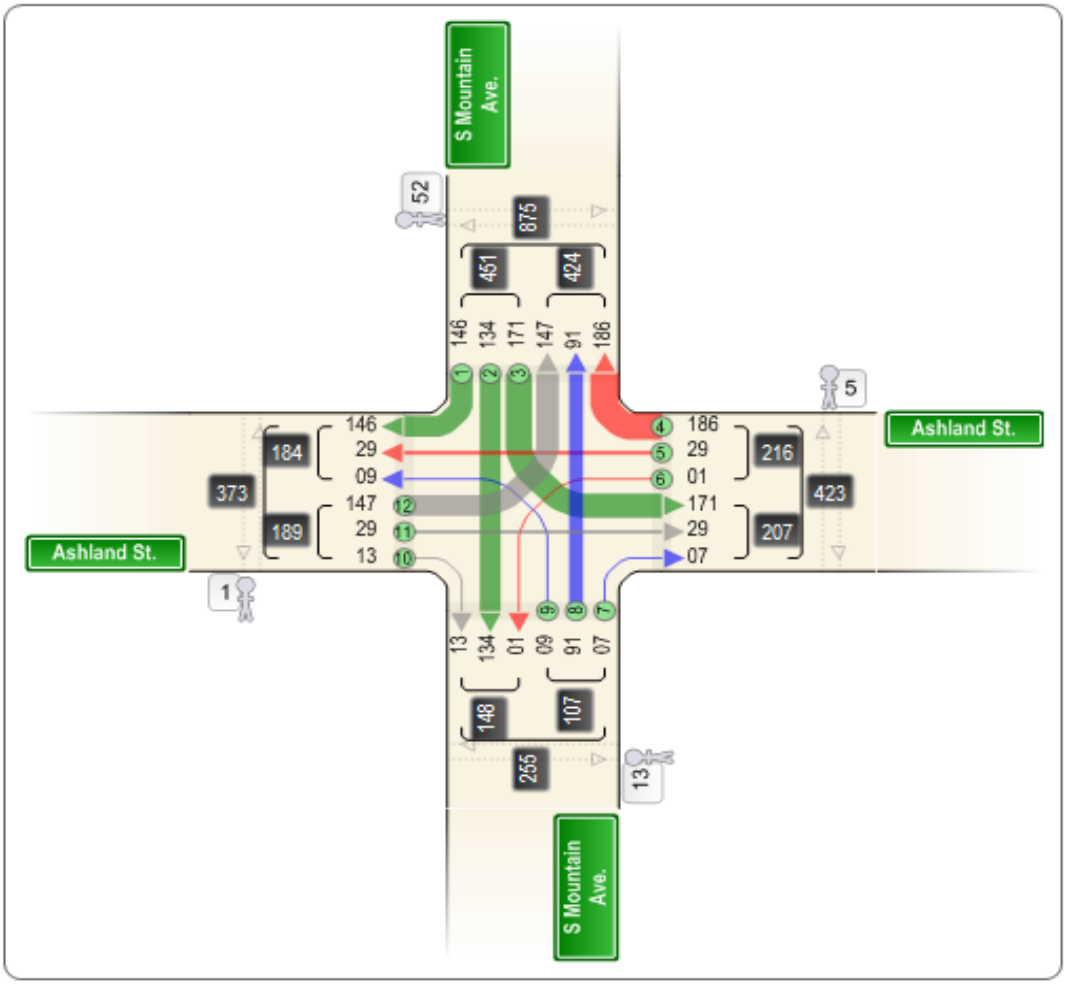
Source Description

Location Description: Ashland St. @ S Mountain Ave.

4 hr count - 2-6PM

12 bicyclista with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/16/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 15262009
Mile Point: 14.17
Street Number: 001
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

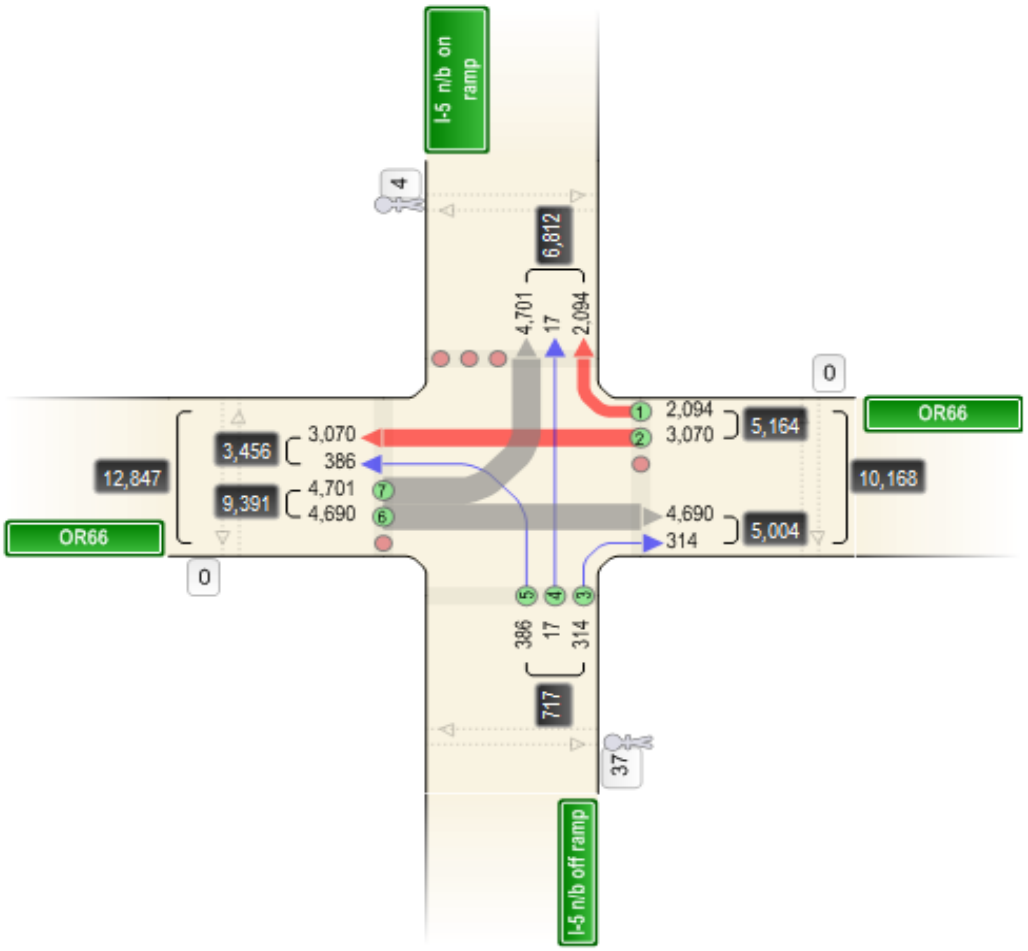
Location Description: Pacific Hwy (-5) n/b on/off ramps @ Green Springs Hwy(OR66)

n/b off ramp site 15465
n/b on ramp site 16830
east leg site 16827

30 bicylists with helmets

traffic combined when dark

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/7/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15272009
Mile Point: 19.17
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

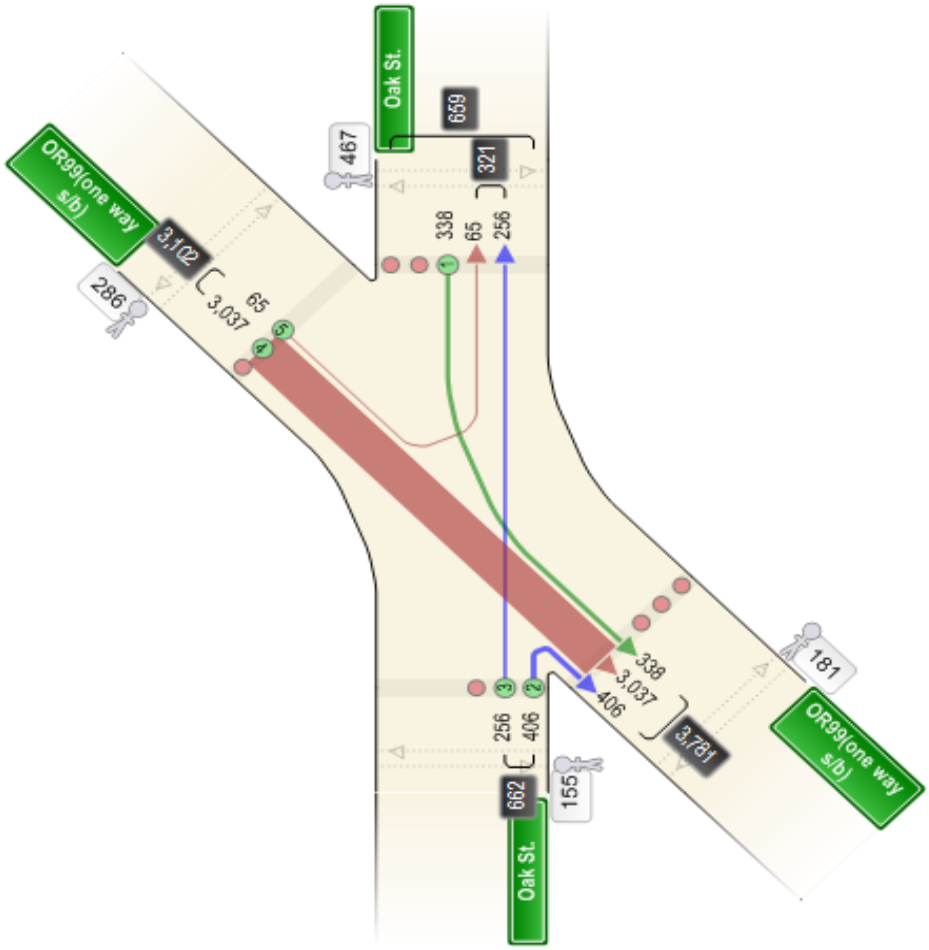
Source Description

Location Description: OR99(Rogue Valley Hwy/one way s/b) @ Oak St.

4 hr count 2-6PM

37 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/14/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15292009
Mile Point: 18.67
Street Number: 063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

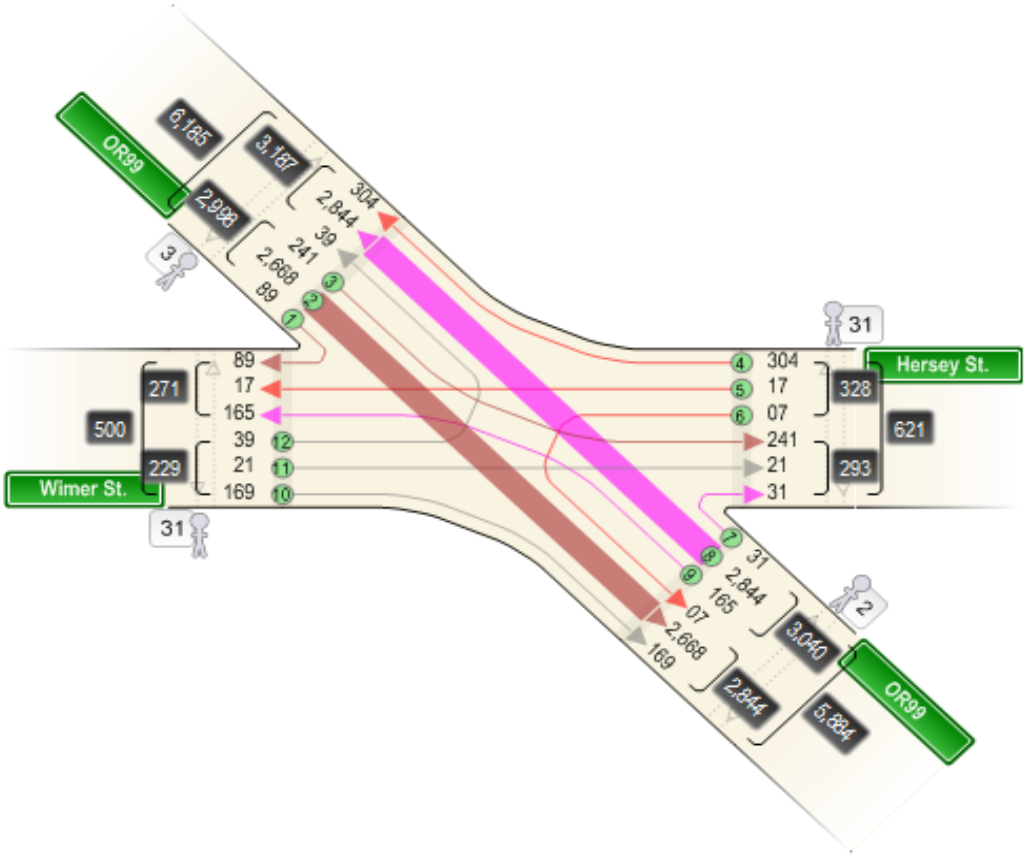
Location Description: Rogue Valley Hwy(OR99) @ Wimer St. & Hersey St.

4 hour count 2-6PM

56 bicyclists with helmets

site 2756 - south leg

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/26/2009
Hours: 6:00 AM-10:00 PM
Weather: Cloudy;Rain

Source

Site Number: 15302009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

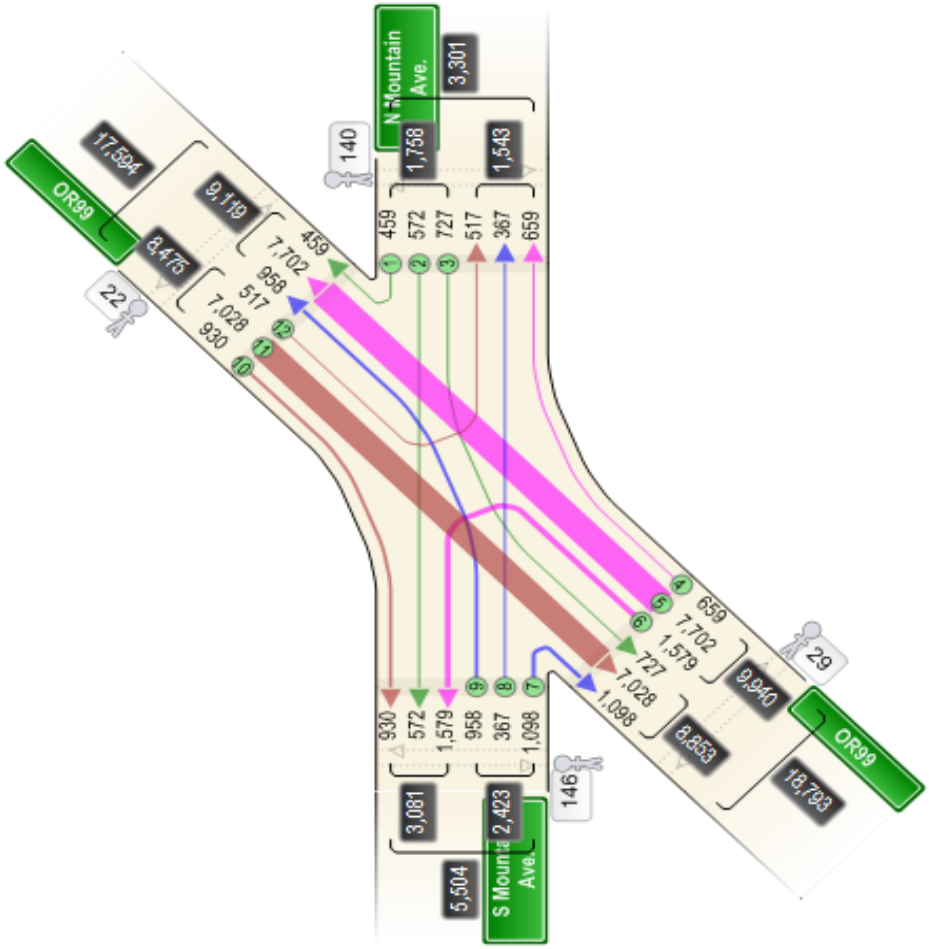
Source Description

Location Description: Rogue Valley Hwy(OR99) @ Mountain Ave.

81 bicyclists with helmets

** from 7.45 - 9AM volume only glare from headlights and heavy rain cannot see class

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/5/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

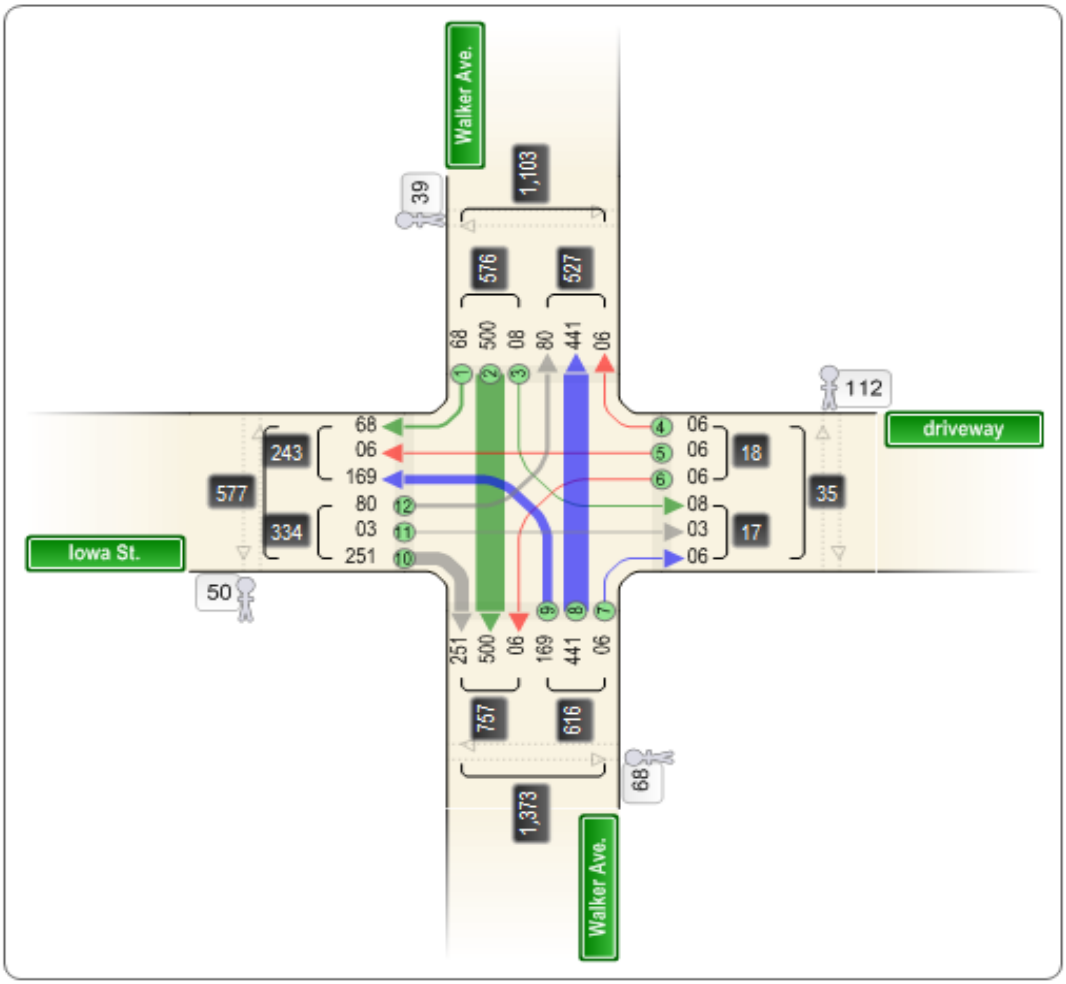
Site Number: 15312009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Walker Ave. @ Iowa St. & driveway

4 hr count 2-6PM
52 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/21/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

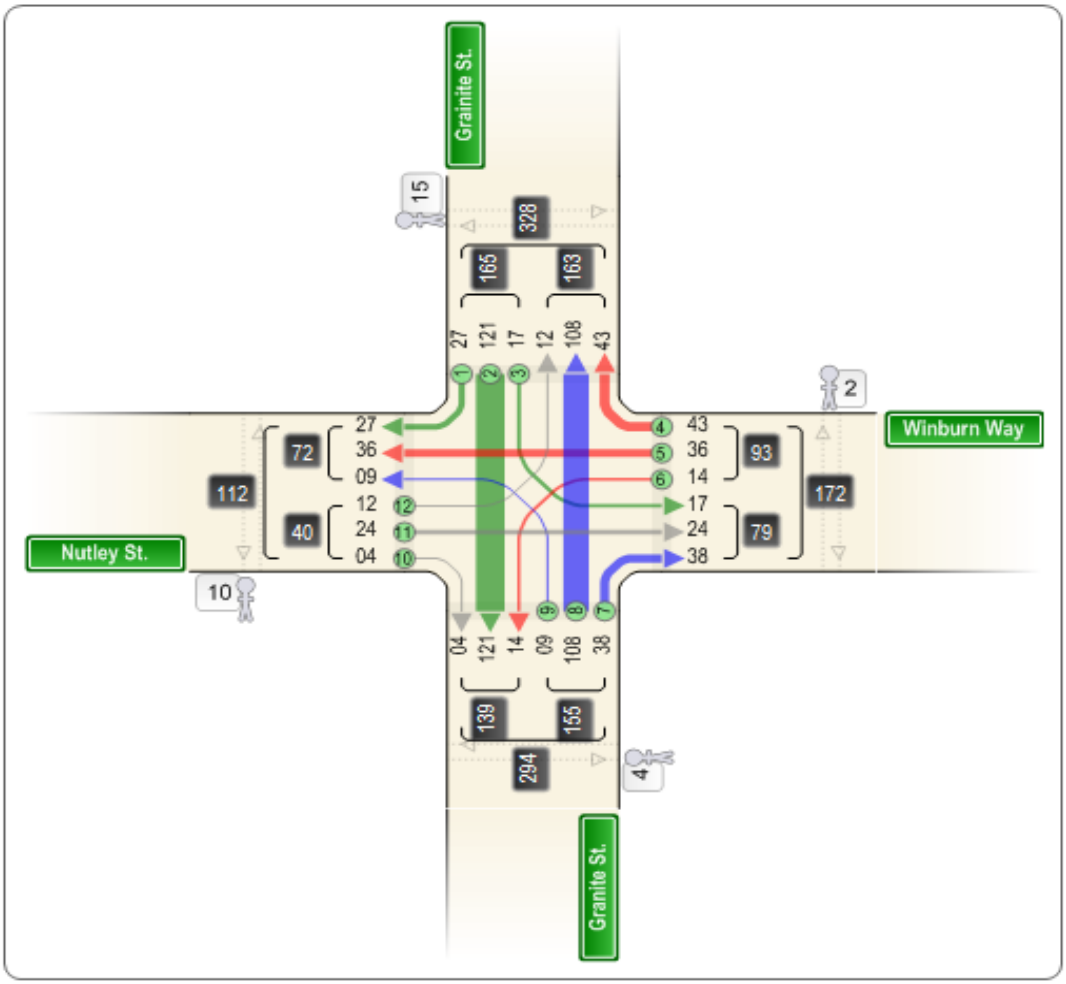
Site Number: 15322009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Granite St. @ Nutley St. & Winburn Way

4 hr count 2- 6PM
4 bicylists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/5/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15332009
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

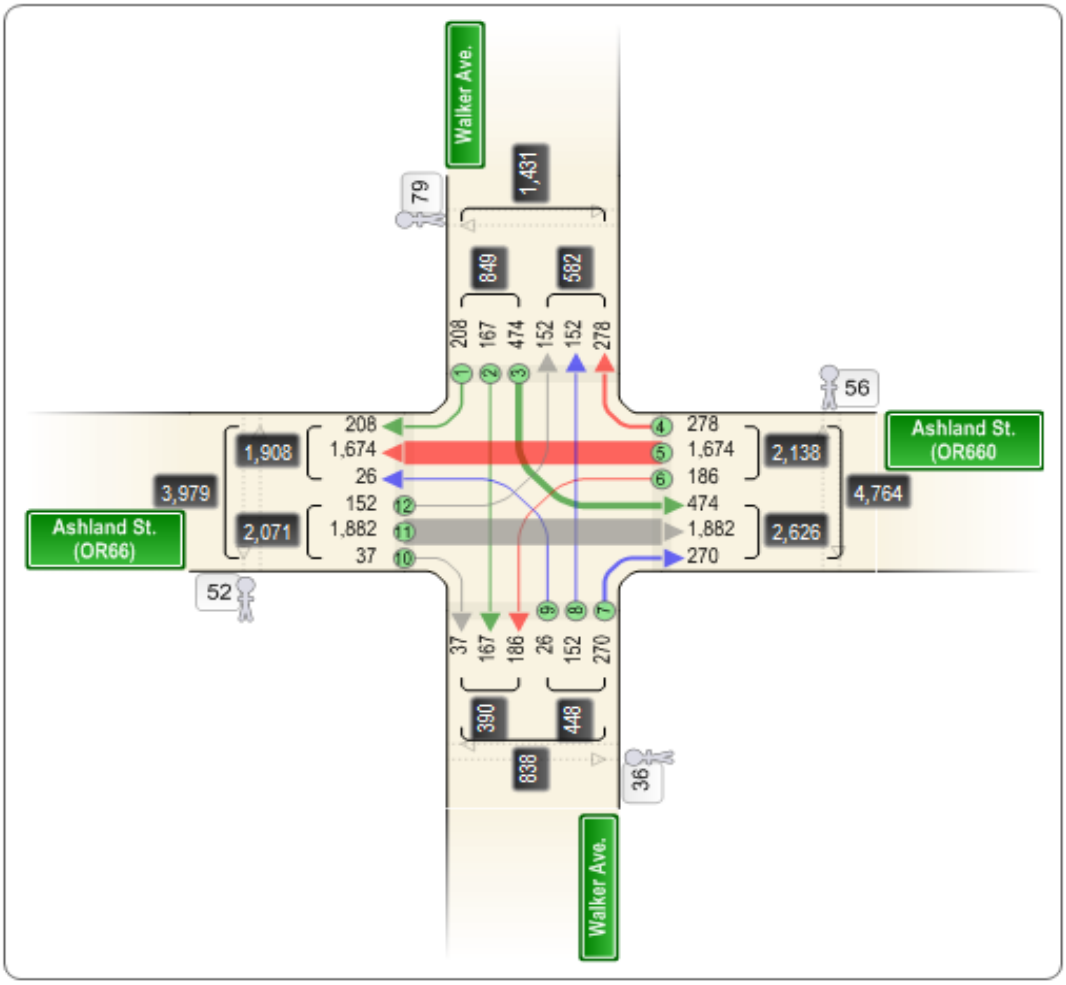
Source Description

Location Description: Ashland St.(OR66) @ Walker Ave.

4hr count 2-6P

32 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/6/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 15342009
Street Number: 3730
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

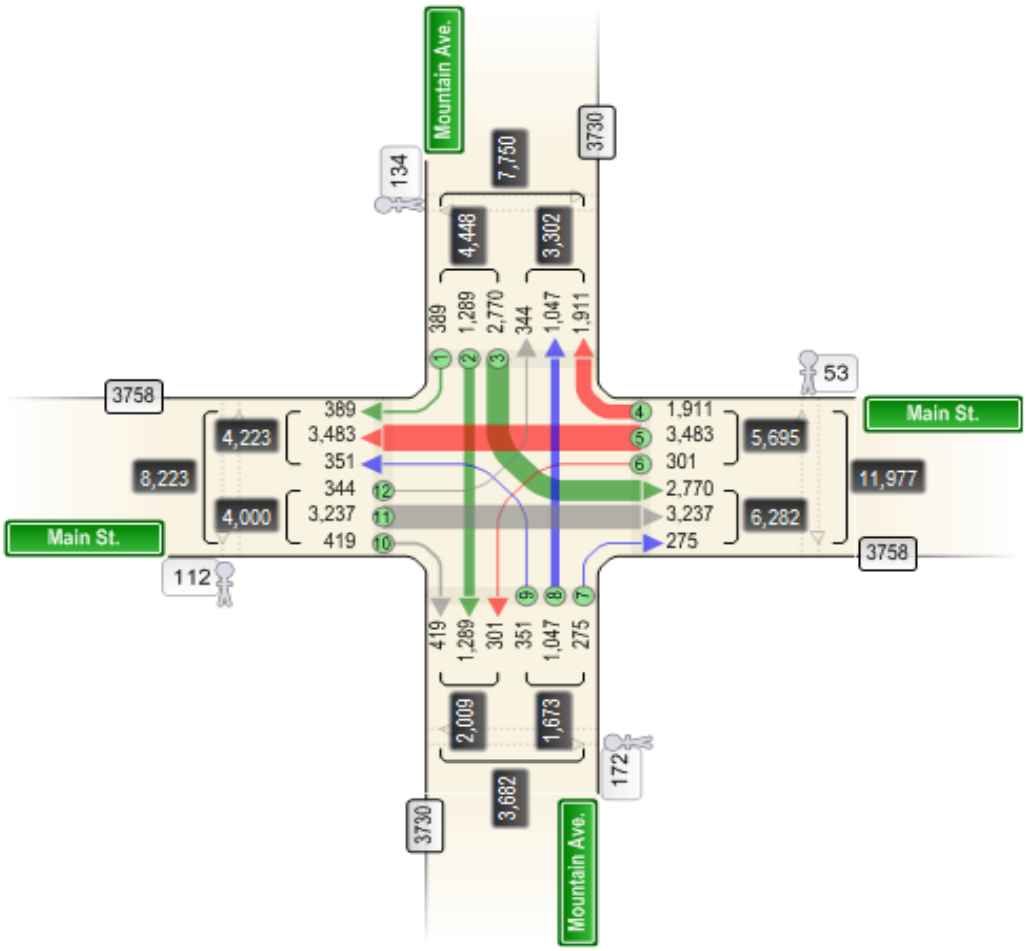
Source Description

Location Description: Mountain Ave. @ Main St.

Mountain Ave. 3730
Main St. 3758

131 bicylists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/21/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

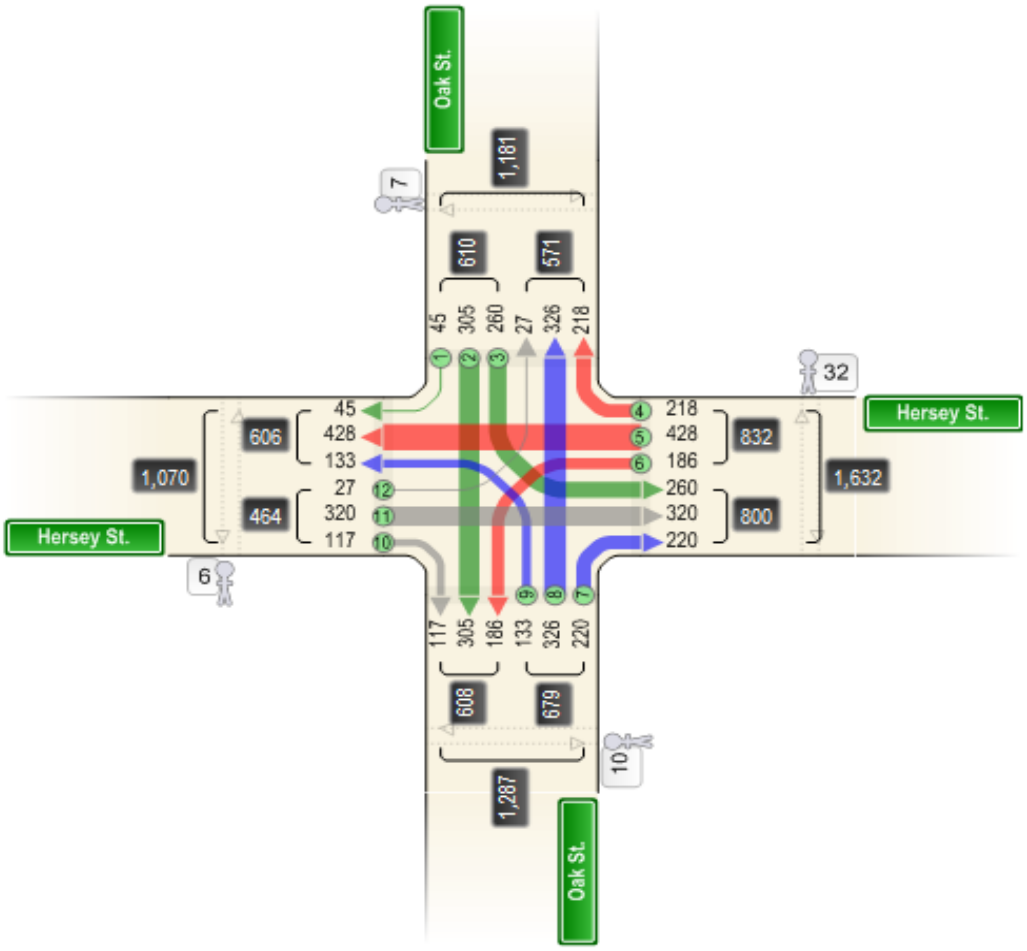
Site Number: 15352009
Street Number: 3810
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Oak St. & Hersey St.
Oak St. # 3810
Hersey St. # 3761

44 bicyclists with helmets

County: Jackson
City: Ashland



Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 10/6/2009
Hours: 2:00 PM-6:00 PM
Weather: Clear

Source

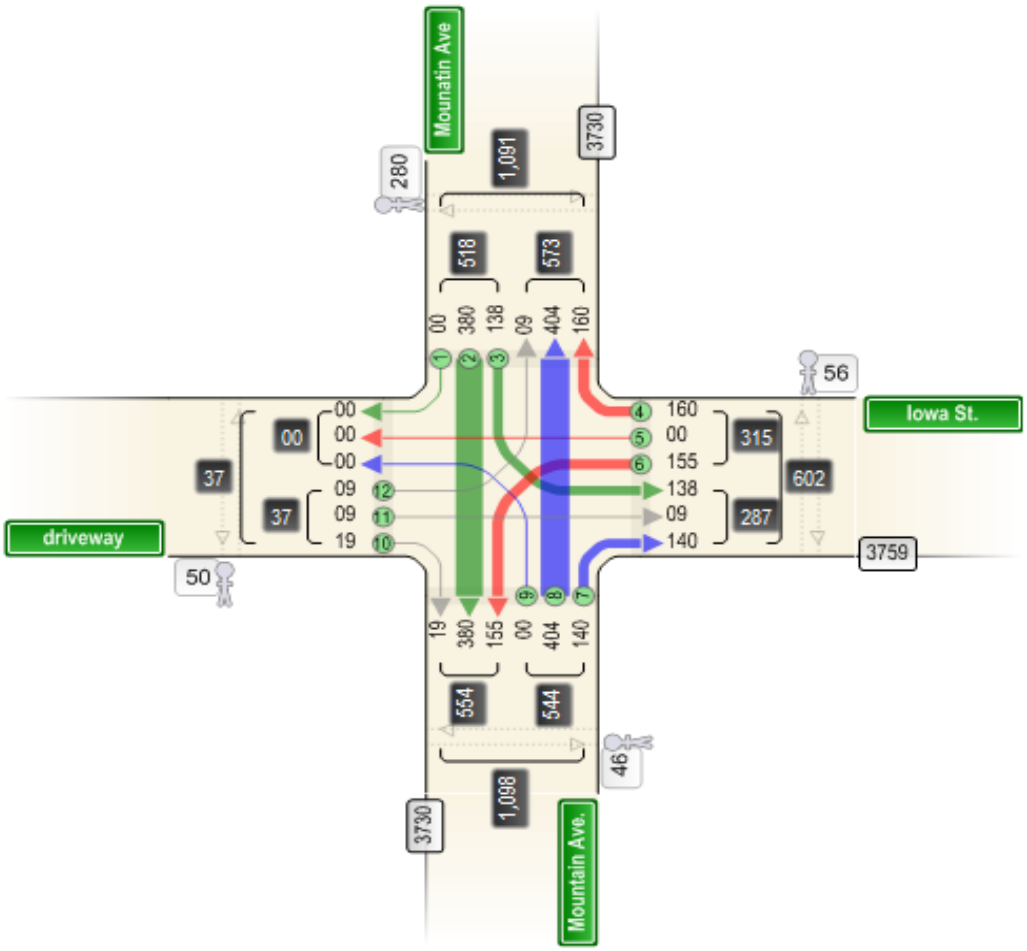
Site Number: 15362009
Street Number: 3730
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Mountain Ave. @ Iowa St. & driveway
4hr count 2-6PM
20 bicylists with helmets

Mountain Ave. 3730
Iowa St. 3739

County: Jackson
City: Ashland



Appendix B – Methodology Memorandum

Appendix B contains the Methodology Memorandum prepared in August 2010 to document the analysis methodology to be used for the Ashland TSP update.

DRAFT

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TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: August 18, 2010 Project #: 10633.0

To: Jim Olson, City of Ashland, Public Works
Peter Schuytema, TPAU
Eric Heesacker, Rouge Valley MPO/COG
John McDonald, ODO

From: Marc Butorac, P.E., PTOE, Susan Wright P.E., Erin Ferguson
Project: City of Ashland Transportation System Plan Update
Subject: Project Methodology & Key Assumptions

The purpose of this memorandum is to document the methodology and key assumptions to be used in preparation of the existing and future conditions analyses for the City of Ashland Transportation System Plan (TSP) Update. The methodologies included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) *Transportation System Plan Guidelines* (Reference 1) and the *Analysis Procedures Manual* (APM – Reference 2) as they relate to small urban areas.

STUDY INTERSECTIONS

Traffic counts were conducted at the study intersections in September and October of 2009 and consist of both 16-hour and 4-hour counts. All 16-hour counts used 15-minute intervals in the 6-9 a.m. and 2-6 p.m. periods. All 4-hour counts used 15-minute intervals in the 2-6 p.m. period. All intersection traffic counts include vehicular turning movements, pedestrian movements (with or without marked crosswalks), bikes, and wheeled pedestrians (wheelchairs, skateboards, etc). Additional pedestrian counts were conducted on OR99 between Palm and Garfield Streets and on OR99 between Morse and Mountain Avenues. Table 1 summarizes the traffic count information obtained for the TSP update.

Table 1 Traffic Counts Summary

Intersection	Count Date	Count Type	Intersection	Count Date	Count Type
ODOT Intersections					
OR99/ South Valley View Road	10/6/09	16-Hour	OR99/ Walker Street	10/5/09	4-Hour
OR99/ Maple Street	9/14/09	4-Hour	OR99/ Tollman Creek Road	9/16/09	16-Hour
OR99/ Hersey Street	9/14/09	4-Hour	OR99/ Mistletoe Road	9/23/09	4-Hour
OR99/ Helman Street	9/23/09	4-Hour	OR66/ Walker Street	10/5/09	4-Hour

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OR99 (northbound)/ Oak Street	9/21/09	4-Hour	OR66/ Tollman Creek Road	9/16/09	16-Hour
OR99 (southbound)/ Oak Street	10/7/09	4-Hour	OR66/ Washington Street	9/16/09	4-Hour
OR99 (northbound)/ Main Street	9/22/09	16-Hour	OR66/ I-5 Southbound Ramps	9/22/09	16-Hour
OR99 (southbound)/ Main Street	9/23/09	16-Hour	OR66/ I-5 Northbound Ramps	9/16/09	16-Hour
OR99/ Mountain Avenue	9/23/09	16-Hour	OR66/ Main Street	9/15/09	16-Hour
OR99/ Garfield Street	10/7/09	4-Hour	OR66/ Dead Indian Memorial	9/15/09	4-Hour
OR99/ OR66	9/22/09	16-Hour			
City Intersections					
Tollman Creek Road/ Mistletoe Road	9/15/09	4-Hour	Main Street/ Walker Avenue	10/7/09	16-Hour
Granite Street/ Winburn Way	9/21/09	4-Hour	Walker Street/ Iowa Street	10/5/09	4-Hour
Hersey Street/ Oak Street	9/21/09	4-Hour	Mountain Avenue/ Ashland Street	10/5/09	4-Hour
Nevada Street/ Oak Street	9/14/09	4-Hour	Mountain Avenue/ Iowa Street	10/6/09	4-Hour
Mountain Avenue/ Main Street	10/6/09	16-Hour	Mountain Avenue/ Hersey Street	10/6/09	4-Hour

Additional traffic volumes for the I-5 mainline were obtained from the 2009 ODOT *Transportation Volume Tables* (Reference 3), which provide the average annual daily traffic at select locations on the I-5 corridor.

PM Peak Hour Development

Traffic volumes were reviewed along OR66, OR99 and at for the entire combined study area to determine a one-hour peak period for the TSP intersection analysis. A consistent weekday p.m. peak hour was found to occur along OR66 between 3:45 and 4:45 p.m. and along OR99 between 3:15 and 4:15 p.m. The entire study area combined was also found to have a system peak hour occurs between 3:15 and 4:15 p.m. However, because the travel demand model that will be used to generate the future conditions analysis will produce traffic volumes representative of a 1-hour weekday p.m. peak that is assumed to occur between 4:00 and 6:00 p.m., a secondary system peak hour was identified for the City of Ashland that occurs within this time frame. As shown in Table 2, a secondary system peak hour occurs from 4:15 to 5:15 p.m. that is within 1.5% of the afternoon peak hour traffic volumes system wide. Traffic volumes from the 4:15 to 5:15 p.m. hour will be used for the existing conditions intersection analysis and used to post-process the future traffic volume projections from the travel demand model.

Table 2 Peak Hour Summary

OR 66			OR99			All Study Intersections		
1-Hour TEV	Time	% Dif from Peak	1-Hour TEV	Time	% Dif from Peak	1-Hour TEV	Time	% Dif from Peak
9333	3:00-4:00	-4.9%	14,820	3:00-4:00	-1.7%	32,336	3:00-4:00	-1.1%
9462	3:15-4:15	-3.6%	**15,070**	**3:15-4:15**	**0.0%**	**32,701**	**3:15-4:15**	**0.0%**
9604	3:30-4:30	-2.2%	14,909	3:30-4:30	-1.1%	32,666	3:30-4:30	-0.1%
9819	**3:45-4:45**	**0.0%**	14,691	3:45-4:45	-2.5%	32,577	3:45-4:45	-0.4%
9784	4:00-5:00	-0.4%	14,311	4:00-5:00	-5.0%	31,961	4:00-5:00	-2.3%
9812	**4:15-5:15**	**-0.1%**	**14,408**	**4:15-5:15**	**-4.4%**	**32,203**	**4:15-5:15**	**-1.5%**
9767	4:30-5:30	-0.5%	14,239	4:30-5:30	-5.5%	32,008	4:30-5:30	-2.1%
9448	4:45-5:45	-3.8%	13,953	4:45-5:45	-7.4%	31,317	4:45-5:45	-4.2%
9164	5:00-6:00	-6.7%	13,449	5:00-6:00	-10.8%	30,314	5:00-6:00	-7.3%

Intersection Operational Standards

ODOT Facilities

ODOT uses volume-to-capacity (V/C) ratio standards to assess intersections operations. Table 6 of the *Oregon Highway Plan* (OHP - Reference 4) and table 10-1 of the *Oregon Highway Design Manual* (HDM – Reference 5) provide maximum volume-to-capacity ratios for all signalized and unsignalized intersections outside the Metro area. The OHP ratios are used to evaluate existing and future no-build conditions, while the HDM ratios are used in the creation of future TSP alternatives which involve projects along state highways. The ODOT controlled intersections within the study area are located along OR99 and OR66, which are both designated as District Highways within a Metropolitan Planning Organization (MPO). However, OR99 is also designated as a Special Transportation Area (STA) between Maple Street and Oak Street and as an Urban Business Area (UBA) between Oak Street and Main Street.

Table 3 summarized the intersection performance standards for OR99 and OR66 per the OHP. *Attachment "A" includes the Highway Segment Designation Map for the City of Ashland.*

Table 3 Summary of ODOT Intersection Performance Standards

Intersection	Traffic Control	OHP Standard	HDM Standard	Intersection	Traffic Control	OHP Standard	HDM Standard
OR99/ South Valley View Road	Signal	V/C=0.90	V/C=0.85	OR99/ Mistletoe Road	TWSC	V/C=0.90	V/C=0.85
OR99/ Maple Street	Signal	V/C=0.95	V/C=0.95	OR66/ Tollman Creek Road	Signal	V/C=0.90	V/C=0.85
OR99/ Hersey Street	TWSC	V/C=0.95	V/C=0.95	OR66/ Washington Street	TWSC	V/C=0.90	V/C=0.85
OR99/ Helman Street	Signal	V/C=0.95	V/C=0.95	OR66/ I-5 SB Ramps	TWSC	V/C=0.90	V/C=0.85

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OR99 NB/ Oak Street	TWSC	V/C=0.95	V/C=0.95	OR66/ I-5 NB Ramps	TWSC	V/C=0.90	V/C=0.85
OR99 SB / Oak Street	TWSC	V/C=0.95	V/C=0.95	OR66/Oak Knoll/ Main Street	TWSC	V/C=0.90	V/C=0.85
OR99/ Tollman Creek Road	TWSC	V/C=0.90	V/C=0.85	OR66/ Dead Indian Memorial	TWSC	V/C=0.90	V/C=0.85

[1]TWSC: Two-way stop-controlled (unsignalized)

City of Ashland Facilities

The City of Ashland has not adopted level-of-service (LOS) or volume-to-capacity (V/C) ratio standards for signalized or unsignalized intersections but will likely establish standards as part of the TSP Update. Prior to developing intersection operation standards, City of Ashland intersections that do not meet the following operational thresholds will be identified:

- LOS "D" at signalized and all-way stop controlled intersections if the V/C ratio is not higher than 1.0 for the sum of critical movements.
- LOS "E" for the poorest operating approach at two-way stop intersections. Approaches operating at a LOS "F" where a traffic signal is not warranted will also be identified.

A summary of the operational thresholds that will be used to identify study intersections under city jurisdiction with operational issues is included in Table 4.

