
AGENDA ITEM SUMMARY

Meeting Date: 9/26/2016
Meeting Type: Work Session
Staff Contact/Dept.: Brian Barnett DPW
Staff Phone No: 726.3681
Estimated Time: 30 min.
Council Goals: Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: SAFETY GRANTS FOR CITY AND ODOT STREETS

ACTION REQUESTED: Informational Discussion, No Action Required

ISSUE STATEMENT: Oregon Department of Transportation (ODOT) has a safety program that analyzes transportation facilities across Oregon and determines where and how to best invest in safety improvements that will save the most lives, reduce injuries, and minimize the severity and frequency of crashes. City of Springfield has been awarded grants for several projects.

ATTACHMENTS: Attachment 1 – CBM Traffic Safety Projects Grant Award
Attachment 2 – Traffic Safety Education & Outreach Efforts 2014-2016
Attachment 3 – Worst Crash Sites in ODOT Region 2
Attachment 4 – Crash History Main Street 2010-2015

**DISCUSSION/
FINANCIAL
IMPACT:**

City of Springfield has been awarded safety grants for seven improvement projects to City of Springfield streets and ODOT streets. Please see Attachment 1 for a discussion of the projects. The program separates funding into “hot spot” and “systemic” projects.

Traditional safety projects sought high crash locations at specific points, i.e. “hot spots” on the street or road. This method is useful to correct problems with a specific, narrowly defined site. Examples are the installation of a curve warning sign with a speed feedback indicator to help drivers reduce their speed enough to negotiate the curve without leaving the roadway or installation of a roundabout or traffic signal to manage vehicle flows through an intersection.

“Systemic” safety programs recognize that some crash types are spread along a street and are not associated with a specific site but rather the character of the corridor. In these cases a system wide intervention is needed. Examples of a systemic improvements are adding reflectorized back plates to all signal heads in an urban area or placing center line rumble strips on a rural road when cross-over crashes are prevalent. Of the seven sites funded in the City of Springfield five are “hot spot” and two are “systemic” although the distinction is not rigidly applied.

The largest of the awarded projects is for raised safety median treatments along Main Street. An in depth public involvement process to analyze potential economic benefits and impacts of safety medians, by location along the street, is required by state law prior to any final decisions on design or construction. This publicly guided analysis could take one to two years to complete and could be expected to delay final resolution of the Main Street EmX Locally Preferred Solution that is currently underway with the Main-McVay Transit Study, so that design for the two projects is coordinated and complimentary. This issue is further discussed in Attachment 1.

Date: 9/12/2016**To:** Gino Grimaldi, City Manager**COUNCIL****From:** Anette Spickard, Director DPW
Brian Barnett, PE, PTOE, City Traffic Engineer**BRIEFING****Subject:** Traffic Safety Projects Grant Award**MEMORANDUM**

Introduction

Council directed staff at a series of work sessions starting in 2011 regarding Main Street traffic safety issues to pursue action to improve the safety performance of the street. Staff began discussions with Oregon Department of Transportation (ODOT) regarding possible programs and activities to enhance safety. In 2012 ODOT completed the Main Street Safety Study which focused on mitigating pedestrian collisions. In response to the findings in the study, ODOT funded new crosswalks with median refuge islands and rapid flashing beacons at several locations along Main Street. The City of Springfield will complete installation of these crossings this year and anticipates installing a pedestrian hybrid beacon, like the Franklin Blvd. beacon, near 61st Street in 2017 as the final project in this funding cycle. The City is also actively involved in public education and outreach activities (please see Attachment 2).

ODOT Safety Program

In 2014 ODOT invited local agencies to assist in establishing the goals and procedures for the All Roads Transportation Safety program (Safety Program). Mr. Barnett represented the city perspective during the development of the Safety Program. Late in 2014 ODOT adopted the final Safety Program and began investigating projects.

The Safety Program allocates funds by ODOT region. All streets in all jurisdictions can participate without preference. Projects are selected based upon the highest safety benefit vs. project cost ratio. The objective of these projects is to reduce the severity and frequency of all crashes; however fatal crashes weigh much higher than injury crashes since they create the highest cost to society. Property damage only crashes weigh much less than either fatal or injury crashes, but are considered in the benefit to cost ratio calculation. The effect of reducing crash frequency and crash severity returns an economic benefit to society, and more importantly, saves peoples' lives and reduces life altering injuries to people.

The Safety Program recently released their list of funded safety projects for this region. Seven projects on City and State streets in Springfield received a revised allocation of \$6,909,882 for specific safety projects, or 10.9% of the Region 2 funds available. (Note: the original allocation included projects now "shelved" to retain adequate funds to offset ADA compliance costs. This removed one Springfield project from the funded list.)

These projects will be adopted into the 2019 – 2021 State Transportation Improvement Program (STIP) by the Oregon Transportation Commission in the coming months. Development of these projects to completion will include: public involvement, engineering planning and design, construction management, and post construction education.

In addition, the Main Street Safety Median project is subject to the requirements of Senate Bill 408 (SB 408). The legislation requires ODOT to undertake a robust property and business impacts and mitigations analysis, and to directly involve the business and property owners with access to and from Main Street in processing information and generating solutions. Quoting bill text, the process must “include a methodology that balances the economic development objectives of properties abutting state highways with the transportation safety and access management objectives of state highways, in a manner consistent with local transportation system plans and the land uses permitted in the local comprehensive plans”.

ODOT has pledged to provide additional funds, independent of the Safety Program, sufficient to pay for the outreach and analysis required by SB 408. ODOT will partner with City of Springfield staff on this outreach process. This process will thoroughly investigate the safety aspects and access and circulation interests of Main Street fronting properties from 20th Street to 72nd Street.

Undertaking the SB 408 process will cause delay of 1 – 2 years in reaching a Locally Preferred Solution on Main St. EmX. This delay is likely to result in a shift in project prioritization at LTD. At present, LTD desires to submit a project to the Federal Transit Administration (FTA) to meet the summer 2017 Small Starts grant funding deadline, which would then allow LTD to enter into project development and pursue project funding. Main St. EmX is currently a candidate for LTD’s next EmX project, should the Council adopt a Locally Preferred Solution by May 2017. Delaying a Locally Preferred Solution 1 – 2 years means delaying when Main St. EmX could move forward.

The Springfield project awards, in order of highest Safety benefit to the community, are:

Location Description	Final Countermeasures	Project Cost	Safety Benefit	Safety Benefit to Project Cost Ratio
Main Street from 20th Street to 72nd Street (ODOT Jurisdiction)	Provide a Raised Safety Median	\$3,873,220	\$31,566,743	8.15
All Signalized Intersections in ODOT Jurisdiction	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number; and, Install Pedestrian Countdown Timer(s); and, Install Actuated Advance Warning Dilemma Zone Protection System at High Speed Signals	\$845,300	\$9,272,941	10.97
Main Street at 54th Street (ODOT Jurisdiction)	Add a Left Turn Lane on Both 54th Street Approaches; and, Install No Pedestrian Phase Feature with Flashing Yellow Arrow; and, Install Lighting at Intersection	\$1,690,766	\$5,613,343	3.32
Gateway Street at Gateway Loop (City Jurisdiction)	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number; and, Replace Five Section Doghouse Signal Heads with Flashing Yellow Arrow Signal Heads	\$115,094	\$4,141,082	35.98

Pioneer Parkway at Q Street (ODOT Jurisdiction)	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$36,528	\$4,060,087	111.15
Gateway Street at Kruse Way (City Jurisdiction)	Install Rectangular Rapid Flashing Beacon with Raised Safety Median; and, Channelized Left Turn Lane with Raised Safety Median on All Approaches	\$220,390	\$3,083,256	13.99
42nd Street at International Paper Driveways (City Jurisdiction)	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$128,584	\$1,590,584	12.37
Total		\$6,909,882	\$59,328,037	8.59

Main Street Statistics and Funding

The four ODOT projects garner \$6.4M of project costs for a safety benefit of \$50.5M, of which approximately \$6.0M of project cost and \$41.8M of safety benefit accrue to Main Street. Main Street is a very high crash street and several sections are in the worst 5% to 10% of similar ODOT roads in ODOT Region 2. Please see Attachment 3 for ODOT's listing of the worst 10% of Region 2 roads. A summary is below. ODOT uses a Safety Priority Index System (SPIS) to measure and rank safety performance.

