Oregon Department of Transportation

Appendix C:
ACCIDENT DATA

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Oregon Department of Transportation

Safety Management System

Safety Priority Index System (SPIS)

OREGON DEPARTMENT of TRANSPORTATION
Traffic Management Section
Transportation Safety Division

August 2003

Safety Priority Index System (SPIS)

The Safety Priority Index System (SPIS) is a method developed in 1986 by the Oregon Department of Transportation (ODOT) for identifying potential safety problems on state highways. The Federal Highway Administration (FHWA) accepted SPIS as fulfilling the requirements of the Highway Safety Improvement Program (HSIP). When Oregon began developing its Safety Management System in response to the 1991 ISTEA, it identified SPIS as one of several essential building blocks. SPIS has been recognized as an effective problem identification tool for evaluating state highways for segments with higher crash histories.

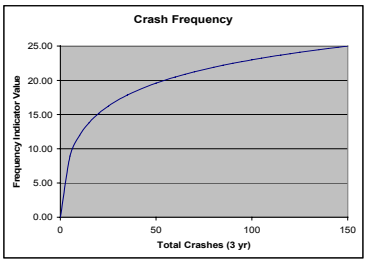
Several modifications to SPIS were implemented following the study, "An Evaluation of the Safety Priority Index System (SPIS)," completed by Dr. Robert Layton of the Transportation Research Institute at Oregon State University. These modifications were implemented in the 1998 SPIS reports, and were "fine-tuned" in the 1999 SPIS reports. These adjustments to the calculations created a large difference in the number of sites located in 1998 in comparison to years past, making it *appear* that more sites exist. However, the new calculations and listings are more applicable to both urban and rural sites, and allow for better understanding of the reported values.

Index Formulation

The SPIS is a method of identifying locations where safety money may be spent to the highest benefit. The SPIS score is based on three years of crash data and considers crash frequency, crash rate, and crash severity. A roadway segment becomes a SPIS site if a location has three or more crashes, **or** one or more fatal crashes over the three year period. SPIS sites are 0.10 mile sections on the state highway system. The priority index has three parameters and associated Indicator Values (IV):

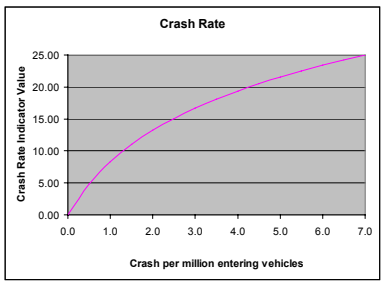
Crash frequency indicator value	(IV_{Freq})	25% of SPIS score
Crash rate indicator value	(IV_{Rate})	25% of SPIS score
Crash severity indicator value	($IV_{Severity}$)	50% of SPIS score

The crash frequency indicator value, **IV_{Freq}**, is a value between 0 and 25 determined using a logarithmic distribution based on total crashes in a three-year period. The maximum indicator value of 25% is obtained when the total number of crashes reaches 150 crashes on the same 0.10-mile segment over a 3-year period.



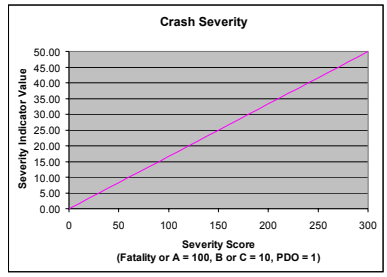
$$IV_{Freq} = \left[\frac{LOG(TotalCrashes + 1)}{LOG(150 + 1)}\right](25)$$

The crash rate indicator, **IV_{Rate}**, is a value between 0 and 25, also determined by using a logarithmic distribution based on the following crash rate calculations. Again, the maximum indicator value of 25% is obtained when the crash rate reaches seven crashes per million entering vehicles.



$$IV_{Rate} = \left[\frac{LOG\left(\left(\frac{(TotalCrashes)(1{,}000{,}000)}{(3yr)(365days)(ADT)} \right) + 1 \right)}{LOG(7+1)} \right] (25)$$