Table 4 Operational Thresholds for City Intersections

Intersection	Traffic Control[1]	Threshold for Identification	Intersection	Traffic Control[1]	Threshold for Identification
Tollman Creek Road/ Mistletoe Road	TWSC	LOS "E"	Main Street/ Walker Avenue	TWSC	LOS "E"
Nutley Street/ Granite Street	TWSC	LOS "E"	Walker Street/ Iowa Street	AWSC	LOS "D"
Hersey Street/ Oak Street	AWSC	LOS "D"	Mountain Avenue/ Ashland Street	TWSC	LOS "E"
Nevada Street/ Oak Street	TWSC	LOS "E"	Mountain Avenue/ Iowa Street	TWSC	LOS "E"
Mountain Avenue/ Main Street	Signal	LOS "D"	Mountain Avenue/ Hersey Street	AWSC	LOS "D"
OR99 NB/ Main Street	Signal	LOS "D"	OR99/ OR66	Signal	LOS "D"
OR99 SB/ Main Street	N/A	LOS "E"	OR99/ Walker Street	Signal	LOS "D"
OR99/ Mountain Avenue	Signal	LOS "D"	OR66/ Walker Street	Signal	LOS "D"
OR99/ Garfield Street	TWSC	LOS "E"			

[1]TWSC: Two-way stop-controlled (unsignalized); AWSC: All-way stop-controlled (unsignalized)

Seasonal Adjustment Factor

30th Hour Volumes (30 HV) for Ashland were calculated based on the traffic counts collected in September and October of 2009 and the application a seasonal adjustment factor. The APM identifies three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATR) located in select locations throughout the State Highway System that collect traffic data 24-hours a day/365 days a year. Each method was evaluated to determine the most appropriate method for the study area. Based on the evaluations and direction provided by TPAU the ATR Characteristics Table Method was used to develop 30 HV volumes for OR 99 and the Seasonal Trend Table method, utilizing and average of summer and commuter trends, was used to develop 30 HV for all other study intersections. The results of the evaluations are summarized below.

On-Site ATR Method

The On-Site ATR Method requires that the ATR be located within or near the project area. If the ATR is located outside the project area, there should be no major intersections between the ATR and the project area and the Average Annual Daily Traffic (AADT) collected by the ATR must be within 10 percent of the AADT near the project area. *Information on AADT for highway segments throughout Oregon can be found in ODOT's Transportation Volume Tables.*

There are currently no ATRs located within the project area that meet all of the requirements for the On-Site ATR Method. The closest ATR (ATR #15-014) is located along OR 99 approximately one-mile north of the OR99/Valley View Road intersection in Talent, Oregon. The OR99/Valley View Road intersection carries a substantial volume of traffic to/from I-5, so much so that the AADT at the ATR is approximately half of the AADT south of the intersection and into the City.

ATR Characteristic Table Method

The Characteristic Table Method requires that the ATR be located on a facility that shares similar characteristics with the facility to be adjusted, such as seasonal traffic trends, area type, and number of lanes. The Characteristic Table Method also requires that the AADT collected by the ATR must be within 10 percent of the AADT near the project area.

The ATR selected for this analysis (ATR #24-005) is located along the North Santiam Highway #162 (OR 22), 1.08 miles east of the Shaw Highway Interchange and east of Salem. OR22 is both a State Highway and a commuter facility located on an urban fringe with a weekday traffic trend, similar to OR99. The ATR was installed in January 2001 and has traffic count data for the last eight years. Based on historical traffic data provided by the ATR, the Peak Month generally occurs in August. Table 5 summarizes the average weekday traffic percent of average daily traffic (ADT) for the past five years.

Table 5 Seasonal Adjustment Factor (ATR #24-005)

Year	2005	2006	2007	2008	2009
Peak Month (August)	116%	114%	116%	117%	116%
Count Month (September)	107%	107%	109%	108%	106%
Count Month (October)	102%	104%	102%	104%	101%

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data in Table 7, average monthly factors were determined as follows:

- Peak month average (August): (116% + 116% + 116%) / 3 = 116.00%
- Count month average (September): (107% + 107% + 108%) / 3 = 107.33%
- Count month average (October): (102% + 102% + 104%) / 3 = 102.67%

Therefore, the traffic counts conducted in September 2009 at the OR 99 study intersections were adjusted by a factor of 1.08 (116.00/107.33), while the traffic counts conducted in October 2009 were adjusted be a factor of 1.13 (116.00/102.67).

Seasonal Trend Method

The Seasonal Trend Method uses average values from the ODOT ATR Characteristic Table for each seasonal traffic trend. For Ashland, an average of the Summer and Commuter seasonal traffic trend values were used to derive 30 HV volumes. Table 6 summarizes the average values for both seasonal traffic trends during the count months (September and October) and the peak period as provided in the ODOT Seasonal Trend Table.

Table 6 Seasonal Trend Table

Trend	1-Sept	15-Sept	1-Oct	15-OCt	Sept Average	Oct Average	ODOT Peak Period Seasonal Factor
Summer	0.88	0.91	0.95	0.99	0.89	0.97	0.83
Commuter	0.91	.093	0.93	0.94	0.92	0.93	0.90
				Average Seasonal Trend	***0.91***	***0.95***	***0.87***

Based on the data in Table 6, the traffic counts conducted in September 2009 at all other study intersections were adjusted by a factor of 1.05 (0.91/0.87), while the traffic counts conducted in October 2009 were adjusted by a factor of 1.09 (0.95/0.87).

ANALYSIS MODEL PARAMETERS

The bullets below identify the specific sources of data and methodologies we propose to utilize. Analyses of all state facilities will be conducted according to the APM, unless otherwise agreed upon by both ODOT's Transportation Planning and Analysis Unit (TPAU) and the consultant team.

1. *Intersection/Roadway Geometry* (lane numbers and arrangements, cross-section elements, signal phasing, etc.) will be verified for consistency with previous work efforts, reviewed through aerial photography, and confirmed through a site visit. Available as-built data may also be used to verify existing roadway geometry. The analysis models will be built on scaled roadway line work from GIS or aerial photography.

2. *Operational Data* (such as posted speeds, intersection control, parking, transit stops, rail crossings, right-turn on red, etc.) will be verified. Data will be reviewed during a site visit and supplemented by available GIS data, traffic count DVDs, aerials, photos, and the ODOT Video Log.

3. *Peak Hour Factors* (PHF) will be calculated for each intersection and applied to the existing conditions analyses. PHFs of 0.95 will be used for the year 2034 analysis for high-order facilities (arterials), with 0.90 applied to medium-order facilities (collectors) and 0.85 applied to local roads. If the existing PHF is greater than these default future values, the existing PHF will be applied.

4. *Traffic Volume* development is described above and resulted in the September and October counts being adjusted by 13 and 12 percent.

5. *Signal Timing Data* will be requested from the City of Ashland and ODOT for use in the existing conditions analysis. Signal parameters such as Flash Don't Walk, Walk, and Minimum Times will be retained in the forecast analysis with the signal splits optimized to better serve the future traffic volume patterns. Optimized signal cycle lengths may range between 60 and 120 seconds.

6. Traffic Operations

   a. The 2000 Highway Capacity Manual (HCM) methodology shall be used for intersection analyses of the design hour conditions. The existing and future no-build analysis will utilize Synchro software using HCM reports for signalized and stop-controlled intersections. Roundabouts will be analyzed using ODOT's methodology for roundabout operations and will be compared to the results yielded from the findings from the NCHRP 3-65 report. Level-of-service, delay, and volume-to-capacity ratios will be reported at each of the study intersections regardless of roadway jurisdiction.

   b. Queuing analysis methodology will be based on Synchro 95th percentile queue lengths. Microsimulation is not proposed as part of the long-range planning effort.

Traffic Analysis Software and Input Assumptions

Synchro software, Version 7 will be used for the intersection analysis. The reported results will be the level of service, intersection delay, and v/c ratios generated by the HCM report. Analysis assumptions are listed in Table 10.

Table 7 Synchro Operations Parameters/Assumptions

Arterial Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts, as available[1]
Area Type	Other
Ideal Saturation Flow Rate (for all movements)	1,750 passenger cars per hour green per lane
Lane Width	12 feet unless field observations suggest otherwise
Percent Heavy Vehicles	From traffic counts by movement, as available
Percent Grade	Estimated based on field observations
Parking Maneuvers per Hour	Estimated based on field observations
Bus Blockages	None
Intersection signal phasing and coordination	From ODOT/City
Intersection signal timing optimization limits	Maximum cycle length = 120 seconds
Minimum Green time	From timing plans
Yellow and all-red time	From timing plans
95th percentile vehicle queues	Synchro HCM summary output

Crash Analyses

The most recent ten years of crash data will be reviewed at the study intersections, as available and where reflective of the current configuration. The data will be analyzed for type, severity and location to identify potential crash patterns. In addition, ODOT's top 10% ODOT Safety Priority System sites will be reviewed, as appropriate.

FORECAST YEAR VOLUME DEVELOPMENT

The Rogue Valley Metropolitan Planning Organizations traffic model RVMPO2 identifies forecast conditions throughout the MPO boundary that comprise the Cities of Ashland and Medford and will be used for the Ashland TSP Update. RVMPO staff will also generate base year EMME/2 volumes for the study area to be used as a basis of comparison between existing and forecast conditions. As part of this process documentation of the planned system improvements, citywide mode splits, and land use assumptions will be obtained by Transportation Analysis Zone (TAZ). This documentation will be reviewed and included as a technical appendix to the analysis work.

NCHRP 255 Methodology

Forecast intersection turning movement volumes will be on the procedures outlined in National Cooperative Highway Research Program (NCHRP) Report 255. This procedure accounts for a combination of the 30th highest hour volumes measured at the intersections, and base and future

[1] Historical counts may not include pedestrian and bicycle data.

year model forecasts from the EMME/2 model. The general methodology to develop the volumes is outlined below.

- The Year 2010 30th highest hour design volumes are used to represent the base volumes. These volumes will directly correlate to base year model volumes.
- The percentage change in the model's base and horizon year traffic volume for each movement is calculated and applied to the 2010 30th highest hour design volumes. Each table reports the existing model and future model volumes, in addition to the percentage change as applied.
- The numerical change (delta) in the model's traffic volumes is also calculated and applied to the 2010 30th highest hour design volumes.
- The results obtained from the percentage and numerical change calculations are averaged to obtain the design hour year 2034 analysis traffic volumes.

Post processing of the traffic volumes will occur on a link basis first. Once the volumes are adjusted, the link volumes will be converted into turn movements at the intersections. This process will be applied to all of the study intersections that exist in the base year model, as available. The reasonableness of the averaging method will be reviewed at each location, especially in instances in which the numerical and percentage change yield significantly different results (which can often occur on very low volume movements in the base model that increase significantly in 2034) or when the existing model differs significantly from the existing turning movement counts. On these occasions, the available data and travel forecasts will be reviewed to determine the appropriate year 2034 analysis volumes. The resulting unbalanced year 2034 volumes will be rounded and balanced, as appropriate, for use in the forecast conditions assessment.

The intersection performance of the 30 study area intersections will be evaluated for both year 2034 No Build and Build conditions. Additional model runs and volume derivations may be required based on the recommended Build conditions.

NEXT STEPS

We would like to request concurrence from TPAU, ODOT Region 4, RVMPO, and City staff on the methodology and key assumptions outlined in this memorandum prior to the preparation of the existing and future conditions analyses.

We trust this memorandum provides adequate documentation of the existing and future conditions methodology. If you have any questions or suggestions, please call us at (503) 228-5230.

REFERENCES

1. Oregon Department of Transportation. *Transportation System Plan Guidelines, 2008.*
2. Oregon Department of Transportation. *Analysis Procedures Manual, 2006.*
3. Oregon Department of Transportation. *Transportation Volume Tables, 2009.*
4. Oregon Department of Transportation. *Oregon Highway Plan, 1999*
5. Oregon Department of Transportation. *Highway Design Manual, 2003*.

ATTACHMENTS

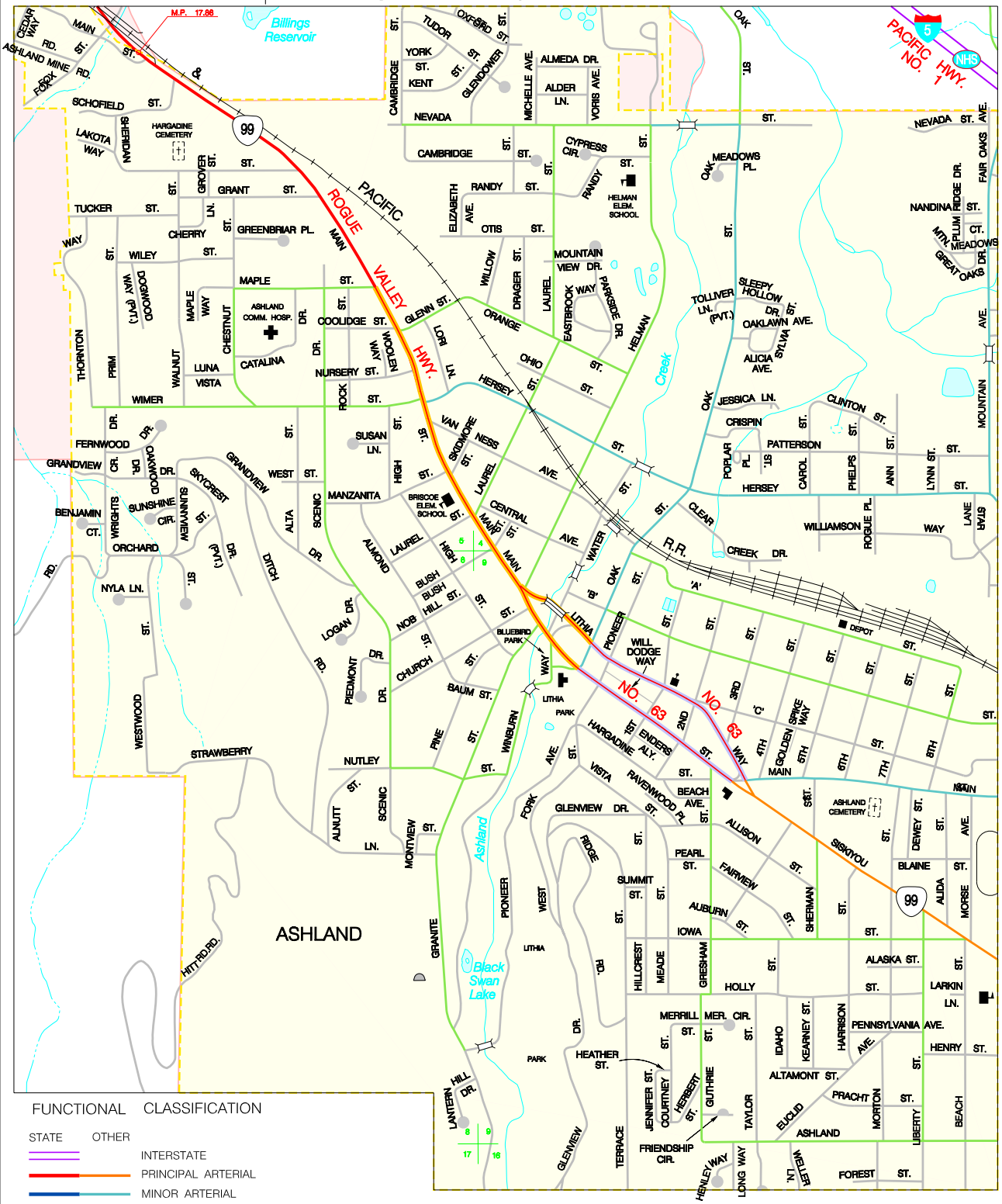
A. Highway Segment Designation Map

HWY. SEGMENT DESIGNATION
ASHLAND, OREGON

SCALE

500 0 500 1000 FEET

Adopted January 20, 2005



FUNCTIONAL CLASSIFICATION

STATE OTHER

- INTERSTATE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- URBAN COLLECTOR / RURAL MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROAD

- STA
- UBA

PREPARED BY:
OREGON DEPARTMENT OF TRANSPORTATION
TDD - GIS UNIT

SPECIAL PROJECT #1567

Appendix C – Traffic Operations Analysis Worksheets

Appendix C contains the existing conditions traffic operations analysis worksheets and output from the Synchro study intersections analyses.

DRAFT

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	357	584	539	447	62
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	150			100	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor				0.97		
Frt				0.850	0.984	
Flt Protected	0.950				0.958	
Satd. Flow (prot)	1409	3023	3167	1390	1608	0
Flt Permitted	0.950				0.958	
Satd. Flow (perm)	1409	3023	3167	1347	1608	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				405	6	
Link Speed (mph)		55	45		35	
Link Distance (ft)		1328	1103		739	
Travel Time (s)		16.5	16.7		14.4	
Confl. Peds. (#/hr)				5		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	18%	10%	5%	7%	1%	14%
Adj. Flow (vph)	69	410	671	620	514	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	410	671	620	585	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15			15	15	15
Number of Detectors	2	2	2	1	2	
Detector Template	Left			Right	Left	
Leading Detector (ft)	78	453	323	143	78	
Trailing Detector (ft)	72	222	157	137	72	
Detector 1 Position(ft)	2	222	157	137	2	
Detector 1 Size(ft)	6	6	6	6	6	
Detector 1 Type	Call	Extend	Extend	Extend	Call	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	447	317		72	
Detector 2 Size(ft)	6	6	6		6	
Detector 2 Type	Extend	Extend	Extend		Extend	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	
Turn Type	Prot			Perm		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	1	6	2		8	
Permitted Phases				2		
Detector Phase	1	6	2	2	8	
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	
Minimum Split (s)	7.0	15.0	33.0	33.0	32.0	
Total Split (s)	29.0	50.0	50.0	50.0	44.0	0.0
Total Split (%)	23.6%	40.7%	40.7%	40.7%	35.8%	0.0%
Maximum Green (s)	25.0	45.0	45.0	45.0	40.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	4.0	
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.5	5.2	5.2	5.2	3.5	
Minimum Gap (s)	1.0	3.2	3.2	3.2	3.5	
Time Before Reduce (s)	10.0	10.0	10.0	10.0	0.0	
Time To Reduce (s)	5.0	20.0	20.0	20.0	0.0	
Recall Mode	None	Min	Min	Min	None	
Walk Time (s)			7.0	7.0	7.0	
Flash Dont Walk (s)			21.0	21.0	21.0	
Pedestrian Calls (#/hr)			0	0	0	
Act Effct Green (s)	8.8	45.3	34.6	34.6	41.1	
Actuated g/C Ratio	0.09	0.47	0.36	0.36	0.43	
v/c Ratio	0.53	0.29	0.59	0.83	0.84	
Control Delay	59.6	14.8	27.1	20.4	41.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.6	14.8	27.1	20.4	41.0	
LOS	E	B	C	C	D	
Approach Delay		21.2	23.9		41.0	
Approach LOS		C	C		D	

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 95.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 27.6 — Intersection LOS: C
Intersection Capacity Utilization 63.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: OR-99 & South Valley View Rd

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	357	584	539	447	62
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	5.0	5.0	5.0	4.0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.98	
Flt Protected	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (prot)	1409	3023	3167	1351	1607	
Flt Permitted	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (perm)	1409	3023	3167	1351	1607	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	69	410	671	620	514	71
RTOR Reduction (vph)	0	0	0	259	3	0
Lane Group Flow (vph)	69	410	671	361	582	0
Confl. Peds. (#/hr)				5		
Heavy Vehicles (%)	18%	10%	5%	7%	1%	14%
Turn Type	Prot			Perm		
Protected Phases	1	6	2		8	
Permitted Phases				2		
Actuated Green, G (s)	7.6	46.2	34.6	34.6	41.1	
Effective Green, g (s)	7.6	46.2	34.6	34.6	41.1	
Actuated g/C Ratio	0.08	0.48	0.36	0.36	0.43	
Clearance Time (s)	4.0	5.0	5.0	5.0	4.0	
Vehicle Extension (s)	2.5	5.2	5.2	5.2	3.5	
Lane Grp Cap (vph)	111	1450	1138	485	686	
v/s Ratio Prot	c0.05	0.14	0.21		c0.36	
v/s Ratio Perm				c0.27		
v/c Ratio	0.62	0.28	0.59	0.74	0.85	
Uniform Delay, d1	43.0	15.1	25.1	27.0	24.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.0	0.2	1.3	7.4	9.8	
Delay (s)	52.0	15.3	26.4	34.4	34.6	
Level of Service	D	B	C	C	C	
Approach Delay (s)		20.6	30.2		34.6	
Approach LOS		C	C		C	

Intersection Summary			
HCM Average Control Delay	29.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	96.3	Sum of lost time (s)	13.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

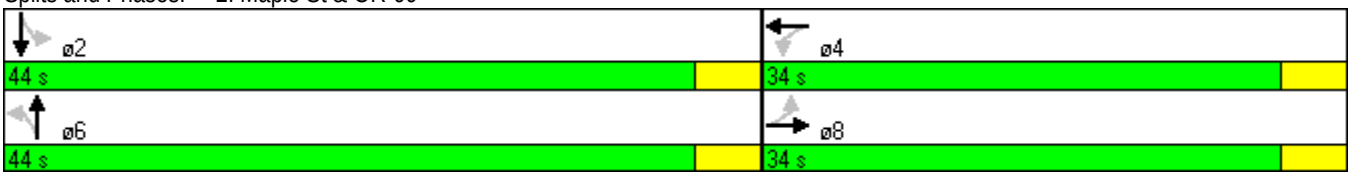
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	103	1	78	5	1	7	49	819	7	1	752	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	160		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00	1.00		1.00	1.00	
Frt		0.942			0.928			0.999			0.995	
Flt Protected		0.972			0.980		0.950			0.950		
Satd. Flow (prot)	0	1568	0	0	1492	0	1662	3256	0	1662	3274	0
Flt Permitted		0.816			0.881		0.295			0.273		
Satd. Flow (perm)	0	1316	0	0	1341	0	516	3256	0	478	3274	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			8			2			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		231			234			1145			889	
Travel Time (s)		6.3			6.4			31.2			24.2	
Confl. Peds. (#/hr)							3		1	1		3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	100%	0%	0%	100%	0%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	116	1	88	6	1	8	55	920	8	1	845	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	15	0	55	928	0	1	876	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Number of Detectors	1	1		1	1		2	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	18		20	18		78	143		20	143	
Trailing Detector (ft)	0	2		0	2		72	137		0	137	
Detector 1 Position(ft)	0	2		0	2		2	137		0	137	
Detector 1 Size(ft)	20	16		20	16		6	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Call	Extend		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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(ft)							72					
Detector 2 Size(ft)							6					
Detector 2 Type							Extend					
Detector 2 Channel												
Detector 2 Extend (s)							0.0					
Turn Type	Perm			Perm			Perm			Perm		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		21.0	21.0		25.0	25.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	44.0	44.0	0.0	44.0	44.0	0.0
Total Split (%)	43.6%	43.6%	0.0%	43.6%	43.6%	0.0%	56.4%	56.4%	0.0%	56.4%	56.4%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		6.9	6.9		6.9	6.9	
Minimum Gap (s)	1.0	1.0		1.0	1.0		4.9	4.9		4.9	4.9	
Time Before Reduce (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		10.0	10.0		14.0	14.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		10.3			10.3		25.2	25.2		25.2	25.2	
Actuated g/C Ratio		0.24			0.24		0.58	0.58		0.58	0.58	
v/c Ratio		0.58			0.05		0.19	0.49		0.00	0.46	
Control Delay		17.7			10.2		7.6	7.3		5.0	7.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		17.7			10.2		7.6	7.3		5.0	7.0	
LOS		B			B		A	A		A	A	
Approach Delay		17.7			10.2			7.3			7.0	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 43.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 8.2 — Intersection LOS: A
Intersection Capacity Utilization 60.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Maple St & OR-99



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	103	1	78	5	1	7	49	819	7	1	752	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.93		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1569			1493		1661	3256		1662	3273	
Flt Permitted		0.82			0.88		0.29	1.00		0.27	1.00	
Satd. Flow (perm)		1317			1341		515	3256		478	3273	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	116	1	88	6	1	8	55	920	8	1	845	31
RTOR Reduction (vph)	0	43	0	0	6	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	162	0	0	9	0	55	927	0	1	873	0
Confl. Peds. (#/hr)							3		1	1		3
Heavy Vehicles (%)	3%	100%	0%	0%	100%	0%	0%	2%	0%	0%	1%	0%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		10.3			10.3		25.2	25.2		25.2	25.2	
Effective Green, g (s)		10.3			10.3		25.2	25.2		25.2	25.2	
Actuated g/C Ratio		0.24			0.24		0.58	0.58		0.58	0.58	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.5		6.9	6.9		6.9	6.9	
Lane Grp Cap (vph)		312			318		298	1886		277	1896	
v/s Ratio Prot								c0.28			0.27	
v/s Ratio Perm		c0.12			0.01		0.11			0.00		
v/c Ratio		0.52			0.03		0.18	0.49		0.00	0.46	
Uniform Delay, d1		14.4			12.8		4.3	5.4		3.9	5.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.2			0.0		1.0	0.7		0.0	0.6	
Delay (s)		15.6			12.8		5.4	6.1		3.9	5.9	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		15.6			12.8			6.0			5.9	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	7.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	43.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	11	51	4	4	85	53	773	9	72	740	19
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.900			0.877			0.998			0.997	
Flt Protected		0.995			0.998			0.997			0.996	
Satd. Flow (prot)	0	1542	0	0	1518	0	0	3241	0	0	3273	0
Flt Permitted		0.995			0.998			0.997			0.996	
Satd. Flow (perm)	0	1542	0	0	1518	0	0	3241	0	0	3273	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		287			248			1939			1145	
Travel Time (s)		7.8			6.8			52.9			31.2	
Confl. Peds. (#/hr)			1	1			9		9	9		9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	10%	0%	0%	0%	1%	2%	2%	11%	0%	1%	0%
Adj. Flow (vph)	8	13	59	5	5	98	61	889	10	83	851	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	108	0	0	960	0	0	956	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)		0			0			12			12	
Link Offset(ft)		-30			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	11	51	4	4	85	53	773	9	72	740	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	8	13	59	5	5	98	61	889	10	83	851	22
Pedestrians		9			9			1				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											1145	
pX, platoon unblocked												
vC, conflicting volume	1702	2066	446	1681	2071	458	881			908		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1702	2066	446	1681	2071	458	881			908		
tC, single (s)	7.5	6.7	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	68	90	87	90	82	92			89		
cM capacity (veh/h)	39	39	560	36	44	548	757			752		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	79	107	505	455	508	447
Volume Left	8	5	61	0	83	0
Volume Right	59	98	0	10	0	22
cSH	125	261	757	1700	752	1700
Volume to Capacity	0.63	0.41	0.08	0.27	0.11	0.26
Queue Length 95th (ft)	82	47	7	0	9	0
Control Delay (s)	73.6	28.1	2.2	0.0	3.0	0.0
Lane LOS	F	D	A		A	
Approach Delay (s)	73.6	28.1	1.2		1.6	
Approach LOS	F	D				

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

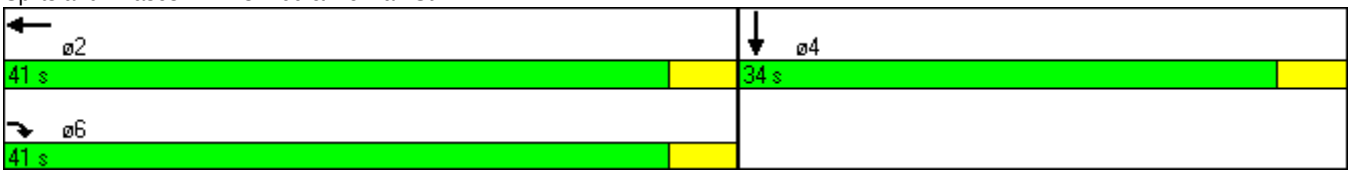
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	747	0	788	60	0	0	0	0	54	9
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.98						0.99	
Frt			0.850		0.989						0.982	
Flt Protected												
Satd. Flow (prot)	0	0	2567	0	3234	0	0	0	0	0	1701	0
Flt Permitted												
Satd. Flow (perm)	0	0	2567	0	3234	0	0	0	0	0	1701	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			1109		15						9	
Link Speed (mph)		25			20			20			25	
Link Distance (ft)		1939			136			128			618	
Travel Time (s)		52.9			4.6			4.4			16.9	
Confl. Peds. (#/hr)	84					84	57		9	9		57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	786	0	829	63	0	0	0	0	57	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	786	0	892	0	0	0	0	0	66	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1		1						1	
Detector Template												
Leading Detector (ft)			143		143						18	
Trailing Detector (ft)			137		137						2	
Detector 1 Position(ft)			137		137						2	
Detector 1 Size(ft)			6		6						16	
Detector 1 Type			Extend		Extend						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0						0.0	
Detector 1 Queue (s)			0.0		0.0						0.0	
Detector 1 Delay (s)			0.0		0.0						0.0	
Turn Type			custom									
Protected Phases			6		2						4	
Permitted Phases												
Detector Phase			6		2						4	
Switch Phase												
Minimum Initial (s)			3.0		10.0						3.0	
Minimum Split (s)			23.0		20.0						24.0	
Total Split (s)	0.0	0.0	41.0	0.0	41.0	0.0	0.0	0.0	0.0	0.0	34.0	0.0
Total Split (%)	0.0%	0.0%	54.7%	0.0%	54.7%	0.0%	0.0%	0.0%	0.0%	0.0%	45.3%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)			37.0		37.0						30.0	
Yellow Time (s)			4.0		4.0						4.0	
All-Red Time (s)			0.0		0.0						0.0	
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			0.2		6.0						2.5	
Minimum Gap (s)			0.2		4.0						1.0	
Time Before Reduce (s)			0.0		10.0						10.0	
Time To Reduce (s)			0.0		10.0						5.0	
Recall Mode			C-Max		C-Max						Ped	
Walk Time (s)			10.0		5.0						5.0	
Flash Dont Walk (s)			9.0		11.0						15.0	
Pedestrian Calls (#/hr)			0		0						0	
Act Effct Green (s)			47.0		47.0						20.0	
Actuated g/C Ratio			0.63		0.63						0.27	
v/c Ratio			0.39		0.44						0.14	
Control Delay			0.6		7.9						19.7	
Queue Delay			0.0		0.0						0.0	
Total Delay			0.6		7.9						19.7	
LOS			A		A						B	
Approach Delay					7.9						19.7	
Approach LOS					A						B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBR, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 51.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: OR-99 & Helman St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	747	0	788	60	0	0	0	0	54	9
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)			4.0		4.0						4.0	
Lane Util. Factor			0.88		0.95						1.00	
Frpb, ped/bikes			1.00		0.98						0.99	
Flpb, ped/bikes			1.00		1.00						1.00	
Frt			0.85		0.99						0.98	
Flt Protected			1.00		1.00						1.00	
Satd. Flow (prot)			2567		3236						1700	
Flt Permitted			1.00		1.00						1.00	
Satd. Flow (perm)			2567		3236						1700	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	786	0	829	63	0	0	0	0	57	9
RTOR Reduction (vph)	0	0	293	0	6	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	493	0	886	0	0	0	0	0	59	0
Confl. Peds. (#/hr)	84					84	57		9	9		57
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%
Turn Type			custom									
Protected Phases			6		2						4	
Permitted Phases												
Actuated Green, G (s)			47.0		47.0						20.0	
Effective Green, g (s)			47.0		47.0						20.0	
Actuated g/C Ratio			0.63		0.63						0.27	
Clearance Time (s)			4.0		4.0						4.0	
Vehicle Extension (s)			0.2		6.0						2.5	
Lane Grp Cap (vph)			1609		2028						453	
v/s Ratio Prot			0.19		c0.27						c0.03	
v/s Ratio Perm												
v/c Ratio			0.31		0.44						0.13	
Uniform Delay, d1			6.5		7.2						20.9	
Progression Factor			1.00		1.00						1.00	
Incremental Delay, d2			0.5		0.7						0.1	
Delay (s)			7.0		7.9						21.0	
Level of Service			A		A						C	
Approach Delay (s)		7.0			7.9			0.0			21.0	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	894	0	0	0	0	0	74	105	119	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.999								0.950		
Satd. Flow (prot)	0	3258	0	0	0	0	0	1750	1488	1646	0	0
Flt Permitted		0.999								0.950		
Satd. Flow (perm)	0	3258	0	0	0	0	0	1750	1488	1646	0	0
Link Speed (mph)		20			20			25			25	
Link Distance (ft)		555			1657			310			266	
Travel Time (s)		18.9			56.5			8.5			7.3	
Confl. Peds. (#/hr)	88		48	48		88	83		50	50		83
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	21	922	0	0	0	0	0	76	108	123	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	943	0	0	0	0	0	76	108	123	0	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	894	0	0	0	0	0	74	105	119	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	922	0	0	0	0	0	76	108	123	0	0
Pedestrians		83			50			48			88	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		7			0			4			7	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		872										
pX, platoon unblocked												
vC, conflicting volume	88			970			1094	1099	559	678	1099	171
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	88			970			1094	1099	559	678	1099	171
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	59	76	18	100	100
cM capacity (veh/h)	1409			690			138	188	459	150	188	733

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	328	614	76	108	123
Volume Left	21	0	0	0	123
Volume Right	0	0	0	108	0
cSH	1409	1700	188	459	150
Volume to Capacity	0.01	0.36	0.41	0.24	0.82
Queue Length 95th (ft)	1	0	45	23	132
Control Delay (s)	0.6	0.0	36.7	15.3	90.5
Lane LOS	A		E	C	F
Approach Delay (s)	0.2		24.1		90.5
Approach LOS			C		F

Intersection Summary			
Average Delay	12.6		
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	189	796
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	0	1630	3260
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	0	1630	3260
Link Speed (mph)	25		20			20
Link Distance (ft)	133		236			1657
Travel Time (s)	3.6		8.0			56.5
Confl. Peds. (#/hr)	27			91	91	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	0	0	0	0	195	821
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	195	821
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15		15	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 212.4%		ICU Level of Service H	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	189	796
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	0	0	195	821
Pedestrians	91		27			
Lane Width (ft)	0.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	918	91			91	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	918	91			91	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			87	
cM capacity (veh/h)	239	955			1502	

Direction, Lane #	SB 1	SB 2	SB 3
Volume Total	195	410	410
Volume Left	195	0	0
Volume Right	0	0	0
cSH	1502	1700	1700
Volume to Capacity	0.13	0.24	0.24
Queue Length 95th (ft)	11	0	0
Control Delay (s)	7.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	1.5		
Approach LOS			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	212.4%	ICU Level of Service	H
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	653	37	81	702	60	119	19	98	57	34	44
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	75		0	120		0	0		50	100		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		0.96	1.00			0.99				
Frt		0.992			0.988			0.944				0.850
Flt Protected	0.950			0.950				0.976			0.970	
Satd. Flow (prot)	1662	3245	0	1662	3246	0	0	1604	0	0	1677	1488
Flt Permitted	0.950			0.950				0.976			0.636	
Satd. Flow (perm)	1655	3245	0	1597	3246	0	0	1604	0	0	1099	1488
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			9			40				48
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		3150			983			1339			456	
Travel Time (s)		85.9			26.8			36.5			12.4	
Confl. Peds. (#/hr)	6		40	40		6			1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	37	710	40	88	763	65	129	21	107	62	37	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	750	0	88	828	0	0	257	0	0	99	48
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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Number of Detectors	2	1		2	1		1	1		1	1	1
Detector Template	Left			Left			Left			Left		Right
Leading Detector (ft)	78	143		78	143		20	18		20	18	143
Trailing Detector (ft)	72	137		72	137		0	2		0	2	137
Detector 1 Position(ft)	2	137		2	137		0	2		0	2	137
Detector 1 Size(ft)	6	6		6	6		20	16		20	16	6
Detector 1 Type	Call	Extend		Call	Extend		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Extend
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		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	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	72			72								
Detector 2 Size(ft)	6			6								
Detector 2 Type	Extend			Extend								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	Prot			Prot			Split			Perm		Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		8	8			4	
Permitted Phases										4		4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	3.0
Minimum Split (s)	6.5	20.0		6.5	23.0		30.0	30.0		32.0	32.0	32.0
Total Split (s)	9.0	20.0	0.0	9.0	20.0	0.0	30.0	30.0	0.0	31.0	31.0	31.0
Total Split (%)	10.0%	22.2%	0.0%	10.0%	22.2%	0.0%	33.3%	33.3%	0.0%	34.4%	34.4%	34.4%
Maximum Green (s)	5.5	16.0		5.5	16.0		26.0	26.0		27.0	27.0	27.0
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
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)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.5	6.0		2.5	6.0		2.5	2.5		2.5	2.5	2.5
Minimum Gap (s)	1.0	4.0		1.0	4.0		1.0	1.0		1.0	1.0	1.0
Time Before Reduce (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Time To Reduce (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		9.0			12.0		21.0	21.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effct Green (s)	5.2	39.9		8.9	46.5			17.2			10.0	10.0
Actuated g/C Ratio	0.06	0.44		0.10	0.52			0.19			0.11	0.11
v/c Ratio	0.39	0.52		0.53	0.49			0.76			0.80	0.23
Control Delay	51.7	24.1		41.3	23.0			42.9			79.5	12.8
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	51.7	24.1		41.3	23.0			42.9			79.5	12.8
LOS	D	C		D	C			D			E	B
Approach Delay		25.4			24.8			42.9			57.7	
Approach LOS		C			C			D			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: OR-99 & Mountain Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	653	37	81	702	60	119	19	98	57	34	44
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.5	4.0		3.5	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00			0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99			0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	1.00
Satd. Flow (prot)	1662	3245		1662	3247			1602			1675	1488
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.64	1.00
Satd. Flow (perm)	1662	3245		1662	3247			1602			1099	1488
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	710	40	88	763	65	129	21	107	62	37	48
RTOR Reduction (vph)	0	3	0	0	5	0	0	32	0	0	0	43
Lane Group Flow (vph)	37	747	0	88	823	0	0	225	0	0	99	5
Confl. Peds. (#/hr)	6		40	40		6			1	1		
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	2%	0%	0%
Turn Type	Prot			Prot			Split			Perm		Perm
Protected Phases	5	2		1	6		8	8			4	
Permitted Phases										4		4
Actuated Green, G (s)	3.8	39.1		8.9	44.2			17.2			9.3	9.3
Effective Green, g (s)	3.8	39.1		8.9	44.2			17.2			9.3	9.3
Actuated g/C Ratio	0.04	0.43		0.10	0.49			0.19			0.10	0.10
Clearance Time (s)	3.5	4.0		3.5	4.0			4.0			4.0	4.0
Vehicle Extension (s)	2.5	6.0		2.5	6.0			2.5			2.5	2.5
Lane Grp Cap (vph)	70	1410		164	1595			306			114	154
v/s Ratio Prot	0.02	0.23		c0.05	c0.25			c0.14				
v/s Ratio Perm											c0.09	0.00
v/c Ratio	0.53	0.53		0.54	0.52			0.73			0.87	0.03
Uniform Delay, d1	42.2	18.7		38.6	15.6			34.2			39.7	36.3
Progression Factor	1.00	1.00		0.80	1.18			1.00			1.00	1.00
Incremental Delay, d2	5.4	1.4		2.4	1.1			8.3			45.3	0.1
Delay (s)	47.6	20.1		33.4	19.4			42.6			85.1	36.4
Level of Service	D	C		C	B			D			F	D
Approach Delay (s)		21.4			20.8			42.6			69.2	
Approach LOS		C			C			D			E	

Intersection Summary			
HCM Average Control Delay	27.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	890	5	11	861	17	0	0	0	8	0	14
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	50		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997						0.916	
Flt Protected	0.950			0.950							0.982	
Satd. Flow (prot)	1662	3257	0	1662	3251	0	0	0	0	0	1574	0
Flt Permitted	0.950			0.950							0.982	
Satd. Flow (perm)	1662	3257	0	1662	3251	0	0	0	0	0	1574	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		983			1436			455			639	
Travel Time (s)		26.8			39.2			12.4			17.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	18	947	5	12	916	18	0	0	0	9	0	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	952	0	12	934	0	0	0	0	0	24	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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 36.9%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	890	5	11	861	17	0	0	0	8	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	18	947	5	12	916	18	0	0	0	9	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		983										
pX, platoon unblocked				0.91			0.91	0.91	0.91	0.91	0.91	
vC, conflicting volume	934			952			1482	1943	476	1458	1937	467
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	934			761			1340	1845	241	1314	1838	467
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			100	100	100	92	100	97
cM capacity (veh/h)	741			787			97	67	701	105	67	548

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	18	631	321	12	611	323	23
Volume Left	18	0	0	12	0	0	9
Volume Right	0	0	5	0	0	18	15
cSH	741	1700	1700	787	1700	1700	216
Volume to Capacity	0.02	0.37	0.19	0.01	0.36	0.19	0.11
Queue Length 95th (ft)	2	0	0	1	0	0	9
Control Delay (s)	10.0	0.0	0.0	9.6	0.0	0.0	23.7
Lane LOS	A			A			C
Approach Delay (s)	0.2			0.1			23.7
Approach LOS							C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø3	ø5
Lane Configurations								
Volume (vph)	0	454	434	0	446	444		
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750		
Storage Length (ft)	0	0		0	100			
Storage Lanes	0	2		0	1			
Taper Length (ft)	25	25		25	25			
Lane Util. Factor	1.00	0.88	0.95	0.95	0.97	1.00		
Ped Bike Factor					0.99			
Frt		0.850						
Flt Protected					0.950			
Satd. Flow (prot)	0	2493	3197	0	3043	1699		
Flt Permitted					0.950			
Satd. Flow (perm)	0	2493	3197	0	3006	1699		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		152						
Link Speed (mph)	30		25			25		
Link Distance (ft)	1002		1230			1436		
Travel Time (s)	22.8		33.5			39.2		
Confl. Peds. (#/hr)	40	17		18	18			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Heavy Vehicles (%)	0%	5%	4%	0%	6%	3%		
Adj. Flow (vph)	0	473	452	0	465	462		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	473	452	0	465	462		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	Left	Left		
Median Width(ft)	12		24			24		
Link Offset(ft)	0		0			0		
Crosswalk Width(ft)	16		16			16		
Two way Left Turn Lane	Yes		Yes					
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11		
Turning Speed (mph)	15	15		15	15			
Number of Detectors		1	1		2	1		
Detector Template					Left			
Leading Detector (ft)		183	143		78	143		
Trailing Detector (ft)		177	137		72	137		
Detector 1 Position(ft)		177	137		2	137		
Detector 1 Size(ft)		6	6		6	6		
Detector 1 Type		Extend	Extend		Call	Extend		
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)					72			
Detector 2 Size(ft)					6			
Detector 2 Type					Extend			
Detector 2 Channel								
Detector 2 Extend (s)					0.0			
Turn Type		Over			Prot			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø3	ø5
Protected Phases		3 5	6		3 5	2	3	5
Permitted Phases								
Detector Phase			6		5	2		
Switch Phase								
Minimum Initial (s)			3.0			10.0	1.0	3.0
Minimum Split (s)			40.0			14.0	23.0	7.0
Total Split (s)	0.0	63.0	27.0	0.0	63.0	67.0	23.0	40.0
Total Split (%)	0.0%	70.0%	30.0%	0.0%	70.0%	74.4%	26%	44%
Maximum Green (s)			23.0			63.0	20.0	36.0
Yellow Time (s)			4.0			4.0	3.0	4.0
All-Red Time (s)			0.0			0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	3.0	4.0	4.0	3.0	4.0		
Lead/Lag			Lead					Lag
Lead-Lag Optimize?			Yes					Yes
Vehicle Extension (s)			4.0			6.0	0.2	2.5
Minimum Gap (s)			2.0			4.0	0.2	1.0
Time Before Reduce (s)			10.0			10.0	0.0	10.0
Time To Reduce (s)			10.0			10.0	0.0	5.0
Recall Mode			C-Max			Min	None	None
Walk Time (s)			5.0				5.0	
Flash Dont Walk (s)			31.0				15.0	
Pedestrian Calls (#/hr)			0				0	
Act Effct Green (s)		19.3	63.7		19.3	90.0		
Actuated g/C Ratio		0.21	0.71		0.21	1.00		
v/c Ratio		0.72	0.20		0.71	0.27		
Control Delay		28.1	4.1		25.8	0.7		
Queue Delay		0.0	0.0		0.0	0.0		
Total Delay		28.1	4.1		25.8	0.7		
LOS		C	A		C	A		
Approach Delay			4.1			13.3		
Approach LOS			A			B		

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 28 (31%), Referenced to phase 6:NBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: OR-66 & OR-99

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	454	434	0	446	444
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)		3.0	4.0		3.0	4.0
Lane Util. Factor		0.88	0.95		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2493	3197		3043	1699
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2493	3197		3043	1699
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	473	452	0	465	462
RTOR Reduction (vph)	0	121	0	0	0	0
Lane Group Flow (vph)	0	352	452	0	465	462
Confl. Peds. (#/hr)	40	17		18	18	
Heavy Vehicles (%)	0%	5%	4%	0%	6%	3%
Turn Type		Over			Prot	
Protected Phases		3 5	6		3 5	2
Permitted Phases						
Actuated Green, G (s)		18.3	63.7		18.3	90.0
Effective Green, g (s)		18.3	63.7		18.3	90.0
Actuated g/C Ratio		0.20	0.71		0.20	1.00
Clearance Time (s)			4.0			4.0
Vehicle Extension (s)			4.0			6.0
Lane Grp Cap (vph)		507	2263		619	1699
v/s Ratio Prot		0.14	0.14		c0.15	c0.27
v/s Ratio Perm						
v/c Ratio		0.69	0.20		0.75	0.27
Uniform Delay, d1		33.3	4.5		33.7	0.0
Progression Factor		1.00	0.77		0.62	1.00
Incremental Delay, d2		3.3	0.2		4.1	0.2
Delay (s)		36.6	3.6		25.1	0.2
Level of Service		D	A		C	A
Approach Delay (s)	36.6		3.6			12.7
Approach LOS	D		A			B

Intersection Summary			
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	3.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

