Final Report for the

City of West Linn Transportation System Plan

Prepared by

DKS *Associates*

TRANSPORTATION SOLUTIONS

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Technical Appendix

(Included in a separate volume)

CHAPTER

1 Executive Summary

Introduction

In 2000, the City of West Linn adopted their first Transportation System Plan (TSP). Since that time, there has been significant growth in West Linn and its surrounding communities, and a few key changes to state highway facility plans in the area. The primary purpose of this update is to address these changes, with focus on:

- Addressing how regional traffic diversion on Interstate 205 affects city street circulation and related access to the Willamette neighborhood area.
- Incorporating Highway 43 Concept Design Plan to serve long-term transportation needs for all travel modes.
- Confirm that the plan is consist with latest Statewide Plans and Policies.
- Ensuring that the high priority system improvements can be funded through existing transportation programs.

This plan fulfills the Transportation Planning Rule (TPR) requirements for comprehensive transportation planning in the cities of Oregon, and presents the investments and priorities for the Pedestrian, Bicycle, Transit, and Motor Vehicle systems along with new transportation programs to correct existing shortfalls and enhance critical services.

For each travel mode, a **Master Plan** project map and list are identified to support the City's transportation goals and policies. Projects that can be funded over the next 20 years are referred to as **Action Plans**.

The TSP provides specific information regarding transportation needs to guide future transportation investment in the City and determine how land use and transportation decisions can be brought together beneficially for the City and is based on needs required to meet transportation demand based on 2030 future needs. This executive summary provides the goals and policies, modal plans and financing summaries. For a more detailed analysis, refer to the remaining chapters for more in-depth information.

Plan Process and Committees

The West Linn TSP update was developed in close coordination with city staff and key representatives from the surrounding communities. Three formal committees participated in the plan development:

- Technical Advisory Committee (TAC) – Agency staff from Oregon Department of Transportation, Metro, TriMet and the City of West Linn participated in reviewing the technical methods and findings of the study. The focus of this group was on consistency with the plans and past decisions in adjoining jurisdictions, and consensus on new recommendations.
- Transportation Advisory Board (TAB) – Residents of West Linn that serve on the Board reviewed preliminary findings and provided input for draft chapters of the document during monthly meetings.
- Tenth Street Task Force – The City Council appointed a citizen member committee to focus on circulation and travel safety issues along the 10th Street exit of I-205. A series of meetings were held with the Task Force to report interim study findings and any outstanding policy issues that required their direction. The meetings were open to participation by the general public.

The committees met regularly through the plan development process to review interim work products, assist in developing and ranking transportation solutions, and to refine master plan elements to ensure consistency with community goals.

The West Linn Transportation System Plan process included the following steps:

- Update Goals and Policies
- Inventory/Data Collection to a year 2007 baseline
- Evaluate Existing Conditions and Future Travel Needs Through Forecasting
- Update Needs by Travel Mode and Consider Alternatives
- Refine Improvement Lists to Mitigate Deficiencies by Mode For 2030 Conditions
- Update Planning and Cost Estimates of Improvements
- Identify Financing Sources
- Draft TSP

As with the 2000 TSP, this TSP's planning objective was to optimize each of these modes of transportation within West Linn with the 2030 forecasted travel demand. The following sections summarize the findings of the Transportation System Plan studies.

Public Involvement

Two public open house events were held to present findings, and to gather feedback from the community. The first meeting was held on September 20, 2007 to discuss the overall project process, and to present how safe and effective the system operates today. A final Public Open House was held October 15, 2008, which reviewed the findings and conclusions of the Transportation System Plan update.

Goals and Policies

The City's Comprehensive Plan lays out a general policy framework regarding transportation services, as well as policies for streets, bicycles, pedestrians, transit, water, freight, and transportation demand management. The goals and policies of this TSP include recommended updates to the Comprehensive Plan, as presented in Chapter 2. These goals and policies were applied in the development of this Transportation System Plan to formulate strategies and implementing measures for each of the travel modes applied in the City of West Linn. The intent of the updated policies was to simplify and/or clarify statements from the 2000 TSP and Comprehensive Plan and to respond to more recent policies that were adopted by the State of Oregon and ODOT.

Some specific areas that new or updated goals and policies are recommended include:

Overview Goals

- Transportation System Connectivity — Language is proposed that would seek consistency with Metro street and walkway spacing standards.

General Policies

- Development impacts — Language is proposed that would support developments mitigating their traffic impacts, making frontage improvements, contributing towards onsite and offsite improvements, and preparing traffic impact analyses as needed

Street Policies

- Street design — Clarified to be related not only to the intended use but also the functional class
- Improvement priorities — Areas for specific priority would include improvements for pedestrian and transit riders, high accident locations, street maintenance, neighborhood traffic calming, bicyclists, and travel lane widths.

Pedestrian Policies

- Spacing of routes — Language is proposed that would seek to eliminate gaps in the existing network and use a preferred spacing of no more than 330 feet between pedestrian network elements. Clarified to be related not only to the intended use but also the functional class
- Funding sources — Language is proposed that supports coordination with other agencies to obtain funding for pedestrian improvements.
- Pedestrian safety – Language is proposed that ensures that pedestrian improvements meet agency standards and that existing locations are retrofitted with ramps.
- Walkway standard review – The policy would be expanded to periodically review that local standards are consistent with regional, state and federal standards.

Transit Policies

- Coordination — Language is proposed that supports coordination with TriMet to support transit amenities and increasing ridership, as well as providing support to special needs riders.
- Accessibility – Language is proposed that would increase accessibility of the transit system to potential riders through a variety of means.

Transportation Demand Management (TDM)

- Employer TDM measures – Clarification is recommended that would not only encourage employers to implement TDM measures as a means of reducing commuter traffic, but also in order to meet regional air quality and vehicle miles traveled (vmt) reductions.

Transportation Plans

The existing system network for each mode (pedestrian, bicycle, motor vehicle, truck and other modes) was updated from the 2000 TSP to reflect completed projects since the original plan was completed. A Master Plan (long term project goals that meet planning requirements) and an Action Plan (projects that are reasonably expected to be funded) were compiled for each transportation mode. These plans are designed to comply with relevant State and adjoining jurisdictions planning documents. The overall findings and conclusions for each travel mode are summarized in the following sections. For full descriptions of the analysis, process, and projects, please refer to individual mode chapters: Chapter 5 – Pedestrian, Chapter 6 – Bicycle, Chapter 7 – Transit, and Chapter 8 – Motor Vehicles.

Pedestrians

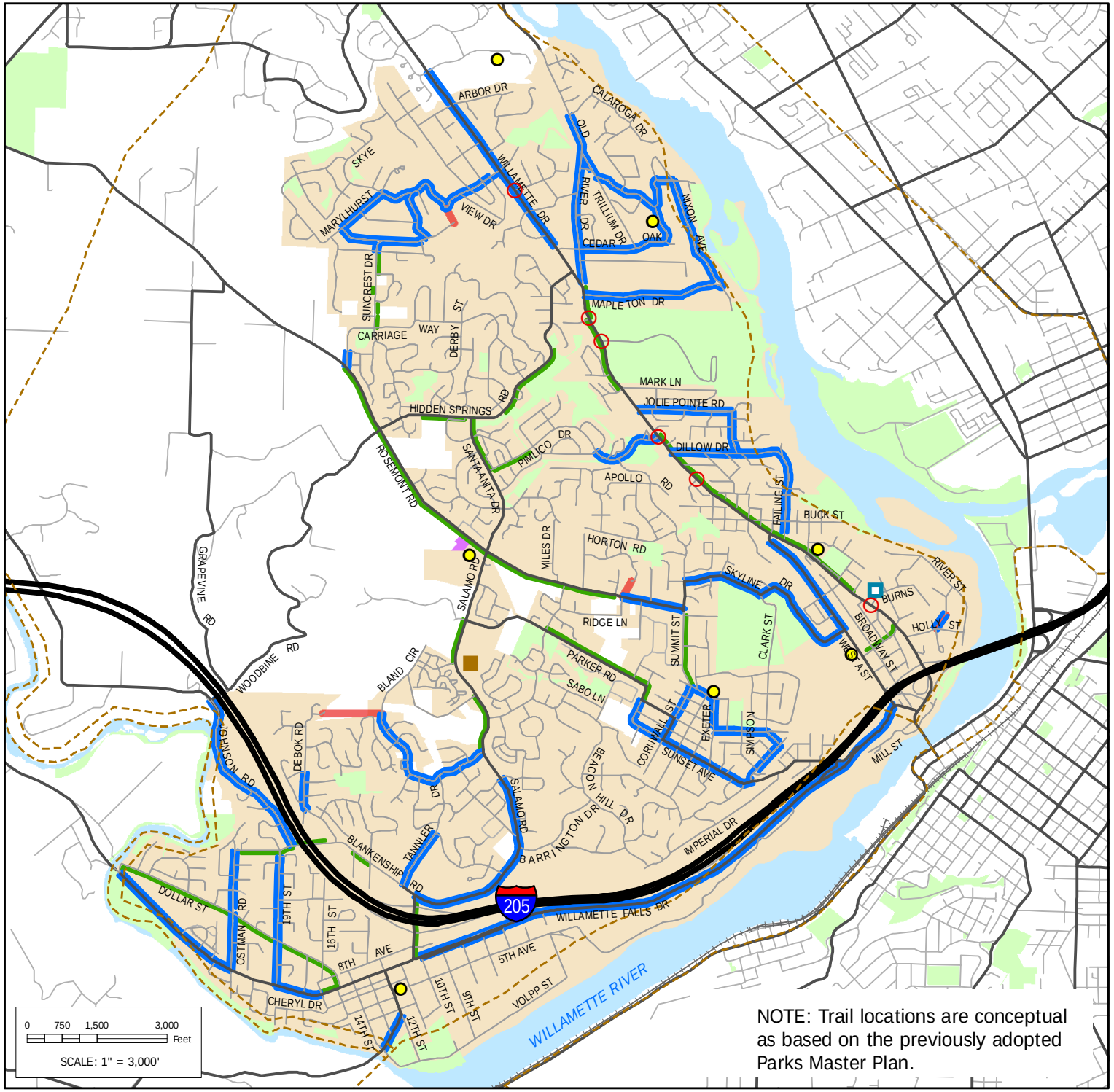
An inventory was conducted on collector and arterial streets in West Linn to identify where new or in-fill pedestrian facilities would be most valuable. While sidewalks generally exist along the major corridors (Highway 43, Salamo Road, Rosemont Road, and Willamette Falls Drive), gaps in the system exist. Key issues included an incomplete arterial/collector sidewalk system, reviewing crossing spacing to determine where additional locations are needed, and identifying walkway/crossing needs in conjunction with routes to major transit stops.

The Pedestrian Master Plan was created that cost $20.4 million to add facilities to meet all these needs. The project locations are illustrated in Figure 5-1, which is duplicated following this section. Of these, several projects were determined to be high priority, based on input received during the public involvement process. The highest valued pedestrian improvements were determined to be located along Highway 43 (as included with the Highway 43 Concept Plan) and were selected for the Action Plan as listed in Table 1-1. Refer to Table 5-2 for a complete list of the Pedestrian Master Plan projects.

Table 1-1: Pedestrian Action Plan (Costs included in Highway 43 Concept Plan)

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) $1,000s
2	High	Willamette Drive*	One side of street.	Bolton Street	Failing Street	$0**
3	High	Willamette Drive*	One side of street.	Failing Street	Davenport Street	$0**
4	High	Willamette Drive*	One side of street.	Davenport Street	Caufield Street	$0**
5	High	Willamette Drive*	One side of street.	Caufield Street	Barlow Street	$0**
6	High	Willamette Drive*	One side of street.	Barlow Street	Dillow Drive	$0**
7	High	Willamette Drive*	One side of street.	Dillow Drive	Pimlico Drive	$0**
8	High	Willamette Drive*	One side of street.	Mark Lane	Mapleton Drive	$0**
9	High	Willamette Drive*	One side of street.	Mapleton Drive	100' south of Cedaroak Drive	$0**
10	High	Willamette Drive*	Both sides of street.	Cedaroak Drive	Walling Circle (north)	$0**
11	High	Willamette Drive	Both sides of street.	Fairview Way	Marylhurst Drive	$0**
12	High	Willamette Drive*	Both sides of street.	Walling Circle (north)	Fairview Way	$0**
13	High	Willamette Drive*	Both sides of street.	Marylhurst Drive	Shady Hollow Way	$0**
14	High	Willamette Drive*	Both sides of street.	Shady Hollow Way	North city limits	$0**

**Included in Highway 43 Concept Plan Cost Estimates



West Linn

Transportation System Plan

FIGURE 5-1

PEDESTRIAN PLAN

LEGEND

Pedestrian Projects

- Sidewalk - One Side
- Sidewalk - Both Sides
- Proposed Off-Street Path
- Proposed Crossing
- Off-Street Path
- City Hall
- Schools
- Library
- Parks
- Community Center
- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

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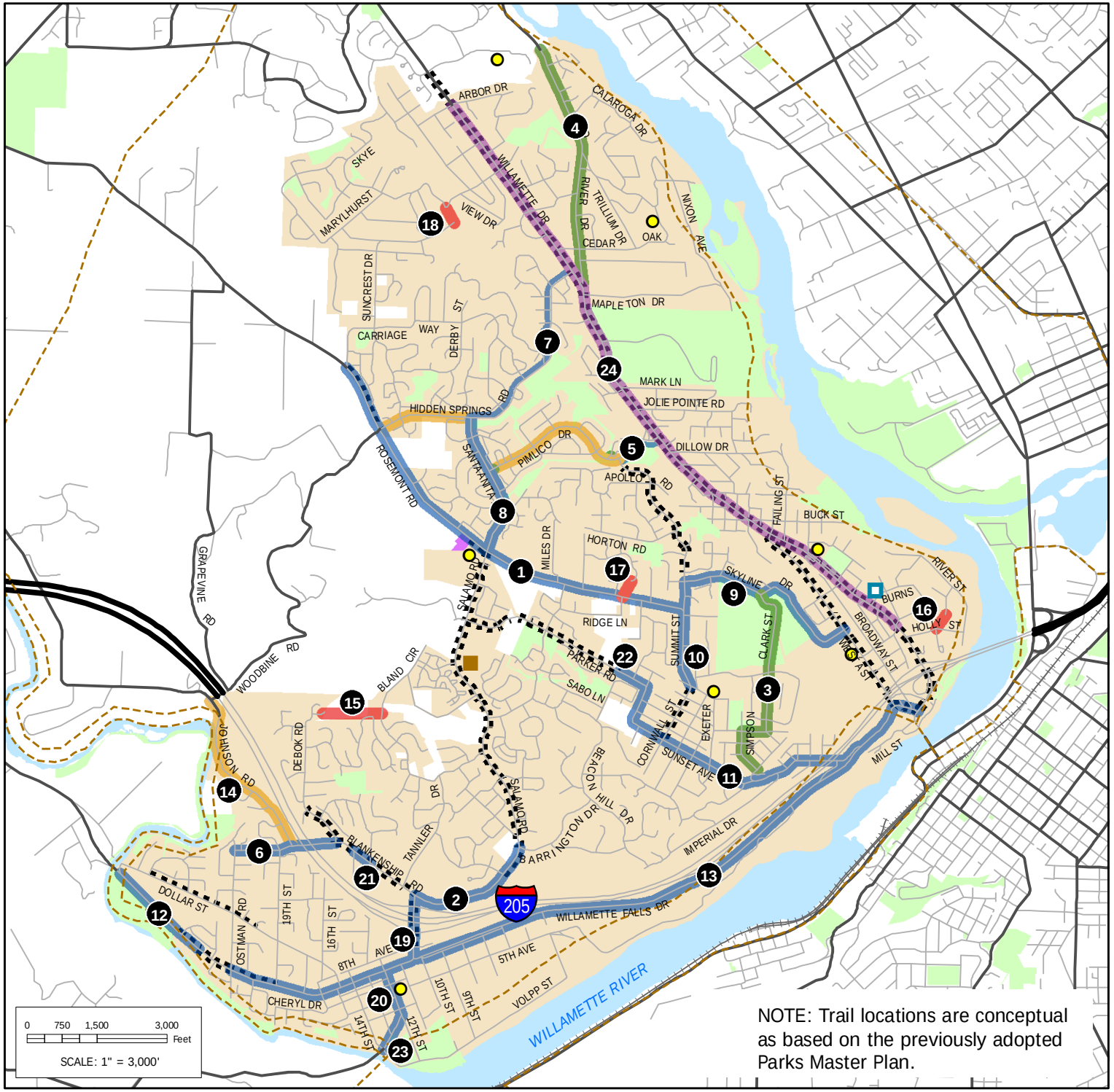
Bicycles

The arterial roadway system in West Linn has basic bike lanes on a few major facilities, but most of the arterial streets have no designated bike facilities. Nearly all collector streets have no bike facilities at all. The only streets in the city with significant bike facilities are Willamette Drive (Highway 43), West A Avenue, and intermittent segments along Summit Street, Parker Road, and Willamette Falls Drive. In many cases, the slope of the roadway limits the feasibility or need for bike lanes on major arterials. Examples include Hidden Springs Road, and the south end of Salamo Road. Issues to address include the overall connectivity of the bicycle system and the lack of a dedicated bicycle system on collector streets (only shared roadways exists).

A Bicycle Master Plan was created that cost $8.9 million to implement in today's dollars. The Master Plan is shown in Figure 6-1, which is duplicated on the next page. Several strategies were identified to address bicycle system needs and to guide project prioritization. This prioritization process helps to focus community investment on those projects that are most effective at meeting important needs, while deferring other projects of lesser need. The highest priority bicycle projects totaled about $1.9 million. These Action Plan projects (Table 1-2) include adding bicycle lanes to existing streets. Refer to Table 6-2 for a complete list of Bicycle Master Plan projects, including expected implementation phasing over the life of the plan.

Table 1-2: Bicycle Action Plan and Cost Estimates

#	Location	Improvement	From	To	Cost $1,000s
1	Rosemont Road*	On-street Bike Lanes	Carriage Way	Summit Street	$1,475
2	Salamo Road*	On-street Bike Lanes	10th Street	Barrington Drive	$405
				Total Cost	**$1,880**



West Linn Transportation System Plan

FIGURE 6-2

BICYCLE PLAN

LEGEND

Bicycle Projects

- Bicycle Lane - Raised
- Bicycle Lane - Standard
- Shoulder Bikeway
- Bicycle Boulevard Treatment
- Proposed Off-Street Path

Note: includes lanes under construction at the time of inventory.

- Project Number
- Off-Street Paths
- Existing Bicycle Facility
- City Hall
- Schools
- Library
- Parks
- Community Center
- Freeway
- Major Roads
- Streets
- Water
- City Limits

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Transit

TriMet currently provides transit service to West Linn and operates two routes in the City. Existing service and amenities such as park and ride locations (only one) and bus shelters are limited. None of the existing stops currently meet TriMet's general ridership threshold (35) for daily boardings and it is likely that the City of West Linn would need to fund future transportation improvements. A recent survey of residents was conducted to determine general opinions and levels of transit use by residents. Key transit needs that were identified include limited accessibility and transit amenities, and difficult connections to regional employment centers.

Four improvement strategies were developed to meet transit needs in West Linn:

1) Provide express routes to regional employment centers
2) Provide bus shelters/improved user amenities
3) Provide additional park and ride lots
4) Provide access to activity and service centers

A $1.3 million transit action plan project list (Table 1-3) was created to identify projects to be funded by the year 2030. A major share of those costs serve as a placeholder for improving local service, pending the outcome of a follow-up transit survey that provides neighborhood data and could be used to determine areas within the City that would benefit from specific improvements.

Table 1-3: Transit Action Plan

Priority	Project	Agency Responsible	Description	Cost ($1,000s)
High	Improve Service Coordination for Route 154	West Linn/TriMet	Coordinate with TriMet to modify the schedule, stop locations, or add a layover to improve connections and service for Route 154	-
High	Transit Expansion Study and Survey	West Linn	Explore the feasibility of local fixed-route transit service including surveys of residents and potential users.	$80
High	Provide Transit Amenities at Major Transit Stops	West Linn/TriMet	Provide shelters, information kiosks, etc along key transit routes in West Linn with land use development. Specific locations (5) to be determined through transit study and survey.	$50
High	Improve Pedestrian Connections to Transit Facilities	West Linn/TriMet	Construct sidewalks, crosswalks, etc. adjacent to transit routes and facilities.	$0*
Med	Decrease Headways	TriMet	Provide more frequent transit service during peak commute periods.	-
Med / Low	Provide More Local Service	West Linn/TriMet	Expand coverage by providing local service to connect to existing transit lines. Enhance/expand local pick up services. Specific locations/actions to be determined through transit study and survey. This project is a placeholder for funds pending the outcome of the study.	$50/yr
			Transit Project Total (for 23 years)	**$1,280**

NOTE: * Specific projects and costs included in Pedestrian Plan of this TSP

Motor Vehicle

A broad set of measures were reviewed to best serve growth in the City of West Linn over the next 20 years. Future travel forecasts showed that current planned improvements will not be sufficient to serve long-range growth to 2030, so other measures are required. Reliable and efficient travel on major city and state facilities within the city will require significant investments in Transportation System Management (TSM), Travel Demand Management (TDM), and roadway improvements. A variety of roadway and highway improvement alternatives were analyzed for meeting these needs. The following sections summarize the recommended motor vehicle system plans that meet the demands of future growth and comply with local and state planning requirements.

Street System Design

The functional street classification system for West Linn includes arterials, collectors, neighborhood routes, and local streets. No changes were proposed to the existing functional classification, shown in Figure 8-1 and duplicated on the next page.

Transportation System Management (TSM)

Transportation System Management (TSM) focuses on low cost strategies to enhance operational performance of the transportation system by seeking solutions to immediate transportation problems, finding ways to better manage transportation, maximizing urban mobility, and treating all modes of travel as a coordinated system. TSM measures focus primarily on region-wide improvements, however several measures that could benefit West Linn include:

Intelligent Transportation Systems (ITS): ITS focuses on increasing the efficiency of existing transportation infrastructure, which enhances the overall system performance and reduces the need to add capacity (e.g. travel lanes). Efficiency is achieved by providing services and information to travelers so they can (and will) make better travel decisions and to transportation system operators so they can better manage the system and improve system reliability.

Clackamas County has prepared an ITS plan for the urbanized area of the County. The plan identifies opportunities for regional coordination and funding and calls for Clackamas County to dedicate funding sources for projects. The Clackamas County ITS Plan[1] identifies ITS projects in West Linn located along I-205 and Highway 43. Projects located in West Linn along each of these facilities (and planned implementation schedules) are:

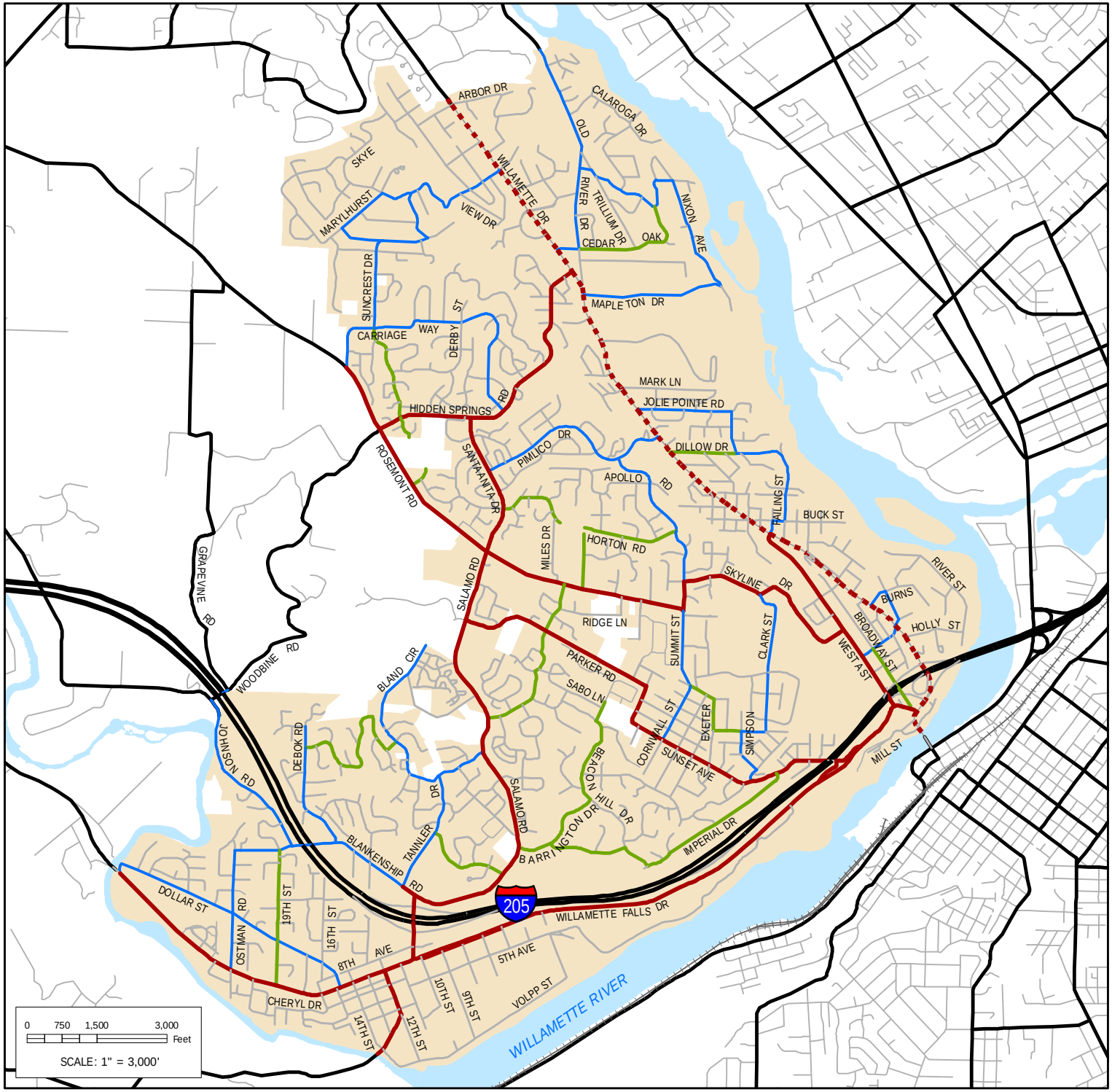
Highway 43

- CCTV cameras at three locations [Planned 11-20 years]
- Detector station [Planned 11-20 years]
- Incident management corridor [Planned 11-20 years]
- Transit priority corridor (and information display) [Planned 6-10 years]
- Fiber optic cable [Planned 11-20 years]

Interstate 205

- CCTV cameras at four locations [*completed*]
- Fiber optic cable [*completed*]

[1] Clackamas County ITS Plan, DKS Associates, Inc. and Zenn Associates, February 2003.



West Linn

Transportation System Plan

FIGURE 8-1

EXISTING/FUTURE FUNCTIONAL CLASS

LEGEND

- Freeway
- Principal Arterial
- Arterial
- Collector
- Neighborhood Route
- Local Street
- Railroad
- Water
- City Limits

N

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Neighborhood Traffic Management (NTM): The City has an established traffic safety committee which meets on a monthly basis that oversees NTM issues among their other responsibilities. The committee has a set procedure for NTM implementation that starts with the identification of a perceived problem by concerned citizens, after which the committee conducts a speed/volume survey to identify if the problem exists. Once the problem has been identified and classified, the committee discusses the various approaches to solving the problem. There are many different NTM options available to the committee, which are described in the technical appendix. Typically, the committee starts with lower cost solutions, such as education and enforcement and if it is deemed that either of these solutions are not having the desired effect, an engineering solution is selected by the committee. The implementation of the selected NTM solution may be funded by the city and/or the concerned citizens. Often the city pays for the logistics of the NTM implementation and the citizens pay for the material costs.

Access Management: Access Management is a broad set of techniques that balance the need to provide efficient, safe and timely travel with the ability to allow access to the individual destination. Proper implementation of Access Management techniques should guarantee reduced congestion, reduced accident rates, less need for highway widening, conservation of energy, and reduced air pollution.

The following recommendations are made for access management:

- Develop formalized access management plans for specific major and minor arterial streets in the City of West Linn to provide a detailed assessment of current conditions, and document specific measures to maximize the capacity of each existing facilities and protect their functional integrity.
- Work with land use development applications to consolidate driveways where feasible.
- Provide left turn lanes where warranted for access onto cross streets.
- Construct raised medians to provide for right-in/right-out driveways as appropriate.

Table 1-4: Access Spacing Standards for City Street Facilities

Roadway Functional Classification	Area	Traffic Signals (miles)	Public Intersections (feet)	Private Driveways (feet)	Median Opening (feet)
Arterial	Urban	½	600	300	600
	Commercial areas	¼	NA	NA	NA
Collector	All	¼	200	150	NA
Neighborhood Route	All	¼	150	100	NA
Local Residential Street	All	NA	100	50	NA
Local Commercial Street	All	NA	100	50	NA

"Urban" refers to intersections inside the West Linn urban growth boundary and outside the central business district or designated town centers.
"Commercial" refers to the designated commercial areas located in the Robinwood, Bolton, and Willamette neighborhoods.

Roadway Extensions to Improve Circulation

The City of West Linn's many cul-de-sacs, steep topography, and major facilities such as Highway 43 and I-205 limit intercity connectivity. Therefore, many intercity trips are forced to travel along the few through streets that do connect across these barriers. By providing connectivity between neighborhoods, out-of-direction travel and vehicle miles traveled (VMT) can be reduced, accessibility between various travel modes can be enhanced and traffic levels can be balanced out between various streets. Additionally, public safety response time can also be reduced. A City of West Linn purpose for connectivity is to promote energy conservation and preserve air quality.

Some of the congestion on roads such as Rosemont Road, Salamo Road, or Hidden Springs Road could be improved through improved neighborhood connectivity. Improved connectivity in the area east of Highway 43 and in the Tanner Basin area can provide circulation to existing or future traffic signals that will result in less delay and better safety for access onto the highway. Several short roadway connections will be needed within neighborhood areas to connect disjointed local streets and to reduce out-of-direction travel for vehicles, pedestrians and bicyclists.

The proposed Local Connectivity Plan for the City of West Linn is shown in Figure 8-6. In most cases, the improvements would involve the changing of a streets functional classification from local street to neighborhood route. In limited cases, a short length of new road would be necessary for improved connectivity. The arrows on Figure 8-6 represent recommended connections and the general direction for the placement of the connection in existing configurations. In each case, the specific alignments and design may be modified dependent upon future development review.

The criteria for providing local connections are based on the Metro RTP requirements for new residential or mixed-use developments.

- Every 330 feet, a grid for pedestrians and bicycles (may include paved roadway or trails)
- Every 530 feet, a grid for automobiles (local street or higher classification)

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LEGEND

- ⟷ - Local Street Connection
- ⟺ - Pedestrian/Bike Connection (No Autos)

NOTE: General connection route indicated. Precise alignments to be determined

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NO SCALE

Figure 8-6

FUTURE LOCAL STREET CONNECTIVITY IMPROVEMENTS

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the general term used to describe any action that removes single occupant vehicle(SOV) trips from the roadway network during peak travel demand periods. As growth in the City of West Linn occurs, the number of vehicle trips and travel demand in the area will also increase. The ability to change a user's travel behavior and provide alternative mode choices will help accommodate this potential growth in trips.

The City of West Linn, Clackamas County, and TriMet should coordinate to implement the pedestrian, bicycle, and transit system improvements, which offer alternative modes of travel. The recommended TDM action plan includes:

- Support continued efforts by TriMet, Metro, ODOT, and Clackamas County to develop productive TDM measures that reduce commuter vehicle miles and peak hour trips.
- Update the City of West Linn Goals and Policies to adopt the 2040 Regional Non-SOV Modal Targets.
- Encourage the development of high-speed communication in all part of the city (fiber optic, digital cable, DSL, etc). The objective would be to allow employers and residents the maximum opportunity to rely upon other systems for conducting business and activities than the transportation system during peak periods.
- Encourage developments that effectively mix land uses to reduce vehicle trip generation. These plans may include development linkages (particularly non-auto) that support greater use of alternative modes.
- Continued implementation of motor vehicle parking ratios (minimum and maximum2) for new development.
- Continued implementation of building orientation and transit planning requirements for new development.
- Continued implementation of street connectivity requirements.
- Require new employment development to install bicycle racks.
- Implementation of bicycle, pedestrian, motor vehicle and transit system action plans as presented in this TSP.

Roadway Improvements

At the existing level of land development, the transportation system generally operates without significant deficiencies in the study area. However, both regional and local traffic volumes are projected to increase on many of the streets within the city by 2030. Notable roadways with traffic volume increases are Highway 43, 10th Street on both sides of I-205, and Rosemont Road. Two-way traffic volumes on these streets are projected to increase during the PM peak hour by approximately 1,000 vehicles per hour (vph) on Highway 43, 1,100 vph on 10th Street, and 700 vph on Rosemont Road. Many of the study intersections would fail to meet performance standards either (as applicable) for the City of West Linn or for the Oregon Department of Transportation (ODOT) as a result of the increases in volume.

In order to address future growth and projected deficiencies of the transportation system, various improvement alternatives were considered, with study intersections combined into three general groups:

[2] Minimum parking ratios allow vehicular storage when travelers do not have the flexibility to choose transit. Maximum parking ratios assist TDM goals by capping the number of stalls available for vehicles.

- Highway 43,
- 10th Street/I-205 interchange area, and
- Other West Linn intersections (generally located along Rosemont Road or other areas not associated with the first two groups).

The *West Linn OR 43 Conceptual Design Plan*[3] (included as an Appendix to this TSP) analyzed intersections along the Highway 43 corridor and addressed multi-modal circulation concepts to guide future design. The plan maintains the current cross-section of one travel lane in each direction in order to keep the local character and meet community concerns, while not impacting existing right of way. Improvements such as adding left turn lanes to the median and traffic control would be made in some locations to increase capacity. However, due to the stated constraints, performance standards would still not be met at several locations, and design exceptions would need to be pursued from ODOT. Additional locations could meet performance standards by widening Highway 43 to a 5-lane section, however significant right of way impacts would be required to provide such an improvement. Recommended improvements are consistent with the Highway 43 Concept Plan configurations.

The *10th Street Area Plan*[4] includes analysis of intersections along and in proximity to the 10th Street corridor. Through coordination with the 10th Street Traffic Task Force, the following three groups of improvement alternatives were developed and evaluated:

- Group A: 10th Street Capacity Enhancements
- Group B: Willamette Falls Drive Enhancements and Management Tools
- Group C: Major System Improvements.

Details regarding the configuration and performance of each group of improvements are located in the Plan. Recommendations were made following the analysis of each group of alternatives. These recommendations included dropping or advancing the consideration for improvements based on their performance and other evaluation criteria. Several recommendations for additional project consideration or further analysis in the TSP were included. Both a split diamond and single point urban interchange (SPUI) design were considered for the 10th Street interchange area.

Improvements for intersections that were not included in the two other groups (Highway 43 corridor or 10th Street Interchange Area) were analyzed independently. All remaining intersections are under the jurisdiction of City of West Linn and would meet performance standards with improvements to lane configuration or traffic control.