The crash severity indicator, **$IV_{Severity}$**, is a value between 0 and 50, which is determined by using a linear distribution from the calculation below. The formula considers severity values between 0 and 300 only, therefore severity products above 300 are assigned the maximum value, to match the maximum indicator value of 50%.



$$IV_{Severity} = \left[\frac{100(FATAL + INJ_A) + (10)(INJ_B + INJ_C) + (PDO)}{(300)} \right] (50)$$

Where:

FATAL = The number of fatalities;

INJ_A = the number of severe injuries (Class A);

INJ_B = the number of moderate injuries (Class B);

INJ_c = the number of minor injuries (Class C);

PDO = the number of "property damage only" crashes.

The SPIS value is the sum of the above indicator values (IV_{Freq}+IV_{Rate}+$IV_{Severity}$) for 0.10 mile (0.16 km) sections of urban and rural roads, shifted by 0.01 mile for each new section.

SPIS Report Formats

In 2001, the SPIS Reports were reformatted to enhance usability. The following changes were incorporated:

- SPIS sites have been "grouped" and are reported as such. A "group" is defined as consecutive SPIS sites that are less than 0.01 miles from the ending milepoint (EMP) of one site to the beginning milepoint (BMP) of the next SPIS site. Groups were defined for the Top 10% and for All Sites. Investigation reports can be reported for "group" rather than individual site. Complete SPIS lists are still available.
- City street, state highways, other connections are listed for the BMP of any SPIS site.
- City and county jurisdiction were added for each SPIS Site.
- Route Number (OR-22, I-5 etc.) were added for each SPIS site.
- Percentile reported for the each 5% increment of the top 25%.
- An Access database available to Region staff that allows for custom queries by highway, milepoint, and Region.

In 2002, two minor enhancements were made to the SPIS Reports:

- The code for the mileage type was added to most report. This allows for easy identification of any "Z" mileage locations.
- The 2002 SIP Segment Rating for the section the SPIS site is located within was determined and included.

Oregon Department of Transportation — Region 2

2002, Top 10% SPIS Groups - By Highway, Prefix, Milepoint

Rte	Pfx	Mlg	BMP	EMP	Lgth	ADT*	Crsh*	Fatal*	City	County	Connection in Group*	SPIS *	SIP *
1 PACIFIC													
I-5	0		184.91	185.09	0.18	42,300	7	1		Lane		49.22	3
I-5	0		248.91	249.09	0.18	54,800	8	0		Marion	CONN. NO. 3 M.P. 3C248.94	51.29	3
9 OREGON COAST													
US-101	0		20.96	21.14	0.18	15,700	22	0	Seaside	Clatsop	OCEAN WAY	75.53	4
US-101	0		65.21	65.32	0.11	17,800	26	0	Tillamook	Tillamook		46.29	1
US-101	0		114.12	114.26	0.14	22,000	27	0	Lincoln City	Lincoln	17TH ST.	58.64	3
US-101	0		114.21	114.33	0.12	22,000	18	0	Lincoln City	Lincoln	16TH ST.	49.16	3
US-101	0		115.47	115.63	0.16	23,000	12	0	Lincoln City	Lincoln	[illegible]	47.44	4

Field	Definition	Source
Hwy	Internal ODOT Highway Number	ITIS Database
Hwy Name	Internal ODOT Highway Name	ITIS Database
Route	Route Number	Arcview Dataset, data added by Traffic Management
Pfx	Prefix, See Crash Data Code Manual for descriptions	ITIS Database
Mlg	Mileage type	ITIS Database
BMP	Beginning Milepoint of SPIS site	ITIS Database
EMP	Ending Milepoint of SPIS site	ITIS Database
Lgth	Length, for SPIS Groups, the distance from the BMP to the EMP	Calculated
99ADT	Average Daily Traffic in 1999. For SPIS groups, the maximum value in the group is reported	ITIS Database
Crsh	Total number of crashes in three year period in 0.10 mile. For SPIS groups, the maximum value in the group is reported	Crash Database
Fatal	Total number of fatalities in three year period in 0.10 mile. For SPIS groups, the maximum value in the group is reported	Crash Database
Cul	Describes roadway environment, can be urban (U) or rural (R)	ITIS Database
City	If BMP of SPIS site is within city limits, city name is reported	Arcview Dataset, data added by Traffic Management
Percentile	The percentile of the SPIS site, relative to the entire list	Calculated