Main Street locations in the 2015 Top 5% & 10% SPIS Report (highest value to lowest value) using data from six years (2010-2015):

- Top 5% Mile Post (MP) 4.52 – 4.70 (surrounding 42nd Streets) SPIS – 79.67,
 - Ranked #5 SPIS site out of 207 sites in the Top 5% & 10% of the Region
- Top 5% MP 4.33 – 4.54 (surrounding 41st St) SPIS – 71.43
- Top 5% MP 5.94 – 6.12 (surrounding 54th St) SPIS – 65.06
- Top 10% MP 5.81 – 5.95 (surrounding Chapman Ln) SPIS – 54.86
- Top 10% MP 3.42 – 3.53 (surrounding 28th St) SPIS – 54.49
- Top 10% MP 7.09 – 7.22 (surrounding 65th Pl) SPIS – 51.80
- Top 10% MP 6.38 – 6.50 (surrounding 58th St) SPIS – 50.43
- Top 10% MP 6.14 – 6.26 (surrounding Bob Straub/Hwy 126) SPIS – 45.54

Main Street (two way section) Corridor Crash Rates:

Calculated Crash Rate: **3.47** per Million Miles Traveled (MMT)

*MP 2.98 – 7.88, 1/1/2010 – 12/31/2015, 615 crashes total, 16,500 AADT for corridor

*105 of 615 (17.1%) crashes occur at driveways

2014 State Highway Average Crash Rates:

Urban Hwy System, Other Principal Arterials = **2.64** MMT

Urban Hwy System, *Specifically in Urban Cities*, Other Principal Arterial = **2.93** MMT

Main Street has a crash rate that is **22% higher** than the average for Urban City Principal Arterials

Conclusion

One element of safety enhancement is the construction of safety improvements in the street system. As discussed above, Council provided direction to staff at a series of work sessions regarding Main Street traffic safety issues to pursue discussions with ODOT regarding possible programs and activities to enhance safety. ODOT investigated Main Street and funded pedestrian crossings beginning in 2012. The community will derive nearly \$60M in benefits from the current Safety Program from an expenditure of ODOT funds of less than \$7M in safety project investment. The challenge the City faces is obtaining funding to construct these improvements. ODOT responded to our concerns and funded the pedestrian crossings in 2012 and is funding seven projects in this cycle of the Safety Program.

Overview of Traffic Safety Education and Outreach Efforts for 2014-2016

- Participating in USDOT Mayors' Challenge for Safer People, Safer Streets:
 - The City's set of objectives for the initiative:
 - Build on our commitment of improving roadway safety for all users through education, enforcement and planning.
 - Help achieve identified Council Goals and the specific action item of the City-wide bicycle and pedestrian connectivity and way-finding implementation plan.
 - Learn what other cities are doing to improve safety for pedestrian, bicyclist and drivers; share what we have accomplished or are planning with other cities.
 - Completed a self-assessment and a work plan based on each of the seven challenge activities.
 - The City is a finalist for an award from USDOT for our Education and Enforcement efforts.
 - See 6/6/16 CPM for additional information overall about the Mayors' Challenge.
- Traffic Safety games included in DPW's Annual Public Works Week Carnival & Equipment Rodeo for Springfield 3rd Graders and will refine games based on feedback received during the 2016 staff debrief.
- Pedestrian game and presentation included in Safety Town for all incoming Springfield kindergarteners hosted by the Springfield Kiwanis Club that occurs each summer before start of school.
- Produced three educational videos to date:
 - Rapid Flashing Beacon Crossings
 - Pedestrian Hybrid Beacon Crossings
 - Roundabouts
- Developed and distribute a Pedestrian Crossings Informational Card to promote and supplement videos through varies front counters, events, partners agencies, etc.
- Updated the City's Roundabout brochure and distribute to Partners as requested.
- Provide Pedestrian Reflectors through varies City and Partner events.
- Coordinated with Mayor Lundberg to introduce educational videos through two separate media opportunities; discussed the need for education about pedestrian crossings and roundabouts and how pedestrians, drivers and bicyclists can safely use and observe each type.
- Provided educational videos to Safe Routes to School as part of Springfield Public Schools 2nd Grade Safety Education class plus informational cards and reflectors each year that are included in student take home bags.
- Regularly post traffic safety tips and promoted educational videos through social media; Facebook and Twitter specifically.
- Included safety reflectors and informational cards as an ordering option in Point2Point's *SmartTrips on Main Street* phase 2 and 3 campaigns with over 500 ordered in 2015 and over 200 ordered so far in 2016.
- Partnered with ODOT for showing of educational videos in Springfield theaters for summer 2016.
- Next How to Instructional video in production is on Flashing Yellow (Left-Hand Turn) Arrows.
- Will produce an informational card for FYAs.
- Developed and update as needed traffic safety talking points for staff use when providing a media interview.



Oregon Department of Transportation

Region

2015 - On-State, Top 10% Groups - By Score

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
091	OR-99W	1	37.63	37.85	0.22	12,700	48	0	1	9	16	22	McMinnville	Yamhill	NE 4TH ST.	95	83.95
091	OR-99	1	121.09	121.23	0.14	19,800	45	0	1	6	16	22	Eugene	Lane	LEG (TO ROOSEVELT BLVD.)	95	81.72
091	OR-99W	2	83.26	83.44	0.18	15,411	50	0	0	10	16	24	Corvallis	Benton	NW TYLER AVE.	95	81.07
091	OR-99W	1	21.96	22.14	0.18	34,800	57	0	0	2	30	25	Newberg	Yamhill	LEG (TO N SPRINGBROOK RD.)	95	81.04
015	OR-126B	1	4.52	4.70	0.18	15,600	52	0	1	7	13	31	Springfield	Lane	42ND ST.	95	79.67
072	OR-22	1	7.44	7.62	0.18	49,800	64	0	1	6	20	37	Salem	Marion	25TH ST. SE	95	79.44
140	OR-214	1	36.95	37.12	0.17	22,100	44	0	3	3	19	19	Woodburn	Marion	LAWSON AVE.	95	79.27
091	OR-99W	1	36.27	36.44	0.17	20,600	36	0	1	6	13	16	McMinnville	Yamhill	NE MCDONALD LN.	95	77.93
162	OR-22	1	1.45	1.65	0.20	43,600	48	0	1	4	22	21	Salem	Marion		95	77.76
058	OR-99E	2	1.37	1.54	0.17	16,600	33	1	0	3	14	15	Albany	Linn	HWY. 016 M.P. - 0.03	95	76.96
150	OR-221	1	20.48	20.71	0.23	41,466	60	0	4	7	16	33	Salem	Polk	7TH ST.	95	76.42
091	OR-99	1	117.79	118.00	0.21	22,600	28	1	1	4	10	12		Lane	LEG (TO CLEAR LAKE RD.)	95	76.20
030	OR-22	1	12.63	12.81	0.18	10,300	15	0	4	4	6	1		Polk	LEG (FROM 030AB FRONTAGE RD.)	95	75.55
150	OR-221	1	20.23	20.43	0.20	35,611	44	0	2	3	11	28	Salem	Polk	TAYBIN RD. NW	95	75.35
058	OR-99E	1	0.35	0.52	0.17	22,800	27	0	3	1	3	20	Albany	Linn	LEG (TO ALBANY AVE. SE)	95	75.00
072	OR-22	1	8.17	8.35	0.18	49,400	49	1	0	3	21	24	Salem	Marion	HAWTHORNE AVE.	95	74.91
092	US-30	1	20.43	20.61	0.18	27,100	26	0	2	3	8	13	Scappoose	Columbia	SW E.M. WATTS RD.	95	74.68
072	OR-22	1	5.35	5.53	0.18	17,699	53	0	0	6	18	29	Salem	Marion	COMMERCIAL ST.	95	74.30
030	OR-22	1	11.70	11.88	0.18	10,200	13	0	4	2	4	3		Polk	LEG (TO PERRYDALE RD.)	95	73.42

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
016	US-20	1	6.40	6.64	0.24	8,800	23	0	2	5	9	7		Linn	KNOX BUTTE RD.	95	73.33
016	US-20	1	0.19	0.42	0.23	21,200	40	1	2	2	15	20	Albany	Linn	COLUMBUS ST. SE	95	72.62
072	OR-22	1	7.83	8.02	0.19	49,800	34	0	2	2	14	16	Salem	Marion	LEG (FROM AIRPORT RD.)	95	72.40
015	OR-126B	1	4.33	4.54	0.21	15,500	17	0	4	3	4	6	Springfield	Lane	41ST ST.	95	71.43
227	I-105	1	0.12	0.31	0.19	56,500	31	0	2	3	15	11	Eugene	Lane		95	71.27
091	OR-99W	1	29.72	29.90	0.18	19,700	11	0	3	2	2	4		Yamhill	HWY. 091 M.P. 29.73	95	71.26
058	US-20	1	1.83	1.96	0.13	16,700	28	0	1	6	10	11	Albany	Linn	HILL ST.	95	70.39
069	OR-569	1	7.02	7.22	0.20	50,755	27	0	3	4	9	11		Lane		95	70.11
091	OR-99	1	118.16	118.34	0.18	22,600	27	0	1	7	9	10		Lane	LEG (TO THEONA DR.)	95	69.89
030	OR-22	1	21.94	22.13	0.19	35,900	19	1	2	4	4	8		Polk	ROAD	95	69.74
033	US-20	1	54.56	54.74	0.18	16,900	13	1	2	2	4	4	Corvallis	Benton	SW 35TH ST.	95	68.85
069	OR-569	1	4.16	4.33	0.17	25,600	30	0	1	3	11	15	Eugene	Lane	ROOSEVELT BLVD.	95	68.74
161	OR-211	1	3.69	3.86	0.17	6,500	12	1	1	3	3	4		Clackamas	S MERIDIAN RD.	95	68.66
081	OR-99E	1	32.78	33.06	0.28	18,200	51	0	2	6	19	24	Woodburn	Marion	TOMLIN AVE.	95	68.58
058	OR-99E	1	0.79	0.97	0.18	22,266	31	0	1	4	10	16	Albany	Linn	WAVERLY DR. SE	95	67.78
009	US-101	1	64.48	64.66	0.18	18,400	19	0	2	4	4	9	Tillamook	Tillamook	ROAD	95	67.45
058	OR-99E	1	1.33	1.52	0.19	17,700	51	0	0	8	8	35	Albany	Linn	CHICAGO ST.	95	67.26
039	OR-18	1	49.84	50.00	0.16	15,111	22	0	1	5	9	7		Yamhill		95	66.97
062	OR-126	1	48.34	48.51	0.17	14,600	11	2	2	2	1	4		Lane	ELLMAKER RD.	95	66.92