Based on the needs of the motor vehicle capacity analysis, a Motor Vehicle Master Plan was created that includes $20.7 million for improvements on city roadways and intersections, and up to another $51.7 million on state highways (depending on ultimate interchange configuration selected for 10th Street). These projects were developed in support of the City's transportation goals and policies, but due to funding constraints may not be included in the Action Plan – the subset of the Master Plan that is reasonably likely to be funded.

City street projects summarized in Table 1-5 include all the motor vehicle master plan projects within their jurisdiction. Projects that were also included in the Action Plan are noted as such.

[3] West Linn OR 43 Conceptual Design Plan – Final Report, June 29, 2007.
[4] *City of West Linn TSP Update - 10th Street Area Plan*, prepared by DKS Associates, November 2, 2007.

Table 1-5: Motor Vehicle Master Plan and Action Plan Projects – City of West Linn Facilities

No.	Location	Description	Plan	Cost ($1,000)
1	Salamo Road / Rosemont Road	Add a traffic signal when warranted	Action	$260
2	Willamette Falls Drive / Sunset Avenue	Add a traffic signal when warranted	Action	$260
3	Rosemont Road / Carriage Way	Add a center median on Rosemont Road to allow two-stage left turn from Carriage Way	Action	$1,475
4	Rosemont Way / Hidden Springs Road	Add a traffic signal when warranted and northbound/southbound left turn lanes on Rosemont Road	Action	$780
5	Willamette Falls Drive / Ostman Road	Widen Willamette Falls Drive with center median 500' on each side of intersection to allow for two-stage left turn from Ostman Rd	Action	$1,335
6	Willamette Falls Drive / Dollar Street (east)	Widen Willamette Falls Drive with center median 500' on each side of intersection for two-stage left turn from Dollar St	Action	$1,475
7	10th Street (I-205 SB Ramps to 8th Court)	Widen to 5-lane section with center turn lane and 2 travel lanes each direction	Action	$1,685
8	10th Street (8th Ave to Willamette Falls Drive)	Add through lanes on 10th Street for a total of 2 lanes in each direction. Prohibit northbound left turn movement and replace left turn lane with ped island.	Action	$500
9	Blankenship Road / 10th Street	Add 2nd eastbound right turn lane and restripe westbound approach to have exclusive left turn and shared left-thru lane	Action	$500
10	10th Street / Willamette Falls Drive	Change/upgrade traffic control to either signal or roundabout	Action	$830
11	10th Street / 8th Avenue	Add right-in right-out access at the time of 8th Court extension.	Action	$20
12	10th Street / I-205 NB Ramps	Add turn lanes (northbound right turn lane, stripe southbound approach to have dual left turn lanes and one thru lane, add exclusive NB Off-ramp left turn lane, and widen NB On-ramp to have two receiving lanes to support dual SB left turn movement)	Action	$1,035
13	8th Court	Extend 8th Ct to Willamette Falls Dr. to provide additional access to 8th Court retail. (Concurrently make 10th Street/ 8th Avenue right-in right-out access.)	Action	$2,075
14	Willamette Falls Drive /12th Street	All way stop control/ traffic signal when warrants are met	Action	$260
15	Willamette Falls Drive /14th Street	All way stop control when warrants are met	Action	$10
16	Willamette Falls Drive /19th Street	All way stop control when warrants are met	Action	$10
17	8th Avenue	Modify Dollar St connection to reconnect to 8th Avenue, and provide alternative route for local trips.	Action	$260
18	19th Street / Blankenship Road	Upgrade to current City standards from Blankenship Rd/Debok Road to Willamette Falls Drive	Master	$6,115
19	8th Avenue	Upgrade from 10th Street to Dollar Street	Action	$1,555
20	Salamo Road / Parker Road	Add a traffic signal when warranted	Action	$260
			Master Plan Total	**$20,700**
			Action Plan Total	**$14,585**

Major master plan street projects on ODOT facilities are listed in Table 1-6. These projects primarily include implementation of the Highway 43 Concept Plan as well as long-term improvements to the I-205/10th Street interchange. Most of the projects are reasonably expected to be funded as part of the Action Plan, as noted in the table. While these projects are located on facilities that are not under the jurisdiction of City of West Linn, funding a portion of the projects would increase the likelihood that they are constructed and serve the transportation needs of West Linn residents.

Table 1-6: Motor Vehicle Master Plan and Action Plan Projects – ODOT Facilities

No.	Location	Description	Plan	Cost ($1,000)
21	Highway 43 / Willamette Falls Drive	Add a traffic signal that is coordinated with adjacent signal at I-205 NB Off Ramps	Action	$260
22	I 205/10th Street Interchange	Construct a long-term interchange improvement (SPUI or Split Diamond)	Master	$15,000-$30,000*
		(Highway 43 Concept Plan Improvements		
23	Highway 43 / Arbor Drive	Add left turn lanes on Highway 43 (cost included in Highway 43 segment cost, listed below)	Action	$0
24	Highway 43 / Cedar Oak Drive	Realign shopping center driveway located to the southeast with intersection	Action	$520
25	Highway 43 / Holmes Street	Modify circulation to allow exit only traffic from Holmes Street	Action	$10
26	Highway 43 / Lewis Street	Modify circulation to prohibit left turns out from Lewis Street	Action	$10
27	Highway 43 / Pimlico Drive	Add a traffic signal when warranted	Action	$260
28	Highway 43 / Hood Street /McKillican Street	Modify traffic signal timing to have protected/permitted phasing on Hood and McKillican	Action	$50
29	North City Limit to Marylhurst	Highway 43 Improvements**	Action	$3,030
30	Marylhurst to Hidden Springs	Highway 43 Improvements**	Action	$4,350
31	Hidden Springs to Pimlico	Highway 43 Improvements**	Action	$5,585
32	Pimlico to Buck	Highway 43 Improvements**	Action	$3,460
33	West A Street to Webb	Highway 43 Improvements**	Action	$2,140
34	Webb to Hood-McKillican	Highway 43 Improvements**	Action	$1,980
			Master Plan Total	$36,665-$51,665
			Action Plan Total	$21,665

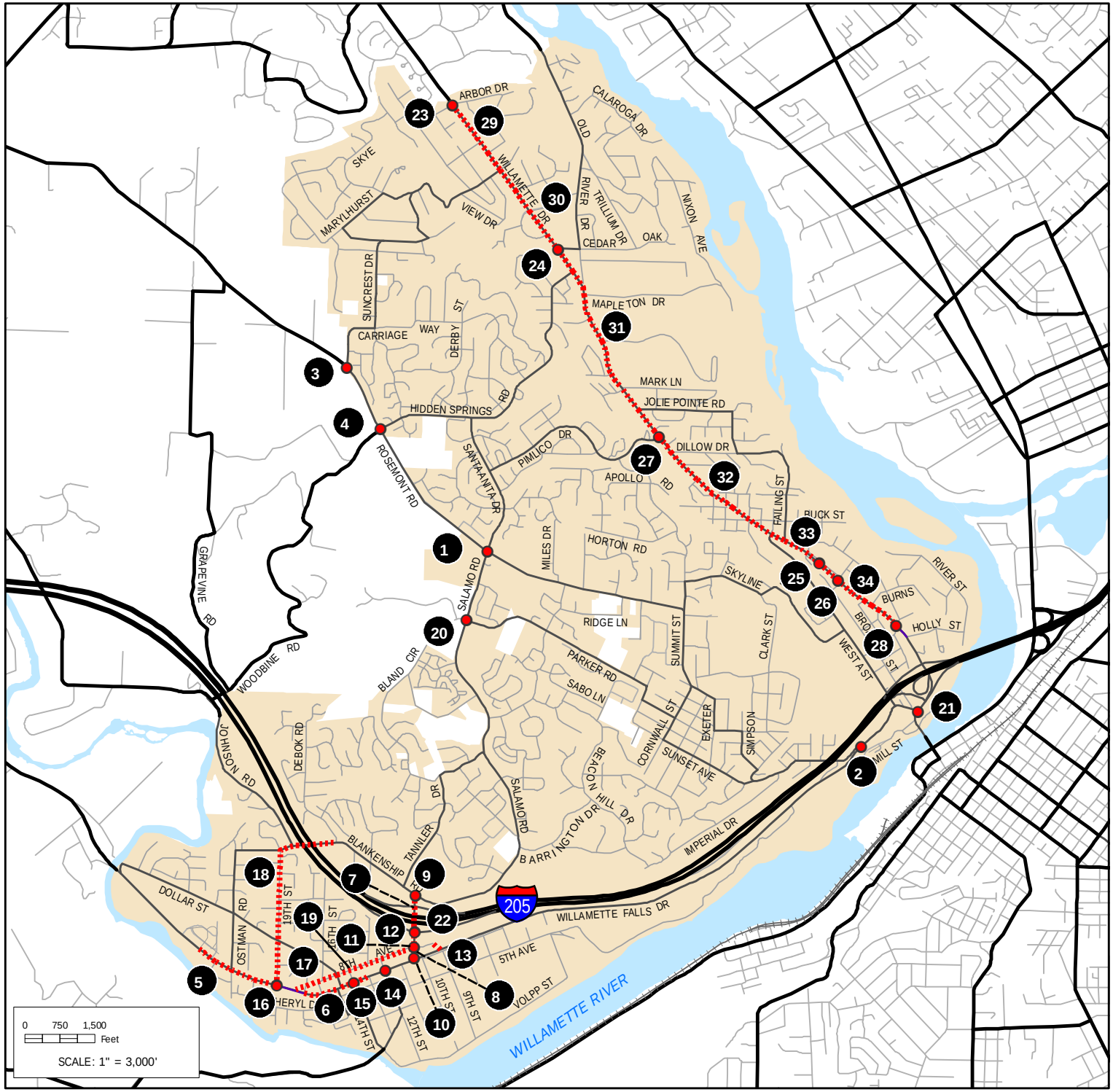
Notes:
**Cost of SPUI would be approximately $15,000,000 while the split diamond configuration would cost approximately $30,000,000*
*** Refer to Highway 43 Concept Plan for details*

Motor vehicle Action Plan components are summarized in Table 1-7. For illustration purposes, a local match of 15 percent of construction costs was assumed for ODOT projects, however this does not represent a commitment by the city for this amount. There may be other opportunities or means to support state project on the Action Plan list.

The Action Plan map is illustrated in Figure 8-9, which is duplicated on the next page. Project numbers shown on the map correspond with value listed in the foregoing tables.

Table 1-7: Motor Vehicle Action Plan Cost Summary

Project Type	Cost
City of West Linn Facility Improvements	$14,585,000
ODOT Facility Improvements - Local Match	$3,250,000
Total Motor Vehicle Action Plan Cost	**$17,835,000**



West Linn

Transportation System Plan

FIGURE 8-9

MOTOR VEHICLE MASTER PLAN PROJECT LOCATIONS

LEGEND

- Facility Improvement
- Intersection Improvement
- ## Project Number
- Railroad
- Water
- City Limits

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Other Modes

Future needs and recommended improvements for other modes of transportation such as rail, interstate bus, air, water, freight, and pipeline are identified and summarized below.

Rail

No rail services are currently provided to the City of West Linn. Oregon City is provided service by the Southern Pacific Railroad, which runs parallel to Highway 99E. Given West Linn's current density and the urban form of the Portland metropolitan area, it is unlikely that passenger rail transportation will come directly to the City of West Linn. It is recommended that residents continue to use the services and facilities in the Portland area. Potential improvements in service exist with the expansion of regional systems currently being discussed. West Linn should continue to support and promote regional improvements to the transit system, and be actively involved in the coordination of these services and possible connecting services to best serve its residents. As the details of these systems and potential connecting points are not yet known, it is not possible to incorporate them into existing plans and facility improvements. West Linn should advocate for good connections from the city to future passenger rail stations.

Interstate Bus Transportation

Interstate bus service is available from downtown Portland at the Greyhound station. West Linn residents can reach this station either by private automobile or by the Route 35 Tri-Met line. Greyhound does not currently operate any suburban bus stations near West Linn.

If market conditions warrant, Greyhound or another interstate bus service would serve West Linn residents better with a suburban station south of Portland. Oregon City used to have an interstate bus station, and West Linn would recommend re-activating this facility. However, a decision to provide such a station would be market-oriented since inter-city bus service providers are private corporations.

Air Transportation

West Linn residents are encouraged to continue to use the services and facilities available at the Portland Metropolitan Airport and at the General Aviation Airport in Aurora. As air will continue to grow as a popular and efficient form of transportation, it is important that West Linn residents have a convenient and reliable method for getting to the airports. Although I-205 provides direct access to the Portland Airport, increasing traffic makes its reliability questionable. The City of West Linn needs to petition and support ODOT in their efforts to improve flow on this important link with capital improvements, and with traffic management efforts.

Water Transportation

West Linn lies along the west side of the Willamette River. The Willamette Falls Locks, operated by the U.S. Army Corps of Engineers, are a part of the water-borne transportation system through West Linn. As the City recognizes the river and locks as an efficient mode of transportation for commercial traffic, land use decisions and policy development concerning the locks and riverfront should promote the continued use of these facilities.

Use of the river to transport people, either by river taxi or a ferry is a concept West Linn residents have suggested and are open to. The provision of such services is market-driven and will not be provided by a private company until it becomes economically viable. As the implementation of this type of service would require an immense capital undertaking, it would not be fiscally responsible for the City to

undertake such a project. However, because river taxis and ferries offer potential transportation alternatives, future policy and land use decisions should protect and promote their use in the future by allowing for landing and docking sites.

Freight and Goods Movement

The two routes within West Linn most used for freight movement by truck are I-205 and Highway 43, both under the jurisdiction of the Oregon Department of Transportation. It is recommended that the state monitor the traffic and accident patterns along I-205, especially in the vicinity of the Highway 43 interchange.

Pipeline

There are no pipelines transporting commodities in West Linn except those used in the West Linn Paper Company industrial complex, and pipelines from the Smurfit Paper Mill in Oregon City to settling ponds along the Willamette River in West Linn. A sewage force main that is part of the Tri-City Sewerage District facility crosses the Willamette River. Several Northwest Natural Gas mains run through West Linn. Also, the South Fork Water Board has a potable water pipeline across the Willamette River serving West Linn.

Financing

Transportation funding is commonly viewed as a user fee system where the users of the system pay for infrastructure through motor vehicle fees (such as gas tax and registration fees) or transit fares. However, a greater share of motor vehicle user fees goes to road maintenance, operation and preservation of the system rather than construction of new system capacity. Much of what the public views as new construction is commonly funded (partially or fully) through local improvement districts (LIDs) and frontage or off-site improvements required as mitigation for land development. The City of West Linn funds construction, operations, and maintenance from five revenue sources:

- State gas tax and license fees
- Roadway maintenance fee
- Franchise fees
- Miscellaneous
- System Development Charge

Through the above funding programs, the City of West Linn will collect approximately $1.9 million for street construction and repair each year. Over the 23-year life of this planning period, that is equivalent to $43.0 million in today's dollars.

The costs outlined in the Transportation System Plan to implement the Action Plans for Streets, Transit, Bicycles, and Pedestrians total $21.0 million, and several other recommended transportation operations and maintenance programs would add $64.7 million for a total cost over 23 years of $85.7 million. This total exceeds the expected 23-year revenue estimate of $43.0 million by approximately $42.7 million. The gap between available revenue and total costs of projects included in the Action Plan is significant and indicates that even the most needed projects included in the Action Plan face a significant funding hurdle in order to become reality

Notably, the assumption of an increased roadway maintenance fee decreases the funding gap. Decisions related to roadway maintenance fee amounts will be the decision of Citizens' Budget Committee and City Councils during budget discussion each fiscal year.

Table 1-8: Transportation Action Plans Costs over 23 years (2008 Dollars)

Transportation Element	Approximate Cost ($1,000)
System Improvement Projects (Action Plans projects to be funded by City)	
Motor Vehicle – City of West Linn Facilities	$14,585
Motor Vehicle – State Facilities (15% contribution)	$3,250
Bicycle	$1,880
Transit	$1,280
Pedestrian	$0*
Total Capital Projects	**$20,995**
Operations, Maintenance and Other Programs and Services	
Roadway Maintenance ($750,000 per year)	$17,250
Street Lighting ($330,000 per year)	$7,590
Operations & Support (assumes a four percent increase per year)	$39,491
Reserves (financial policies require ten percent of total expenditures)	$390
Total Operations and Maintenance Programs	**$64,721**
23 YEAR TOTAL COST	**$85,716**
23 YEAR TOTAL FUNDING	**$43,056**
23 YEAR ADDITIONAL NEED	***$42,660***

* Pedestrian projects and funding are included in the Highway 43 Concept Plan

The costs for the remaining projects noted in the modal Master Plans require additional funding beyond existing program levels, and they are expected to be built beyond the 2030 horizon or completed with development exactions or other unanticipated funding sources. Table 10-5 summarizes the value of additional Master Plan projects for each mode that are not included in the reasonably fundable Action Plan. A listing of the Master Plan projects is contained in Tables 5-2, 6-2, and 8-14.

Table 1-9: Master Plan Projects not in Action Plan – Costs over 23 years (2008 Dollars)

Transportation Element	Approximate Cost ($1,000)
System Improvement Projects (Not funded by City in Action Plan)	
Motor Vehicle	$6,115
Bicycle	$6,970
Transit	$0
Pedestrian	$20,430
23 YEAR TOTAL in 2008 Dollars	**$33,515**

CHAPTER

2 Goals and Policies

The City's Comprehensive Plan presents a general policy framework regarding transportation services, as well as policies for streets, bicycles, pedestrians, transit, water, freight, and transportation demand management. This chapter of the West Linn Transportation System Plan (TSP) summarizes the proposed Comprehensive Plan amendments for Goal 12 – Transportation that were developed in conjunction with the TSP update process. The updated goals and policies were applied in the development of this TSP to formulate strategies and implementing measures for each of the travel modes applied in the City of West Linn. The intent of the updated policies was to simplify and/or clarify statements from the 2000 TSP and Comprehensive Plan and to respond to more recent policies that were adopted by the State of Oregon and ODOT.

Some specific areas that new or updated goals and policies are recommended include:

Overview Goals

- **Transportation system connectivity** – Language is proposed that would seek consistency with Metro street and walkway spacing standards

General Policies

- **Development impacts** – Language is proposed that would support developments mitigating their traffic impacts, making frontage improvements, contributing towards onsite and offsite improvements, and preparing traffic impact analyses as needed.

Street Policies

- **Street design** – Clarified to be related not only to the intended use but also the functional class.
- **Improvement priorities** – Areas for specific priority would include improvements for pedestrian and transit riders, high accident locations, street maintenance, neighborhood traffic calming, bicyclists, and travel lane widths.

Pedestrian Policies

- **Spacing of routes** – Language is proposed that would seek to eliminate gaps in the existing network and use a preferred spacing of no more than 330 feet between pedestrian network elements. Clarified to be related not only to the intended use but also the functional class
- **Funding sources** – Language is proposed that supports coordination with other agencies to obtain funding for pedestrian improvements.
- **Pedestrian safety** – Language is proposed that ensures that pedestrian improvements meet agency standards and that existing locations are retrofitted with ramps.
- **Walkway standard review** – The policy would be expanded to periodically review that local standards are consistent with regional, state and federal standards.

Transit Policies

- **Coordination** – Language is proposed that supports coordination with TriMet to support transit amenities and increasing ridership, as well as providing support to special needs riders.
- **Accessibility** – Language is proposed that would increase accessibility of the transit system to potential riders through a variety of means.

Transportation Demand Management (TDM) Policies

- **Employer TDM measures** – Clarification is recommended that would not only encourage employers to implement TDM measures as a means of reducing commuter traffic, but also in order to meet regional air quality and vehicle miles traveled (vmt) reductions.

CHAPTER

3 Existing Conditions

As part of the City of West Linn Transportation System Plan (TSP) Update, an analysis of how the transportation system performs today was made to establish a baseline for evaluations. This information is compared to identified performance or design standards, as appropriate, and any elements that are found to be deficient are identified. This information also serves as a basis of comparison for the future year 2030 evaluations discussed in later chapters. The system review and performance analysis was based upon the transportation system inventory compiled during the fall of 2006, and historical records available regarding system usage.

Thirty-four intersections within West Linn were selected for focused operations analysis. The study intersections are identified in Figure 3-1. At each location, traffic data was gathered and analyzed to evaluate current conditions and performance for all modes of travel. Additional data was collected for other aspects of the transportation system including reported vehicle crashes, built facilities as described by city and Metro GIS data, and reported traffic volumes on state and county facilities.

The following sections describe the characteristics, usage, and performance of the existing transportation system in the City of West Linn.

West Linn

Transportation System Plan Update

LEGEND

00 - Study Intersection & Number

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NO SCALE

Figure 3-1
STUDY AREA

Pedestrian

To assess the adequacy of pedestrian facilities in West Linn, GIS data provided by the city was utilized to create an overview of crosswalks and off-street trails. A field inventory of sidewalks along the city"s arterial and collector streets was conducted. The location of existing activity centers such as parks, schools, the library, City Hall, transit stops and the central business district were identified to determine possible pedestrian trip generators. Figure 3-2 shows pedestrian facilities in West Linn as well as the location of major activity centers.

Sidewalk connectivity is generally adequate in the commercial area and near some schools. It is desirable to provide at least one continuous sidewalk connection between activity centers and arterial and collector roadways to provide safe and attractive non-motorized travel options. There are locations where sidewalk coverage could be more complete and provide greater connectivity throughout the city. The identified pedestrian issues are summarized below.

Facility Connectivity

The existing sidewalk inventory showed that a basic system of walking facilities is provided along most of the major street within the city; however, there are significant gaps in sidewalks or walkways within the older neighborhoods. These older neighborhoods were developed when street standards did not require sidewalks on higher-class roads, or where topography constrained the ability to design an adequate sidewalk facility. For example, the Willamette district generally has sidewalks on at least one side of the road along collectors and arterials (such as Dollar Street) but there are key gaps along Willamette Falls Drive. The Robinwood neighborhood has no collector streets with sidewalks. An illustration of grade challenges is along Hidden Springs Road, where sidewalks are provided in the uphill direction only in its steepest sections. For many of these cases, it may be not feasible or desirable to construct sidewalks to fill in these gaps.

Given the above, it is recommended that the public involvement process through this plan update should engage neighborhood representatives to identify elements of their area that are the best candidates for filling in facilities, either as sidewalks or more improved walkways. As needed, provisions should be made in the development code to allow for re-development with an appropriate choice of pedestrian facility types for a given neighborhood street.

It is recommended that the focus of filling gaps in the sidewalk occur along arterial streets where physical terrain allows. Examples would include Rosemont Road, Willamette Drive (Highway 43), West A Street, Salamo Road, and portions of Willamette Falls Drive.

Pedestrian Activity Levels

Pedestrian crossing volumes at the study intersections were counted between 3:30 to 6:30 pm during the PM peak hour. The peak hour pedestrian volumes indicate the relative differences in pedestrian demand at study intersections. Although the study area vehicular evening peak hour typically occurs from 4:00 to 5:00 PM, intersections located near schools and other

activity centers may experience higher pedestrian volumes earlier in the day. This is likely at Rosemont Road / Salamo Road and Highway 43 / Cedaroak Drive intersections. Pedestrian volumes at each study intersection are shown in Table 3-1. Locations where 30 or more pedestrians were observed during the three-hour count period are highlighted in gray.

Table 3-1: PM Peak Hour Pedestrian Crossing Volumes at Study Intersections

Intersection	North/South Pedestrian Volume	East/West Pedestrian Volume
Highway 43 / Arbor Drive	2	0
Highway 43 / Marylhurst Drive-Lazy River Way	7	3
Highway 43 / Walling Way	3	0
Highway 43 / Cedaroak Drive	2	14
Highway 43 / Hidden Springs Drive	2	0
Highway 43 / Jolie Pointe Drive	1	0
Highway 43 / Pimlico Drive	1	1
Highway 43 / West "A" Street	1	3
Highway 43 / Holmes Street	2	1
Highway 43 / Lewis Street-Webb Street	0	1
Highway 43 / Burns Street	0	0
Highway 43 / Hood Street-McKillican Street	0	1
Highway 43 / I-205 SB Ramps	4	1
Highway 43 / I-205 NB Ramps	0	0
Highway 43 / Willamette Falls Drive	1	0
Willamette Falls Drive / Sunset Avenue	0	4
Rosemont Road / Carriage Way	0	0
Rosemont Road / Hidden Springs Road	2	1
Rosemont Road / Salamo Road	17	18
Rosemont Road / Summit Street	0	0
Sunset Avenue / Cornwall Street	0	2
Salamo Road / Bland Circle	0	0
Salamo Road / Barrington Drive	0	0
Salamo Road / Parker Road	6	0
Blankenship Road / Tannler Drive	0	0
10th Street / Blankenship Road	4	1
10th Street / I-205 SB Ramp	3	2
10th Street / I-205 NB Ramp	2	0
10th Street / 8th Avenue	4	6
10th Street / Willamette Falls Drive	3	2
Willamette Falls Drive / 12th Street	0	4
Willamette Falls Drive / Dollar Street E	2	1
Willamette Falls Drive / 19th Street	0	0
Willamette Falls Drive / Ostman Road	7	2
Willamette Falls Drive / Dollar Street W	1	0

Source: Traffic Counts conducted November 2006

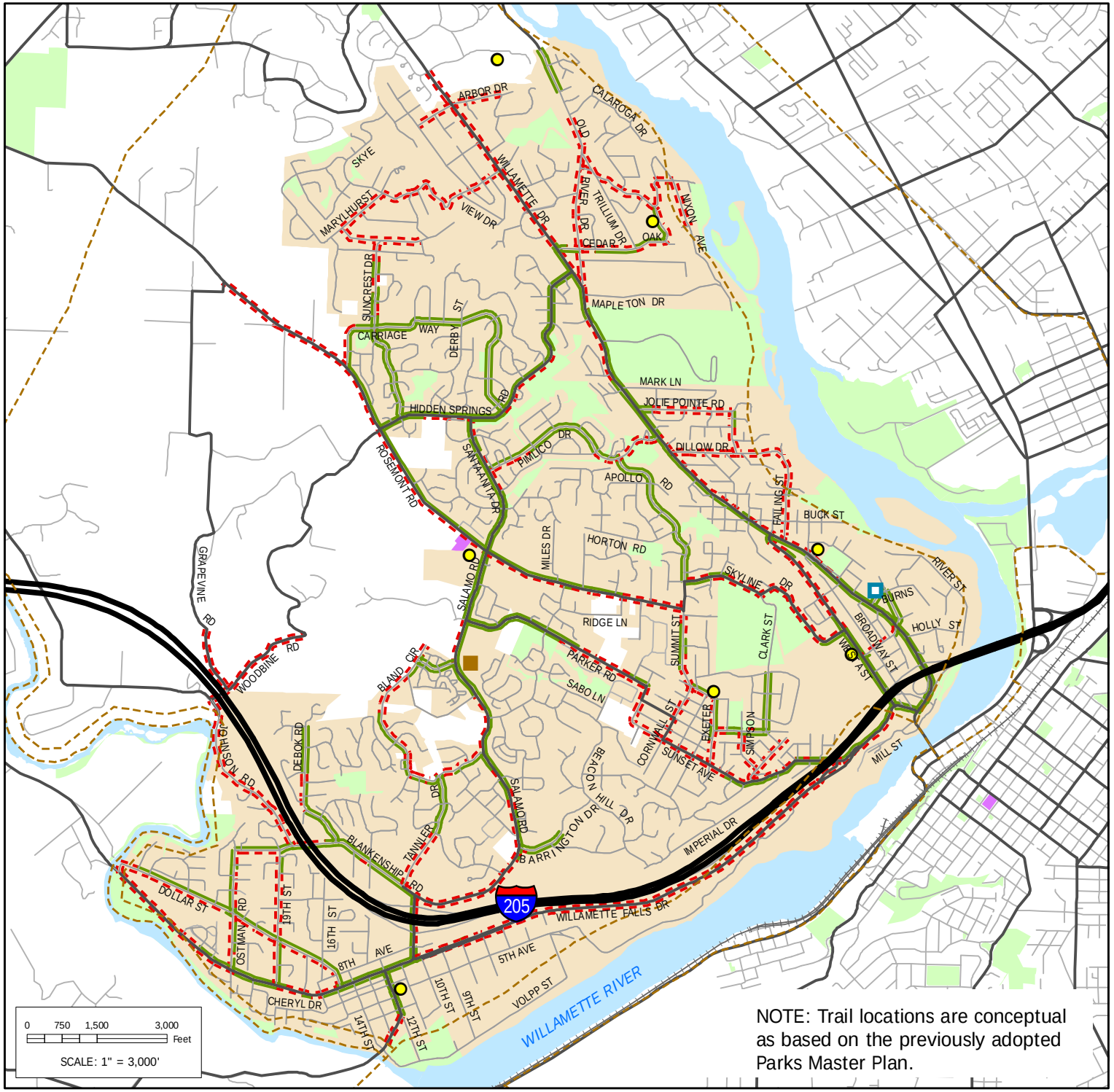
Typically, the highest pedestrian movements occur at intersections located near retail, recreational and educational land uses. This trend is present in West Linn, as the table shows more significant pedestrian volumes near businesses and schools.

Issues to be Addressed through Plan Update Process

Deficiencies and issues to be carried through the plan update process include:

- Sidewalks throughout the City should be ADA compliant.
- Sidewalk widths for state-owned facilities[1] shall meet ODOT standards or where there are adopted local street plans; sidewalk widths shall follow those plans.
- Provide basic walkway services in all neighborhoods, and identify which facilities should be upgraded to sidewalks.
- Revise the current TSP and SDC projects that show sidewalks in locations that are not feasible or desirable, based on discussions with neighborhood representatives.
- Review spacing and safety of pedestrian crossings for arterials and highways within the city to identify locations where enhancements are required. These typically focus around commercial areas, such as 10th Street, the Bolton Shopping Center, the library, and higher intensity retail uses on Highway 43.
- Identification of walkway / crossing needs should be done in conjunction with routes to major transit stops.

[1] ODOT facilities where sidewalks are required include Highway 43. Sidewalk widths for portions of Highway 43 are specified by the West Linn OR 43 Conceptual Design Plan, adopted December 10, 2007.



West Linn

Transportation System Plan

FIGURE 3-2

SIDEWALK INVENTORY

LEGEND

Sidewalks

- 1 ft. - 6 ft. Width
- No Sidewalk
- Off-Street Paths
- City Hall
- Schools
- Library
- Parks
- Community Center
- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

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Bicycle

To assess the adequacy of bicycle facilities in West Linn, a field inventory of designated bike lanes and shoulder bikeways was conducted. The locations of identified shared roadways and off-street trails were obtained from city-supplied GIS data. The location of existing activity centers such as parks, schools, the library, City Hall, transit stops and the commercial areas were identified to determine possible bicycle trip generators. Figure 3-3 shows the existing bicycle facility inventory in West Linn as well as the location of major activity centers.

The arterial roadway system in West Linn has basic bike lanes on a few major facilities, but most of the arterial streets have no designated bike facilities. Nearly all collector streets have no bike facilities at all. The only streets in the city with significant bike facilities are Willamette Drive (Highway 43), West A Avenue, and intermittent segments along Summit Street, Parker Road, and Willamette Falls Drive. In many cases, the slope of the roadway limits the feasibility or need for bike lanes on major arterials. Examples include Hidden Springs Road, and the south end of Salamo Road.

Roads with no bike lanes or intermittent bike lanes force bicyclists to share the travel lane with motor vehicles or use the shoulder if available. In many cases, this is not a desirable option for bicyclists due to narrow widths or uneven pavement conditions. Adequate bicycle facilities connections should be provided to allow for safe travel between neighborhoods and activity centers.

Local streets generally are not required to provide bike facilities, since streets with low vehicle volumes (under 3,000 average daily traffic) and slow speeds (25 miles per hour or less) do not require designated bike lanes. In these cases, the traveled way can be shared between motor vehicles and bicyclists. Bicycle issues are summarized at the end of this section.

Bicycle Activity Levels

Bicycle counts were conducted during weekday three-hour periods (3:30 PM to 6:30 PM) at the study intersections in West Linn. The PM Peak hour bicycle volumes at each study intersection are shown in Table 3-2. These volumes indicate extremely low bicycle activity at the study intersections. The only study intersection where more than three bicycles were observed during the three-hour count period was Rosemont Road / Salamo Road with a total of seven. Some bike lanes and sidewalks are present at this intersection.