County	If BMP of SPIS site is within county limits, county name is reported	Arcview Dataset, data added by Traffic Management
SPIS	Composite score based on rate, frequency, and severity of crashes. For SPIS groups, the maximum value in the group is reported	SPIS program
Connection	Name of connection at BMP. Not all connections are reported. For SPIS groups, the maximum alphabetical value in the group is reported	ITIS Database, added by Traffic Management
SIP	The Safety Investment Program (SIP) Segment Rating of the segment that the SPIS site is located in. Varies from 1-5, with 5 having 10 or more fatal / injury A crashes in a three year period.	SIP database

SPIS Analysis

Each year, the Traffic Management Section generates regional reports of the top 10% ranked SPIS sites for review by the five Region Traffic Managers. The Region staff evaluates the sites on this "Top 10%" list and considers the safety problems which may be contributing to the crash history at these locations. If a correctable problem is identified, benefit/cost analysis is performed on viable options and appropriate projects are initiated. Regions report the results of these site evaluations, including potential causes and possible corrections, to the State Traffic Engineer. While the SPIS reports are computer-generated by the Traffic Management Section, the rest of the process is manual and is primarily performed by Regional personnel.

An Accident Summary Database is also created annually for use by region and consultant staff in evaluating sections of highway. The interface allows the user to enter a section of state highway, from milepost 'x' to milepost 'y'. The database then yields information for that section of highway regarding number and type of accidents, highest and lowest SPIS values, and traffic volume information.

Annual Process for SPIS Reports

- *April* The Crash Data Unit of the Transportation Data Section collects, compiles, and enters crash data into a database. This data is accessed by the Information Services Branch (ISB) and placed on the production server for use by the Traffic Management Section.
- *May* The Highway Safety Engineering Coordinator runs the Manage SPIS application, created by ISB, to compile the data on the production server. Once the necessary information has been compiled, the Highway Safety Engineering Coordinator produces the resulting reports for posting to the Intranet, and creates GIS points for the STIP-SIP map and the current Accident Summary Database. The Highway Safety Engineering Coordinator also has the ability to perform variable length analysis of SPIS values on state highway sections.
- *July* The Highway Safety Engineering Coordinator checks the SPIS reports, Accident Summary Database, and other elements for accuracy. The final reports are posted to the Intranet for use by the region traffic personnel in

investigating the SPIS sites. The new version of the Accident Summary Database is distributed to the holders of the old databases as well as any other transportation professionals that request the data. The GIS points are forwarded to the GIS Coordinator in the Transportation Inventory/Mapping Unit of the Transportation Data Section.

- *July-December* The Region Traffic Managers and staff review the Intranet reports and investigate the SPIS sites and associated crash data (using the Accident Summary Database, and other references) indicated for their area. Their goal is to determine the possible cause(s) of the listed crashes and estimate what, if any, fixes might reduce the crash potential at each site. If a correctable problem is identified, benefit/cost analysis is performed on viable options and appropriate projects are initiated. This information is entered into the "Top 10% Investigation" spreadsheet for submittal to the Traffic Management Section. Regions report the results of these site evaluations, including potential causes and possible corrections, to the State Traffic Engineer. These completed reports are due in the first quarter of the following year.