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
009	US-101	1	141.04	141.24	0.20	17,555	16	0	2	3	6	5	Newport	Lincoln	SW BAY ST.	95	66.54
058	US-20	2	1.85	1.96	0.11	16,644	27	0	1	1	11	14	Albany	Linn	HILL ST.	95	66.54
081	OR-99E	1	45.81	45.95	0.14	22,433	25	0	1	5	9	10	Salem	Marion	WARD DR.	95	66.34
016	US-20	1	14.60	14.78	0.18	20,900	15	0	2	3	4	6	Lebanon	Linn	DIVISION WAY	95	65.87
092	US-30	1	96.92	97.10	0.18	12,933	16	0	2	1	5	8	Astoria	Clatsop	34TH ST.	95	65.84
072	OR-22	2	5.38	5.48	0.10	20,200	33	0	0	3	18	12	Salem	Marion	LIBERTY ST.	95	65.68
058	OR-99E	1	5.40	5.58	0.18	16,500	10	2	1	2	2	3	Albany	Linn	SW BELMONT AVE.	95	65.57
001	I-5	1	235.93	236.11	0.18	58,700	14	1	2	3	5	3		Linn		95	65.36
091	OR-99W	1	59.94	60.12	0.18	12,700	10	0	2	4	3	1		Polk	CLOW CORNER RD.	95	65.11
015	OR-126B	1	5.94	6.12	0.18	13,900	16	1	1	2	3	9	Springfield	Lane	N 54TH ST.	95	65.06
091	OR-99W	1	63.33	63.50	0.17	12,366	35	0	1	4	14	16	Monmouth	Polk	E JACKSON ST.	95	64.90
228	OR-528	1	0.56	0.73	0.17	17,855	27	1	0	2	8	16	Springfield	Lane	LEG (TO CENTENNIAL BLVD.)	95	64.82
092	US-30	1	19.71	19.86	0.15	23,200	28	0	1	1	11	15	Scappoose	Columbia	HAVLIK DR.	95	64.31
150	OR-221	1	20.66	20.76	0.10	41,700	19	0	2	1	5	11	Salem	Polk	BASSETT ST.	95	64.28
062	OR-126	1	35.41	35.59	0.18	4,600	8	0	2	3	2	1		Lane		95	64.21
227	OR-126	1	8.96	9.14	0.18	30,700	16	1	1	4	2	8	Springfield	Lane	52ND ST.	95	64.14
140	OR-219	1	32.93	33.13	0.20	1,999	6	0	2	1	1	2		Marion	NE FRENCH PRAIRIE RD.	95	64.02
009	US-101	1	112.26	112.44	0.18	18,800	13	0	2	1	5	5	Lincoln City	Lincoln	DEVILS LAKE GOLF CLUB RD.	95	64.00
031	US-20	1	2.97	3.09	0.12	12,600	10	0	2	4	3	1		Benton	NE PILKINGTON AVE.	95	63.67

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
091	OR-99W	1	35.61	35.75	0.14	19,466	13	0	2	0	6	5	McMinnville	Yamhill	NE 27TH ST.	95	63.63
091	OR-99	2	122.32	122.49	0.17	22,800	42	0	0	5	16	21	Eugene	Lane	GRANT ST.	95	63.29
009	US-101	1	113.15	113.27	0.12	22,900	16	0	2	1	5	8	Lincoln City	Lincoln	NE 34TH ST.	95	63.16
210	OR-34	1	1.12	1.28	0.16	30,377	28	0	1	6	8	13		Linn	WOLCOTT ST.	95	62.90
031	US-20	1	5.54	5.72	0.18	14,600	19	0	1	5	7	6		Benton	NE GRANGER AVE.	95	62.88
030	OR-22	1	19.94	20.12	0.18	27,900	9	1	2	1	2	3		Polk	OAK GROVE RD.	95	62.86
091	OR-99W	1	81.67	81.85	0.18	19,300	22	0	1	2	10	9	Corvallis	Benton	CIRCLE BLVD. (CIRCLE AVE.)	95	62.64
092	US-30	1	28.51	28.65	0.14	16,600	21	0	1	5	7	8	St. Helens	Columbia	COLUMBIA BLVD.	95	62.63
062	OR-126	1	35.61	35.78	0.17	4,600	3	2	1	0	0	0		Lane		95	62.53
069	OR-126	1	2.75	2.92	0.17	18,400	18	0	1	3	10	4	Eugene	Lane	WILLOW CREEK RD.	95	61.34
033	US-20	1	55.36	55.54	0.18	17,344	23	0	1	2	10	10	Corvallis	Benton	SW 15TH ST.	95	61.21
001	I-5	1	261.91	262.10	0.19	89,200	8	0	3	1	2	2		Marion		95	61.20
058	OR-99E	1	3.93	4.04	0.11	18,033	12	0	2	3	2	5	Albany	Linn	PACIFIC PL.	95	61.12
009	US-101	1	140.23	140.44	0.21	22,877	35	0	2	3	15	15	Newport	Lincoln	NW 3RD ST.	95	60.82
092	US-30	1	97.85	97.99	0.14	16,600	12	0	2	1	5	4	Astoria	Clatsop	18TH ST.	95	60.40
091	OR-99	1	122.15	122.34	0.19	21,900	34	0	0	6	11	17	Eugene	Lane	7TH PL.	95	60.25
227	I-105	1	3.42	3.64	0.22	65,100	17	0	2	4	3	8	Eugene	Lane	001LO CONN. M.P. 4C194.21	95	60.00
140	OR-214	1	50.54	50.71	0.17	4,600	16	0	1	1	5	9	Silverton	Marion	PARK ST.	95	59.85
102	OR-47	1	71.40	71.56	0.16	2,800	20	0	0	7	6	7		Washington	NW PEBBLE CREEK RD.	95	59.82

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
091	OR-99	1	123.03	123.16	0.13	26,400	28	0	1	2	7	18	Eugene	Lane	BLAIR BLVD.	95	59.59
030	OR-22	2	26.09	26.18	0.09	43,200	51	0	0	5	10	36	Salem	Marion		95	59.48
001	I-5	1	238.92	239.09	0.17	57,300	23	0	1	3	10	9		Linn		95	59.43
091	OR-99W	1	25.72	25.93	0.21	27,500	37	0	0	1	16	20	Dundee	Yamhill	SW 4TH ST.	95	58.61
210	OR-34	1	10.68	10.86	0.18	14,600	14	1	0	7	5	1		Linn	SEVEN MILE LN.	95	58.21
016	US-20	1	0.14	0.25	0.11	17,100	11	0	2	2	4	3	Albany	Linn	BURKHART ST. SE	95	58.19
091	OR-99W	1	27.36	27.57	0.21	22,400	13	1	1	2	2	7		Yamhill	LEG (TO HWY 091 (1W) DECREASING RDWY)	95	57.67
091	OR-99W	1	38.20	38.38	0.18	19,155	17	0	1	0	11	5	McMinnville	Yamhill	FELLOWS ST.	95	57.51
081	OR-99E	1	41.18	41.34	0.16	9,366	19	0	1	2	6	10		Marion	RIVERTON ST.	95	57.49
009	US-101	1	139.23	139.41	0.18	24,700	22	0	1	1	10	10	Newport	Lincoln	NW 20TH ST.	95	57.32
140	OR-219	1	36.77	36.95	0.18	22,100	40	0	0	3	20	17	Woodburn	Marion	LEG (TO 140AD CONN.)	95	57.31
225	OR-225	1	2.10	2.24	0.14	12,900	11	0	2	1	1	7		Lane	E 30TH AVE.	90	57.14
154	OR-154	1	1.10	1.25	0.15	6,000	7	0	2	0	2	3		Yamhill	STRINGTOWN RD.	90	57.03
091	OR-99W	1	35.97	36.15	0.18	20,600	24	0	1	2	7	14	McMinnville	Yamhill	MCDANIEL LN.	90	56.62
069	OR-569	1	12.91	13.00	0.09	34,000	22	0	1	2	8	11	Springfield	Lane	LEG (TO GATEWAY ST.)	90	56.37
081	OR-99E	1	44.37	44.54	0.17	14,700	18	0	1	1	8	8		Marion	LEG (TO CHEMAWA RD.)	90	56.34
072	OR-99EB	1	4.80	4.92	0.12	24,300	18	0	1	2	8	7	Salem	Marion	FRONT ST. NE	90	56.21
058	OR-99E	1	2.55	2.74	0.19	34,100	22	0	1	3	7	11	Albany	Linn	11TH ST. SW	90	56.00
150	OR-221	1	20.13	20.26	0.13	31,300	31	0	0	4	13	14	Salem	Polk	ORCHARD HEIGHTS RD. NW	90	55.68