Table 3-2: Bicycle Crossing Volumes at Study Intersections

Intersection	North/South Bicycle Volume	East/West Bicycle Volume
Highway 43 / Arbor Drive	0	2
Highway 43 / Marylhurst Drive-Lazy River Way	0	0
Highway 43 / Walling Way	1	0
Highway 43 / Cedaroak Drive	0	1
Highway 43 / Hidden Springs Drive	0	0
Highway 43 / Jolie Pointe Drive	0	0

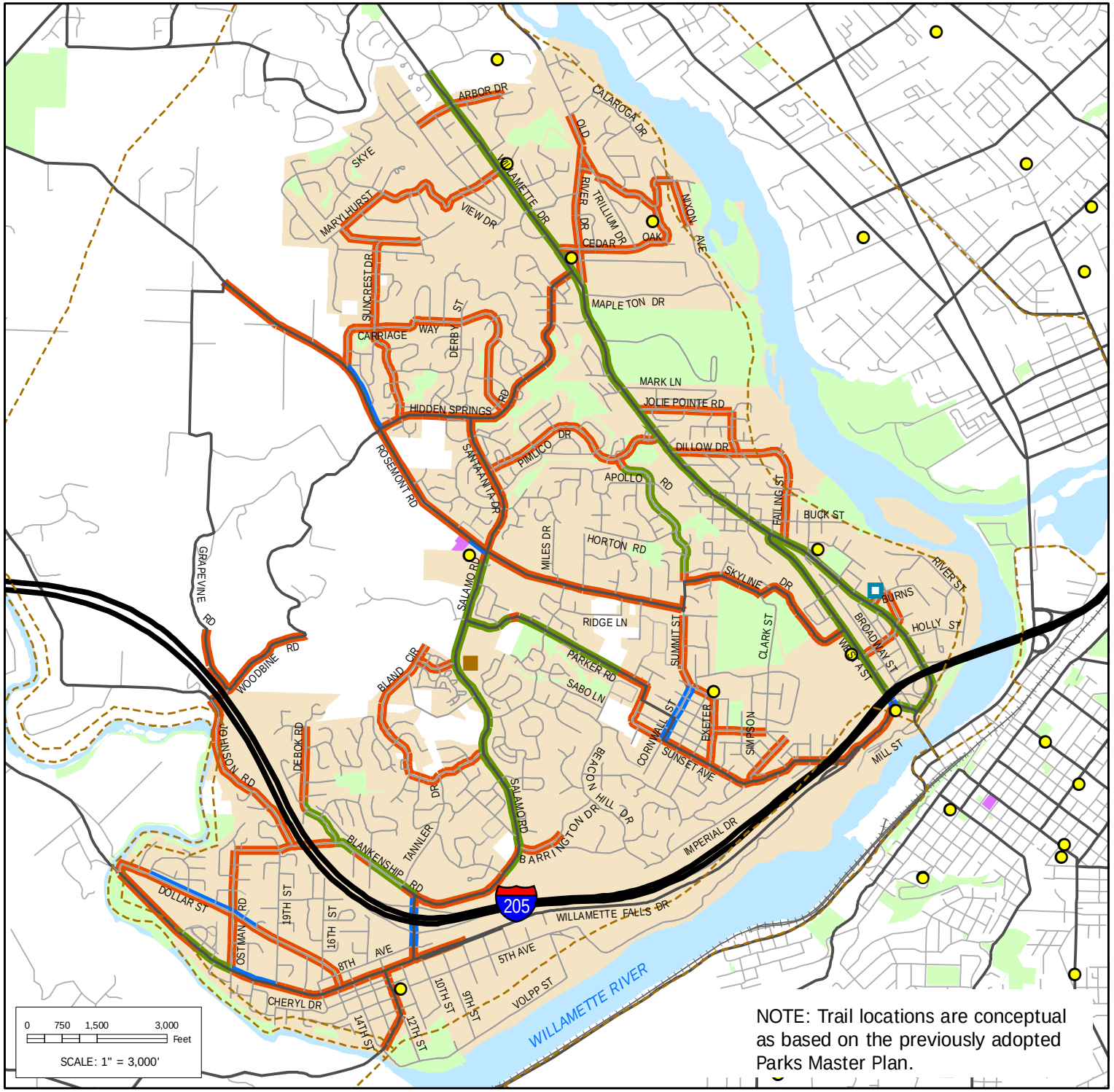
Intersection	North/South Bicycle Volume	East/West Bicycle Volume
Highway 43 / Pimlico Drive	1	0
Highway 43 / West "A" Street	0	0
Highway 43 / Holmes Street	0	0
Highway 43 / Lewis Street-Webb Street	0	1
Highway 43 / Burns Street	0	0
Highway 43 / Hood Street-McKillican Street	1	0
Highway 43 / I-205 SB Ramps	0	0
Highway 43 / I-205 NB Ramps	0	0
Highway 43 / Willamette Falls Drive	0	1
Willamette Falls Drive / Sunset Avenue	2	0
Rosemont Road / Carriage Way	0	0
Rosemont Road / Hidden Springs Road	0	0
Rosemont Road / Salamo Road	1	1
Rosemont Road / Summit Street	1	1
Sunset Avenue / Cornwall Street	0	0
Salamo Road / Bland Circle	0	0
Salamo Road / Barrington Drive	0	0
Salamo Road / Parker Road	2	1
Blankenship Road / Tannler Drive	0	0
10th Street / Blankenship Road	2	0
10th Street / I-205 SB Ramp	0	0
10th Street / I-205 NB Ramp	0	0
10th Street / 8th Avenue	0	2
10th Street / Willamette Falls Drive	1	0
Willamette Falls Drive / 12th Street	0	0
Willamette Falls Drive / Dollar Street E	0	1
Willamette Falls Drive / 19th Street	0	1
Willamette Falls Drive / Ostman Road	0	0
Willamette Falls Drive / Dollar Street W	0	0

Source: Traffic Counts conducted November 2006

Issues to be Addressed through Plan Update Process

Deficiencies and issues to be carried through the plan update process include:

- The overall system of bike lanes provides very limited connectivity between different areas of the city.
- There is no bikeway system on collector streets, other than sharing the roadway with motor vehicles.
- A basic bike route system should be developed along or parallel to all arterial routes in the city, where feasible by topographic and other design constraints. Considerations should include Rosemont Road, and portions of Willamette Falls Drive.



West Linn

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FIGURE 3-3

BICYCLE FACILITY INVENTORY

LEGEND

Bicycle Lanes

- No Bicycle Facilities
- Shared Lane
- Bicycle Lane

Note: includes lanes under construction at the time of inventory.

- Off-Street Paths
- City Hall
- Schools
- Library
- Parks
- Community Center
- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

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Transit

Transit service is provided in West Linn by the Tri County Metropolitan Transportation District of Oregon (TriMet), which provides transit service for the Portland Metro area including the counties of Clackamas, Multnomah and Washington. TriMet Route 35 travels through West Linn along Highway 43, connecting the Oregon City Transit Center and downtown Portland. TriMet Route 154 travels between the Oregon City Transit Center and the southwest area of West Linn. There is one park-and-ride in West Linn located at Highway 43 / Cedaroak Drive for commuters wishing to travel north on Route 35. TriMet service to the City of West Linn is summarized in Table 3-3.

Table 3-3: Transit Service Route Weekday Peak Period Level of Service

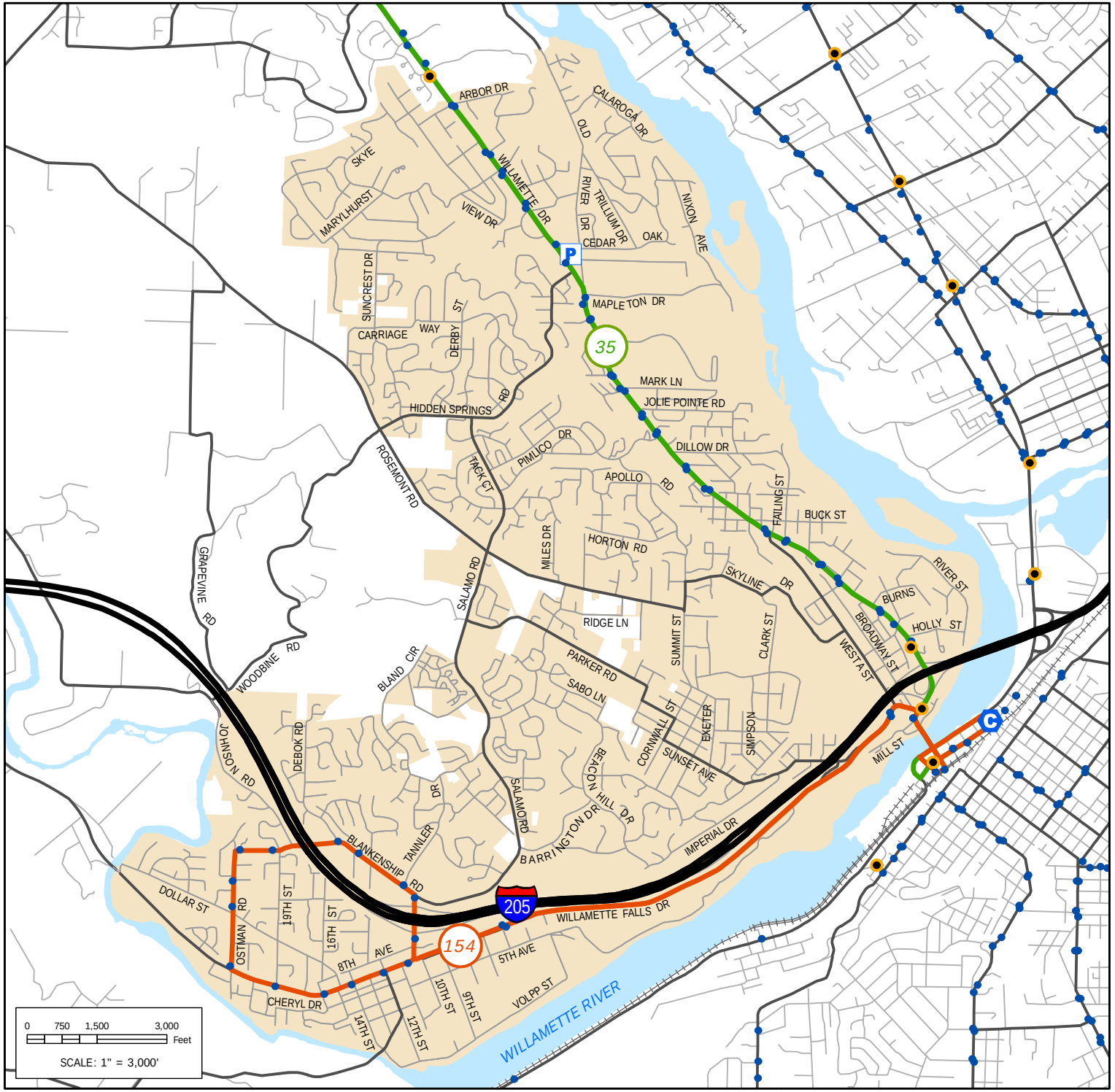
Transit Route	Average Headways (Minutes)			Level of Service Based on Time between Buses		
	AM	Midday	PM	AM	Midday	PM
#35 Inbound	13	30	27	B	E	D
#35 Outbound	30	30	18	E	E	C
#154 Inbound	41	60	36	E	E	E
#154 Outbound	41	60	36	E	E	E

Note: AM Period = 06:00-08:30, Midday Period = 08:30-16:00, PM Period = 16:00-18:00
Level of Service for transit service based on headway: less than 10 minutes = LOS A;
10-14 minutes = LOS B; 14-19 minutes = LOS C; 20-29 minutes = LOS D; 30-60 minutes = LOS E;
And greater than 60 minutes = LOS F.

The existing transit routes, shelters and amenities are illustrated on Figure 3-4. There are only two stops with bus shelters, near the Bolton Area shopping center and near the intersection of Willamette Falls Drive and Highway 43. There is essentially no transit service available with convenient walking distance for most of the city west of Highway 43. This includes the shopping center on Salamo Road, and several of the school sites.

Issues to be Addressed through Plan Update Process

- Marketing and awareness should be improved to attract higher ridership.
- Consider additional locations for park and ride lot facilities.
- Identify locations along Highway 43 where transit shelter enhancements would be most effective.
- Consider how to connect to potential street car extension to Lake Oswego.



West Linn

Transportation System Plan

FIGURE 3-4

EXISTING TRANSIT FACILITIES

LEGEND

- 35 — Bus Route w/ Route No. < 30 Min. Headway
- 154 — Bus Route w/ Route No. > 30 Min. Headway

Transit Facilities

- Stop
- Shelter
- Transit Center
- Park and Ride

- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

Note: bus routes outside West Linn not shown

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Motor Vehicle

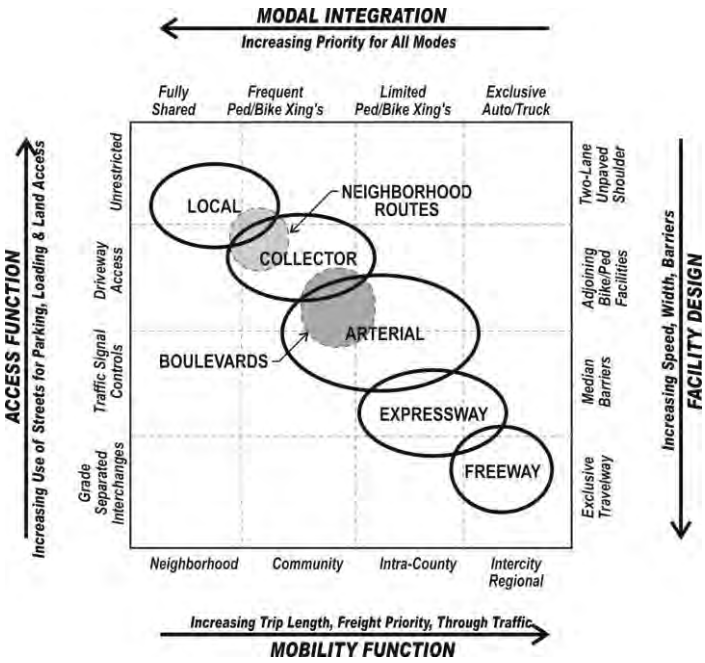
The motor vehicle system within the City of West Linn includes city streets, state highways, and an interstate freeway. This section is divided into a description of how the system has developed to date, then a more detailed review of how it is used and operated.

Functional Classification

The functional classification system is designed to serve transport needs within the community. The schematic diagram below is useful for understanding how worthwhile objectives can have opposing effects by illustrating the competing functional nature of roadway facilities as it relates to access, mobility, multi-modal transport, and facility design. For example, as mobility is increased (bottom axis), the provision for non-motor vehicle modes (top axis) is decreased accordingly. Similarly, as access increases (left axis), the facility design (right axis) dictates slower speeds, narrower travel ways, and non-exclusive facilities. The goal of selecting functional classes for particular roadways is to provide a suitable balance of these four competing objectives.

The diagram shows that as street classes progress from local to collector to arterial to freeway (top left corner to bottom right corner) the following occurs:

- *Mobility Increases* – Longer trips between destinations, greater proportion of freight traffic movement, and a higher proportion of through traffic.
- *Integration of Pedestrian and Bicycle Modes Decreases* – Provisions for adjoining sidewalks and bike facilities are required up through the arterial class, however, the frequency of intersection or mid-block crossings for non-motorized vehicles steadily decreases with higher functional classes. The expressway and freeway facilities typically do not allow pedestrian and bike facilities adjacent to the roadway and any crossings are grade-separated to enhance mobility and safety.
- *Access Decreases* – The shared uses for parking, loading, and direct land access is reduced. This occurs through parking regulation, access control and spacing standards (see opposite axis).



- *Facility Design Standards Increase* – Roadway design standards require increasingly wider, faster facilities leading to exclusive travelways for autos and trucks only. The opposite end of the scale is the most basic two-lane roadway with unpaved shoulders.

Two additional areas are noted on the diagram for Neighborhood Routes and Boulevards that span two conventional street classes.

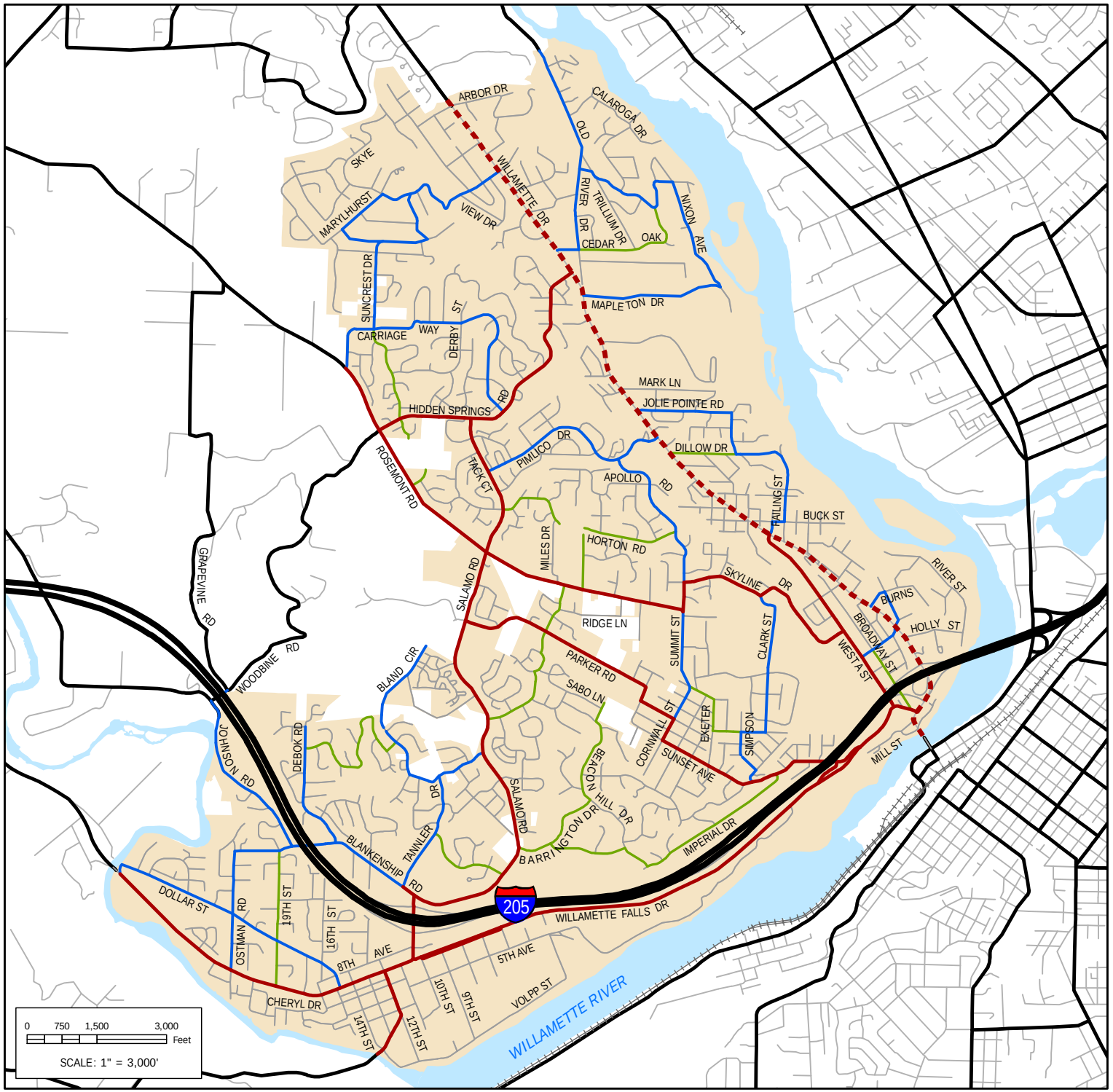
The current West Linn functional class system[2] for roadway facilities is depicted in Figure 3-5. The existing arterial route from Parker Road to Sunset Avenue is a circuitous route from Parker Road to Lancaster Street to Cornwall Street to Sunset Avenue. The functional classification map published by ODOT for West Linn shows a more direct arterial route with Parker Road bypassing Lancaster Street and connecting directly to Sunset Avenue. However, the existing land use and road conditions support the route as shown in the West Linn TSP. This pattern will continue until development provides the needed arterial standard street improvements. The West Linn functional classification hierarchy is described in Table 3-4.

Table 3-4: West Linn Street Functional Classification Description

Classification	Description
Principal Arterial	Typically state highways that provide the high level roadway capacity to local land uses. These routes connect over the longest distance (sometimes miles long) and are less frequent than other arterial or collectors. These highways generally span several jurisdictions and many times have statewide importance (as defined in the ODOT State Highway Classification).
Arterial	Arterials serve to interconnect and support the principal arterial highway system. These streets link major commercial, residential, industrial and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets in lieu of a well placed arterial street. Many of these routes connect to cities surrounding West Linn.
Collector	Collectors provide both access and circulation within residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system.
Neighborhood Route	Usually long relative to local streets and provide connectivity to collectors or arterials. Because neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to get into and out of the neighborhood, but do not serve citywide/large area circulation. They are typically about a quarter to a half mile in total length. Traffic from cul-de-sacs and other local streets may drain onto neighborhood routes to gain access to collectors or arterials. Because traffic needs are greater than a local street, certain measures should be considered to retain the neighborhood character and livability of these routes. Neighborhood traffic management measures are often appropriate (including devices such as speed humps, traffic circles and other devices to be referred to in a later section in this chapter). However, it should **not** be construed that neighborhood routes automatically get speed humps or any other measures. While these routes have special needs, neighborhood traffic management is only one means of retaining neighborhood character and vitality.
Local	Local streets have the sole function of providing access to immediate adjacent land. Service to "through traffic movement" on local streets is deliberately discouraged by design

Source: West Linn Transportation System Plan.

[2] City of West Linn Transportation System Plan, 1998. Street Element adopted in 2000.



West Linn

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FIGURE 3-5

EXISTING FUNCTIONAL CLASS

LEGEND

- Freeway
- Principal Arterial
- Arterial
- Collector
- Neighborhood Route
- Local Street
- Railroad
- Water
- City Limits

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The Oregon Highway Plan identifies the Oswego Highway as a Statewide Highway for the majority of its length in West Linn and as a District Highway approximately between I-205 and Highway 99E. Statewide Highways often function as connectors to larger urban areas, provide safe and efficient, high-speed, continuous flow operations, and serve as inter-urban and inter-regional connectors. District Highways often function as county and city arterials or collectors and provide connections between small urbanized areas, rural centers and urban hubs, while also serving local access and traffic. The management objective for District Highways is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas and moderate to low-speed operation for traffic flow and pedestrian/bicycle movements in urban areas.

Roadway facilities with differing City, County, and State functional classifications are listed in Table 3-5.

Table 3-5: Conflicting Functional Classifications

Corridor	City Classification	County Classification	ODOT Classification
Highway 43 (Willamette Dr)	Major arterial / Principal route	Major arterial	Urban Principal Arterial / Urban Minor Arterial
I-205	Major arterial / Principal route	Freeway / Expressway	Urban Principal Arterial
McKillican Street	Collector	Local	N/A

Sources: 1998 West Linn TSP, Clackamas County Comprehensive Plan (updated August 2005), Oregon Highway Plan (updated January 2006)

Roadway Jurisdiction

Roadway jurisdiction (ownership and maintenance responsibilities) of the various roads in the City of West Linn is identified in Figure 3-6. The Oswego Highway (OR43) and I-205 along with its entrance and exit ramps are state facilities managed by ODOT. Arterial and collector roadways outside of the West Linn city limits are owned and operated by Clackamas County or other cities, while the city is responsible for all other roads within city limits.

Roadway Connectivity

Interstate 205 (I-205), located in the southern section of West Linn, serves as a regional facility and the major route to the East Portland metropolitan area. The Oswego Highway (OR 43 or Highway 43 or Willamette Drive) functions as the major north-south arterial through West Linn and includes turn lanes at several intersections. Access to I-205 from Highway 43 is provided at their interchange on the east edge of West Linn. Access to I-205 in West Linn is also provided farther west at 10th Street.

Roadway Characteristics

Field inventories were conducted to determine characteristics of major roadways in the TSP study area. Data collected included posted speed limits, roadway lanes, geometry and lane configurations, and intersection controls. These characteristics define roadway capacity and operating speeds through the street system, which affects travel path choices for drivers in West Linn. The results are listed in Table 3-6.

Table 3-6 also includes a focused inventory of the posted speeds in West Linn. The majority of roadways in West Linn are posted at 25 mph. Arterial roadways such as Willamette Falls Drive, Salamo Road and Rosemont Road, as well as Highway 43 are posted at higher speeds ranging from 25 to 45 mph.

Intersection control types at study intersections are shown on Figure 3-7. Five of the ten traffic signals in West Linn are located in I-205 interchange areas and the remaining five are located along Highway 43. The intersection of Highway 43/Holmes Street has a pedestrian signal for Highway 43 traffic but is stop-controlled on the side street. All-way stop controlled intersections are located at four arterial intersections and the rest of the study intersections are two-way stop controlled.

Table 3-6: Existing Study Area Roadway Characteristics by Functional Classification

Corridor	Posted Speed	Street Width [ft]	ROW Width [ft]	Number of Lanes	Lane Width [ft]
Principal Arterial					
Highway 43 (Willamette Drive)	35	27-80	60	2-4	12
Arterial					
Hidden Springs Road	25	30-53	60	2	11
West A Street	25	37-42	60	2	11
Willamette Falls Drive	25-45	32-41	120	2	11-12
Rosemont Road	25-40	23-40	60	2	10
Santa Anita Drive	25	33-54*	50-84	2	12-15
Salamo Road	25-40	32-55*	30	2	12
Summit Street *(also Collector)*	25	24-45	60-70	2	10-11
Skyline Drive	25	28-36	50	2	12
Parker Road	25-35	20-50*	60	2	10-12
Cornwall Street	25	26-33	60	2	10-11
Sunset Avenue	25	26-29	60	2	10-11
10th Street	25	15-24	50	2-4	11
12th Street	25	52-58	80	2	11
Tualatin Avenue	25	25	60	2	11
Collector					
Marylhurst Drive	25	27	50	2	10
Hillcrest Drive	25	17-23	50	2	10
Suncrest Drive	25	25-38	50	2	10
Carriage Way	25	28-38	50	2	18
Cedaroak Drive *(also Neighborhood Route)*	25	27-35	50	2	11
Old River Road	25	20-25	60	2	11
Elmran Avenue	25	20	50	2	10
Nixon Avenue	25	18-25	40-50	2	10
Mapleton Drive		18-20	50	2	11

Corridor	Posted Speed	Street Width [ft]	ROW Width [ft]	Number of Lanes	Lane Width [ft]
Jolie Pointe Road	25	18-37	60	2	9
Larson Avenue		22-30	50	2	14
Failing Street		24	60	2	12-14
Pimlico Drive	25	31-40	60	2	14-16
Clark Street		42-43		2	10
Long Street		23-44		2	12-14
Simpson Street		23-44	50	2	10-11
Bland Circle	25	30-34	60	2	10-16
Tannler Drive		32-44	40-50	2	12
Blankenship Road		25-46	60	2	10-14
Debok Road	25	32-48	60	2	12-14
Johnson Road	25-40	22-42	60	2	10-12
Dollar Street	25	28-34		2	11
Ostman Road	25	21-35		2	11-12
Burns Street	25	20-23	50	2	14
Hood Street	25	23-31	40	2	11
McKillican Street	25	40-42	60	2	12
Neighborhood Route					
Dillow Road	25	20-25	30-60	2	8-11
Broadway Street		20-43		2	10-12
Horton Road		37-44*	50-55	2	16
Exeter Street	25	18-32	60	2	10-11
Oxford Street	25	35	60	2	10-14
Barrington Drive		34-44		2	12
Beacon Hill Drive		18-35		2	12
Imperial Drive		37-45		2	10-12
County Roads					
Grapevine Road	25	18-33		2	9
Woodbine Road		18-32	40-150	2	8-15
Pete's Mt Road		22-25	60	2	10

*Street width includes traffic island.

Table 3-6 lists the existing number of lanes on each roadway in West Linn. The majority of roadways in West Linn are two lanes, although additional turn lanes are provided at I-205 interchange areas and many arterial intersections along Highway 43, Salamo Road, and Blankenship Road. Local streets in the City of West Linn are two lane roadways.

The key roadways in West Linn were measured at various locations to determine typical cross-section widths. Some streets within the study area have new sections intermixed with older sections resulting in ranges of roadway widths depending on location.

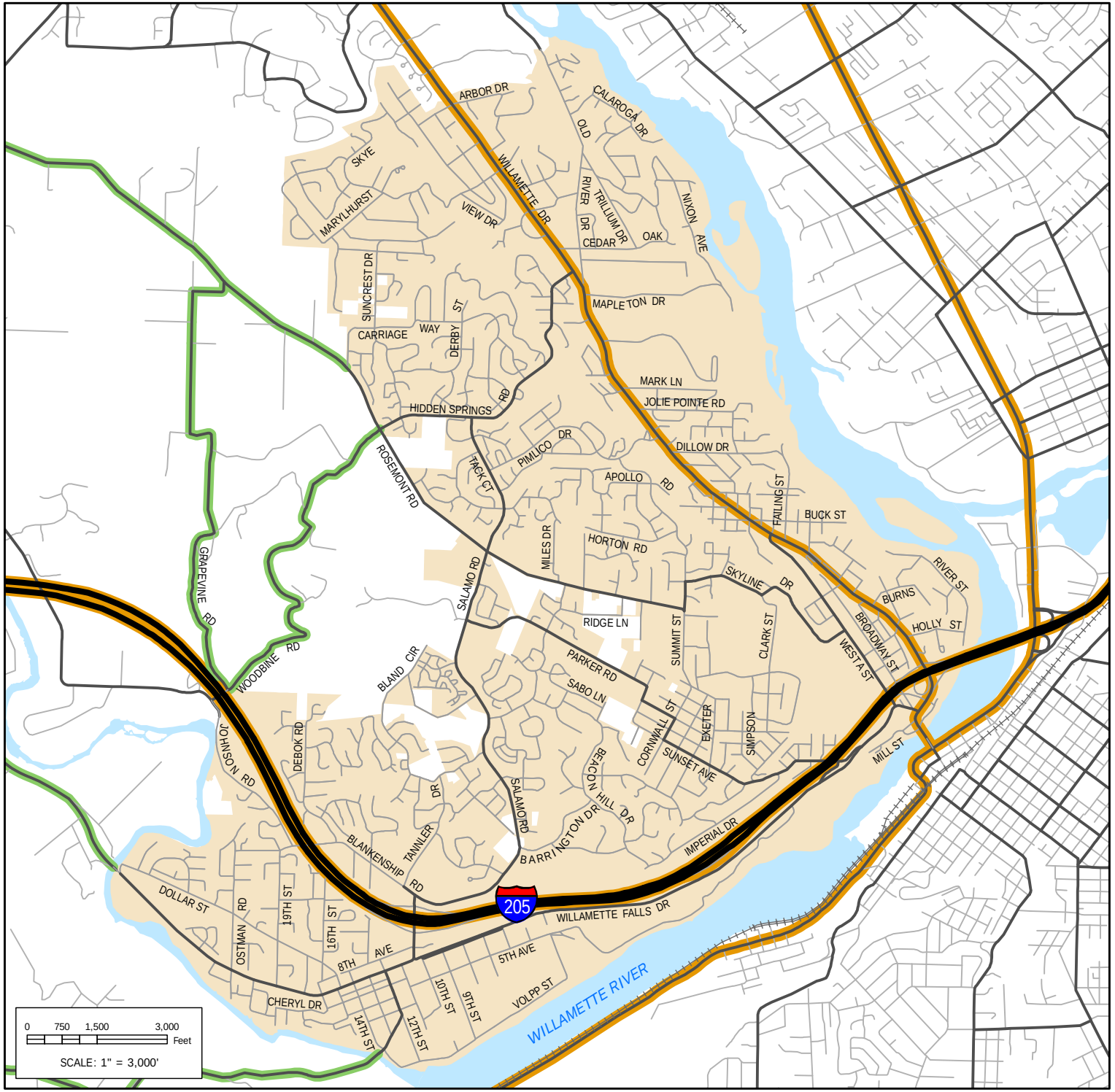

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FIGURE 3-6

ROADWAY OWNERSHIP/ JURISDICTION

LEGEND

Ownership

- State of Oregon
- Clackamas County

Note: All other roads within West Linn are under the authority of the City.

- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

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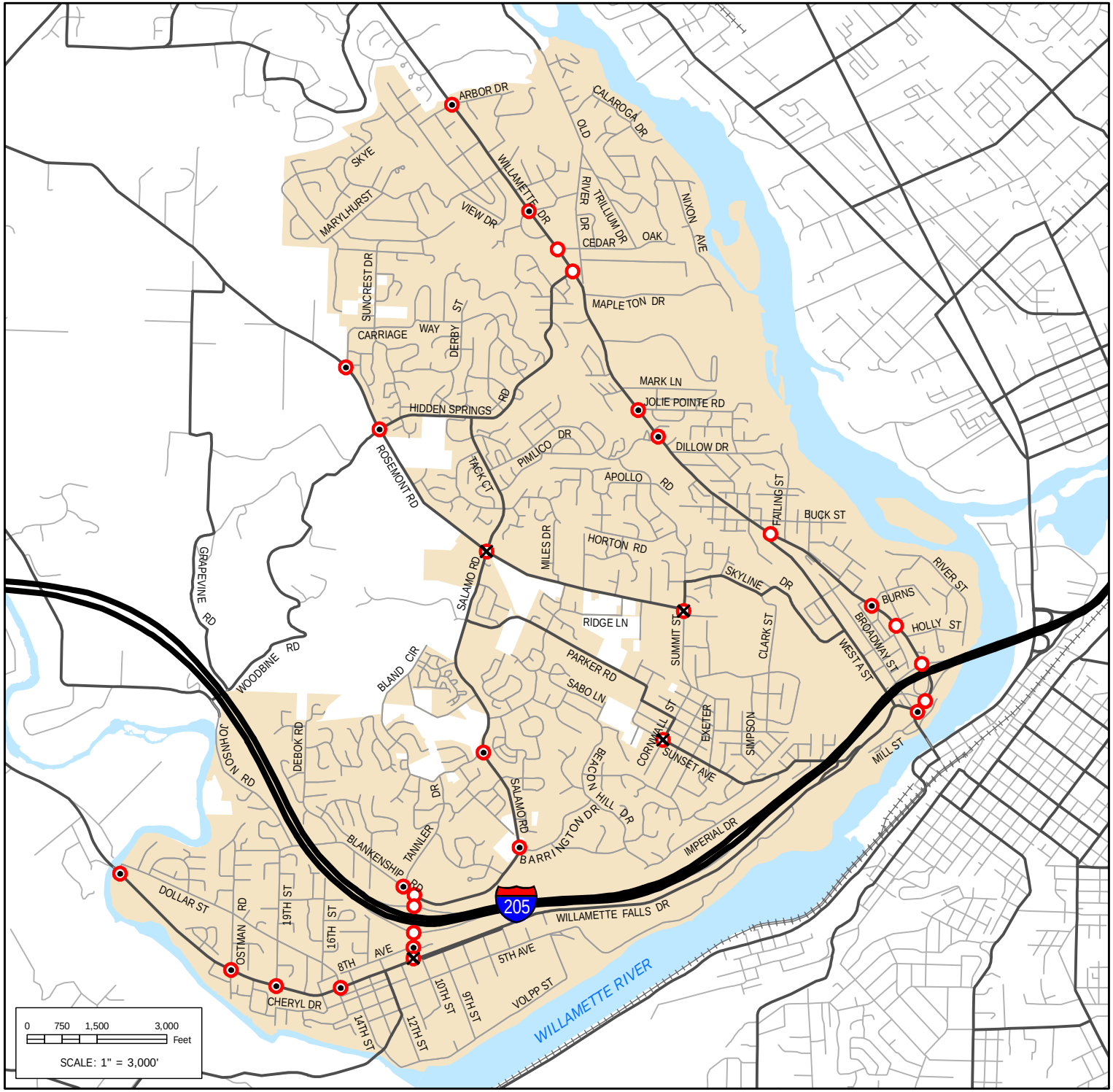

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FIGURE 3-7

EXISTING INTERSECTION CONTROL

LEGEND

Intersection Control

- Signalized
- Stop
- All-Way Stop

- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

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Pavement Conditions

The following section is an excerpt from the recent pavement conditions report[3] that was prepared for the City of West Linn.

Engineering Information Services, INC. of Salem, Oregon was contracted by the City of West Linn to Provide Pavement Management Technical Services to 1) Conduct a visual pavement assessment of each City street and, 2) Determine the impacts of funding levels on the network pavement condition. The Metropolitan Transportation Commission, MTC, Pavement Management Program (PMP) was used for this evaluation. This system strives to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index, PCI, in the low to mid 80"s and maintain it at that level.

A detailed visual inspection of the City of West Linn streets resulted in a calculated average PCI of 68. Using a 0-100 PCI scale, with 100 being most favorable, a rating of 68 places the City"s street network in the upper range of the satisfactory condition category. In order to determine GASB 34 Statement asset valuation and funding levels to maintain current infrastructure, the City"s street network replacement value is estimated at $97.5 million. Using this estimate and the MTC program, an unrestricted funding level of $15.1 million over the next six-year period is needed to achieve a PCI in the low to mid 80"s. Of this total, approximately $6.4 million is needed in the first year alone, primarily to repair streets in the „fair" to „poor" range, those streets with a PCI of 0-49, which is about 17 percent of West Linn"s total network. The total budget needs amount of $15.1 million exceeds West Linn"s current funding level by $13.6 million, thus creating a backlog in deferred maintenance.