Contact Information

If you have any questions regarding the SPIS or the elements and tools involved, please contact:

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Oregon Department of Transportation

2001, Top 10% SPIS Groups - By Highway, Prefix, Milepoint

Region 2

Route	Pfx	BMP	EMP	Lgth	99ADT*	Crsh*	Fatal*	Cul*	City	County	Connection in Group*	SPIS *
1 PACIFIC												
I-5	0	184.91	185.09	0.18	42,000	6	2	R		Lane		46.67
15 MCKENZIE												
OR-126B	0	0.69	0.82	0.13	27,700	14	2	R		Lane		59.39
OR-126B	0	3.37	3.49	0.12	21,500	26	0	U	Springfield	Lane		47.7
OR-126B	0	3.65	3.82	0.17	21,100	19	0	U	Springfield	Lane	S. 32ND ST.	55.31
OR-126B	0	4.52	4.71	0.19	22,100	49	0	U	Springfield	Lane	HWY. 222 (42ND ST.)	82.8
OR-126B	0	4.65	4.83	0.18	20,500	12	1	U	Springfield	Lane	43RD ST.	60.43
OR-126B	0	5.66	5.92	0.26	16,200	25	0	U	Springfield	Lane	S. 52ND ST.	76.81
OR-126B	0	6.34	6.52	0.18	28,900	44	0	U	Springfield	Lane	S. 58TH ST.	65.28
OR-126	0	23.41	23.59	0.18	5,000	4	0	R		Lane	MOUNTAIN VIEW LANE	48.28
OR-126	0	35.91	36.09	0.18	3,600	3	1	R		Lane		48.71
18 WILLAMETTE												
OR-58	0	24.91	25.01	0.10	5,800	5	1	R		Lane		49.74
OR-58	0	60.81	60.99	0.18	2,600	4	1	R		Lane		53.74
69 BELTLINE												
	0	3.01	3.19	0.18	20,600	12	0	U	Eugene	Lane	WEST 11TH AVE.	61.91
	0	4.52	4.7	0.18	21,500	19	1	U	Eugene	Lane	ROYAL AVE.	72.84
	0	5.57	5.69	0.12	21,500	14	0	U	Eugene	Lane		46.97
	0	8.64	8.75	0.11	68,200	30	0	U	Eugene	Lane	CONN. NO. 2 M.P. 2C8.66	47.17
	0	9.98	10.18	0.20	78,900	61	1	U	Eugene	Lane	CONN. NO. 3 M.P. 3C10.08	73.13
	0	10.16	10.25	0.09	53,600	15	1	U	Eugene	Lane		49.05
	0	12.9	13	0.10	29,900	39	0	U	Springfield	Lane		77.81
91 PACIFIC HIGHWAY WEST												
OR-99	-	122.12	122.27	0.15	20,200	19	0	U	Eugene	Lane		49.55
OR-99	-	122.32	122.43	0.11	29,000	32	0	U	Eugene	Lane	GRANT ST.	49.14
OR-99	-	122.38	122.48	0.10	29,000	33	0	U	Eugene	Lane		48.14
OR-99	-	122.62	122.79	0.17	30,700	21	0	U	Eugene	Lane	TAYLOR ST.	54.75
OR-99W	0	109.2	109.33	0.13	15,000	28	0	U	Junction City	Lane		47.57
OR-99	0	117.8	117.92	0.12	21,900	16	0	R		Lane	LEG, TO CLEAR LAKE RD.	46.93
OR-99	0	117.91	118.09	0.18	25,600	6	0	R		Lane		50.53
OR-99	0	118.37	118.5	0.13	25,600	21	1	R		Lane		54.12
OR-99	0	120.11	120.29	0.18	24,300	22	1	U	Eugene	Lane		64.03
OR-99	0	120.51	120.69	0.18	25,200	29	0	U	Eugene	Lane	RICHARD LANE	52.92
OR-99	0	121.06	121.23	0.17	29,000	41	0	U	Eugene	Lane	ROOSEVELT BLVD.	60.01
OR-99	0	122.17	122.35	0.18	26,500	25	0	U	Eugene	Lane	GARFIELD ST.	57.87
OR-99	0	122.39	122.5	0.11	31,400	36	0	U	Eugene	Lane	GRANT ST.	50.61
OR-99	0	123.06	123.19	0.13	33,200	41	0	U	Eugene	Lane	BLAIR BLVD.	60.04
OR-99	0	123.14	123.24	0.10	33,200	32	0	U	Eugene	Lane	MONROE ST.	59.85
OR-99	0	123.2	123.46	0.26	33,200	60	0	U	Eugene	Lane	MADISON ST.	82.2
OR-99	0	123.59	123.7	0.11	25,900	30	0	R	Eugene	Lane	CHARNELTON ST.	50.29
OR-99	0	123.82	123.92	0.10	28,600	19	0	R	Eugene	Lane	OAK ST.	49.29