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
091	OR-99W	1	22.11	22.26	0.15	30,700	21	1	0	2	8	10	Newberg	Yamhill	N DEBORAH ST.	90	55.62
009	US-101	1	7.96	8.09	0.13	13,600	16	1	0	4	5	6	Warrenton	Clatsop	SE ENSIGN LN.	90	55.55
091	OR-99W	1	36.61	36.82	0.21	20,322	29	0	0	5	11	13	McMinnville	Yamhill	LEG (TO BAKER CREEK RD.)	90	55.24
058	US-20	1	1.65	1.82	0.17	17,500	33	0	0	6	13	14	Albany	Linn	OAK ST. SE	90	55.06
058	US-20	1	1.77	1.90	0.13	16,966	30	0	0	3	12	15	Albany	Linn	MAIN ST.	90	55.00
081	OR-99E	1	29.18	29.34	0.16	14,000	18	1	0	0	9	8	Hubbard	Marion	D ST.	90	54.91
015	OR-126B	1	5.81	5.95	0.14	13,900	8	0	2	0	3	3	Springfield	Lane	CHAPMAN LN.	90	54.86
091	OR-99	1	123.22	123.32	0.10	26,400	43	0	0	2	11	30	Eugene	Lane	MADISON ST.	90	54.65
015	OR-126B	1	3.42	3.53	0.11	19,800	31	0	0	6	10	15	Springfield	Lane	S 28TH ST.	90	54.49
015	OR-126B	2	1.55	1.66	0.11	8,966	24	0	0	3	10	11	Springfield	Lane	HWY. 228 (PIONEER PARKWAY W) M.P. 1.37	90	54.43
027	OR-34	1	55.78	55.90	0.12	1,500	3	1	1	1	0	0		Benton		90	54.40
151	OR-240	1	6.03	6.16	0.13	6,655	6	1	1	1	1	2		Yamhill	KINNEY RD.	90	53.93
091	OR-99	1	115.77	115.91	0.14	14,477	6	1	1	1	3	0		Lane	LEG (TO AWBREY LN.)	90	53.66
227	I-105	1	0.00	0.12	0.12	56,500	28	0	0	7	14	7	Eugene	Lane	HWY. 227 M.P. 0.00	90	53.47
033	US-20	1	16.77	16.92	0.15	5,800	6	0	2	1	0	3		Lincoln	THORNTON CREEK RD.	90	53.19
001	I-5	1	234.91	235.09	0.18	60,700	20	1	0	2	8	9		Linn		90	53.17
072	OR-22	1	6.68	6.87	0.19	37,800	37	0	0	6	14	17	Salem	Marion	17TH ST. SE	90	52.85
091	OR-99	1	122.38	122.49	0.11	25,000	31	0	0	3	11	17	Eugene	Lane	GRANT ST.	90	52.63
092	US-30	1	20.27	20.45	0.18	23,200	22	0	1	1	7	13	Scappoose	Columbia	HIGH SCHOOL RD.	90	52.48

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
072	OR-99EB	1	3.07	3.22	0.15	23,333	28	0	0	7	7	14	Salem	Marion	LEG (TO BRDWAY ST. NE)	90	52.08
091	OR-99W	1	84.41	84.59	0.18	23,400	20	0	1	3	5	11	Corvallis	Benton	CRYSTAL LAKE DR.	90	52.02
091	OR-99	1	116.95	117.12	0.17	19,500	15	0	1	4	4	6		Lane	LEG (TO AIRPORT RD.)	90	52.01
001	I-5	1	231.89	232.06	0.17	49,900	7	0	2	4	0	1		Linn		90	51.98
072	OR-99EB	1	4.63	4.80	0.17	30,877	17	1	0	3	9	4	Salem	Marion	FRONT ST. NE	90	51.96
009	US-101	1	113.34	113.44	0.10	23,400	7	1	1	1	2	2	Lincoln City	Lincoln	NE HOLMES RD.	90	51.93
001	I-5	1	243.94	244.09	0.15	57,000	20	0	1	3	6	10		Marion		90	51.84
091	OR-99W	1	59.03	59.17	0.14	9,300	10	0	1	4	5	0		Polk	ORRS CORNER RD.	90	51.84
015	OR-126	1	7.09	7.22	0.13	24,700	7	0	2	2	1	2	Springfield	Lane	65TH PL.	90	51.80
001	I-5	1	280.93	281.09	0.16	87,200	9	1	1	0	3	4		Clackamas		90	51.55
228	OR-528	2	0.98	1.10	0.12	6,000	6	0	2	0	0	4	Springfield	Lane	F ST.	90	51.50
140	OR-214	1	37.04	37.19	0.15	18,300	25	0	0	3	12	10	Woodburn	Marion	OREGON WY.	90	51.36
009	US-101	1	21.04	21.15	0.11	17,200	18	1	0	2	4	11	Seaside	Clatsop	BROADWAY	90	51.31
091	OR-99W	1	63.47	63.59	0.12	11,900	20	0	0	3	11	6	Monmouth	Polk	E CLAY ST.	90	51.23
091	OR-99	1	120.52	120.69	0.17	19,166	24	0	0	4	12	8	Eugene	Lane	RICHARD AVE.	90	51.14
140	OR-219	1	21.11	21.28	0.17	10,666	14	0	1	5	1	7	Newberg	Yamhill	2ND ST.	90	51.09
009	US-101	1	140.64	140.75	0.11	17,688	17	0	1	2	5	9	Newport	Lincoln	SW HURBERT ST.	90	51.04
009	US-101	1	20.37	20.52	0.15	17,333	14	0	1	3	5	5	Seaside	Clatsop	12TH AVE.	90	50.97
150	OR-221	1	6.12	6.25	0.13	2,500	3	0	2	0	1	0		Yamhill	SE UNIONVALE RD.	90	50.81

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
227	OR-126	1	4.90	5.01	0.11	54,100	11	0	2	1	0	8	Springfield	Lane	HWY. 228 M.P. (2)0.13	90	50.77
018	OR-58	1	59.91	60.09	0.18	2,300	9	0	1	2	0	6		Lane		90	50.75
091	OR-99	1	123.27	123.36	0.09	26,400	37	0	0	0	11	26	Eugene	Lane	JEFFERSON ST.	90	50.70
091	OR-99W	1	22.69	22.79	0.10	30,600	17	0	1	2	6	8	Newberg	Yamhill	SITKA RD.	90	50.67
039	OR-18	1	36.91	37.02	0.11	13,400	12	0	1	3	5	3		Yamhill		90	50.47
058	OR-99E	1	2.92	3.09	0.17	21,766	33	0	0	1	12	20	Albany	Linn	LEG (FROM W QUEEN AVE.)	90	50.47
081	OR-99E	1	38.93	39.06	0.13	9,600	5	0	2	1	1	1		Marion	LEG (FROM WACONDA RD. NE)	90	50.44
015	OR-126	1	6.38	6.50	0.12	24,700	32	0	0	6	11	15	Springfield	Lane	S 58TH ST.	90	50.43
091	OR-99W	1	41.92	42.04	0.12	6,900	5	0	2	0	1	2		Yamhill		90	50.37
227	OR-126	1	4.96	5.08	0.12	54,100	9	0	2	2	1	4	Springfield	Lane		90	50.37
016	US-20	1	0.38	0.47	0.09	21,200	18	0	1	1	5	11	Albany	Linn	ERMINE ST. SE	90	50.07
015	OR-126B	1	1.48	1.59	0.11	10,344	19	0	0	1	12	6	Springfield	Lane	S MILL ST.	90	49.93
031	US-20	1	6.37	6.50	0.13	14,900	12	0	1	2	6	3		Benton	NW INDEPENDENCE HWY.	90	49.91
150	OR-221	1	20.04	20.23	0.19	31,300	26	0	0	3	13	10	Salem	Polk	ORCHARD HEIGHTS RD. NW	90	49.81
091	OR-99W	1	22.81	22.90	0.09	31,100	28	0	0	0	14	14	Newberg	Yamhill		90	49.75
039	OR-18	1	48.50	48.68	0.18	19,500	22	0	0	7	7	8	McMinnville	Yamhill	LOOP RD.	90	49.72
016	US-20	1	14.08	14.21	0.13	21,477	24	0	0	5	9	10	Lebanon	Linn	AIRPORT RD.	90	49.66
030	OR-22	1	24.84	24.93	0.09	43,400	6	1	1	2	1	1	Salem	Polk		90	49.62
016	US-20	1	0.88	1.03	0.15	23,600	18	0	1	4	2	11	Albany	Linn	ELSIE ST.	90	49.53

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
001	I-5	1	241.91	242.08	0.17	57,100	16	0	1	1	8	6		Marion		90	49.52
091	OR-99W	1	25.93	26.05	0.12	24,600	16	0	1	1	7	7	Dundee	Yamhill	SW 7TH ST.	90	49.36
015	OR-126B	1	2.37	2.47	0.10	8,966	9	1	0	2	6	0	Springfield	Lane	14TH ST.	90	49.35
032	OR-22	1	10.50	10.59	0.09	1,400	6	0	1	2	0	3		Tillamook		90	49.34
091	OR-99	1	111.20	111.37	0.17	14,933	14	1	0	1	5	7	Junction City	Lane		90	49.21
191	OR-223	1	2.63	2.73	0.10	15,400	5	0	2	0	2	1	Dallas	Polk	W ELLENDALE AVE.	90	48.89
001	I-5	1	242.91	243.07	0.16	57,200	29	0	0	3	12	14		Marion		90	48.85
039	OR-18	1	21.18	21.27	0.09	10,800	12	0	1	4	2	5		Polk	GRAND RONDE RD.	90	48.70
092	US-30	2	98.34	98.44	0.10	10,188	13	0	1	2	3	7	Astoria	Clatsop	9TH ST.	90	48.60
072	OR-22	2	5.46	5.56	0.10	20,200	23	0	0	3	11	9	Salem	Marion	LIBERTY ST.	90	48.59
015	OR-126B	1	1.54	1.66	0.12	11,633	20	0	0	2	11	7	Springfield	Lane	ROAD	90	48.58
031	US-20	1	2.90	3.02	0.12	12,600	11	0	1	2	5	3		Benton	NE CONIFER BLVD.	90	48.54
140	OR-219	1	10.79	10.95	0.16	3,100	9	0	1	1	1	6		Washington	MOUNTAIN HOME RD.	90	48.33
081		1	46.39	46.49	0.10	25,600	29	0	0	3	9	17	Salem	Marion	HYACINTH ST.	90	48.32
191	OR-223	1	6.08	6.25	0.17	3,900	3	1	1	0	1	0		Polk		90	48.30
161	OR-211	1	7.50	7.68	0.18	5,388	9	1	0	1	4	3		Clackamas	LEG (TO S KROPP RD.)	90	48.22
009	US-101	1	116.44	116.52	0.08	21,200	5	0	2	0	2	1	Lincoln City	Lincoln	SE 28TH ST.	90	48.10
016	US-20	1	0.41	0.55	0.14	23,066	28	0	0	3	10	15	Albany	Linn	FULTON ST. SE	90	48.06
102	US-101B	1	0.18	0.31	0.13	12,500	6	0	2	0	1	3	Astoria	Clatsop	HWY. 102(W MARINE DR.) M.P. 0.18	90	48.00