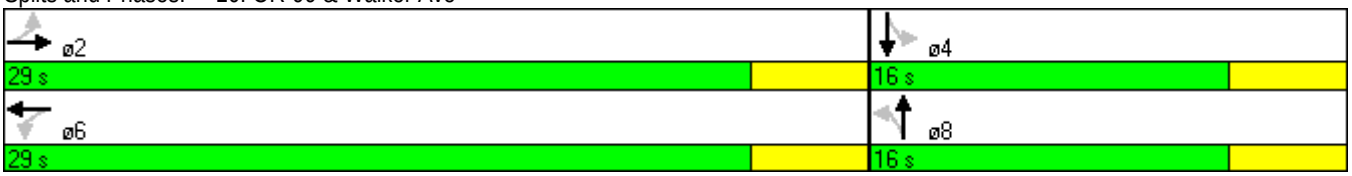
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	407	44	38	385	26	24	44	34	27	36	34
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Ped Bike Factor	0.99	0.99		0.98	1.00			0.99			0.99	
Frt		0.985			0.991			0.955			0.952	
Flt Protected	0.950			0.950				0.988			0.986	
Satd. Flow (prot)	1662	1699	0	1662	1682	0	0	1637	0	0	1582	0
Flt Permitted	0.498			0.469				0.934			0.923	
Satd. Flow (perm)	859	1699	0	806	1682	0	0	1547	0	0	1479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			12			37			37	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		1230			5391			850			689	
Travel Time (s)		33.5			122.5			23.2			18.8	
Confl. Peds. (#/hr)	32		38	38		32	3		8	8		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%	0%	0%	0%	0%	9%	0%
Adj. Flow (vph)	48	442	48	41	418	28	26	48	37	29	39	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	490	0	41	446	0	0	111	0	0	105	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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Number of Detectors	2	1		2	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	78	143		78	183		20	18		20	18	
Trailing Detector (ft)	72	137		72	177		0	2		0	2	
Detector 1 Position(ft)	2	137		2	177		0	2		0	2	
Detector 1 Size(ft)	6	6		6	6		20	16		20	16	
Detector 1 Type	Call	Extend		Call	Extend		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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(ft)	72			72								
Detector 2 Size(ft)	6			6								
Detector 2 Type	Extend			Extend								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	Perm			Perm			Perm			Perm		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	27.0	27.0		29.0	29.0		32.0	32.0		31.0	31.0	
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	16.0	16.0	0.0	16.0	16.0	0.0
Total Split (%)	64.4%	64.4%	0.0%	64.4%	64.4%	0.0%	35.6%	35.6%	0.0%	35.6%	35.6%	0.0%
Maximum Green (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.9	6.9		6.9	6.9		2.5	2.5		3.0	3.0	
Minimum Gap (s)	4.9	4.9		4.9	4.9		1.0	1.0		3.0	3.0	
Time Before Reduce (s)	10.0	10.0		10.0	10.0		5.0	5.0		0.0	0.0	
Time To Reduce (s)	20.0	20.0		20.0	20.0		10.0	10.0		0.0	0.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	18.0	18.0		20.0	20.0		23.0	23.0		22.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	34.8	34.8		34.8	34.8			7.5			7.7	
Actuated g/C Ratio	0.77	0.77		0.77	0.77			0.17			0.17	
v/c Ratio	0.07	0.37		0.07	0.34			0.38			0.37	
Control Delay	2.5	3.3		3.9	4.5			15.3			14.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.5	3.3		3.9	4.5			15.3			14.9	
LOS	A	A		A	A			B			B	
Approach Delay		3.3			4.5			15.3			14.9	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 5.8 Intersection LOS: A
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: OR-99 & Walker Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	407	44	38	385	26	24	44	34	27	36	34
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00			0.99			1.00	
Flpb, ped/bikes	0.98	1.00		0.98	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.95			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1637	1699		1632	1681			1637			1581	
Flt Permitted	0.50	1.00		0.47	1.00			0.93			0.92	
Satd. Flow (perm)	858	1699		806	1681			1547			1480	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	442	48	41	418	28	26	48	37	29	39	37
RTOR Reduction (vph)	0	6	0	0	4	0	0	33	0	0	33	0
Lane Group Flow (vph)	48	484	0	41	442	0	0	78	0	0	72	0
Confl. Peds. (#/hr)	32		38	38		32	3		8	8		3
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%	0%	0%	0%	0%	9%	0%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	31.6	31.6		31.6	31.6			5.4			5.4	
Effective Green, g (s)	31.6	31.6		31.6	31.6			5.4			5.4	
Actuated g/C Ratio	0.70	0.70		0.70	0.70			0.12			0.12	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	6.9	6.9		6.9	6.9			2.5			3.0	
Lane Grp Cap (vph)	603	1193		566	1180			186			178	
v/s Ratio Prot		c0.28			0.26							
v/s Ratio Perm	0.06			0.05				c0.05			0.05	
v/c Ratio	0.08	0.41		0.07	0.37			0.42			0.41	
Uniform Delay, d1	2.1	2.8		2.1	2.7			18.4			18.3	
Progression Factor	0.68	0.74		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.3	1.0		0.2	0.9			1.1			1.5	
Delay (s)	1.7	3.1		2.4	3.6			19.5			19.8	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		3.0			3.5			19.5			19.8	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	108	29	1	122	27	21	27	4	34	39	125
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	0		0	0		160
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.982			0.976			0.990				0.850
Flt Protected		0.981						0.980			0.977	
Satd. Flow (prot)	0	1634	0	0	1615	0	0	1664	0	0	1612	1444
Flt Permitted		0.981						0.980			0.977	
Satd. Flow (perm)	0	1634	0	0	1615	0	0	1664	0	0	1612	1444
Link Speed (mph)		35			35			25			20	
Link Distance (ft)		5391			939			1137			2513	
Travel Time (s)		105.0			18.3			31.0			85.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	5%	0%	0%	4%	14%	5%	0%	0%	13%	0%	3%
Adj. Flow (vph)	92	114	31	1	128	28	22	28	4	36	41	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	0	157	0	0	54	0	0	77	132
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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 41.9%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	87	108	29	1	122	27	21	27	4	34	39	125
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	92	114	31	1	128	28	22	28	4	36	41	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												6
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	157			144			477	471	129	475	472	143
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	157			144			477	471	129	475	472	143
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	94			100			94	94	100	92	91	85
cM capacity (veh/h)	1423			1451			373	462	926	435	461	902

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	236	158	55	208
Volume Left	92	1	22	36
Volume Right	31	28	4	132
cSH	1423	1451	437	1217
Volume to Capacity	0.06	0.00	0.13	0.17
Queue Length 95th (ft)	5	0	11	15
Control Delay (s)	3.3	0.1	14.4	11.5
Lane LOS	A	A	B	B
Approach Delay (s)	3.3	0.1	14.4	11.5
Approach LOS			B	B

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	14	137	143	7	8	22
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.993		0.901	
Flt Protected		0.995			0.987	
Satd. Flow (prot)	0	1693	1738	0	1556	0
Flt Permitted		0.995			0.987	
Satd. Flow (perm)	0	1693	1738	0	1556	0
Link Speed (mph)		35	40		25	
Link Distance (ft)		939	1070		511	
Travel Time (s)		18.3	18.2		13.9	
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)			1	43		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	31%	0%	0%	0%	0%	0%
Adj. Flow (vph)	17	167	174	9	10	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	184	183	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15			15	15	15
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	14	137	143	7	8	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	17	167	174	9	10	27
Pedestrians		1				
Lane Width (ft)		12.0				
Walking Speed (ft/s)		4.0				
Percent Blockage		0				
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	183				380	180
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	183				380	180
tC, single (s)	4.4				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.5				3.5	3.3
p0 queue free %	99				98	97
cM capacity (veh/h)	1235				617	868

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	184	183	37
Volume Left	17	0	10
Volume Right	0	9	27
cSH	1235	1700	783
Volume to Capacity	0.01	0.11	0.05
Queue Length 95th (ft)	1	0	4
Control Delay (s)	0.8	0.0	9.8
Lane LOS	A		A
Approach Delay (s)	0.8	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	0	29	1	0	1	26	103	4	1	111	63
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. 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
Ped Bike Factor												
Frt		0.934			0.932			0.996			0.951	
Flt Protected		0.975			0.976			0.990				
Satd. Flow (prot)	0	1489	0	0	1592	0	0	1712	0	0	1632	0
Flt Permitted		0.975			0.976			0.990				
Satd. Flow (perm)	0	1489	0	0	1592	0	0	1712	0	0	1632	0
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		783			636			1804			749	
Travel Time (s)		21.4			17.3			49.2			14.6	
Confl. Peds. (#/hr)			4	4								
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	10%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Adj. Flow (vph)	34	0	33	1	0	1	29	116	4	1	125	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	2	0	0	149	0	0	197	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 34.2%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	0	29	1	0	1	26	103	4	1	111	63
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	34	0	33	1	0	1	29	116	4	1	125	71
Pedestrians								4				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	340	341	164	375	374	118	196			120		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340	341	164	375	374	118	196			120		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	100	96	100	100	100	98			100		
cM capacity (veh/h)	588	571	872	552	548	939	1390			1480		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	66	2	149	197
Volume Left	34	1	29	1
Volume Right	33	1	4	71
cSH	701	696	1390	1480
Volume to Capacity	0.09	0.00	0.02	0.00
Queue Length 95th (ft)	8	0	2	0
Control Delay (s)	10.7	10.2	1.6	0.0
Lane LOS	B	B	A	A
Approach Delay (s)	10.7	10.2	1.6	0.0
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	82	38	34	119	62	47	105	7	65	89	12
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.953			0.949			0.991			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	1656	0	1662	1639	0	1630	1687	0	1539	1718	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1662	1656	0	1662	1639	0	1630	1687	0	1539	1718	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			2704			680			1510	
Travel Time (s)		12.8			61.5			15.5			34.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	2%	3%	0%	8%	0%	0%
Adj. Flow (vph)	14	95	44	40	138	72	55	122	8	76	103	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	139	0	40	210	0	55	130	0	76	117	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	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 28.1%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	82	38	34	119	62	47	105	7	65	89	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	14	95	44	40	138	72	55	122	8	76	103	14

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	14	140	40	210	55	130	76	117
Volume Left (vph)	14	0	40	0	55	0	76	0
Volume Right (vph)	0	44	0	72	0	8	0	14
Hadj (s)	0.50	-0.21	0.50	-0.22	0.53	0.00	0.64	-0.08
Departure Headway (s)	6.4	5.7	6.2	5.5	6.4	5.8	6.5	5.7
Degree Utilization, x	0.02	0.22	0.07	0.32	0.10	0.21	0.14	0.19
Capacity (veh/h)	530	601	546	622	534	582	525	591
Control Delay (s)	8.3	9.0	8.5	9.9	8.9	9.2	9.3	8.9
Approach Delay (s)	9.0		9.7		9.1		9.0	
Approach LOS	A		A		A		A	

Intersection Summary			
Delay	9.3		
HCM Level of Service	A		
Intersection Capacity Utilization	28.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	0	220	0	0	0	165	89	20	0	99	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		100	0		0	0		0	0		100
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Ped Bike Factor												
Frt			0.850					0.990				0.850
Flt Protected	0.950							0.971				
Satd. Flow (prot)	1662	0	1488	0	0	0	0	1664	0	0	1750	1488
Flt Permitted	0.950							0.971				
Satd. Flow (perm)	1662	0	1488	0	0	0	0	1664	0	0	1750	1488
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		2704			207			758			679	
Travel Time (s)		73.7			5.6			20.7			18.5	
Confl. Peds. (#/hr)	3		3				2					2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	21	0	229	0	0	0	172	93	21	0	103	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	0	229	0	0	0	0	286	0	0	103	29
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)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	20	0	220	0	0	0	165	89	20	0	99	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	21	0	229	0	0	0	172	93	21	0	103	29

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total (vph)	21	229	285	103	29
Volume Left (vph)	21	0	172	0	0
Volume Right (vph)	0	229	21	0	29
Hadj (s)	0.50	-0.70	0.09	0.00	-0.70
Departure Headway (s)	6.1	4.9	5.4	5.5	4.8
Degree Utilization, x	0.04	0.31	0.43	0.16	0.04
Capacity (veh/h)	553	690	641	618	704
Control Delay (s)	8.1	8.9	12.4	8.3	6.8
Approach Delay (s)	8.8		12.4	8.0	
Approach LOS	A		B	A	

Intersection Summary			
Delay	10.2		
HCM Level of Service	B		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	26	936	110	47	43	0	0	30	39
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.985						0.924	
Flt Protected					0.999			0.975				
Satd. Flow (prot)	0	0	0	0	3206	0	0	1706	0	0	1590	0
Flt Permitted					0.999			0.975				
Satd. Flow (perm)	0	0	0	0	3206	0	0	1706	0	0	1590	0
Link Speed (mph)		20			20			25			25	
Link Distance (ft)		407			223			266			332	
Travel Time (s)		13.9			7.6			7.3			9.1	
Confl. Peds. (#/hr)	3		35	35		3	45		28	28		45
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	2%	3%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	0	0	0	30	1064	125	53	49	0	0	34	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1219	0	0	102	0	0	78	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	26	936	110	47	43	0	0	30	39
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	30	1064	125	53	49	0	0	34	44
Pedestrians		45			28			35			3	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			3			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1192			35			732	1286	63	1241	1223	642
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1192			35			732	1286	63	1241	1223	642
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			76	69	100	100	80	89
cM capacity (veh/h)	592			1543			221	158	943	95	172	413

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	561	657	102	78
Volume Left	30	0	53	0
Volume Right	0	125	0	44
cSH	1543	1700	185	256
Volume to Capacity	0.02	0.39	0.55	0.31
Queue Length 95th (ft)	1	0	72	31
Control Delay (s)	0.6	0.0	46.0	25.1
Lane LOS	A		E	D
Approach Delay (s)	0.3		46.0	25.1
Approach LOS			E	D

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

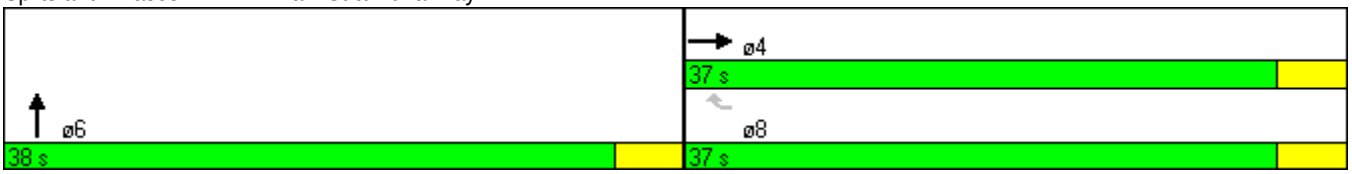
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	188	0	0	0	271	0	848	2	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						0.95		1.00				
Frt						0.865						
Flt Protected												
Satd. Flow (prot)	0	1620	0	0	0	1456	0	3130	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1620	0	0	0	1382	0	3130	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						66						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		133			915			147			584	
Travel Time (s)		3.0			20.8			3.3			13.3	
Confl. Peds. (#/hr)	28		5	5		28	22		29	29		22
Peak Hour Factor	0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	0%	0%	0%	4%	0%	6%	100%	0%	0%	0%
Adj. Flow (vph)	0	198	0	0	0	285	0	893	2	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	0	285	0	895	0	0	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1				1		1				
Detector Template						Right						
Leading Detector (ft)		143				143		143				
Trailing Detector (ft)		137				137		137				
Detector 1 Position(ft)		137				137		137				
Detector 1 Size(ft)		6				6		6				
Detector 1 Type		Extend				Extend		Extend				
Detector 1 Channel												
Detector 1 Extend (s)		0.0				0.0		0.0				
Detector 1 Queue (s)		0.0				0.0		0.0				
Detector 1 Delay (s)		0.0				0.0		0.0				
Turn Type						custom						
Protected Phases		4						6				
Permitted Phases						8						
Detector Phase		4				8		6				
Switch Phase												
Minimum Initial (s)		3.0				3.0		6.0				
Minimum Split (s)		20.0				20.0		27.0				
Total Split (s)	0.0	37.0	0.0	0.0	0.0	37.0	0.0	38.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	49.3%	0.0%	0.0%	0.0%	49.3%	0.0%	50.7%	0.0%	0.0%	0.0%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)		33.0				33.0		34.0				
Yellow Time (s)		4.0				4.0		4.0				
All-Red Time (s)		0.0				0.0		0.0				
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5				2.5		6.0				
Minimum Gap (s)		1.0				1.0		4.0				
Time Before Reduce (s)		10.0				10.0		10.0				
Time To Reduce (s)		5.0				5.0		10.0				
Recall Mode		Ped				Ped		C-Max				
Walk Time (s)		7.0				7.0		10.0				
Flash Dont Walk (s)		9.0				9.0		13.0				
Pedestrian Calls (#/hr)		0				0		0				
Act Effct Green (s)		18.4				18.4		48.6				
Actuated g/C Ratio		0.25				0.25		0.65				
v/c Ratio		0.50				0.73		0.44				
Control Delay		28.3				31.2		7.9				
Queue Delay		0.0				0.0		0.0				
Total Delay		28.3				31.2		7.9				
LOS		C				C		A				
Approach Delay		28.3						7.9				
Approach LOS		C						A				

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 74 (99%), Referenced to phase 6:NBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 15.7 — Intersection LOS: B
Intersection Capacity Utilization 75.2% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 17: E Main St & Lithia Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	188	0	0	0	271	0	848	2	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0				4.0		4.0				
Lane Util. Factor		1.00				1.00		0.95				
Frpb, ped/bikes		1.00				0.95		1.00				
Flpb, ped/bikes		1.00				1.00		1.00				
Frt		1.00				0.86		1.00				
Flt Protected		1.00				1.00		1.00				
Satd. Flow (prot)		1620				1382		3129				
Flt Permitted		1.00				1.00		1.00				
Satd. Flow (perm)		1620				1382		3129				
Peak-hour factor, PHF	0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	198	0	0	0	285	0	893	2	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	50	0	0	0	0	0	0
Lane Group Flow (vph)	0	198	0	0	0	235	0	895	0	0	0	0
Confl. Peds. (#/hr)	28		5	5		28	22		29	29		22
Heavy Vehicles (%)	0%	8%	0%	0%	0%	4%	0%	6%	100%	0%	0%	0%
Turn Type						custom						
Protected Phases		4						6				
Permitted Phases						8						
Actuated Green, G (s)		18.4				18.4		48.6				
Effective Green, g (s)		18.4				18.4		48.6				
Actuated g/C Ratio		0.25				0.25		0.65				
Clearance Time (s)		4.0				4.0		4.0				
Vehicle Extension (s)		2.5				2.5		6.0				
Lane Grp Cap (vph)		397				339		2028				
v/s Ratio Prot		0.12						c0.29				
v/s Ratio Perm						c0.17						
v/c Ratio		0.50				0.69		0.44				
Uniform Delay, d1		24.3				25.7		6.5				
Progression Factor		1.00				1.00		1.00				
Incremental Delay, d2		0.7				5.6		0.7				
Delay (s)		25.1				31.3		7.2				
Level of Service		C				C		A				
Approach Delay (s)		25.1			31.3			7.2			0.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	273	28	15	295	165	26	86	20	261	92	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	100		0	0		200
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Ped Bike Factor	0.99	0.99		0.97	0.99		0.98	0.99		0.98	0.99	
Frt		0.986			0.946			0.972			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1583	1701	0	1662	1627	0	1599	1689	0	1662	1673	0
Flt Permitted	0.454			0.560			0.594			0.632		
Satd. Flow (perm)	751	1701	0	955	1627	0	982	1689	0	1089	1673	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			84			11			14	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		650			1810			1283			2102	
Travel Time (s)		17.7			49.4			35.0			57.3	
Confl. Peds. (#/hr)	6		13	13		6	7		6	6		7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	43	287	29	16	311	174	27	91	21	275	97	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	316	0	16	485	0	27	112	0	275	126	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	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	78	143		78	143		78	78		78	78	
Trailing Detector (ft)	72	137		72	137		72	72		72	72	
Detector 1 Position(ft)	2	137		2	137		2	2		2	2	
Detector 1 Size(ft)	6	6		6	6		6	6		6	6	
Detector 1 Type	Call	Extend		Call	Extend		Call	Call		Call	Call	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	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	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	72			72			72	72		72	72	
Detector 2 Size(ft)	6			6			6	6		6	6	
Detector 2 Type	Extend			Extend			Extend	Cl+Ex		Extend	Extend	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	19.0	19.0		19.0	19.0		19.0	19.0		19.0	19.0	
Total Split (s)	75.0	75.0	0.0	75.0	75.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	78.9%	78.9%	0.0%	78.9%	78.9%	0.0%	21.1%	21.1%	0.0%	21.1%	21.1%	0.0%
Maximum Green (s)	71.0	71.0		71.0	71.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	71.0	71.0		71.0	71.0		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.75	0.75		0.75	0.75		0.17	0.17		0.17	0.17	
v/c Ratio	0.08	0.25		0.02	0.39		0.16	0.38		1.50	0.43	
Control Delay	3.6	4.1		3.2	4.5		36.7	35.9		283.7	36.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.6	4.1		3.2	4.5		36.7	35.9		283.7	36.6	
LOS	A	A		A	A		D	D		F	D	
Approach Delay		4.0			4.4			36.1			206.0	
Approach LOS		A			A			D			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 76 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 65.2	Intersection LOS: E
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: E Main St & Mountain Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	273	28	15	295	165	26	86	20	261	92	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.97	1.00		0.98	1.00		0.98	1.00	
Frt	1.00	0.99		1.00	0.95		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1701		1620	1627		1571	1688		1637	1673	
Flt Permitted	0.45	1.00		0.56	1.00		0.59	1.00		0.63	1.00	
Satd. Flow (perm)	750	1701		955	1627		982	1688		1088	1673	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	43	287	29	16	311	174	27	91	21	275	97	29
RTOR Reduction (vph)	0	4	0	0	21	0	0	9	0	0	12	0
Lane Group Flow (vph)	43	312	0	16	464	0	27	103	0	275	114	0
Confl. Peds. (#/hr)	6		13	13		6	7		6	6		7
Heavy Vehicles (%)	5%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%	0%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	71.0	71.0		71.0	71.0		16.0	16.0		16.0	16.0	
Effective Green, g (s)	71.0	71.0		71.0	71.0		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.75	0.75		0.75	0.75		0.17	0.17		0.17	0.17	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	561	1271		714	1216		165	284		183	282	
v/s Ratio Prot		0.18			c0.29			0.06			0.07	
v/s Ratio Perm	0.06			0.02			0.03			c0.25		
v/c Ratio	0.08	0.25		0.02	0.38		0.16	0.36		1.50	0.41	
Uniform Delay, d1	3.2	3.7		3.1	4.2		33.8	35.0		39.5	35.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.5		0.1	0.9		0.5	0.8		252.6	1.0	
Delay (s)	3.5	4.2		3.1	5.1		34.2	35.8		292.1	36.2	
Level of Service	A	A		A	A		C	D		F	D	
Approach Delay (s)		4.1			5.1			35.5			211.7	
Approach LOS		A			A			D			F	

Intersection Summary			
HCM Average Control Delay	67.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	388	110	25	271	76	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970					0.850
Flt Protected				0.996	0.950	
Satd. Flow (prot)	1596	0	0	1647	1614	1293
Flt Permitted				0.996	0.950	
Satd. Flow (perm)	1596	0	0	1647	1614	1293
Link Speed (mph)	25			40	25	
Link Distance (ft)	1205			775	1627	
Travel Time (s)	32.9			13.2	44.4	
Confl. Peds. (#/hr)		1	1		1	8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	4%	4%	6%	3%	15%
Adj. Flow (vph)	413	117	27	288	81	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	530	0	0	315	81	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)		15	15		15	15
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	388	110	25	271	76	28
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	413	117	27	288	81	30
Pedestrians	1			8	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			1	0	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			531		815	480
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			531		815	480
tC, single (s)			4.1		6.4	6.4
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			97		76	95
cM capacity (veh/h)			1026		336	556

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	530	315	111
Volume Left	0	27	81
Volume Right	117	0	30
cSH	1700	1026	460
Volume to Capacity	0.31	0.03	0.24
Queue Length 95th (ft)	0	2	23
Control Delay (s)	0.0	1.0	17.1
Lane LOS		A	C
Approach Delay (s)	0.0	1.0	17.1
Approach LOS			C

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	23	2	36	0	35	0	94	23	40	101	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. 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
Ped Bike Factor												
Frt		0.991			0.933			0.973				
Flt Protected		0.997			0.975						0.986	
Satd. Flow (prot)	0	1729	0	0	1592	0	0	1689	0	0	1713	0
Flt Permitted		0.997			0.975						0.986	
Satd. Flow (perm)	0	1729	0	0	1592	0	0	1689	0	0	1713	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		210			3008			456			1283	
Travel Time (s)		5.7			82.0			12.4			35.0	
Confl. Peds. (#/hr)	22		2	2		22			14	14		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	2	27	2	42	0	41	0	109	27	47	117	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	83	0	0	136	0	0	164	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 34.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	23	2	36	0	35	0	94	23	40	101	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	27	2	42	0	41	0	109	27	47	117	0
Pedestrians					14			2			22	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					1			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								456			1283	
pX, platoon unblocked												
vC, conflicting volume	396	361	119	365	347	159	117			150		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	396	361	119	365	347	159	117			150		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	95	100	92	100	95	100			97		
cM capacity (veh/h)	513	545	936	545	554	865	1483			1427		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	31	83	136	164
Volume Left	2	42	0	47
Volume Right	2	41	27	0
cSH	559	667	1700	1427
Volume to Capacity	0.06	0.12	0.08	0.03
Queue Length 95th (ft)	4	11	0	3
Control Delay (s)	11.8	11.2	0.0	2.3
Lane LOS	B	B		A
Approach Delay (s)	11.8	11.2	0.0	2.3
Approach LOS	B	B		

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	0	71	1	1	0	53	112	2	0	133	12
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. 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
Ped Bike Factor												
Frt		0.894						0.999			0.989	
Flt Protected		0.989			0.976			0.984				
Satd. Flow (prot)	0	1523	0	0	1675	0	0	1676	0	0	1715	0
Flt Permitted		0.989			0.976			0.984				
Satd. Flow (perm)	0	1523	0	0	1675	0	0	1676	0	0	1715	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		3008			237			1808			1627	
Travel Time (s)		82.0			6.5			49.3			44.4	
Confl. Peds. (#/hr)	8		5				6					6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	3%	2%	2%	1%	0%
Adj. Flow (vph)	22	0	80	1	1	0	60	126	2	0	149	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	0	2	0	0	188	0	0	162	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 36.7%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	20	0	71	1	1	0	53	112	2	0	133	12
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	22	0	80	1	1	0	60	126	2	0	149	13

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	102	2	188	163
Volume Left (vph)	22	1	60	0
Volume Right (vph)	80	0	2	13
Hadj (s)	-0.40	0.13	0.10	-0.03
Departure Headway (s)	4.3	5.0	4.4	4.3
Degree Utilization, x	0.12	0.00	0.23	0.19
Capacity (veh/h)	770	661	788	800
Control Delay (s)	7.9	8.0	8.7	8.3
Approach Delay (s)	7.9	8.0	8.7	8.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.4		
HCM Level of Service	A		
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	524	13	57	481	73	9	39	83	124	34	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	0.99			0.99			0.99	
Frt		0.996			0.980			0.914			0.963	
Flt Protected	0.950			0.950				0.997			0.972	
Satd. Flow (prot)	1630	3246	0	1614	3237	0	0	1495	0	0	1601	0
Flt Permitted	0.950			0.950				0.977			0.797	
Satd. Flow (perm)	1615	3246	0	1610	3237	0	0	1464	0	0	1308	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			21			87			22	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1002			4493			689			1808	
Travel Time (s)		22.8			102.1			18.8			49.3	
Confl. Peds. (#/hr)	10		3	3		10	12		9	9		12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	0%	3%	0%	1%	0%	3%	7%	2%	0%	2%
Adj. Flow (vph)	52	552	14	60	506	77	9	41	87	131	36	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	566	0	60	583	0	0	137	0	0	230	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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Number of Detectors	2	1		2	2		1	1		1	1	
Detector Template	Left			Left	Thru		Left			Left		
Leading Detector (ft)	78	183		78	223		20	18		20	18	
Trailing Detector (ft)	72	177		72	107		0	2		0	2	
Detector 1 Position(ft)	2	177		2	107		0	2		0	2	
Detector 1 Size(ft)	6	6		6	6		20	16		20	16	
Detector 1 Type	Call	Extend		Call	Extend		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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(ft)	72			72	217							
Detector 2 Size(ft)	6			6	6							
Detector 2 Type	Extend			Extend	Extend							
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0	0.0							
Turn Type	Prot			Prot			Perm			Perm		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	6.0	26.0		6.0	26.0		34.0	34.0		34.0	34.0	
Total Split (s)	25.0	34.0	0.0	20.0	34.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	28.4%	38.6%	0.0%	22.7%	38.6%	0.0%	33.0%	33.0%	0.0%	33.0%	33.0%	0.0%
Maximum Green (s)	22.0	30.0		17.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.5	4.9		2.5	4.9		2.5	2.5		2.5	2.5	
Minimum Gap (s)	1.5	4.9		1.5	4.9		1.5	1.5		1.5	1.5	
Time Before Reduce (s)	5.0	0.0		5.0	0.0		5.0	5.0		5.0	5.0	
Time To Reduce (s)	10.0	0.0		10.0	0.0		10.0	10.0		10.0	10.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		10.0			10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)		12.0			12.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	5.4	17.2		5.7	17.4			14.0			14.0	
Actuated g/C Ratio	0.12	0.38		0.13	0.39			0.31			0.31	
v/c Ratio	0.27	0.46		0.30	0.46			0.27			0.55	
Control Delay	27.3	13.9		27.2	13.3			8.2			18.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	27.3	13.9		27.2	13.3			8.2			18.8	
LOS	C	B		C	B			A			B	
Approach Delay		15.0			14.6			8.2			18.8	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 88
Actuated Cycle Length: 45
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 14.8 — Intersection LOS: B
Intersection Capacity Utilization 64.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 22: OR-66 & Walker Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	524	13	57	481	73	9	39	83	124	34	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.98			0.91			0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	
Satd. Flow (prot)	1630	3247		1614	3242			1498			1601	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.80	
Satd. Flow (perm)	1630	3247		1614	3242			1469			1312	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	552	14	60	506	77	9	41	87	131	36	63
RTOR Reduction (vph)	0	2	0	0	13	0	0	60	0	0	15	0
Lane Group Flow (vph)	52	564	0	60	570	0	0	77	0	0	215	0
Confl. Peds. (#/hr)	10		3	3		10	12		9	9		12
Heavy Vehicles (%)	2%	2%	0%	3%	0%	1%	0%	3%	7%	2%	0%	2%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	3.1	17.2		3.3	17.4			14.0			14.0	
Effective Green, g (s)	3.1	17.2		3.3	17.4			14.0			14.0	
Actuated g/C Ratio	0.07	0.38		0.07	0.38			0.31			0.31	
Clearance Time (s)	3.0	4.0		3.0	4.0			4.0			4.0	
Vehicle Extension (s)	2.5	4.9		2.5	4.9			2.5			2.5	
Lane Grp Cap (vph)	111	1227		117	1240			452			404	
v/s Ratio Prot	0.03	0.17		c0.04	c0.18							
v/s Ratio Perm								0.05			c0.16	
v/c Ratio	0.47	0.46		0.51	0.46			0.17			0.53	
Uniform Delay, d1	20.4	10.7		20.3	10.5			11.5			13.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.3	0.6		2.8	0.5			0.1			1.0	
Delay (s)	22.7	11.2		23.1	11.1			11.6			14.1	
Level of Service	C	B		C	B			B			B	
Approach Delay (s)		12.2			12.2			11.6			14.1	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	45.5	Sum of lost time (s)	7.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	506	54	184	473	61	70	121	190	62	143	62
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99	1.00		0.99	0.98		0.99	0.99	
Frt		0.986			0.983			0.908			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	3213	0	1630	3218	0	1662	1544	0	1614	1632	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1648	3213	0	1619	3218	0	1645	1544	0	1599	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			11			58			16	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		4493			703			1154			868	
Travel Time (s)		87.5			13.7			31.5			23.7	
Confl. Peds. (#/hr)	6		5	5		6	10		10	10		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	8%	2%	1%	2%	0%	0%	2%	3%	1%	3%
Adj. Flow (vph)	100	562	60	204	526	68	78	134	211	69	159	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	622	0	204	594	0	78	345	0	69	228	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		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Number of Detectors	2	2		2	2		1	1		1	1	
Detector Template	Left	Thru		Left	Thru							
Leading Detector (ft)	78	223		78	223		18	18		18	18	
Trailing Detector (ft)	72	107		72	107		2	2		2	2	
Detector 1 Position(ft)	2	107		2	107		2	2		2	2	
Detector 1 Size(ft)	6	6		6	6		16	16		16	16	
Detector 1 Type	Call	Extend		Call	Extend		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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(ft)	72	217		72	217							
Detector 2 Size(ft)	6	6		6	6							
Detector 2 Type	Extend	Extend		Extend	Extend							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	Prot			Prot			Prot			Prot		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	5.0		3.0	5.0	
Minimum Split (s)	6.0	24.0		6.0	24.0		6.0	28.5		6.0	30.5	
Total Split (s)	28.0	44.0	0.0	28.0	44.0	0.0	23.0	33.5	0.0	23.0	33.5	0.0
Total Split (%)	21.8%	34.2%	0.0%	21.8%	34.2%	0.0%	17.9%	26.1%	0.0%	17.9%	26.1%	0.0%
Maximum Green (s)	25.0	40.0		25.0	40.0		20.0	30.0		20.0	30.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.5		3.0	3.5	
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.5	4.0	3.0	3.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	5.2		2.5	5.2		2.5	2.5		2.5	2.5	
Minimum Gap (s)	1.0	3.2		1.0	3.2		1.0	1.0		1.0	1.0	
Time Before Reduce (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		13.0			13.0			18.0			20.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.6	25.2		15.5	34.1		9.7	23.2		9.3	22.8	
Actuated g/C Ratio	0.11	0.30		0.18	0.40		0.11	0.27		0.11	0.27	
v/c Ratio	0.53	0.65		0.69	0.46		0.41	0.75		0.39	0.51	
Control Delay	53.3	32.0		49.9	23.4		49.1	37.9		49.6	33.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.3	32.0		49.9	23.4		49.1	37.9		49.6	33.2	
LOS	D	C		D	C		D	D		D	C	
Approach Delay		35.0			30.2			40.0			37.0	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 128.5
Actuated Cycle Length: 85.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 34.5 Intersection LOS: C
Intersection Capacity Utilization 65.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 23: OR-66 & Tolman Creek Rd

ø1	ø2	ø3	ø4
28 s	44 s	23 s	33.5 s
ø5	ø6	ø7	ø8
28 s	44 s	23 s	33.5 s

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	506	54	184	473	61	70	121	190	62	143	62
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	3.5		3.0	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.91		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	3213		1630	3220		1662	1549		1614	1634	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1662	3213		1630	3220		1662	1549		1614	1634	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	100	562	60	204	526	68	78	134	211	69	159	69
RTOR Reduction (vph)	0	6	0	0	7	0	0	42	0	0	12	0
Lane Group Flow (vph)	100	616	0	204	587	0	78	303	0	69	216	0
Confl. Peds. (#/hr)	6		5	5		6	10		10	10		10
Heavy Vehicles (%)	0%	1%	8%	2%	1%	2%	0%	0%	2%	3%	1%	3%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	7.8	26.4		15.5	34.1		7.6	23.2		7.3	22.9	
Effective Green, g (s)	7.8	26.4		15.5	34.1		7.6	23.2		7.3	22.9	
Actuated g/C Ratio	0.09	0.31		0.18	0.40		0.09	0.27		0.08	0.27	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	3.5		3.0	3.5	
Vehicle Extension (s)	2.5	5.2		2.5	5.2		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	151	987		294	1278		147	418		137	436	
v/s Ratio Prot	0.06	c0.19		c0.13	0.18		c0.05	c0.20		0.04	0.13	
v/s Ratio Perm												
v/c Ratio	0.66	0.62		0.69	0.46		0.53	0.72		0.50	0.50	
Uniform Delay, d1	37.8	25.5		33.0	19.1		37.4	28.4		37.6	26.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.4	1.8		6.4	0.6		2.8	5.7		2.1	0.6	
Delay (s)	47.2	27.3		39.4	19.7		40.3	34.2		39.7	27.3	
Level of Service	D	C		D	B		D	C		D	C	
Approach Delay (s)		30.1			24.7			35.3			30.2	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	29.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	85.9	Sum of lost time (s)	10.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	725	45	18	639	47	39
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		0	320		150	0
Storage Lanes		0	1		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.991					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3251	0	1568	3228	1599	1444
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3251	0	1568	3228	1599	1444
Link Speed (mph)	35			35	25	
Link Distance (ft)	703			442	846	
Travel Time (s)	13.7			8.6	23.1	
Confl. Peds. (#/hr)		1	1		5	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	7%	6%	3%	4%	3%
Adj. Flow (vph)	763	47	19	673	49	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	810	0	19	673	49	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)		15	15		15	15
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	725	45	18	639	47	39
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	763	47	19	673	49	41
Pedestrians	5			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	703					
pX, platoon unblocked			0.87		0.87	0.87
vC, conflicting volume			812		1167	407
vC1, stage 1 conf vol					788	
vC2, stage 2 conf vol					379	
vCu, unblocked vol			496		903	34
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)					5.9	
tF (s)			2.3		3.5	3.3
p0 queue free %			98		89	95
cM capacity (veh/h)			905		442	897

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	509	302	19	336	336	49	41
Volume Left	0	0	19	0	0	49	0
Volume Right	0	47	0	0	0	0	41
cSH	1700	1700	905	1700	1700	442	897
Volume to Capacity	0.30	0.18	0.02	0.20	0.20	0.11	0.05
Queue Length 95th (ft)	0	0	2	0	0	9	4
Control Delay (s)	0.0	0.0	9.1	0.0	0.0	14.2	9.2
Lane LOS			A			B	A
Approach Delay (s)	0.0		0.2			11.9	
Approach LOS						B	

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	748	48	18	257	0	0	0	0	138	0	339
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected					0.997						0.950	
Satd. Flow (prot)	0	1733	1458	0	1706	0	0	0	0	0	1614	1458
Flt Permitted					0.997						0.950	
Satd. Flow (perm)	0	1733	1458	0	1706	0	0	0	0	0	1614	1458
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		442			581			572			571	
Travel Time (s)		8.6			11.3			9.8			9.7	
Confl. Peds. (#/hr)	2		4	4		2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	6%	2%	0%	0%	0%	0%	3%	0%	2%
Adj. Flow (vph)	0	771	49	19	265	0	0	0	0	142	0	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	771	49	0	284	0	0	0	0	0	142	349
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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	748	48	18	257	0	0	0	0	138	0	339
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	771	49	19	265	0	0	0	0	142	0	349
Pedestrians								4			2	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												6
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)		1145										
pX, platoon unblocked				0.78			0.78	0.78	0.78	0.78	0.78	
vC, conflicting volume	267			825			1077	1079	775	1075	1129	267
vC1, stage 1 conf vol							775	775		304	304	
vC2, stage 2 conf vol							302	304		771	825	
vCu, unblocked vol	267			636			959	961	572	956	1025	267
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			100	100	100	59	100	55
cM capacity (veh/h)	1306			726			285	364	409	349	329	770

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	771	49	284	492
Volume Left	0	0	19	142
Volume Right	0	49	0	349
cSH	1700	1700	726	1084
Volume to Capacity	0.45	0.03	0.03	0.45
Queue Length 95th (ft)	0	0	2	60
Control Delay (s)	0.0	0.0	0.9	16.0
Lane LOS			A	C
Approach Delay (s)	0.0		0.9	16.0
Approach LOS				C

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	456	429	0	0	238	190	37	0	35	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Ped Bike Factor												
Frt					0.940				0.850			
Flt Protected		0.975						0.950				
Satd. Flow (prot)	0	1673	0	0	1587	0	0	1568	1365	0	0	0
Flt Permitted		0.975						0.950				
Satd. Flow (perm)	0	1673	0	0	1587	0	0	1568	1365	0	0	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		581			777			456			764	
Travel Time (s)		11.3			15.1			7.8			13.0	
Confl. Peds. (#/hr)							2					2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	0%	1%	7%	6%	0%	9%	0%	0%	0%
Adj. Flow (vph)	496	466	0	0	259	207	40	0	38	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	962	0	0	466	0	0	40	38	0	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 97.0%	ICU Level of Service F
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	456	429	0	0	238	190	37	0	35	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	496	466	0	0	259	207	40	0	38	0	0	0
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		0										
Right turn flare (veh)									6			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	465			466			1822	1923	466	1820	1820	364
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	465			466			1822	1923	466	1820	1820	364
tC, single (s)	4.1			4.1			7.2	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.4	3.5	4.0	3.3
p0 queue free %	55			100			0	100	93	100	100	100
cM capacity (veh/h)	1096			1106			38	37	582	37	43	684

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	962	465	78
Volume Left	496	0	40
Volume Right	0	207	38
cSH	1096	1700	73
Volume to Capacity	0.45	0.27	1.07
Queue Length 95th (ft)	60	0	144
Control Delay (s)	9.0	0.0	176.2
Lane LOS	A		F
Approach Delay (s)	9.0	0.0	176.2
Approach LOS			F

Intersection Summary			
Average Delay	14.9		
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	7	45	17	4	0	12	253	26	1	252	79
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	25		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Ped Bike Factor												
Frt		0.953						0.988			0.968	
Flt Protected		0.971		0.950				0.998				
Satd. Flow (prot)	0	1500	0	1662	1400	0	0	1528	0	0	1559	0
Flt Permitted		0.971		0.950				0.998				
Satd. Flow (perm)	0	1500	0	1662	1400	0	0	1528	0	0	1559	0
Link Speed (mph)		25			40			35			35	
Link Distance (ft)		443			782			1306			592	
Travel Time (s)		12.1			13.3			25.4			11.5	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	14%	7%	0%	25%	0%	18%	14%	0%	0%	8%	11%
Adj. Flow (vph)	80	7	47	18	4	0	13	266	27	1	265	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	18	4	0	0	306	0	0	349	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			0			0	
Link Offset(ft)		-40			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	76	7	45	17	4	0	12	253	26	1	252	79
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	80	7	47	18	4	0	13	266	27	1	265	83
Pedestrians					2							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	616	603	307	667	575	282	265			268		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	616	603	307	667	575	282	265			268		
tC, single (s)	7.2	6.6	6.3	7.1	6.8	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.2	3.3	2.4			2.2		
p0 queue free %	79	98	93	95	99	100	99			100		
cM capacity (veh/h)	387	393	722	341	394	760	1211			1305		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	135	18	4	306	349
Volume Left	80	18	0	13	1
Volume Right	47	0	0	27	83
cSH	463	341	394	1211	1305
Volume to Capacity	0.29	0.05	0.01	0.01	0.00
Queue Length 95th (ft)	30	4	1	1	0
Control Delay (s)	15.9	16.1	14.2	0.4	0.0
Lane LOS	C	C	B	A	A
Approach Delay (s)	15.9	15.8		0.4	0.0
Approach LOS	C	C			

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	6	89	228	8	74	250
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.873		0.995			
Flt Protected	0.997					0.989
Satd. Flow (prot)	1495	0	1646	0	0	1656
Flt Permitted	0.997					0.989
Satd. Flow (perm)	1495	0	1646	0	0	1656
Link Speed (mph)	55		40			35
Link Distance (ft)	285		716			1306
Travel Time (s)	3.5		12.2			25.4
Confl. Peds. (#/hr)	2					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	6%	0%	3%	5%
Adj. Flow (vph)	6	96	245	9	80	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	0	254	0	0	349
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15		15	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	89	228	8	74	250
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	6	96	245	9	80	269
Pedestrians			2			
Lane Width (ft)			12.0			
Walking Speed (ft/s)			4.0			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	679	249			245	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	679	249			245	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	88			94	
cM capacity (veh/h)	394	789			1315	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	102	254	348
Volume Left	6	0	80
Volume Right	96	9	0
cSH	742	1700	1315
Volume to Capacity	0.14	0.15	0.06
Queue Length 95th (ft)	12	0	5
Control Delay (s)	10.6	0.0	2.2
Lane LOS	B		A
Approach Delay (s)	10.6	0.0	2.2
Approach LOS	B		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	0	4	7	1	41	1	217	8	21	231	19
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. 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
Ped Bike Factor												
Frt		0.972			0.887			0.995			0.990	
Flt Protected		0.962			0.993						0.996	
Satd. Flow (prot)	0	1636	0	0	1541	0	0	1693	0	0	1656	0
Flt Permitted		0.962			0.993						0.996	
Satd. Flow (perm)	0	1636	0	0	1541	0	0	1693	0	0	1656	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		505			897			2513			1154	
Travel Time (s)		13.8			24.5			68.5			31.5	
Confl. Peds. (#/hr)	1		1	1		1	16		2	2		16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	5%	4%	6%
Adj. Flow (vph)	15	0	4	8	1	45	1	236	9	23	251	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	54	0	0	246	0	0	295	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 42.8%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	0	4	7	1	41	1	217	8	21	231	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	4	8	1	45	1	236	9	23	251	21
Pedestrians		16			2			1			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											1154	
pX, platoon unblocked												
vC, conflicting volume	612	572	278	557	578	243	288			247		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	612	572	278	557	578	243	288			247		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	99	98	100	94	100			98		
cM capacity (veh/h)	370	419	754	429	415	799	1269			1300		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	20	53	246	295
Volume Left	15	8	1	23
Volume Right	4	45	9	21
cSH	417	699	1269	1300
Volume to Capacity	0.05	0.08	0.00	0.02
Queue Length 95th (ft)	4	6	0	1
Control Delay (s)	14.1	10.6	0.0	0.8
Lane LOS	B	B	A	A
Approach Delay (s)	14.1	10.6	0.0	0.8
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	5	2	2	8	17	3	22	6	1	22	7
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. 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
Ped Bike Factor												
Frt		0.960			0.915			0.973			0.968	
Flt Protected		0.995			0.996			0.995			0.999	
Satd. Flow (prot)	0	1672	0	0	1595	0	0	1637	0	0	1638	0
Flt Permitted		0.995			0.996			0.995			0.999	
Satd. Flow (perm)	0	1672	0	0	1595	0	0	1637	0	0	1638	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		300			392			678			1183	
Travel Time (s)		8.2			10.7			18.5			32.3	
Confl. Peds. (#/hr)	10		3	3		10	12		9	9		12
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	14%
Adj. Flow (vph)	1	6	3	3	10	22	4	28	8	1	28	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	35	0	0	40	0	0	38	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.5%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	5	2	2	8	17	3	22	6	1	22	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	1	6	3	3	10	22	4	28	8	1	28	9
Pedestrians		12			9			3			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	124	100	48	93	100	51	49			45		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	124	100	48	93	100	51	49			45		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	100	99	98	100			100		
cM capacity (veh/h)	800	778	1014	865	777	1007	1555			1564		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	35	40	38
Volume Left	1	3	4	1
Volume Right	3	22	8	9
cSH	829	915	1555	1564
Volume to Capacity	0.01	0.04	0.00	0.00
Queue Length 95th (ft)	1	3	0	0
Control Delay (s)	9.4	9.1	0.7	0.2
Lane LOS	A	A	A	A
Approach Delay (s)	9.4	9.1	0.7	0.2
Approach LOS	A	A		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	9	2	0	4	56	1	17	1	44	37	43
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. 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
Ped Bike Factor												
Frt		0.995			0.874			0.994			0.953	
Flt Protected		0.964						0.998			0.983	
Satd. Flow (prot)	0	1679	0	0	1501	0	0	1736	0	0	1639	0
Flt Permitted		0.964						0.998			0.983	
Satd. Flow (perm)	0	1679	0	0	1501	0	0	1736	0	0	1639	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		487			452			593			1339	
Travel Time (s)		13.3			12.3			16.2			36.5	
Confl. Peds. (#/hr)	9					9						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	11	2	0	5	69	1	21	1	54	46	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	74	0	0	23	0	0	153	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 30.1%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	9	2	0	4	56	1	17	1	44	37	43
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	38	11	2	0	5	69	1	21	1	54	46	53
Pedestrians											9	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	286	206	72	213	231	31	99			22		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	286	206	72	213	231	31	99			22		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	98	100	100	99	93	100			97		
cM capacity (veh/h)	601	671	996	717	649	1036	1507			1606		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	52	74	23	153
Volume Left	38	0	1	54
Volume Right	2	69	1	53
cSH	627	996	1507	1606
Volume to Capacity	0.08	0.07	0.00	0.03
Queue Length 95th (ft)	7	6	0	3
Control Delay (s)	11.3	8.9	0.4	2.8
Lane LOS	B	A	A	A
Approach Delay (s)	11.3	8.9	0.4	2.8
Approach LOS	B	A		

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	30.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.88
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	3260	0	3020
Flt Permitted						
Satd. Flow (perm)	0	0	0	3260	0	3020
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			236	3150	
Travel Time (s)	3.3			5.4	71.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15	15			15
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1750	0	0	0	0	3325
Flt Permitted						
Satd. Flow (perm)	1750	0	0	0	0	3325
Link Speed (mph)	30		30			30
Link Distance (ft)	81		189			128
Travel Time (s)	1.8		4.3			2.9
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15		15	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						128
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1029	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1750	0	0	3325	0
Flt Permitted						
Satd. Flow (perm)	0	1750	0	0	3325	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	393			555	189	
Travel Time (s)	8.9			12.6	4.3	
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15	15			15
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					317	
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1029	1091	1636			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	3325	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	3325	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	136			233	81	
Travel Time (s)	3.1			5.3	1.8	
Peak Hour Factor	0.25	0.25	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)		15	15		15	15
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1716	1716	0	0	1716
Flt Permitted						
Satd. Flow (perm)	0	1716	1716	0	0	1716
Link Speed (mph)	30		30			30
Link Distance (ft)	112		175			1482
Travel Time (s)	2.5		4.0			33.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15		15	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1716	0	0	1716	1716	0
Flt Permitted						
Satd. Flow (perm)	1716	0	0	1716	1716	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			169	439	
Travel Time (s)	2.5			3.8	10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15	15			15
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1716	0	1716	0	0	1716
Flt Permitted						
Satd. Flow (perm)	1716	0	1716	0	0	1716
Link Speed (mph)	30		30			30
Link Distance (ft)	169		292			175
Travel Time (s)	3.8		6.6			4.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15		15	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1716	0	0	1716	1716	0
Flt Permitted						
Satd. Flow (perm)	1716	0	0	1716	1716	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			175	193	
Travel Time (s)	8.9			4.0	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15	15			15
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1085	1623			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix D – Queuing Analysis Worksheets

Appendix D contains the queuing analysis worksheets and output from the Synchro SimTraffic study intersections analyses.