Pfx: (0) 2-way, add dir; (-) Couplet, non-add dir; (9) Spur; (R) Spur, Couplet, non-add dir; (8) Temporary

* Max (num or alpha) in SPIS group

Route	Pfx	BMP	EMP	Lgth	99ADT*	Crsh*	Fatal*	Cul*	City	County	Connection in Group*	SPIS *
OR-99	0	123.9	124	0.10	28,600	30	0	R	Eugene	Lane	PEARL ST.	66.33
OR-99	0	124.22	124.32	0.10	43,200	9	1	R	Eugene	Lane		51.07
OR-99	0	124.29	124.47	0.18	43,200	24	2	R	Eugene	Lane	PATTERSON ST.	69.31
OR-99	0	124.64	124.82	0.18	29,600	13	1	R	Eugene	Lane	11TH AVE E.	58.37
OR-99	0	124.97	125.15	0.18	31,000	18	0	R	Eugene	Lane	AGATE ST.	52.12
OR-99	0	125.39	125.52	0.13	28,500	21	0	R	Eugene	Lane	ORCHARD ST.	52.09
227 EUGENE-SPRINGFIELD												
I-105	0	0	0.17	0.17	23,600	127	0	U	Eugene	Lane	LEG, FROM HWY. 001W(09	95.55
I-105	0	4.26	4.37	0.11	61,000	20	0	U	Springfield	Lane		47.15
228 SPRINGFIELD												
	0	0.55	0.73	0.18	10,900	13	1	U	Springfield	Lane	LEG, TO CENTENNIAL BLV	71.92

Pfx: (0) 2-way, add dir; (-) Couplet, non-add dir; (9) Spur; (R) Spur, Couplet, non-add dir; (8) Temporary

* Max (num or alpha) in SPIS group

Table C-2. Lane County 1999 – 2001 SPIS List[1]