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009	US-101	1	2.41	2.59	0.18	7,500	4	0	2	1	0	1		Clatsop		90	47.96
091	OR-99W	2	83.40	83.50	0.10	17,222	22	0	0	5	8	9	Corvallis	Benton	NW JACKSON AVE.	90	47.60
016	US-20	1	62.92	63.09	0.17	910	4	0	1	1	1	1		Linn	DEER CREEK RD.	90	47.57
140	OR-214	1	39.16	39.26	0.10	13,500	19	0	0	6	7	6	Woodburn	Marion		90	47.53
058	US-20	2	1.79	1.89	0.10	16,900	26	0	0	1	10	15	Albany	Linn	MAIN ST. SE	90	47.22
162	OR-22	1	14.21	14.33	0.12	6,533	8	0	1	5	0	2		Marion	FERN RIDGE RD.	90	47.21
058	US-20	2	1.67	1.75	0.08	17,100	13	0	1	2	4	6	Albany	Linn	OAK ST. SE	90	47.15
009	US-101	1	187.13	187.32	0.19	9,100	4	0	2	0	0	2		Lane	SINGING WOODS DR.	90	47.12
091	OR-99W	1	22.64	22.75	0.11	30,600	15	0	1	1	7	6	Newberg	Yamhill	HULET LN.	90	47.03
009	US-101	1	140.56	140.68	0.12	17,977	13	0	1	1	5	6	Newport	Lincoln	SW LEE ST.	90	46.93
027	OR-34	1	38.08	38.20	0.12	880	4	0	1	0	1	2		Benton	HAYDEN RD.	90	46.88
031	US-20	2	10.56	10.66	0.10	13,333	24	0	0	5	5	14	Albany	Linn	1ST AVE.	90	46.80
091	OR-99W	1	44.67	44.75	0.08	7,666	11	0	1	1	3	6	Amity	Yamhill	SHERMAN ST.	90	46.78
091	OR-99	1	121.33	121.49	0.16	19,600	4	0	2	1	1	0	Eugene	Lane		90	46.74
032	OR-22	1	10.44	10.57	0.13	1,400	5	0	1	0	2	2		Tillamook		90	46.69
189	OR-223	1	0.20	0.29	0.09	14,400	13	0	1	1	4	7	Dallas	Polk	SE UGLOW ST.	90	46.54
091	OR-99W	1	83.34	83.42	0.08	11,655	22	0	0	6	4	12	Corvallis	Benton		90	46.34
039	OR-18	1	31.57	31.76	0.19	7,300	9	0	1	2	3	3		Yamhill	RED PRAIRIE RD.	90	46.31
091	OR-99W	1	22.38	22.50	0.12	30,700	29	0	0	1	12	16	Newberg	Yamhill	N ELLIOT RD.	90	46.19

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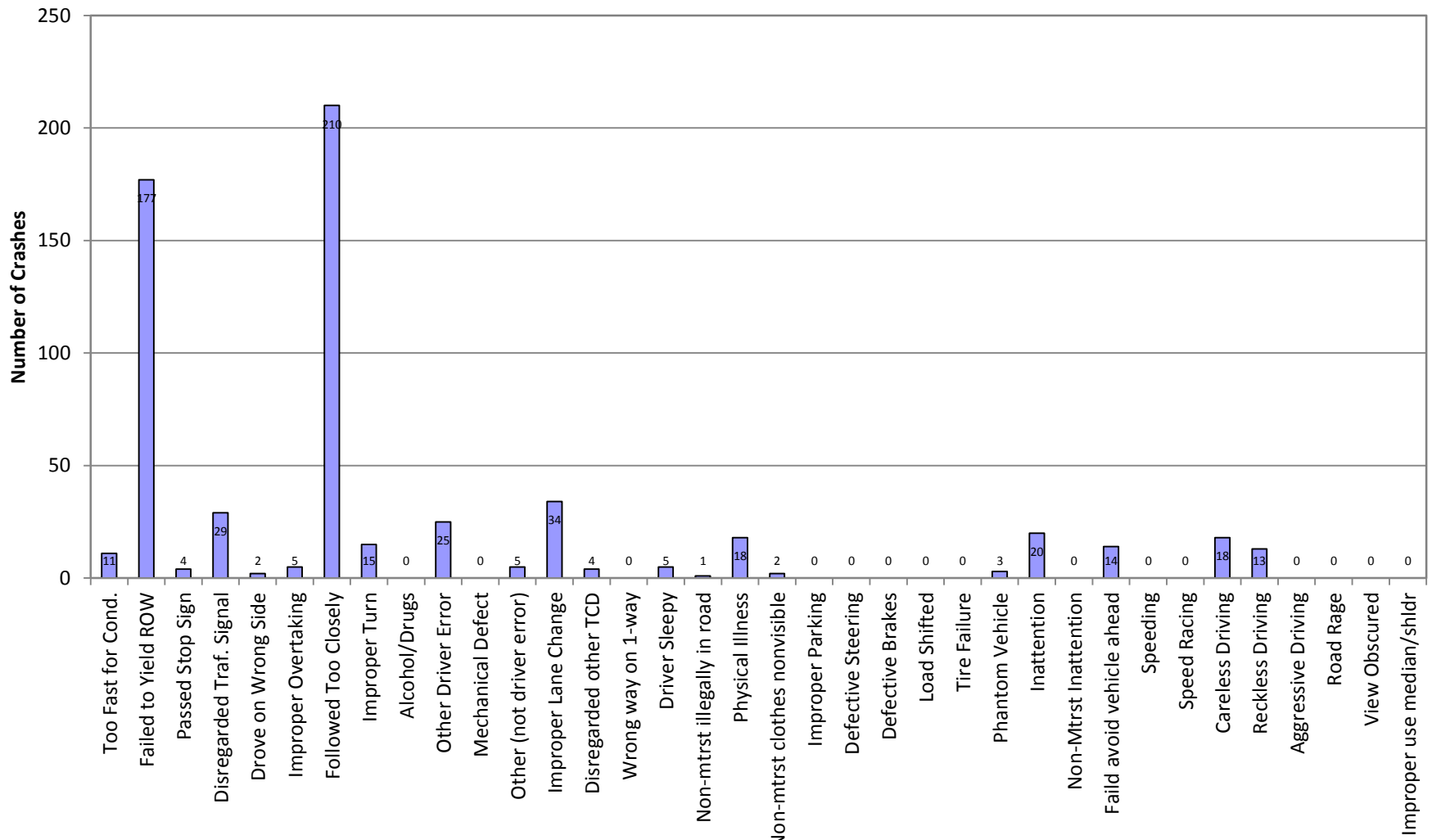
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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
091	OR-99W	1	63.26	63.36	0.10	10,899	11	0	1	1	4	5	Monmouth	Polk	E POWELL ST.	90	46.18
069	OR-126	1	1.24	1.35	0.11	15,000	20	0	0	1	11	8		Lane	LEG (FROM GREENHILL RD.)	90	46.08
091	US-20	1	83.83	83.94	0.11	12,922	15	0	1	2	1	11	Corvallis	Benton	SW WASHINGTON AVE.	90	46.02
210	OR-34	1	12.74	12.84	0.10	14,600	4	0	2	0	1	1		Linn	GOLTRA RD.	90	45.87
091	OR-99W	1	38.90	39.04	0.14	17,200	15	0	1	1	3	10	McMinnville	Yamhill	OLD SHERIDAN RD.	90	45.86
016	US-20	1	34.52	34.69	0.17	2,300	2	1	1	0	0	0		Linn		90	45.83
009	US-101	1	4.32	4.40	0.08	20,600	30	0	0	3	6	21	Astoria	Clatsop		90	45.78
033	US-20	1	53.37	53.46	0.09	13,300	9	0	1	1	6	1	Corvallis	Benton		90	45.76
031	US-20	1	4.86	4.98	0.12	12,600	10	0	1	3	3	3		Benton		90	45.67
072	OR-99EB	1	4.84	4.94	0.10	24,300	13	0	1	1	5	6	Salem	Marion	UNION ST. NE	90	45.60
015	OR-126B	1	6.14	6.26	0.12	17,499	20	0	0	4	8	8	Springfield	Lane	HWY. 227 M.P. (2)9.98	90	45.54
091	OR-99W	1	22.84	22.92	0.08	32,100	26	0	0	0	12	14	Newberg	Yamhill		90	45.41
029	OR-47	1	42.36	42.45	0.09	4,200	8	0	1	0	3	4		Yamhill	HWY. 029 M.P. (2)42.41	90	45.40
016	US-20	1	28.56	28.67	0.11	8,577	9	0	1	2	3	3	Sweet Home	Linn	CLARK MILL RD.	90	45.32
009	US-101	1	6.48	6.58	0.10	13,500	20	0	0	1	10	9	Warrenton	Clatsop		90	45.29
092	US-30	2	98.36	98.45	0.09	9,944	11	0	1	1	3	6	Astoria	Clatsop	COMMERCIAL ST. (2ND LT.)	90	45.11
009	US-101	1	114.13	114.21	0.08	19,600	21	0	0	1	11	9	Lincoln City	Lincoln	17TH ST.	90	45.10

**Crash data shown in the SPIS group report results from the summation of crash data between the begin and end mile points of the Group.
 **ADT, SPIS Score, and Percent data shown in the SPIS group report are the highest values from all sites within the Group.