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Queuing and Blocking Report

Intersection: 1: OR-99 & South Valley View Rd, Interval #1

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	R	LR
Maximum Queue (ft)	135	138	160	285	397	125	663
Average Queue (ft)	78	73	89	168	234	117	526
95th Queue (ft)	140	142	163	298	407	148	785
Link Distance (ft)		1274	1274	1059	1059		670
Upstream Blk Time (%)							9
Queuing Penalty (veh)							0
Storage Bay Dist (ft)	150					100	
Storage Blk Time (%)	1	0			17	5	
Queuing Penalty (veh)	1	0			103	18	

Intersection: 1: OR-99 & South Valley View Rd, Interval #2

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	R	LR
Maximum Queue (ft)	134	127	147	285	408	125	610
Average Queue (ft)	61	48	66	128	172	100	322
95th Queue (ft)	119	105	124	247	339	155	568
Link Distance (ft)		1274	1274	1059	1059		670
Upstream Blk Time (%)							3
Queuing Penalty (veh)							0
Storage Bay Dist (ft)	150					100	
Storage Blk Time (%)	1	0			9	3	
Queuing Penalty (veh)	1	0			47	7	

Intersection: 1: OR-99 & South Valley View Rd, All Intervals

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	R	LR
Maximum Queue (ft)	145	148	178	326	443	125	663
Average Queue (ft)	65	54	71	138	187	104	371
95th Queue (ft)	125	117	136	263	361	156	659
Link Distance (ft)		1274	1274	1059	1059		670
Upstream Blk Time (%)							4
Queuing Penalty (veh)							0
Storage Bay Dist (ft)	150					100	
Storage Blk Time (%)	1	0			11	3	
Queuing Penalty (veh)	1	0			61	10	

Queuing and Blocking Report

Intersection: 2: Maple St & OR-99, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	191	40	66	139	164	6	181	195
Average Queue (ft)	121	15	39	65	95	1	77	98
95th Queue (ft)	198	46	71	147	177	9	178	195
Link Distance (ft)	185	187		1056	1056		833	833
Upstream Blk Time (%)	2							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			160			120		
Storage Blk Time (%)				0			2	
Queuing Penalty (veh)				0			0	

Intersection: 2: Maple St & OR-99, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	179	52	63	185	214	7	149	184
Average Queue (ft)	92	13	25	51	79	0	52	76
95th Queue (ft)	155	43	59	136	163	6	121	153
Link Distance (ft)	185	187		1056	1056		833	833
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			160			120		
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Intersection: 2: Maple St & OR-99, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	192	56	72	197	227	10	196	216
Average Queue (ft)	99	13	29	54	83	0	58	82
95th Queue (ft)	169	43	63	139	167	7	138	165
Link Distance (ft)	185	187		1056	1056		833	833
Upstream Blk Time (%)	1							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			160			120		
Storage Blk Time (%)				0			1	
Queuing Penalty (veh)				0			0	

Queuing and Blocking Report

Intersection: 3: Wimer St & OR-99, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	139	130	134	94	120	86
Average Queue (ft)	68	66	59	21	56	18
95th Queue (ft)	156	135	141	91	127	89
Link Distance (ft)	236	200	1856	1856	1056	1056
Upstream Blk Time (%)	1	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Wimer St & OR-99, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	127	117	138	119	128	90
Average Queue (ft)	44	49	40	10	41	6
95th Queue (ft)	90	90	106	64	98	43
Link Distance (ft)	236	200	1856	1856	1056	1056
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Wimer St & OR-99, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	160	137	156	134	143	112
Average Queue (ft)	50	53	45	13	44	9
95th Queue (ft)	111	104	116	72	106	58
Link Distance (ft)	236	200	1856	1856	1056	1056
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

Intersection: 4: OR-99 & Helman St, Interval #1

Movement	EB	EB	WB	WB	SB
Directions Served	R	R	T	TR	TR
Maximum Queue (ft)	98	126	57	57	73
Average Queue (ft)	59	76	54	56	40
95th Queue (ft)	106	133	59	60	74
Link Distance (ft)	1856	1856			554
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: OR-99 & Helman St, Interval #2

Movement	EB	EB	WB	WB	SB
Directions Served	R	R	T	TR	TR
Maximum Queue (ft)	139	159	57	61	88
Average Queue (ft)	57	73	54	56	34
95th Queue (ft)	106	128	60	67	73
Link Distance (ft)	1856	1856			554
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: OR-99 & Helman St, All Intervals

Movement	EB	EB	WB	WB	SB
Directions Served	R	R	T	TR	TR
Maximum Queue (ft)	145	170	57	61	91
Average Queue (ft)	57	74	54	56	35
95th Queue (ft)	106	130	60	66	74
Link Distance (ft)	1856	1856			554
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

Intersection: 5: Main St & Oak St, Interval #1

Movement	EB	EB	NB	SB
Directions Served	LT	T	T	L
Maximum Queue (ft)	69	85	97	129
Average Queue (ft)	29	40	49	66
95th Queue (ft)	74	96	110	130
Link Distance (ft)			247	219
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Main St & Oak St, Interval #2

Movement	EB	EB	NB	SB
Directions Served	LT	T	T	L
Maximum Queue (ft)	85	117	131	132
Average Queue (ft)	25	40	48	66
95th Queue (ft)	68	96	100	120
Link Distance (ft)			247	219
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Main St & Oak St, All Intervals

Movement	EB	EB	NB	SB
Directions Served	LT	T	T	L
Maximum Queue (ft)	97	122	143	149
Average Queue (ft)	26	40	48	66
95th Queue (ft)	69	96	103	122
Link Distance (ft)			247	219
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 6: E Main St & OR-99, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	128	28	20
Average Queue (ft)	60	5	4
95th Queue (ft)	156	31	23
Link Distance (ft)	1600	1600	1600
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: E Main St & OR-99, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	177	46	52
Average Queue (ft)	54	5	9
95th Queue (ft)	139	27	36
Link Distance (ft)	1600	1600	1600
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: E Main St & OR-99, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	193	53	53
Average Queue (ft)	55	5	7
95th Queue (ft)	143	28	34
Link Distance (ft)	1600	1600	1600
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 7: OR-99 & Mountain Ave, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	48	175	187	119	200	231	580	102	46
Average Queue (ft)	17	93	106	70	94	116	466	50	22
95th Queue (ft)	50	180	199	134	205	231	789	104	51
Link Distance (ft)					865	865	1247		344
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75			120				100	
Storage Blk Time (%)	0	8		3	3			2	
Queuing Penalty (veh)	1	3		13	3			1	

Intersection: 7: OR-99 & Mountain Ave, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	90	191	212	136	249	250	717	117	111
Average Queue (ft)	25	70	78	61	87	106	462	48	25
95th Queue (ft)	72	156	172	128	192	212	854	104	77
Link Distance (ft)					865	865	1247		344
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75			120				100	
Storage Blk Time (%)	1	6		4	2			3	
Queuing Penalty (veh)	4	2		13	1			1	

Intersection: 7: OR-99 & Mountain Ave, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	91	209	227	141	276	287	747	117	117
Average Queue (ft)	23	76	85	63	89	109	463	48	24
95th Queue (ft)	67	163	181	130	195	217	839	104	72
Link Distance (ft)					865	865	1247		344
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75			120				100	
Storage Blk Time (%)	1	7		4	2			3	
Queuing Penalty (veh)	4	2		13	2			1	

Queuing and Blocking Report

Intersection: 8: OR-99 & Garfield St, Interval #1

Movement	EB	WB	SB
Directions Served	L	L	LR
Maximum Queue (ft)	11	19	48
Average Queue (ft)	3	5	18
95th Queue (ft)	11	20	53
Link Distance (ft)			561
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: OR-99 & Garfield St, Interval #2

Movement	EB	WB	SB
Directions Served	L	L	LR
Maximum Queue (ft)	16	24	59
Average Queue (ft)	3	6	17
95th Queue (ft)	14	22	48
Link Distance (ft)			561
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50	100	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 8: OR-99 & Garfield St, All Intervals

Movement	EB	WB	SB
Directions Served	L	L	LR
Maximum Queue (ft)	17	24	67
Average Queue (ft)	3	5	17
95th Queue (ft)	13	21	50
Link Distance (ft)			561
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50	100	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Queuing and Blocking Report

Intersection: 9: OR-66 & OR-99, Interval #1

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	R	R	T	TR	L	L	T
Maximum Queue (ft)	48	44	139	153	125	454	209
Average Queue (ft)	13	11	73	87	107	215	54
95th Queue (ft)	50	48	152	165	151	424	153
Link Distance (ft)	826	826	1031	1031		1382	1382
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					100		
Storage Blk Time (%)					7	21	
Queuing Penalty (veh)					16	48	

Intersection: 9: OR-66 & OR-99, Interval #2

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	R	R	T	TR	L	L	T
Maximum Queue (ft)	68	58	156	162	125	517	273
Average Queue (ft)	12	9	64	77	103	234	69
95th Queue (ft)	47	40	137	148	150	457	209
Link Distance (ft)	826	826	1031	1031		1382	1382
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					100		
Storage Blk Time (%)					8	23	
Queuing Penalty (veh)					18	50	

Intersection: 9: OR-66 & OR-99, All Intervals

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	R	R	T	TR	L	L	T
Maximum Queue (ft)	78	71	166	172	125	534	329
Average Queue (ft)	13	9	66	79	104	229	65
95th Queue (ft)	47	42	141	153	151	450	197
Link Distance (ft)	826	826	1031	1031		1382	1382
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					100		
Storage Blk Time (%)					8	22	
Queuing Penalty (veh)					18	49	

Queuing and Blocking Report

Intersection: 10: OR-99 & Walker Ave, Interval #1

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	34	194	63	165	114	91
Average Queue (ft)	10	81	18	83	59	51
95th Queue (ft)	40	203	63	178	114	98
Link Distance (ft)		1031		5289	787	563
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)		4		4		
Queuing Penalty (veh)		2		1		

Intersection: 10: OR-99 & Walker Ave, Interval #2

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	64	261	86	253	120	129
Average Queue (ft)	8	75	14	75	53	49
95th Queue (ft)	35	199	48	189	102	99
Link Distance (ft)		1031		5289	787	563
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)		4	0	3		
Queuing Penalty (veh)		2	0	1		

Intersection: 10: OR-99 & Walker Ave, All Intervals

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	75	261	107	269	128	131
Average Queue (ft)	8	76	15	77	55	49
95th Queue (ft)	37	200	52	187	105	99
Link Distance (ft)		1031		5289	787	563
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)		4	0	3		
Queuing Penalty (veh)		2	0	1		

Queuing and Blocking Report

Intersection: 11: OR-99 & Tolman Creek Rd, Interval #1

Movement	EB	NB	SB	SB
Directions Served	LTR	LTR	LT	R
Maximum Queue (ft)	42	54	73	10
Average Queue (ft)	15	27	40	1
95th Queue (ft)	42	50	75	20
Link Distance (ft)	5289	1076	2436	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				160
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: OR-99 & Tolman Creek Rd, Interval #2

Movement	EB	NB	SB	SB
Directions Served	LTR	LTR	LT	R
Maximum Queue (ft)	66	64	111	18
Average Queue (ft)	14	29	42	1
95th Queue (ft)	49	55	84	21
Link Distance (ft)	5289	1076	2436	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				160
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 11: OR-99 & Tolman Creek Rd, All Intervals

Movement	EB	NB	SB	SB
Directions Served	LTR	LTR	LT	R
Maximum Queue (ft)	67	68	112	18
Average Queue (ft)	14	29	42	1
95th Queue (ft)	48	54	82	21
Link Distance (ft)	5289	1076	2436	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				160
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Queuing and Blocking Report

Intersection: 12: OR-99 & Mistletoe Rd, Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	20	18
Average Queue (ft)	3	11
95th Queue (ft)	20	23
Link Distance (ft)	866	450
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: OR-99 & Mistletoe Rd, Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	40	18
Average Queue (ft)	2	9
95th Queue (ft)	22	22
Link Distance (ft)	866	450
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: OR-99 & Mistletoe Rd, All Intervals

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	49	20
Average Queue (ft)	3	10
95th Queue (ft)	21	22
Link Distance (ft)	866	450
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 13: Nevada St & Oak St, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LR	LR	LTR	LTR
Maximum Queue (ft)	65	17	29	2
Average Queue (ft)	40	3	7	0
95th Queue (ft)	69	19	32	5
Link Distance (ft)	754	607	1747	720
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Nevada St & Oak St, Interval #2

Movement	EB	WB	NB
Directions Served	LR	LR	LTR
Maximum Queue (ft)	78	28	36
Average Queue (ft)	35	2	5
95th Queue (ft)	65	14	26
Link Distance (ft)	754	607	1747
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Nevada St & Oak St, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LR	LR	LTR	LTR
Maximum Queue (ft)	88	28	42	2
Average Queue (ft)	36	2	5	0
95th Queue (ft)	66	15	27	2
Link Distance (ft)	754	607	1747	720
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 14: Hersey St & Oak St, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	34	69	48	100	31	51	67	66
Average Queue (ft)	11	43	25	66	22	30	38	46
95th Queue (ft)	37	70	54	105	39	55	69	72
Link Distance (ft)		515		2631		598		1441
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)		0		1			0	0
Queuing Penalty (veh)		0		0			0	0

Intersection: 14: Hersey St & Oak St, Interval #2

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	32	68	63	99	38	65	77	73
Average Queue (ft)	8	39	23	56	20	28	32	40
95th Queue (ft)	29	60	55	87	40	53	64	65
Link Distance (ft)		515		2631		598		1441
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)		0		0		0	0	0
Queuing Penalty (veh)		0		0		0	0	0

Intersection: 14: Hersey St & Oak St, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	34	77	69	105	41	68	85	76
Average Queue (ft)	9	40	24	59	20	29	33	42
95th Queue (ft)	32	63	55	92	40	54	66	67
Link Distance (ft)		515		2631		598		1441
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)		0		0		0	0	0
Queuing Penalty (veh)		0		0		0	0	0

Queuing and Blocking Report

Intersection: 15: Hersey St & Mountain Ave, Interval #1

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LTR	T	R
Maximum Queue (ft)	28	75	107	54	39
Average Queue (ft)	11	39	70	31	22
95th Queue (ft)	31	81	106	55	48
Link Distance (ft)	2631		701	636	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 15: Hersey St & Mountain Ave, Interval #2

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LTR	T	R
Maximum Queue (ft)	852	119	118	214	117
Average Queue (ft)	256	71	70	67	28
95th Queue (ft)	953	145	106	172	86
Link Distance (ft)	2631		701	636	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		35		15	0
Queuing Penalty (veh)		7		4	0

Intersection: 15: Hersey St & Mountain Ave, All Intervals

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LTR	T	R
Maximum Queue (ft)	855	119	122	214	117
Average Queue (ft)	197	64	70	58	27
95th Queue (ft)	828	135	106	154	78
Link Distance (ft)	2631		701	636	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		26		12	0
Queuing Penalty (veh)		5		3	0

Queuing and Blocking Report

Intersection: 16: Lithia Way & Oak St, Interval #1

Movement	WB	WB	B95	B95	NB	SB
Directions Served	LT	TR	T	T	LT	TR
Maximum Queue (ft)	117	126	2	3	139	95
Average Queue (ft)	35	45	0	0	72	44
95th Queue (ft)	115	128	4	5	151	86
Link Distance (ft)	157	157	1032	1032	219	250
Upstream Blk Time (%)	0	0			0	
Queuing Penalty (veh)	1	1			0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Lithia Way & Oak St, Interval #2

Movement	WB	WB	B95	B95	NB	SB
Directions Served	LT	TR	T	T	LT	TR
Maximum Queue (ft)	116	147	18	12	126	96
Average Queue (ft)	28	40	1	1	50	44
95th Queue (ft)	85	110	18	14	99	82
Link Distance (ft)	157	157	1032	1032	219	250
Upstream Blk Time (%)	0	0			0	
Queuing Penalty (veh)	0	1			0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Lithia Way & Oak St, All Intervals

Movement	WB	WB	B95	B95	NB	SB
Directions Served	LT	TR	T	T	LT	TR
Maximum Queue (ft)	144	153	20	15	162	112
Average Queue (ft)	30	41	1	1	55	44
95th Queue (ft)	93	115	16	13	115	83
Link Distance (ft)	157	157	1032	1032	219	250
Upstream Blk Time (%)	0	0			0	
Queuing Penalty (veh)	0	1			0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

Intersection: 17: E Main St & Lithia Way, Interval #1

Movement	EB	WB	NB	NB
Directions Served	LT	R	T	TR
Maximum Queue (ft)	92	146	58	70
Average Queue (ft)	78	79	49	48
95th Queue (ft)	103	145	63	69
Link Distance (ft)	79	828		
Upstream Blk Time (%)	29		3	3
Queuing Penalty (veh)	57		0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: E Main St & Lithia Way, Interval #2

Movement	EB	WB	NB	NB
Directions Served	LT	R	T	TR
Maximum Queue (ft)	94	163	80	79
Average Queue (ft)	76	68	49	47
95th Queue (ft)	101	130	64	67
Link Distance (ft)	79	828		
Upstream Blk Time (%)	23		3	3
Queuing Penalty (veh)	44		0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: E Main St & Lithia Way, All Intervals

Movement	EB	WB	NB	NB
Directions Served	LT	R	T	TR
Maximum Queue (ft)	96	175	81	84
Average Queue (ft)	77	71	49	47
95th Queue (ft)	102	134	63	68
Link Distance (ft)	79	828		
Upstream Blk Time (%)	25		3	3
Queuing Penalty (veh)	47		0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 18: E Main St & Mountain Ave, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B40
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	58	192	27	208	76	148	1746	224	73
Average Queue (ft)	27	77	6	101	28	82	1304	160	12
95th Queue (ft)	67	168	28	195	75	151	2069	310	107
Link Distance (ft)		588		1747		1219	2047		701
Upstream Blk Time (%)							5		
Queuing Penalty (veh)							18		
Storage Bay Dist (ft)	100		100		100			200	
Storage Blk Time (%)	0	3		5	0	6	89	1	
Queuing Penalty (veh)	1	1		1	0	2	112	4	

Intersection: 18: E Main St & Mountain Ave, Interval #2

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B40
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	78	168	67	234	110	170	2102	225	690
Average Queue (ft)	25	59	10	97	28	76	2039	152	444
95th Queue (ft)	64	134	48	196	81	149	2330	300	925
Link Distance (ft)		588		1747		1219	2047		701
Upstream Blk Time (%)							68		31
Queuing Penalty (veh)							214		97
Storage Bay Dist (ft)	100		100		100			200	
Storage Blk Time (%)	0	2	0	4	0	6	87	1	
Queuing Penalty (veh)	0	1	0	1	0	2	103	2	

Intersection: 18: E Main St & Mountain Ave, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B40
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	85	197	67	262	115	181	2102	225	690
Average Queue (ft)	25	63	9	98	28	78	1862	154	340
95th Queue (ft)	64	144	44	196	80	149	2551	302	860
Link Distance (ft)		588		1747		1219	2047		701
Upstream Blk Time (%)							52		23
Queuing Penalty (veh)							165		73
Storage Bay Dist (ft)	100		100		100			200	
Storage Blk Time (%)	0	2	0	4	0	6	88	1	
Queuing Penalty (veh)	0	1	0	1	0	2	105	2	

Queuing and Blocking Report

Intersection: 19: E Main St & Walker Ave, Interval #1

Movement	EB	WB	NB	NB
Directions Served	TR	LT	L	R
Maximum Queue (ft)	9	54	76	66
Average Queue (ft)	1	13	44	26
95th Queue (ft)	19	53	82	67
Link Distance (ft)	1143	741	1571	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)			1	0
Queuing Penalty (veh)			0	0

Intersection: 19: E Main St & Walker Ave, Interval #2

Movement	EB	WB	NB	NB
Directions Served	TR	LT	L	R
Maximum Queue (ft)	34	90	100	80
Average Queue (ft)	2	15	45	23
95th Queue (ft)	24	58	81	63
Link Distance (ft)	1143	741	1571	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0

Intersection: 19: E Main St & Walker Ave, All Intervals

Movement	EB	WB	NB	NB
Directions Served	TR	LT	L	R
Maximum Queue (ft)	37	93	105	91
Average Queue (ft)	2	14	45	24
95th Queue (ft)	23	57	81	64
Link Distance (ft)	1143	741	1571	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0

Queuing and Blocking Report

Intersection: 20: Iowa St & Mountain Ave, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LR	TR	LT
Maximum Queue (ft)	45	56	14	29
Average Queue (ft)	26	38	2	5
95th Queue (ft)	55	61	21	27
Link Distance (ft)	176	2945	344	1219
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: Iowa St & Mountain Ave, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LR	TR	LT
Maximum Queue (ft)	41	78	6	46
Average Queue (ft)	22	37	0	6
95th Queue (ft)	50	63	6	28
Link Distance (ft)	176	2945	344	1219
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: Iowa St & Mountain Ave, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LR	TR	LT
Maximum Queue (ft)	48	81	17	54
Average Queue (ft)	23	37	1	5
95th Queue (ft)	51	63	11	28
Link Distance (ft)	176	2945	344	1219
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 21: Iowa St & Walker Ave, Interval #1

Movement	EB	NB	SB
Directions Served	LR	LTR	LTR
Maximum Queue (ft)	61	88	71
Average Queue (ft)	41	56	47
95th Queue (ft)	61	90	72
Link Distance (ft)	2945	1734	1571
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Iowa St & Walker Ave, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LR	LTR	LTR	LTR
Maximum Queue (ft)	71	34	81	79
Average Queue (ft)	39	2	50	46
95th Queue (ft)	65	17	78	74
Link Distance (ft)	2945	209	1734	1571
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Iowa St & Walker Ave, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LR	LTR	LTR	LTR
Maximum Queue (ft)	71	34	94	82
Average Queue (ft)	40	2	52	46
95th Queue (ft)	64	15	81	73
Link Distance (ft)	2945	209	1734	1571
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 22: OR-66 & Walker Ave, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	88	171	192	97	150	177	110	155
Average Queue (ft)	49	86	111	53	71	96	65	93
95th Queue (ft)	93	184	212	100	149	176	119	162
Link Distance (ft)		826	826		4429	4429	563	1734
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100				
Storage Blk Time (%)	1	5		1	2			
Queuing Penalty (veh)	2	3		4	1			

Intersection: 22: OR-66 & Walker Ave, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	112	231	240	118	184	215	129	188
Average Queue (ft)	45	79	99	48	71	92	57	92
95th Queue (ft)	95	185	209	98	153	177	106	164
Link Distance (ft)		826	826		4429	4429	563	1734
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100				
Storage Blk Time (%)	1	4		1	2			
Queuing Penalty (veh)	1	2		3	1			

Intersection: 22: OR-66 & Walker Ave, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	113	231	240	123	186	218	132	194
Average Queue (ft)	46	81	102	49	71	93	59	93
95th Queue (ft)	95	185	210	98	152	177	110	163
Link Distance (ft)		826	826		4429	4429	563	1734
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100				
Storage Blk Time (%)	1	4		1	2			
Queuing Penalty (veh)	1	2		3	1			

Queuing and Blocking Report

Intersection: 23: OR-66 & Tolman Creek Rd, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	124	294	257	125	259	243	124	398	102	211
Average Queue (ft)	85	187	138	113	167	145	72	233	60	136
95th Queue (ft)	142	306	245	146	311	261	135	463	116	230
Link Distance (ft)		4429	4429		635	635		1079		821
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			100			100		100	
Storage Blk Time (%)	7	20		32	2		4	28	3	16
Queuing Penalty (veh)	19	20		84	4		13	22	6	11

Intersection: 23: OR-66 & Tolman Creek Rd, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	125	345	228	125	355	305	125	406	125	268
Average Queue (ft)	81	168	103	111	158	139	62	180	62	120
95th Queue (ft)	144	305	200	147	329	264	120	342	121	223
Link Distance (ft)		4429	4429		635	635		1079		821
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			100			100		100	
Storage Blk Time (%)	9	16		30	3		3	23	2	13
Queuing Penalty (veh)	23	14		68	5		8	15	5	8

Intersection: 23: OR-66 & Tolman Creek Rd, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	125	363	267	125	365	322	125	450	125	278
Average Queue (ft)	82	173	111	112	160	141	64	192	62	124
95th Queue (ft)	143	306	214	146	325	263	124	377	120	226
Link Distance (ft)		4429	4429		635	635		1079		821
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			100			100		100	
Storage Blk Time (%)	9	17		30	3		3	24	3	13
Queuing Penalty (veh)	22	15		72	5		10	17	5	8

Queuing and Blocking Report

Intersection: 24: OR-66 & Washington St., Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	85	37	36	18	16	77	48
Average Queue (ft)	12	2	10	3	3	41	27
95th Queue (ft)	80	22	36	22	25	82	56
Link Distance (ft)	635	635		371	371		799
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			320			150	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 24: OR-66 & Washington St., Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	96	46	43	26	30	87	57
Average Queue (ft)	7	3	11	2	2	36	26
95th Queue (ft)	67	55	38	17	18	75	56
Link Distance (ft)	635	635		371	371		799
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			320			150	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 24: OR-66 & Washington St., All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	130	58	44	33	38	94	63
Average Queue (ft)	8	3	10	2	2	37	26
95th Queue (ft)	70	49	38	19	20	76	56
Link Distance (ft)	635	635		371	371		799
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			320			150	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report

Intersection: 25: OR-66 & I-5 Southbound Exit Ramp, Interval #1

Movement	EB	EB	WB	SB	SB
Directions Served	T	R	LT	LT	R
Maximum Queue (ft)	145	41	60	431	158
Average Queue (ft)	46	0	14	249	77
95th Queue (ft)	199	0	63	554	219
Link Distance (ft)	371	371	500	521	
Upstream Blk Time (%)	1	0		12	
Queuing Penalty (veh)	3	0		0	
Storage Bay Dist (ft)					150
Storage Blk Time (%)				34	1
Queuing Penalty (veh)				118	2

Intersection: 25: OR-66 & I-5 Southbound Exit Ramp, Interval #2

Movement	EB	WB	SB	SB
Directions Served	T	LT	LT	R
Maximum Queue (ft)	200	104	461	175
Average Queue (ft)	22	12	269	86
95th Queue (ft)	136	58	608	230
Link Distance (ft)	371	500	521	
Upstream Blk Time (%)	0		17	
Queuing Penalty (veh)	1		0	
Storage Bay Dist (ft)				150
Storage Blk Time (%)			31	1
Queuing Penalty (veh)			104	2

Intersection: 25: OR-66 & I-5 Southbound Exit Ramp, All Intervals

Movement	EB	EB	WB	SB	SB
Directions Served	T	R	LT	LT	R
Maximum Queue (ft)	244	41	108	505	175
Average Queue (ft)	28	0	12	264	84
95th Queue (ft)	153	0	59	596	227
Link Distance (ft)	371	371	500	521	
Upstream Blk Time (%)	0	0		16	
Queuing Penalty (veh)	1	0		0	
Storage Bay Dist (ft)					150
Storage Blk Time (%)				32	1
Queuing Penalty (veh)				108	2

Queuing and Blocking Report

Intersection: 26: OR-66 & I-5 Northbound Exit Ramp, Interval #1

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	R
Maximum Queue (ft)	487	2	252	35
Average Queue (ft)	337	0	137	5
95th Queue (ft)	583	0	309	52
Link Distance (ft)	500	711	424	
Upstream Blk Time (%)	4		2	
Queuing Penalty (veh)	38		0	
Storage Bay Dist (ft)				150
Storage Blk Time (%)			29	0
Queuing Penalty (veh)			11	0

Intersection: 26: OR-66 & I-5 Northbound Exit Ramp, Interval #2

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	R
Maximum Queue (ft)	486	9	419	175
Average Queue (ft)	254	1	309	43
95th Queue (ft)	504	7	545	166
Link Distance (ft)	500	711	424	
Upstream Blk Time (%)	1		43	
Queuing Penalty (veh)	13		0	
Storage Bay Dist (ft)				150
Storage Blk Time (%)			75	0
Queuing Penalty (veh)			25	0

Intersection: 26: OR-66 & I-5 Northbound Exit Ramp, All Intervals

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	R
Maximum Queue (ft)	506	11	419	175
Average Queue (ft)	274	0	267	33
95th Queue (ft)	530	6	521	147
Link Distance (ft)	500	711	424	
Upstream Blk Time (%)	2		33	
Queuing Penalty (veh)	19		0	
Storage Bay Dist (ft)				150
Storage Blk Time (%)			63	0
Queuing Penalty (veh)			22	0

Queuing and Blocking Report

Intersection: 27: Oak Knoll Dr & OR-66, Interval #1

Movement	EB	WB	WB	NB
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	84	17	9	44
Average Queue (ft)	44	5	2	9
95th Queue (ft)	87	17	13	52
Link Distance (ft)	381		697	1250
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		1	0	
Queuing Penalty (veh)		0	0	

Intersection: 27: Oak Knoll Dr & OR-66, Interval #2

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	106	14	28	51	6
Average Queue (ft)	39	3	4	5	0
95th Queue (ft)	82	11	19	35	5
Link Distance (ft)	381		697	1250	475
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		25			
Storage Blk Time (%)		0	1		
Queuing Penalty (veh)		0	0		

Intersection: 27: Oak Knoll Dr & OR-66, All Intervals

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	121	22	28	75	6
Average Queue (ft)	40	4	3	6	0
95th Queue (ft)	83	13	17	40	4
Link Distance (ft)	381		697	1250	475
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		25			
Storage Blk Time (%)		0	1		
Queuing Penalty (veh)		0	0		

Queuing and Blocking Report

Intersection: 28: Dead Indian Memorial Rd & OR-66, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	57
Average Queue (ft)	43	21
95th Queue (ft)	70	59
Link Distance (ft)	257	1250
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Dead Indian Memorial Rd & OR-66, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	76	72
Average Queue (ft)	37	17
95th Queue (ft)	63	54
Link Distance (ft)	257	1250
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Dead Indian Memorial Rd & OR-66, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	81	78
Average Queue (ft)	39	18
95th Queue (ft)	65	56
Link Distance (ft)	257	1250
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 29: Mistletoe Rd & Tolman Creek Rd, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LR	LTR	LTR	LTR
Maximum Queue (ft)	40	40	11	46
Average Queue (ft)	19	31	2	10
95th Queue (ft)	49	53	23	43
Link Distance (ft)	470	862	2436	1079
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 29: Mistletoe Rd & Tolman Creek Rd, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LR	LTR	LTR	LTR
Maximum Queue (ft)	38	54	10	63
Average Queue (ft)	14	29	1	9
95th Queue (ft)	42	55	9	43
Link Distance (ft)	470	862	2436	1079
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 29: Mistletoe Rd & Tolman Creek Rd, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LR	LTR	LTR	LTR
Maximum Queue (ft)	43	57	21	72
Average Queue (ft)	15	29	1	9
95th Queue (ft)	44	55	14	43
Link Distance (ft)	470	862	2436	1079
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 30: Nutley St & Granite St, Interval #1

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	28	45	3
Average Queue (ft)	8	22	0
95th Queue (ft)	31	49	6
Link Distance (ft)	270		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Nutley St & Granite St, Interval #2

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	35	9
Average Queue (ft)	9	15	0
95th Queue (ft)	33	39	6
Link Distance (ft)	270		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Nutley St & Granite St, All Intervals

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	35	45	12
Average Queue (ft)	8	17	0
95th Queue (ft)	33	42	6
Link Distance (ft)	270		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 31: Ashland St & Mountain Ave, Interval #1

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	40	59	22
Average Queue (ft)	31	39	5
95th Queue (ft)	53	60	26
Link Distance (ft)	459	423	1247
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 31: Ashland St & Mountain Ave, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	45	61	6	26
Average Queue (ft)	27	29	0	2
95th Queue (ft)	53	57	5	15
Link Distance (ft)	459	423	565	1247
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 31: Ashland St & Mountain Ave, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	47	67	6	32
Average Queue (ft)	28	32	0	2
95th Queue (ft)	53	59	4	18
Link Distance (ft)	459	423	565	1247
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Appendix E – ODOT SPIS City Map for Ashland and Surrounding Cities

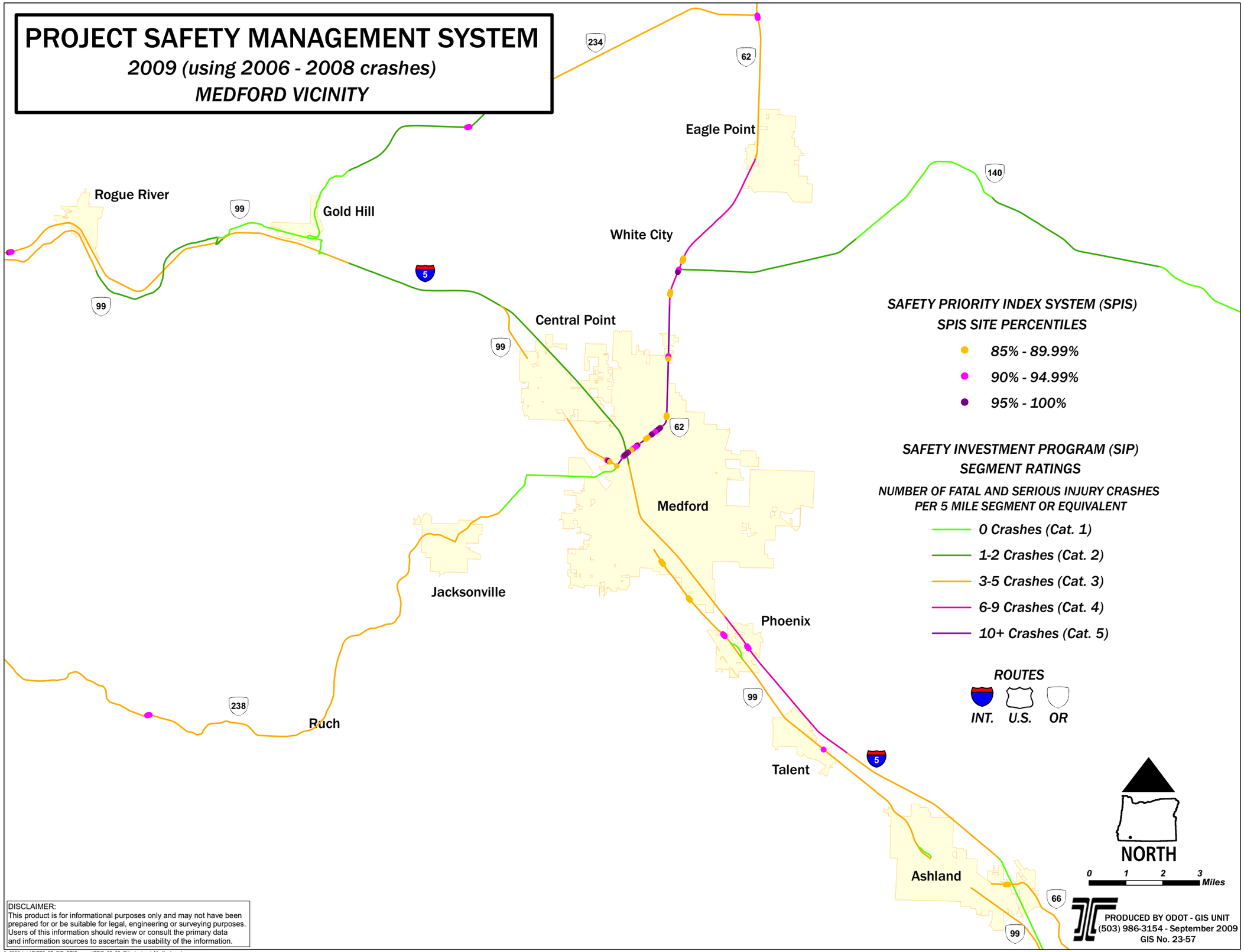
Appendix E contains ODOT SPIS City Map for Ashland, Medford, Talent, Phoenix, Jacksonville, Central Point, Eagle Point, White City, Gold Hill, Rogue River, and Ruch. The map was obtained from ODOT at http://www.oregon.gov/ODOT/TD/TDATA/gis/odotmaps.shtml#SPIS_SIP_Maps.

DRAFT

PROJECT SAFETY MANAGEMENT SYSTEM

2009 (using 2006 - 2008 crashes)

MEDFORD VICINITY



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PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - September 2009
GIS No. 23-57

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Appendix F –Crash Rates

Appendix F contains the crash rate calculations and critical crash rate spreadsheet used in the intersection crash analysis.

DRAFT

CRASH ANALYSIS

Project Name:	Ashland TSP
Project Number:	10633
Analyst:	EMF
Date:	10/05/2010
Filename:	H:\projfile\10633 - City of Ashland TSP Update\excel

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

ROADWAY SEGMENT ANALYSIS

Street Name:	**OR 99**				
From:	Valley View Road	Mile Post			
To:	Helman Street	Mile Post			
Average Daily Traffic =		17,500			
Length of Segment (miles) =		1.14			
Number of Crashes =		50			
Time Period (years) =		12			
Crash Rate =		50	1,000,000		**0.57** *Crashes/MVM*
	17,500	365	12	1.14	

Street Name:	**OR 99 SB**				
From:	Helman Street	Mile Post			
To:	E Main Street	Mile Post			
Average Daily Traffic =		9,500			
Length of Segment (miles) =		0.53			
Number of Crashes =		55			
Time Period (years) =		12			
Crash Rate =		55	1,000,000		**2.49** *Crashes/MVM*
	9,500	365	12	0.53	

Street Name:	**OR 99 NB**					
From:	Helman Street	Mile Post				
To:	E Main Street	Mile Post				
Average Daily Traffic =		11,000				
Length of Segment (miles) =		0.73				
Number of Crashes =		45				
Time Period (years) =		12				
Crash Rate =		45	1,000,000			**1.28** *Crashes/MVM*
	11,000	365	12	0.73		

Street Name:	**OR 99**					
From:	E Main Street	Mile Post				
To:	Walker Avenue	Mile Post				
Average Daily Traffic =		16,500				
Length of Segment (miles) =		1.28				
Number of Crashes =		77				
Time Period (years) =		12				
Crash Rate =		77	1,000,000			**0.83** *Crashes/MVM*
	16,500	365	12	1.28		

Street Name:	**OR 99**					
From:	Walker Avenue	Mile Post				
To:	UGB Southern Boundary	Mile Post				
Average Daily Traffic =		6,000				
Length of Segment (miles) =		1.78				
Number of Crashes =		33				
Time Period (years) =		12				
Crash Rate =		33	1,000,000			**0.71** *Crashes/MVM*
	6,000	365	12	1.78		

Street Name:	**E Main Street**					
From:	OR 99	Mile Post				
To:	Walker Avenue	Mile Post				
Average Daily Traffic =		8,000				
Length of Segment (miles) =		1.11				
Number of Crashes =		11				
Time Period (years) =		12				
Crash Rate =		11	1,000,000			**0.28** *Crashes/MVM*
	8,000	365	12	1.11		

Street Name:	**E Main Street**					
From:	Walker Avenue	Mile Post				
To:	OR 66	Mile Post				
Average Daily Traffic =		3,500				
Length of Segment (miles) =		1.78				
Number of Crashes =		8				
Time Period (years) =		12				
Crash Rate =		8	1,000,000			**0.29** *Crashes/MVM*
	3,500	365	12	1.78		

Street Name:	**OR 66**					
From:	OR 99	Mile Post				
To:	Tolman Creek Road	Mile Post				
Average Daily Traffic =		12,000				
Length of Segment (miles) =		1.04				
Number of Crashes =		47				
Time Period (years) =		12				
Crash Rate =		47	1,000,000			**0.86** *Crashes/MVM*
	12,000	365	12	1.04		

Street Name:	**OR 66**					
From:	Tolman Creek Road	Mile Post				
To:	E Main Street	Mile Post				
Average Daily Traffic =		14,000				
Length of Segment (miles) =		0.67				
Number of Crashes =		41				
Time Period (years) =		12				
Crash Rate =		41	1,000,000			**1.00** *Crashes/MVM*
	14,000	365	12	0.67		

Street Name:	**Mountain Avenue**					
From:	Hersey Street	Mile Post				
To:	Ashland Street	Mile Post				
Average Daily Traffic =		6,000				
Length of Segment (miles) =		1.23				
Number of Crashes =		16				
Time Period (years) =		12				
Crash Rate =		16	1,000,000			**0.49** *Crashes/MVM*
	6,000	365	12	1.23		

Street Name:	**Walker Avenue**					
From:	E Main Street	Mile Post				
To:	Peachey Road	Mile Post				
Average Daily Traffic =		3,100				
Length of Segment (miles) =		1.13				
Number of Crashes =		34				
Time Period (years) =		12				
Crash Rate =		34	1,000,000			**2.22** *Crashes/MVM*
	3,100	365	12	1.13		

CRASH ANALYSIS

Project Name:	Ashland TSP
Project Number:	10633
Analyst:	EMF
Date:	10/05/2010
Filename:	H:\projfile\10633 - City of Ashland TSP Update\excel\

KITTELSON & ASSOCIATES, INC.
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INTERSECTION ANALYSIS

Intersection: **Mountain Avenue/Hersey Street** Mile Post

Vehicles Entering Intersection =		627		
Number of Crashes =		1		
Time Period =		10		
Crash Rate =		1	1,000,000	**0.44** *Crashes/MEV*
	627	365	10	

Intersection: **Mountain Avenue/Iowa Street** Mile Post

Vehicles Entering Intersection =		404		
Number of Crashes =		1		
Time Period =		10		
Crash Rate =		1	1,000,000	**0.68** *Crashes/MEV*
	404	365	10	

Intersection: **Mountain Avenue/Main Street** Mile Post

Vehicles Entering Intersection =		1,246		
Number of Crashes =		10		
Time Period =		10		
Crash Rate =		10	1,000,000	**2.20** *Crashes/MEV*
	1,246	365	10	

Intersection: **Nevada Street/Oak Street** Mile Post

Vehicles Entering Intersection =		391		
Number of Crashes =		3		
Time Period =		10		
Crash Rate =		3	1,000,000	**2.10** *Crashes/MEV*
	391	365	10	

Intersection: **OR 66/Dead Indian Memorial Road** Mile Post

Vehicles Entering Intersection =		624		
Number of Crashes =		1		
Time Period =		10		
Crash Rate =		1	1,000,000	**0.44** *Crashes/MEV*
	624	365	10	

Intersection: **OR 66/I-5 Exit 14 NB Ramps** Mile Post

Vehicles Entering Intersection =		1,274		
Number of Crashes =		8		
Time Period =		10		
Crash Rate =		8	1,000,000	**1.72** *Crashes/MEV*
	1,274	365	10	

Intersection:	**OR 66/I-5 Exit 14 SB Ramps**		Mile Post	
Vehicles Entering Intersection =		1,500		
Number of Crashes =		15		
Time Period =		10		
Crash Rate =		15	1,000,000	**2.74** *Crashes/MEV*
	1,500	365	10	
Intersection:	**OR 66/Main Street/Oak Knoll Drive**		Mile Post	
Vehicles Entering Intersection =		775		
Number of Crashes =		14		
Time Period =		10		
Crash Rate =		14	1,000,000	**4.95** *Crashes/MEV*
	775	365	10	
Intersection:	**OR 66/OR 99**		Mile Post	
Vehicles Entering Intersection =		1,689		
Number of Crashes =		14		
Time Period =		10		
Crash Rate =		14	1,000,000	**2.27** *Crashes/MEV*
	1,689	365	10	
Intersection:	**OR 66/Tolman Creek Road**		Mile Post	
Vehicles Entering Intersection =		1,919		
Number of Crashes =		20		
Time Period =		10		
Crash Rate =		20	1,000,000	**2.86** *Crashes/MEV*
	1,919	365	10	
Intersection:	**OR 66/Walker Street**		Mile Post	
Vehicles Entering Intersection =		1,499		
Number of Crashes =		8		
Time Period =		10		
Crash Rate =		8	1,000,000	**1.46** *Crashes/MEV*
	1,499	365	10	
Intersection:	**OR 66/Washington Street**		Mile Post	
Vehicles Entering Intersection =		1,449		
Number of Crashes =		5		
Time Period =		10		
Crash Rate =		5	1,000,000	**0.95** *Crashes/MEV*
	1,449	365	10	
Intersection:	**OR 99/Helman Street**		Mile Post	
Vehicles Entering Intersection =		1,556		
Number of Crashes =		5		
Time Period =		10		
Crash Rate =		5	1,000,000	**0.88** *Crashes/MEV*
	1,556	365	10	
Intersection:	**OR 99/Hersey Street/Wimer Street**		Mile Post	
Vehicles Entering Intersection =		1,718		
Number of Crashes =		42		
Time Period =		10		
Crash Rate =		42	1,000,000	**6.70** *Crashes/MEV*
	1,718	365	10	