In order to sustain the current PCI of 68 over a six-year period, an annual investment level of $550,000 would need to be allocated over the next six years. Using this budget amount, the cost of deferred maintenance backlog is 2012 would be approximately 14.8 million. Utilizing the same analysis period of six years with West Linn"s current maintenance and rehabilitation funding of $250,000 per year over six years shows the PCI decreasing to 64 in 2012-with deferred maintenance being just over $16.2 million. Current funding allocation of $1.5 million is not sufficient to address all of West Linn"s future street maintenance needs.

Additionally, planning at an investment level totaling $4.5 million over a six (6) year period shows that the PCI will gradually increase reaching 70 over the analysis period. This allows for 77.8% of the street network to be in the „good" condition category with deferred maintenance in excess of $13.5 million in the year 2015.

Although the Pavement Condition Index currently in the high 60"s, the PCI is not the only critical indicator of the overall health of the paved street network. Based on the current funding levels the deferred maintenance backlog will continue to increase, which will place additional financial burden and funding requirements to maintain the street system in future years. A surface management plan should be developed that will address the projected deferred maintenance back-log to avoid future exponential cost increase in providing an acceptable service level of the City"s paved street system.

[3] Executive Summary from City of West Linn Public Works Department Pavement Management Program Budget Options Report, Prepared by Engineering Information Services, June 2007.

Designated Street Parking

An inventory of existing designated on-street parking was conducted for the arterial and collector roadways within the study area. On-street parking is not generally provided on arterials or collectors in West Linn with the exception of angled and parallel parking accessed by frontage roads along Willamette Falls Drive between 10th Street and Dollar Street (East).

Access Management

Proper roadway access spacing is important to maintain operating characteristics and safety. Typically, each parcel is allowed access to the adjacent roadway. However, when roadway access points are located too frequently along a roadway, action may need to be taken. Access management practices can include closure, consolidation or relocation of accesses.

The ODOT access management standards, as defined in OAR 734-051, call for minimum distances between access points on the same side of the highway. The standards vary depending on the highway classification and the posted speed on the roadway, as shown in Table 3-7. The ODOT spacing standards apply to the Oswego Highway (OR 43) and the I-205 interchange areas.

Most segments of the Oswego Highway (OR 43) do not meet ODOT access spacing standards as a result of frequent roadway intersections or driveways located along the highway as it passes through residential areas.

Table 3-7: ODOT Access Management Standards (feet)

	Posted Speed (MPH)				
Facility	**55 or greater**	**50**	**40,45**	**30,35**	**25 or less**
Statewide Highway (ft)	1,320	1,100	990	770	550
District Highway (ft)	700	550	500	400	400

Source: Oregon Highway Plan, Table 15, ODOT (1999)

The Clackamas County standards for county road access spacing are listed in Table 3-8. Like ODOT standards, the minimum spacing varies depending on posted speed on the roadway.

Table 3-8: Clackamas County Approach Spacing Standards (feet)

	Access Requirements		
Facility	**Signal Spacing**	**Street**	**Driveway**
Major Arterial	1000	400	400*
Minor Arterial	600	300	300*
Collector			150**
Local			25 distance from right of way lines to nearest intersection

Source: Clackamas County Comprehensive Plan, Chapter 5 – Transportation, TableV-5
* Single family residential should not access major or minor arterial,
Access management targets shall be implemented when appropriate
** Single family residential driveways should not access a collector, but when they are allowed spacing of 100 ft is minimum

Access spacing standards identified in the 1998 West Linn TSP are summarized in Table 3-9.

Table 3-9: West Linn Spacing Standards (feet)

	Access Requirements		
Facility	**Signal Spacing**	**Street**	**Driveway**
Arterial			
(Urban Area)	2,650	600	300
(Opportunity Area)	1,320	NA	NA
Collector	1,320	200	150
Local Residential Street	NA	100	50
Local Commercial Street	NA	100	50

Source: West Linn Transportation System Plan, Table 3-25.

Motor Vehicle Volumes

An inventory of peak hour traffic conditions was performed in the fall of 2006 as part of the West Linn TSP Update. Thirty-four study intersections where selected for focused analysis in coordination with the City of West Linn and ODOT staff in order to address areas of concern along major roadways. PM peak hour turn movement counts between 3:30 to 6:30 PM were conducted at the study intersections for establishing current traffic performance.

Figures 3-8 and 3-9 show the average daily two-way existing traffic volumes on roadways in the West Linn area. These two-way traffic volumes can vary from day to day and month to month based on weather, surrounding roadway conditions (such as construction), and holidays.

The figure indicates that the highest vehicle volumes (not including I-205) in West Linn occur along the principal arterial, Highway 43. Vehicle volumes on this roadway are over 20,700 vehicles per day.

Traffic count data was used as a basis for evaluating traffic performance at the study intersections during PM peak hour conditions. To analyze operating conditions it is necessary to determine peak hour volumes for each turning movement, lane configurations, and traffic signal timings at signalized intersections. The existing PM peak hour traffic volumes at study intersections are illustrated in Figures 3-10a through 3-10c.

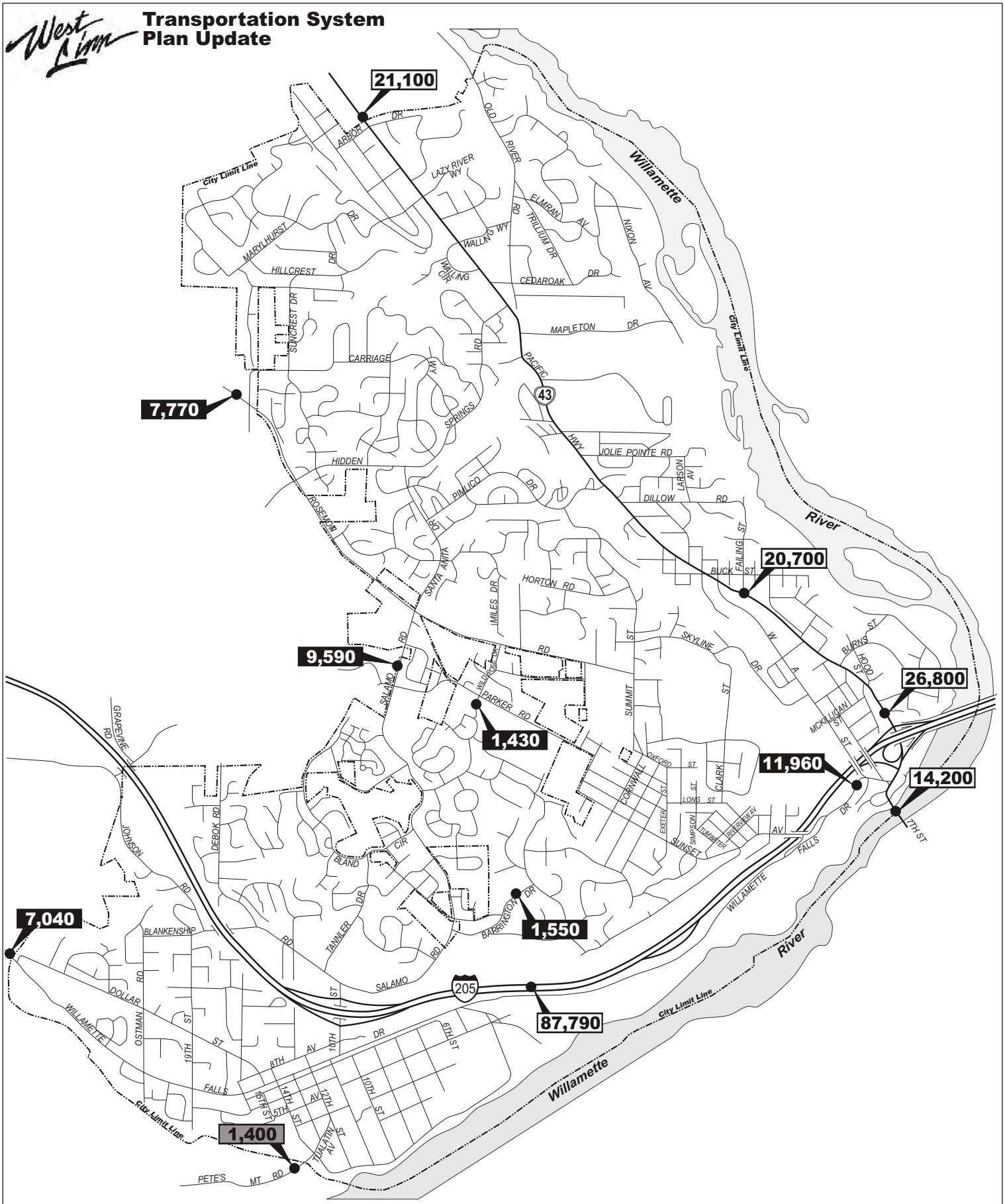
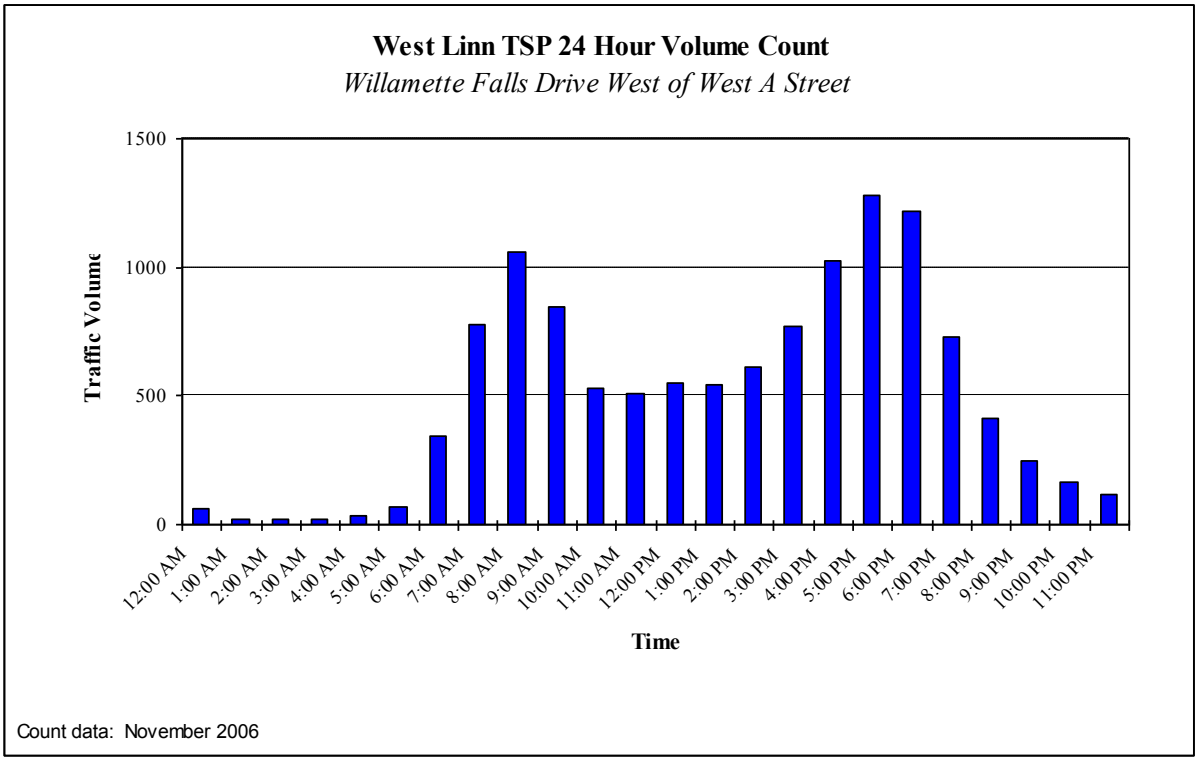
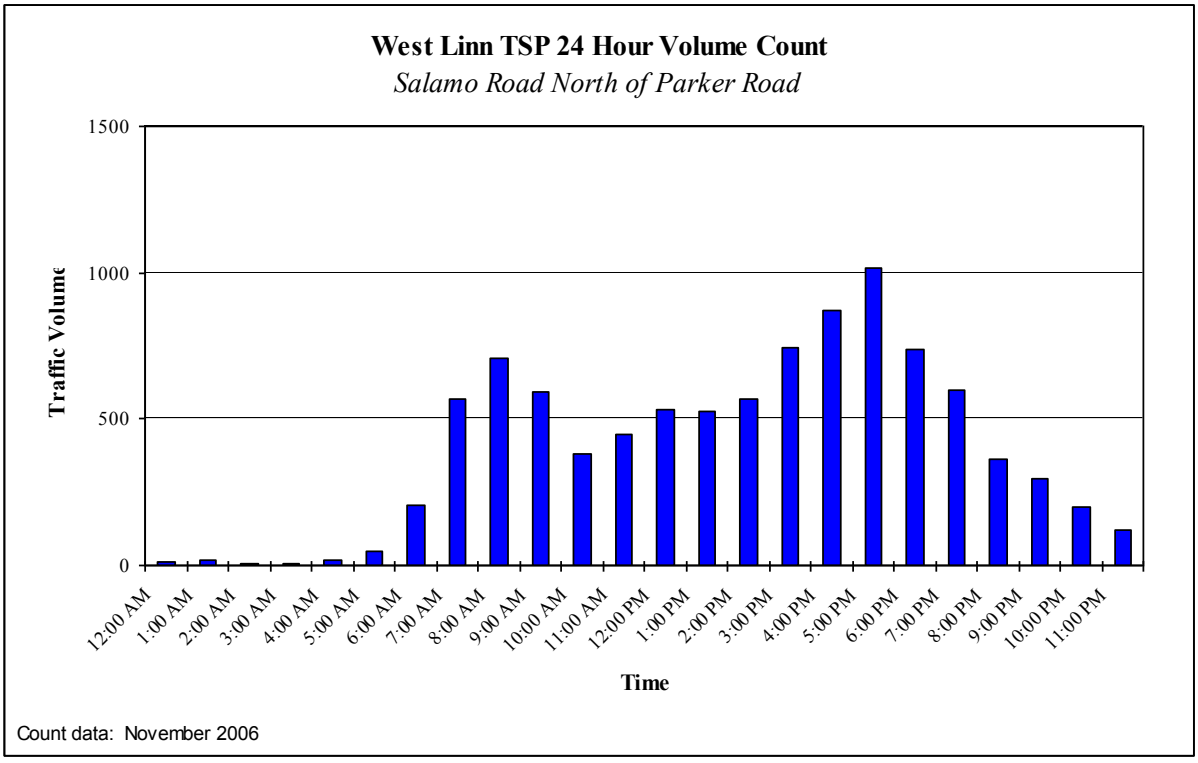
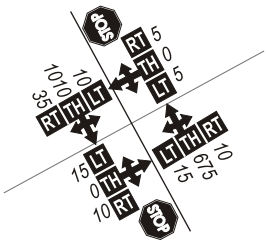

Transportation System Plan Update
21,100
7,770
9,590
1,430
20,700
26,800
11,960
14,200
1,550
7,040
87,790
1,400
Willamette River
City Limit Line
ARBOR DR
OLD RIVER RD
LAZY RIVER WY
WALLING WY
TRILLIUM DR
ELMIRAN AV
NIXON AV
MARYLHURST DR
HILLCREST DR
WALLING CIR
CEDAROAK DR
MAPLETON DR
SUNCREST DR
CARRIAGE LN
PACIFIC HWY 43
SPRINGS RD
HIDDEN
ROSEMONT
PIMLICO DR
JOLIE POINTE RD
LARSON AV
DILLOW RD
FAILING ST
BUCK ST
SANTA ANITA DR
HORTON RD
IMILES DR
SKYLINE DR
W A ST
BURNS HOOD ST
MCKILLICAN ST
SUMMIT ST
WILLAMETTE DR
PARKER RD
SALAMO RD
GRAPEVINE RD
JOHNSON RD
DEBOK RD
BLAND CIR
TANNLER DR
BARRINGTON DR
OXFORD ST
CORNWALL ST
EXETER ST
LONG ST
CLARK ST
SIMPSON ST
SUNSET TERR
BLUEVIEW AV
17TH ST
FALLS AV
BLANKENSHIP RD
DOLLAR RD
OSTMAN RD
SALAMO RD
205
19TH ST
8TH AV
10TH DR
6TH ST
FALLS
15TH ST
14TH ST
12TH AV
10TH ST
5TH ST
TUALATIN AV
PETE'S MT RD
LEGEND
● - Count Location
000 - 24 Hour Count Volume (Collected in Nov. 2006)
000 - 2005 Average Annual Daily Traffic Volume (From ODOT Data)
000 - 2005 Average Annual Daily Traffic Volume (From Clackamas County Data)
DKS Associates
TRANSPORTATION SOLUTIONS
NO SCALE
Figure 3-8
24 HOUR VOLUMES

Figure 3-9: 24-Hour Tube Count Data on Willamette Falls Drive and Salamo Road

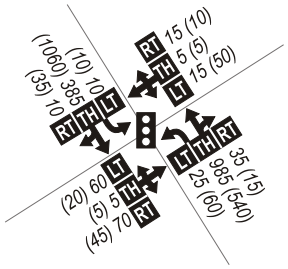




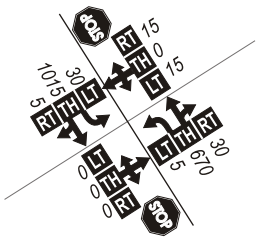
1 Hwy 43 @ Arbor Dr



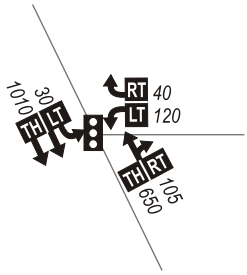
2 Hwy 43 @ Marylhurst Dr-Lazy River Wy



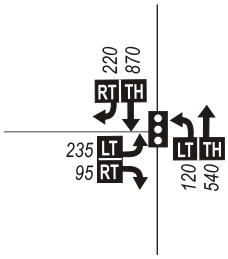
3 Hwy 43 @ Walling Wy



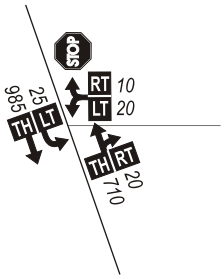
4 Hwy 43 @ Cedaroak Dr



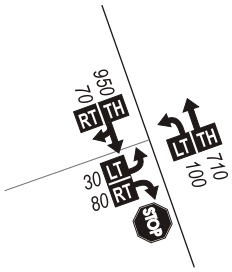
5 Hwy 43 @ Hidden Springs Rd



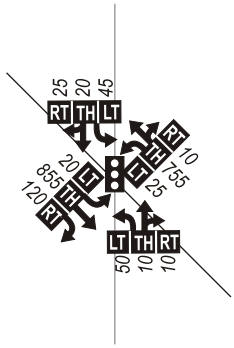
6 Hwy 43 @ Jolie Pointe Rd

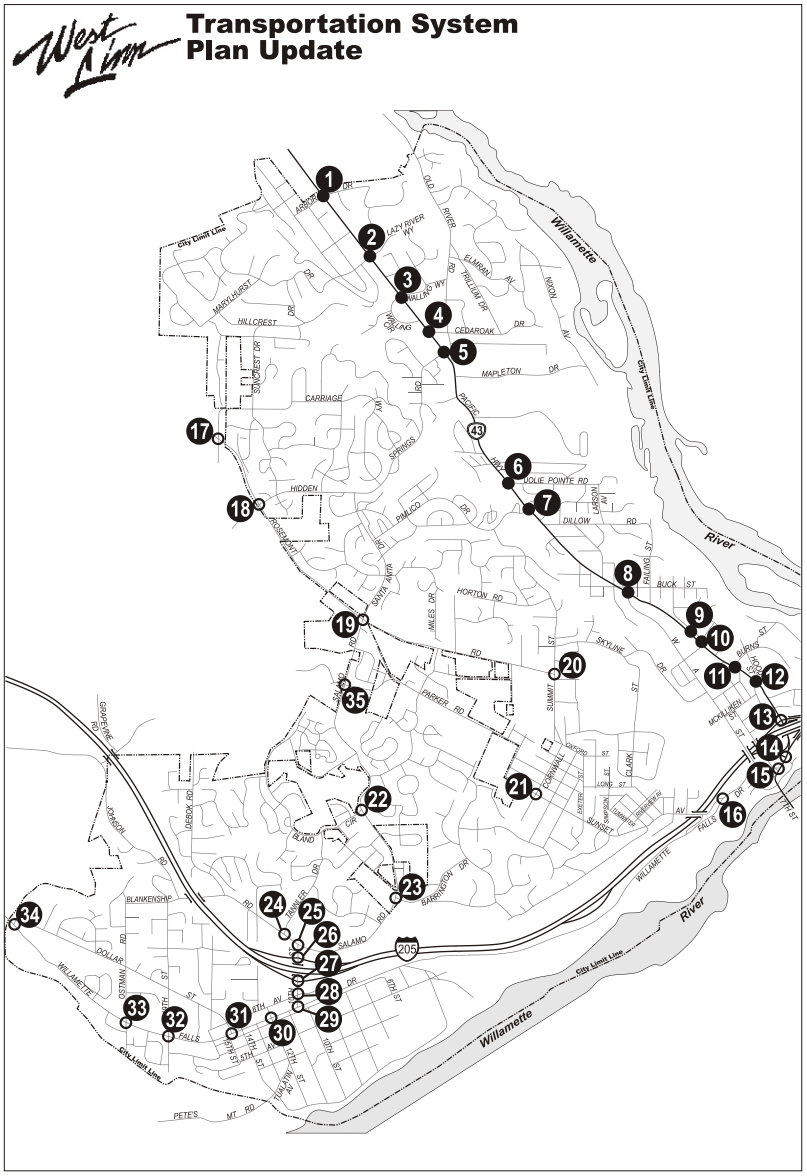


7 Hwy 43 @ Pimlico Dr



8 Hwy 43 @ West A St





LEGEND

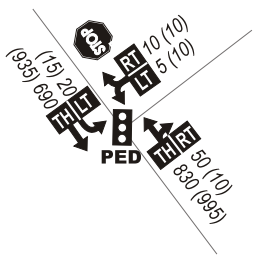
- 0● - Study Intersection & Number (This Sheet)
- 0○ - Study Intersection & Number (Not This Sheet)
- ← - Lane Configuration
- STOP - Stop Sign
- Traffic Signal
- *00* - PM Peak Hour Traffic Volume
- LT TH RT - Volume Turn Movement Left•Thru•Right

DKS Associates
TRANSPORTATION SOLUTIONS

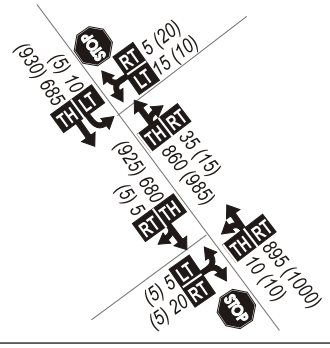
NO SCALE

Figure 10a
EXISTING CONDITIONS

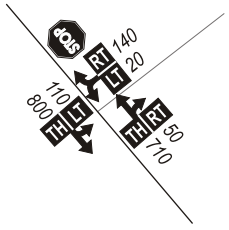
9 Hwy 43 @ Holmes St



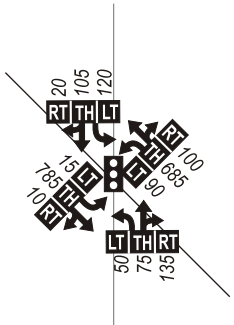
10 Hwy 43 @ Lewis St-Webb St



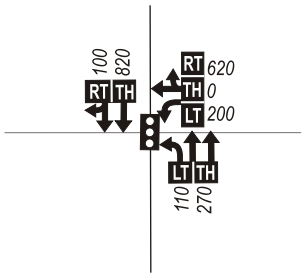
11 Hwy 43 @ Burns St



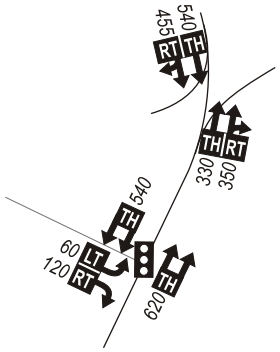
12 Hwy 43 @ McKillican St



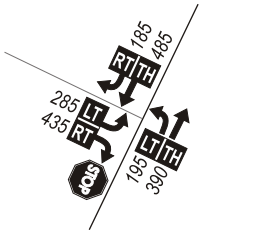
13 Hwy 43 @ I-205 SB On/Off Ramps



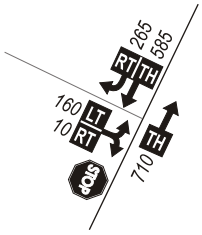
14 Hwy 43 @ I-205 NB Off-Ramp



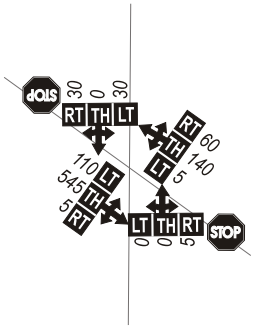
15 Hwy 43 @ Willamette Falls Dr



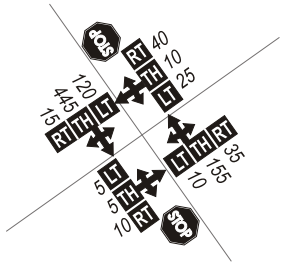
16 Willamette Falls Dr @ Sunset Av



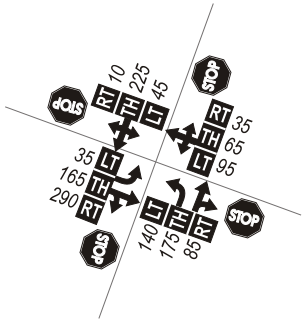
17 Rosemont Rd @ Carriage Wy



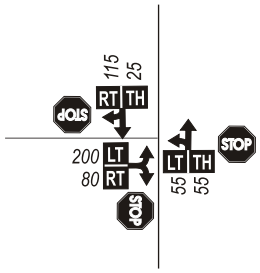
18 Rosemont Rd @ Hidden Springs Rd



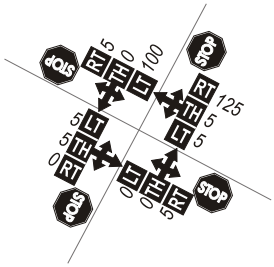
19 Rosemont Rd @ S Salamo Rd



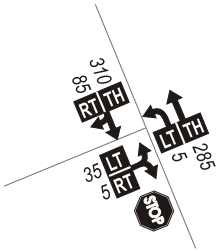
20 Rosemont Rd @ Summit St



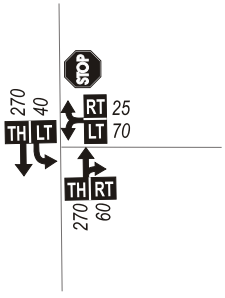
21 Sunset Av @ Cornwall St



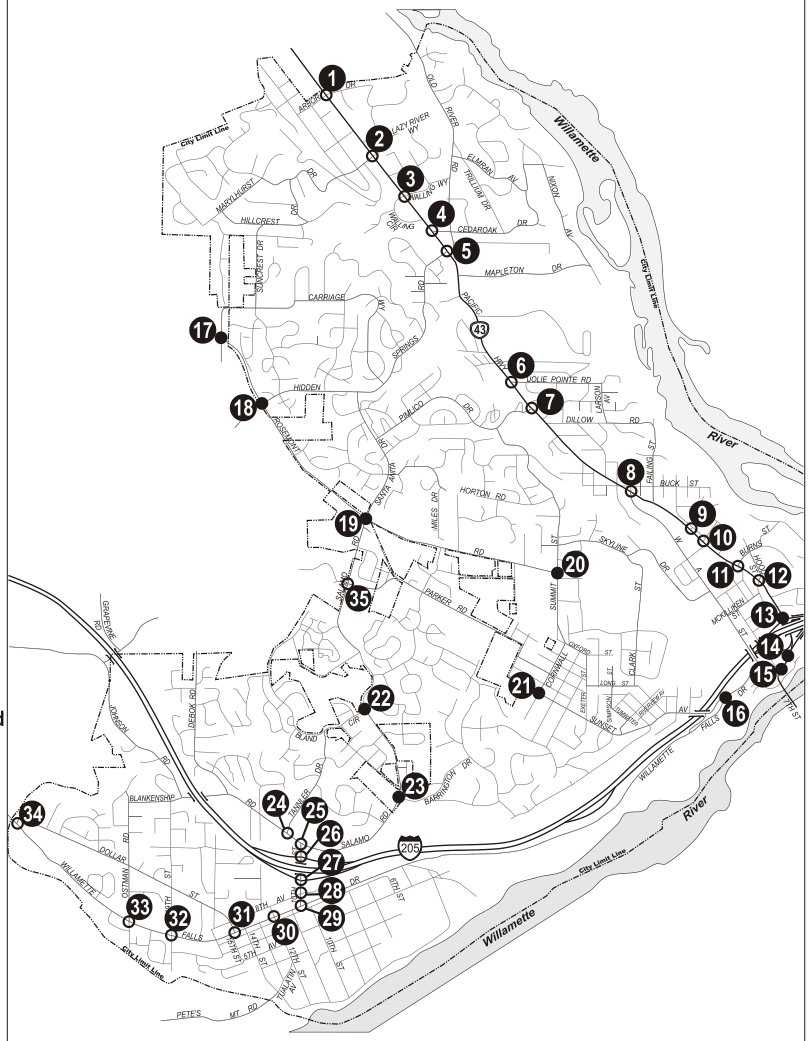
22 Salamo Rd @ Bland Cir



23 Salamo Rd @ Barrington Dr



West Linn Transportation System Plan Update



LEGEND

- 0● - Study Intersection & Number (This Sheet)
- 0○ - Study Intersection & Number (Not This Sheet)
- ← - Lane Configuration
- STOP - Stop Sign
- - Traffic Signal
- *00* - PM Peak Hour Traffic Volume
- LT TH RT - Volume Turn Movement (Left • Thru • Right)

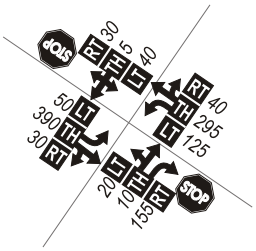
DKS Associates
TRANSPORTATION SOLUTIONS

NO SCALE

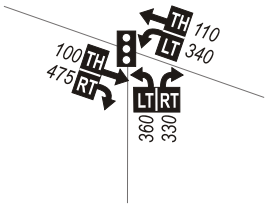
Figure 10b

EXISTING CONDITIONS

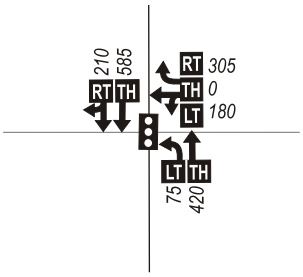
24 Blankenship Rd @ Tannler Dr



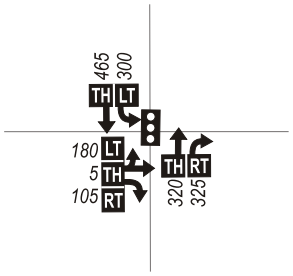
25 10th St @ Blankenship Rd



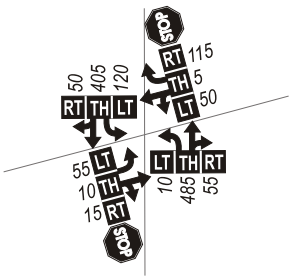
26 10th St @ I-205 SB Ramps



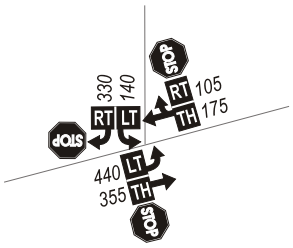
27 10th St @ I-205 NB Ramps



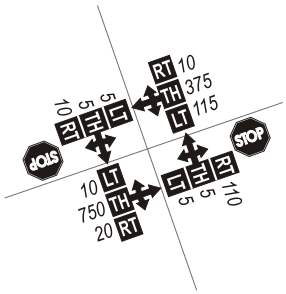
28 10th St @ 8th Av



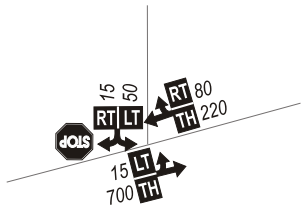
29 10th St @ Willamette Falls Dr



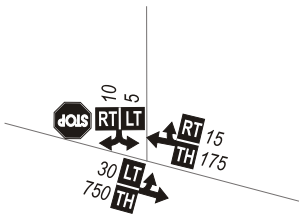
30 Willamette Falls Dr @ 12th St



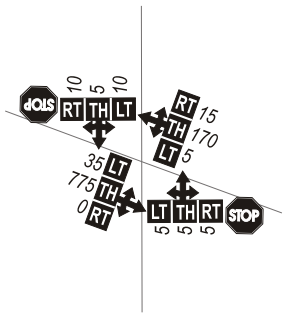
31 Willamette Falls Dr @ Dollar St E



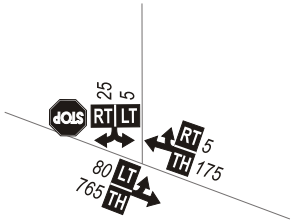
32 Willamette Falls Dr @ 19th St



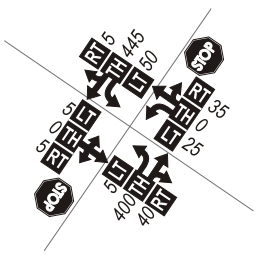
33 Willamette Falls Dr @ Ostman Rd

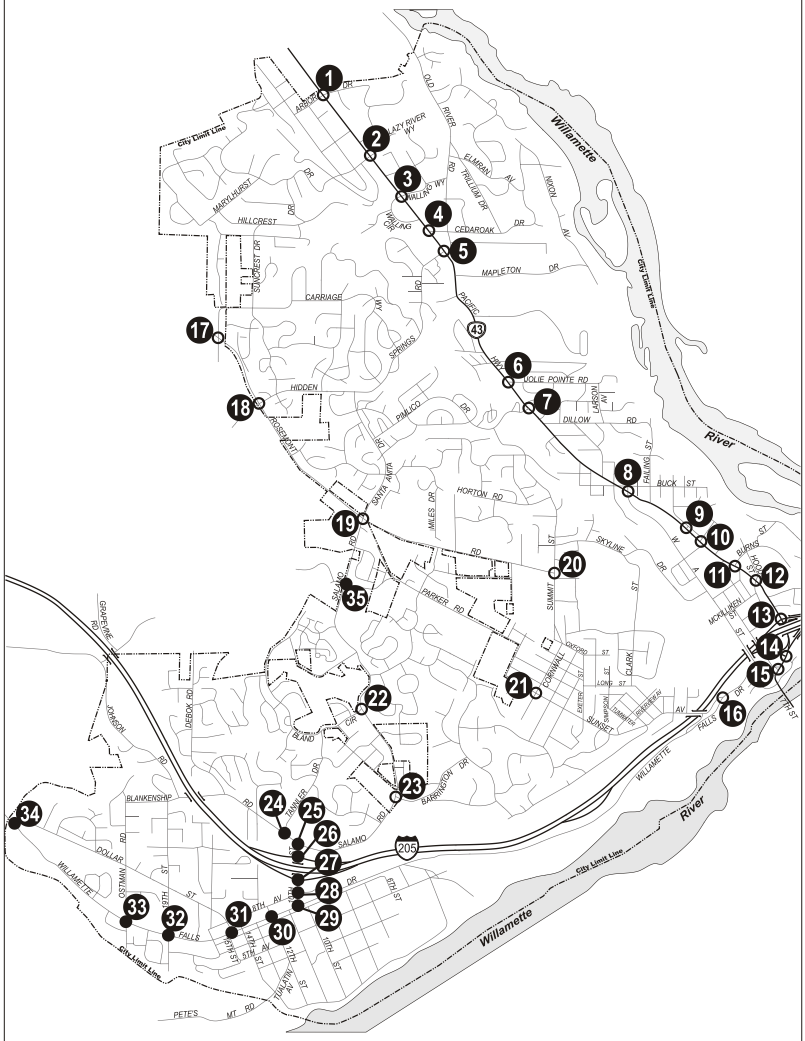


34 Willamette Falls Dr @ Dollar St W



35 Salamo Rd @ Parker Rd





LEGEND

- 0● - Study Intersection & Number (This Sheet)
- 0○ - Study Intersection & Number (Not This Sheet)
- ← - Lane Configuration
- STOP - Stop Sign
- - Traffic Signal
- *00* - PM Peak Hour Traffic Volume
- LT TH RT - Volume Turn Movement Left•Thru•Right

DKS Associates
TRANSPORTATION SOLUTIONS

NO SCALE

Figure 10c

EXISTING CONDITIONS

Existing Operation Conditions

Level of Service (LOS) and volume to capacity (v/c) ratios are both used as measures of effectiveness for intersection operation. LOS is similar to a "report card" rating based upon average vehicle delay. Level of Service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of Service D and E are progressively worse peak hour operating conditions. Level of Service F represents conditions where average vehicle delay exceeds 80 seconds per vehicle entering a signalized intersection and demand has exceeded capacity. This condition is typically evident in long queues and delays. Unsignalized intersections provide levels of service for major and minor street turning movements. For this reason, LOS E and even LOS F can occur for a specific turning movement; however, the majority of traffic may not be delayed (in cases where major street traffic is not required to stop). LOS E or F conditions at unsignalized intersections generally provide a basis to study intersections further to determine availability of acceptable gaps, safety and traffic signal warrants.