Rd-Id	Name	BMP	EMP	SPIS	Yrs	FC	ADT	Acc#	Fatal	Inj_A	Inj_B	Inj_C	Pdo
3485-00	NORATON RD	2.16	2.35	57.5	3	4	490	2	1	1	0	0	0
6225-00	PLACE RD	0.90	1.03	56.6	3	3	1150	3	0	2	0	1	0
4024-00	WARTHEN RD	2.25	2.39	50.2	3	2	1150	2	2	0	0	0	0
2750-00	RAISOR RD	0.00	0.14	45.1	3	1	100	1	1	0	0	0	0
5084-00	UPPER NO FORK RD	3.99	4.18	45.1	3	1	130	1	1	0	0	0	0
5210-00	TEN MILE RD	2.90	3.10	45.1	3	2	80	1	1	0	0	0	0
1930-00	CAMP CR RD	2.13	2.30	44.2	3	4	3250	2	1	1	0	0	0
3270-00	GREEN HILL RD	8.21	8.31	43.0	3	1	700	3	1	0	0	0	2
2130-00	CAMAS SWALE RD	3.74	3.84	41.8	3	4	800	3	0	1	0	0	2
5020-00	STAGECOACH RD	8.38	8.58	40.3	3	2	210	1	1	0	0	0	0
1884-00	MATHEWS RD	1.18	1.35	39.0	3	1	240	1	1	0	0	0	0
3270-00	GREEN HILL RD	8.22	8.41	37.7	3	1	700	2	1	0	0	0	1
1930-00	CAMP CR RD	5.40	5.54	37.5	3	4	1300	3	0	1	0	0	2
3268-00	IRVING RD	1.47	1.60	36.8	3	8	5700	6	0	1	0	1	4
1850-00	30TH AVE	0.24	0.40	36.5	3	8	11100	7	0	1	1	1	4
1900-00	MARCOLA RD	10.92	11.03	36.1	3	4	2400	3	1	0	0	2	0
4260-00	ERICKSON RD	0.21	0.41	35.3	3	2	360	1	1	0	0	0	0
3268-00	IRVING RD	1.51	1.64	35.1	3	8	7750	6	0	1	0	1	4
1850-00	30TH AVE	0.22	0.41	35.0	3	8	11100	6	0	1	1	1	3
3268-00	IRVING RD	1.46	1.56	34.8	3	8	5700	5	0	1	0	1	3
3100-00	RIVER RD	7.28	7.44	33.8	3	4	7000	5	0	1	0	1	3
1900-00	MARCOLA RD	10.85	11.01	33.4	3	4	3800	3	1	0	0	2	0
3268-00	IRVING RD	1.55	1.65	33.3	3	8	7750	5	0	1	0	1	3
1884-00	MATHEWS RD	1.15	1.25	31.9	3	1	550	1	1	0	0	0	0
3100-00	RIVER RD	7.27	7.46	31.7	3	4	7000	4	0	1	0	1	2
1773-00	20TH ST	0.00	0.12	31.4	3	6	430	3	0	0	0	0	3
3268-00	IRVING RD	1.56	1.66	31.3	3	8	7750	4	0	1	0	1	2
6280-00	WHEELER RD	1.82	2.02	31.2	3	1	600	1	1	0	0	0	0
1956-00	HILL RD	2.50	2.70	30.7	3	2	650	1	1	0	0	0	0
4390-00	SIUSLAW RD	42.72	42.92	30.2	3	3	700	1	1	0	0	0	0
1773-00	20TH ST	0.03	0.16	30.1	3	6	490	3	0	0	0	0	3
3700-00	CLEAR LAKE RD	1.80	1.90	29.6	3	4	6600	3	0	1	0	1	1
1710-00	N. GAME FARM RD	0.80	0.99	29.1	3	7	7550	3	0	1	0	1	1
1900-00	MARCOLA RD	10.84	10.94	28.5	3	4	3800	2	1	0	0	1	0
1898-00	ELDON SCHAFER DR	0.00	0.12	28.0	3	1	1500	4	0	0	0	3	1

[1] Shaded rows represent top 10% of SPIS sites.