Intersection:	**OR 99/Maple Street**		Mile Post	
Vehicles Entering Intersection =		1,761		
Number of Crashes =		4		
Time Period =		10		
Crash Rate =		4	1,000,000	**0.62** *Crashes/MEV*
	1,761	365	10	
Intersection:	**OR 99/Mistletoe**		Mile Post	
Vehicles Entering Intersection =		342		
Number of Crashes =		3		
Time Period =		10		
Crash Rate =		3	1,000,000	**2.40** *Crashes/MEV*
	342	365	10	
Intersection:	**OR 99/Mountain Ave**		Mile Post	
Vehicles Entering Intersection =		1,930		
Number of Crashes =		16		
Time Period =		10		
Crash Rate =		16	1,000,000	**2.27** *Crashes/MEV*
	1,930	365	10	
Intersection:	**OR 99/Tolman Creek**		Mile Post	
Vehicles Entering Intersection =		692		
Number of Crashes =		9		
Time Period =		10		
Crash Rate =		9	1,000,000	**3.56** *Crashes/MEV*
	692	365	10	
Intersection:	**OR 99/Valley View Rd**		Mile Post	
Vehicles Entering Intersection =		1,839		
Number of Crashes =		13		
Time Period =		10		
Crash Rate =		13	1,000,000	**1.94** *Crashes/MEV*
	1,839	365	10	
Intersection:	**OR 99/Walker Street**		Mile Post	
Vehicles Entering Intersection =		1,090		
Number of Crashes =		9		
Time Period =		10		
Crash Rate =		9	1,000,000	**2.26** *Crashes/MEV*
	1,090	365	10	
Intersection:	**OR 99 NB (Lithia Way)/E Main Street**		Mile Post	
Vehicles Entering Intersection =		1,225		
Number of Crashes =		16		
Time Period =		10		
Crash Rate =		16	1,000,000	**3.58** *Crashes/MEV*
	1,225	365	10	
Intersection:	**OR 99 NB (Lithia Way)/Oak Street**		Mile Post	
Vehicles Entering Intersection =		1,193		
Number of Crashes =		14		
Time Period =		10		
Crash Rate =		14	1,000,000	**3.22** *Crashes/MEV*
	1,193	365	10	

Intersection:	**OR 99 SB/E Main Street**		Mile Post	
Vehicles Entering Intersection =		996		
Number of Crashes =		8		
Time Period =		10		
Crash Rate =		8	1,000,000	**2.20** *Crashes/MEV*
	996	365	10	
Intersection:	**OR 99 SB/Oak Street**		Mile Post	
Vehicles Entering Intersection =		1,095		
Number of Crashes =		25		
Time Period =		10		
Crash Rate =		25	1,000,000	**6.26** *Crashes/MEV*
	1,095	365	10	
Intersection:	**Tolman Creek/Mistletoe Road**		Mile Post	
Vehicles Entering Intersection =		553		
Number of Crashes =		0		
Time Period =		10		
Crash Rate =		0	1,000,000	**0.00** *Crashes/MEV*
	553	365	10	
Intersection:	**Walker Street/Iowa Street**		Mile Post	
Vehicles Entering Intersection =		498		
Number of Crashes =		2		
Time Period =		10		
Crash Rate =		2	1,000,000	**1.10** *Crashes/MEV*
	498	365	10	
Intersection:	**Granite Street/Winburn Way/Nutley S**		Mile Post	
Vehicles Entering Intersection =		122		
Number of Crashes =		1		
Time Period =		10		
Crash Rate =		1	1,000,000	**2.25** *Crashes/MEV*
	122	365	10	
Intersection:	**Hersey Street/Oak Street**		Mile Post	
Vehicles Entering Intersection =		705		
Number of Crashes =		4		
Time Period =		10		
Crash Rate =		4	1,000,000	**1.55** *Crashes/MEV*
	705	365	10	
Intersection:	**E Main Street/Walker Avenue**		Mile Post	
Vehicles Entering Intersection =		937		
Number of Crashes =		0		
Time Period =		10		
Crash Rate =		0	1,000,000	**0.00** *Crashes/MEV*
	937	365	10	
Intersection:	**Mountain Avenue/Ashland Street**		Mile Post	
Vehicles Entering Intersection =		269		
Number of Crashes =		1		
Time Period =		10		
Crash Rate =		1	1,000,000	**1.02** *Crashes/MEV*
	269	365	10	

INTERSECTION CRASH RATES CALCULATOR

INT	Peak Hour	Daily Vol.	10-Year TEV	10-Year MEV	Crash Total	Crash/Year	Intersection Type	Crash Rate	Critical Rate	Over Critical
Granite Street/Winburn Way/Nutley Street	122	1220	4453000	4.5	1	0.1	2	0.22	0.41	0
Hersey Street/Oak Street	705	7050	25732500	25.7	4	0.4	2	0.16	0.25	0
E Main Street/Walker Avenue	937	9370	34200500	34.2	0	0.0	3	0.00	0.23	0
Mountain Avenue/Ashland Street	269	2690	9818500	9.8	1	0.1	2	0.10	0.32	0
Mountain Avenue/Hersey Street	627	6270	22885500	22.9	1	0.1	2	0.04	0.25	0
Mountain Avenue/Iowa Street	404	4040	14746000	14.7	1	0.1	2	0.07	0.29	0
Mountain Avenue/Main Street	1,246	12460	45479000	45.5	10	1.0	1	0.22	0.29	0
Nevada Street/Oak Street	391	3910	14271500	14.3	3	0.3	2	0.21	0.29	0
OR 66/Dead Indian Memorial Road	624	6240	22776000	22.8	1	0.1	3	0.04	0.45	0
OR 66/I-5 Exit 14 NB Ramps	1,274	12740	46501000	46.5	8	0.8	3	0.17	0.40	0
OR 66/I-5 Exit 14 SB Ramps	1,500	15000	54750000	54.8	15	1.5	3	0.27	0.39	0
OR 66/Main Street/Oak Knoll Drive	775	7750	28287500	28.3	14	1.4	3	0.49	0.44	1
OR 66/OR 99	1,689	16890	61648500	61.6	14	1.4	1	0.23	0.28	0
OR 66/Tolman Creek Road	1,919	19190	70043500	70.0	20	2.0	1	0.29	0.27	1
OR 66/Walker Street	1,499	14990	54713500	54.7	8	0.8	1	0.15	0.28	0
OR 66/Washington Street	1,449	14490	52888500	52.9	5	0.5	3	0.09	0.39	0
OR 99/Helman Street	1,556	15560	56794000	56.8	5	0.5	1	0.09	0.28	0
OR 99/Hersey Street/Wimer Street	1,718	17180	62707000	62.7	42	4.2	3	0.67	0.38	1
OR 99/Maple Street	1,761	17610	64276500	64.3	4	0.4	1	0.06	0.28	0
OR 99/Mistletoe	342	3420	12483000	12.5	3	0.3	3	0.24	0.52	0
OR 99/Mountain Ave	1,930	19300	70445000	70.4	16	1.6	1	0.23	0.27	0
OR 99/Tolman Creek	692	6920	25258000	25.3	9	0.9	3	0.36	0.33	1
OR 99/Valley View Rd	1,839	18390	67123500	67.1	13	1.3	1	0.19	0.27	0
OR 99/Walker Street	1,090	10900	39785000	39.8	9	0.9	1	0.23	0.30	0
OR 99 NB (Lithia Way)/E Main Street	1,225	12250	44712500	44.7	16	1.6	1	0.36	0.29	1
OR 99 NB (Lithia Way)/Oak Street	1,193	11930	43544500	43.5	14	1.4	3	0.32	0.40	0
OR 99 SB/E Main Street	996	9960	36354000	36.4	8	0.8	1	0.22	0.31	0
OR 99 SB/Oak Street	1,095	10950	39967500	40.0	25	2.5	3	0.63	0.41	1
Tolman Creek/Mistletoe Road	553	5530	20184500	20.2	0	0.0	3	0.00	0.47	0
Walker Street/Iowa Street	498	4980	18177000	18.2	2	0.2	2	0.11	0.27	0

NOTES:

Anything that is not colored is an entered value (from data/research). Colored cells have formulas to perform calculations.

Calculations:

Daily Volumes: Peak Hour x 1.10

10-Year TEV: Daily Volume x 365 x 10

10-Year MEV: 10-Year Volume x 1,000,000

Crash/Year: Crash Total / 10

Crash Rate: Crash Total / 10-Year MEV

Critical Rate: Average Crash Rate Per Intersection Type x (1.645 x (Average Crash Rate Per Intersection Type x 1,000,000 / 10-Year TEV)^.05) + (1 / 2 x 10-Year TEV)

Signalized	**1**	0.19
Four-way stop	**2**	0.13
Two-way stop	**3**	0.27

Appendix G – Crash Data

Appendix G contains the crash data obtained from ODOT for the study intersections within the City of Ashland.

DRAFT

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Ashland Street @ Siskiyou Boulevard
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2009 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2006														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2006 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2004														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	0	1	1	0	1
2004 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	1
YEAR: 2003														
FIXED / OTHER OBJECT	0	1	0	1	0	2	0	0	1	0	1	1	0	1
REAR-END	0	1	0	1	0	1	0	0	1	0	1	1	0	0
2003 TOTAL	0	2	0	2	0	3	0	0	2	0	2	2	0	1
YEAR: 2002														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2002 TOTAL	0	2	0	2	0	3	0	2	0	2	0	2	0	0
YEAR: 2001														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
REAR-END	0	3	0	3	0	4	0	3	0	3	0	3	0	0
2001 TOTAL	0	3	1	4	0	4	0	4	0	3	1	4	0	0
YEAR: 2000														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2000 TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	0	0
FINAL TOTAL	0	11	3	14	0	14	0	12	2	9	5	14	0	2

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

021 GREEN SPRINGS

Ashland Street @ Siskiyou Boulevard
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R U G S	S C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01399	N	N	N	N	N	05/16/2000	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NO RPT						Tue	ASHLAND	0 0	ASHLAND ST	E		UNKNOWN	N	DRY	REAR		PUBLC	E W									000		
						1P	ASHLAND UA	0.00	SISKIYOU BLVD	06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		026			10
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	E W									011		
																	PSNGR CAR		01	DRVR	NONE	59	F	OR-Y		000			
																								OR<25					
01265	Y	N	N	N	N	05/03/2001	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Thu	ASHLAND	0 0	ASHLAND ST	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W											01
						4P	ASHLAND UA	0.00	SISKIYOU BLVD	06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	42	M	OR-Y		026	038		01
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	E W									011		
																	PSNGR CAR		01	DRVR	INJC	46	F	OR-Y		000			
																								OR<25					
01584	N	N	N	N	N	06/21/2001	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	07
CITY						Thu	ASHLAND	0 0	ASHLAND ST	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000		
						2P	ASHLAND UA	0.00	SISKIYOU BLVD	06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		026			07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	E W									011	013	
																	PSNGR CAR		01	DRVR	INJB	90	M	OR-Y		000			
																								OR<25					
																03	NONE 0	STOP											
																	PRVTE	E W									011		
																	PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000			
																								OR<25					
00717	N	N	N	N	N	03/02/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											04
NO RPT						Fri	ASHLAND	0 0	ASHLAND ST	UN		TRF SIGNAL	N	DRY	ANGL		PRVTE	SE NW									000		
						9P	ASHLAND UA	0.01	SISKIYOU BLVD	01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		000			
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	E W									000		
																	PSNGR CAR		01	DRVR	NONE	81	M	OR-Y		020			04
																								OR>25					
01701	N	N	N	N	N	06/27/2001	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										030	12
CITY						Wed	ASHLAND	0 0	ASHLAND ST	E		NONE	N	DRY	REAR		PRVTE	E W									000		
						11A	ASHLAND UA	0.02	SISKIYOU BLVD	06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	67	F	OR-Y		000			
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	E W									007	030	
																	PSNGR CAR		01	DRVR	INJB	37	F	OR-Y		045			12
																								OR<25					

063 ROGUE VALLEY

Ashland Street @ Siskiyou Boulevard
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00711	N	N	N	N	N	03/28/2000	JACKSON	1	14		INTER	CROSS	N	N	CLR	BIKE														08
NONE						Tue	ASHLAND	0	0	ASHLAND ST	W		UNKNOWN	N	DRY	TURN														
						5P	ASHLAND UA	20.63		SISKIYOU BLVD	05	0		N	DUSK	INJ			STRGHT E W	01	BIKE	INJB	23	M		000		000		
																	01	NONE PRVTE PSNGR CAR	0 TURN-R NW W	01	DRVR	NONE	45	F	OR-Y OR<25		027		000	08

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Ashland Street @ Siskiyou Boulevard
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00453	N	N	N			03/19/2004	14	ASHLAND ST	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	STRGHT										044	10
NO RPT						Fri	0	SISKIYOU BLVD	SE		MEDIAN BAR	N	DRY	FIX		PRVTE	NW SE									000	044	00
						8P			05	1		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	72	F	OTH-Y		080,081	000		10
																							N-RES					
																		02	PSNG	INJB	00	M			000	000		00
03526	Y	N	N		Y	12/24/2003	14	ASHLAND ST	INTER	3-LEG	N	Y	RAIN	FIX OBJ	01	NONE	STRGHT										044	01
CITY						Wed	0	SISKIYOU BLVD	SE		UNKNOWN	N	WET	FIX		PRVTE	SE NW									007	044	00
						8P			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y		047,081	017		01
																							OR<25					
															02	NONE	PRKD-P											
																PRVTE	W E									032		00
																PSNGR CAR		01	PSNG	INJB	76	F			000	000		00
																		02	PSNG	INJB	50	F			000	000		00
00985	N	N	N			06/08/2009	14	ASHLAND ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE						Mon	0	SISKIYOU BLVD	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
						5P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		026	000		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	SE NW									011		00
																PSNGR CAR		01	DRVR	NONE	52	M	OR-Y		000	000		00
																							OR<25					
00251	N	N	N		Y	01/22/2003	12	ASHLAND ST	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE	STRGHT										013	07
CITY						Wed	0	SISKIYOU BLVD	NW		NONE	N	WET	REAR		PRVTE	SE NW									000		00
						4P			05	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	49	F	OR-Y		043	000		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	SE NW									011	013	00
																PSNGR CAR		01	DRVR	NONE	24	F	OR-Y		000	000		00
																							OR<25					
															03	NONE	STOP											
																PRVTE	SE NW									011		00
																PSNGR CAR		01	DRVR	NONE	57	F	OTH-Y		000	000		00
																							N-RES					
03435	Y	N	N	N	N	12/03/2002	14	ASHLAND ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Tue	0	SISKIYOU BLVD	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		01
						3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	U	UNK		026	038		01
																							UNK					
															02	NONE 0	STOP											
																PRVTE	NW SE									011		
																PSNGR CAR		01	DRVR	INJC	24	F	OR-Y		000			
																							OR<25					
																		02	PSNG	NO<5	01	M						
01192	N	N	N			07/03/2009	14	ASHLAND ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										013	07
NONE						Fri	0	SISKIYOU BLVD	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
						4P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		026	000		07
																							OR<25					

CITY OF ASHLAND, JACKSON COUNTY

Ashland Street @ Siskiyou Boulevard

January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	INJC	23	F	OR-Y OR<25	000	011 000	013	00 00
															03	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	NONE	23	F	OR-Y OR<25	000	011 000		00 00
01616 CITY	N	N	N	N	N	06/15/2002 Sat 8P	14 0	ASHLAND ST SISKIYOU BLVD	INTER CN 04	3-LEG 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	33	M	OR-Y OR>25	020	000 026		04 04
															02	NONE 0 PRVTE PSNGR CAR	TURN-L NW E	01	DRVR	INJC	60	M	OTH-Y N-RES	000	000		
																		02	PSNG	INJC	53	F					
01375 CITY	N	N	N			06/23/2006 Fri 12P	14 0	ASHLAND ST SISKIYOU BLVD	INTER CN 04	3-LEG 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	58	M	OR-Y OR>25	000	000 000		08,04 00 00
																		02	PSNG	INJB	56	F		000	000		00
															02	NONE PRVTE PSNGR CAR	TURN-L NW E	01	DRVR	NONE	19	M	OR-Y OR<25	003,020	000 000		00 04,08

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Granite Street @ Winburn Way / Nutley Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2006														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2006 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Granite Street @ Winburn Way / Nutley Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01459	N	N	N			07/01/2006	17	GRANITE ST	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	TURN-L											02
CITY						Sat	0	NUTLEY ST	CN		NONE	N	DRY	TURN		PRVTE	E SW									000		00
						9P			03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y	004,028		000		02
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	W E									000		00
																PSNGR CAR		01	DRVR	NONE	51	F	OR-Y	000		000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Hersey Street @ Oak Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2007														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2007 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2006														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2006 TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0
YEAR: 2002														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
FINAL TOTAL	0	1	3	4	0	1	0	3	1	4	0	4	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Hersey Street @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01602	N	N	N	N	N	04/01/2002	16	HERSEY ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Mon	0	OAK ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NE SW									000		
						2P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		000			
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	SE NW									015		
																PSNGR CAR		01	DRVR	NONE	71	M	OR-Y		028			02
																							OR<25					
00656	N	N	N			03/26/2007	17	HERSEY ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											03
CITY						Mon	0	OAK ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NE SW									000		00
						7A			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	F	OR-Y		021	000		03
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	SE NW									000		00
																PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		000	000		00
																							OR<25					
00562	N	N	N	N	N	02/25/2002	19	HERSEY ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Mon	0	OAK ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	S W									000		
						7A			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y		028			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	E W									000		
																PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		000			
																							OR<25					
02657	N	N	N			12/27/2006	16	HERSEY ST	INTER	CROSS	N	N	RAIN	BIKE	01	NONE	TURN-L											03,32
CITY						Wed	0	OAK ST	CN		STOP SIGN	N	WET	TURN		PRVTE	SE SW									000		00
						11A			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	71	F	OR-Y		000	000		00
																							OR<25					
																	STRGHT	01	BIKE	INJB	67	M			021,052	034		03,32
																	SW NE											

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Lithia Way @ E. Main Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
ANGLE	0	2	0	2	0	5	0	2	0	2	0	2	0	0
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2009 TOTAL	0	3	0	3	0	6	0	3	0	3	0	3	0	0
YEAR: 2008														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2005														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
PEDESTRIAN	0	1	0	1	0	1	0	0	1	0	1	1	0	0
2005 TOTAL	0	1	1	2	0	1	0	1	1	1	1	2	0	0
YEAR: 2004														
ANGLE	0	1	0	1	0	2	0	1	0	1	0	1	0	0
REAR-END	0	1	1	2	0	4	0	2	0	1	1	2	0	0
2004 TOTAL	0	2	1	3	0	6	0	3	0	2	1	3	0	0
YEAR: 2002														
REAR-END	0	4	0	4	0	5	1	4	0	4	0	4	0	0
2002 TOTAL	0	4	0	4	0	5	1	4	0	4	0	4	0	0
YEAR: 2001														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2001 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2000														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2000 TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	0	0
FINAL TOTAL	0	12	4	16	0	20	1	15	1	13	3	16	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

Lithia Way @ E. Main Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEDC	ALCSL	DRSHK	WO	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00429	N	N	N	N	02/01/2001	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NO RPT					Thu	ASHLAND	1	0	LITHIA WAY	E		STOP SIGN	N	DRY	REAR		PRVTE	E W								000			
					11A	ASHLAND UA	19.53		MAIN ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y	026	000		10
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	E W								011			
																	PSNGR CAR		01	DRVR	NONE	49	M	OR-Y	000	000			
																								OR<25					
01017	Y	N	N	N	04/01/2000	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT									004		01
CITY					Sat	ASHLAND	1	0	LITHIA WAY	SE		ONE-WAY	N	DRY	REAR		PRVTE	SE NW											01
					11A	ASHLAND UA	19.53		E MAIN ST	06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	026	038			01
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW								011	004		
																	PSNGR CAR		01	DRVR	INJC	50	F	OR-Y	000				
																								OR<25					
01029	N	N	N	N	04/04/2000	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 0	TURN-L											08
NO RPT					Tue	ASHLAND	1	0	LITHIA WAY	CN		ONE-WAY	N	DRY	TURN		PRVTE	SE W								000			
					12A	ASHLAND UA	19.53		E MAIN ST	01	1		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	006				08
																								UNK					
																02	NONE 0	STRGHT											
																	PRVTE	SE NW								000			
																	PSNGR CAR		01	DRVR	NONE	47	M	OR-Y	000				
																								OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Lithia Way @ E. Main Street

January 1, 2000 through December 31, 2009

SER# / INVEST	SPEEL / ALCOHOL	DRUG	SCHOOL	WORK	DATE / DAY / TIME	CLASS / DIST / FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01908	N	N	N	N	07/03/2002	14	LITHIA WAY	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE 0	STRGHT										10
NONE					Wed	0	E MAIN ST	E		STOP SIGN		N	DRY	REAR		PRVTE	E W								000		
					2P			06	1			N	DAY	INJ		TRUCK		01	DRVR	NONE	26	M	OR-Y	026			10
																							OR<25				
															02	NONE 0	STOP										
																PRVTE	E W								011		
																PSNGR CAR		01	DRVR	INJC	60	F	OR-Y	000			
																							OR<25				
01969	N	N	N	N	07/25/2002	14	LITHIA WAY	INTER	CROSS	N		N	CLR	S-1TURN	01	NONE 0	STRGHT										07
NONE					Thu	0	E MAIN ST	E		STOP SIGN		N	DRY	REAR		PRVTE	E W								000		
					8A			06	1			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y	026	038		07
																							OR<25				
															02	NONE 0	TURN-R										
																PRVTE	E NW								011		
																PSNGR CAR		01	DRVR	INJC	50	M	OR-Y	000			
																							OR<25				
00730	N	N	N	N	04/19/2008	16	LITHIA WAY	INTER	CROSS	N		N	CLD	S-1TURN	01	NONE	STRGHT										32
CITY					Sat	0	E MAIN ST	E		TRF SIGNAL		N	DRY	REAR		PRVTE	E W								000		00
					3P			06	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	55	F	OR-Y	026,052	000		32
																							OR<25				
															02	NONE	STOP										
																PRVTE	E NW								013		00
																PSNGR CAR		01	DRVR	INJC	47	F	OR-Y	000	000		00
																							OR<25				
00451	N	N	N	N	02/14/2002	14	LITHIA WAY	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE 0	STRGHT									013	07
CITY					Thu	0	E MAIN ST	SE		NONE		N	DRY	REAR		PRVTE	SE NW								000		
					1P			06	1			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y	026			07
																							OR<25				
																		02	PSNG	INJC	22	M					
															02	NONE 0	STOP										
																PRVTE	SE NW								011	013	
																PSNGR CAR		01	DRVR	INJB	23	M	OR-Y	000			
																							OR<25				
															03	NONE 0	STOP										
																PRVTE	SE NW								011		
																PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	000			
																							OR<25				
01036	N	N	N		05/29/2004	14	LITHIA WAY	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE	STRGHT										07
NO RPT					Sat	0	E MAIN ST	SE		TRF SIGNAL		N	DRY	REAR		PRVTE	SE NW								000		00
					5P			06	1			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	F	OR-Y	026	000		07
																							OR<25				
															02	NONE	STOP										
																PRVTE	SE NW								011		00
																PSNGR CAR		01	DRVR	INJC	49	F	OR-Y	000	000		00
																							OR<25				
																		02	PSNG	INJC	10	F		000	000		00

CITY OF ASHLAND, JACKSON COUNTY

Lithia Way @ E. Main Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																		03	PSNG	INJC	13	F			000	000		00
																		04	PSNG	INJC	15	F			000	000		00
01282	N	N	N	N	N	02/02/2002	14	LITHIA WAY	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE 0	STRGHT										02
NO RPT						Sat	0	E MAIN ST	SW		TRF SIGNAL		N	DRY	REAR		PRVTE	SW NE								000		
						3P			06	1			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	45	F	OR-Y	026	038		02
																								OR<25				
															02	NONE 0	STOP											
																PRVTE	SW NE									011		
																PSNGR CAR		01	DRVR	INJC	26	F	OR-Y	000			
																							OR<25					
00293	N	N	N			02/04/2005	14	LITHIA WAY	INTER	CROSS	N		N	RAIN	PED	01	NONE	TURN-L										02,08
CITY						Fri	0	E MAIN ST	NW		TRF SIGNAL		N	WET	PED		PRVTE	W NW								000		00
						7P			05	1			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y	003,029	000		02,08
																								OR<25				
																	STRGHT	01	PED	INJB	22	F		01	000	035		00
																	E W											
00269	N	N	N			02/26/2004	12	LITHIA WAY	INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
CITY						Thu	0	E MAIN ST	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	SE NW								000		00
						3P			04	1			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	F	OR-Y	020	000		04
																								OR<25				
																		02	PSNG	INJB	08	F			000	000		00
															02	NONE	STRGHT											
																PRVTE	W E									000		00
																PSNGR CAR		01	DRVR	NONE	36	F	OR-Y	000		000		00
																								OR<25				
																		02	PSNG	INJB	07	F			000	000		00
02768	N	N	N			12/12/2005	14	LITHIA WAY	INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
NO RPT						Mon	0	E MAIN ST	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	S N								000		00
						8A			04	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	80	F	OR-Y	020	000		04
																								OR<25				
															02	NONE 0	STRGHT											
																PRVTE	NW SE									000		00
																PSNGR CAR		01	DRVR	NONE	45	F	OR-Y	000		000		00
																								OR<25				
00930	N	N	N	N	N	05/19/2009	14	LITHIA WAY	INTER	CROSS	N		N	CLR	PED	01	NONE	TURN-R										02
CITY						Tue	0	MAIN ST	SE		TRF SIGNAL		N	DRY	PED		PRVTE	E NW								000		00
						1P			05	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	87	F	OR-Y	029	000		02
																								OR<25				
																	STRGHT	01	PED	INJC	24	M		01	000	035		00
																	W E											
02424	N	N	N			11/19/2004	14	LITHIA WAY	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE	STRGHT									004	07
NO RPT						Fri	0	MAIN ST	NW		UNKNOWN		N	DRY	REAR		PRVTE	NW SE								000		00
						5P			06	1			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	026	000		07
																								OR<25				

CITY OF ASHLAND, JACKSON COUNTY

Lithia Way @ E. Main Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE	STOP											
																PRVTE	NW SE									011	004	00
																PSNGR CAR		01	DRVR	NONE	64	M	OR-Y		000	000		00
																							OR<25					
01741	N	N	N	N	N	09/14/2009	14	LITHIA WAY	INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
CITY						Mon	0	MAIN ST	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	W E								000		00
						9A			03	0			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	89	M	SUSP		097	000		00
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	SE NW									000		00
																PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		097	000		00
																							OR<25					
00729	N	N	N	N	N	04/24/2009	14	LITHIA WAY	INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
CITY						Fri	0	MAIN ST	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	W E								000		00
						4P			04	0			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	18	M	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJC	15	M			000	000		00
																		03	PSNG	INJC	17	M			000	000		00
															02	NONE	STRGHT											
																RENTL	SE NW									000		00
																PSNGR CAR		01	DRVR	INJC	50	F	OTH-Y		020	000		04
																							N-RES					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Main Street @ Walker Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Mountain Avenue & Ashland Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2005														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Mountain Avenue & Ashland Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEEDING	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00980	N	N	N			05/03/2005	17	ASHLAND ST	INTER	CROSS	N	N	CLR	BIKE	01	NONE 0	STRGHT										058	27,02,10
CITY						Tue	0	MOUNTAIN AVE	CN		NONE	N	DRY	ANGL		PRVTE	S N									088	058	00
						1P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	83	F	OR-Y		027,016	000		27,02,10
																							OR<25					
																	STRGHT	01	BIKE	INJB	20	F			000	039		00
																	W E											

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Mountain Avenue @ E. Main Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2009 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR: 2007														
ANGLE	0	2	0	2	0	3	0	2	0	1	1	2	0	0
TURNING MOVEMENTS	0	1	1	2	0	1	0	2	0	1	1	2	0	0
2007 TOTAL	0	3	1	4	0	4	0	4	0	2	2	4	0	0
YEAR: 2004														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2004 TOTAL	0	1	1	2	0	2	0	2	0	1	1	2	0	0
YEAR: 2002														
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	0	2	2	0	0
2002 TOTAL	0	0	2	2	0	0	0	1	1	0	2	2	0	0
YEAR: 2001														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2001 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	6	4	10	0	9	0	9	1	5	5	10	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Mountain Avenue @ E. Main Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01525	N	N	N	N	N	08/03/2009	17	E MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07,16
CITY						Mon	0	MOUNTAIN AVE	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W								000			00
						8A			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		026	028		07,16
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	E W								011			00
																PSNGR CAR		01	DRVR	INJC	28	F	OR-Y		000	000		00
																							OR-?					
																		02	PSNG	INJC	29	F			000	000		00
00835	N	N	N			05/10/2004	16	E MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,27
NONE						Mon	0	MOUNTAIN AVE	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W E								000			00
						3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y		026	038		07
																							OR>25					
															02	NONE	STOP											
																PRVTE	W E								011			00
																PSNGR CAR		01	DRVR	INJC	24	F	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJC	50	F			000	000		00
03564	N	N	N	N	N	12/15/2002	16	E MAIN ST	INTER	CROSS	N	N	RAIN	O-1TURN	01	NONE 0	TURN-L											02
CITY						Sun	0	MOUNTAIN AVE	CN		TRF SIGNAL	N	WET	TURN		PRVTE	S W								000			
						6P			01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		020			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S								000			
																PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		000			
																							OR<25					
00988	N	N	N			05/01/2004	16	E MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										093	04,27
CITY						Sat	0	MOUNTAIN AVE	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	E W								000			00
						9P			01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		000	000		00
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	N S								000			00
																PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		020,052	038	093	04,27
																							OR<25					
00590	N	N	N			03/22/2007	19	E MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
NO RPT						Thu	0	MOUNTAIN AVE	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	E W								007			00
						6P			01	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		020	000		04
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	N S								000			00
																PSNGR CAR		01	DRVR	INJC	31	F	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJC	15	F			000	000		00

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Mountain Avenue @ E. Main Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01721	N	N	N	N	N	08/23/2007	16	E MAIN ST	INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
CITY						Thu	0	MOUNTAIN AVE	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	E W								000		00
						2P			01	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	000	000		00
																								OR<25				
															02	NONE	TURN-L											
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	INJB	72	F	OR-Y	020	000		04
																							OR<25				
00117	N	N	N	N	N	01/12/2002	16	E MAIN ST	INTER	CROSS	N		N	CLR	O-1TURN	01	NONE 0	STRGHT										08
NO RPT						Sat	0	MOUNTAIN AVE	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	E W								000		
						5P			02	0			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y	000			
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	W N									000		
																PSNGR CAR		01	DRVR	NONE	18	F	OTH-Y	004			08
																							N-RES					
00163	N	N	N	N	N	01/10/2001	16	E MAIN ST	INTER	CROSS	N		N	CLR	O-1TURN	01	NONE 0	STRGHT										08
NO RPT						Wed	0	MOUNTAIN AVE	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	S N								000		
						1P			04	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	70	F	OR-Y	000			
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	N E									000		
																PSNGR CAR		01	DRVR	INJC	42	F	OR-Y	004			08
																							OR<25					
00648	N	N	N			03/29/2007	16	E MAIN ST	INTER	CROSS	N		N	CLR	BIKE												110,010,001	04
NONE						Thu	0	MOUNTAIN AVE	CN		TRF SIGNAL		N	DRY	ANGL													
						3P			04	0			N	DAY	INJ			STRGHT	01	BIKE	INJB	52	F		020	035	110,001	04
																		W E										
															01	NONE	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	62	M	OTH-Y	000	000		00
																							N-RES					
01549	N	N	N	N	N	08/17/2007	16	E MAIN ST	INTER	CROSS	N		N	CLR	O-1TURN	01	NONE	TURN-L										02,08
CITY						Fri	0	MOUNTAIN AVE	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	N E								000		00
						9P			04	0			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	30	M	OR-Y	004,028	000		02,08
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	19	F	OR-Y	000	000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Mountain Avenue & Hersey Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2006														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2006 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Mountain Avenue & Hersey Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01267	Y	N	N			06/14/2006	17	HERSEY ST	INTER	3-LEG	N		N	BIKE													110	02,01
CITY						Wed	0	MOUNTAIN AVE	CN		NONE		N	TURN														
						12P			04	0			Y	INJ			STRGHT	01	BIKE	INJB	15	M			047	039	110	01
																	S N											
															01	NONE	TURN-L											
																PRVTE	N E									019		00
																PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		027	000		02
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Mountain Avenue & Iowa Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2005														
REAR-END	0	1	0	1	0	4	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	0	1	0	4	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	4	0	1	0	1	0	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Mountain Avenue & Iowa Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEEDING	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01135	N	N	N			06/14/2005	17	IOWA ST	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE	STRGHT										10
NO RPT						Tue	0	MOUNTAIN AVE	E		STOP SIGN		N	DRY	REAR		PRVTE	E W								000		00
						2P			06	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	M	OTH-Y N-RES	026	000		10
																02	NONE	STOP										
																	PRVTE	E W								011		00
																	PSNGR CAR		01	DRVR	NONE	63	F	OTH-Y N-RES	000	000		00
																			02	PSNG	INJC	63	F		000	000		00
																			03	PSNG	INJC	65	F		000	000		00
																			04	PSNG	INJC	66	F		000	000		00
																			05	PSNG	INJC	52	F		000	000		00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Nevada Street @ Oak Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2005														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2004														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2004 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2003														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	0	1	1	0	1
2003 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	1
FINAL TOTAL	0	1	2	3	0	1	0	3	0	2	1	3	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Nevada Street @ Oak Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00452	Y	N	N			02/07/2003	16	NEVADA ST	INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE	STRGHT										062	10
COUNTY						Fri	0	OAK ST	N		UNKNOWN	N	DRY	FIX		PRVTE	S N									000	062	00
						11P			05	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	41	M	OR-Y		047,081	028		10
																							OR<25					
00761	N	N	N			04/25/2005	16	NEVADA ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Mon	0	OAK ST	S		STOP SIGN	N	DRY	REAR		PRVTE	S N									000		00
						3P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	29	F	OR-Y		026	000		07
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	S N									012		00
																PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		000	000		00
																							OR<25					
01399	N	N	N			07/06/2004	16	NEVADA ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										083	03
CITY						Tue	0	OAK ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	W E									000		00
						7A			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	36	M	OTH-Y		021	000	083	03
																							N-RES					
																		02	PSNG	NO<5	01	M			000	000		00
															02	NONE	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	64	F	OR-Y		000	000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 66 (Hwy 021) @ Dead Indian Memorial
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2005														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

021 GREEN SPRINGS

OR 66 (Hwy 021) @ Dead Indian Memorial
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A C	R U S L	C H	S W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE		MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01783	N	N	N			08/02/2005	JACKSON	1	14		INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE	0	STRGHT										07
CITY						Tue	ASHLAND	0	0	ASHLAND ST	CN		UNKNOWN		N	DRY	REAR		PRVTE		NW SE								000		00
						11A	MEDFORD UA	1.98		DEAD INDIAN MEM RD	01	0			N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	41	M	OR-Y	026		000		07
																					OR<25										
																		02	NONE	0	STOP										
																			PRVTE		NW SE								012		00
																			PSNGR CAR			01	DRVR	NONE	36	F	OR-Y	000		000		00
																					OR<25										

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 66 (Hwy 021) @ Washington Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2006														
TURNING MOVEMENTS	0	2	0	2	0	2	1	2	0	2	0	2	0	0
2006 TOTAL	0	2	0	2	0	2	1	2	0	2	0	2	0	0
YEAR: 2004														
TURNING MOVEMENTS	0	1	0	1	0	3	0	0	1	1	0	1	0	0
2004 TOTAL	0	1	0	1	0	3	0	0	1	1	0	1	0	0
YEAR: 2003														
TURNING MOVEMENTS	0	0	1	1	0	0	1	1	0	1	0	1	0	0
2003 TOTAL	0	0	1	1	0	0	1	1	0	1	0	1	0	0
YEAR: 2001														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2001 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	4	1	5	0	6	2	4	1	5	0	5	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

021 GREEN SPRINGS

OR 66 (Hwy 021) @ Washington Street
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01375	N	N	N	N	05/11/2001	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY					Fri	ASHLAND	0 0	ASHLAND ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	S W								015			
					4P	ASHLAND UA	1.19	WASHINGTON ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	028				02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	W E								000			
																PSNGR CAR		01	DRVR	INJC	22	F	OR-Y	000				
																							OR<25					
02521	N	N	N		11/30/2004	JACKSON	1 14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	STRGHT										082	02
CITY					Tue	ASHLAND	0 0	ASHLAND ST	CN		STOP SIGN	N	WET	TURN		PRVTE	W E								000			00
					1P	ASHLAND UA	1.19	WASHINGTON ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	61	M	OR-Y	000	000			00
																							OR<25					
																		02	PSNG	INJC	59	F		000	000			00
															02	NONE	TURN-L											
																PUBLC	S W								015			00
																PSNGR CAR		01	DRVR	INJB	51	F	OR-Y	028	000	082		02
																							OR<25					
01004	N	N	N		05/12/2006	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L										082	02
CITY					Fri	ASHLAND	0 0	ASHLAND ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	S W								015			00
					9A	MEDFORD UA	1.19	WASHINGTON ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	56	M	OR-Y	028	000	082		02
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	W E								000			00
																PSNGR CAR		01	DRVR	INJC	63	M	OR-Y	000	000			00
																							OR<25					

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR 66 (Hwy 021) @ Washington Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00277	N	N	N			01/21/2003	17	ASHLAND ST	INTER	3-LEG	N		N	CLR	S-OTHER	01	NONE 1	TURN-R										10
NO RPT						Tue	0	WASHINGTON ST	S		UNKNOWN		N	DRY	TURN		PRVTE	S E								000		00
						3P			06	0			N	DAY	PDO		SEMI TOW		01	DRVR	NONE	54	M	OR-Y	000	000		00
																								OR<25				
															02	NONE	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	39	M	OTH-Y	019,031	000		10
																							N-RES					
01430	N	N	N			07/10/2006	19	ASHLAND ST	INTER	3-LEG	N		N	CLR	ANGL-STP	01	NONE 1	TURN-L										08
NO RPT						Mon	0	WASHINGTON ST	S		STOP SIGN		N	DRY	TURN		PRVTE	E S								000		00
						10A			06	0			N	DAY	INJ		SEMI TOW		01	DRVR	NONE	46	M	OTH-Y	002	000		08
																							N-RES					
															02	NONE	STOP											
																PRVTE	S N									012		00
																PSNGR CAR		01	DRVR	INJB	26	F	OR-Y	000	000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 66 (Hwy 021) Ashland Street @ Walker Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2008														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2006														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2006 TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	0	0
YEAR: 2004														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2004 TOTAL	0	0	2	2	0	0	0	2	0	0	2	2	0	0
YEAR: 2000														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
PEDESTRIAN	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2000 TOTAL	0	1	1	2	0	1	0	2	0	0	2	2	0	0
FINAL TOTAL	0	3	5	8	0	3	0	8	0	3	5	8	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

021 GREEN SPRINGS

OR 66 (Hwy 021) Ashland Street @ Walker Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00536	N	N	N	N	N	02/21/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											04
NO RPT						Mon	ASHLAND	0 0	ASHLAND ST	UN		TRF SIGNAL	N	DRY	ANGL		PRVTE	N S									000		
						8P	ASHLAND UA	0.18	WALKER AVE	03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		020			04
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	W E									000		
																	PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		000			
																								OR<25					
03491	N	N	N	N	N	12/02/2000	JACKSON	1 14		INTER	CROSS	N	N	CLD	PED	01	NONE 0	STRGHT											02
CITY						Sat	ASHLAND	0 0	ASHLAND ST	E		UNKNOWN	N	DRY	PED		PRVTE	W E									000		
						9P	ASHLAND UA	0.18	WALKER AVE	05	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		000			
																								OR<25					
																		STRGHT	01	PED	INJB	14	F		04	057	037		02
																		N S											

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR 66 (Hwy 021) Ashland Street @ Walker Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01466	N	N	N			08/13/2008	14	ASHLAND ST	INTER	CROSS	N	N	CLR	BIKE	01	NONE	TURN-R											02,12
NONE						Wed	0	WALKER AVE	N		TRF SIGNAL	N	DRY	TURN		PRVTE	N W									016		00
						6P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		027	000		02
																							OR<25					
																	STRGHT	01	BIKE	INJB	00	M		01	044,062	035		12
																	W E											
00584	N	N	N			03/10/2004	17	ASHLAND ST	INTER	CROSS	N	N	CLR	ANGL-STP	01	NONE	TURN-L											07,27
NONE						Wed	0	WALKER AVE	S		UNKNOWN	N	DRY	TURN		PRVTE	E S									000		00
						7P			05	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		026	038		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	N S									012		00
																PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		000	000		00
																							OR<25					
02630	N	N	N			11/04/2006	17	ASHLAND ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,27
NONE						Sat	0	WALKER AVE	S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000		00
						3P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		014,026	038		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	60	F	OR-Y		000	000		00
																							OR<25					
01205	N	N	N			06/18/2004	14	ASHLAND ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
NO RPT						Fri	0	WALKER AVE	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	E W									000		00
						8P			01	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y		097	000		00
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		097	000		00
																							OR<25					
00163	N	N	N			01/07/2009	14	ASHLAND ST	INTER	CROSS	N	N	CLR	S-OTHER	01	NONE 0	TURN-R											08
NONE						Wed	0	WALKER AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N W									000		00
						8A			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y		006	000		08
																							OR<25					
															02	NONE 0	TURN-R											
																PRVTE	N W									000		00
																PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		000	000		00
																							OR<25					
01117	N	N	N			05/07/2006	14	ASHLAND ST	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
NONE						Sun	0	WALKER AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N									088		00
						8P			04	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	50	F	OR-Y		000	000		00
																							OR<25					
															02	NONE	TURN-L											
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		004	000		08
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR66 (Hwy 021) @ I-5 (Hwy 001) exit 14 Northbound ramps
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2006														
PEDESTRIAN	0	1	0	1	0	1	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	1	1	2	0	2	0	2	0	2	0	2	0	0
2006 TOTAL	0	2	1	3	0	3	0	2	1	3	0	3	0	0
YEAR: 2003														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2003 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2002														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2001														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2001 TOTAL	0	2	0	2	0	2	0	2	0	2	0	2	0	0
YEAR: 2000														
FIXED / OTHER OBJECT	0	1	0	1	0	2	0	1	0	1	0	1	0	1
2000 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	1
FINAL TOTAL	0	6	2	8	0	8	0	7	1	8	0	8	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

021 GREEN SPRINGS

OR66 (Hwy 021) @ I-5 (Hwy 001) exit 14 Northbound ramps
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R U S G H L	S C H	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01186	N	N	N	N	N	05/19/2001	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											03
CITY						Sat	ASHLAND	0	0	ASHLAND ST	UN		STOP SIGN	N	DRY	TURN		PRVTE	E W								000		
						1P	ASHLAND UA	1.38		NB EXTO ASHLAND ST	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	20	M	OR-Y OR<25	000			
																	02	NONE 0	TURN-L											
																		PRVTE	W N								015			
																		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y OR<25	028			03
01225	N	N	N	N	N	05/26/2001	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NONE						Sat	ASHLAND	0	0	ASHLAND ST	E		UNKNOWN	N	DRY	REAR		PRVTE	E W								000		
						5P	ASHLAND UA	1.38		NB ENFR ASHLAND ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y OR<25	026			10
																	02	NONE 0	STOP											
																		PRVTE	E W								011			
																		PSNGR CAR		01	DRVR	INJC	25	M	OR-Y OR<25	000			
00688	N	N	N			03/30/2006	JACKSON	1	14		INTER	CROSS	N	N	CLD	PED	01	NONE	STRGHT											02
CITY						Thu	ASHLAND	0	0	ASHLAND ST	W		UNKNOWN	N	WET	PED		PRVTE	E W								000		00
						1P	MEDFORD UA	1.38		NB ENFR ASHLAND ST	05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y OR<25	000	000		00
																				02	PSNG	NO<5	04	M		000	000		00
																			STRGHT N S	01	PED	INJB	15	F		03 028,054	034		02
01935	Y	N	N	N	N	07/03/2000	JACKSON	1	14		INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT									079,043	01
STATE						Mon	ASHLAND	0	0	ASHLAND ST	CN		UNKNOWN	N	DRY	FIX		PRVTE	E W									079,043	01
						9A	ASHLAND UA	1.38		NB EXTO ASHLAND ST	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	31	M	OTH-Y N-RES	047	017		01
																				02	PSNG	INJC	65	M					
01200	N	N	N			05/01/2003	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
NO RPT						Thu	ASHLAND	0	0	ASHLAND ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W								000		00
						4P	ASHLAND UA	1.38		NB ENFR ASHLAND ST	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	18	F	OR-Y OR<25	000	000		00
																	02	NONE	TURN-L											
																		PRVTE	W N								000		00
																		PSNGR CAR		01	DRVR	NONE	89	M	OR-Y OR<25	004	000		08
03347	N	Y	N	N	N	11/28/2002	JACKSON	1	14		INTER	CROSS	N	N	CLR	FIX OBJ	01	NONE 0	TURN-L									043		09
CITY						Thu	ASHLAND	0	0	ASHLAND ST	CN		NONE	N	DRY	FIX		PRVTE	W N								000	043	
						1P	ASHLAND UA	1.58		NB ENFR ASHLAND ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	F	OR-Y OR<25	001			09
																				02	PSNG	NO<5	01	M					
01652	N	N	N			08/14/2006	JACKSON	1	19	2	INTER	CROSS	N	N	CLR	O-OTHER	01	NONE	TURN-R											02,08
STATE						Mon	ASHLAND	6	0	ASHLAND ST	N		TRF SIGNAL	N	DRY	TURN		PRVTE	E N								000		00
						2P	MEDFORD UA	1.38		NB ENFR ASHLAND ST	05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y OR<25	000	000		00