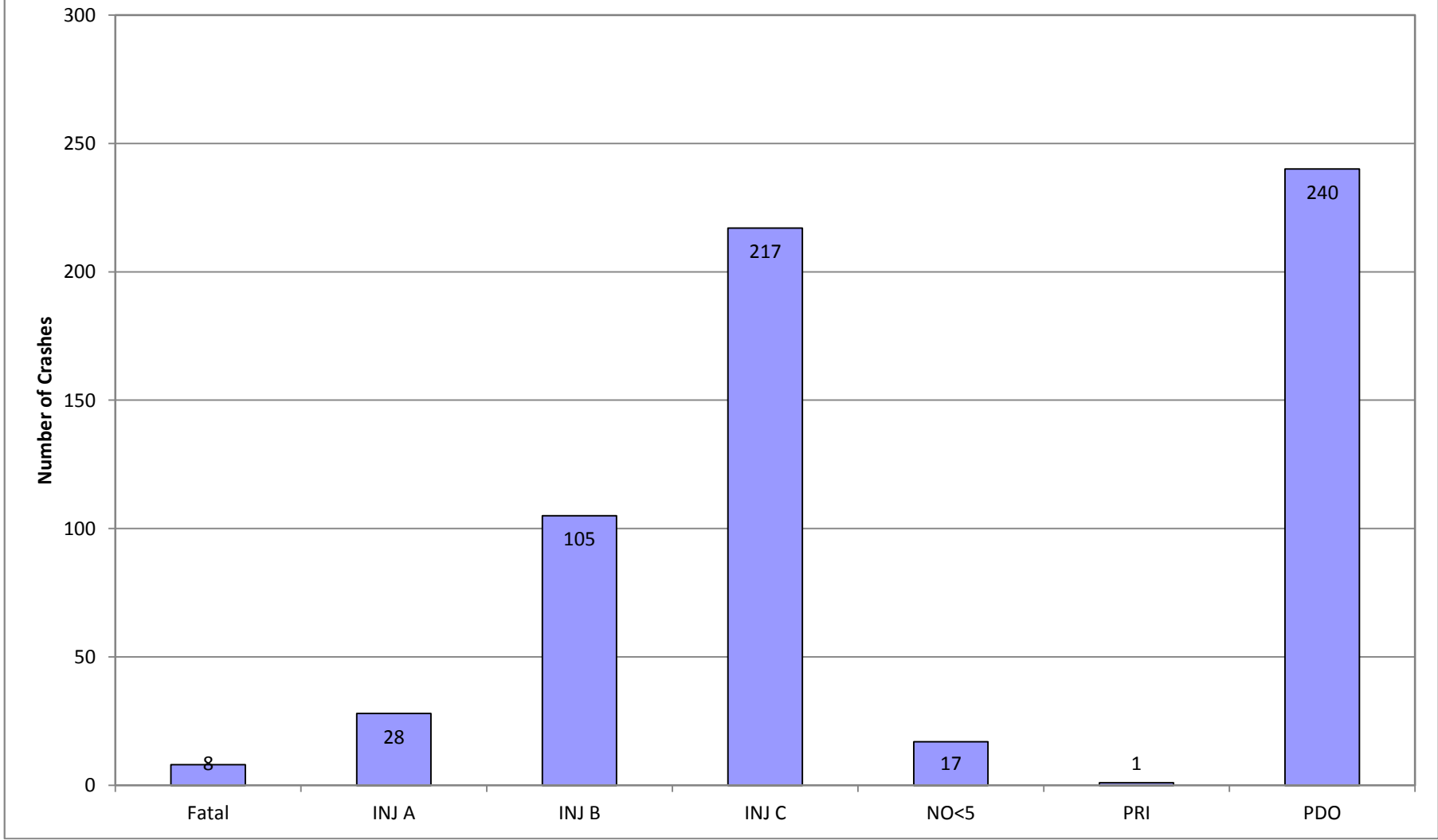
Crash History by Crash Cause

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
 Mainline, Connections | Both Add and Non-Add Mileage Alignments
 Mileage Type(s): Regular