A volume to capacity ratio (v/c) is the peak hour traffic volume at an intersection divided by the maximum volume that intersection can handle. For example, when a v/c is 0.80, peak hour traffic is using 80 percent of the intersection capacity. If traffic volumes exceed capacity, queues will form and will lengthen until demand subsides below the available capacity. When the v/c approaches 1.0, intersection operation becomes unstable and small disruptions can cause traffic flow to break down.

Level of service, delay and volume to capacity ratios are used as measures of effectiveness for study intersection performance. The minimum operational standard specified in the City of West Linn Comprehensive Plan (April 2006) is LOS D for all facilities except principal arterials (Highway 43) where the minimum is LOS E. The ODOT operating performance standards[4] require intersections inside an Urban Growth Boundary and within the Portland Metropolitan Region to operate below the maximum volume to capacity ratios shown in Table 3-10.

Table 3-10: ODOT Operating Standards

ODOT Highway Category	Location	Volume to Capacity Ratio (v/c)
District/Local Interest Roads	Unsignalized approaches to Highway 43	0.90
Corridors	Highway 43 from City Limit to Highway 99E except West A Street through McKillican Street	0.99
Town Center	West A Street through McKillican Street	1.1 first hour 0.99 second hour
Ramp Terminals for Freeway Interchange Ramps	I-205 ramp intersections	0.85

[4] *1999 Oregon Highway Plan*, Oregon Department of Transportation, August 2006, Policy 1F.

The PM peak hour intersection volumes were used to determine the existing study intersection operating conditions based on the *2000 Highway Capacity Manual* methodology for signalized and unsignalized intersections[5]. Traffic volumes and level of service calculation sheets can be found in the appendix.

Table 3-11 summarizes the existing weekday PM peak hour intersection operation at study intersections. Intersections controlled by traffic signals operate within accepted standards along Highway 43, and at some locations on 10th Street. However, the intersection of 10th Street / Salamo Road-Blankenship Drive operates at capacity today, because of the close spacing with the freeway off-ramps and coordinated signal controls between those two adjacent intersections. Queues on Salamo Road approach have been observed to extend over a quarter-mile uphill during peak periods, and require several traffic cycles to clear.

The locations controlled by all-way stops generally operate within acceptable standards, as do those with stop sign controls on the minor street approach only. There are several exceptions along Highway 43 where the estimated delay for vehicles turning left onto the highway from the minor street is very significant, with an LOS F rating. These locations will be reviewed to determine if volumes and spacing are sufficient to justify installation of traffic signals or other higher capacity controls.

Table 3-11: Weekday PM Peak Hour Intersection Level of Service

Intersection	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	Measure of Effectiveness		MOE Met ?
				Agency	Maximum	
Signalized Intersections						
Highway 43 / Marylhurst Dr-Lazy River Way	B	16.3	0.80	ODOT	v/c 0.99	Yes
Highway 43 / Cedaroak Dr	B	10.4	0.65	ODOT	v/c 0.99	Yes
Highway 43 / Hidden Springs Rd	C	25.0	0.83	ODOT	v/c 0.99	Yes
Highway 43 / West A St	B	12.5	0.74	ODOT	v/c 1.1	Yes
Highway 43 / Hood St-McKillican St	C	23.6	0.76	ODOT	v/c 1.1	Yes
Highway 43 / I-205 SB	C	26.5	0.85	ODOT	v/c 0.85	Yes
Highway 43 / I-205 NB	A	8.0	0.30	ODOT	v/c 0.85	Yes
10th St / Blankenship Dr	D	55.0	0.63	ODOT	v/c 0.85	Yes
10th St / I-205 SB	C	34.4	0.61	ODOT	v/c 0.85	Yes
10th St / I-205 NB	B	16.1	0.65	ODOT	v/c 0.85	Yes
All-Way Stop Intersections						
Salamo Rd / Rosemont Rd	E	38.3	**>1**	City	LOS D	**No**
Rosemont Rd / Summit St	A	9.2	0.37	City	LOS D	Yes
Sunset Ave / Cornwall St	A	7.6	0.15	City	LOS D	Yes
Willamette Falls Dr / 10th St	C	23.8	0.87	City	LOS D	Yes
Unsignalized Intersections						
Highway 43 / Arbor Dr	B/**F**	1.5	0.03 / 0.37	ODOT	v/c 0.99/0.90	Yes
Highway 43 / Walling Way	B/E	0.9	0.04 / 0.21	ODOT	v/c 0.99/0.90	Yes

[5] *2000 Highway Capacity Manual*, Transportation Research Board, 2000.

Intersection	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	Measure of Effectiveness		MOE Met ?
				Agency	Maximum	
Highway 43 / Jolie Pointe Rd	A/E	0.8	0.03 / 0.22	ODOT	v/c 0.99/0.90	Yes
Highway 43 / Pimlico Dr	B/**F**	7.9	0.16 / **>1**	ODOT	v/c 0.99/0.90	**No**
Highway 43 / Holmes St	B/**F**	2.7	0.02 / 0.65	ODOT	v/c 0.99/0.90	Yes
Highway 43 / Lewis St	B/E	0.6	0.01 / 0.15	ODOT	v/c 0.99/0.90	Yes
Highway 43 / Burns St	B/**F**	39.6	0.23 / **>1**	ODOT	v/c 1.1/0.90	**No**
Highway 43 / Willamette Falls Dr	A/**F**	73.5	0.21 / **>1**	ODOT	v/c 0.99/0.90	**No**
Willamette Falls Dr / Sunset Ave	B/**F**	98.2	0.22 / **>1**	City	LOS D	**No**
Rosemont Rd / Carriage Way	A/C	2.4	0.09 / 0.21	City	LOS D	Yes
Rosemont Rd / Hidden Springs Rd	A/C	3.1	0.10 / 0.14	City	LOS D	Yes
Salamo Rd / Bland Circle	A/B	0.8	0.00 / 0.09	City	LOS D	Yes
Salamo Rd / Barrington Dr	A/C	2.5	0.04 / 0.20	City	LOS D	Yes
Salamo Rd / Parker Rd	A/C	1.6	0.05 / 0.13	City	LOS D	Yes
Blankenship Road / Tannler Dr	A/**F**	8.0	0.13 / 0.52	City	LOS D	**No**
10th St / 8th Ave	A/**F**	10.1	0.13 / 0.73	City	LOS D	**No**
Willamette Falls Dr / 12th St	A/C	3.7	0.17 / 0.23	City	LOS D	**No**
Willamette Falls Dr / Dollar St (East)	A/C	1.3	0.01 / 0.21	City	LOS D	Yes
Willamette Falls Dr / 19th St	A/**F**	42.6	0.01 / 0.95	City	LOS D	**No**
Willamette Falls Dr / Ostman Rd	A/C	0.8	0.03 / 0.06	City	LOS D	Yes
Willamette Falls Dr / Dollar St (West)	A/B	1.0	0.03 / 0.07	City	LOS D	Yes

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
MOE = Measure of Effectiveness

Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
#/# = Major street turn v/c / Minor street turn v/c

Traffic Safety

The last two and a half years (2003 through 2006) of available collision data were obtained from ODOT to identify any areas of traffic safety concern within West Linn.

Table 3-12 summarizes the collisions experienced at study intersections and the resulting collision rate calculates the number of collisions per million vehicles entering the intersection. Collision rates of 1.0 or greater are generally used as indicators that specific intersections should be investigated further for potential safety enhancements. As shown, all study intersections maintain collision rates well below 1.0.

Table 3-12: Collision Rates

Intersection	Total Collisions (Year 2003-2006)	Collision Rate
Highway 43 / Arbor Drive	1	0.07
Highway 43 / Walling Way	1	0.07
Highway 43 / Cedaroak Drive	5*	0.33
Highway 43 / Hidden Springs Drive	6	0.38
Highway 43 / Jolie Pointe Drive	1	0.07
Highway 43 / Pimlico Drive	0	0.00
Highway 43 / West "A" Street	2	0.13
Highway 43 / Holmes Street	2	0.13
Highway 43 / Lewis Street	3	0.20
Highway 43 / Burns Street	0	0.00
Highway 43 / Hood Street-McKillican Street	0	0.00
Highway 43 / I-205 SB Ramps	13	0.80
Highway 43 / I-205 NB Ramps	9	0.63
Highway 43 / Willamette Falls Drive	7	0.47
Rosemont Road / Carriage Way	0	0.00
Rosemont Road / Hidden Springs Road	3	0.45
Rosemont Road / Salamo Road	2	0.19
Rosemont Road / Summit Street	0	0.00
Salamo Road / Bland Circle	0	0.00
Salamo Road / Barrington Drive	1	0.18
Willamette Falls Drive / Sunset Ave	4	0.30
Willamette Falls Drive / Dollar Street (West)	1	0.12
Willamette Falls Drive / Ostman Road	3	0.38
10th Street / I-205 SB Ramp	3	0.22
10th Street / I-205 NB Ramp	6	0.46
10th Street / 8th Avenue	4	0.38
Blankenship Road / Tannler Drive	3	0.33
Summit Street(Cornwall) / Sunset Avenue	0	0.00
Willamette Falls Drive / 12th Street	1	0.09
Willamette Falls Drive / 19th Street	1	0.11
Ponderray Drive west of Parker Road	1	0.09
Willamette Falls Drive / Dollar Street (East)	1	0.07

Source: ODOT – Transportation Data Section – Crash Analysis and Reporting Unit, Continuous System Crash Listing, City of West Linn, 2003-2006.
* One crash at this intersection involved one pedestrian. Crash Rate = (Crashes*1000000) / (Years*ADT*340)

Truck Freight

Efficient truck movement plays a vital role in the economical movement of raw materials and finished products. The designation of through truck routes provides for this efficient movement while at the same time maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. The only state-designated truck route in West Linn is I-205. Clackamas County and the City of West Linn identify Highway 43 and I-205 as freight routes within the West Linn UGB.

Truck (heavy vehicle) volumes were collected as part of the intersection turn movement counts and were used in motor vehicle operations calculations. Truck use at study intersections is listed in Table 3-13. Freight routes and volumes are shown on Figure 3-11.

Table 3-13: PM Peak Hour Truck Volumes at Study Intersections

Intersection	Intersection Truck Volume	Truck % of All Vehicular Traffic
Highway 43 / Arbor Drive	26	1%
Highway 43 / Walling Way	23	1%
Highway 43 / Cedaroak Drive	31	2%
Highway 43 / Hidden Springs Drive	23	1%
Highway 43 / Jolie Pointe Drive	52	3%
Highway 43 / Pimlico Drive	54	3%
Highway 43 / West "A" Street	60	3%
Highway 43 / Burns Street	39	2%
Highway 43 / Hood Street-McKillican Street	42	2%
Highway 43 / I-205 SB Ramps	75	4%
Highway 43 / I-205 NB Ramps	86	5%
Highway 43 / Willamette Falls Drive	49	2%
Rosemont Road / Carriage Way	5	1%
Rosemont Road / Hidden Springs Road	5	1%
Rosemont Road / Salamo Road	30	2%
Rosemont Road / Summit Street	1	0%
Salamo Road / Bland Circle	24	3%
Salamo Road / Barrington Drive	34	5%
Salamo Road / Parker Road	7	1%
Sunset Ave / Cornwall St	0	0%
Blankenship Rd / Tannler Dr	27	2%
10th St / Blankenship Road	43	3%
10th St / I-205 SB Ramp	88	5%
10th St / I-205 NB Ramp	90	5%
10th St / 8th Ave	30	2%
10th St / Willamette Falls Dr	27	2%
Willamette Falls Drive / Sunset Ave	38	2%
Willamette Falls Drive / Dollar Street E	16	1%
Willamette Falls Drive / 12th Street	24	2%
Willamette Falls Drive / 19th Street	24	2%
Willamette Falls Drive / Ostman Road	27	3%
Willamette Falls Drive / Dollar Street W	22	2%

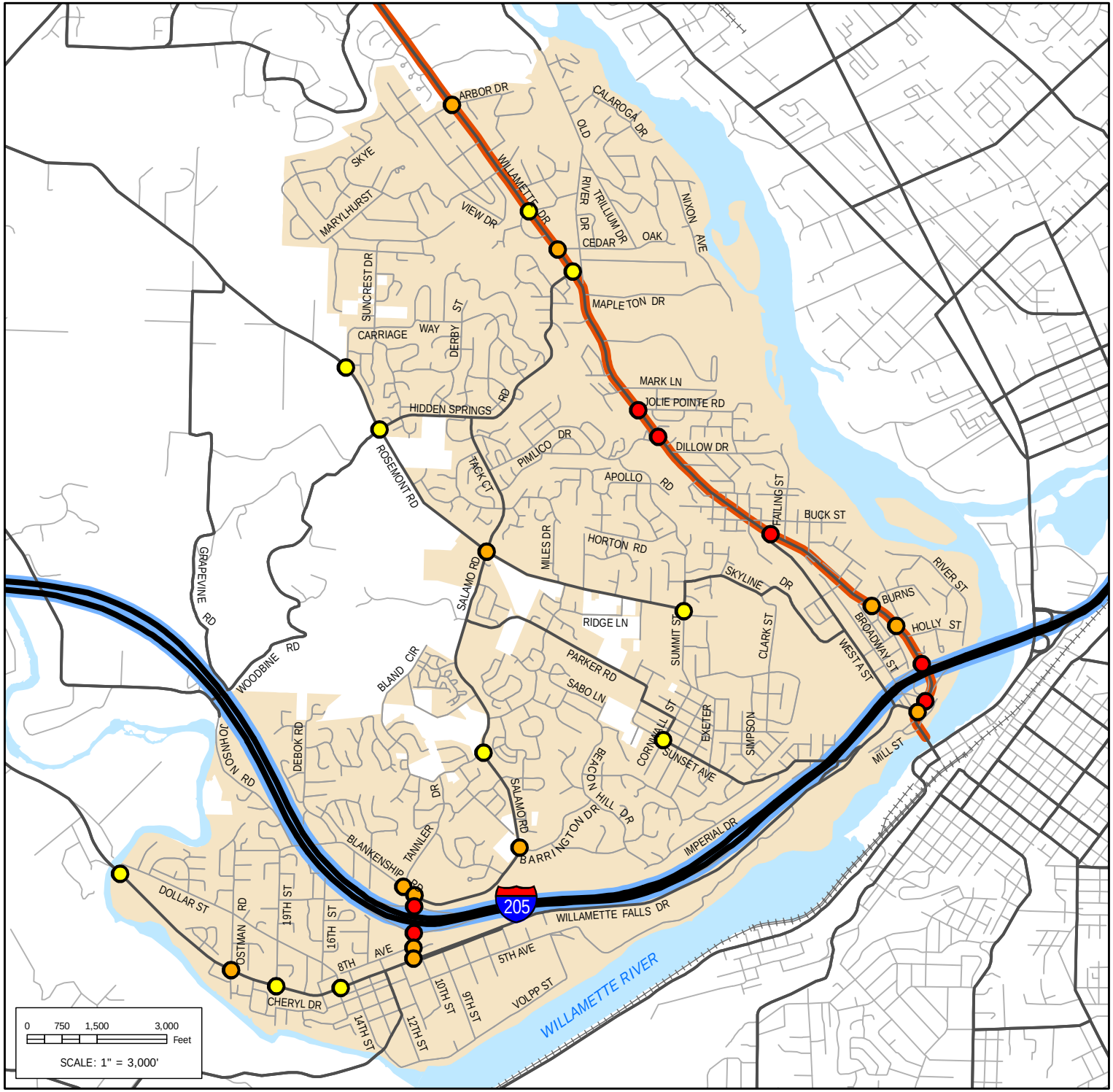
Source: Traffic Counts conducted November 2006

Railroad Crossings

There is no railroad within the city limits of West Linn.

Other Travel Modes

There are no other modes of transportation to be included in the TSP Update. A major natural gas pipeline and a rail line are located south of West Linn in Oregon City.



West Linn Transportation System Plan

FIGURE 3-11

TRUCK FREIGHT ROUTES

LEGEND

Freight Volumes

- 0 - 25 HV/hr
- 26 - 50 HV/hr
- >50 HV/hr

Freight Routes

- Clackamas County Freight Route
- State Freight Route/ Federally Designated Freight Route

- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

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CHAPTER

4 Future Conditions

The West Linn Transportation System Plan addresses existing system needs and additional facilities that are required to serve future growth. The existing system must be properly managed to ensure that growth does not degrade roadway operations below acceptable standards. Metro's urban area transportation forecast model was used to determine future traffic volumes in West Linn. This forecast model translates assumed land uses into personal travel, selects modes, and assigns motor vehicles to the roadway network. These traffic volume projections form the basis for identifying potential roadway deficiencies and for evaluating alternative circulation improvements. This section describes the forecasting process including key assumptions and the land use scenario developed from the existing Comprehensive Plan designations and allowed densities.

Projected Land Uses

Land use is a key factor in developing a functional transportation system. The amount of land that is planned to be developed, the type of land uses, and how the land uses are mixed together have a direct relationship to expected demands on the transportation system. Understanding the amount and type of land use is critical to taking actions to maintain or enhance transportation system operation.

Projected land uses were developed for areas within the urban growth boundary and reflect the Comprehensive Plan and Metro's land use assumptions for the year 2030. Complete land use data sets were developed for the following conditions:

- Existing Conditions (2005 - most current base travel forecast for the Metro region)
- Future Conditions (2030 forecasts)

The base year travel model is updated periodically and for this study effort, the available base model provided by Metro was for 2005. Land uses were inventoried throughout West Linn by Clackamas County and Metro. This land use database includes the number of dwelling units, the number of retail employees, and the number of other employees. Table 1 summarizes the

land uses for existing conditions and the future scenario within the West Linn TSP study area. While these summaries only outline land use in West Linn for the purposes of this study, the travel demand forecasts that have been evaluated reflect the regional land use growth throughout the Portland metropolitan area (the four county area). A detailed summary of the uses for each Transportation Analysis Zone (TAZ) within the West Linn study area is provided in the Appendix.

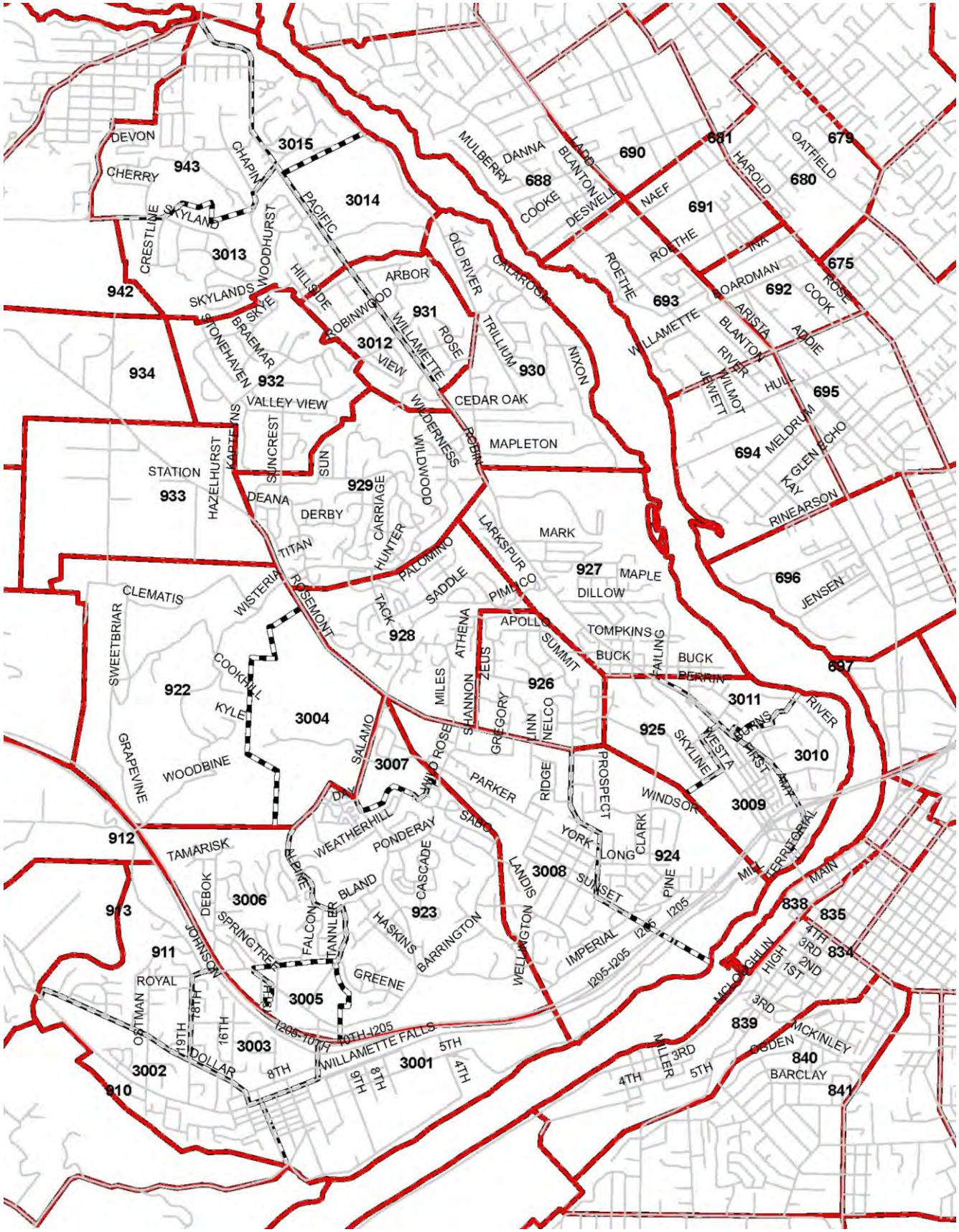
Table 4-1: West Linn Land Use Summary

Land Use	2005	2030	Increase	Percent Increase
Households (HH)	9,132	11,389	2,257	25%
Retail Employees (RET)	907	1,675	768	85%
Other(Non-Retail) Employees (OTH)	3,021	4,709	1,688	56%

At the existing level of land development, the transportation system generally operates without significant deficiencies in the study area. As land uses are changed in proportion to each other (i.e. there is a significant increase in employment relative to household growth), there will be a shift in the overall operation of the transportation system. Retail land uses generate higher amounts of trips per acre of land than do households and other land uses. The location and design of retail land uses in a community can greatly affect transportation system operation. Additionally, if a community is homogeneous in land use character (i.e. all employment or residential), the transportation system must support significant trips coming to or from the community rather than within the community. Typically, there should be a mix of residential, commercial, and employment type land uses so that some residents may work and shop locally, reducing the need for residents to travel long distances.

Table 1 indicates that significant growth is expected in West Linn in the coming decades. The transportation system in West Linn should be monitored to make sure that land uses in the plan are balanced with transportation system capacity. This TSP balances needs with the forecasted 2030 land uses.

For transportation forecasting, the land use data is stratified into geographical areas called transportation analysis zones (TAZs), which represent the sources of vehicle trip generation. There are approximately 10 Metro TAZs within the West Linn TSP study area. These 10 TAZs were subdivided, as part of this plan, into 40 TAZs to more specifically represent land use in West Linn. The disaggregated model zone boundaries are shown in Figure 4-1.



LEGEND

- TAZ Boundary
- 000 - TAZ Number

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Figure 4-1

TRAFFIC ANALYSIS ZONES (TAZ)

Metro Area Transportation Model

A determination of future traffic system needs in West Linn requires the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. The objective of the transportation planning process is to provide the information necessary for making decisions on when and where improvements should be made to the transportation system to meet travel demand as developed in an urban area travel demand model as part of the Regional Transportation Plan update process. Metro uses VISUM, a computer based program for transportation planning, to process the large amounts of data for the Portland Metropolitan area. For the West Linn TSP, the Clackamas County focused area model was used to forecast 2030 travel with substantially more detail added into the West Linn area.

Traffic forecasting can be divided into several distinct but integrated components that represent the logical sequence of travel behavior (Figure 4-2). These components and their general order in the traffic forecasting process are as follows:

- Trip Generation
- Trip Distribution
- Mode Choice
- Traffic Assignment

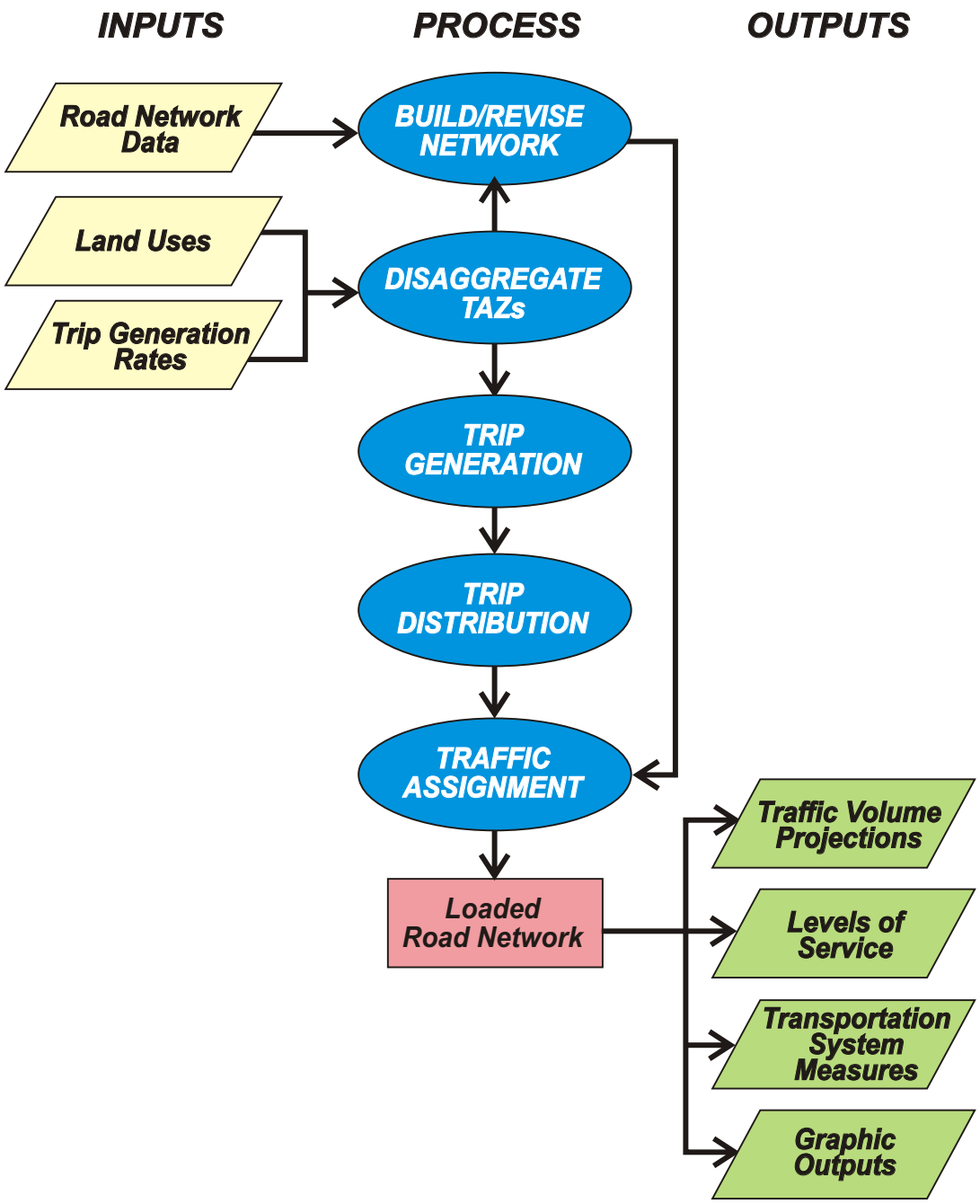

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Figure 4-2

MODEL PROCESS

Trip Generation

The trip generation process translates land use quantities (number of dwelling units, retail, and other employment) into vehicle trip ends (number of vehicles entering or leaving a TAZ or sub-TAZ) using trip generation rates established during the model verification process. The Metro trip generation process is elaborate, entailing detailed trip characteristics for various types of housing, retail employment, non-retail employment, and special activities. Typically, most traffic impact studies rely on the Institute of Transportation Engineers (ITE) research for analysis[1]. The model process is tailored to variations in travel characteristics and activities in the region. For reference, Table 4-2 provides a summary of the approximate average evening peak hour trip rates used in the Metro model. These are averaged over a broad area and thus, are different than driveway counts represented by ITE. This data provides a reference for the trip generation process used in the model.

Table 4-2: Approximate Average PM Peak Hour Trip Rates Used in Metro Travel Demand Model

	Average Trip Rate/Unit		
Unit	In	Out	Total
Household (HH)	0.43	0.19	0.62
Retail Employee (RET)	0.78	0.69	1.47
Other Employee (OTH)	0.07	0.29	0.36

Source: DKS/Metro

Table 4-3 illustrates the estimated growth in vehicle trips generated within the greater West Linn area during the PM peak period (2-hr peak) between 2005 and 2030. It indicates that vehicle trips in West Linn would grow by approximately 40 percent between 2005 and 2030 if the land develops according to Clackamas County and Metro's 2030 land use assumptions. The great majority of the expected growth lies outside of the current city limits. Refer to appendix for details about the trip growth for each TAZ. Assuming a 20-year horizon to the 2030 scenario, this represents an annualized growth rate of between 1 and 2 percent per year.

Table 4-3: Existing and Future Projected Vehicle Trips (PM Peak 2-Hour Period)

Trip Type	2005 Trips	2030 Trips	Growth
Single Occupancy Vehicles	6,615	9,106	2,491
High Occupancy Vehicles	2,361	3,530	1,170
Medium Trucks	19	31	12
Heavy Trucks	24	40	15

[1] *Trip Generation Manual*, 7th Edition, Institute of Transportation Engineers, 2001.

Trip Distribution

This step estimates how many trips travel from one zone in the model to any other zone. Distribution is based on the number of trip ends generated in each zone pair, and on factors that relate the likelihood of travel between any two zones to the travel time between zones. In projecting long-range future traffic volumes, it is important to consider potential changes in regional travel patterns. Although the locations and amounts of traffic generation in West Linn are essentially a function of future land use in the city, the distribution of trips is influenced by regional growth, particularly in neighboring areas such as Oregon City, Lake Oswego as unincorporated areas to the west of West Linn. External trips (trips that have either an origin and not a destination in West Linn or have a destination but not an origin in West Linn) and through trips (trips that pass through West Linn and have neither an origin nor a destination there) were projected using trip distribution patterns based upon census data and traffic counts performed at gateways into the Metro area Urban Growth Boundary (UGB) calibration.

Mode Choice

This is the step where it is determined how many trips will be by various modes (single-occupant vehicle, transit, truck, carpool, pedestrian, bicycle, etc.). The 2005 mode splits are incorporated into the base model and adjustments to that mode split may be made for the future scenario, depending on any expected changes in transit or carpool use. These considerations are built into the forecasts used for 2030.

Traffic Assignment

In this process, trips from one zone to another are assigned to specific travel routes in the network, and resulting trip volumes are accumulated on links of the network until all trips are assigned.

Network travel times are updated to reflect the congestion effects of the traffic assigned through an equilibrium process. Congested travel times are estimated using what are called “volume-delay functions” in EMME/2. There are different forms of volume/delay functions, all of which attempt to simulate the impact of congestion on travel times (greater delay) as traffic volume increases. The volume-delay functions take into account the specific characteristics of each roadway link, such as capacity, speed and facility type. This allows the model to reflect conditions somewhat similar to driver behavior.

Model Verification

The base 2005 modeled traffic volumes were compared against actual traffic volume counts across screenlines (an imaginary line where several parallel roadways would intersect), on key arterials, and at key intersections. Most arterial traffic volumes meet

screenline tolerances for forecast adequacy. Based on this performance, the model was used for future forecasting and assessment of circulation change.

Intersection turn movements were extracted from the model at key intersections for both the base year 2005 and forecast year 2030 scenarios. A "post processing" technique following NCHRP 255 Methodology[2] was utilized to refine model travel forecasts to the volume forecasts utilized for 2030 intersection analysis. Post processing is a methodology that uses existing count data, base year model data and future year model data to help determine future volumes by adding the increment of growth in volumes between the future and base year models to the existing count data. This methodology minimizes the effects of any model error by adding the increment of growth projected based on changes in land use to the base year counts.

Future (2030) System Assumptions

The Metro regional travel demand forecast model was used to determine future (2030) traffic volumes for the City of West Linn. The 2030 base model assumed RTP programmed improvements as a base case scenario. The improvements that are located within the City of West Linn and have an impact on motor vehicle roadway capacity are listed in Table 4-4. Other projects in the area (i.e. adjacent cities and counties) are included as listed in the RTP. These other projects could have impact on travel behavior within West Linn.