021 GREEN SPRINGS

OR66 (Hwy 021) @ I-5 (Hwy 001) exit 14 Northbound ramps
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	TURN-L W N									000		00
																				01	DRVR	NONE	26	M	OR-Y OR<25		004,028	000		02,08
																				02	PSNG	NO<5	01	F			000	000		00
																				03	PSNG	NO<5	01	M			000	000		00
02480	Y	N	N			11/15/2006	JACKSON	1 19		2	INTER	CROSS	N	N	CLR	O-OTHER	01	NONE PRVTE PSNGR CAR	TURN-R E N											01,08
NONE						Wed	ASHLAND	6 0		ASHLAND ST	N		UNKNOWN	N	DRY	TURN												000		00
						3P	MEDFORD UA	1.38		NB ENFR ASHLAND ST	05	0		N	DAY	INJ				01	DRVR	INJC	28	M	OR-Y OR<25		001,007,047	000		01,08
																				02	PSNG	INJC	29	M			000	000		00
																	02	NONE PRVTE PSNGR CAR	TURN-L W N									000		00
																				01	DRVR	NONE	48	F	OR-Y OR<25		000	000		00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR66 (Hwy 021) @ I-5 (Hwy 001) exit 14 Southbound ramps
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2008														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2007														
ANGLE	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2007 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	0
YEAR: 2006														
TURNING MOVEMENTS	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2006 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2005														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2004														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2004 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	0
YEAR: 2003														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2003 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2002														
REAR-END	0	1	2	3	0	1	0	3	0	3	0	3	0	0
2002 TOTAL	0	1	2	3	0	1	0	3	0	3	0	3	0	0
YEAR: 2001														
ANGLE	0	1	0	1	0	1	1	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2001 TOTAL	0	2	1	3	0	2	1	3	0	2	1	3	0	0
YEAR: 2000														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2000 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	6	9	15	0	6	1	15	0	11	4	15	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

001 PACIFIC

OR66 (Hwy 021) @ I-5 (Hwy 001) exit 14 Southbound ramps
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U G S	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01721	N	N	N	N	N	06/19/2000	JACKSON	1 11		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NONE						Mon	ASHLAND	0 0	ASHLAND ST	S		STOP SIGN	N	DRY	REAR		PRVTE	S N								000			
						3P	ASHLAND UA	14.62	SB EXTO ASHLAND ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	44	F	OR-Y	026				10
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	S N								011			
																	PSNGR CAR		01	DRVR	NONE	74	F	OR-Y	000				
																								OR<25					
03312	N	N	N	N	N	12/20/2001	JACKSON	1 19	2	INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE						Thu	ASHLAND	6 0	ASHLAND ST	N		STOP SIGN	N	DRY	REAR		PRVTE	N S								000			
						2P	ASHLAND UA	14.62	SB EXTO ASHLAND ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y	026				07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	N S								011			
																	PSNGR CAR		01	DRVR	INJC	41	F	OR-Y	000				
																								OR<25					
01932	N	N	N	N	N	07/02/2002	JACKSON	1 14	2	INTER	4-LEG	N	N	CLR	S-1TURN	01	NONE 0	STRGHT									082		07
NO RPT						Tue	ASHLAND	6 0	ASHLAND ST	N		STOP SIGN	N	DRY	REAR		PRVTE	N S								000			
						1P	ASHLAND UA	14.62	SB EXTO ASHLAND ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	026				07
																								OR<25					
																02	NONE 0	TURN-R											
																	PRVTE	N W								011			
																	PSNGR CAR		01	DRVR	INJC	50	F	OR-Y	000		082		
																								OR<25					
02235	N	N	N	N	N	08/30/2002	JACKSON	1 14	2	INTER	4-LEG	N	N	CLR	S-1TURN	01	NONE 0	STRGHT											07
NO RPT						Fri	ASHLAND	6 0	ASHLAND ST	N		STOP SIGN	N	DRY	REAR		PRVTE	N S								000			
						12P	ASHLAND UA	14.62	SB EXTO ASHLAND ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	F	OR-Y	026	038			07
																								OR<25					
																02	NONE 0	TURN-R											
																	PRVTE	N W								011			
																	PSNGR CAR		01	DRVR	NONE	45	M	OR-Y	000				
																								OR>25					
00862	N	N	N			05/20/2008	JACKSON	1 19	2	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE						Tue	ASHLAND	6 0	ASHLAND ST	NW		STOP SIGN	N	DRY	REAR		PRVTE	NE SW								000			00
						5P	MEDFORD UA	14.62	SB EXTO ASHLAND ST	09	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y	026	000			07
																								OR<25					
																02	NONE	STOP											
																	PRVTE	NE SW								011			00
																	PSNGR CAR		01	DRVR	NONE	61	M	OR-Y	000	000			00
																								OR<25					
01188	N	N	N			06/10/2005	JACKSON	1 19	2	INTER	4-LEG	N	N	CLR	S-OTHER	01	NONE 1	TURN-R											07,27
COUNTY						Fri	ASHLAND	6 0	ASHLAND ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	N W								000			00
						9P	MEDFORD UA	14.62	SB EXTO ASHLAND ST	01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y	026	038			07
																								OR>25					

001 PACIFIC

OR66 (Hwy 021) @ I-5 (Hwy 001) exit 14 Southbound ramps
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	TURN-R N W	01	DRVR	NONE	00	F	UNK UNK	000	013 000		00 00

021 GREEN SPRINGS

OR66 (Hwy 021) @ I-5 (Hwy 001) exit 14 Southbound ramps
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03035	N	N	N	N	N	10/31/2002	JACKSON	1	14		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE						Thu	ASHLAND	0	0	ASHLAND ST	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									015		
						7A	ASHLAND UA	1.28		SB EXTO ASHLAND ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	60	F	OR-Y		000			07
																									OR>25					
																	02	NONE 0	STOP											
																		PRVTE	N SW									011		
																		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		000			
																									OR>25					
00964	N	N	N			05/19/2004	JACKSON	1	14		INTER	4-LEG	N	N	CLR	BIKE	01	NONE	TURN-R											02
STATE						Wed	ASHLAND	0	0	ASHLAND ST	S		UNKNOWN	N	DRY	TURN		PRVTE	W S									000		00
						9P	ASHLAND UA	1.28		SB ENFR ASHLAND ST	06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y		000	000		00
																			OR<25											
																			STRGHT	01	BIKE	INJA	34	M			062,044,028	035		02,10
																			E W											
01295	N	N	N	N	N	05/12/2001	JACKSON	1	14		INTER	4-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Sat	ASHLAND	0	0	ASHLAND ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	E W									000		
						6P	ASHLAND UA	1.28		SB EXTO ASHLAND ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJA	19	M	OR-Y		000			
																			OR<25											
																	02	NONE 0	STRGHT											
																		PRVTE	N S									015		
																		TRUCK		01	DRVR	NONE	46	M	OTH-Y		028			02
																			N-RES											
02125	N	N	N			10/06/2006	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	TURN-R											02
NO RPT						Fri	ASHLAND	0	0	ASHLAND ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	N W									015		00
						1P	MEDFORD UA	1.28		SB EXTO ASHLAND ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	85	M	OR-Y		028	000		02
																			OR<25											
																	02	NONE	STRGHT											
																		PRVTE	E W									000		00
																		PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		000	000		00
																			OR<25											
02338	N	N	N			10/13/2006	JACKSON	1	14		INTER	4-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NO RPT						Fri	ASHLAND	0	0	ASHLAND ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	N E									015		00
						9A	MEDFORD UA	1.28		SB EXTO ASHLAND ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OTH-Y		028	000		02
																			N-RES											
																	02	NONE	STRGHT											
																		PRVTE	E W									000		00
																		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		000	000		00
																			OR<25											
02206	N	N	N	N	N	08/04/2001	JACKSON	1	14		INTER	4-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Sat	ASHLAND	0	0	ASHLAND ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	E W									000		
						9P	ASHLAND UA	1.28		SB EXTO ASHLAND ST	02	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		000			
																			OR<25											

021 GREEN SPRINGS

OR66 (Hwy 021) @ I-5 (Hwy 001) exit 14 Southbound ramps
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	DALC	RSLG	CHSL	WOKR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE 0 PRVTE PSNGR CAR	TURN-L N E	01	DRVR	NONE	16	F	OR-Y OR<25	028	015		02
02176 CITY	N	N	N	N	N	10/14/2007 Sun 6P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 1.28		00108 SB EXTO ASHLAND ST	INTER CN 03	4-LEG 0	N STOP SIGN	N N	CLR DRY DUSK	ANGL-OTH ANGL INJ	01	NONE PRVTE MTRCYCLE	STRGHT W E	01	DRVR	INJB	30	M	OR-Y OR>25	000	000		02 00 00
																	02	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	70	M	OTH-Y N-RES	028,003	015 026		00 02,10
00935 CITY	N	N	N	N	N	06/01/2008 Sun 3P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 1.28		ASHLAND ST SB ENFR ASHLAND ST	INTER CN 03	4-LEG 0	N NONE	N N	CLR DRY DAY	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	TURN-L E SE	01	DRVR	NONE	46	M	OR-Y OR<25	004,028	000	043	02 00 02
																				02	PSNG	INJC	48	F		000	000		00
																	02	NONE PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	37	M	OTH-Y N-RES	000	000	043	00 00
																				02	PSNG	NO<5	01	F		000	000		00
02932 NONE	N	N	N			11/29/2003 Sat 1P	JACKSON ASHLAND ASHLAND UA	1 14 6 0 1.28		1 ASHLAND ST SB EXTO ASHLAND ST	INTER N 06	CROSS 0	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	56	M	OR-Y OR<25	026	000		07 00 07
																	02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	22	F	OR-Y OR<25	000	011 000		00 00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR66 (Hwy 021) @ Main Street / Oak Knoll Drive
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2009 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2008														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2006														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2006 TOTAL	0	1	2	3	0	1	0	3	0	3	0	3	0	0
YEAR: 2005														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2004														
REAR-END	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2004 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2003														
BACKING	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2003 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2002														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2002 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2001														
ANGLE	0	1	0	1	0	3	0	1	0	1	0	1	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2001 TOTAL	0	1	2	3	0	3	0	2	1	2	1	3	0	0
YEAR: 2000														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2000 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	8	6	14	0	10	0	13	1	12	2	14	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

021 GREEN SPRINGS

OR66 (Hwy 021) @ Main Street / Oak Knoll Drive
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S	W O H L	R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02022	N	N	N	N	N	07/17/2000	JACKSON	1 14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT											03
CITY						Mon	ASHLAND	0 0	ASHLAND ST	UN		STOP SIGN	N	DRY	ANGL		PRVTE	NW SE									000		
						10A	ASHLAND UA	1.71	OAK KNOLL DR	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		000			
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SW NE									015		
																	PSNGR CAR		01	DRVR	INJC	67	F	OR-Y		021			03
																								OR<25					
02570	N	N	N	N	N	09/10/2002	JACKSON	1 14		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Tue	ASHLAND	0 0	ASHLAND ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		
						6P	ASHLAND UA	1.71	OAK KNOLL DR	06	0		N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	48	M	OR-Y		043			07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW									012		
																	PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		000			
																								OR<25					
01370	N	N	N	N	N	05/10/2001	JACKSON	1 14		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NO RPT						Thu	ASHLAND	0 0	00018 UNKNOWN NAME	NW		UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		
						7A	ASHLAND UA	1.71	MAIN ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		026			07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	NW SE									012		
																	PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		000			
																								OR<25					
02112	N	N	N	N	N	11/21/2008	JACKSON	1 14		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
CITY						Fri	ASHLAND	0 0	ASHLAND ST	NW		NONE	N	DRY	REAR		PRVTE	NW SE									000		00
						2P	MEDFORD UA	1.71	E MAIN ST	06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		043	038		07
																								OR<25					
																02	NONE	STOP											
																	PRVTE	NW SE									012		00
																	PSNGR CAR		01	DRVR	INJC	40	F	OR-Y		000	000		00
																								OR<25					
02669	N	N	N			12/29/2006	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02,10
NO RPT						Fri	ASHLAND	0 0	ASHLAND ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	SE NW									000		00
						2P	MEDFORD UA	1.71	MADRONE ST	01	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		010	000		10
																								OR<25					
																02	NONE	TURN-R											
																	PRVTE	N SW									015		00
																	PSNGR CAR		01	DRVR	NONE	28	F	OR-Y		028	000		02
																								OR<25					
02296	N	N	N	N	N	12/01/2008	JACKSON	1 14		INTER	4-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-R										082	02
CITY						Mon	ASHLAND	0 0	ASHLAND ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE NW									015		00
						2P	MEDFORD UA	1.71	OAK KNOLL DR	01	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	66	M	OR-Y		028	000	082	02
																								OR<25					

021 GREEN SPRINGS

OR66 (Hwy 021) @ Main Street / Oak Knoll Drive
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U L	C H S	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STRGHT SE NW									000		00
																				01	DRVR	NONE	43	F	OR-Y OR<25	000	000		00
01054 CITY	N	N	N	N	N	04/06/2001 Fri 1A	JACKSON ASHLAND ASHLAND UA	1 14 0 0 1.71		ASHLAND ST MANZANITA ST	INTER CN 02	4-LEG 0	N UNKNOWN	N WET N DLIT	CLD TURN PDO	O-1TURN	01	NONE PRVTE PSNGR CAR	0 STRGHT SE NW	01	DRVR	NONE	46	M	OR-Y OR>25	000		000		08
																	02	NONE PRVTE PSNGR CAR	0 TURN-L NW N	01	DRVR	NONE	17	M	OR-Y OR<25	004		000		08
00581 NO RPT	N	N	N	N	N	03/22/2001 Thu 12P	JACKSON ASHLAND ASHLAND UA	1 14 0 0 1.71		ASHLAND ST E MAIN ST	INTER CN 04	4-LEG 0	N STOP SIGN	N DRY N DAY	CLR ANGL INJ	ANGL-OTH	01	NONE PRVTE PSNGR CAR	0 STRGHT W E	01	DRVR	NONE	20	M	OR-Y OR<25	028		015		02 00 02
																				02	PSNG	INJC	15	F		000		000		00
																				03	PSNG	INJC	16	F		000		000		00
																	02	NONE PRVTE PSNGR CAR	0 STRGHT S N	01	DRVR	INJC	19	F	OR-Y OR<25	000		000		00 00
02013 NO RPT	N	N	N			10/17/2009 Sat 5P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 1.71		ASHLAND ST OAK KNOLL DR	INTER CN 04	CROSS 0	N STOP SIGN	N DRY N DAY	CLR ANGL INJ	ANGL-OTH	01	NONE PRVTE PSNGR CAR	0 STRGHT SW NE	01	DRVR	NONE	62	M	OR-Y OR<25	028		015		02 00 02
																	02	NONE PRVTE PSNGR CAR	0 STRGHT SE NW	01	DRVR	INJC	68	F	OR-Y OR<25	000		000		00 00
01456 NO RPT	N	N	N			07/01/2006 Sat 9A	JACKSON ASHLAND MEDFORD UA	1 14 0 0 1.72		ASHLAND ST OAK KNOLL DR	INTER SE 06	3-LEG 1	N UNKNOWN	N DRY N DAY	CLR REAR INJ	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	50	F	OR-Y OR<25	026		000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	57	M	OR-Y OR<25	000		012		00 00
																				02	PSNG	INJC	58	F		000		000		00
01753 CITY	N	N	N			08/20/2005 Sat 11A	JACKSON ASHLAND MEDFORD UA	1 14 0 0 1.72		ASHLAND ST OAK KNOLL DR	INTER CN 02	4-LEG 0	N STOP SIGN	N DRY N DAY	CLR REAR INJ	S-1STOP	01	NONE PRVTE PSNGR CAR	0 STRGHT SE NW	01	DRVR	INJC	22	F	OR-Y OR<25	026		000		07 00 07

021 GREEN SPRINGS

OR66 (Hwy 021) @ Main Street / Oak Knoll Drive
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SUSPECT	WEATHER	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE 0	STOP											
																	PRVTE	SE NW									012		00
																	PSNGR CAR		01	DRVR	NONE	63	F	OR-Y	000		000		00
																								OR<25					

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR66 (Hwy 021) @ Main Street / Oak Knoll Drive
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00861	N	N	N			04/15/2003	19	ASHLAND ST	INTER	3-LEG	N		N	CLR	O-1STOP	01	NONE	BACK										10
NONE						Tue	0	OAK KNOLL DR	SW		STOP SIGN		N	DRY	BACK		PRVTE	NE SW								000		00
						4P			06	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	79	M	OR-Y	011	000		10
																								OR<25				
															02	NONE	STOP											
																PRVTE	SW NE									011		00
																PSNGR CAR		01	DRVR	INJC	72	M	OR-Y	000	000		00
																								OR<25				
01111	N	N	N			05/06/2006	17	ASHLAND ST	INTER	3-LEG	N		N	CLR	S-1TURN	01	NONE	STRGHT										07
NONE						Sat	0	OAK KNOLL DR	SW		UNKNOWN		N	DRY	REAR		PRVTE	SW NE								000		00
						12P			06	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y	026	000		07
																								OR<25				
															02	NONE	TURN-L											
																PRVTE	SW NW									013		00
																PSNGR CAR		01	DRVR	NONE	45	F	OR-Y	000	000		00
																								OR<25				
02424	N	N	N			11/19/2004	14	MAIN ST	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE	STRGHT									004	07
NO RPT						Fri	0	MAIN ST	NW		UNKNOWN		N	DRY	REAR		PRVTE	NW SE								000		00
						5P			06	1			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	026	000		07
																								OR<25				
															02	NONE	STOP											
																PRVTE	NW SE									011	004	00
																PSNGR CAR		01	DRVR	NONE	64	M	OR-Y	000	000		00
																								OR<25				

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR66 (Hwy 021) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
ANGLE	0	1	0	1	0	2	0	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	3	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	1	0	1	1	0	1	0	0
2009 TOTAL	0	2	1	3	0	5	1	2	1	3	0	3	0	0
YEAR: 2006														
ANGLE	0	1	0	1	0	4	0	0	1	0	1	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2006 TOTAL	0	2	0	2	0	5	0	1	1	1	1	2	0	0
YEAR: 2005														
ANGLE	0	2	0	2	0	2	0	1	1	1	1	2	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	3	0	3	0	3	0	2	1	2	1	3	0	0
YEAR: 2004														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	1	1	0	2	1	1	0	2	0	2	0	2	0	0
2004 TOTAL	1	1	1	3	1	1	0	3	0	3	0	3	0	0
YEAR: 2003														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2003 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2002														
ANGLE	0	1	0	1	0	1	0	0	1	1	0	1	0	0
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2002 TOTAL	0	1	2	3	0	1	0	2	1	3	0	3	0	0
YEAR: 2001														
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2001 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2000														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2000 TOTAL	0	1	1	2	0	2	0	1	1	2	0	2	0	0
FINAL TOTAL	1	11	8	20	1	18	1	15	5	18	2	20	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

021 GREEN SPRINGS

OR66 (Hwy 021) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U G H S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01038	N	N	N		05/16/2005	JACKSON	1 14		INTER	CROSS	N	N	CLR	BIKE	01	NONE	TURN-R											02
CITY					Mon	ASHLAND	0 0	ASHLAND ST	S		TRF SIGNAL	N	DRY	TURN		PUBLC	S E									000		00
					3P	MEDFORD UA	1.04	TOLMAN CREEK RD	06	0		N	DAY	INJ		SCHL BUS		01	DRVR	NONE	65	F	OR-Y	027		000		02
																							OR<25					
																	STRGHT	01	BIKE	INJB	42	F		000		041		00
																	S N											
00603	N	N	N	N	03/28/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NO RPT					Wed	ASHLAND	0 0	ASHLAND ST	W		UNKNOWN	N	DRY	REAR		PRVTE	E W									000		
					12P	ASHLAND UA	1.04	TOLMAN CREEK RD	05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y	026				10
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		
																PSNGR CAR		01	DRVR	NONE	26	F	OR-Y	000				
																							OR<25					
01463	N	N	N	N	05/30/2000	JACKSON	1 14		INTER	CROSS	N	N	RAIN	S-1TURN	01	NONE 0	TURN-R											08
NO RPT					Tue	ASHLAND	0 0	ASHLAND ST	W		UNKNOWN	N	WET	TURN		PRVTE	W S									000		
					7A	ASHLAND UA	1.04	TOLMAN CREEK RD	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	006				08
																							UNK					
															02	NONE 0	STRGHT											
																PRVTE	W E									000		
																PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	000				
																							OR<25					
02358	N	N	N	N	08/23/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NO RPT					Wed	ASHLAND	0 0	ASHLAND ST	W		UNKNOWN	N	DRY	REAR		PRVTE	W E									000		
					8A	ASHLAND UA	1.04	TOLMAN CREEK RD	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y	026				10
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	INJC	27	F	OR-Y	000				
																							OR<25					
																		02	PSNG	INJC	27	M						
00966	N	N	N	N	04/05/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE					Thu	ASHLAND	0 0	ASHLAND ST	W		STOP SIGN	N	DRY	REAR		PRVTE	W E									000		
					1P	ASHLAND UA	1.04	TOLMAN CREEK RD	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y	026				07
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	NONE	22	M	OR-Y	000				
																							OR<25					
02569	N	N	N	N	09/10/2002	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										004	07
NONE					Tue	ASHLAND	0 0	ASHLAND ST	W		UNKNOWN	N	DRY	REAR		PRVTE	W E									000		
					2P	ASHLAND UA	1.04	TOLMAN CREEK RD	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y	026				07
																							OR<25					

021 GREEN SPRINGS

OR66 (Hwy 021) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE 0 PRVTE PSNGR CAR	STOP W E	01	DRVR	NONE	00	M	UNK UNK	000		011	004	
00095 CITY	N	N	N			01/28/2003 Tue 2P	JACKSON ASHLAND ASHLAND UA	1 14 0 0 1.04		ASHLAND ST TOLMAN CREEK RD	INTER W 06	CROSS 0	N TRF SIGNAL	N DRY N DAY	CLR REAR INJ	S-1TURN	01	NONE PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	16	F	OR-Y OR<25	026	000		004	10 00 10
																	02	NONE PRVTE PSNGR CAR	STOP W E	01	DRVR	INJC	49	F	OR-Y OR<25	000	000	011	004	00 00
01695 CITY	N	N	N	N	N	09/30/2009 Wed 3P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 1.04		ASHLAND ST TOLMAN CREEK RD	INTER W 06	CROSS 0	N TRF SIGNAL	N DRY N DAY	CLR REAR INJ	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT W E	01	DRVR	INJB	87	M	OR-Y OR<25	043	000		013	07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP W E	01	DRVR	INJC	28	F	OR-Y OR>25	000	000	011	013	00 00
																				02	PSNG	INJB	26	M		000	000			00
																	03	NONE PRVTE PSNGR CAR	STOP W E	01	DRVR	NONE	18	F	OR-Y OR<25	000	000	011		00 00
01235 CITY	N	N	N			06/28/2005 Tue 9P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 1.04		ASHLAND ST TOLMAN CREEK RD	INTER CN 01	CROSS 0	N TRF SIGNAL	N DRY N DLIT	CLR ANGL INJ	ANGL-OTH	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	INJC	23	F	OR-Y OR<25	020,028	000	088		04 00 04
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	44	M	OR-Y OR<25	000	000	000		00 00
02071 CITY	N	N	N	N	N	07/13/2002 Sat 7P	JACKSON ASHLAND ASHLAND UA	1 14 0 0 1.04		ASHLAND ST TOLMAN CREEK RD	INTER CN 02	CROSS 0	N TRF SIGNAL	N WET N DAY	RAIN ANGL INJ	ANGL-OTH	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	INJB	22	F	OR-Y OR<25	028		000		02 02
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	65	M	OR-Y OR<25	000		000		

021 GREEN SPRINGS

OR66 (Hwy 021) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02256	N	N	N	N	N	11/30/2009	JACKSON	1	14		INTER	CROSS	N		N CLR	S-1TURN	01	NONE 1	TURN-R											08
CITY						Mon	ASHLAND	0	0	ASHLAND ST	CN		TRF SIGNAL		N ICE	TURN		PRVTE	E N									000		00
						7A	MEDFORD UA	1.04		TOLMAN CREEK RD	02	0			N DAY	PDO		SEMI TOW		01	DRVR	NONE	50	M	OR-Y	006		000		02
																									OR-?					
																	02	NONE 0	STRGHT											
																		PRVTE	E W									000		00
																		PSNGR CAR		01	DRVR	NONE	74	M	OR-Y	000		000		00
																									OR<25					
01152	N	N	N			06/11/2004	JACKSON	1	14		INTER	CROSS	N		N CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY						Fri	ASHLAND	0	0	ASHLAND ST	CN		TRF SIGNAL		N DRY	ANGL		PRVTE	W E									000		00
						7P	ASHLAND UA	1.04		TOLMAN CREEK RD	03	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	020		026		04
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	N S									000		00
																		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	000		000		00
																									OR<25					
00195	N	N	N			01/13/2005	JACKSON	1	14		INTER	CROSS	N		N CLD	ANGL-OTH	01	NONE	STRGHT											04
CITY						Thu	ASHLAND	0	0	ASHLAND ST	CN		TRF SIGNAL		N ICE	ANGL		PRVTE	N S									000		00
						8A	MEDFORD UA	1.04		TOLMAN CREEK RD	03	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJC	47	F	OR-Y	000		000		00
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	W E									000		00
																		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	020		000		04
																									OR<25					
00109	N	N	N			01/17/2006	JACKSON	1	14		INTER	CROSS	N		N RAIN	ANGL-OTH	01	NONE	STRGHT										013	02
CITY						Tue	ASHLAND	0	0	ASHLAND ST	CN		TRF SIGNAL		N WET	ANGL		PRVTE	N S									000		00
						6P	MEDFORD UA	1.04		TOLMAN CREEK RD	03	0			N DLIT	INJ		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	000		000		00
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	W E									000	013	00
																		PSNGR CAR		01	DRVR	INJC	21	F	OTH-Y	020		000		04
																									N-RES					
																	03	NONE	TURN-R											
																		PRVTE	S E									022		00
																		PSNGR CAR		01	DRVR	INJC	35	F	OR-Y	000		000		00
																									OR<25					
																				02	PSNG	INJC	35	M		000		000		00
																				03	PSNG	INJC	01	M		000		000		00
01123	N	N	N	N	N	06/17/2009	JACKSON	1	14		INTER	CROSS	N		N CLR	ANGL-OTH	01	NONE	STRGHT										010	04
CITY						Wed	ASHLAND	0	0	ASHLAND ST	CN		TRF SIGNAL		N DRY	ANGL		PRVTE	W E									000		00
						5P	MEDFORD UA	1.04		TOLMAN CREEK RD	03	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	020		000		04
																									OR<25					

021 GREEN SPRINGS

OR66 (Hwy 021) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	ALCH	DRSLK	WOR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	STRGHT N S									000	010	00
																			01	DRVR	INJC	23	F	OR-Y OR<25	000	000		00
																			02	PSNG	INJC	15	M		000	000		00
00926	N	N	N	N	05/24/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											04
CITY					Mon	ASHLAND	0	0	ASHLAND ST	CN		L-TURN REF	N	DRY	TURN		PRVTE	W E									000		00
					4P	MEDFORD UA	1.04		TOLMAN CREEK RD	04	0		N	DAY	FAT		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y OR<25	097	038		00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L S W	01	DRVR	KILL	77	F	OR-Y OR<25	097	000		00
90926	N	N	N		05/24/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										093	04,27
CITY					Mon	ASHLAND	0	0	ASHLAND ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W E									000		00
					4P	MEDFORD UA	1.04		TOLMAN CREEK RD	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y OR<25	020	038	092	04,27
																02	NONE PRVTE PSNGR CAR	TURN-L S W	01	DRVR	INJA	77	F	OR-Y OR<25	000	000		00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR66 (Hwy 021) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

SER# INVEST	SPEEDING	ALCOHOL	DRUGS	SCHL BUS	WORK ZONE	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00214	N	N	N	N	N	01/17/2002	19	ASHLAND ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NONE						Thu	0	TOLMAN CREEK RD	S		UNKNOWN	N	DRY	REAR		PRVTE	N S									000		
						12P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y	026				10
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	N S									012		
																PSNGR CAR		01	DRVR	NONE	00	U	UNK	000				
																							UNK					
01955	N	N	N			07/16/2003	17	ASHLAND ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											10
NONE						Wed	0	TOLMAN CREEK RD	S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000		00
						2P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	026		000		10
																							OR<25					
															02	NONE	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	52	F	OR-Y	000		000		00
																							OR>25					
00991	N	N	N			05/11/2006	17	ASHLAND ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											10
NONE						Thu	0	TOLMAN CREEK RD	S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000		00
						7P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	M	UNK	026		000		10
																							OR>25					
															02	NONE	STOP											
																PRVTE	S N									011		00
																MTRCYCLE		01	DRVR	INJB	59	M	OR-Y	000		000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) @ Helman Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2007														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
2007 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	1
YEAR: 2005														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2004														
REAR-END	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2004 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2002														
REAR-END	0	2	0	2	0	3	0	2	0	1	1	2	0	0
2002 TOTAL	0	2	0	2	0	3	0	2	0	1	1	2	0	0
FINAL TOTAL	0	2	3	5	0	3	0	5	0	3	2	5	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Helman Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEDLCSLWKRAUCHRS	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01028	Y N N N N	04/09/2002	JACKSON	1 14		INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											01
CITY		Tue	ASHLAND	0 0	HELMAN ST	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		01
		8P	ASHLAND UA	19.03	E MAIN ST	06	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	00	U	UNK		026			01
																				UNK					
												02	NONE 0	STOP											
													PRVTE	SE NW									011		
													PSNGR CAR		01	DRVR	INJA	22	F	OR-Y		000			
																				OR<25					
															02	PSNG	INJB	26	F						
02489	N N N N N	09/23/2002	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NO RPT		Mon	ASHLAND	0 0	HELMAN ST	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		
		10A	ASHLAND UA	19.03	E MAIN ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		026			07
																				OR<25					
												02	NONE 0	STOP											
													PRVTE	NW SE									011		
													PSNGR CAR		01	DRVR	INJC	40	F	OR-Y		000			
																				OR<25					
01521	N N N	07/26/2005	JACKSON	2 14		INTER	3-LEG	N	N	CLR	FIX OBJ	01	NONE	STRGHT										040,053,092	10,26,27
CITY		Tue	ASHLAND	1 0	HELMAN ST	NW		TRF SIGNAL	N	DRY	FIX		PRVTE	SE NW									007	040,053,092	26
		7P	MEDFORD UA	19.02	LITHIA WAY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		081	038		10
																				OR>25					
02237	N N N	10/29/2004	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE		Fri	ASHLAND	1 0	HELMAN ST	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
		7P	MEDFORD UA	19.03	E MAIN ST	04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		026	000		07
																				OR<25					
												02	NONE 0	STOP											
													PRVTE	SE NW									011		00
													PSNGR CAR		01	DRVR	NONE	00	M	UNK		000	000		00
																				UNK					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR 99 (Hwy 063) @ Helman Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02099	Y	N	N			10/31/2007	17	HELMAN ST	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	TURN-L										040,055	33
NO RPT						Wed	0	E MAIN ST	NE		TRF SIGNAL	N	DRY	FIX		PRVTE	NW NE									000	040,055	00
						5P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y OR<25		081,051,047	017		33

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
REAR-END	0	1	1	2	0	1	0	2	0	1	1	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	1	2	3	0	1	0	3	0	2	1	3	0	0
YEAR: 2008														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR: 2007														
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	1	2	0	2	0	1	1	1	1	2	0	0
2007 TOTAL	0	2	1	3	0	3	0	2	1	2	1	3	0	0
YEAR: 2006														
BACKING	0	0	2	2	0	0	0	2	0	2	0	2	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2006 TOTAL	0	0	4	4	0	0	0	4	0	4	0	4	0	0
YEAR: 2005														
ANGLE	0	1	1	2	0	1	0	1	1	2	0	2	0	0
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	2	2	4	0	2	0	4	0	4	0	4	0	0
2005 TOTAL	0	4	3	7	0	5	0	6	1	7	0	7	0	0
YEAR: 2004														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	2	0	2	0	2	0	2	0	2	0	2	0	0
2004 TOTAL	0	2	1	3	0	2	0	3	0	3	0	3	0	0
YEAR: 2003														
REAR-END	0	1	1	2	0	3	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	3	3	6	0	3	0	5	1	5	1	6	0	0
2003 TOTAL	0	4	4	8	0	6	0	7	1	7	1	8	0	0
YEAR: 2002														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2002 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2001														
REAR-END	0	2	1	3	0	3	0	2	1	3	0	3	0	0
TURNING MOVEMENTS	0	0	3	3	0	0	0	3	0	3	0	3	0	0
2001 TOTAL	0	2	4	6	0	3	0	5	1	6	0	6	0	0
YEAR: 2000														
ANGLE	0	1	1	2	0	1	0	1	1	2	0	2	0	0
REAR-END	0	1	2	3	0	1	0	3	0	2	1	3	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2000 TOTAL	0	2	4	6	0	2	0	5	1	5	1	6	0	0

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
FINAL TOTAL	0	19	23	42	0	25	0	37	5	38	4	42	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U G S	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00070	N	N	N	N	N	01/17/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											08
NO RPT						Wed	ASHLAND	0 0	MAIN ST	UN		UNKNOWN	N	DRY	TURN		PRVTE	NW SE									000		
						8A	ASHLAND UA	18.64	WIMER ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		000			
																								OR<25					
																02	NONE 0	TURN-R											
																	PRVTE	SE W									000		
																	PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		004			08
																								OR<25					
01958	N	N	N	N	N	07/07/2000	JACKSON	1 14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Fri	ASHLAND	0 0	HERSEY ST	UN		UNKNOWN	N	WET	ANGL		PRVTE	NE SW									000		
						4P	ASHLAND UA	18.64	MAIN ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		028			02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE NW									000		
																	PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000			
																								OR<25					
03252	N	N	N	N	N	11/18/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NO RPT						Sat	ASHLAND	0 0	MAIN ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		
						6P	ASHLAND UA	18.64	WIMER ST	04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		026			10
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		
																	PSNGR CAR		01	DRVR	INJC	46	F	OR-Y		000			
																								OR<25					
02648	N	N	N	N	N	09/24/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NONE						Sun	ASHLAND	0 0	HERSEY ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		
						1P	ASHLAND UA	18.64	MAIN ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		026			10
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		
																	PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		000			
																								OR<25					
00898	N	N	N	N	N	04/25/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NO RPT						Wed	ASHLAND	0 0	MAIN ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		
						1P	ASHLAND UA	18.64	WIMER ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		026			10
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		
																	PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		000			
																								OR<25					
03339	N	N	N	N	N	12/28/2001	JACKSON	1 14		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Fri	ASHLAND	0 0	MAIN ST	SE		NONE	N	DRY	REAR		PRVTE	SE NW									000		
						2P	ASHLAND UA	18.64	WIMER ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y		026			07
																								OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	ALC	DRSLG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL TRLR OWNER VEH TYPE	USE QTY	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR	0 CAR	STOP SE NW	01	DRVR	INJC	24	F	OR-Y OR<25	000	012			
02389 NONE	N	N	N			09/21/2003 Sun 12P	JACKSON ASHLAND ASHLAND UA	1 0 18.64	14	MAIN ST WIMER ST	INTER SE 06	4-LEG 0	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR	CAR	STRGHT SE NW	01	DRVR	NONE	29	M	OR-Y OR<25	026	000	013		07 00 07
																	02	NONE PRVTE PSNGR	CAR	STOP SE NW	01	DRVR	NONE	67	F	OR-Y OR<25	000	011 000	013		00 00
																	03	NONE PRVTE PSNGR	CAR	TURN-L SE W	01	DRVR	NONE	00	U	UNK UNK	000	022 000			00 00
02544 NO RPT	N	N	N	N	N	09/04/2000 Mon 1P	JACKSON ASHLAND ASHLAND UA	1 0 18.64	14	MAIN ST WIMER ST	INTER W 06	CROSS 0	N STOP SIGN	N N	CLR DRY DAY	BIKE ANGL INJ	01	NONE PRVTE PSNGR	0 CAR	STRGHT W E	01	DRVR	NONE	50	M	OR-Y OR<25	027	000			10 10
																				STRGHT NE SW	01	BIKE	INJB	19	F		000	000			
00458 CITY	N	N	N	N	N	02/04/2000 Fri 3P	JACKSON ASHLAND ASHLAND UA	1 0 18.64	14	HERSEY ST MAIN ST	INTER NW 05	CROSS 0	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR	0 CAR	STRGHT SE NW	01	DRVR	NONE	32	M	OR-Y OR<25	026	000	013		07 07
																	02	NONE PRVTE PSNGR	0 CAR	STOP SE NW	01	DRVR	NONE	49	F	OR-Y OR<25	000	011	013		
																	03	NONE PRVTE PSNGR	0 CAR	STOP SE NW	01	DRVR	NONE	40	M	OR-Y OR<25	000	011			
00166 NONE	N	N	N	N	N	01/11/2001 Thu 2P	JACKSON ASHLAND ASHLAND UA	1 0 18.64	14	HERSEY ST MAIN ST	INTER NW 06	CROSS 0	N UNKNOWN	N N	CLR WET DAY	S-1STOP REAR INJ	01	NONE PRVTE PSNGR	0 CAR	STRGHT NW SE	01	DRVR	NONE	20	M	OR-Y OR>25	026	000			10 10
																	02	NONE PRVTE PSNGR	0 CAR	STOP NW SE	01	DRVR	INJC	21	F	OR-Y OR<25	000	011			

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OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	D R S U G S	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01390	N	N	N			07/09/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
CITY						Fri	ASHLAND	0	0	HERSEY ST	NW		UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
						2P	MEDFORD UA	18.64		MAIN ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		043	000		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	NW SE									012		00
																		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		000	000		00
																									OR<25					
02092	N	N	N			10/02/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NO RPT						Sun	ASHLAND	0	0	HERSEY ST	NW		UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
						10A	MEDFORD UA	18.64		MAIN ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		026	000		07
																									OR>25					
																	02	NONE	STOP											
																		PRVTE	NW SE									012		00
																		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		000	000		00
																									OR<25					
																				02	PSNG	INJB	16	F			000	000		00
																				03	PSNG	NO<5	01	M			000	000		00
00768	N	N	N	N	N	03/07/2000	JACKSON	1	14		INTER	4-LEG	N	N	CLD	O-1TURN	01	NONE 0	STRGHT											02
CITY						Tue	ASHLAND	0	0	MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	NW SE									000		
						10A	ASHLAND UA	18.64		WIMER ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000			
																									OR>25					
																	02	NONE 0	TURN-L											
																		PRVTE	SE W									000		
																		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		004			02
																									OR<25					
01435	N	N	N	N	N	06/07/2001	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Thu	ASHLAND	0	0	HERSEY ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE SE									015		
						12P	ASHLAND UA	18.64		MAIN ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		028			02
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	SE NW									000		
																		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		000			
																									OR<25					
02235	N	N	N			08/18/2003	JACKSON	1	14		INTER	4-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
NO RPT						Mon	ASHLAND	0	0	MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	NW SE									000		00
						9A	ASHLAND UA	18.64		WIMER ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		000	000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	SE W									000		00
																		PSNGR CAR		01	DRVR	NONE	71	F	OR-Y		004	000		08
																									OR<25					

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OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	RSLT	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02666	N	N	N				10/12/2003	JACKSON	1 14			INTER	4-LEG	N		N	CLR	O-1TURN	01	NONE	TURN-L										08
NO RPT							Sun	ASHLAND	0 0		MAIN ST	CN		UNKNOWN		N	DRY	TURN		PRVTE	SE W								000		00
							5P	ASHLAND UA	18.64		WIMER ST	01	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	004	000		08
																												OR<25				
																			02	NONE	STRGHT											
																				PRVTE	NW SE								000		00
																				PSNGR CAR		01	DRVR	NONE	54	F	OR-Y	000	000		00
																												OR<25				
01673	N	N	N	N	N		06/24/2002	JACKSON	1 16			INTER	CROSS	N		N	CLR	O-1TURN	01	NONE	1 STRGHT									013	08
CITY							Mon	ASHLAND	0 0		HERSEY ST	CN		UNKNOWN		N	DRY	TURN		PRVTE	SE NW								000		
							3P	ASHLAND UA	18.64		MAIN ST	02	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	66	M	OR-Y	000			
																												OR<25				
																			02	NONE	0 TURN-L											
																				PRVTE	NW NE								000	013	
																				PSNGR CAR		01	DRVR	INJB	83	M	OR-Y	004			08
																												OR<25				
																			03	NONE	0 STOP											
																				PRVTE	NE SW								011		
																				PSNGR CAR		01	DRVR	NONE	44	M	OR-Y	000			
																												OR<25				
03122	N	N	N				11/05/2003	JACKSON	1 14			INTER	CROSS	N		N	CLR	O-1TURN	01	NONE	TURN-L									082	08
CITY							Wed	ASHLAND	0 0		HERSEY ST	CN		NONE		N	DRY	TURN		PRVTE	NW NE								000		00
							7P	ASHLAND UA	18.64		MAIN ST	02	0			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y	004	000	082	08
																												OR<25				
																			02	NONE	STRGHT											
																				PRVTE	SE NW								000		00
																				PSNGR CAR		01	DRVR	INJC	62	F	OR-Y	000	000		00
																												OR<25				
01014	N	N	N				05/11/2005	JACKSON	1 14			INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	TURN-L										02
NO RPT							Wed	ASHLAND	0 0		HERSEY ST	CN		STOP SIGN		N	DRY	TURN		PRVTE	E SE								015		00
							4P	MEDFORD UA	18.64		MAIN ST	03	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OTH-Y	028	000		02
																												N-RES				
																			02	NONE	TURN-L											
																				PRVTE	NW E								000		00
																				PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	000	000		00
																												OR<25				
02108	N	N	N				10/05/2005	JACKSON	1 14			INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										03
CITY							Wed	ASHLAND	0 0		MAIN ST	CN		STOP SIGN		N	DRY	TURN		PRVTE	NW SE								000		00
							8A	MEDFORD UA	18.64		WIMER ST	03	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	000	000		00
																												OR<25				
																			02	NONE	TURN-R											
																				PRVTE	W SE								000		00
																				PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	021	000		03
																												OR<25				

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OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01559	N	N	N	N	N	06/15/2001	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NONE						Fri	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW SE									000		
						12P	ASHLAND UA	18.64		MAIN ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OTH-Y	028				02
																									N-RES					
																	02	NONE 0	STRGHT											
																		PRVTE	NW SE									000		
																		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y	000				
																									OR<25					
02034	N	N	N			08/01/2003	JACKSON	1	14		INTER	4-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										082	02
CITY						Fri	ASHLAND	0	0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE									000		00
						4P	ASHLAND UA	18.64		WIMER ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	53	F	OR-Y	000		000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	SW NW									015		00
																		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	028		000	082	02
																									OR<25					
03294	N	N	N			12/19/2003	JACKSON	1	14		INTER	CROSS	N	N	CLD	O-1TURN	01	NONE	STRGHT											08
NO RPT						Fri	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	WET	TURN		PRVTE	SE NW									000		00
						4P	ASHLAND UA	18.64		MAIN ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000		000		00
																									UNK					
																	02	NONE	TURN-L											
																		PRVTE	NW E									000		00
																		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y	004		000		08
																									OR<25					
01105	N	N	N			06/05/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	STRGHT										082	08
CITY						Sat	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE NW									000		00
						3P	MEDFORD UA	18.64		MAIN ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	43	F	OR-Y	000		000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	NW E									000		00
																		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	004		000	082	08
																									OR<25					
01826	N	N	N			07/14/2003	JACKSON	1	14		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										013	07
CITY						Mon	ASHLAND	0	0	MAIN ST	SE		NONE	N	DRY	REAR		PRVTE	SE NW									000		00
						8A	ASHLAND UA	18.65		WIMER ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y	043		000		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011	013	00
																		PSNGR CAR		01	DRVR	INJC	23	M	OR-Y	000		000		00
																									OR<25					
																				02	PSNG	INJC	22	F		000		000		00

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OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	03	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	45	F	OR-Y OR<25		012 000		00 00
00498 CITY	N	N	N	N	N	03/13/2009 Fri 4P	JACKSON ASHLAND MEDFORD UA	1 0 18.65	14	MAIN ST WIMER ST	INTER SE 06	4-LEG 0	N NONE	N DRY N DAY	CLR INJ	S-1STOP REAR	01	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	22	M	OR-Y OR<25	043	000	093	07 00 07
																	02	NONE 0 PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	24	F	OR-Y OR<25	000	012 000		00 00
01544 CITY	N	N	N			08/16/2007 Thu 12P	JACKSON ASHLAND MEDFORD UA	1 0 18.65	14	MAIN ST WIMER ST	INTER S 06	4-LEG 0	N STOP SIGN	N CLR N DRY N DAY		ANGL-STP TURN PDO	01	NONE PRVTE PSNGR CAR	TURN-R W SE	01	DRVR	NONE	56	F	OR-Y OR<25	043	015 000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	NONE	36	M	OR-Y OR<25	000	012 000		00 00
01562 NONE	N	N	N			07/21/2006 Fri 3P	JACKSON ASHLAND MEDFORD UA	1 0 18.65	14	MAIN ST WIMER ST	INTER CN 01	4-LEG 0	N UNKNOWN	N CLR N DRY N DAY		O-1TURN TURN PDO	01	NONE PRVTE PSNGR CAR	TURN-L SE W	01	DRVR	NONE	00	F	UNK UNK	004,028	000		02 00 02
																	02	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	58	M	OR-Y OR<25	000	000		00 00
02279 CITY	N	N	N	N	N	11/24/2009 Tue 11A	JACKSON ASHLAND MEDFORD UA	1 0 18.65	14	MAIN ST WIMER ST	INTER CN 01	CROSS 0	N NONE	N CLR N DRY N DAY		O-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	TURN-L SE W	01	DRVR	NONE	21	M	OR-Y OR-?	004	000		02 00 02
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	60	M	OR-Y OR<25	000	000		00 00
00036 CITY	N	N	N			01/11/2007 Thu 5P	JACKSON ASHLAND MEDFORD UA	1 0 18.65	14	MAIN ST WIMER ST	INTER CN 04	4-LEG 0	N NONE	N SNOW N WET N DLIT		O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	INJC	23	F	OR-Y OR<25	000	000	082	02 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L NW E	01	DRVR	INJC	55	F	OR-Y OR<25	004,028	000	082	00 02