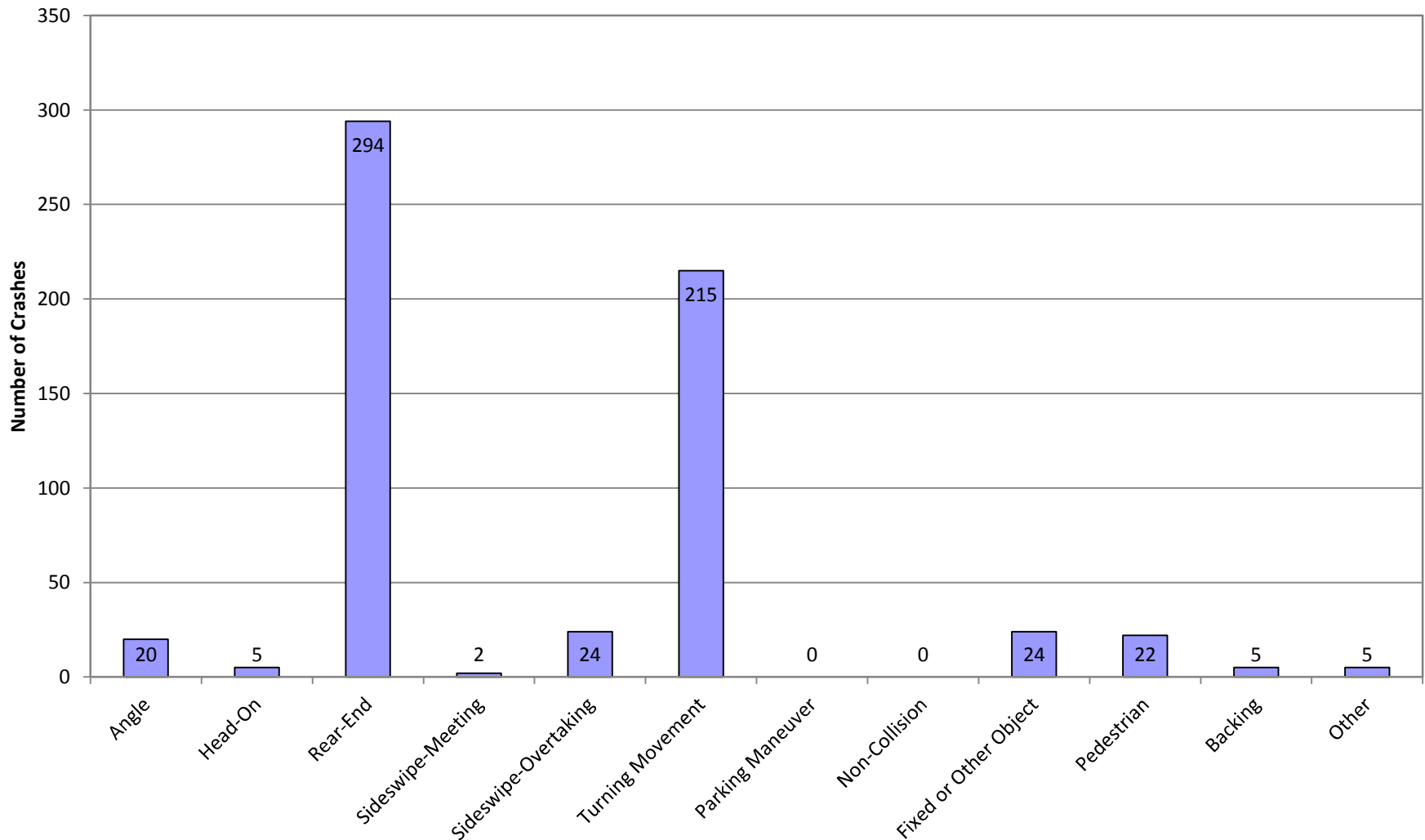
Crash History by Injury Severity

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



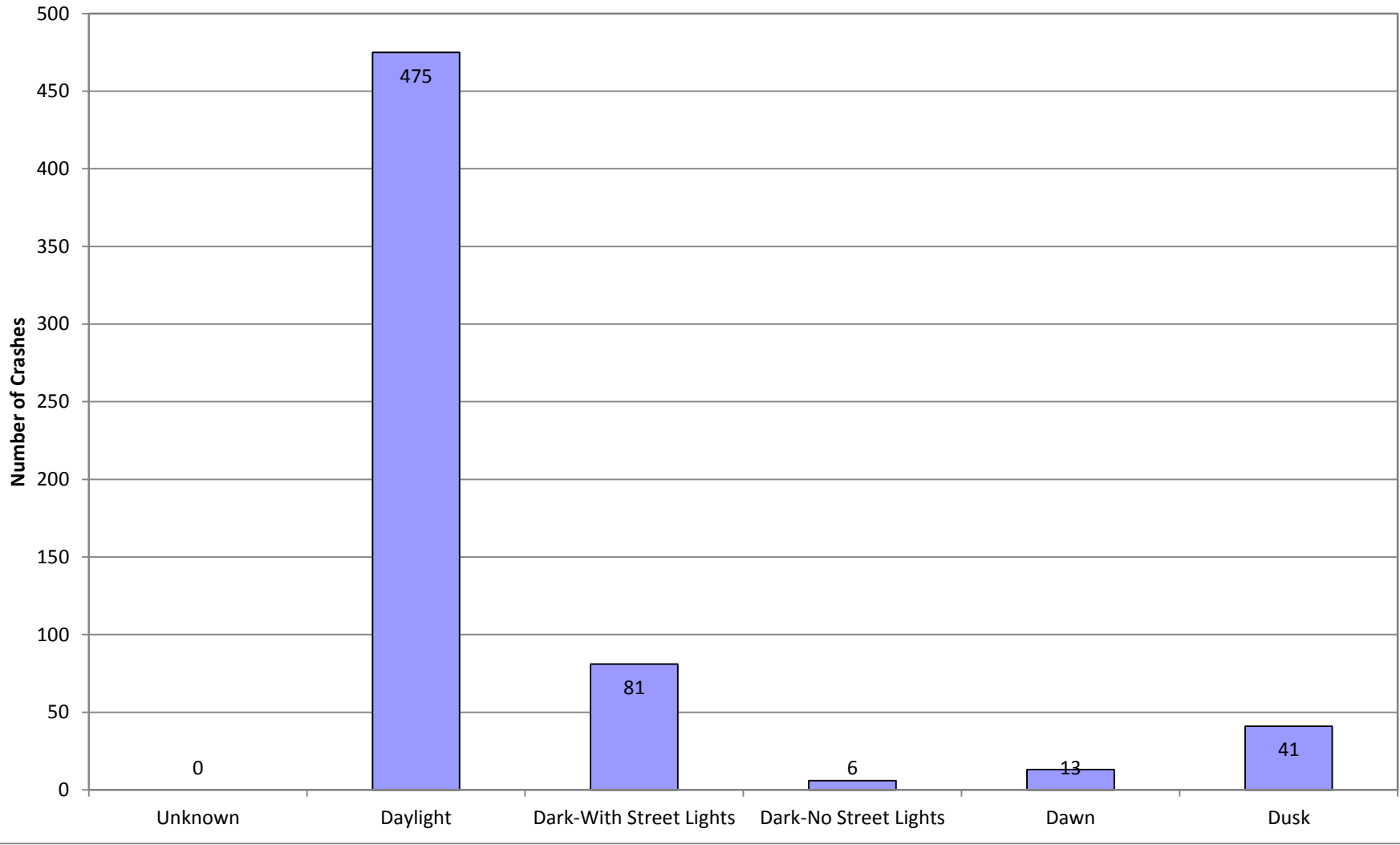
Crash History by Crash Type

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



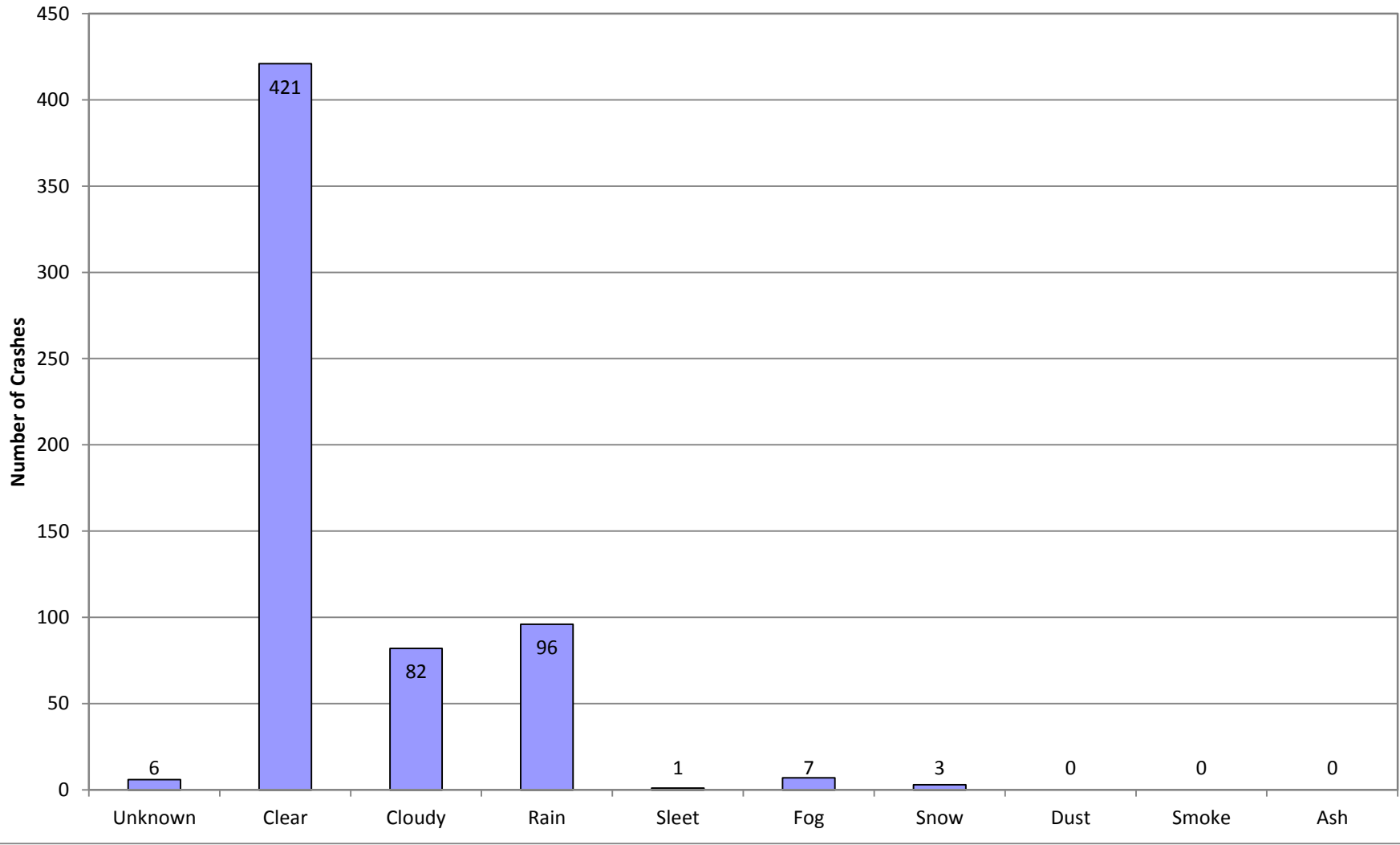
Crash History by Light

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



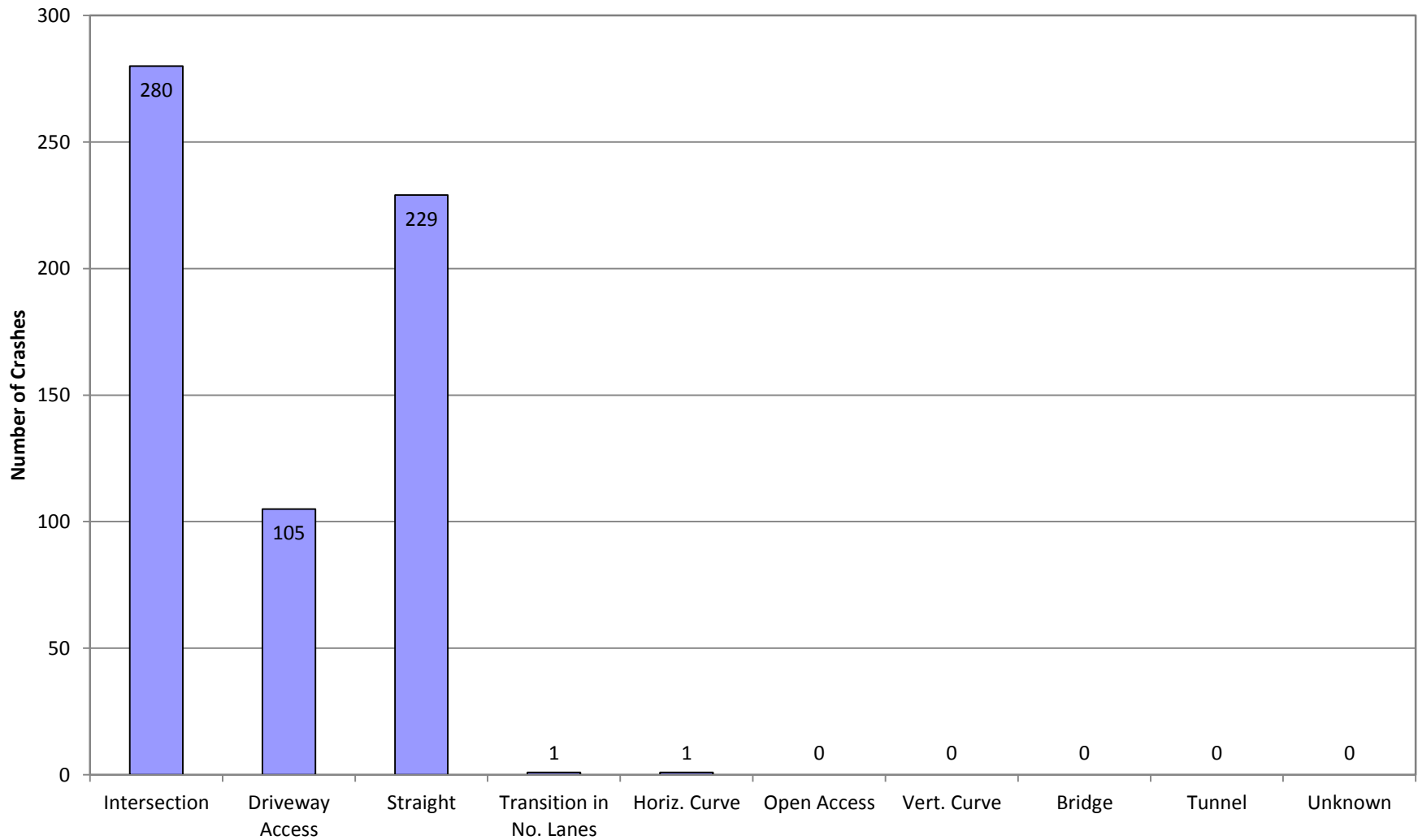
Crash History by Weather