Table 4-4: RTP Projects Included in Future (2030) Travel Demand Modeling

RTP #	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 2003 dollars	RTP Program Years
5199	I-205 Auxiliary Lanes	I-5 to Stafford Road	Add auxiliary lanes as part of pavement preservation project	$8,000,000	2004-09
5013	I-205 Climbing Lanes	Willamette River to West Linn in Clackamas County	New SB Truck climbing lane at I-205 bridge (between Willamette River and 10th Street) - PE/ROW in financially constrained system	$46,200,000	2016-25

[2] *Highway Traffic Deata for Urbanized Area Project Planning and Design – National Cooperative Highway Research Program Report 255*, Transportation Research Board, Washington D.C., 1982.

Future Facility Needs

This section identifies study area intersection deficiencies resulting from increases in vehicle volumes as forecasted by the 2030 financially constrained Metro RTP model for the 2030 base case scenario. Additionally, this section also identifies citywide circulation and safety improvement needs.

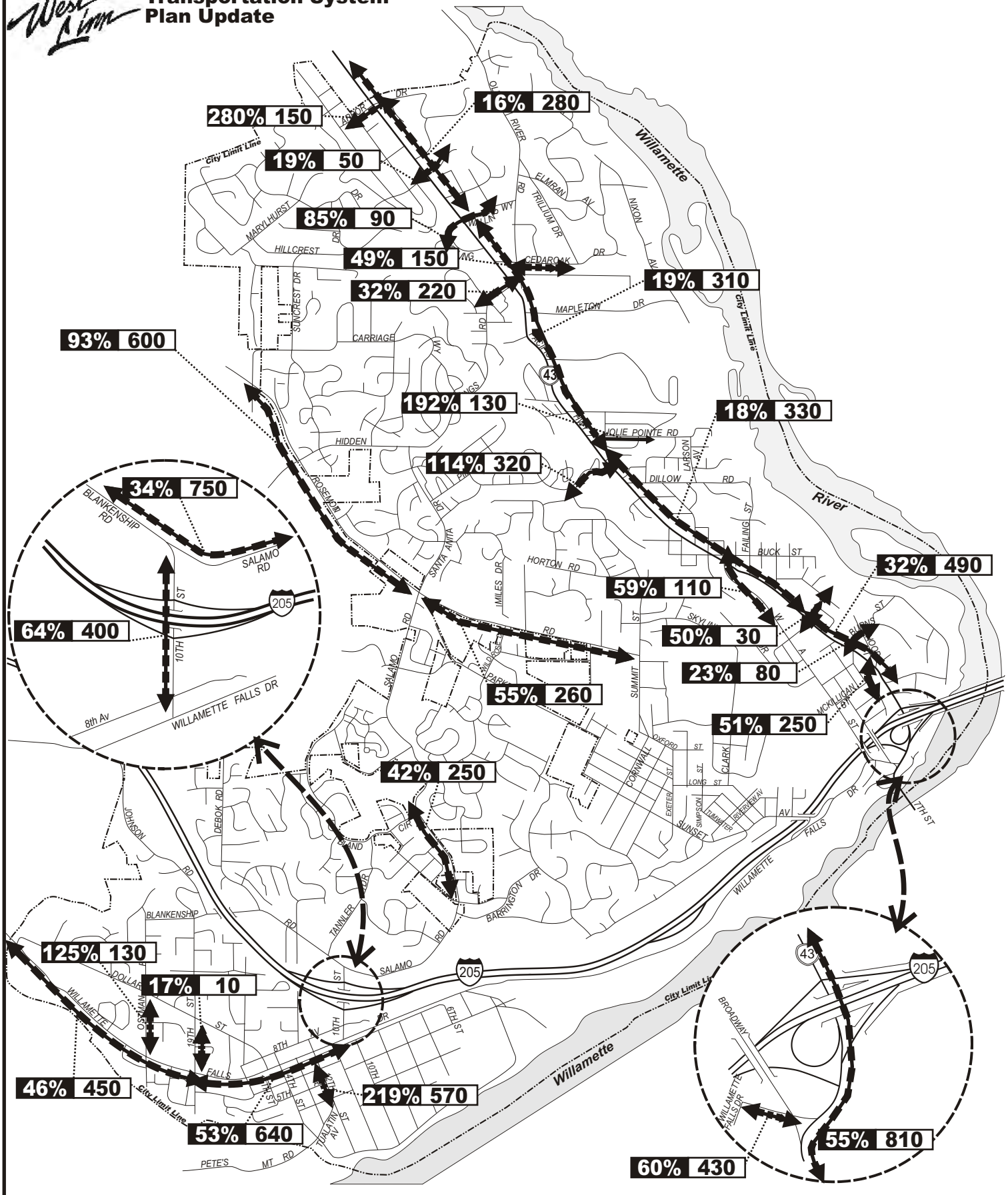
Both regional and local traffic volumes are projected to increase on many of the streets within the city. Figure 4-3 shows the percent increase in PM peak hour volume between 2006 and 2030. As illustrated in this figure, two-way traffic volumes are predicted to increase city wide by the year 2030. Notable roadways with traffic volume increases are Highway 43, 10th Street on both sides of I-205, and Rosemont Road. Two-way traffic volumes on these streets are projected to increase during the PM peak hour by as many as 995 vehicles per hour (vph) on Highway 43, 1085 vph on 10th Street, and 690 vph on Rosemont Road. Traffic volumes on the streets intersecting the above named streets are projected to increase greatly as well.

Many of the study intersections fail to meet performance standards either for the City of West Linn or for the Oregon Department of Transportation (ODOT) as a result of the increases in volume. Traffic operations for each study intersection was rated as good, adequate, or poor during the 2030 PM peak hour and shown in Figure 4-4. Many of the city and state intersections will experience poor operating conditions. The deterioration in operations is a direct result of both city and regional growth. The future operational analysis for each intersection is outlined in greater detail in the following sections.

The local street network in the City of West Linn is mostly built out and has connectivity restrictions between the commercial center area and among some of the city's neighborhoods. Because of the city's developmental history and its geography, there are many winding, long blocks and cul-de-sacs outside of the commercial areas. This type of street layout forces out-of-direction travel when traveling between and within neighborhoods, and greater use of local streets to compensate for lack of connectivity to more major facilities. Few direct routes exist in the central area of the city; most of the designated arterials zigzag through neighborhoods. In addition, I-205 bisects the City of West Linn, serving as a major barrier between neighborhoods to the south and the rest of the city. Many intercity trips concentrate along the few streets that do connect across I-205, such as 10th Street and Willamette Drive.

West Linn

Transportation System Plan Update



LEGEND

- 00% - Percentage Increase 2006 - 2030
- 00 - Volume Difference 2006 - 2030
- ⟷ - Bi-Directional Volume

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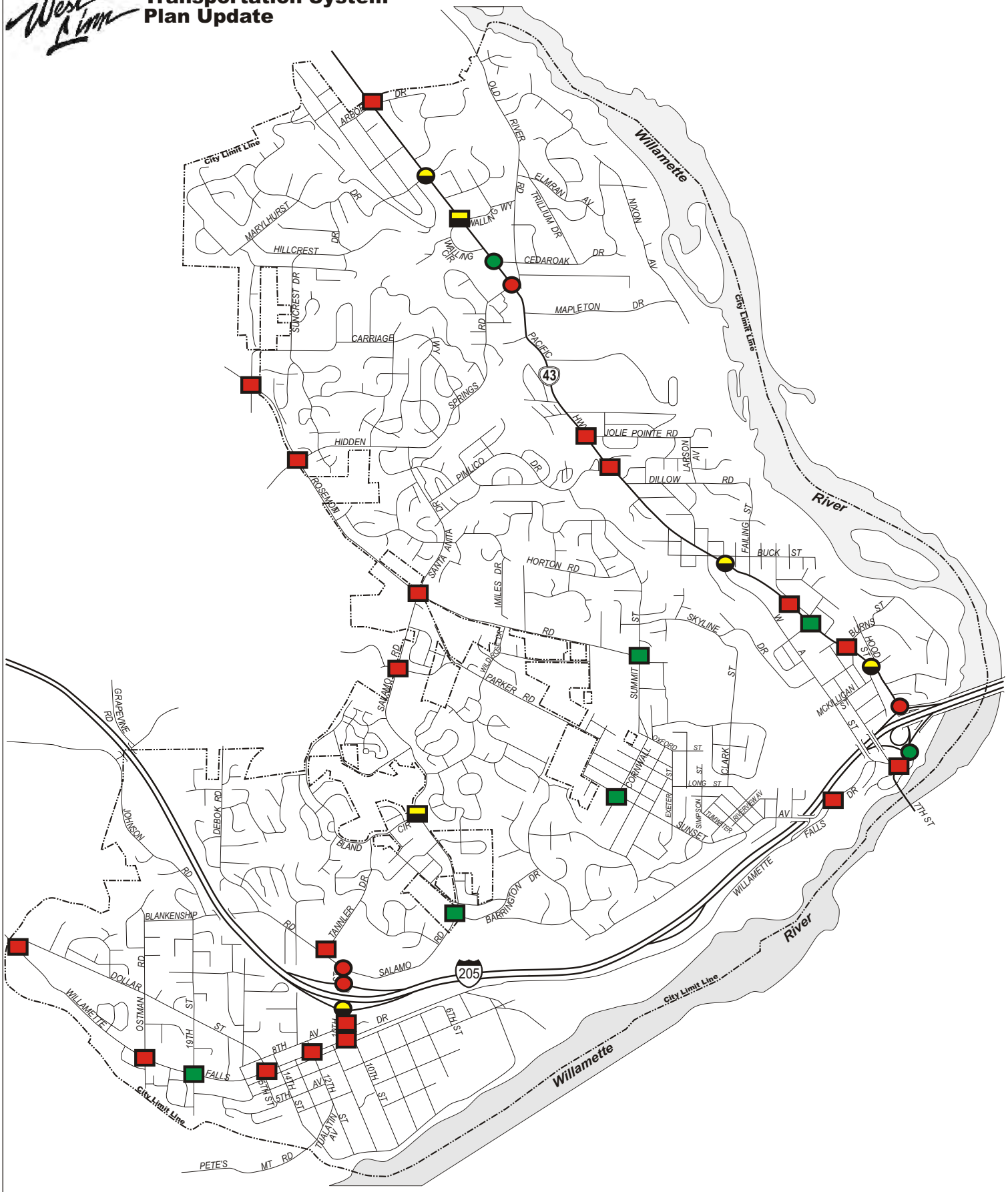
Figure 4-3

PERCENT INCREASE IN PM PEAK HOUR VOLUMES

West Linn

Transportation System Plan Update



LEGEND

- Good Operations
- Acceptable Operations
- Sub-Standard Operations
- Unsignalized Intersection
- Signalized Intersection

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Figure 4-4

FUTURE STUDY AREA INTERSECTION OPERATIONS

Future Intersection Capacity Analysis

The impact of growth on the local roadways was evaluated at the same 25 intersections examined for Existing Conditions. The 2030 operational analysis (summarized in Table 5) found many study intersections, both city streets and on State Highways, would reach or exceed capacity and experience high levels of congestion and delay without additional improvements to the existing transportation system.

These results are referred to as the 2030 base case scenario, since is assumes only those improvements that have already been identified for funding within the next 20 years. Subsequent chapters will develop circulation and operational alternatives to the 2030 base case and make recommendations about which are most efficient and cost effective in complying with the transportation goals and policies, as previously described in Chapter 2.

Table 4-5: Weekday PM Peak Hour Intersection Level of Service

		Existing (2006)			Future Base Case (2030)			Mobility Standard		
Intersection # on Map	Intersection	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	Agency	Minimum	Standard Met?
	Signalized Intersections									
2	Highway 43 / Marylhurst Dr-Lazy River Way	B	16.3	0.8	C	26.7	0.94	ODOT	v/c 0.99	Yes
4	Highway 43 / Cedaroak Dr	B	10.4	0.65	B	18.3	0.82	ODOT	v/c 0.99	Yes
5	Highway 43 / Hidden Springs Rd	C	25	0.83	D	42.8	**1**	ODOT	v/c 0.99	**No**
8	Highway 43 / West A St	B	12.5	0.74	C	31.1	0.97	ODOT	v/c 1.1	Yes
12	Highway 43 / Hood St-McKillican St	C	23.6	0.76	E	62.7	1.07	ODOT	v/c 1.1	Yes
13	Highway 43 / I-205 SB	C	26.5	0.85	E	69.1	**>1.0**	ODOT	v/c 0.85	**No**
14	Highway 43 / I-205 NB	A	8	0.3	B	10.2	0.41	ODOT	v/c 0.85	Yes
25	10th St / Blankenship Dr	D	55	0.63	**F**	>80.0	**>1.0**	ODOT	v/c 0.85	**No**
26	10th St / I-205 SB	C	34.4	0.61	**F**	>80.0	**>1.0**	ODOT	v/c 0.85	**No**
27	10th St / I-205 NB	B	16.1	0.65	E	64.3	>1.0	ODOT	v/c 0.85	Yes
	All-Way Stop Intersections									
19	Salamo Rd / Rosemont Rd	E	38.3	**>1.0**	**F**	>50.0	**>1.0**	City	LOS D	**No**
20	Rosemont Rd / Summit St	A	9.2	0.37	B	12.2	0.57	City	LOS D	Yes
21	Sunset Ave / Cornwall St	A	7.6	0.15	A	7.8	0.16	City	LOS D	Yes
29	Willamette Falls Dr / 10th St	C	23.8	0.87	**F**	>50.0	1.24	City	LOS D	**No**
	Unsignalized Intersections									
1	Highway 43 / Arbor Dr	B/**F**	>50.0	0.03 / 0.37	B/**F**	>50.0	0.04/**>1.0**	ODOT	v/c 0.99/0.90	**No**
3	Highway 43 / Walling Way	B/E	42.2	0.04 / 0.21	B/**F**	>50.0	0.00/0.92	ODOT	v/c 0.99/0.90	Yes
6	Highway 43 / Jolie Pointe Rd	A/E	47.3	0.03 / 0.22	B/**F**	>50.0	0.12/**>1.0**	ODOT	v/c 0.99/0.90	**No**
7	Highway 43 / Pimlico Dr	B/**F**	>50.0	0.16 / **>1.0**	C/**F**	>50.0	0.37/**>1.0**	ODOT	v/c 0.99/0.90	**No**
9	Highway 43 / Holmes St	B/**F**	>50.0	0.02 / 0.65	B/**F**	>50.0	0.03/**>1.0**	ODOT	v/c 0.99/0.90	**No**

		Existing (2006)			Future Base Case (2030)			Mobility Standard		
Intersection # on Map	Intersection	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	Agency	Minimum	Standard Met?
10	Highway 43 / Lewis St	B/E	40	0.01 / 0.15	B/**F**	>50.0	0.01/0.54	ODOT	v/c 0.99/0.90	Yes
11	Highway 43 / Burns St	B/**F**	>50.0	0.23 / **>1.0**	D/**F**	>50.0	0.49/**>1.0**	ODOT	v/c 1.1/0.90	**No**
15	Highway 43 / Willamette Falls Dr	A/**F**	>50.0	0.21 / **>1.0**	D/**F**	>50.0	0.77/**>1.0**	ODOT	v/c 0.99/0.90	**No**
16	Willamette Falls Dr / Sunset Ave	A/B	13.6	0.29 / 0.31	A/**E**	47.6	0.67/0.74	City	LOS D	**No**
17	Rosemont Rd / Carriage Way	A/C	21.9	0.09 / 0.21	A/**F**	>50.0	0.12/0.51	City	LOS D	**No**
18	Rosemont Rd / Hidden Springs Rd	A/C	18.6	0.10 / 0.14	B/**F**	>50.0	0.07/**>1.0**	City	LOS D	**No**
22	Salamo Rd / Bland Circle	A/B	38.3	0.00 / 0.09	A/D	34.6	0.02/0.60	City	LOS D	Yes
23	Salamo Rd / Barrington Dr	A/C	15.8	0.04 / 0.20	A/C	21.8	0.05/0.93	City	LOS D	Yes
35	Salamo Rd / Parker Rd	A/C	17.0	0.05 / 0.13	A/**F**	>50.0	0.13/0.79	City	LOS D	**No**
24	Blankenship Road / Tannler Dr	A/**F**	>50.0	0.13 / 0.52	B/**F**	>50.0	0.19/**>1.0**	City	LOS D	**No**
28	10th St / 8th Ave	A/**F**	>50.0	0.13 / 0.73	B/**F**	>50.0	0.18/**>1.0**	City	LOS D	**No**
30	Willamette Falls Dr / 12th St	A/C	22.7	0.17 / 0.23	B/**F**	>50.0	0.44/**>1.0**	City	LOS D	**No**
31	Willamette Falls Dr / Dollar St (East)	A/C	20.6	0.01 / 0.21	A/**F**	>50.0	0.15/0.74	City	LOS D	**No**
32	Willamette Falls Dr / 19th St	A/B	13.0	0.01 / 0.04	A/C	17.6	0.01/0.06	City	LOS D	Yes
33	Willamette Falls Dr / Ostman Rd	A/C	23.6	0.03 / 0.06	B/**F**	>50.0	0.01/0.23	City	LOS D	**No**
34	Willamette Falls Dr / Dollar St (West)	A/B	12.1	0.03 / 0.07	A/**F**	>50.0	0.13/0.71	City	LOS D	**No**

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
MOE = Measure of Effectiveness

Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
Delay = Worst Case for Minor Street
#/# = Major street turn v/c / Minor street turn v/c

Traffic Signal Warrants

Traffic signal warrant 11 (Peak Hour Volume) from the *Manual on Uniform Traffic Control Devices* (MUTCD) was evaluated for the unsignalized study intersections that did not meet operational standards in the 2030 base case[3]. The intersections that would meet the traffic volume warrant for signalization by the year 2030 are listed in Table 6.

On arterial streets, signals should generally be spaced at least 1,000 feet apart for efficient operation, but signalizing some of the intersections that meet this warrant would result in shorter spacing. A detailed traffic engineering evaluation must be conducted to evaluate site conditions, signal spacing, and all MUTCD warrants before the installation of any traffic signal. ODOT signal design and signal phasing guidelines should be followed for all new traffic signal installations. ODOT typically requires an 8-hour warrant to be met. ODOT also requires other improvements, such as channelization to be considered prior to a signal.

Table 4-6: Traffic Signal Warrant Analysis for PM Peak Hour Volume

Intersection	Warrant Met for Existing (2006)?	Warrant Met for Future Base Case (2030)?
Highway 43/ Arbor Dr.	No	No
Highway 43/ Jolie Pointe Rd.	No	No
Highway 43/ Pimlico Dr.	No	**Yes**
Highway 43/ Holmes St.	No	No
Highway 43/ Burns St.	**Yes**	**Yes**
Highway 43/ Willamette Falls Dr.	**Yes**	**Yes**
Willamette Falls Dr./Sunset Ave./Chestnut St.	No	**Yes**
Rosemont Rd./Carriage Wy.	No	No
Rosemont Rd./Hidden Springs Rd.	No	**Yes**
Rosemont Rd./Salamo Rd	No	**Yes**
10th St / 8th Ave	No	**Yes**
Willamette Falls Dr / 10th St	**Yes**	**Yes**
Salamo Rd/Parker Rd	No	No
Blankenship Rd./Tannler Dr.	No	**Yes**
Willamette Falls Dr./12th St.	No	**Yes**
Willamette Falls Dr./Dollar St. East	No	No
Willamette Falls Dr./Ostman Rd.	No	No
Willamette Falls Dr./Dollar St. West	No	No

[3] *Manual on Uniform Traffic Control Devices for Streets and Highways*, Federal Highway Administration, 2003 Edition.

CHAPTER

5 Pedestrian Network Plan

This chapter summarizes strategies to be used in evaluating the future needs and recommends improvements for the City of West Linn's pedestrian network. The Pedestrian Network Plan is intended to outline all pedestrian needs over the next 20 years and develop projects to address those needs, as well as identifying costs for those projects.

Needs

The City of West Linn's pedestrian facilities consist of sidewalks and off-street paths. Many of the City's newer streets have sidewalks on both sides. Off-street paths are primarily concentrated in parks and open spaces between neighborhoods. However, many streets in older sections of the city either have a sidewalk on one side or do not have sidewalks at all. Across the city there is limited pedestrian connectivity with significant gaps in the sidewalk network and overall, a limited number of total pedestrian facilities. This results in residential areas not being consistently connected to commercial centers, bus routes, schools, or other pedestrian destinations.

The most common overall need is to provide a safe and interconnected system that affords the opportunity to consider the walking mode of travel, especially for trips less than one-half mile in length for residential trips, and less than one-mile for recreational trips.

Limited Connectivity

An important need for pedestrians in the city is the availability and convenience for safe crossing locations on arterial streets and across large regional roadways. There are limited pedestrian crossing opportunities along both Highway 43 and I-205. There are currently seven crossing points across Highway 43 at signalized intersections that include pedestrian signals. I-205 can be traversed at six locations where there are either over- or under-crossings of the interstate. At the interchange of Highway 43/I-205 pedestrian crossing are not supplied for the NB on- or off-ramps. Any potential new crossing location would need to meet Oregon Department of Transportation (ODOT) crossing guidelines and be evaluated based on criteria ODOT uses for such facilities to ensure the crossing is warranted and safe. However, the existing pedestrian crossings could be upgraded or enhanced to promote safety.

Limited Facilities

Arterial and collector streets in the City of West Linn provide limited sidewalks (see Figure 3-2) leaving several areas throughout the City with no sidewalks on collectors or arterials. Neighborhoods such as Robinwood, Bolton, and Sunset are particularly lacking in sidewalks. There are not consistent sidewalks on Highway 43 between the northern city limits and Cedaroak Drive and sidewalks on only one side at several locations between Cedaroak Drive and Bolton Street.

Many projects identified in the City of West Linn's 1998 TSP have yet to be constructed and remain as gaps in the pedestrian network. The locations of these projects were carried forward in this TSP. Other deficiencies were also identified by residents and the City. The pedestrian deficiencies of a continuous network for arterials and collectors in the area are listed in Table 5-1.

TABLE 5-1: PEDESTRIAN DEFECIENCY LOCATIONS

Street Name	From	To
10th Street	Blankenship Road	8th Avenue
19th Street	Blankenship Road	Willamette Falls Drive
Bland Circle	North Limits	Salamo Road
Blankenship Road	Ostman Road	19th Street
Blankenship Road	Under I-205	
Blankenship Road	100' east of Virginia Lane	13th Street
Carriage Way	Rosemont Road	700' north of Rosemont Road
Cedaroak Drive	Old River Road	Elmran Avenue
Chestnut Street	Sunset Avenue	Willamette Falls Drive
Cornwall Street	Sunset Avenue	Oxford Street
Debok Road	100' north of Summerlinn Drive	Farvista Drive
Dillow Drive	Failing Street	Larson Avenue
Dillow Drive	Larson Avenue	Willamette Drive
Dollar Street	River Heights Circle	Willamette Falls Drive
Elmran Avenue	Nixon Avenue	Old River Road
Exeter Street	Oxford Street	Long Street
Failing Street	Willamette Drive	Dillow Drive
Hidden Springs Road	Carriage Way	400' south of Autumn View
Hidden Springs Road	Santa Anita Drive	300' east of Suncrest Drive
Hillcrest Drive	Marylhurst Drive (North)	Marylhurst Drive (South)
Johnson Road	Woodbine Road	Blankenship Road
Jolie Pointe Drive	Larson Avenue	Rainier Place
Larson Avenue	Dillow Drive	Jolie Pointe Drive
Mapleton Drive	Willamette Drive	Nixon Avenue
Marylhurst Drive	Willamette Drive	Hillcrest Court
Mckillican	West A Street	Willamette Falls Drive
Nixon Avenue	Mapleton Drive	Elmran Avenue
Old River Road	Willamette Drive	Cherokee Court
Ostman Road	Blankenship Road	Willamette Falls Drive
Oxford Street	Cornwall Street	Exeter Street
Parker Road	200' east of Wild Rose Drive	Sunset Avenue
Pimilco Drive	Willamette Drive	Palamino Way (East)
Pimilco Drive	Santa Anita Drive	Palamino Way (West)
Riverview Avenue	Turnwater Street	Sunset Avenue

Street Name	From	To
Rosemont Road	City Limits	Summit Street
Salamo Drive	10th Street	300' south of Bland Circle
Salamo Drive	Bland Circle	Weatherhill Road
Salamo Drive	S. Day Road	Parker Road
Santa Anita Drive	Pimlico Drive	Clubhouse Drive
Santa Anita Drive	Clubhouse Circle	Hidden Springs Road
Simpson Street	Long Street	Turnwater Street
Skyline Drive	Summit Drive	West A Street
Summit Street	Skyline Drive	Oxford Street
Suncrest Drive	Hillcrest Drive	Carriage Way
Sunset Avenue	Parker Road	Spring Rock Circle
Tannler Drive	Blankenship Road	Greene St
Tualatin Avenue	Volpp Street	12th Street
Turnwater Street	Simpson Street	Riverview Avenue
West A Street	Willamette Drive	Skyline Drive
Willamette Drive	Bolton Street	Pimlico Drive
Willamette Drive	Mark Lane	100' south of Cedaroak Drive
Willamette Drive	Cedaroak Drive	North City Limits
Willamette Falls Drive	West A Street	10th Street
Willamette Falls Drive	19th Street	Dollar Street (East)
Willamette Falls Drive	200' w of Ostman Road	Dollar Street (West)

In addition to the pedestrian facility deficiencies for arterial and collector streets noted in Table 5-1, other pedestrian facility projects are carried forward in this update to the 1998 TSP. These projects construct new accessways and short-cuts to provide key connections where deficiencies exist in the pedestrian network and are identified below.

Accessways and Short-Cuts

Connections between cul-de-sacs and adjacent roadways and other cul-de-sacs can significantly reduce travel distances for pedestrians, thereby encouraging more pedestrian trips. The identification of such connections in developed areas is required in Section 660-12-045(6) of the Transportation Planning Rule (TPR) as part of a locality's development of a bicycle and pedestrian circulation plan. Appropriate improvements should provide for more direct, convenient, and safe bicycle or pedestrian travel within and between residential areas and neighborhood activity centers. Although there are many locations in West Linn where cul-de-sac lengths are excessive and routes from local roads to collectors are not very direct, short-cuts are not always possible due to safety issues resulting from terrain or length of the necessary trail.

There are several locations identified in the city's 1998 TSP as possible locations for the construction of new pedestrian accessways or shortcuts. A number of these connections were not constructed, but remain feasible and would improve the overall sidewalk network:

Wisteria Road to Bland Circle

This connection would join two residential areas, creating a circular connection from Tannler Drive to Bland Circle, to Wisteria Road, and down to Blankenship Road. A road connection was shown in the Tannler Basin Master plan at this location, to be built when development occurs. Pedestrian and bicycle access should be part of that connection. This plan advocates that the completion of the connection wait until development occurs, as the length of the needed path makes it economically infeasible.

Sinclair Street to Holly Street
Sinclair Street dead ends in two locations. In order to walk west to Highway 43 one must walk east to River Road and then back to Highway 43. A connection at this location would be a mildly sloped trail, with right-of-way needed to be dedicated along lot lines. The construction of a trail at this location would be approximately 300 feet long.

Rosepark Drive to Rosemont Road
Rosepark Drive is a long cul-de-sac. A connection from the end of the cul-de-sac to Rosemont Road would provide shorter, more direct access for travel southeast on Rosemont Road. Right-of-way is not available for this connection and would have to be dedicated along lot lines.

Hillcrest Court to Marylhurst Drive
A connection from Hillcrest Court to Marylhurst Drive would reduce the walking distance to Highway 43 for residents of Hillcrest Court and other residents just west of Hillcrest. There is a significant slope at this location, and right-of way is not available.

Current Policy

Policy related to sidewalk infill is identified in the TSP Project Goals and Objectives. Pedestrian policy 4a states:

> *The City will ensure that walkways and related pedestrian improvements (e.g. crosswalks) are constructed on all identified walkway network roadways, either as separate projects or integrated with other roadway-related improvements. Walkway improvements will be implemented in accordance with current local, regional, State and Federal standards.*

The current policy for building and maintaining pedestrian infrastructure (such as sidewalks) allows the opportunity to fill in gaps for sidewalks directly adjacent to new development, as well as to fill in gaps in the pedestrian network even if the gap is not adjacent to a new development (or redevelopment). As defined in the Community Development Code, the land division provisions arrange for mitigation of impacts (including foot traffic) generated by development.

> *These impacts are to be mitigated at the developer's cost, by the provision of streets, sidewalks, bicycle and foot paths, and traffic control devices within, contiguous to, and nearby the development site.* [1]

This policy provides a potential funding strategy by collecting fees from new development to help fill in gaps in the pedestrian system (or improve pedestrian crossings at intersections) that may not be adjacent to the developing parcel.
However, as West Linn is a mature city, the potential for new development to fund infill sidewalk improvements is limited. As such, an annual allocation of revenues dedicated towards pedestrian projects would provide a means to not only fill gaps in the sidewalk network, but also provide new crosswalks and upgrade existing facilities (including installation of ADA compliant ramps.)

[1] Community Development Code 85.010, Chapter 85, Land Division – General, pg. 85-2, City of West Linn, May 2007.

Facilities

Sidewalks should be built to current design standards of the City of West Linn and in compliance with the Americans with Disabilities Act (at least four feet of unobstructed sidewalk). Wider sidewalks are desirable to promote pedestrian travel on all roadways. Additional pedestrian facilities may include accessways, pedestrian districts, pedestrian plazas and recreational trails.

- **Accessway** – A walkway that provides pedestrian and/or bicycle passage either between streets or from a street to a building or other destinations such as a school, park or transit stop.

- **Pedestrian District** – A plan designation or zoning classification that establishes a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity.

- **Pedestrian Plaza** – A small, semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest.

- **Recreational Trails –** A City-wide network to provide a linked system and a variety of trail experiences as recreation. The network would link parks and open spaces with neighborhoods, schools and other features and would consist primarily of off-street connections with on-street connections supplementing those areas where off-street connections are not possible.

Metro 2004 Regional Transportation Plan (RTP) identifies Highway 43 (Willamette Drive) as a transit/mixed use corridor under their pedestrian designation. The RTP defines transit/mixed-use corridors as priority areas for pedestrian travel that are served by good quality transit service and that will generate substantial pedestrian traffic near neighborhood-oriented retail development, schools, parks, and bus stops. These corridors should include such design features as wide sidewalks with buffering from traffic, pedestrian-scale lighting, benches, bus shelters, and street trees. A Conceptual Design Plan[2] for Highway 43 (Willamette Drive) identifies a number of projects along the corridor including new traffic signals, crosswalks, and a pedestrian refuge island.

Strategies

The existing conditions analysis identified pedestrian system issues within the City of West Linn that include an incomplete arterial/collector sidewalk system, a lack of local street connectivity, and arterial crossings with potential safety and connectivity issues. These needs correspond with those identified in the 1998 TSP.

Several strategies were identified in the 1998 TSP to address pedestrian system needs and to guide project prioritization. The focus identified in the 1998 TSP and carried forward to the current TSP is on providing pedestrian facilities along arterial and collectors. The prioritization process helps to further focus community investment on those projects that are most effective at meeting critical needs, while deferring other projects of lesser importance. An extensive public involvement process was enacted for this TSP to help identify and update needs, determine strategies and projects to address the needs, and a prioritization of those projects.

[2] West Linn OR 43 Conceptual Design Plan, Cogan Owens Cogan, SERA, DKS Associates, June 2007.

Identified strategies for pedestrian facilities include:

- Connect key pedestrian corridors to schools, parks, and activity centers;
- Pedestrian corridors that connect neighborhoods;
- Arterial crossing and safety enhancements;
- Pedestrian corridors that connect to transit;
- Fill in gaps in the network where some sidewalks exist; and
- Pedestrian corridors that connect to major recreational uses.

Pedestrian Master Plan

A list of potential pedestrian projects to meet the identified needs and achieve these strategies was developed into a Pedestrian Master Plan. The Master Plan shown in Figure 5-1 and summarized in Table 5-2 is an overall plan and summarizes the list of desired pedestrian related projects in West Linn.

Each bicycle project was ranked based on how well it met the improvement strategies that were identified. A high, medium, and low designation was given to each project to indicate a general priority for implementation. Each of these projects will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued.