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OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00863	N	N	N			05/20/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE						Tue	ASHLAND	0	0	HERSEY ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
						3P	MEDFORD UA	18.66		MAIN ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		026	000		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011		00
																		PSNGR CAR		01	DRVR	INJC	31	F	OR-Y		000	000		00
																									OR<25					
																				02	PSNG	INJC	66	F			000	000		00
02350	Y	N	N			11/04/2009	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01,07
NO RPT						Wed	ASHLAND	0	0	HERSEY ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
						7P	MEDFORD UA	18.66		MAIN ST	06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		047,026	000		01,07
																									OR-?					
																	02	NONE 0	STOP											
																		PRVTE	SE NW									011		00
																		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		000	000		00
																									OR-?					
91287	N	N	N			06/18/2005	JACKSON	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											03
CITY						Sat	ASHLAND	0	0	HERSEY ST	CN		STOP SIGN	N	WET	ANGL		PRVTE	SE NW									000		00
						8A	MEDFORD UA	18.66		MAIN ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		000	000		00
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	NE SW									088		00
																		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y		021,028	000		03
																									OR<25					
01843	N	N	N			09/09/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L										040,053	02
CITY						Thu	ASHLAND	0	0	HERSEY ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	N E									088		00
						2P	MEDFORD UA	18.66		MAIN ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	78	F	OR-Y		004,028	000		02
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	S N									000	040,053	00
																		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y		000	000		00
																									OR<25					
02170	N	N	N			10/25/2006	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-OTHER	01	NONE	BACK											10
NO RPT						Wed	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	DRY	BACK		PRVTE	NW SE									000		00
						12P	MEDFORD UA	18.66		MAIN ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		011	000		10
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	NW E									000		00
																		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y		000	000		00
																									OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02391	N	N	N			11/09/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	STRGHT										082	08
CITY						Wed	ASHLAND	1	0	HERSEY ST	CN		NONE	N	DRY	TURN		PRVTE	SE NW									000		00
						2P	MEDFORD UA	18.64		MAIN ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	57	F	OR-Y OR<25	000		000		00
																	02	NONE	TURN-L											
																		PRVTE	NW E									000		00
																		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25	004		000	082	08

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR 99 (Hwy 063) @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01519	N	N	N			06/19/2003	16	HERSEY ST	INTER	3-LEG	N		N	CLR		BIKE												02,10
CITY						Thu	0	MAIN ST	NE		STOP SIGN		N	DRY		TURN												
						12P			06	0			N	DAY		INJ	STRGHT	01	BIKE	INJB	14	M			060	040		10
																	NW SE											
															01	NONE	TURN-R											
																PRVTE	NE NW									015		00
																PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		027	000		02
																							OR<25					
00170	N	N	N			01/24/2005	16	HERSEY ST	INTER	CROSS	N		N	CLR		BIKE		01	NONE		TURN-R							02,10
CITY						Mon	0	MAIN ST	E		STOP SIGN		N	DRY		TURN			PRVTE		E NW					015		00
						7A			06	0			N	DAY		INJ			PSNGR CAR					OR-Y	027	000		02
																							OR<25					
																	STRGHT	01	BIKE	INJC	13	M			062	034		10
																	NW SE											
00828	N	N	N			04/27/2007	17	HERSEY ST	INTER	CROSS	N		N	CLR		PED		01	NONE		TURN-R							02
CITY						Fri	0	MAIN ST	E		STOP SIGN		N	DRY		PED			PRVTE		E NW					015		00
						2P			06	0			N	DAY		INJ			PSNGR CAR					OR-Y	029	000		02
																							OR<25					
																	STRGHT	01	PED	INJB	83	F		01	000	034		00
																	NW SE											
01106	N	N	N			06/11/2005	17	MAIN ST	INTER	4-LEG	N		N	CLR		ANGL-STP		01	NONE		STRGHT						092	10,26
CITY						Sat	0	WIMER ST	W		STOP SIGN		N	DRY		ANGL			PRVTE		NW SE					007	092	26
						1P			06	0			N	DAY		INJ			PSNGR CAR					OR-Y	080	000		10
																							OR<25					
															02	NONE	STOP											
																PRVTE	W E									012		00
																PSNGR CAR		01	DRVR	INJC	41	F	OR-Y		000	000		00
																							OR<25					
00956	N	N	N			05/02/2006	17	MAIN ST	INTER	4-LEG	N		N	CLR		S-1STOP		01	NONE		STRGHT							10
NONE						Tue	0	WIMER ST	W		STOP SIGN		N	DRY		REAR			PRVTE		W E					000		00
						8A			06	0			N	DAY		PDO			PSNGR CAR					OR-Y	026	000		10
																							OR<25					
															02	NONE	STOP											
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		000	000		00
																							OR<25					
01537	N	N	N			07/17/2006	17	MAIN ST	INTER	4-LEG	N		N	CLR		O-1STOP		01	NONE		BACK						092	10,26
NONE						Mon	0	WIMER ST	W		STOP SIGN		N	DRY		BACK			PRVTE		E W					000	092	26
						10A			06	0			N	DAY		PDO			PSNGR CAR					OR-Y	011	000		10
																							OR<25					
															02	NONE	STOP											
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	NONE	27	F	OR-Y		000	000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) @ Maple Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2005														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2004														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2004 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2001														
REAR-END	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2001 TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0
FINAL TOTAL	0	3	1	4	0	3	0	3	1	4	0	4	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Maple Street
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	E A L C	D R S U C S	W O H L	N R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00037	N	N	N	N	N	01/09/2001	JACKSON	1 14		INTER	CROSS	N		N	RAIN S-1STOP	01	NONE 0	STRGHT											10
NONE						Tue	ASHLAND	0 0	MAIN ST	SE		UNKNOWN		N	WET REAR		PRVTE	NW SE									000		
						4P	ASHLAND UA	18.43	MAPLE ST	06	0			N	DAY INJ		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y		026			10
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	NW SE									011		
																	PSNGR CAR		01	DRVR	INJC	28	M	OR-Y		000			
																								OR<25					
01487	N	N	N			07/13/2005	JACKSON	1 14		INTER	3-LEG	N		N	CLR S-1STOP	01	NONE	STRGHT											10,27
CITY						Wed	ASHLAND	0 0	MAIN ST	NW		NONE		N	DRY REAR		PRVTE	NW SE									000		00
						4P	MEDFORD UA	18.43	MAPLE ST	06	0			N	DAY INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		026,052	038		10
																								OR<25					
																02	NONE	STOP											
																	PRVTE	NW SE									011		00
																	MTRCYCLE		01	DRVR	INJC	55	M	OR-Y		000	000		00
																								OR<25					
01798	N	N	N			09/21/2009	JACKSON	1 14		INTER	CROSS	N		N	CLR S-1STOP	01	NONE	STRGHT											07
NONE						Mon	ASHLAND	0 0	MAIN ST	NW		TRF SIGNAL		N	DRY REAR		PRVTE	NW SE									000		00
						12P	MEDFORD UA	18.44	MAPLE ST	06	0			N	DAY PDO		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y		026	000		07
																								OR<25					
																02	NONE	STOP											
																	PRVTE	NW SE									011		00
																	PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		000	000		00
																								OR<25					
00314	N	N	N			02/18/2004	JACKSON	1 14		INTER	3-LEG	N		N	CLR ANGL-OTH	01	NONE	STRGHT											04
CITY						Wed	ASHLAND	0 0	MAIN ST	CN		TRF SIGNAL		N	DRY TURN		PRVTE	NW SE									000		00
						4P	MEDFORD UA	18.44	MAPLE ST	03	0			Y	DAY INJ		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y		020	000		04
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	W NW									000		00
																	PSNGR CAR		01	DRVR	INJB	24	F	OR-Y		000	000		00
																								OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) @ Mistletoe Road
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2006														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2006 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2004														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2004 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2002														
BACKING	0	0	1	1	0	0	1	1	0	1	0	1	0	1
2002 TOTAL	0	0	1	1	0	0	1	1	0	1	0	1	0	1
FINAL TOTAL	0	1	2	3	0	1	1	3	0	3	0	3	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Mistletoe Road
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02480	N	N	N	N	09/23/2002	JACKSON	1	16		INTER	3-LEG	N	Y	CLR	PRKD MV	01	NONE 0	PRKD-P											10
NONE					Mon		0	0		E		UNKNOWN	N	DRY	BACK		PRVTE	E W									008		
					2P	ASHLAND UA	22.05			06	0		N	DAY	PDO		PSNGR CAR												
																02	NONE 0	BACK											
																	PRVTE	N E									000		
																	TRUCK		01	DRVR	NONE	38	M	OR-Y	011				10
																								OR<25					
01646	N	N	N		08/05/2004	JACKSON	1	06		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	STRGHT											08
COUNTY					Thu		0	0		CN		NONE	N	DRY	TURN		PRVTE	N S									007		00
					3P		22.05			03	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y	000		000		00
																								OR<25					
																			02	PSNG	INJC	54	F		000		000		00
																02	NONE	TURN-L											
																	PRVTE	N E									051		00
																	PSNGR CAR		01	DRVR	NONE	36	M	OR-Y	006		000		08
																								OR<25					
00371	N	N	N		02/08/2006	JACKSON	1	16		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE					Wed		0	0		CN		STOP SIGN	N	DRY	TURN		UNKN	E S									015		00
					2P	MEDFORD UA	22.05			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y	028		000		02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	000		000		00
																								OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2008														
ANGLE	0	0	2	2	0	0	1	0	2	2	0	2	0	0
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
2008 TOTAL	0	0	3	3	0	0	1	1	2	3	0	3	0	1
YEAR: 2005														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2004														
ANGLE	0	1	1	2	0	2	0	2	0	2	0	2	0	0
2004 TOTAL	0	1	1	2	0	2	0	2	0	2	0	2	0	0
YEAR: 2003														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	1
2003 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	1
YEAR: 2001														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2001 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2000														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2000 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	8	9	0	2	1	7	2	9	0	9	0	2

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U G S L	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01382	N	N	N	Y	N	08/02/2008	JACKSON	1 14		INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE	TURN-L										050,057	08
CITY						Sat	ASHLAND	0 0	SISKIYOU BLVD	N		NONE	N	DRY	FIX		PRVTE	NW N									088	050,057	00
						8P	MEDFORD UA	21.87	TOLMAN CREEK RD	05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	78	M	OR-Y		002,044,081	000		08
																								OR<25					
00442	Y	N	N	Y		02/07/2003	JACKSON	1 14		INTER		N	Y	CLR	ANGL-OTH	01	NONE	STRGHT											02,01
CITY						Fri	ASHLAND	0 0	SISKIYOU BLVD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SE NW									000		00
						2P	ASHLAND UA	21.87	TOLMAN CREEK RD	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		047	000		01
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S									015		00
																	PSNGR CAR		01	DRVR	NONE	77	M	OR-Y		028	000		02
																								OR<25					
00534	N	N	N	N	N	03/28/2008	JACKSON	1 14		INTER	CROSS	N	N	SNOW	ANGL-OTH	01	NONE	STRGHT											02
CITY						Fri	ASHLAND	0 0	SISKIYOU BLVD	CN		STOP SIGN	N	SNO	ANGL		PRVTE	N S									015		00
						3P	MEDFORD UA	21.87	TOLMAN CREEK RD	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y		028	000		02
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	SE NW									000		00
																	TRUCK		01	DRVR	NONE	34	M	OR-Y		000	000		00
																								OR<25					
01665	N	N	N	N	N	06/21/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										082	02
CITY						Thu	ASHLAND	0 0	SISKIYOU BLVD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S N									015		
						6P	ASHLAND UA	21.87	TOLMAN CREEK RD	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		028		082	02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE NW									000		
																	PSNGR CAR		01	DRVR	NONE	55	M	OR-Y		000			
																								OR>25					
01337	N	N	N	Y		07/04/2004	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										057,044	02
CITY						Sun	ASHLAND	0 0	SISKIYOU BLVD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SE NW									000	057,044	00
						6P	MEDFORD UA	21.87	TOLMAN CREEK RD	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	25	F	OR-Y		000	000		00
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									015		00
																	PSNGR CAR		01	DRVR	INJB	65	F	OR-Y		028	000		02
																								OR<25					
01793	Y	N	N	Y		09/01/2004	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											01,02
NONE						Wed	ASHLAND	0 0	SISKIYOU BLVD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S N									015		00
						8A	MEDFORD UA	21.87	TOLMAN CREEK RD	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y		047	038		01
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE NW									000		00
																	PSNGR CAR		01	DRVR	NONE	24	F	OR-Y		028	000		02
																								N-RES					

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Tolman Creek Road
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00780	N	N	N	N	N	05/25/2008	JACKSON	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT										082	02
CITY						Sun	ASHLAND	0	0	SISKIYOU BLVD	CN		STOP SIGN	N	WET	ANGL		PRVTE	N S								015		00
						4P	MEDFORD UA	21.87		TOLMAN CREEK RD	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y	028	000	082	02
																									OR<25				
																	02	NONE	STRGHT											
																		PRVTE	NW SE								000		00
																		PSNGR CAR		01	DRVR	NONE	38	M	OR-Y	000	000		00
																									OR>25				
00585	N	N	N			03/14/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
NO RPT						Mon	ASHLAND	0	0	SISKIYOU BLVD	CN		L-GRN-SIG	N	DRY	ANGL		PRVTE	S N								000		00
						9A	MEDFORD UA	21.87		TOLMAN CREEK RD	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	34	F	OTH-Y	000	000		00
																									N-RES				
																	02	NONE	STRGHT											
																		PRVTE	NW SE								015		00
																		PSNGR CAR		01	DRVR	NONE	30	M	OR-Y	028	000		02
																									OR<25				
01325	N	N	N	N	N	05/04/2000	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										013	02
NO RPT						Thu	ASHLAND	0	0	SISKIYOU BLVD	CN		UNKNOWN	N	DRY	ANGL		PRVTE	N S								015		
						11A	ASHLAND UA	21.88		TOLMAN CREEK RD	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y	028			02
																									OR<25				
																	02	NONE 0	STRGHT											
																		PRVTE	NW SE								000	013	
																		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y	000			
																									OR<25				
																	03	NONE 0	STRGHT											
																		PRVTE	SE NW								000		
																		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y	000			
																									OR<25				

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) @ Valley View Drive
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2008														
REAR-END	0	1	0	1	0	1	0	0	1	0	1	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2008 TOTAL	0	2	0	2	0	2	0	1	1	1	1	2	0	0
YEAR: 2007														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2007 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR: 2006														
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	2	0	2	0	6	0	2	0	1	1	2	0	0
2006 TOTAL	0	2	1	3	0	6	0	2	1	2	1	3	0	0
YEAR: 2004														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2004 TOTAL	0	0	4	4	0	0	0	4	0	3	1	4	0	0
YEAR: 2003														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2003 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2002														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2002 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2000														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2000 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	7	6	13	0	11	0	10	3	10	3	13	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Valley View Drive
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02861	N	N	N	N	10/03/2000	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-STP	01	NONE 0	TURN-R										043	08
NO RPT					Tue		0 0		N		TRF SIGNAL	N	DRY	TURN		PRVTE	E N									000	043	
					10A	MEDFORD UA	17.02		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	17	M	OR-Y		001			08
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	N S									012		
																PSNGR CAR		01	DRVR	NONE	59	M	OR-Y		000			
																							OR<25					
00978	N	N	N	N	04/01/2002	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE 0	STRGHT											07
NONE					Mon		0 0		N		STOP SIGN	N	DRY	REAR		PRVTE	N S									000		
					1P	ASHLAND UA	17.02		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	71	M	OR-Y		026	038		07
																							OR<25					
															02	NONE 0	TURN-R											
																PRVTE	N W									011		
																PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		000			
																							OR<25					
02810	N	N	N		10/17/2003	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Fri		0 0		N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									000		00
					2P	ASHLAND UA	17.02		06	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	77	M	OR-Y		026	000		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	INJC	23	M	OR-Y		000	000		00
																							OR<25					
00444	N	N	N		03/21/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE	STRGHT											07
NONE					Fri		0 0		N		TRF SIGNAL	N	WET	REAR		PRVTE	N S									000		00
					10P	MEDFORD UA	17.02		06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	00	M	UNK		026	000		07
																							UNK					
															02	NONE	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		000	000		00
																							OR<25					
00816	N	N	N		01/15/2004	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-OTHER	01	NONE	U-TURN											08
NONE					Thu		0 0		S		TRF SIGNAL	N	DRY	TURN		PUBLC	N N									000		00
					5P	MEDFORD UA	17.02		06	0		N	DUSK	PDO		OTH BUS		01	DRVR	NONE	00	M	UNK		008,002	000		08
																							UNK					
															02	NONE	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	56	M	OR-Y		000	000		00
																							OR<25					
00925	N	N	N		05/24/2004	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	STRGHT										004	07
NONE					Mon		0 0		S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000		00
					4P	ASHLAND UA	17.02		06	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	F	OR-Y		026	000		07
																							OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Valley View Drive
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	TURN-R S E	01	DRVR	NONE	40	M	OR-Y OR<25	000	013 000	004	00 00
01233 NO RPT	N	N	N			06/01/2006 Thu 5P	JACKSON MEDFORD UA	1 14 0 0 17.02			INTER S 06	3-LEG 0	N TRF SIGNAL	N WET N DAY	RAIN	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	20	M	OR-Y OR<25	026,014	000 038	013	07,27 00 07
																	02	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	21	M	OR-Y OR<25	000	011 000	013	00 00
																	03	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	49	M	OR-Y OR<25	000	011 000		00 00
01788 STATE	N	N	N			08/31/2006 Thu 10P	JACKSON MEDFORD UA	1 14 0 0 17.02			INTER CN 01	3-LEG 0	N TRF SIGNAL	N DRY N DLIT	CLR	ANGL-OTH TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	INJC	57	F	OR-Y OR<25	000	007 000		04,27 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L E S	01	DRVR	INJC	27	F	OR-Y OR<25	020	000 038		00 04
00698 NO RPT	N	N	N			04/23/2008 Wed 8A	JACKSON MEDFORD UA	1 14 0 0 17.02			INTER CN 01	3-LEG 0	N TRF SIGNAL	N DRY N DAY	CLR	S-OTHER TURN INJ	01	NONE PRVTE PSNGR CAR	TURN-L N E	01	DRVR	NONE	33	F	OR-Y OR<25	026	000 000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP N E	01	DRVR	INJC	17	F	OR-Y OR<25	000	013 000		00 00
01479 NONE	N	N	N			07/11/2007 Wed 6P	JACKSON MEDFORD UA	1 14 0 0 17.02			INTER CN 03	3-LEG 0	N TRF SIGNAL	N WET Y DAY	RAIN	ANGL-OTH TURN PDO	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	55	M	OR-Y OR<25	000	000 000		04 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L W N	01	DRVR	NONE	00	F	UNK UNK	020	018 000		00 04
00994 STATE	N	N	N			05/02/2004 Sun 1P	JACKSON ASHLAND UA	1 14 0 0 17.02			INTER CN 04	3-LEG 0	N TRF SIGNAL	N DRY Y DAY	CLR	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	57	M	OR-Y OR<25	000	000 000		10 00 00

063 ROGUE VALLEY

OR 99 (Hwy 063) @ Valley View Drive
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	90	M	OR-Y OR<25	009	011 000		00 10
02286 COUNTY	N	N	N			10/28/2006 Sat 12P	JACKSON MEDFORD UA	1 14 0 0 17.02		INTER CN 04	3-LEG 0	N TRF SIGNAL	N N N	CLR DRY DAY	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	INJB	16	M	OR-Y OR<25	000	000		04 00 00
																			02	PSNG	INJB	15	M		000	000		00
																			03	PSNG	INJB	17	M		000	000		00
																02	NONE PRVTE PSNGR CAR	TURN-L N E	01	DRVR	INJB	49	F	OR-Y OR<25	020	000		00 04
01978 NONE	N	N	N			09/27/2004 Mon 5P	JACKSON MEDFORD UA	1 14 0 0 17.03		INTER CN 04	3-LEG 0	N TRF SIGNAL	N N Y	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	25	M	OR-Y OR<25	020	000		04
																02	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	21	M	OR-Y OR<25	000	000		00 00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) NB @ Oak Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2008														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2008 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2007														
PEDESTRIAN	0	1	0	1	0	1	0	1	0	0	1	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2007 TOTAL	0	2	1	3	0	2	0	3	0	2	1	3	0	0
YEAR: 2006														
ANGLE	0	1	0	1	0	1	0	1	0	0	0	1	0	0
2006 TOTAL	0	1	0	1	0	1	0	1	0	0	0	1	0	0
YEAR: 2005														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2004														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	0	0	0	1	1	0	0
2004 TOTAL	0	1	1	2	0	1	0	1	0	1	1	2	0	0
YEAR: 2003														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2003 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2002														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2002 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2001														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2001 TOTAL	0	2	0	2	0	2	0	2	0	2	0	2	0	0
FINAL TOTAL	0	9	5	14	0	9	0	13	0	11	2	14	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) NB @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	HWY	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01912	N	N	N	N	N	09/01/2007	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY						Sat	ASHLAND	1	0	LITHIA WAY	SE		ONE-WAY	N	DRY	SS-O		RENTL	SE NW									000		00
						1P	MEDFORD UA	19.17		OAK ST	05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	27	M	OTH-Y	045		000		13
																									N-RES					
																	02	NONE	STRGHT											
																		PRVTE	SE NW									000		00
																		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	000		000		00
																									OR<25					
01601	N	N	N	N	N	06/24/2001	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Sun	ASHLAND	1	0	LITHIA WAY	SE		STOP SIGN	N	DRY	REAR		PRVTE	SE NW									000		
						3P	ASHLAND UA	19.17		OAK ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y	026				07
																									OR<25					
																	02	NONE 0	STOP											
																		PRVTE	SE NW									011		
																		PSNGR CAR		01	DRVR	INJC	51	F	OR-Y	000				
																									OR<25					
01334	N	N	N	N	N	02/15/2002	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	02
CITY						Fri	ASHLAND	1	0	LITHIA WAY	SE		STOP SIGN	N	DRY	REAR		PRVTE	SE NW									000		
						12P	ASHLAND UA	19.17		OAK ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	026		038		02
																									OR>25					
																	02	NONE 0	STOP											
																		PRVTE	SE NW									011	013	
																		PSNGR CAR		01	DRVR	INJC	43	F	OR-Y	000				
																									OR<25					
																	03	NONE 0	STOP											
																		PRVTE	SE NW									011		
																		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y	000				
																									OR<25					
00227	N	N	N			01/18/2003	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										004	07
NO RPT						Sat	ASHLAND	1	0	LITHIA WAY	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
						4P	ASHLAND UA	19.17		OAK ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y	026		000		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011	004	00
																		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y	000		000		00
																									OR<25					
02541	N	N	N			09/26/2003	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										004	07
NONE						Fri	ASHLAND	1	0	LITHIA WAY	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
						6P	ASHLAND UA	19.17		OAK ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	026		038		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011	004	00
																		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y	000		000		00
																									OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) NB @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00336	N	N	N			02/22/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										004	07
NO RPT						Sun	ASHLAND	1	0	LITHIA WAY	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
						4P	MEDFORD UA	19.17		OAK ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y OR<25		026	000		07
																	02	NONE	STOP											
																		PRVTE	SE NW									011	004	00
																		PSNGR CAR		01	DRVR	INJC	32	F	OR-Y OR<25		000	000		00
01368	N	N	N			07/13/2004	JACKSON	2	14		INTER	CROSS	N	N	UNK	S-1STOP	01	NONE	STRGHT										004	13
NO RPT						Tue	ASHLAND	1	0	LITHIA WAY	SE		ONE-WAY	N	UNK	SS-O		PRVTE	SE NW									000		00
						10P	MEDFORD UA	19.17		OAK ST	06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y OR>25		045	000		13
																	02	NONE	STOP											
																		PRVTE	SE NW									011	004	00
																		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		000	000		00
01124	N	N	N			06/12/2005	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										004	10,27
CITY						Sun	ASHLAND	1	0	LITHIA WAY	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
						12P	MEDFORD UA	19.17		OAK ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y OR<25		052,026	038		10
																				02	PSNG	NO<5	01	F			000	000		00
																	02	NONE	STOP											
																		PRVTE	SE NW									011	004	00
																		PSNGR CAR		01	DRVR	INJC	24	F	OR-Y OR<25		000	000		00
02008	N	N	N			10/06/2009	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										004	07
NONE						Tue	ASHLAND	1	0	LITHIA WAY	SE		STOP SIGN	N	DRY	REAR		PRVTE	SE NW									000		00
						11A	MEDFORD UA	19.17		OAK ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	69	F	OR-Y OR<25		026	000		07
																	02	NONE 0	STOP											
																		PRVTE	NW SE									011	004	00
																		PSNGR CAR		01	DRVR	NONE	00	F	UNK OR<25		000	000		00
02702	N	N	N			12/19/2006	JACKSON	2	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
NO RPT						Tue	ASHLAND	1	0	LITHIA WAY	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SW NE									015		00
						4P	MEDFORD UA	19.17		OAK ST	02	0		N	UNK	INJ		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y OR<25		028	000		02
																	02	NONE	STRGHT											
																		PRVTE	SE NW									000		00
																		PSNGR CAR		01	DRVR	INJC	49	F	OR-Y OR<25		000	000		00

063 ROGUE VALLEY

OR 99 (Hwy 063) NB @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	RSCHL	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00996	N	N	N				06/20/2008	JACKSON	2	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	TURN-L											02
NO RPT							Fri	ASHLAND	1	0	LITHIA WAY	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									015		00
							11A	MEDFORD UA	19.17		OAK ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		004,028	000		02
																										OR<25					
																		02	NONE	STRGHT										000		00
																			PRVTE	NE SW											
																			PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		000	000		00
																										OR<25					
02658	N	N	N	N	N		10/04/2001	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	0 STRGHT											08
NO RPT							Thu	ASHLAND	1	0	LITHIA WAY	CN		ONE-WAY	N	DRY	TURN		PRVTE	SE NW									000		
							8A	ASHLAND UA	19.17		OAK ST	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		000			
																										OR<25					
																					02	PSNG	INJB	09	F						
																		02	NONE	0 TURN-L											
																			PRVTE	SE SW									000		
																			PSNGR CAR		01	DRVR	NONE	69	F	OTH-Y		006			08
																										N-RES					
00297	N	N	N				02/05/2007	JACKSON	2	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											07
NONE							Mon	ASHLAND	1	0	LITHIA WAY	CN		STOP SIGN	N	DRY	REAR		PRVTE	SW NE									000		00
							10A	MEDFORD UA	19.17		OAK ST	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	49	F	OR-Y		026	000		07
																										OR<25					
																		02	NONE	STOP											
																			PRVTE	SW NW									013		00
																			PSNGR CAR		01	DRVR	NONE	78	M	OR-Y		000	000		00
																										OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR 99 (Hwy 063) NB @ Oak Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEEL	ALCOH	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02525	N	N	N	N	N	12/01/2007	17	LITHIA WAY	INTER	CROSS	N	N	CLR	PED	01	NONE	TURN-R											02
CITY						Sat	0	OAK ST	NE		STOP SIGN	N	DRY	PED		PRVTE	NE NW									015		00
						5P			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		029	000		02
																							OR<25					
																	STRGHT	01	PED	INJB	53	F		01	000	034		00
																	NW SE											

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
REAR-END	0	1	1	2	0	1	0	2	0	1	1	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	1	2	3	0	1	0	3	0	2	1	3	0	0
YEAR: 2008														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR: 2007														
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	1	2	0	2	0	1	1	1	1	2	0	0
2007 TOTAL	0	2	1	3	0	3	0	2	1	2	1	3	0	0
YEAR: 2006														
BACKING	0	0	2	2	0	0	0	2	0	2	0	2	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2006 TOTAL	0	0	4	4	0	0	0	4	0	4	0	4	0	0
YEAR: 2005														
ANGLE	0	1	1	2	0	1	0	1	1	2	0	2	0	0
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	2	2	4	0	2	0	4	0	4	0	4	0	0
2005 TOTAL	0	4	3	7	0	5	0	6	1	7	0	7	0	0
YEAR: 2004														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	2	0	2	0	2	0	2	0	2	0	2	0	0
2004 TOTAL	0	2	1	3	0	2	0	3	0	3	0	3	0	0
YEAR: 2003														
REAR-END	0	1	1	2	0	3	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	3	3	6	0	3	0	5	1	5	1	6	0	0
2003 TOTAL	0	4	4	8	0	6	0	7	1	7	1	8	0	0
YEAR: 2002														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2002 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2001														
REAR-END	0	2	1	3	0	3	0	2	1	3	0	3	0	0
TURNING MOVEMENTS	0	0	3	3	0	0	0	3	0	3	0	3	0	0
2001 TOTAL	0	2	4	6	0	3	0	5	1	6	0	6	0	0
YEAR: 2000														
ANGLE	0	1	1	2	0	1	0	1	1	2	0	2	0	0
REAR-END	0	1	2	3	0	1	0	3	0	2	1	3	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2000 TOTAL	0	2	4	6	0	2	0	5	1	5	1	6	0	0

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
FINAL TOTAL	0	19	23	42	0	25	0	37	5	38	4	42	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	E A U C S L	R S W O H R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00070	N	N	N N N	01/17/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											08
NO RPT				Wed	ASHLAND	0 0	MAIN ST	UN		UNKNOWN	N	DRY	TURN		PRVTE	NW SE									000		
				8A	ASHLAND UA	18.64	WIMER ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	000				
																						OR<25					
														02	NONE 0	TURN-R											
															PRVTE	SE W									000		
															PSNGR CAR		01	DRVR	NONE	51	M	OR-Y	004				08
																						OR<25					
01958	N	N	N N N	07/07/2000	JACKSON	1 14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT				Fri	ASHLAND	0 0	HERSEY ST	UN		UNKNOWN	N	WET	ANGL		PRVTE	NE SW									000		
				4P	ASHLAND UA	18.64	MAIN ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y	028				02
																						OR<25					
														02	NONE 0	STRGHT											
															PRVTE	SE NW									000		
															PSNGR CAR		01	DRVR	NONE	23	F	OR-Y	000				
																						OR<25					
03252	N	N	N N N	11/18/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NO RPT				Sat	ASHLAND	0 0	MAIN ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		
				6P	ASHLAND UA	18.64	WIMER ST	04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y	026				10
																						OR<25					
														02	NONE 0	STOP											
															PRVTE	SE NW									011		
															PSNGR CAR		01	DRVR	INJC	46	F	OR-Y	000				
																						OR<25					
02648	N	N	N N N	09/24/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NONE				Sun	ASHLAND	0 0	HERSEY ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		
				1P	ASHLAND UA	18.64	MAIN ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y	026				10
																						OR<25					
														02	NONE 0	STOP											
															PRVTE	SE NW									011		
															PSNGR CAR		01	DRVR	NONE	26	F	OR-Y	000				
																						OR<25					
00898	N	N	N N N	04/25/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
NO RPT				Wed	ASHLAND	0 0	MAIN ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		
				1P	ASHLAND UA	18.64	WIMER ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y	026				10
																						OR<25					
														02	NONE 0	STOP											
															PRVTE	SE NW									011		
															PSNGR CAR		01	DRVR	NONE	16	F	OR-Y	000				
																						OR<25					
03339	N	N	N N N	12/28/2001	JACKSON	1 14		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY				Fri	ASHLAND	0 0	MAIN ST	SE		NONE	N	DRY	REAR		PRVTE	SE NW									000		
				2P	ASHLAND UA	18.64	WIMER ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y	026				07
																						OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	ALC	DRSLH	SWOR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE 0 PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	24	F	OR-Y OR<25	000	012		
02389 NONE	N	N	N		09/21/2003 Sun 12P	JACKSON ASHLAND ASHLAND UA	1 14 0 0 18.64		MAIN ST WIMER ST	INTER SE 06	4-LEG 0	N UNKNOWN	N DRY N DAY	CLR REAR PDO	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	29	M	OR-Y OR<25	026	000		013	07 00 07
																02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	67	F	OR-Y OR<25	000	011 000	013		00 00
																03	NONE PRVTE PSNGR CAR	TURN-L SE W	01	DRVR	NONE	00	U	UNK UNK	000	022 000			00 00
02544 NO RPT	N	N	N	N	N 09/04/2000 Mon 1P	JACKSON ASHLAND ASHLAND UA	1 14 0 0 18.64		MAIN ST WIMER ST	INTER W 06	CROSS 0	N STOP SIGN	N DRY N DAY	CLR BIKE ANGL INJ		01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	50	M	OR-Y OR<25	027	000			10 10
																		STRGHT NE SW	01	BIKE	INJB	19	F		000	000			
00458 CITY	N	N	N	N	N 02/04/2000 Fri 3P	JACKSON ASHLAND ASHLAND UA	1 14 0 0 18.64		HERSEY ST MAIN ST	INTER NW 05	CROSS 0	N UNKNOWN	N DRY N DAY	CLR REAR PDO	S-1STOP	01	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	32	M	OR-Y OR<25	026	000	013		07 07
																02	NONE 0 PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	49	F	OR-Y OR<25	000	011	013		
																03	NONE 0 PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	40	M	OR-Y OR<25	000	011			
00166 NONE	N	N	N	N	N 01/11/2001 Thu 2P	JACKSON ASHLAND ASHLAND UA	1 14 0 0 18.64		HERSEY ST MAIN ST	INTER NW 06	CROSS 0	N UNKNOWN	N WET N DAY	CLR REAR INJ	S-1STOP	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	20	M	OR-Y OR>25	026	000			10 10
																02	NONE 0 PRVTE PSNGR CAR	STOP NW SE	01	DRVR	INJC	21	F	OR-Y OR<25	000	011			

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	D R S U G S	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01390	N	N	N			07/09/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
CITY						Fri	ASHLAND	0	0	HERSEY ST	NW		UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
						2P	MEDFORD UA	18.64		MAIN ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		043	000		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	NW SE									012		00
																		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		000	000		00
																									OR<25					
02092	N	N	N			10/02/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NO RPT						Sun	ASHLAND	0	0	HERSEY ST	NW		UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
						10A	MEDFORD UA	18.64		MAIN ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		026	000		07
																									OR>25					
																	02	NONE	STOP											
																		PRVTE	NW SE									012		00
																		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		000	000		00
																									OR<25					
																				02	PSNG	INJB	16	F			000	000		00
																				03	PSNG	NO<5	01	M			000	000		00
00768	N	N	N	N	N	03/07/2000	JACKSON	1	14		INTER	4-LEG	N	N	CLD	O-1TURN	01	NONE 0	STRGHT											02
CITY						Tue	ASHLAND	0	0	MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	NW SE									000		
						10A	ASHLAND UA	18.64		WIMER ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000			
																									OR>25					
																	02	NONE 0	TURN-L											
																		PRVTE	SE W									000		
																		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		004			02
																									OR<25					
01435	N	N	N	N	N	06/07/2001	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Thu	ASHLAND	0	0	HERSEY ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE SE									015		
						12P	ASHLAND UA	18.64		MAIN ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		028			02
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	SE NW									000		
																		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		000			
																									OR<25					
02235	N	N	N			08/18/2003	JACKSON	1	14		INTER	4-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
NO RPT						Mon	ASHLAND	0	0	MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	NW SE									000		00
						9A	ASHLAND UA	18.64		WIMER ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		000	000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	SE W									000		00
																		PSNGR CAR		01	DRVR	NONE	71	F	OR-Y		004	000		08
																									OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	RSCH	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02666	N	N	N			10/12/2003	JACKSON	1	14		INTER	4-LEG	N	N	CLR	O-1TURN	01	NONE	TURN-L											08
NO RPT						Sun	ASHLAND	0	0	MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE W									000		00
						5P	ASHLAND UA	18.64		WIMER ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y OR<25	004		000		08
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y OR<25	000		000		00
01673	N	N	N	N	N	06/24/2002	JACKSON	1	16		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 1	STRGHT										013	08
CITY						Mon	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE NW									000		
						3P	ASHLAND UA	18.64		MAIN ST	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	66	M	OR-Y OR<25	000				
																	02	NONE 0	TURN-L											
																		PRVTE	NW NE									000	013	
																		PSNGR CAR		01	DRVR	INJB	83	M	OR-Y OR<25	004				08
																	03	NONE 0	STOP											
																		PRVTE	NE SW									011		
																		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y OR<25	000				
03122	N	N	N			11/05/2003	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	TURN-L										082	08
CITY						Wed	ASHLAND	0	0	HERSEY ST	CN		NONE	N	DRY	TURN		PRVTE	NW NE									000		00
						7P	ASHLAND UA	18.64		MAIN ST	02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y OR<25	004		000	082	08
																	02	NONE	STRGHT											
																		PRVTE	SE NW									000		00
																		PSNGR CAR		01	DRVR	INJC	62	F	OR-Y OR<25	000		000		00
01014	N	N	N			05/11/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NO RPT						Wed	ASHLAND	0	0	HERSEY ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	E SE									015		00
						4P	MEDFORD UA	18.64		MAIN ST	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OTH-Y N-RES	028		000		02
																	02	NONE	TURN-L											
																		PRVTE	NW E									000		00
																		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y OR<25	000		000		00
02108	N	N	N			10/05/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											03
CITY						Wed	ASHLAND	0	0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE									000		00
						8A	MEDFORD UA	18.64		WIMER ST	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y OR<25	000		000		00
																	02	NONE	TURN-R											
																		PRVTE	W SE									000		00
																		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y OR<25	021		000		03

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	ALCOH	DRUG	SCHL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01559	N	N	N	N	N	06/15/2001	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NONE						Fri	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW SE									000		
						12P	ASHLAND UA	18.64		MAIN ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OTH-Y	028				02
																									N-RES					
																	02	NONE 0	STRGHT											
																		PRVTE	NW SE									000		
																		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y	000				
																									OR<25					
02034	N	N	N			08/01/2003	JACKSON	1	14		INTER	4-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										082	02
CITY						Fri	ASHLAND	0	0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE									000		00
						4P	ASHLAND UA	18.64		WIMER ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	53	F	OR-Y	000		000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	SW NW									015		00
																		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	028		000	082	02
																									OR<25					
03294	N	N	N			12/19/2003	JACKSON	1	14		INTER	CROSS	N	N	CLD	O-1TURN	01	NONE	STRGHT											08
NO RPT						Fri	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	WET	TURN		PRVTE	SE NW									000		00
						4P	ASHLAND UA	18.64		MAIN ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000		000		00
																									UNK					
																	02	NONE	TURN-L											
																		PRVTE	NW E									000		00
																		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y	004		000		08
																									OR<25					
01105	N	N	N			06/05/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	STRGHT										082	08
CITY						Sat	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE NW									000		00
						3P	MEDFORD UA	18.64		MAIN ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	43	F	OR-Y	000		000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	NW E									000		00
																		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	004		000	082	08
																									OR<25					
01826	N	N	N			07/14/2003	JACKSON	1	14		INTER	4-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										013	07
CITY						Mon	ASHLAND	0	0	MAIN ST	SE		NONE	N	DRY	REAR		PRVTE	SE NW									000		00
						8A	ASHLAND UA	18.65		WIMER ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y	043		000		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011	013	00
																		PSNGR CAR		01	DRVR	INJC	23	M	OR-Y	000		000		00
																									OR<25					
																				02	PSNG	INJC	22	F		000		000		00

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	DRACSLS	WOHK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															03	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	45	F	OR-Y OR<25	000	012 000		00 00
00498 CITY	N	N N N N		03/13/2009 Fri 4P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 18.65		MAIN ST WIMER ST	INTER SE 06	4-LEG 0	N NONE	N DRY N DAY	CLR INJ	S-1STOP REAR	01	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	22	M	OR-Y OR<25	043	000	093	093	07 00 07
															02	NONE 0 PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	24	F	OR-Y OR<25	000	012 000		00 00
01544 CITY	N	N N		08/16/2007 Thu 12P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 18.65		MAIN ST WIMER ST	INTER S 06	4-LEG 0	N STOP SIGN	N DRY N DAY	CLR TURN PDO	ANGL-STP	01	NONE PRVTE PSNGR CAR	TURN-R W SE	01	DRVR	NONE	56	F	OR-Y OR<25	043	015 000		07 00 07
															02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	NONE	36	M	OR-Y OR<25	000	012 000		00 00
01562 NONE	N	N N		07/21/2006 Fri 3P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 18.65		MAIN ST WIMER ST	INTER CN 01	4-LEG 0	N UNKNOWN	N DRY N DAY	CLR TURN PDO	O-1TURN	01	NONE PRVTE PSNGR CAR	TURN-L SE W	01	DRVR	NONE	00	F	UNK UNK	004,028	000		02 00 02
															02	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	58	M	OR-Y OR<25	000	000		00 00
02279 CITY	N	N N N N		11/24/2009 Tue 11A	JACKSON ASHLAND MEDFORD UA	1 14 0 0 18.65		MAIN ST WIMER ST	INTER CN 01	CROSS 0	N NONE	N DRY N DAY	CLR TURN PDO	O-1TURN	01	NONE 0 PRVTE PSNGR CAR	TURN-L SE W	01	DRVR	NONE	21	M	OR-Y OR-?	004	000		02 00 02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	60	M	OR-Y OR<25	000	000		00 00
00036 CITY	N	N N		01/11/2007 Thu 5P	JACKSON ASHLAND MEDFORD UA	1 14 0 0 18.65		MAIN ST WIMER ST	INTER CN 04	4-LEG 0	N NONE	N WET N DLIT	SNOW INJ	O-1TURN	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	INJC	23	F	OR-Y OR<25	000	000	082	082	02 00 00
															02	NONE PRVTE PSNGR CAR	TURN-L NW E	01	DRVR	INJC	55	F	OR-Y OR<25	004,028	000	082	082	00 02