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



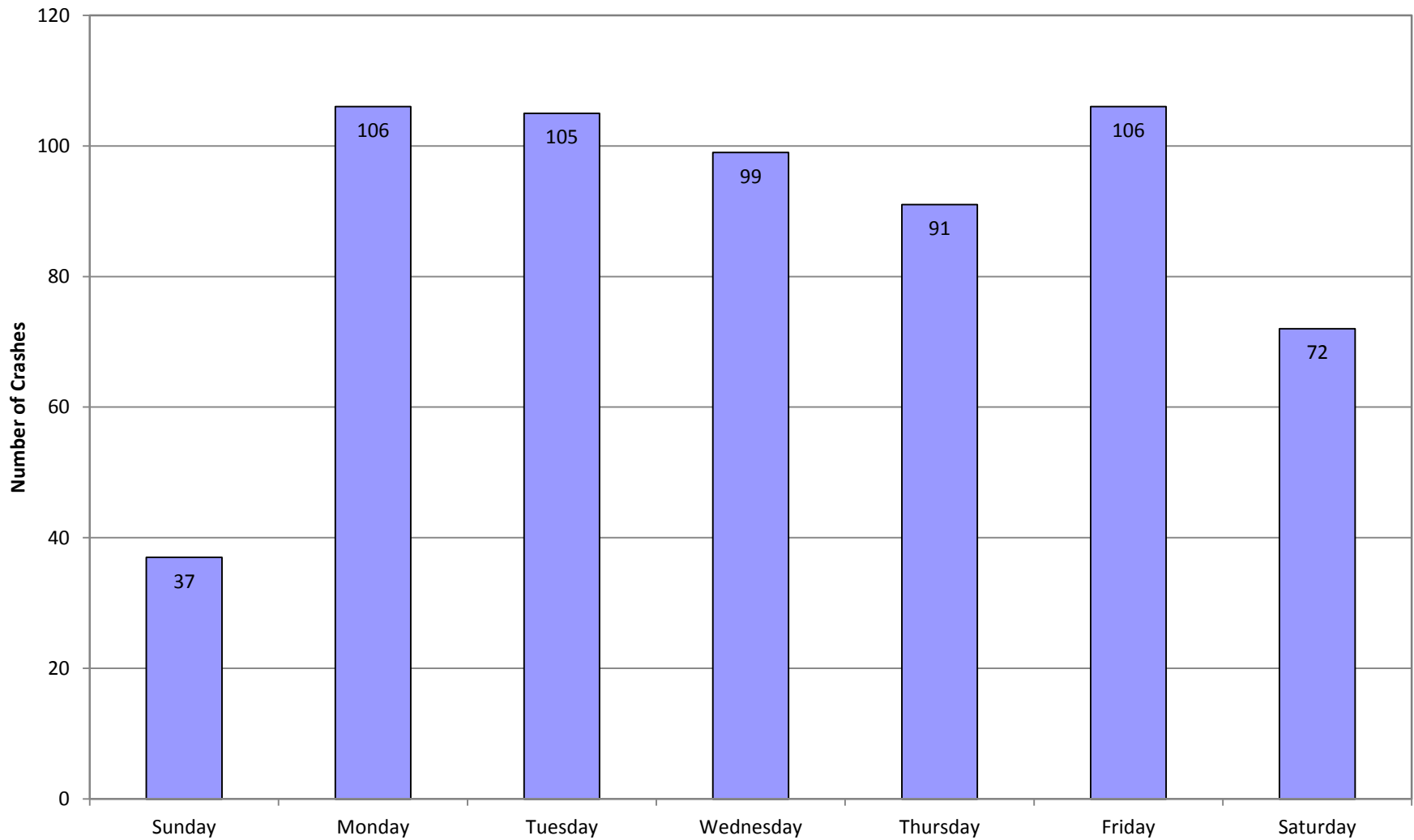
Crash History by Crash Characteristic

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



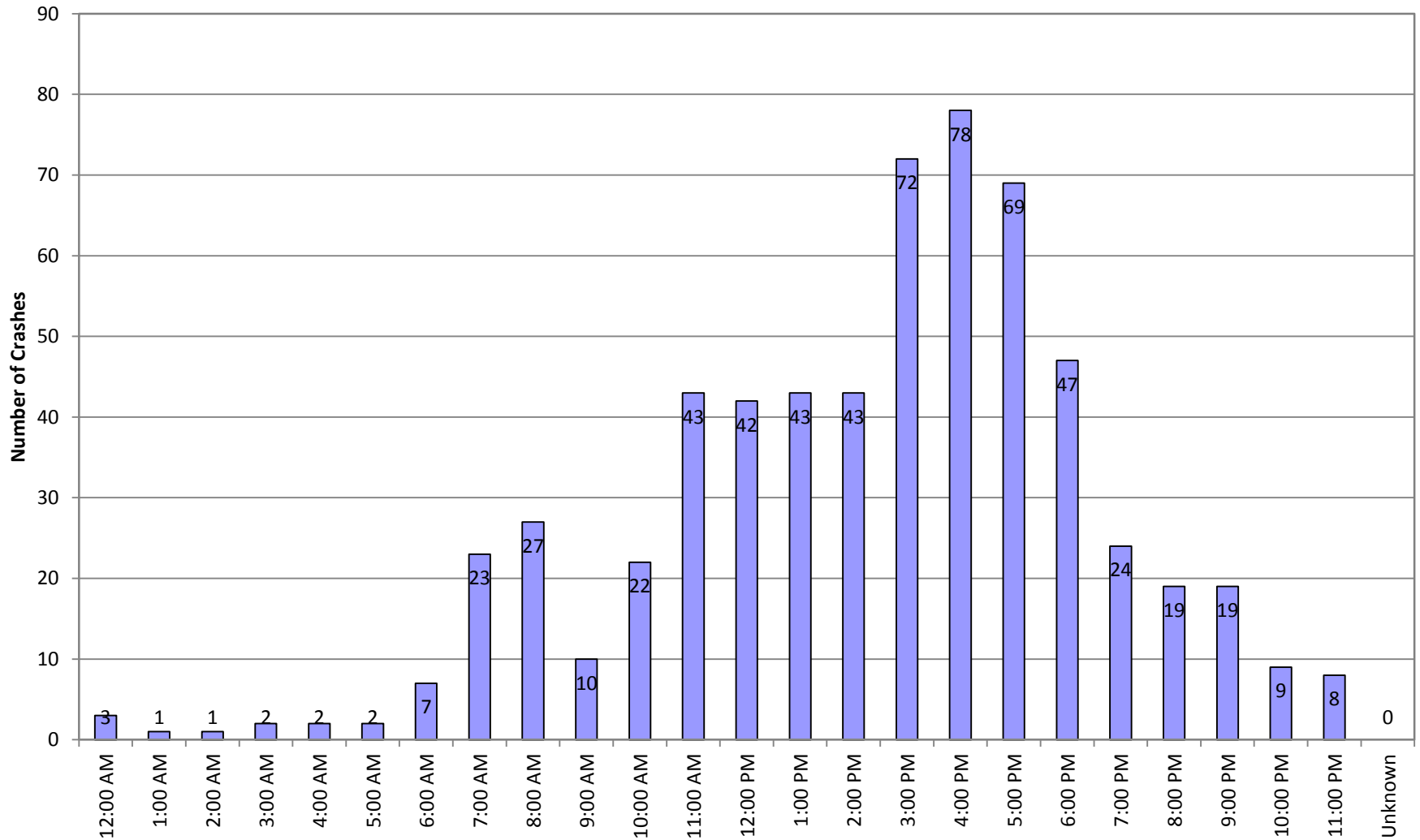
Crash History by Day of Week

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



Crash History by Time of Day

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



Crash History by Month

015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular