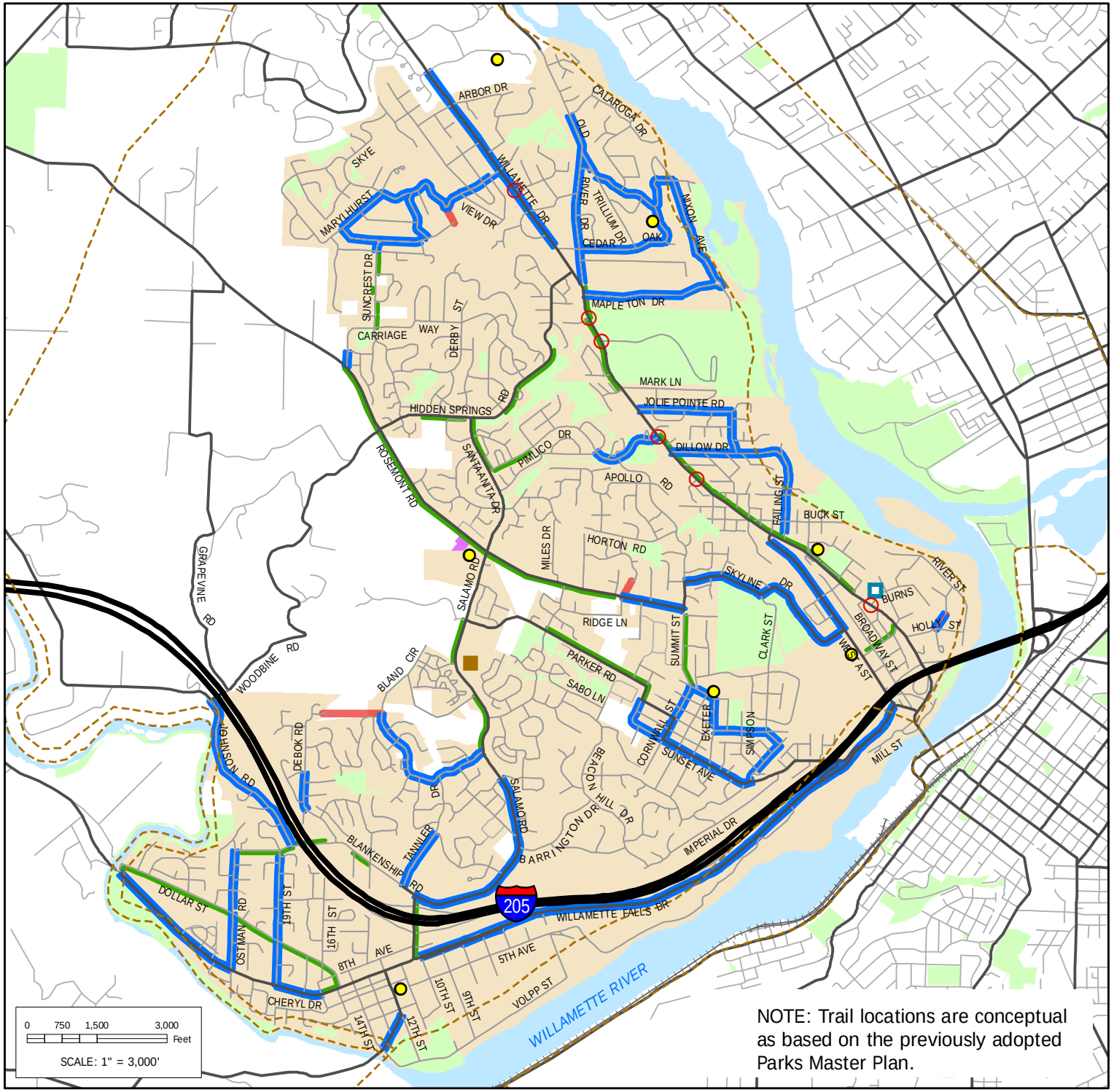
Table 5-2: Pedestrian Master Plan Projects

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) $1,000s
2	High	Willamette Drive*	One side of street.	Bolton Street	Failing Street	$0**
3	High	Willamette Drive*	One side of street.	Failing Street	Davenport Street	$0**
4	High	Willamette Drive*	One side of street.	Davenport Street	Caufield Street	$0**
5	High	Willamette Drive*	One side of street.	Caufield Street	Barlow Street	$0**
6	High	Willamette Drive*	One side of street.	Barlow Street	Dillow Drive	$0**
7	High	Willamette Drive*	One side of street.	Dillow Drive	Pimlico Drive	$0**
8	High	Willamette Drive*	One side of street.	Mark Lane	Mapleton Drive	$0**
9	High	Willamette Drive*	One side of street.	Mapleton Drive	100' south of Cedaroak Drive	$0**
10	High	Willamette Drive*	Both sides of street.	Cedaroak Drive	Walling Circle (north)	$0**
11	High	Willamette Drive	Both sides of street.	Fairview Way	Marylhurst Drive	$0**
12	High	Willamette Drive*	Both sides of street.	Walling Circle (north)	Fairview Way	$0**
13	High	Willamette Drive*	Both sides of street.	Marylhurst Drive	Shady Hollow Way	$0**
14	High	Willamette Drive*	Both sides of street.	Shady Hollow Way	North city limits	$0**
15	Med	10th Street	One side of street.	I-205	8th Street	$65
16	Med	10th Street*	One side of street.	Blankenship Road	I-205	$55
17	Med	Cedaroak Drive*	Both sides of street.	Old River Road	Elmran Avenue	$585
18	Med	Dillow Drive	Both sides of street.	Willamette Drive	Larson Avenue	$305
19	Med	Dillow Drive*	Both sides of street.	Larson Avenue	Failing Street	$220
20	Med	Elmran Avenue*	Both sides of street.	Nixon Avenue	Old River Road	$415
21	Med	Failing Street*	Both sides of street.	Willamette Drive	Dillow Drive	$395

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) $1,000s
22	Med	Hillcrest Drive*	Both sides of street.	Marylhurst Drive (North)	Marylhurst Drive (South)	$655
23	Med	Jolie Pointe Drive*	Both sides of street.	Larson Avenue	Rainier Place	$230
25	Med	Larson Avenue*	Both sides of street.	Dillow Drive	Jolie Pointe Drive	$205
26	Med	Mapleton Drive*	Both sides of street.	Willamette Drive	Nixon Avenue	$645
27	Med	Marylhurst Drive*	Both sides of street.	Willamette Drive	Hillcrest Court	$950
28	Med	Mckillican*	One side of street.	West A Street	Willamette Falls Drive	$105
29	Med	Nixon Avenue*	Both sides of street.	Mapleton Drive	Elmran Avenue	$540
30	Med	Old River Road*	Both sides of street.	Willamette Drive	Cherokee Court	$870
31	Med	Ostman Road*	Both sides of street.	Blankenship Road	Willamette Falls Drive	$560
32	Med	Parker Road*	One side of street.	200' east of Wild Rose Drive	Sunset Avenue	$245
33	Med	Pimilco Drive*	Both sides of street.	Willamette Drive	Palamino Way (East)	$330
34	Med	Rosemont Road*	Both sides of street.	Summit Street	Ridge Lane	$290
35	Med	Rosemont Road*	One side of street.	Ridge Lane	Carriage Way	$880
38	Med	Salamo Drive*	Both sides of street.	10th Street	300' south of Bland Circle	$1,090
39	Med	Skyline Drive*	Both sides of street.	Summit Drive	West A Street	$915
40	Med	Sunset Avenue*	Both sides of street.	Parker Road	Spring Rock Circle	$535
41	Med	Tannler Drive*	Both sides of street.	Blankenship Road	Greene Street	$275
42	Med	Tualatin Avenue*	Both sides of street.	Volpp Street	12th Street	$170
88	Med	Willamette Drive / Burns Street	Crossing with Pedestrian Refuge	South Leg	-	$0**
84	Med	Willamette Drive / Chow Mein Lane	Crossing with Pedestrian Refuge	North Leg	-	$0**
83	Med	Willamette Drive / Fairview Way	Crossing with Pedestrian Refuge	South Leg	-	$0**
85	Med	Willamette Drive / Mary S. Young Pak	Crossing with Pedestrian Refuge	South Leg	-	$0**
86	Med	Willamette Drive / Pimlico Drive	Traffic Signal with Crosswalks		-	$0**
87	Med	Willamette Drive / White Tail Drive	Crossing with Pedestrian Refuge	North Leg	-	$0**
43	Med	Willamette Falls Drive*	Both sides of street.	6th Street	10th Street	$435
44	Med	Willamette Falls Drive*	Both sides of street.	19th Street	16th Street	$220
45	Low	19th Street	Both sides of street.	Dollar Street	Willamette Falls Drive	$0**
46	Low	19th Street*	Both sides of street.	Blankenship Road	Dollar Street	$420
47	Low	Bland Circle	Both sides of street.	North Limits	Salamo Road	$720
50	Low	Blankenship Road	One side of street.	100' east of Virginia Lane	13th Street	$40
51	Low	Blankenship Road*	One side of street.	Ostman Road	19th Street	$105
52	Low	Blankenship Road*	One side of street.	Under I-205		$60
53	Low	Carriage Way*	Both sides of street.	Rosemont Road	700' north of Rosemont Road	$150
54	Low	Chestnut Street	Both sides of street.	Sunset Avenue	Willamette Falls Drive	$140
55	Low	Cornwall Street*	Both sides of street.	Sunset Avenue	Oxford Street	$280
56	Low	Debok Road*	Both sides of street.	100' north of Summerlin Drive	Farvista Drive	$135

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) $1,000s
57	Low	Dollar Street*	One side of street.	Ostman Road	Willamette Falls Drive	$585
58	Low	Dollar Street*	One side of street.	River Heights Circle	Ostman Road	$0**
59	Low	Exeter Street*	Both sides of street.	Oxford Street	Long Street	$140
60	Low	Hidden Springs Road	One side of street.	Carriage Drive	Wildwood Drive	$145
61	Low	Hidden Springs Road	One side of street.	Santa Anita Drive	300' east of Suncrest Drive	$135
62	Low	Hidden Springs Road*	One side of street.	Wildwood Drive	400' south of Autumn View	$65
63	Low	Johnson Road	Both sides of street.	Woodbine Road	Blankenship Road	$870
64	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	Wisteria Road	Bland Circle	$0****
65	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	Sinclair Street	Holly Street	$0****
66	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	Rosepark Drive	Rosemont Road	$0****
67	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	River Road	Perrin Street	$0****
68	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	Hillcrest Court	Marylhurst Drive	$0****
69	Low	Oxford Street*	Both sides of street.	Cornwall Street	Exeter Street	$130
70	Low	Pimilco Drive	One side of street.	Santa Anita Drive	Palamino Way (West)	$120
71	Low	Riverview Avenue	Both sides of street.	Turnwater Street	Sunset Avenue	$80
72	Low	Salamo Drive	One side of street.	Bland Circle	Weathermill Road	$140
73	Low	Salamo Drive	One side of street.	S. Day Road	Parker Road	$100
74	Low	Santa Anita Drive*	One side of street.	Pimlico Drive	Clubhouse Drive	$50
75	Low	Santa Anita Drive*	One side of street.	Clubhouse Circle	Hidden Springs Road	$85
76	Low	Simpson Street	Both sides of street.	Long Street	Turnwater Street	$105
77	Low	Summit Drive*	One side of street.	Skyline Drive	Oxford Street	$245
78	Low	Suncrest Drive*	One side of street.	Hillcrest Drive	Carriage Way	$205
79	Low	Turnwater Street	Both sides of street.	Simpson Street	Riverview Avenue	$105
80	Low	Willamette Falls Drive	One side of street.	16th Street	Dollar Street (East)	$45
81	Low	Willamette Falls Drive	Both sides of street.	200' west of Ostman Road	Dollar Street (West)	$655
82	Low	Willamette Falls Drive*	Both sides of street.	West A Street	6th Street	$2,200
					Total	**$20,440**

*Included in previously adopted 1998 TSP.
**Included in Highway 43 Concept Plan Cost Estimates
***Included in Motor Vehicle Plan Cost Estimates
****Included in Bicycle Plan Cost Estimates



West Linn

Transportation System Plan

FIGURE 5-1

PEDESTRIAN PLAN

LEGEND

Pedestrian Projects

- Sidewalk - One Side
- Sidewalk - Both Sides
- Proposed Off-Street Path
- Proposed Crossing
- Off-Street Path
- City Hall
- Schools
- Library
- Parks
- Community Center
- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

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Pedestrian Action Plan

A pedestrian action plan project list was created to identify projects that are reasonably expected to be funded by the year 2030, meeting the requirements of the updated Transportation Planning Rule[3]. Table 6-3 lists the full action plan (those projects listed as high priority in the Master Plan) identified in the TSP update analysis. Note that all pedestrian action plan projects are located in the vicinity of Highway 43 and the projects (and related costs) are included in the Highway 43 Concept Plan.

Table 5-3: Pedestrian Action Plan (Costs included in Highway 43 Concept Plan)

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) $1,000s
2	High	Willamette Drive*	One side of street.	Bolton Street	Failing Street	$0**
3	High	Willamette Drive*	One side of street.	Failing Street	Davenport Street	$0**
4	High	Willamette Drive*	One side of street.	Davenport Street	Caufield Street	$0**
5	High	Willamette Drive*	One side of street.	Caufield Street	Barlow Street	$0**
6	High	Willamette Drive*	One side of street.	Barlow Street	Dillow Drive	$0**
7	High	Willamette Drive*	One side of street.	Dillow Drive	Pimlico Drive	$0**
8	High	Willamette Drive*	One side of street.	Mark Lane	Mapleton Drive	$0**
9	High	Willamette Drive*	One side of street.	Mapleton Drive	100' south of Cedaroak Drive	$0**
10	High	Willamette Drive*	Both sides of street.	Cedaroak Drive	Walling Circle (north)	$0**
11	High	Willamette Drive	Both sides of street.	Fairview Way	Marylhurst Drive	$0**
12	High	Willamette Drive*	Both sides of street.	Walling Circle (north)	Fairview Way	$0**
13	High	Willamette Drive*	Both sides of street.	Marylhurst Drive	Shady Hollow Way	$0**
14	High	Willamette Drive*	Both sides of street.	Shady Hollow Way	North city limits	$0**

**Included in Highway 43 Concept Plan Cost Estimates

[3] *OAR Chapter 660*, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.

CHAPTER

6 Bicycle Plan

This chapter summarizes strategies to be used in evaluating the future needs and recommends various improvements for the City of West Linn's bicycle system (policy, operations, and facilities). The Bicycle Plan is intended to outline all bicycle needs over the next 20 years and develop specific policy changes, operational enhancements and new capital projects to address those needs. The cost for the policy changes, enhanced operations, and new capital projects is tallied at the end of this chapter.

Needs

Bicycle trips are typically longer than walking trips and generally shorter than motor vehicle trips. Where walking trips are attractive at lengths of a quarter mile (generally not more than a third of a mile), bicycle trips are attractive up to three miles. Because of the length of the trip, bicycle lanes and multi-use paths both provide good accommodations for these trips. Many shorter bicycle trips can also be made on local streets without additional accommodations or via connections to arterials and collectors with bicycle facilities. The needs and deficiencies for the existing bicycle system can be categorized into two areas: Connectivity and Street Designations. Both of these categories are described in this section.

Connectivity

There are two prominent north/south roadways that provide bike lanes in the city (Willamette Drive and Salamo Road). However, these facilities are not well connected by other facilities that could allow for travel to other destinations within the city, particularly to the east and west. The lack of east/west on-street bicycle facilities creates a significant gap in the bicycle system to travel in and around the city. Overall, with so few connected bike lanes, connectivity of on-street bike lanes is poor. This lack of connectivity causes significant problems for bicyclists. Without connectivity within the bicycle system, this mode of travel is severely limited.

Street Designations

Arterials and collectors designated to include bike facilities do not fully address bicycle travel needs in and around the city. If not on an arterial or collector facility, bicycle trips generally should be accommodated on lower traffic volume streets. Many trips occur on local streets that connect to parks,

schools, retail activity centers, etc. There is a current need for designated routes that accommodate these trips. These facilities could be considered a "shared" facility or could have a specific designation such as a "bike boulevard" where actual treatments to the roadway are made that enhance the bicycle environment and/or make additional connections to bicycle destinations.

Because all of these needs are different, there is no single bicycle solution. The most common need is to provide a safe and interconnected system that legitimizes bicycling as a mode of travel for all user types.

User Types

Bicyclists are a varied group of people with different skill levels, abilities, bicycling experience, and trip types. Their needs and comfort level with the City of West Linn's bicycle infrastructure vary as a result of these differences. The City should accommodate these user types by providing adequate facilities for the majority of its users. There are multiple bicycle facility types available for the city to construct which appeal to the different user types. For instance, multi-use paths are often favored by less experienced or recreational users, while bike lanes on major roads tend to used by commuters and other more experienced users.

Current Policy

Policy related to bicycle lane infill is identified in the TSP Project Goals and Objectives. Bicycle policy 3 states:

> *Provide striped and signed bicycle lanes on all arterial and collector roadways consistent with the policies of the Transportation System Plan.*

The current policy for building and maintaining bicycle infrastructure (such as bicycle lanes) allows the opportunity to fill in gaps directly adjacent to new development, as well as to fill in gaps in the bicycle network even if the gap is not adjacent to a new development (or redevelopment). As defined in the Community Development Code, the land division provisions arrange for mitigation of impacts (including bicycle traffic) generated by development.

> *These impacts are to be mitigated at the developer's cost, by the provision of streets, sidewalks, bicycle and foot paths, and traffic control devices within, contiguous to, and nearby the development site.* [1]

This policy provides one funding strategy by collecting fees from new development to help fill in gaps in the bicycle system that may not be adjacent to the developing parcel.

However, as West Linn is a mature city, the potential for new development to fund infill bicycle improvements is limited. As such, an annual allocation of revenues dedicated towards bicycle projects could provide a means to fill gaps in the bicycle network.

[1] Community Development Code 85.010, Chapter 85, Land Division – General, pg. 85-2, City of West Linn, May 2007.

Facilities

Bicycle facilities can generally be categorized as multi-use/off-street bike paths, bike lanes, bike boulevards, and/or shared roadways. Each of these facilities serves a particular purpose for bicycle travel. Table 6-1 summarizes each of these facilities with a general description of the elements inherent to each facility.

Table 6-1: Bikeway Types

Bikeway	Description
Multi-use Path	Off-street route (typically recreationally focused) that can be used by several transportation modes, including bicycles, pedestrians and other non-motorized modes (i.e. skateboards, roller blades, etc.)
Bike Lane	Area within street right-of-way designated specifically for bicycle use.
Shared Roadway	Roadways where bicyclists and autos share the same travel lane. May include a wider outside lane and/or bicycle boulevard treatment (priority to through bikes on local streets).
Bike Boulevard	Lower-order, lower-volume streets with various treatments to promote safe and convenient bicycle travel. Usually accommodate bicyclists and motorists in the same travel lanes, often with no specific vehicle or bicycle lane delineation. Assign higher priority to through bicyclists, with secondary priority assigned to motorists. Also include treatments to slow vehicle traffic to enhance the bicycling environment.

Bicycle Facility Design Considerations

As their name implies, multi-use paths are conducive to a mix of user types and are typically constructed along an independent alignment such as a stream or greenway, but can also be built parallel to a roadway. Parallel off-street trails can be built with a buffer or curb-tight to the roadway. Off-street trails and sidewalks that are constructed on a curb-tight basis should be planned for 12 feet in width, which is desirable for mixed-use activity (pedestrian and bike). However, according to the American Association of State Highway and Transportation Officials (AASHTO)[2], mixed-use paths directly adjacent to roadways (with minimal or no separation) should be discouraged for the following reasons:

- Half of bicycle traffic would ride against the normal flow of vehicle traffic, contrary to the rules of the road.
- When the path ends, cyclists riding against traffic tend to continue to travel on the wrong side of the street, as do cyclists making their way to the path. Wrong-way bicycle travel is a major cause of vehicle/bicycle crashes.
- At intersections, motorists crossing the path often do not notice bicyclists approaching from certain directions, especially where sight distances are poor.
- Bicyclists on the path are required to stop or yield at cross-streets and driveways, unless otherwise posted.
- Stopped vehicles on a cross-street or driveway may block the path.
- Because of the closeness of vehicle traffic to opposing bicycle traffic, barriers are often

[2] *A Guide for the Development of Bicycle Facilities*, American Association of State Highway and Transportation Officials, 1999

necessary to separate motorists from cyclists. These barriers serve as obstructions, complicate facility maintenance and consume available right-of-way.
- Paths directly adjacent to high-volume roadways diminish users' experience by placing them in an uncomfortable environment. This could lead to a path's underutilization.

As cited by AASHTO[3] and The Oregon Department of Transportation (ODOT)[4], mixed-use paths can be designed along roadways, provided several design considerations are met:

- A minimum 5-foot buffer should be provided between the path and roadway to address potential conflicts between motorists and path users.
- There are few vehicle/path user conflict points (e.g., cross-streets or driveways).
- The path can be terminated at each end onto streets with good bicycle/pedestrian facilities or onto another safe, well-designed path through appropriate street crossing treatments.
- The path should not take the place of bicycle/pedestrian facilities (e.g., sidewalks and bicycle lanes) on the parallel street.

Bicycle lanes adjacent to the curb are preferred to bicycle lanes adjacent to parked cars or bicycle lanes combined with sidewalks. However, bike lanes adjacent to on-street parking are better than no bike lanes at all. Six-foot bicycle lanes are recommended and provide additional room for cyclists to steer clear of the curb or parked cars, while also maintaining a comfortable distance from adjacent moving traffic. Wide bike lanes also enable cyclists to maneuver around drainage grates, manhole covers, glass and debris. Provision of a bicycle lane not only benefits bicyclists, but also motor vehicles, which gain greater shy distance/emergency shoulder area, and pedestrians, which gain a buffer between walking areas and moving vehicles. On reconstruction projects where right-of-way is limited, reduced bicycle lane widths of five feet may need to be considered. Widening the curb travel lane (for example, from 12 feet to 14 or 15 feet) can provide bicycle accommodations as well. This extra width better accommodates bicycle travel and provides a greater measure of safety. However, with higher-volume roadways (e.g., streets with more than 3,000 ADT), dedicated bike lanes are much more preferable than wide outside lanes.

Grade separated bike lanes improve safety for bicyclists as compared to standard bike lanes. These bike lanes, on pavement raised approximately six inches above the roadway, provide users a greater sense of separation from traffic. These facilities may include a mountable, rolled curb, which allows cars to make right turns into driveways while increasing driver awareness of bicyclists. As the raised bike lane approaches intersections, it is dropped and becomes level with the roadway. Grade separated bicycle facilities are recommend along Willamette Drive.[5] Further examination and ODOT approval will be required prior to construction of raised bike lanes on Willamette Drive.

Signing and marking of bicycle lanes should comply with the current version of the *Manual on Uniform Traffic Control Devices (MUTCD)* that is approved by Oregon as well as the Oregon Supplement to the MUTCD. Design features in the roadway can improve bicycle safety as well. For example, using curb storm drain inlets rather than catch basins significantly improves bicycle facilities.

[3] IBID
[4] *Oregon Bicycle and Pedestrian Plan, An Element of the Oregon Transportation Plan*, Oregon Department of Transportation, Adopted June 14, 1995.
[5] *West Linn OR 43 Conceptual Design Plan*, Cogan Owens Cogan, SERA, DKS Associates, June 2007

Figure 6-1 illustrates an example of an appropriate warning signs. Supplemental "XING" or "ON BRIDGE ROADWAY" plaques may be used to draw more attention to the fact that slow moving forms of transportation may be using the roadway. When used, the supplemental plaques must be installed below the warning sign on the same sign post. Directional pavement markings may also be considered on shared roadways to supplement the bicycle warning signs when desired. The pavement markings illustrated in Figure 6-1 below are typically called "Sharrows" or "Shared Lane Markings" and are utilized on travel routes for bicycles that have parking, but no designated bicycle lanes. Sharrows are commonly used on streets where dedicated bike lanes are desirable, but are not possible for any number of reasons. The marking helps to align bicyclists to shift their travel pattern out of the direction of a parked car door opening into their travel path.

Figure 6-1: Bicycle Signs and Markings

Bicycle Warning Signs

Bike Route Signs

Bicycle Pavement Markings

It should be noted, however, that while the provision of "Bike Route" signage for bicyclists is an acceptable way for the City to demarcate bike routes, it needs to be coupled with pavement markings and/or wayfinding signage for bicyclists to get the most value out of the City's investment. Although this is an adopted MUTCD sign, the sign alone does not give the bicyclist much information, and all too often, these signs are not placed in useful locations (e.g., where a "bike route" makes a turn that is not intuitive to riders). Signage with additional wayfinding components is recommended.

Bike Boulevard

Bicycle boulevards generally follow lower-order streets with lower traffic volumes and vehicle speeds, such as Minor Collector or Local Streets passing through residential neighborhoods. Traffic controls along a boulevard assign priority to through cyclists while encouraging through vehicle traffic to use alternate parallel routes. Traffic calming and other treatments along the corridor reduce vehicle speeds so that motorists and bicyclists generally travel at the same speed, creating a safer and more-comfortable environment for all users. Boulevards also incorporate treatments to facilitate safe and convenient crossings where bicyclists must traverse major streets. Bicycle boulevards work best in well-connected street grids, where riders can follow reasonably direct and logical routes with few "twists and turns." Boulevards also work best when higher-order parallel streets exist to serve through vehicle traffic.

West Linn's bicycle boulevard network could be developed through a variety of improvements ranging from minor street enhancements (e.g., directional pavement markings) to larger-scale projects (e.g., intersection signalization). The various treatments fall into five major bicycle boulevard "application

levels" based on their degree of physical intensity, with Level 1 representing the least physically-intensive treatments that could be implemented at relatively low cost:

Level 1: Signage (e.g., wayfinding and warning signs along and approaching the bicycle boulevard)
Level 2: Pavement markings (e.g., directional pavement markings, shared lane markings)
Level 3: Intersection treatments (e.g., signalization, curb extensions, refuge islands)
Level 4: Traffic calming (e.g., speed humps, mini traffic circles)
Level 5: Traffic diversion (e.g., choker entrances, traffic diverters)

It should be noted that corridors targeted for higher-level applications would also receive relevant lower-level treatments. For instance, a street targeted for Level 3 applications should also include Level 1 and 2 applications as necessary. It should also be noted that some applications may be appropriate on some streets while inappropriate on others. In other words, it may not be appropriate or necessary to implement all "Level 2" applications on a Level 2 street. Furthermore, several treatments could fall within multiple categories as they achieve multiple goals.

A number of bicycle boulevards could be targeted for "Level 4" applications, including signage, pavement markings, intersection treatments and traffic calming. Each corridor would currently include several boulevard components (e.g., speed humps). Due to limited street connectivity, Level 5 bicycle boulevard applications (traffic diversion) are not recommended for West Linn. To identify and develop additional site-specific treatments, the city should involve the bicycling community, neighborhood groups, and the Public Works Department. Further analysis and engineering work may also be necessary to determine the feasibility of some applications.

Proposed bicycle boulevards include:

- Old River Road from Willamette Drive to North City Limits
- Clark Street / Long Street / Simpson Street / Kelly Street from Skyline Drive to Sunset Avenue (through Wilderness Park)

Bicycle Parking

The availability of bicycle parking is an important component of a well designed bicycle system. Lack of proper storage facilities discourages potential riders from traveling by bicycle. Bicycle racks should be located at significant activity generators including schools, parks, and commercial areas. Racks should be placed in highly-visible locations and within convenient proximity to main building entrances. Bike racks should be designed to provide two points of contact to the bicycle (e.g., so the user can lock both the wheel and the frame to the rack). Bike lockers or other storage facilities would be helpful at locations where long-term parking is expected, such as major employment centers. The attractiveness of bike parking may also be improved by providing covered parking and/or secured facilities where bicycles may be locked away.

Strategies

Bikeway improvements are aimed at closing the gaps in the bicycle network along arterial and collector roadways, establishing low-traffic routes that parallel arterials and collectors, and providing multi-modal links to improve livability. Several strategies were identified to address bicycle system needs and to guide project prioritization. This prioritization process helps to focus community investment on those

projects that are most effective at meeting important needs, while deferring other projects of lesser need.

The strategies for bicycle facilities are to:

- Fill in gaps in the existing network where bike corridors exist (arterials and collectors);
- Construct bike lanes on strategic arterials and collectors;
- Connect key bicycle corridors to schools, parks, and activity centers;
- Improve crossing safety and connectivity;
- Designate bicycle boulevards on lower volume streets that connect major bike facilities and/or bicycle destinations; and
- Provide appropriate facilities to secure bicycles at trip terminations.

These strategies are used to guide and develop projects which address the needs of the bicycling community in the City of West Linn, as well as bicyclists throughout the region.

Bicycle Master Plan

A list of potential bicycle projects to meet the identified needs and achieve these strategies was developed into a Bicycle Master Plan. The Master Plan shown in Figure 6-2 and summarized in Table 6-2 is an overall plan and summarizes the "wish list" of bicycle related projects in West Linn.

Each bicycle project was ranked based on how well it met the improvement strategies that were identified. A high, medium, and low designation was given to each project to indicate a general priority for implementation. Each of these projects will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued.

Table 6-2: Bicycle Master Plan

#	Priority	Location	Improvement	From	To	Cost $1,000s
1	High	Rosemont Road*	On-street Bike Lanes	Carriage Way	Summit Street	$1,475
2	High	Salamo Road*	On-street Bike Lanes	10th Street	Barrington Drive	$405
3	Med	Clark Street / Long Street / Simpson Street / Kelly Street	Bicycle Boulevard Treatment	Skyline Drive	Sunset Avenue	$105
4	Med	Old River Road	Bicycle Boulevard Treatment	Willamette Drive	North City Limits	$105
5	Med	Pimlico Drive	Bike Lane/ Shoulder Bikeway	Santa Anita Drive	Willamette Drive (Hwy 43)	$100
6	Med	Blankenship Road	On-street Bike Lanes	Ostman Road	Debok Road	
7	Med	Hidden Springs Road*	On-street Bike Lanes	Rosemont Road	Willamette Drive	$345
8	Med	Santa Anita Drive*	On-street Bike Lanes	Rosemont Road	Hidden Springs Road	$545
9	Med	Skyline Drive*	On-street Bike Lanes	Summit Street	West A Street	$655
10	Med	Summit Street*	On-street Bike Lanes	Skyline Drive	Cornwall Street	$375
11	Med	Sunset Avenue	On-street Bike Lanes	Parker Road	Willamette Falls Drive	$945
24	Med	Willamette Drive	On-street Bike Lanes -	North City Limits	McKillican Street	$0

#	Priority	Location	Improvement	From	To	Cost $1,000s
			Raised			
12	Med	Willamette Falls Drive*	On-street Bike Lanes	Epperly Street	West City Limits	$390
13	Med	Willamette Falls Drive*	On-street Bike Lanes	Willamette Drive	Ostman Drive	$2,520
14	Med	Johnson Road	Shoulder Bike Lane	Blankenship Road	City Limits	$25
15	Low	New Off-Street Accessway*	Construct new bicycle and pedestrian connection.	Wisteria Road	Bland Circle	$120
16	Low	New Off-Street Accessway*	Construct new bicycle and pedestrian connection.	Sinclair Street	Holly Street	$40
17	Low	New Off-Street Accessway*	Construct new bicycle and pedestrian connection.	Rosepark Drive	Rosemont Road	$40
18	Low	New Off-Street Accessway*	Construct new bicycle and pedestrian connection.	Hillcrest Court	Marylhurst Drive	$40
19	Low	10th Street*	On-street Bike Lanes	Salamo Road	Willamette Falls Drive	$200
20	Low	12th Street	On-street Bike Lanes	Willamette Falls Drive	Tualatin Avenue	$150
22	Low	Parker Road*	On-street Bike Lanes	Sunset Avenue	500' east of Coho Lane	$135
23	Low	Tualatin Avenue	On-street Bike Lanes	12th Street	Tualatin River	$135
					Total Cost	**$8,850**

*Included in previously adopted 1998 TSP.
** Included in Motor Vehicle Master Plan

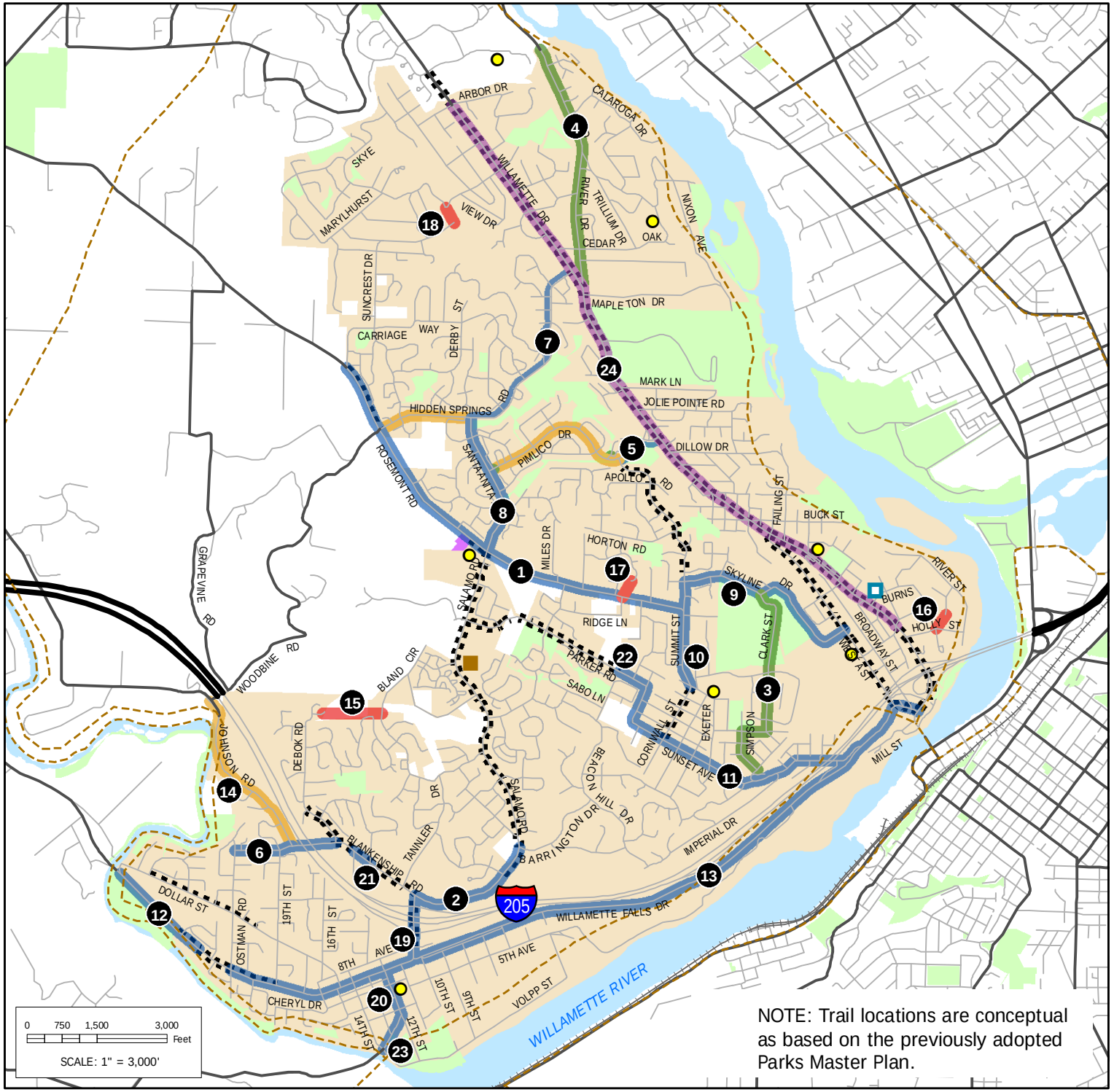
Bicycle Action Plan

A bicycle action plan project list was created to identify bicycle projects that are reasonably expected to be funded by the year 2030, meeting the requirements of the updated Transportation Planning Rule[6]. Table 6-3 lists the full action plan (those projects listed as high priority in the Master Plan) identified in the TSP update analysis.

Table 6-3: Bicycle Action Plan and Cost Estimates

#	Location	Improvement	From	To	Cost $1,000s
1	Rosemont Road*	On-street Bike Lanes	Carriage Way	Summit Street	$1,475
2	Salamo Road*	On-street Bike Lanes	10th Street	Barrington Drive	$405
				Total Cost	**$1,880**

[6] *OAR Chapter 660*, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.



West Linn Transportation System Plan

FIGURE 6-2

BICYCLE PLAN

LEGEND

Bicycle Projects

- Bicycle Lane - Raised
- Bicycle Lane - Standard
- Shoulder Bikeway
- Bicycle Boulevard Treatment
- Proposed Off-Street Path

Note: includes lanes under construction at the time of inventory.

- Project Number
- Off-Street Paths
- Existing Bicycle Facility
- City Hall
- Schools
- Library
- Parks
- Community Center
- Freeway
- Major Roads
- Streets
- Water
- City Limits

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CHAPTER

7 Transit Plan

This chapter summarizes existing and future transit needs in the City of West Linn. The following sections outline the criteria used to evaluate needs, strategies for implementing a transit plan, and the City of West Linn transit plan. The method used to develop the transit plan combined TriMet, city staff and other agencies input.