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPE D	DEAL C	RSUC S	WHOL K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00863	N	N	N		05/20/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue	ASHLAND	0	0	HERSEY ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
					3P	MEDFORD UA	18.66		MAIN ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y	026		000		07
																								OR<25					
																02	NONE	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	INJC	31	F	OR-Y	000		000		00
																								OR<25					
																			02	PSNG	INJC	66	F		000		000		00
02350	Y	N	N		11/04/2009	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01,07
NO RPT					Wed	ASHLAND	0	0	HERSEY ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
					7P	MEDFORD UA	18.66		MAIN ST	06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	047,026		000		01,07
																								OR-?					
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	000		000		00
																								OR-?					
91287	N	N	N		06/18/2005	JACKSON	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											03
CITY					Sat	ASHLAND	0	0	HERSEY ST	CN		STOP SIGN	N	WET	ANGL		PRVTE	SE NW									000		00
					8A	MEDFORD UA	18.66		MAIN ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	F	OR-Y	000		000		00
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NE SW									088		00
																	PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	021,028		000		03
																								OR<25					
01843	N	N	N		09/09/2004	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L										040,053	02
CITY					Thu	ASHLAND	0	0	HERSEY ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	N E									088		00
					2P	MEDFORD UA	18.66		MAIN ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	78	F	OR-Y	004,028		000		02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N									000	040,053	00
																	PSNGR CAR		01	DRVR	NONE	39	M	OR-Y	000		000		00
																								OR<25					
02170	N	N	N		10/25/2006	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-OTHER	01	NONE	BACK											10
NO RPT					Wed	ASHLAND	0	0	HERSEY ST	CN		UNKNOWN	N	DRY	BACK		PRVTE	NW SE									000		00
					12P	MEDFORD UA	18.66		MAIN ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y	011		000		10
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	NW E									000		00
																	PSNGR CAR		01	DRVR	NONE	65	F	OR-Y	000		000		00
																								OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	ALC	DRSLG	SWHR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02391	N	N	N		11/09/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	STRGHT										082	08
CITY					Wed	ASHLAND	1	0	HERSEY ST	CN		NONE	N	DRY	TURN		PRVTE	SE NW								000			00
					2P	MEDFORD UA	18.64		MAIN ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	57	F	OR-Y	000	000			00
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	NW E								000			00
																	PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	004	000	082		08
																								OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR 99 (Hwy 063) SB @ Hersey Street / Wimer Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01519	N	N	N			06/19/2003	16	HERSEY ST	INTER	3-LEG	N		N	CLR	BIKE													02,10
CITY						Thu	0	MAIN ST	NE		STOP SIGN		N	DRY	TURN													
						12P			06	0			N	DAY	INJ		STRGHT NW SE	01	BIKE	INJB	14	M			060	040		10
															01	NONE PRVTE	TURN-R NE NW									015		00
																PSNGR CAR		01	DRVR	NONE	26	M	OR-Y OR<25		027	000		02
00170	N	N	N			01/24/2005	16	HERSEY ST	INTER	CROSS	N		N	CLR	BIKE	01	NONE PRVTE	TURN-R E NW											02,10
CITY						Mon	0	MAIN ST	E		STOP SIGN		N	DRY	TURN											015		00
						7A			06	0			N	DAY	INJ		PSNGR CAR	01	DRVR	NONE	49	F	OR-Y OR<25		027	000		02
																	STRGHT NW SE	01	BIKE	INJC	13	M			062	034		10
00828	N	N	N			04/27/2007	17	HERSEY ST	INTER	CROSS	N		N	CLR	PED	01	NONE PRVTE	TURN-R E NW											02
CITY						Fri	0	MAIN ST	E		STOP SIGN		N	DRY	PED											015		00
						2P			06	0			N	DAY	INJ		PSNGR CAR	01	DRVR	NONE	62	M	OR-Y OR<25		029	000		02
																	STRGHT NW SE	01	PED	INJB	83	F		01	000	034		00
01106	N	N	N			06/11/2005	17	MAIN ST	INTER	4-LEG	N		N	CLR	ANGL-STP	01	NONE PRVTE	STRGHT NW SE									092		10,26
CITY						Sat	0	WIMER ST	W		STOP SIGN		N	DRY	ANGL											007	092	26
						1P			06	0			N	DAY	INJ		PSNGR CAR	01	DRVR	NONE	26	M	OR-Y OR<25		080	000		10
															02	NONE PRVTE	STOP W E									012		00
																PSNGR CAR		01	DRVR	INJC	41	F	OR-Y OR<25		000	000		00
00956	N	N	N			05/02/2006	17	MAIN ST	INTER	4-LEG	N		N	CLR	S-1STOP	01	NONE PRVTE	STRGHT W E											10
NONE						Tue	0	WIMER ST	W		STOP SIGN		N	DRY	REAR											000		00
						8A			06	0			N	DAY	PDO		PSNGR CAR	01	DRVR	NONE	00	F	OR-Y OR<25		026	000		10
															02	NONE PRVTE	STOP W E									011		00
																PSNGR CAR		01	DRVR	NONE	61	M	OR-Y OR<25		000	000		00
01537	N	N	N			07/17/2006	17	MAIN ST	INTER	4-LEG	N		N	CLR	O-1STOP	01	NONE PRVTE	BACK E W									092		10,26
NONE						Mon	0	WIMER ST	W		STOP SIGN		N	DRY	BACK											000	092	26
						10A			06	0			N	DAY	PDO		PSNGR CAR	01	DRVR	NONE	29	M	OR-Y OR<25		011	000		10
															02	NONE PRVTE	STOP W E									011		00
																PSNGR CAR		01	DRVR	NONE	27	F	OR-Y OR<25		000	000		00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) SB @ Oak Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2009 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2008														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2008 TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	0	0
YEAR: 2007														
TURNING MOVEMENTS	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2007 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2005														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2003														
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	0	3	3	0	0	0	2	1	2	1	3	0	0
2003 TOTAL	0	0	5	5	0	0	0	4	1	4	1	5	0	0
YEAR: 2002														
REAR-END	0	2	0	2	0	3	1	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	1	1	2	0	2	0	2	0	2	0	2	0	0
2002 TOTAL	0	3	1	4	0	5	1	4	0	4	0	4	0	0
YEAR: 2001														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	2	0	1	1	2	0	0
2001 TOTAL	0	0	4	4	0	0	0	4	0	3	1	4	0	0
YEAR: 2000														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	4	4	0	0	0	4	0	4	0	4	0	0
2000 TOTAL	0	1	5	6	0	1	0	6	0	5	1	6	0	0
FINAL TOTAL	0	7	18	25	0	9	1	24	1	21	4	25	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U G S L	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03158	N	N	N	N	N	11/13/2002	JACKSON	1 16		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											04
CITY						Wed	ASHLAND	0 0	E MAIN ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NE SE									000		
						1P	ASHLAND UA	19.11	OAK ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	34	M	OR-Y		026	038		04
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	NW NE									000		
																	PSNGR CAR		01	DRVR	NONE	85	M	OR-Y		000			
																								OR<25					
																			02	PSNG	INJC	27	F						
																03	NONE 0	PRKD-P											
																	PRVTE	SW NE									008		
																	PSNGR CAR												
02323	N	N	N	N	N	08/15/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											08
NONE						Tue	ASHLAND	0 0	E MAIN ST	UN		UNKNOWN	N	DRY	TURN		PRVTE	NE SW									000		
						3P	ASHLAND UA	19.19	OAK ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	F	OR-Y		000			
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	SW NW											
																	PSNGR CAR		01	DRVR	NONE	46	F	OTH-Y		004	038		08
																								N-RES					
02927	N	N	N	N	N	10/15/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	PED	01	NONE 0	STRGHT											02
CITY						Sun	ASHLAND	0 0	E MAIN ST	UN		NONE	N	DRY	PED		PRVTE	NE SW											
						1P	ASHLAND UA	19.19	OAK ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		029	038		02
																								OR<25					
																		STRGHT	01	PED	INJB	42	M		01	000	034		
																		SE NW											
00395	N	N	N	N	N	02/22/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											08
NONE						Tue	ASHLAND	0 0	E MAIN ST	UN		TRF SIGNAL	N	DRY	TURN		PRVTE	NE SE									000		
						5P	ASHLAND UA	19.19	OAK ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		002			08
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		
																	PSNGR CAR		01	DRVR	NONE	27	F	OR-Y		000			
																								OR<25					
03246	N	N	N	N	N	11/17/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Fri	ASHLAND	0 0	E MAIN ST	UN		STOP SIGN	N	DRY	ANGL		PRVTE	NW SE									000		
						6P	ASHLAND UA	19.19	OAK ST	04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	48	M	OR-Y		000			
																								OR>25					
																02	NONE 0	STRGHT											
																	PRVTE	SW NE									015		
																	PSNGR CAR		01	DRVR	NONE	54	F	OR-Y		028			02
																								OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPE D	EALC	DRSL	SCHK	WOR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02451	N	N	N	N	N	09/14/2002	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										004	07
CITY						Sat	ASHLAND	0	0	E MAIN ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW								000		
						10A	ASHLAND UA	19.19		OAK ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	026	038		07
																									OR<25				
																	02	NONE 0	STOP										
																		PRVTE	SE NW								011	004	
																		PSNGR CAR		01	DRVR	INJC	51	F	OR-Y	000			
																									OR<25				
02615	N	N	N	N	N	09/27/2002	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Fri	ASHLAND	0	0	E MAIN ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW								000		
						2P	ASHLAND UA	19.19		OAK ST	06	0		N	DAY	INJ		BOBTAIL		01	DRVR	NONE	62	M	OTH-Y	043			07
																									N-RES				
																	02	NONE 0	STOP										
																		PRVTE	SE NW								011		
																		PSNGR CAR		01	DRVR	INJC	50	F	OR-Y	000			
																									OR<25				
																				02	PSNG	INJC	71	F					
00225	N	N	N	N	N	01/26/2001	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											10
NONE						Fri	ASHLAND	0	0	E MAIN ST	NW		UNKNOWN	N	DRY	SS-O		PRVTE	NW SE								000		
						11A	ASHLAND UA	19.19		PIONEER ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y	045			10
																									OR<25				
																	02	NONE 0	STRGHT										
																		PRVTE	NW SE								000		
																		PSNGR CAR		01	DRVR	NONE	68	F	OR-Y	000			
																									OR<25				
00397	N	N	N	N	N	03/09/2001	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE						Fri	ASHLAND	0	0	MAIN ST	NW		STOP SIGN	N	DRY	REAR		PRVTE	NW SE								000		
						3P	ASHLAND UA	19.19		01802 UNKNOWN NAME	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	026			07
																									OR<25				
																	02	NONE 0	STOP										
																		PRVTE	NW SE								011		
																		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y	000			
																									OR>25				
00140	N	N	N			01/03/2003	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											10
CITY						Fri	ASHLAND	0	0	E MAIN ST	NW		UNKNOWN	N	DRY	REAR		PRVTE	NW SE								000		00
						3P	ASHLAND UA	19.19		OAK ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	51	M	OR-Y	026	038		10
																									OR<25				
																	02	NONE	STOP										
																		PRVTE	NW SE								011		00
																		PSNGR CAR		01	DRVR	NONE	30	M	N-VAL	000	000		00
																									OR<25				
																				02	PSNG	NO<5	01	F		000	000		00

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00902	N	N	N	N	N	04/04/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L											08
NO RPT						Tue	ASHLAND	0 0	E MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									000		
						12P	ASHLAND UA	19.19	OAK ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		004			08
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NE SW									000		
																	PSNGR CAR		01	DRVR	NONE	73	M	OR-Y		000			
																								OR<25					
01406	N	N	N	N	N	05/15/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Tue	ASHLAND	0 0	E MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE SE									015		
						4P	ASHLAND UA	19.19	OAK ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		028			02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE NW									000		
																	PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		000			
																								OR<25					
01126	N	N	N			05/20/2003	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	TURN-L											02,08
NONE						Tue	ASHLAND	0 0	E MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									015		00
						11A	ASHLAND UA	19.19	OAK ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		004,028	000		02,08
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	NE SW									000		00
																	PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		000	000		00
																								OR<25					
01317	N	N	N	N	N	05/02/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L											08
NONE						Tue	ASHLAND	0 0	E MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW NE									015		
						4P	ASHLAND UA	19.19	OAK ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		028			08
																								UNK					
																02	NONE 0	STRGHT											
																	PRVTE	SE NW									000		
																	PSNGR CAR		01	DRVR	NONE	78	F	OR-Y		000			
																								OR<25					
00827	N	N	N	N	N	04/26/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L											02
NONE						Thu	ASHLAND	0 0	E MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE SE									000		
						8P	ASHLAND UA	19.19	OAK ST	04	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		004			02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SW NE									000		
																	PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		000			
																								OR<25					
00465	N	N	N	N	N	02/18/2002	JACKSON	1 16		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L											02
NONE						Mon	ASHLAND	0 0	E MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	NE SE									000		
						4P	ASHLAND UA	19.19	OAK ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		004	038		02
																								OR>25					

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE 0 PRVTE PSNGR CAR	STRGHT SW NE	01	DRVR	NONE	63	F	OR-Y OR<25	000	000		
03505 NONE	N	N	N			12/05/2003 Fri 12P	JACKSON ASHLAND ASHLAND UA	1 14 0 0 19.19	E MAIN ST OAK ST	INTER CN 04	CROSS 0	N UNKNOWN	N WET N DAY	CLD TURN PDO	O-1TURN	01	NONE PRVTE PSNGR CAR	TURN-L NE SE	01	DRVR	NONE	56	F	OR-Y OR<25	004	000 000		08 08
																02	NONE PRVTE PSNGR CAR	STRGHT SW NE	01	DRVR	NONE	63	F	OR-Y OR<25	000	000 000		00 00
00271 CITY	N	N	N	N	N	02/18/2009 Wed 7A	JACKSON ASHLAND MEDFORD UA	1 14 1 0 19.18	E MAIN ST OAK ST	INTER NW 06	CROSS 0	N STOP SIGN	N CLR N DRY N DAY	PED PED INJ		01	NONE 0 PRVTE OTHER	STRGHT NW SE	01	DRVR	NONE	66	F	OR-Y OR<25	000	000 026		18 00 00
																		STRGHT SW NE	01	PED	INJA	33	F		02 054	034		18
01792 NONE	N	N	N			07/25/2003 Fri 7P	JACKSON ASHLAND ASHLAND UA	1 14 1 0 19.19	E MAIN ST OAK ST	INTER NW 06	CROSS 0	N UNKNOWN	N CLR N DRY N DAY	S-1STOP REAR PDO		01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	54	F	OR-Y OR<25	026	000	004	07 00 07
																02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	NONE	18	M	OR-Y OR<25	000	011 000	004	00 00
02149 CITY	N	N	N	N	N	12/06/2008 Sat 3P	JACKSON ASHLAND MEDFORD UA	1 14 1 0 19.19	E MAIN ST OAK ST	INTER NW 06	CROSS 0	N UNKNOWN	N CLR N DRY N DAY	S-1STOP REAR INJ		01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	34	F	OR-Y OR<25	043	000 000		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	INJC	60	M	OR-Y OR<25	000	011 000		00 00
00317 CITY	N	N	N	N	N	02/10/2008 Sun 10P	JACKSON ASHLAND MEDFORD UA	1 14 1 0 19.19	E MAIN ST OAK ST	INTER CN 02	CROSS 0	N ONE-WAY	N CLR N DRY N DLIT	S-1TURN TURN PDO		01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	29	M	OR-Y OR<25	000	000 000		08 00 00
																			02	PSNG	NO<5	03	M		000	000		00
																02	NONE RENTL PSNGR CAR	TURN-L NW NE	01	DRVR	NONE	34	M	NONE OR<25	006	000 000		00 08

063 ROGUE VALLEY

OR 99 (Hwy 063) SB @ Oak Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01950	N	N	N			07/31/2003	JACKSON	1 14			INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	TURN-L											08
CITY						Thu	ASHLAND	1 0		E MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE SW									000		00
						9P	ASHLAND UA	19.19		OAK ST	03	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	84	F	OR-Y	006		000		08
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	SE NW									000		00
																		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y	000		000		00
																									OR<25					
02645	N	N	N			12/02/2005	JACKSON	1 14			INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	TURN-L											08
NO RPT						Fri	ASHLAND	1 0		E MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE SE									000		00
						12P	MEDFORD UA	19.19		OAK ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y	004		000		08
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	SW NE									000		00
																		PSNGR CAR		01	DRVR	INJC	65	F	OR-Y	000		000		00
																									OR<25					
01223	N	N	N			06/14/2007	JACKSON	1 14			INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	TURN-L											02
NO RPT						Thu	ASHLAND	1 0		E MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE SE									015		00
						3P	MEDFORD UA	19.19		OAK ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	60	F	OR-Y	004,028		000		02
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	SW NE									000		00
																		PSNGR CAR		01	DRVR	NONE	60	F	OTH-Y	000		000		00
																									N-RES					
02260	N	N	N			11/23/2007	JACKSON	1 14			INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	TURN-L											08
NONE						Fri	ASHLAND	1 0		E MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE SE									015		00
						2P	MEDFORD UA	19.19		OAK ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y	004,028		000		02
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	SW NE									000		00
																		PSNGR CAR		01	DRVR	NONE	78	M	OR-Y	000		000		00
																									OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) Siskiyou Boulevard @ Mountain Avenue
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2009 TOTAL	0	2	0	2	0	3	0	2	0	2	0	2	0	0
YEAR: 2007														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2007 TOTAL	0	0	1	1	0	0	0	0	1	0	1	1	0	0
YEAR: 2006														
TURNING MOVEMENTS	0	2	0	2	0	3	0	1	1	1	1	2	0	0
2006 TOTAL	0	2	0	2	0	3	0	1	1	1	1	2	0	0
YEAR: 2005														
PEDESTRIAN	1	0	0	1	1	0	0	1	0	0	1	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	1	1	0	2	1	1	0	2	0	1	1	2	0	0
YEAR: 2004														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2004 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2003														
REAR-END	0	2	0	2	0	4	0	2	0	2	0	2	0	0
2003 TOTAL	0	2	0	2	0	4	0	2	0	2	0	2	0	0
YEAR: 2002														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2001														
REAR-END	0	0	2	2	0	0	0	0	1	2	0	2	0	0
2001 TOTAL	0	0	2	2	0	0	0	0	1	2	0	2	0	0
YEAR: 2000														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	1	1	0	1	0	1	0	0
2000 TOTAL	0	0	2	2	0	0	1	2	0	2	0	2	0	0
FINAL TOTAL	1	7	8	16	1	11	1	12	3	13	3	16	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) Siskiyou Boulevard @ Mountain Avenue
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S	W O H L	R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01706	N	N	N	N	N	06/27/2001	JACKSON	1 14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											10
NONE						Wed	ASHLAND	0 0	MOUNTAIN AVE	SE		TRF SIGNAL	N	WET	REAR		PRVTE	SE NW									000		00
						9A	ASHLAND UA	20.15	SISKIYOU BLVD	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	39	F	OR-Y		042	000		10
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE NW									006		00
																	PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		000	000		00
																								OR<25					
01124	N	N	N	N	N	05/21/2001	JACKSON	1 14		INTER	CROSS	N	N	UNK	S-1TURN	01	NONE 0	STRGHT										006	12
NONE						Mon	ASHLAND	0 0	MOUNTAIN AVE	CN		UNKNOWN	N	UNK	REAR		PRVTE	NW SE									001		
						3P	ASHLAND UA	20.15	SISKIYOU BLVD	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		026			12
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	NW S									011	006	
																	PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000			
																								OR<25					
02561	N	N	N	N	N	09/07/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 1	TURN-R											08
NO RPT						Thu	ASHLAND	0 0	MOUNTAIN AVE	NW		TRF SIGNAL	N	DRY	TURN		PRVTE	NW S									016		
						8A	ASHLAND UA	20.18	SISKIYOU BLVD	06	0		N	DAY	PDO		SEMI TOW		01	DRVR	NONE	63	M	OTH-Y		001			08
																								N-RES					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE									000		
																	PSNGR CAR		01	DRVR	NONE	37	M	OR-Y		000			
																								OR<25					
01420	N	N	N	N	N	05/20/2000	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											10
CITY						Sat	ASHLAND	0 0	MOUNTAIN AVE	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	SE NW									000		
						7P	ASHLAND UA	20.18	SISKIYOU BLVD	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		016			10
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N									000		
																	PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		016			10
																								OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR 99 (Hwy 063) Siskiyou Boulevard @ Mountain Avenue
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01388	N	N	N		Y	06/09/2003	14	MOUNTAIN AVE	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE						Mon	0	SISKIYOU BLVD	SE		TRF SIGNAL		N	DRY	REAR		PRVTE	SE NW								000		00
						5P			06	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	026	000		07
																								OR<25				
															02	NONE	STOP											
																PRVTE	SE NW									011		00
																PSNGR CAR		01	DRVR	INJC	19	F	OR-Y	000	000		00
																							OR<25					
00731	N	N	N	Y	N	04/21/2009	14	MOUNTAIN AVE	INTER	CROSS	N		N	CLR	BIKE	01	NONE	TURN-R										02,12
CITY						Tue	0	SISKIYOU BLVD	SE		STOP SIGN		N	DRY	TURN		PRVTE	W SE								015		00
						5P			09	1			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y	027	000		02
																								OR<25				
																		STRGHT	01	BIKE	INJB	21	M		01 044,062	042		12
																		SE NW										
00457	N	N	N	N	N	02/15/2002	14	MOUNTAIN AVE	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE 0	STRGHT										10
NONE						Fri	0	SISKIYOU BLVD	NW		TRF SIGNAL		N	DRY	REAR		PRVTE	NW SE								000		
						9A			06	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	026			10
																								OR>25				
															02	NONE 0	STOP											
																PRVTE	NW SE									011		
																PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	000			10
																								OR>25				
02928	N	N	N	N	N	10/21/2002	14	MOUNTAIN AVE	INTER	CROSS	N		N	CLR	ANGL-STP	01	NONE 0	TURN-L										08
NO RPT						Mon	0	SISKIYOU BLVD	NW		ONE-WAY		N	DRY	TURN		PUBLC	NW NE								000		
						2P			06	0			N	DAY	PDO		SCHL BUS		01	DRVR	NONE	42	M	OR-Y	001			08
																								OR>25				
															02	NONE 0	STOP											
																PRVTE	NW SE									011		
																PSNGR CAR		01	DRVR	NONE	69	F	OR-Y	000			
																								OR<25				
02327	N	N	N			09/10/2003	14	MOUNTAIN AVE	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE	STRGHT										10
NONE						Wed	0	SISKIYOU BLVD	NW		TRF SIGNAL		N	DRY	REAR		PRVTE	NW SE								000		00
						12P			06	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	M	OTH-Y	026	000		10
																								N-RES				
															02	NONE	STOP											
																PRVTE	NW SE									011		00
																PSNGR CAR		01	DRVR	INJC	52	F	OR-Y	000	000		00
																							OR>25					
																		02	PSNG	INJC	19	M		000	000		00
																		03	PSNG	INJC	21	M		000	000		00
02553	N	N	N			12/02/2004	12	MOUNTAIN AVE	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE 0	STRGHT									006	27
NO RPT						Thu	0	SISKIYOU BLVD	NW		TRF SIGNAL		N	DRY	REAR		PRVTE	NW SE								000	006	00
						9A			06	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y	016,026	038		27
																								OR>25				

CITY OF ASHLAND, JACKSON COUNTY

OR 99 (Hwy 063) Siskiyou Boulevard @ Mountain Avenue
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WRK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 0 PRVTE	STOP NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	26	F	OR-Y OR<25		000	000		00
02063	N	N	N			10/15/2009	14	MOUNTAIN AVE	INTER	CROSS	N		N CLR	S-1STOP	01	NONE 0	STRGHT										013	07
CITY						Thu	0	SISKIYOU BLVD	NW		TRF SIGNAL		N DRY	REAR		PRVTE	NW SE									000		00
						12P			06	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y OR<25		026	000		07
															02	NONE 0 PRVTE	STOP NW SE									011	013	00
																PSNGR CAR		01	DRVR	INJC	58	F	OR-Y OR<25		000	000		00
															03	NONE 0 PRVTE	STOP NW SE									011		00
																PSNGR CAR		01	DRVR	INJC	28	M	OR-Y OR<25		000	000		00
01683	N	N	N			08/28/2005	17	MOUNTAIN AVE	INTER		N		N CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Sun	0	SISKIYOU BLVD	CN		TRF SIGNAL		N DRY	TURN		PRVTE	S N									000		00
						8P			02	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJB	46	F	OR-Y OR<25		000	000		00
															02	NONE 0 PRVTE	TURN-L N E									000		00
																PSNGR CAR		01	DRVR	NONE	24	M	OR-Y OR<25		004,028	000		02
02231	N	N	N			10/01/2006	14	MOUNTAIN AVE	INTER	CROSS	N		N CLR	BIKE													110	02
CITY						Sun	0	SISKIYOU BLVD	CN		UNKNOWN		N DRY	TURN														
						1P			02	1			N DAY	INJ			STRGHT SE NW	01	BIKE	INJB	61	M			000	041	110	00
															01	NONE PRVTE	TURN-R SE N									000		00
																PSNGR CAR		01	DRVR	NONE	64	F	OR-Y OR<25		027,010	000		02
00637	N	Y	N			03/06/2005	14	MOUNTAIN AVE	INTER	CROSS	N		N CLR	PED														02,08
CITY						Sun	0	SISKIYOU BLVD	CN		STOP SIGN		N DRY	PED														
						2A			03	1			N DLIT	FAT			STRGHT W E	01	CONV	KILL	21	M		02	028	000		02,08
															01	TAXI PRVTE	STRGHT NW SE									001		00
																PSNGR CAR		01	DRVR	NONE	50	M	OR-Y OR<25		000	000		00
00422	N	N	N			02/27/2006	14	MOUNTAIN AVE	INTER	CROSS	N		N RAIN	O-1TURN	01	NONE	TURN-L											08
CITY						Mon	0	SISKIYOU BLVD	CN		TRF SIGNAL		N WET	TURN		PRVTE	SE S									000		00
						6P			03	0			N DLIT	INJ		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y OR<25		004	000		08

CITY OF ASHLAND, JACKSON COUNTY

OR 99 (Hwy 063) Siskiyou Boulevard @ Mountain Avenue
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE	STRGHT											
																PRVTE	NW SE									000		00
																PSNGR CAR		01	DRVR	INJB	62	F	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJB	51	F			000	000		00
02332	N	N	N	N	N	11/10/2007	14	MOUNTAIN AVE	INTER	CROSS	N		N	RAIN	O-1TURN	01	NONE	TURN-L										02
CITY						Sat	0	SISKIYOU BLVD	CN		TRF SIGNAL		N	WET	TURN		PRVTE	SE S								000		00
						5P			03	1			N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		004,028	000		02
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	NW SE									000		00
																PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		000	000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 99 (Hwy 063) Siskiyou Boulevard @ Walker Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2008														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2008 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2007														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2007 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2004														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2004 TOTAL	0	2	0	2	0	3	0	2	0	2	0	2	0	0
YEAR: 2003														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2003 TOTAL	0	2	0	2	0	3	0	2	0	2	0	2	0	0
YEAR: 2001														
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2001 TOTAL	0	1	2	3	0	1	0	3	0	3	0	3	0	0
FINAL TOTAL	0	5	4	9	0	7	0	9	0	9	0	9	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) Siskiyou Boulevard @ Walker Street
January 1, 2000 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S	W O R L K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01010	N	N	N	N	03/23/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	PED														02
CITY					Fri	ASHLAND	0 0	SISKIYOU BLVD	N		TRF SIGNAL	N	DRY	PED														
					11A	ASHLAND UA	20.84	WALKER AVE	06	0		N	DAY	INJ			STRGHT W E	01	PED	INJC	00	M		01	000	035		02
															01	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	37	F	OR-Y OR<25		000		011	
00208	N	N	N	N	01/20/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	27	M	OR-Y OR<25		026		000	10
NONE					Sat	ASHLAND	0 0	SISKIYOU BLVD	S		UNKNOWN	N	DRY	REAR														10
					3P	ASHLAND UA	20.84	WALKER AVE	05	0		N	DAY	PDO														
															02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	41	F	OR-Y OR<25		000		012	
01352	N	N	N		07/14/2004	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	INJB	19	M	OR-Y OR<25		026,052		000	10,27
CITY					Wed	ASHLAND	0 0	SISKIYOU BLVD	NW		TRF SIGNAL	N	DRY	REAR													038	00
					4P	MEDFORD UA	20.84	WALKER AVE	06	0		N	DAY	INJ														10
															02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	INJC	19	M	OR-Y OR<25		000		011	00
																											000	00
01051	N	N	N	N	05/16/2007	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	20	F	OR-Y OR<25		014,043		000	07
CITY					Wed	ASHLAND	0 0	SISKIYOU BLVD	NW		TRF SIGNAL	N	DRY	REAR													000	00
					1P	MEDFORD UA	20.84	WALKER AVE	06	0		N	DAY	PDO														07
															02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	NONE	30	F	OR-Y OR<25		000		011	00
																											000	00
01994	N	N	N		11/20/2008	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	82	M	OR-Y OR<25		016,026		000	27,07
NONE					Thu	ASHLAND	0 0	SISKIYOU BLVD	NW		TRF SIGNAL	N	DRY	REAR													000	00
					UNK	MEDFORD UA	20.84	WALKER AVE	06	0		N	DAY	PDO														27,07
															02	NONE 0 PRVTE PSNGR CAR	STOP NW SE	01	DRVR	NONE	00	U	UNK UNK		000		011	00
																											000	00
01350	N	N	N	N	05/07/2001	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	47	F	OR-Y OR<25		000		000	08
CITY					Mon	ASHLAND	0 0	SISKIYOU BLVD	CN		TRF SIGNAL	N	DRY	TURN														
					6P	ASHLAND UA	20.84	WALKER AVE	03	0		N	DAY	PDO														

063 ROGUE VALLEY

OR 99 (Hwy 063) Siskiyou Boulevard @ Walker Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPED	ALCS	DRUG	SLH	WRK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	0 TURN-L SE S	01	DRVR	NONE	18	F	OR-Y OR<25	004	000		08

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

OR 99 (Hwy 063) Siskiyou Boulevard @ Walker Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01970	N	N	N			09/30/2004	14	SISKIYOU BLVD	INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
CITY						Thu	0	WALKER AVE	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	SE NW										00
						1P			01	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	48	M	OTH-Y	020	000		04
																								N-RES				
															02	NONE 0	TURN-L											
																PRVTE	N SE									000		00
																PSNGR CAR		01	DRVR	INJC	60	M	OR-Y	000	000		00
																							OR<25					
00756	N	N	N			03/20/2003	16	SISKIYOU BLVD	INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	TURN-L										02
NONE						Thu	0	WALKER AVE	CN		STOP SIGN		N	DRY	TURN		PRVTE	S W								015		00
						4P			02	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y	028	000		02
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	E W									000		00
																PSNGR CAR		01	DRVR	INJC	45	F	OR-Y	000	000		00
																							OR<25					
																		02	PSNG	INJC	42	F		000	000		00
00507	N	Y	N			02/14/2003	12	SISKIYOU BLVD	INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
CITY						Fri	0	WALKER AVE	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	NW SE								000		00
						8A			04	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	M	OTH-Y	020	000		04
																								N-RES				
															02	NONE	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	INJC	58	F	OR-Y	000	000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Siskiyou Boulevard @ E. Main Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
PARKING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2009 TOTAL	0	2	0	2	0	2	0	1	1	2	0	2	0	0
YEAR: 2008														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2007														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
2007 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	1
YEAR: 2006														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2006 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2004														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2004 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2003														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2003 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	4	4	8	0	4	0	7	1	8	0	8	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Siskiyou Boulevard @ E. Main Street
January 1, 2000 through December 31, 2009

SER# INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01302	N	N	N	N	N	06/27/2007	14	E MAIN ST	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	STRGHT										050,058,062	10
CITY						Wed	0	SISKIYOU BLVD	SE		NONE	N	DRY	FIX		PRVTE	NW SE									088	050,058,062	00
						11A			06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	86	M	OR-Y		081	028		10
																							OR<25					
02118	Y	N	N			11/22/2008	14	E MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											01
NONE						Sat	0	SISKIYOU BLVD	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
						1P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	U	UNK		026,050	000		01
																							UNK					
															02	NONE	STRGHT											
																PRVTE	SE NW									011		00
																PSNGR CAR		01	DRVR	INJC	62	F	OR-Y		000	000		00
																							OR<25					
00088	N	N	N	N	N	01/20/2009	14	E MAIN ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										004	07
CITY						Tue	0	SISKIYOU BLVD	SE		NONE	N	DRY	REAR		PRVTE	NW SE									000		00
						4P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		026	000		07
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	NW SE									011	004	00
																PSNGR CAR		01	DRVR	INJC	48	M	OR-Y		000	000		00
																							OR<25					
02602	N	N	N			12/30/2009	16	E MAIN ST	INTER	CROSS	N	N	RAIN	S-STRGHT	01	NONE 0	PARKNG											13
CITY						Wed	0	SISKIYOU BLVD	NW		NONE	N	WET	PARK		PRVTE	NW SE									008		00
						1P			05	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	57	F	OR-Y		045,013	000		13
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	NW SE									000		00
																PSNGR CAR		01	DRVR	NONE	36	M	OR-Y		000	000		00
																							OR<25					
02300	N	N	N			09/10/2003	12	E MAIN ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										004	07
NO RPT						Wed	0	SISKIYOU BLVD	NW		UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
						1P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OTH-Y		026	000		07
																							N-RES					
															02	NONE	STOP											
																PRVTE	NW SE									011	004	00
																PSNGR CAR		01	DRVR	NONE	72	F	OR-Y		000	000		00
																							OR<25					
00743	N	N	N			04/21/2004	12	E MAIN ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										004,003	07,27
CITY						Wed	0	SISKIYOU BLVD	NW		NONE	N	DRY	REAR		PRVTE	NW SE									000		00
						2P			06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	27	F	OR-Y		043	038	003	07
																							OR<25					
															02	NONE	STOP											
																PRVTE	NW SE									011	004	00
																PSNGR CAR		01	DRVR	NONE	82	F	OR-Y		000	000		00
																							OR<25					

CITY OF ASHLAND, JACKSON COUNTY

Siskiyou Boulevard @ E. Main Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEEDING	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01882	N	N	N			09/11/2006	14	E MAIN ST	INTER	CROSS	N		N	CLR		BIKE												02
CITY						Mon	0	SISKIYOU BLVD	CN		TRF SIGNAL		N	DRY		TURN												
						4P			04	0			N	DAY		INJ	STRGHT	01	BIKE	INJB	47	M			000	041		00
																	SE NW											
															01	NONE	TURN-R											
																PRVTE	SE E									000		00
																PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		027	000		02
																							OR<25					
01225	N	N	N	N	N	07/18/2008	14	E MAIN ST	INTER	CROSS	N		N	CLR		ANGL-OTH		01	NONE				STRGHT					04
CITY						Fri	0	SISKIYOU BLVD	CN		TRF SIGNAL		N	DRY		ANGL			PRVTE				SE NW				000	00
						6P			04	0			N	DAY		PDO			PSNGR CAR		01	DRVR	NONE	55	M	EXP	020	000	04
																							N-RES					
															02	NONE	STRGHT											
																PRVTE	W E									000		00
																PSNGR CAR		01	DRVR	NONE	53	F	OR-Y		000	000		00
																							OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Tolman Creek Road @ Mistletoe Road / Takelma Way
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Walker Avenue @ Iowa Street
January 1, 2000 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2002														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2001														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2001 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF ASHLAND, JACKSON COUNTY

Walker Avenue @ Iowa Street

January 1, 2000 through December 31, 2009

SER# INVEST	SPEED	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01508	N	N	N	N	N	06/06/2001	17	IOWA ST	INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE 0	TURN-R										02
NONE						Wed	0	WALKER AVE	CN		STOP SIGN		N	DRY	TURN		PRVTE	W S								015		
						4P			03	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y	028			02
																								OR<25				
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	35	M	OR-Y	000			
																								OR<25				
00392	N	N	N	N	N	02/04/2002	19	IOWA ST	INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						Mon	0	WALKER AVE	CN		STOP SIGN		N	DRY	ANGL		PRVTE	S N								015		
						9A			04	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	86	M	OR-Y	028			02
																								OR<25				
															02	NONE 0	STRGHT											
																PRVTE	E W									015		
																PSNGR CAR		01	DRVR	NONE	58	M	OR-Y	000			
																								OR<25				

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP ANOTHER VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF-ROAD
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS--RAG	DISREGARDED R-A-G TRAFFIC SIGNAL.
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST CLOTHING NOT VISIBLE
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (CITATION ISSUED)
33	RECKLESS	RECKLESS DRIVING (CITATION ISSUED)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1TURN	FROM OPPOSITE DIRECTION - ONE TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	FAILED TO DIM LIGHTS (UNTIL 4/1/97) / INATTENTION (AFTER 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING, EXITING PARKED POSITION WITH INSUFFICIENT CLEARANCE OR OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY (VEHICLE IS DELIBERATELY TRAVELING ON WRONG SIDE)
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION – NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION – TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAYON RD	STANDING OR LYING IN ROADWAY
073	DIS POL	DISREGARDING POLICE (ELUDING)
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	PED INV	PEDESTRIAN INVOLVED (NON-PEDESTRIAN ACCIDENT)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	BIKE INV	TRICYCLE-BICYCLE INVOLVED
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE (OCCUPANTS ONLY)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BARS OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING (ON BRIDGE AND APPROACH)
047	BR ABUT	BRIDGE ABUTMENT (APPROACH ENDS)
048	BR COLMN	BRIDGE PILLAR OR COLUMN (EVEN THOUGH STRUCK PROTECTIVE GUARD RAIL FIRST)
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, ROCKS OFF OR ON ROAD, FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	SPEED BUMP, OTHER BUMP, POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	HOLE	CHUCKHOLE IN ROAD, LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ F MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY OTHER MOVING OR FLYING OBJECT
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTH ACDT	ACCIDENT RELATED TO ANOTHER SEPARATE ACCIDENT
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE (ON PAR OR REPORT)
093	CELL-POL	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL-WTN	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	UNKNOWN TYPE OF FIXED OBJECT
101	OTHER OBJ	OTHER OR UNKNOWN OBJECT, NOT FIXED
104	OUTSIDE V	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS AND/OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS AND/OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR/TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE
125	SHLDR	SHOULDER GAVE WAY

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY

PEDESTRIAN LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
01	PSNGR CAR	PASSENGER CAR, PICKUP, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, MOTOR SCOOTER, OR MOTOR BICYCLE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Appendix H – Existing Bridge Conditions

The following pages of *Appendix H* contain additional information on the existing bridge conditions in the City of Ashland including bridge length, structural materials, and observations from inspection reports.

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ASHLAND CREEK, HIGHWAY 63 NB BRIDGE (NO. 08049)

A 258-foot long, 6-span, reinforced concrete deck girder (RCDG) bridge supported on three reinforced concrete columns at each interior bent. The inspection report notes that there are shear cracks in the girders and in the bent caps. Additionally, holes in the deck soffit were noted. The inspection report also states that all caps need repair and load rating results are very low for the interior girders. This bridge is posted for Oregon legal vehicles Type 3, 3S2, and 3-3. The substructure has a National Bridge Inventory (NBI) rating of "poor" while the deck and superstructure are rated as "fair". This bridge has an extremely low SR of 6.0 and is classified as being structurally deficient, but is not classified as being functionally obsolete.

ASHLAND CREEK, HIGHWAY 63 SB BRIDGE (NO. 0M274)

A 22-foot long, single span, concrete deck arch. Built in 1911, this bridge is the oldest of the Ashland bridges inventoried. The inspection report notes that there are large cracks up to 0.125" on the side and bottom of the arch and the foundation has some scour. The NBI structure appraisal is very low at a rating of 3 and "intolerable – correct". This bridge has a SR of 66.5 and is classified as being functionally obsolete, but is not classified as being structurally deficient.

ASHLAND CREEK, VAN NESS AVENUE BRIDGE (NO. 29CY3)

A steel culvert with a structure length listed as 23 feet. The inspection report notes moderate corrosion and pitting along the full length of the culvert and some efflorescence at the bent joints. Additionally, the inspection report notes that the paint system of the bridge railing has failed and the rail panels are lapped in the wrong direction. Finally, this bridge appears to have some scour at the culvert floor and scour countermeasures are recommended to be installed along the culvert floor slab. This bridge has a SR of 67.1 and is not classified as being structurally deficient or functionally obsolete.

HIGHWAY 21 OVER HIGHWAY 1 BRIDGE (NO. 08745)

This bridge crosses over I-5 and is a 287-foot long, 4-span, prestressed concrete girder structure supported on two reinforced concrete columns at each interior bent. The deck, superstructure, and substructure are all NBI rated as "good". The inspection report notes that there are shear cracks in all of the bent caps, but they have had internal shear reinforcing added and the cracks were epoxy injected. Several of the elastomeric bearing pads at Bent 5 may have been damaged due to fires built by transients under the bridge. The minimum vertical clearance over I-5 is only 14'-7" within the northbound travel lane and about 17'-4" within the southbound travel lane. Per the ODOT Bridge Design and Drafting Manual (BDDM), the minimum vertical clearance for new construction would be 17'-4". This bridge has a SR of 73.5 and is not classified as being structurally deficient or functionally obsolete.

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ASHLAND CREEK, WINBURN WAY BRIDGE (NO. 18911)

A reinforced concrete arch culvert. The structure length is listed to be 33 feet in the inspection report. The inspection report notes longitudinal hairline cracking in the culvert, some leaking at the joints and some scour beneath the footings. This bridge has a SR of 79.4 and is not classified as being structurally deficient or functionally obsolete.

HIGHWAY 1 SB OVER CROWSON ROAD BRIDGE (NO. 08746S)

This bridge on I-5 is a 150-foot long, 3-span, prestressed concrete girder bridge supported on two reinforced concrete columns at each interior bent. A seismic retrofit has been done on this structure and in 2002 a deck rehabilitation was done. The inspection report notes that there is cracking in the deck and concrete caps. Additionally, one of the girders was hit and has spalled slightly. Maintenance recommendations are to seal the deck. This bridge has a SR of 81.0 and is not classified as being structurally deficient or functionally obsolete.

ASHLAND CREEK, WATER STREET BRIDGE (NO. 20785)

A 64-foot long, single span, prestressed girder bridge. The bridge is only four years old having been built in 2006 and is in good to very good condition. The inspection reports observations of hairline cracks at Bent 1, a ½" of settlement at the Bent 2 approach causing a tripping hazard and downstream aggradation, and channel alignment causing stream flow along Bent 1. This bridge has a SR of 82.4 and is not classified as being structurally deficient or functionally obsolete.

BEAR CREEK, MOUNTAIN AVENUE BRIDGE (NO. 29CY4)

A 102-foot long, 2-span, prestressed concrete slab bridge. The NBI ratings for the bridge range from "Fair" for the substructure to "Satisfactory" for the deck and superstructure. The inspection report notes some minor cracking in the slab keyways and Pier 2 and a larger crack in the Bent 1 abutment of up to 0.040" width. Further observations include spalls in the girders, leaking at the joints, and 2-foot deep scour holes due to debris buildup. The paint on the timber railing also requires maintenance and the approaches have settled causing traffic to impact the bridge. This bridge has a SR of 83.3 and is not classified as being structurally deficient or functionally obsolete.

HIGHWAY 21 OVER COR BRIDGE (NO. 00406A)

A 315-foot long, 3-span, continuous prestressed concrete girder structure supported on reinforced concrete multi-column interior bents. The bridge deck was sealed in 2007 and the deck itself has a NBI rating of "satisfactory". The superstructure and substructure are rated to be "good", but the inspection report notes that cracking has been observed on the columns, deck, and closure pours. This bridge has a SR of 99.2 and is not classified as being structurally deficient or functionally obsolete.

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Appendix I - Transportation/LID Portion of the CIP through FY 2012-17

Appendix I contains the detailed summary of the Transportation/Local Improvement Districts (LID) Portion of the Capital Improvements Program (CIP) through Fiscal Year (FY) 2012-17.

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Capital Improvements Plan
2008-2017 Construction Years

Project Description	Est. Spend 2008-09	Est. Spend 2009-10	Est. Spend 2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	FY12-17 TOTAL COST				
Transportation	**FY09 Est**	**FY10 Est**	**FY11 Est**	**FY12**	**FY13**	**FY14**	**FY15**	**FY16**	**FY17**	**Project Totals**	**Street SDC**	**Grants**	**LIDs**	**Fee & Rates**
Hersey Street Pedestrian/Safety Improvements	$ 25,150	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 225,150	$ -	$ 200,000	$ -	$ 25,150
Overlay - North Laurel Street – North Main Street to Railroad tracks	$ -	$ 132,900	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 132,900	$ -	$ 132,900	$ -	$ -
Overlay - Iowa Street – Wightman Street to South Mountain Avenue	$ -	$ 180,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 180,600	$ -	$ 180,600	$ -	$ -
Overlay - West Nevada Street – Vansant Street to Michelle Avenue	$ -	$ 146,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 146,600	$ -	$ 146,600	$ -	$ -
TSP Update	$ 178,820	$ 25,000	$ 216,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 419,820	$ 419,820	$ -	$ -	$ -
Jefferson Street Extension Project (Brammo - OECDD)	$ -	$ -	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 600,000	$ -	$ 400,000	$ -	$ 200,000
Pavement plus; Plaza Avenue (CMAQ)	$ 13,146	$ -	$ 80,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 93,146	$ -	$ -	$ -	$ 93,146
Sidewalk Construction - Laurel Street - Hersey to Randy	$ -	$ -	$ 280,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 280,000	$ -	$ 280,000	$ -	$ -
Railroad Crossing Improvements; Hersey & Laurel	$ 30,000	$ -	$ 450,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 480,000	$ -	$ 450,000	$ -	$ 30,000
Railroad Crossing Improvements; Oak	$ -	$ -	$ -	$ 35,000	$ -	$ -	$ -	$ -	$ -	$ 35,000	$ 5,250	$ -	$ -	$ 29,750
Railroad Crossing Improvements; Walker	$ -	$ -	$ -	$ -	$ 350,000	$ -	$ -	$ -	$ -	$ 350,000	$ -	$ 350,000	$ -	$ -
Miscellaneous Concrete Safety Repairs	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 900,000	$ -	$ -	$ -	$ 900,000
Misc New Sidewalk Improvements (based on prioritized list in TSP)	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 720,000	$ 180,000	$ -	$ -	$ 540,000
Slurry Seal Streets Per PMS	$ -	$ -	$ 97,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 697,000	$ -	$ -	$ -	$ 697,000
Subtotal Transportation	**$ 427,116**	**$ 865,100**	**$ 1,903,000**	**$ 315,000**	**$ 630,000**	**$ 280,000**	**$ 280,000**	**$ 280,000**	**$ 280,000**	**$ 5,260,216**	**$ 605,070**	**$ 2,140,100**	**$ -**	**$ 2,515,046**

Street Improvements/Overlays per Pavement Management System (Goal of $350,000/yr)	**FY09 Est**	**FY10 Est**	**FY11 Est**	**FY12**	**FY13**	**FY14**	**FY15**	**FY16**	**FY17**	**Project Totals**	**Street SDC**	**Grants**	**LIDs**	**Fee & Rates**
Will Dodge Way Overlay/Reconstruction	$ -	$ -	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ -		$ -	$ 50,000
Overlay - Allison Street - Gresham to Sherman	$ -	$ 50,000	$ 350,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ -	$ 376,000	$ -	$ 24,000
Overlay - N Mountain Avenue - Hersey to I-5	$ -	$ -	$ 275,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 275,000	$ -	$ 275,000	$ -	$ -
Overlay - Wightman Street - Quincy to Siskiyou	$ -	$ -	$ -	$ 225,000	$ -	$ -	$ -	$ -	$ -	$ 225,000	$ -	$ -	$ -	$ 225,000
Overlay - Taylor Street - Holly to Ashland	$ -	$ -	$ -	$ 125,000	$ -	$ -	$ -	$ -	$ -	$ 125,000	$ -	$ -	$ -	$ 125,000
Overlay - S. Mountain Avenue - Siskiyou to Prospect	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ 300,000
Overlay - Park Street - Siskiyou to End	$ -	$ -	$ -	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ 250,000
Overlay - Winburn Way - Granite to Nutley	$ -	$ -	$ -	$ -	$ -	$ 60,000	$ -	$ -	$ -	$ 60,000	$ -	$ -	$ -	$ 60,000
Overlay - Oak Street - Railroad Tracks to Oaklawn	$ -	$ -	$ -	$ -	$ -	$ -	$ 350,000	$ -	$ -	$ 350,000	$ -	$ -	$ -	$ 350,000
Overlay - Ashland Street - Morton to Taylor	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 110,000	$ -	$ 110,000	$ -	$ -	$ -	$ 110,000
Overlay - Morton Street - Iowa to Pennsylvania	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 75,000	$ -	$ 75,000	$ -	$ -	$ -	$ 75,000
Overlay - Holly Street - Morton to Idaho	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 95,000	$ -	$ 95,000	$ -	$ -	$ -	$ 95,000
Overlay - Liberty Street - Siskiyou to Iowa	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,000	$ -	$ 20,000	$ -	$ -	$ -	$ 20,000
Overlay - Nutley Street – Scenic to Winburn	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ 100,000	$ -	$ -	$ -	$ 100,000
Overlay - Helman Street – N. Main to Ohio	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 200,000	$ 200,000	$ -	$ -	$ -	$ 200,000
Subtotal Street Improvements/Overlays	**$ -**	**$ 50,000**	**$ 675,000**	**$ 350,000**	**$ 300,000**	**$ 310,000**	**$ 350,000**	**$ 300,000**	**$ 300,000**	**$ 2,635,000**	**$ -**	**$ 651,000**	**$ -**	**$ 1,984,000**

Local Improvement Districts														
Note: Costs shown are total project costs, City portion varies	**FY09 Est**	**FY10 Est**	**FY11 Est**	**FY12**	**FY13**	**FY14**	**FY15**	**FY16**	**FY17**	**Project Totals**	**Street SDC**	**Grants**	**Prop Owner**	**Fee & Rates**
Pavement plus; Liberty Street Local Improvement District	$ 30,000	$ -	$ 275,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 305,000	$ 54,900	$ -	$ 115,500	$ 134,600
Pavement plus; Sheridan Street & Schofield Street Local Improvement District	$ 25,400	$ -	$ 367,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 392,400	$ 70,632	$ -	$ 98,000	$ 223,768
Pavement plus; Fielder Street Local Improvement District (Indiana to End)	$ -	$ -	$ -	$ 130,000	$ -	$ -	$ -	$ -	$ -	$ 130,000	$ 23,400	$ -	$ 106,600	$ -
Subtotal Local Improvement Districts	**$ 55,400**	**$ -**	**$ 642,000**	**$ 130,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 827,400**	**$ 148,932**	**$ -**	**$ 320,100**	**$ 358,368**
TRANSPORTATION / LID	**$ 482,516**	**$ 915,100**	**$ 3,220,000**	**$ 795,000**	**$ 930,000**	**$ 590,000**	**$ 630,000**	**$ 580,000**	**$ 580,000**	**$ 8,722,616**	**$ 754,002**	**$ 2,791,100**	**$ 320,100**	**$ 4,857,414**