Rd-Id	Name	BMP	EMP	SPIS	Yrs	FC	ADT	Acc#	Fatal	Inj_A	Inj_B	Inj_C	Pdo
2410-00	SEARS RD	0.70	0.90	27.9	3	2	1000	1	1	0	0	0	0
3100-00	RIVER RD	3.91	4.02	27.1	3	4	5800	2	1	0	1	0	0
4024-00	WARTHEN RD	2.19	2.45	27.1	3	2	1150	1	1	0	0	0	0
4234-00	CROW RD	7.77	7.97	26.5	3	4	1300	1	1	0	0	0	0
6220-00	JASPER-LOWELL RD	3.41	3.60	26.5	3	4	1300	1	1	0	0	0	0
1500-00	COBURG RD	11.40	11.60	25.5	3	4	1600	1	1	0	0	0	0
3862-00	LAWRENCE RD	0.87	1.07	24.4	3	3	2150	1	1	0	0	0	0
1360-00	HORN LN	0.16	0.36	24.1	3	7	2300	1	1	0	0	0	0
3100-00	RIVER RD	8.50	8.63	23.6	3	9	17500	9	0	0	2	2	5
1930-00	CAMP CR RD	0.56	0.76	23.1	3	4	3250	1	1	0	0	0	0
1930-00	CAMP CR RD	2.21	2.33	23.1	3	4	3250	1	1	0	0	0	0
3100-00	RIVER RD	8.54	8.64	23.0	3	9	20550	9	0	0	2	2	5
3470-30	PRAIRIE RD	4.54	4.73	23.0	3	3	3400	1	1	0	0	0	0
1898-00	ELDON SCHAFER DR	0.03	0.14	22.9	3	1	1500	3	0	0	0	2	1
1900-00	MARCOLA RD	11.27	11.37	22.8	3	4	2400	4	0	0	1	1	2
1900-00	MARCOLA RD	10.83	10.93	22.7	3	4	3800	1	1	0	0	0	0
1881-00	SEAVEY LP RD	1.09	1.20	22.5	3	2	1300	3	0	0	0	1	2
2218-00	S. 06TH ST	1.55	1.66	22.4	3	8	2550	4	0	0	1	1	2
3100-00	RIVER RD	8.55	8.65	21.9	3	9	20550	8	0	0	2	2	4
1528-00	GAME FARM RD	0.00	0.10	21.9	3	7	10050	6	0	0	2	2	2
3100-00	RIVER RD	3.93	4.10	21.9	3	4	5800	1	1	0	0	0	0
1898-00	ELDON SCHAFER DR	0.05	0.15	21.4	3	1	1500	3	0	0	0	1	2
3100-00	RIVER RD	8.49	8.59	21.3	3	9	17500	7	0	0	2	2	3
3700-00	CLEAR LAKE RD	1.70	1.80	20.9	3	4	6200	5	0	0	1	2	2
2218-00	S. 06TH ST	1.57	1.73	19.2	3	8	2550	3	0	0	1	1	1
1900-00	MARCOLA RD	1.89	7.72	19.0	3	4	5850	4	0	0	1	2	1
1528-00	GAME FARM RD	0.01	0.11	18.8	3	7	10050	5	0	0	1	2	2
1635-00	HAYDEN BR WAY	0.37	0.53	18.3	3	8	11600	5	0	0	1	2	2
1900-00	MARCOLA RD	11.26	11.44	18.1	3	4	2400	3	0	0	1	0	2
3100-00	RIVER RD	8.56	8.68	18.0	3	9	20550	6	0	0	2	1	3
1825-00	FRANKLIN BLVD (E)	0.31	0.48	17.8	3	7	3250	3	0	0	1	1	1
2218-00	S. 06TH ST	1.54	1.64	17.7	3	8	2550	3	0	0	1	0	2
1900-00	MARCOLA RD	1.87	1.98	17.0	3	4	9700	4	0	0	1	2	1
3210-00	NW EXPRESSWAY	3.48	3.62	16.7	3	8	7000	4	0	0	1	1	2
1635-00	HAYDEN BR WAY	0.36	0.46	16.5	3	8	11600	4	0	0	1	2	1
1900-00	MARCOLA RD	7.63	7.73	16.2	3	4	4400	3	0	0	1	1	1
3195-00	IRVINGTON DR	1.38	1.48	15.9	3	8	3500	3	0	0	1	0	2
2400-00	ROW RIVER RD	2.08	2.18	15.7	3	4	5000	3	0	0	1	1	1

Rd-Id	Name	BMP	EMP	SPIS	Yrs	FC	ADT	Acc#	Fatal	Inj_A	Inj_B	Inj_C	Pdo
3100-00	RIVER RD	8.48	9.11	15.5	3	9	17500	5	0	0	1	1	3
1528-00	GAME FARM RD	0.02	0.29	15.4	3	7	10050	4	0	0	1	1	2
3268-00	IRVING RD	1.94	2.04	15.3	3	8	7750	5	0	0	0	0	5
1635-00	HAYDEN BR WAY	0.08	0.17	15.3	3	8	19350	5	0	0	0	2	3
3700-00	CLEAR LAKE RD	1.69	1.79	14.8	3	4	6200	3	0	0	1	1	1
3210-00	NW EXPRESSWAY	3.43	3.57	14.7	3	8	12700	4	0	0	1	1	2
1900-00	MARCOLA RD	7.53	7.63	14.7	3	4	4400	3	0	0	1	0	2
3268-00	IRVING RD	0.84	0.97	14.2	3	8	7400	3	0	0	0	2	1
3100-00	RIVER RD	9.02	9.12	13.9	3	9	18400	4	0	0	1	1	2
1900-00	MARCOLA RD	1.84	1.96	13.4	3	4	9700	3	0	0	1	1	1
1635-00	HAYDEN BR WAY	0.05	0.16	13.3	3	8	24900	4	0	0	0	2	2
3268-00	IRVING RD	1.93	2.03	13.3	3	8	7750	4	0	0	0	0	4
3700-00	CLEAR LAKE RD	1.71	0.12	13.3	3	4	6200	3	0	0	0	1	2
1210-00	NW EXPRESSWAY	3.09	3.22	13.1	3	8	10700	3	0	0	1	1	1
3700-00	CLEAR LAKE RD	1.75	1.89	13.1	3	4	6600	3	0	0	0	1	2
1635-00	HAYDEN BR WAY	0.44	0.55	13.0	3	8	11600	3	0	0	1	1	1
3100-00	RIVER RD	8.98	9.08	12.4	3	9	18400	4	0	0	0	1	3
1635-00	HAYDEN BR WAY	0.09	0.20	12.3	3	8	19350	4	0	0	0	1	3
3100-00	RIVER RD	9.03	9.13	12.1	3	9	18400	3	0	0	1	1	1
1528-00	GAME FARM RD	0.20	0.51	11.8	3	7	10050	3	0	0	0	1	2
1635-00	HAYDEN BR WAY	0.00	0.11	11.7	3	8	26550	4	0	0	0	1	3
3100-00	RIVER RD	9.04	9.15	11.7	3	9	24800	3	0	0	1	1	1
1635-00	HAYDEN BR WAY	0.04	0.14	11.7	3	8	24900	3	0	0	0	2	1
3100-00	RIVER RD	7.92	9.03	11.6	3	9	11050	3	0	0	0	1	2
1635-00	HAYDEN BR WAY	0.11	0.27	10.5	3	8	19350	3	0	0	0	1	2
1635-00	HAYDEN BR WAY	0.02	0.12	10.1	3	8	26550	3	0	0	0	1	2
3100-00	RIVER RD	8.95	9.07	9.1	3	9	18400	3	0	0	0	0	3

Table C-3. City of Eugene 1999 – 2001 Accident Sites Averaging More Than 10 Collisions per Year

Intersection	Collisions			
	1999	2000	2001	1999 – 2001 Average
7th - Jefferson	41	25	35	33.7
7th - Washington	42	28	18	29.3
11th - Bailey Hill Road	22	35	29	28.7
River Rd - River Av / Silver	19	36	26	27.0
Coburg - Centennial	20	11	31	20.7
Hwy 99N - Roosevelt	21	17	22	20.0
River Road - Division/Ruby	10	19	24	17.7
Coburg - Oakway	10	15	24	16.3
Willamette - 29th	15	15	19	16.3
18th - Chambers	10	20	18	16.0
River Road - Santa Clara	16	13	16	15.0
Coburg - Oakmont	14	17	14	15.0
Coburg - Willakenzie	10	15	20	15.0
River Road - Beltline Ramps	21	8	13	14.0
11th - Seneca	16	10	13	13.0
7th - Garfield	13	8	17	12.7
Coburg - Beltline Ramps	16	7	15	12.7
7th - Chambers	17	11	10	12.7
6th - Chambers	18	6	13	12.3
Hwy 99N - Royal	13	8	16	12.3
11th - Chambers	13	14	6	11.0
11th - Oak Patch	7	16	8	10.3
11th - City View	8	15	7	10.0

Table C-4. City of Springfield 1999 – 2003 Accident Sites with 10 or More Overall Collisions

# of Collisions	Intersection
30	42nd St/Main St
28	5th St/Q St
22	Gateway St/Beltline Rd E
22	Gateway St/Kruse Wy
19	52nd St/ORE 126
19	58th St/Main St
18	28th St/Main St
16	Pioneer Pkwy W/Q St
14	Game Farm Rd S/Harlow Rd
11	Gateway St/Gateway Lp
11	Gateway St/Harlow Rd
11	Gateway St/Postal Wy
11	ORE 126/Main St
10	41st St/Main St
10	Mohawk Blvd/ORE 126 WB
10	Mohawk Blvd/Olympic St
10	Pioneer Pkwy E/OR 126