Background

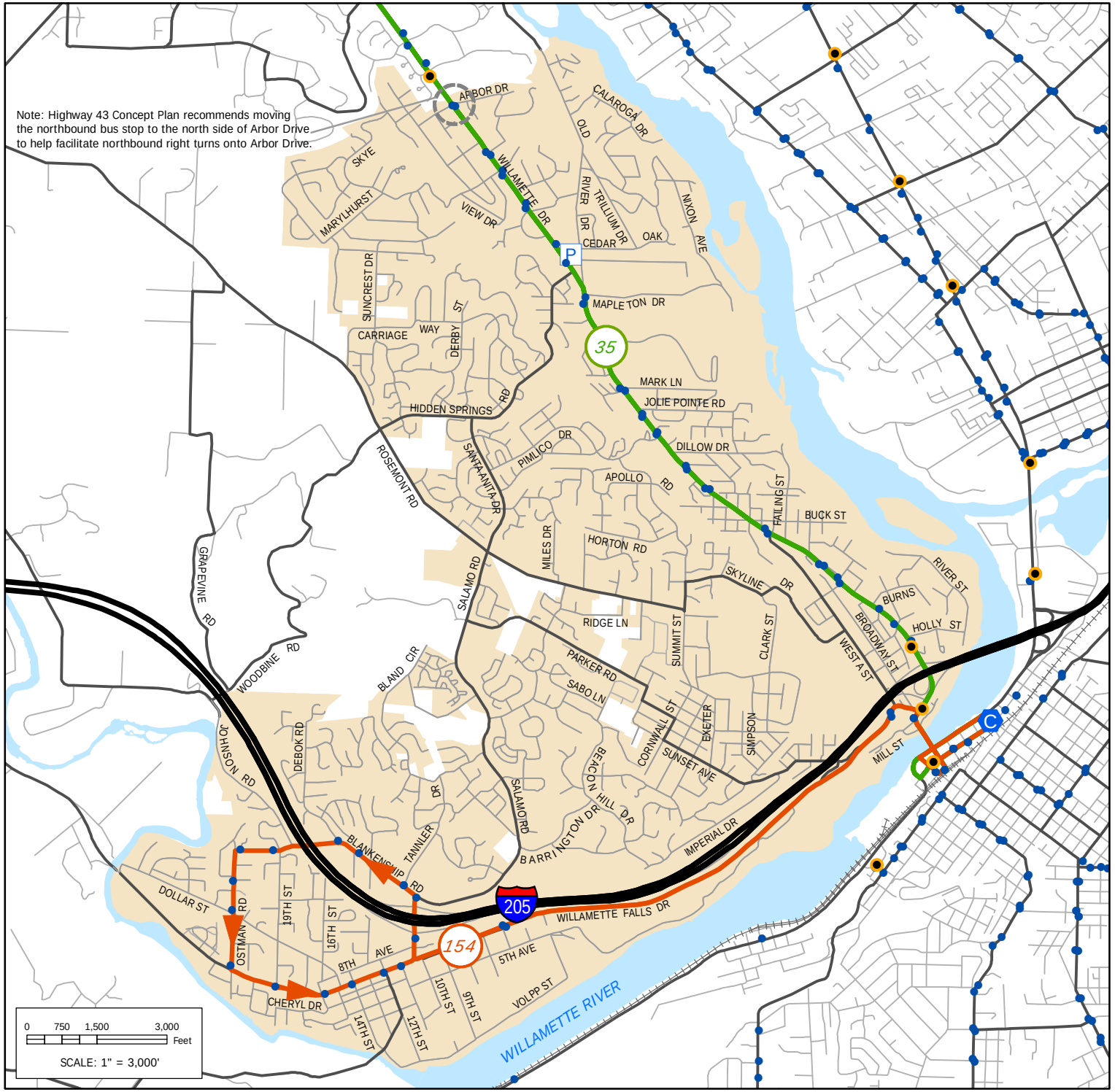
TriMet is the regional transit provider for the Portland area and operates the fixed route transit service in West Linn, which is located near the southern edge of TriMet's service area. West Linn is near the end point of the regional service system with only two routes serving the city:

- Route 35- Macadam Avenue, from Portland City Center to Oregon City Transit Center
- Route 154- Willamette Falls Drive to Oregon City Transit Center

Route 35 operates between downtown Portland and the Oregon City Transit Center, and includes 18 stops along Highway 43 within the city limits of West Linn. There is one park-and-ride lot, located at the Emanuel United Presbyterian Church near the Cedar Oak Drive intersection with Highway 43 (refer to Figure 7-1). In addition to commutes into downtown Portland, this route can be used for connections to other routes via Transit Centers in Lake Oswego and in Oregon City.

Route 154 operates from the Oregon City Transit Center along Willamette Falls Drive, and returns via a loop along 10th Street, Blankenship Road, and Ostman Road. The route includes 18 stops, with connections possible from the Oregon City Transit Center. No park and ride lots are provided along the remainder of the route.

On weekdays, bus services for Route 35 operate between approximately 5 a.m. and midnight, with about 30 minutes between buses during commute hours. Off-peak hours have 45 to 60 minutes between successive buses. Route 154 (which only runs Monday through Friday) operates between approximately 6 a.m. to 6 p.m., with about 30 minutes between buses during afternoon commute hours, and 60 minute headways during other periods.



West Linn

Transportation System Plan

FIGURE 7-1

EXISTING/PROPOSED TRANSIT FACILITIES

LEGEND

- 35 — Bus Route w/ Route No. < 30 Min. Headway
- 154 — Bus Route w/ Route No. > 30 Min. Headway

Transit Facilities

- Stop
- Shelter
- C — Transit Center
- P — Park and Ride

- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

Note: bus routes outside West Linn not shown

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The two bus routes that operate within the city combine to provide service within one-half mile of many of the city's residents. All residents to the east of Highway 43 lie within the one-half mile range, as do the residents of the Willamette neighborhood. Neighborhoods farther to the west of Highway 43, Skyline Ridge, Marylhurst, Hidden Springs, Rosemont Summit, and Sunset are not served by fixed route transit. Additionally, no direct connections exist to Tualatin and Wilsonville, which are neighboring suburban cities with significant employment areas.

Many bus riders on existing bus lines are West Linn residents commuting to employment in downtown Portland and adjacent areas. Commuters use this bus route not only out of personal preference (avoiding frustrating automobile traffic in their vehicles, socializing with other passengers, time spent on other activities during the commute rather than driving a motor vehicle) but also for economic reasons. For most bus commuters the cost of public transit is less than the cost to park a private vehicle in the Portland central city area. Bus fares range from $2.00 to $2.30 for each trip, depending on the length of the trip. Round trip fares into downtown Portland would be $4.60, which is far below the price to drive and park a private automobile in the Central City area.

The TriMet Spring 2007 Bus Ridership survey reported approximately 480 boardings and alightings (i.e., patrons getting onto or exiting the bus) for Route 35 within the city limits, and 180 boardings/alightings for Route 154 on a typical weekday. This probably represents somewhere between 240 to 300 bus patrons for Route 35 and 90 to 120 patrons for Route 154, depending on how many of these were one-way versus two-way trips. Outside of the city, Route 35 had an additional 3,600 on / off actions during the service day. By comparison, the TriMet system typically has 420,000 on / off actions on the buses, and another 210,000 on the light rail lines, according to the same 2007 Ridership Survey.

Transit Telephone Survey

The City of West Linn hired Research 13 to conduct a transit telephone survey of approximately 400 West Linn residents in August and September 2008. The sample size provides for a sampling variability of +/-5% at a 95% confidence level for the overall survey. Neighborhoods within the City were represented in the survey based on the proportion of the total City population. However, due to the small sample sizes of individual neighborhoods, the survey is not appropriate for projecting results to the neighborhood level.

The survey provides several general findings. Approximately one in five residents use transit at least once a month, while 5% use it 10 or more times and 2% use it 20 or more times. Potential target commute riders may be limited since only 49% of respondents commute to work (24% are retired or do not work outside the home, 12% work from home or telecommute, and 15% are unemployed or currently not working). Of those that do commute, only 2% utilize transit (92% drive alone, 4% carpool, and 2% walk or bike). A contributing factor for the low transit usage by commuters may be due to varied commute destinations. The most popular specific commute destination, downtown Portland, is only shared by 12% of commute respondents. A summary of the commute destinations is provided in Table 7-1.

Table 7-1: West Linn Commute Destinations

Destination	Percent of Commuters
Portland (downtown)	12%
Portland (other areas)	17%
Beaverton/Hillsoboro/Tigard	10%
Tualatin/Wilsonville	9%
West Linn	8%
Lake Grove/Lake Oswego	7%
Oregon City	6%
Varying locations (job site not constant)	13%
Other Destinations	18%

Transportation Disadvantaged

Many people have trouble using public transportation for reasons ranging from emotional and physical disabilities to financial difficulties. This group, referred to as the transportation disadvantaged, is a significant and growing segment of the U.S. population (Gray, Hoel, 1992) The largest group of the transportation disadvantaged consists of those over 65 and those with a physical or mental disability. Because these groups do not share the same travel patterns and because their travel needs are diverse, providing them with transit service is a challenge. However, it is critical that steps be taken to meet these needs, as this group frequently has few alternatives to transit service.

Federal law also mandates assistance for those with special needs. The Americans with Disabilities Act of 1990 requires transit agencies to make their services fully accessible to disabled persons and to provide para-transit services for those unable to use accessible transit.

The 2000 census indicates that 7.8 percent of West Linn's population (1,900 persons) is over the age of 65. Also, 3.9 percent (940 persons) are below the poverty level. While more recent census estimates do not contain this level of detailed information, it can be assumed that the number of transportation disadvantaged persons has risen along with the overall population. These individuals, and youths below the legal driving age and/or without access to a motor vehicle, represent some of the West Linn population considered transportation disadvantaged.

Special transit services are available to residents of West Linn through the Pioneer Community Center Transportation Program, TriMet Lift and Shuttle Services, Loaves and Fishes, and the Transportation Reaching People (TRP) Volunteer Program.

The Pioneer Community Center Program is part of the Clackamas County Transportation Consortium, which is dedicated to providing coordinated transportation services to seniors and ADA-eligible people. The program, funded by the County and the City of West Linn, operates one van. The van is lift-equipped and operates Monday through Friday, from 9 AM to 3:30 PM. Clients can call on the same day that a ride is needed. The users of this system are primarily seniors who have difficulty driving or taking fixed route buses.

TriMet, the primary public transportation provider in the region, provides door-to-door service to registered customers who are certified as unable to use TriMet's regular service because of a physical or mental disability. The service operates with lift-equipped mini-buses and vans from 4:30 AM to 2:30 AM, seven days a week. Services are provided within a three-quarter mile radius of regular TriMet fixed routes. The fare for this service is currently $1.70 per one-way ride; a book of ten tickets costs $17.00, and a LIFT Monthly Pass is $48.00.

Another special transit service available for West Linn residents is the Transportation Reaching People program. In this program, community volunteers use their own vehicles to provide rides for medical, business, and social service appointments, as well as for recreational trips for older citizens, disabled individuals, or those in rural areas without access to other means of transportation.

Needs

1. Routes 35 and 154 provide only a basic level of transit services for the community. The locations of these routes are convenient for roughly the eastern half and far southern portion of the community, but are too far away for convenient walking access for the majority of the city, which lies far beyond the typical one-half mile walking distance from a transit stop. This limited service excludes the Tanner Basin and neighborhoods along Rosemont Road.
2. There is no inter-city transit access to other nearby communities that have significant employment centers, such as Tualatin and Wilsonville. For example, the TriMet routing system requires two transfers to get to Tualatin, taking about 90 minutes. More efficient services are needed to these major employment centers, and major transit centers, such as the new Commuter Rail services from Wilsonville to downtown Beaverton.
3. Many West Linn residents feel the City is not well served by public transit. With only one major trunk line and the access provided along Willamette Falls Drive, residents perceive that they are not able to easily move within or out of the City on public transit. Provision of service is hampered by topography and a lack of east-west routes.
4. Another issue of concern is amenities, such as bus benches and bus shelters, which enhance a transit system and make a system more user-friendly. As bus transit has in the past suffered from image problems, steps that can make this mode as comfortable and accommodating as possible may help encourage ridership. TriMet generally limits placement of bus shelters to locations with 35 or more weekday boardings. Due to low ridership levels, the City may need to directly fund these amenities.

The Transit Investment Plan, created to direct regional transit growth in the TriMet service area and provide a framework for how transit investments are made, provides a list of priorities for regional transit service[1] planning methods. These priorities are, in order:

1. Maintain the quality of the existing system

[1] *Transit Investment Plan* TriMet, 2003.

2. Grow the high capacity transit system
3. Expand the Frequent Service system
4. Improve local service

Priorities were established to direct investment for expansion of service and provision of amenities. According to the hierarchy, local service expansion routes in West Linn receive the lowest priority for regional transit funds. However, local transit needs could be met through alternatives to fixed route expansion such as local shuttle services, vanpools, or the phasing of local service capital projects within the West Linn service area in partnership with TriMet.

Transportation Disadvantaged

No specific problems with transportation services for disadvantaged West Linn residents have been identified. As the population continues to age, the needs of the elderly and disabled are expected to increase.

The City of West Linn should continue to support the Clackamas County Transportation Consortium services to the elderly and ADA-eligible residents, and other services currently being provided. Also, because needs are expected to increase, West Linn should work with existing providers to assess the needs and develop ways to best meet them.

Some inexpensive ways in which the city of West Linn can assist in promoting the services currently offered to the elderly and disabled are to post notices on their public bulletin boards, and to use meetings with the public to make notices and fliers available.

Criteria

The City's Comprehensive Plan contains transportation goals and policies that guide transportation system development in West Linn. The Transit policies cover the full range of transit related issues. Several of the policies were identified as useful for addressing transit needs in the Transportation System Plan, and are listed below.

TRANSIT-RELATED GOALS

1. Provide a transportation system for the City of West Linn that:
   a. Provides for maximum mobility while encouraging modes of transportation other than the automobile.
   b. Provides for connectivity within and between neighborhoods and community centers, using new and existing transportation services that are consistent with Metro's street and walkway spacing standards.
   c. Is convenient, safe, and efficient.
2. Provide a cost-effective balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit, and other modes).
3. Develop transportation facilities that are accessible to all members of the community and minimize out-of-direction travel.

Transit Policies

1. Coordinate with TriMet to encourage the provision of transit **amenities** such as bus shelters to increase potential ridership.
2. Promote a cohesive transit network **connecting** the four commercial centers in Willamette, Bolton, Robinwood, and Tanner Basin.
3. Encourage provision of **regional** transit service between West Linn and other suburban communities in the Portland Metropolitan Area.
4. Encourage the development of modes of mass transit for those residents of the City who must **commute** to jobs outside the City limits.
5. Improve **pedestrian and bicyclist** accessibility along major transit routes and to transit stations.
6. Support a public transit system that is **accessible** to the largest number of people by:
   a. Locating transit-oriented development around transit stations, along major transit routes, and in the designated Town Center area.
   b. Supporting more intense and mixed-use zoning designations in areas around transit stations, along major transit routes, in the designated Town Center, Corridor (Highway 43) and along designated Main Street areas identified in the Metro 2040 Growth Concept Plan, through provisions in the Comprehensive Plan and Zoning Ordinance. The City will seek higher concentrations of employment opportunities, residential development and commercial uses in these areas. The City will ensure that development is built consistently with the density allowed by zoning, while protecting the livability of existing neighborhoods.
   c. Encouraging provision of housing for the elderly and moderate income families to be located in close proximity to public transit facilities and services, and interconnected transportation facilities such as walkways and bikeways.
   d. Coordinating with TriMet to ensure that pedestrians and disabled people are accommodated as needed at transit locations and with transit services.
   e. Coordinating with TriMet to ensure that transit opportunities are provided to employees at major employment and community centers.
   f. Ensuring that transit-oriented public facilities are located along the Primary Transit Network as defined in the Regional Transportation Plan.

Strategies

TriMet is responsible for any changes in routes through their annual transit service plan process. In order for the City to have its transit needs assessed, the City can provide input to TriMet through this process.

Several strategies were developed for the implementation of future transit facilities in West Linn. These strategies were developed to provide the City with priorities in providing guidance to TriMet since it is likely that available funding will be insufficient to address all of the projects identified in the Transit Master Plan. These priorities are not necessarily in order.

Strategy 1 - "Provide Express Routes to Regional Employment Centers"

This strategy is aimed at providing service directly from West Linn transit centers to regional employment centers such as Portland, Washington Square, the Sunset Corridor, Tualatin and

Wilsonville. This might include a few local stops followed by express service to a central transit shelter or implementing a vanpool system for employees in these areas.

Strategy 2 – "Provide Bus Shelters/Improved User Amenities"

This strategy focuses on installation of bus shelters and other user amenities along bus routes in West Linn. The need for bus shelters at bus stops, as well as other user amenities, should be evaluated in conjunction with any new commercial or residential development adjacent to a transit street. Typical daily boarding thresholds of 35 patrons or more could be used to support installation of a covered bus shelter and bench.

Strategy 3 - "Provide Additional Park & Ride Lots"

This strategy provides park & ride lots at locations where concentrated transit demand exists or where it is desirable for TriMet to stop.

Strategy 4 - "Provide Access to Activity & Service Centers"

This strategy focuses on providing transit access to destinations such as community centers, hospitals, schools, churches, etc.

Table 7-2 summarizes these strategies in terms of meeting the transportation goals and policies of West Linn. The policies that appear in the table are from the City's Comprehensive Plan and are described in the preceding section.

Table 7-2: Transit Facility Strategies Comparisons

Strategy	Policies					
	1 Amenities	2 Connect	3 Regional	4 Commute	5 Ped/Bike	6 Accessible
1. Provide Express Routes to Regional Employment Centers		◐	●	●		○
2. Provide Bus Shelters/Improved User Amenities	●				●	●
3. Provide Additional Park & Ride Lots	◐		◐	●	○	●
4. Provide Access to Activity & Service Centers		●				◐

● Fully meets criteria
◐ Mostly meets criteria
○ Partially meets criteria
Does not meet criteria

Transit Master Plan

Transit enhancements within the TriMet service area are ultimately decided based on regional transit goals. As such, West Linn has little control over dictating the expansion of local

service or decreasing headways. These decisions can be influenced, however, if the proper densities are achieved along the transit routes, a decision over which the City has more control. Another tactic for increasing transit service to the City of West Linn is through inter-governmental agreements and funding strategies between the City of West Linn and TriMet in order to leverage transit dollars for local projects, providing better connections to transit facilities and supplying amenities at transit locations. Potential transit projects based on the transit strategies and feasibility are summarized in Table 7-3.

Table 7-3: Potential Transit Projects

Rank	Project	Agency Responsible	Description
1	Improve Service Coordination for Route 154	West Linn/ TriMet	Coordinate with TriMet to modify the schedule, stop locations, or add a layover to improve connections and service for Route 154.
2	Provide Transit Amenities at Major Transit Stops	West Linn/ TriMet	Provide shelters, information kiosks, etc along key transit routes in West Linn with land use development. Expand park and ride lots where demand exceeds existing capacity.
3	Improve Pedestrian Connections to Transit Facilities	West Linn/ TriMet	Construct sidewalks, crosswalks, etc. adjacent to transit routes and facilities (i.e. park-and-ride lots, bus stops, etc.). Within one-quarter mile of bus stops, focus on enhancing pedestrian access. Give priority to improvements within the designated overlay district in Willamette commercial area.
4	Increase Density Adjacent to Transit	West Linn	Direct growth to increase the density of houses within transit lines in the City of West Linn in an effort to support regional transit service goals.
5	Decrease Headways	TriMet	Provide more frequent transit service during peak commute periods.
6	Provide More Local Service	West Linn/ TriMet	Provide services along Rosemont Rd and/or Salamo Rd. Expand fixed-route local transit (e.g. jitney) services, as development requires. Time additional transit service to coordinate with major road extensions or street improvements. Enhance/expand pick up services.

Coordinating with TriMet to improve the service of Route 154 could make the route a more attractive option for transit service in West Linn. Potential modifications could begin with the current route schedule, which makes it difficult for riders to connect with Route 35. A potential layover at the Oregon City Transit Center (that arrives before Route 35 and leaves after the Route) would allow riders to transfer more easily between the two routes, regardless of direction of travel. A second phase of improvements for Route 154 could include modifications to the stop locations, including a stop (and potential park and ride) located at the library, an important community attraction. Meeting union contract requirements (such as break rooms or other potential needs) for transit transfer stations may help facilitate expansion of service.

Providing additional transit amenities at existing transit stops can improve and increase ridership. TriMet generally limits placement of bus shelters to locations with 35 or more weekday boardings. Due to low ridership levels, the City may need to directly fund these amenities[2]. A variety of shelter layout options exist to meet the specific needs and constraints of the location[3], though shelters need to meet local jurisdiction standards for structural integrity and wind load. By constructing 3-5 bus shelters (at a cost of approximately $10,000 each), transit use will become a more attractive option.

Currently, there is just one park and ride facility[4] located in the City of West Linn, providing the opportunity for residents to be connected via transit to the larger Portland region. Additional park and ride lots would increase transit accessibility for those individuals that do not live within walking distance of transit stops. Church sites in particular may allow midweek parking opportunities if shared usage agreements are feasible. Potential new locations could include the Bolton shopping center, West Linn Public Library, Willamette Christian Church, or along Blankenship Road. Due to low demand at the existing park and ride lot, TriMet is currently not considering specific additional park and ride locations at this time, but can assist in user agreements with potential site owners as the need arises[5].

Improving pedestrian connections to transit facilities is an important step in increasing accessibility of the existing transit facilities. Additional sidewalks and pedestrian refuge islands adjacent to Highway 43 will improve safety for not only potential transit riders but all pedestrians. Improvements described in the Highway 43 Concept Plan provide these crossing safety projects at key locations.

Implementation of a local circulator bus (e.g. jitney) could be a joint City / TriMet effort and would increase transit coverage in West Linn. A potential route could include Salamo Road to Rosemont Road, down to Bolton shopping center and then returning along Willamette Falls Drive. Such a route would provide service to local destinations, as well as regional connections via Route 35 or 154. Previous service of Route 154 included service along Salamo Road and Rosemont Road (Figure 7-2) but was changed due to low ridership.

In addition to a fixed local route, local service improvements could include enhancing and expanding pick up services for those potential riders cannot use TriMet but do not qualify for existing pick up services.

[2] A similar city-funded effort has occurred in Lake Oswego. A TriMet crew would need to be hired to perform the work in order to meet union rules.
[3] Bus Stop Guidelines 2002, TriMet, October 2002.
[4] TriMet currently utilizes the parking lot of Emmanuel Presbyterian Church and has recently renewed the agreement at that location.
[5] Contact Young Park, Manager of Capitol Projects, TriMet.

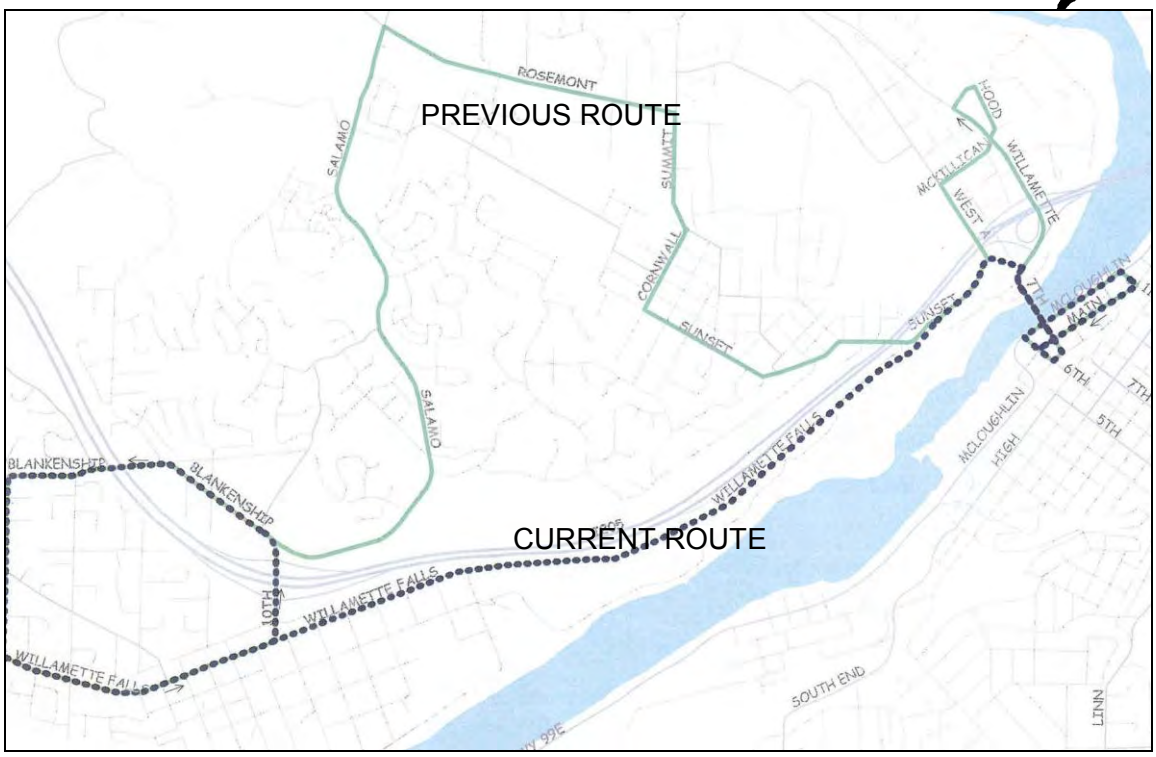


Figure 7-2: TriMet Route 154 – Previous and Current Service Routes[6]

In fall 2008, Westside Express Service (WES) will begin as commuter rail service in Washington County. The north-south route from Beaverton to Wilsonville will take approximately 30 minutes and will run on 30 minute headways during weekday commute periods. The route will link Beaverton, Tigard, Tualatin and Wilsonville directly and will provide connections to additional transit service and lines. The future WES service provides the opportunity to further connect West Linn riders with the surrounding Metro area. Current transit service from West Linn[7] to the Beaverton Transit Center requires approximately 90 minutes of travel. Future bus lines linking West Linn directly to Tualatin or other transit centers along the WES route would decrease travel time to Washington County locations.

The Metro Council has approved several options for further study to connect Lake Oswego to downtown Portland. The options (which include enhanced bus and streetcar extension alternatives) may provide the potential for future connections to transit service in West Linn.

One aspect considered when assessing the potential for new bus service is the density of housing and employment. A land use density analysis was conducted to identify areas of the City that could be likely to support transit service. The minimum land use density[8] required to support a fixed route transit bus service with 1-hour schedule between arrivals is about four

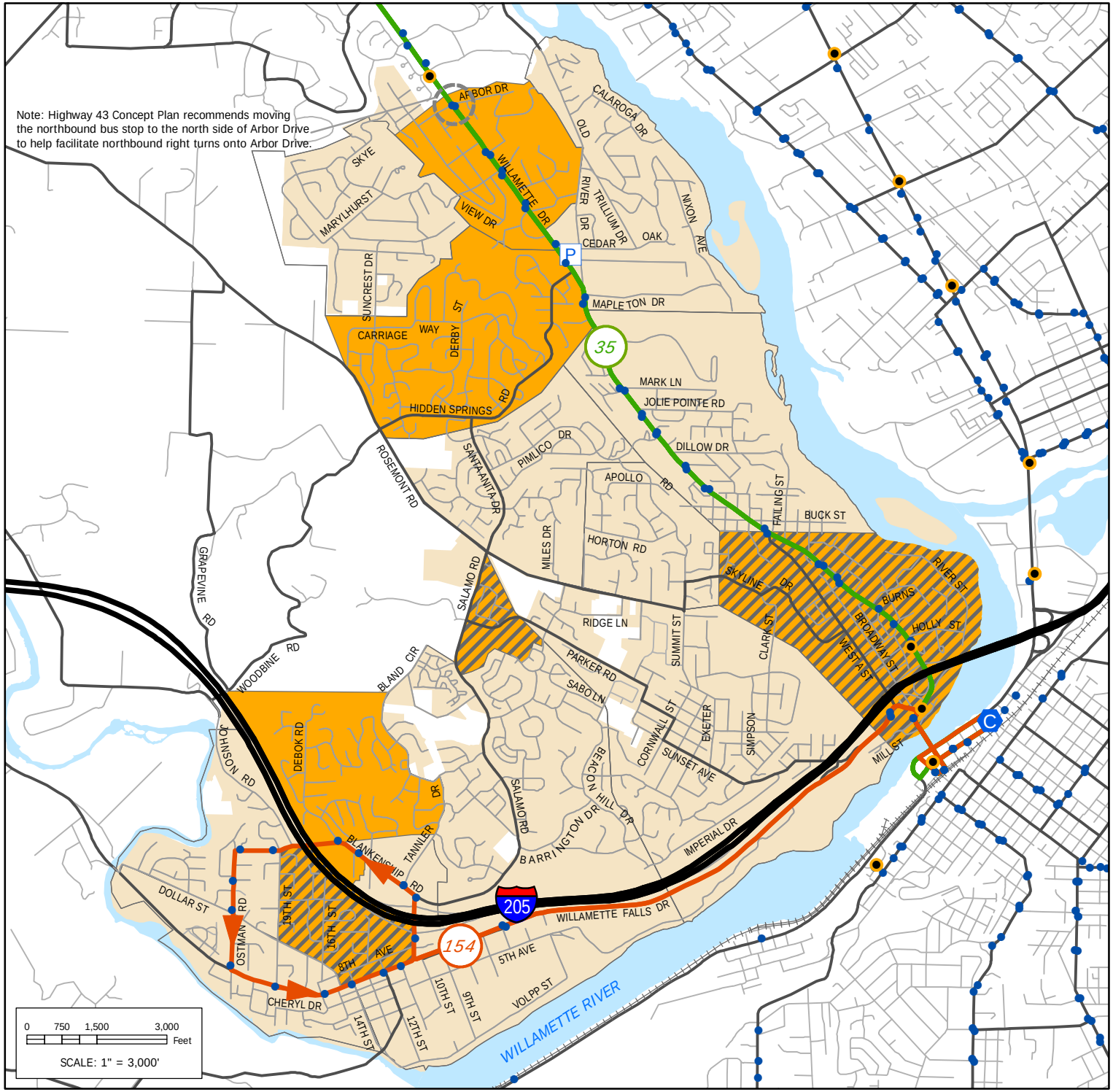
[6] http://www.ci.west-linn.or.us/Community/bus/Bus154route.htm June 2008.
[7] Measured from 10th Street/Willamette Falls Drive, using TriMet's Trip Planner online service. http://trimet.org/
[8] Thresholds for minimum land use density to support fixed-route transit service are based on definitions in the 2000 *Highway Capacity Manual*, Chapter 27 for Transit service analysis methodologies.

(4) housing units per acre or three (3) employees per acre. Figure 7-3 shows those areas in West Linn that meet this transit supportive density threshold with both the base year 2005 and future year 2030 land use cases.

Two areas that meet the base year 2005 density levels are located adjacent to I-205 near Highway 43 (served by Route 35) and in the Willamette neighborhood loop currently served by Route 154. The third area that meets transit supportive density levels is along Salamo Road south of Rosemont Road, a location that is currently not served by transit. Additional areas that are projected to meet future density thresholds include a northern portion of the Willamette neighborhood and along Hidden Springs Road and the northern portion of Highway 43. Areas that meet the density thresholds in Figure 7-3 should be considered for future transit routes. However, service to the Hidden Springs area would be difficult due to the grade of roadways, and a central route serving the additional areas shown in Figure 7-3 would likely resemble the prior Route 154 (Figure 7-2).

Increased density may not result in additional transit service; there are other options available that can be explored. West Linn will explore options with TriMet to obtain additional service.

To better understand the potential demand for transit, the City of West Linn should conduct an expanded survey of its residents to assess location, frequency, and willingness to pay for additional transit services and coverage in the City. The survey should explore the feasibility of providing local transit (jitney) service with 15-minute headways. Such a survey is beyond the scope of the TSP efforts but could be included in a comprehensive transit plan for the City that sets the foundation for additional transit routes.



West Linn Transportation System Plan

FIGURE 7-3

POTENTIAL TRANSIT SUPPORTIVE* AREAS

LEGEND

- 2005 Transit Supportive Area
- 2030 Transit Supportive Area
- 35 — Bus Route w/ Route No. < 30 Min. Headway
- 154 — Bus Route w/ Route No. > 30 Min. Headway

Transit Facilities

- Stop
- Shelter
- C — Transit Center
- P — Park and Ride
- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits

Note bus routes outside West Linn not shown.
*Potential transit supportive areas based based on quantitative housing and employment density data and do not necessarily reflect the views of residents

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TRANSPORTATION SOLUTIONS

Complementing Land Use Actions

There are three determining factors that play a role in the provision of a successful transit system: net housing density, transit level of service (frequencies) and proximity to station locations. The City of West Linn has the ability to control the net housing densities located around current and potential transit stops and the proximity of development to these stops. While TriMet makes decisions regarding the third factor, transit level of service, the focus of development and land use decisions within proximity of transit locations will greatly effect the service decisions made by TriMet.

In order to provide a density high enough to support frequent service scheduled for Route 35 within ten (10) years, housing density along the current transit corridor should be increased. Guiding development within the City of West Linn to this corridor would help support the regional transit goal of providing an efficient and effective transit system, as well as reducing reliance on automobile for inter-jurisdictional work trips made by individuals living or working in this corridor.

In order to promote higher density developments, the City should consider the following requirements in the City of West Linn Development Code that provides approval criteria related to public transit:

(a) Provisions within the plan shall be included for providing for transit if the development proposal is adjacent[9] to existing or proposed transit route;

(b) The requirements for transit facilities shall be based on:

- The location of other transit facilities in the area; and
- The size and type of the proposal.

(c) The following facilities may be required after City and TriMet review:

- Bus stop shelters;
- Turnouts for buses; and
- Connecting paths to the shelters.

Transit Action Plan

The transit action plan list was created to identify transit projects that are reasonably expected to be funded by the year 2030. Transit action plan projects are listed in Table 7-4, and are a refined list of the general projects listed in Table 7-3. Further refinement of the projects (including specific locations for transit shelters and potential local transit routes) will be developed through the Transit Expansion Study, which includes an expanded survey of residents to build on the initial survey conducted in August/September 2008. Costs are included to serve as a placeholder for these projects.

[9] The code provision should define adjacent as having a bus stop within 500 feet of the property.

Table 7-4: Transit Action Plan

Priority	Project	Agency Responsible	Description	Cost ($1,000s)
High	Improve Service Coordination for Route 154	West Linn/TriMet	Coordinate with TriMet to modify the schedule, stop locations, or add a layover to improve connections and service for Route 154	-
High	Transit Expansion Study and Survey	West Linn	Explore the feasibility of local fixed-route transit (e.g. jitney) service including surveys of residents and potential users.	$80
High	Provide Transit Amenities at Major Transit Stops	West Linn/TriMet	Provide shelters, information kiosks, etc along key transit routes in West Linn with land use development. Specific locations (5) to be determined through transit study and survey.	$50
High	Improve Pedestrian Connections to Transit Facilities	West Linn/TriMet	Construct sidewalks, crosswalks, etc. adjacent to transit routes and facilities.	$0*
Med	Decrease Headways	TriMet	Provide more frequent transit service during peak commute periods.	-
Med/ Low	Provide More Local Service	West Linn/TriMet	Expand coverage by providing local (e.g. jitney) service to connect to existing transit lines. Enhance/expand local pick up services. Specific locations/actions to be determined through transit study and survey. This project is a placeholder for funds pending the outcome of the study.	$50/yr
			Transit Project Total (for 23 years)	**$1,280**

NOTE: * Specific projects and costs included in Pedestrian Plan of this TSP

CHAPTER

8 Motor Vehicle Master Plan

This chapter summarizes strategies to be used in evaluating the future needs of the City of West Linn's street network, and recommends improvements for motor vehicle (automobiles, trucks, buses and other vehicles) operations. The Motor Vehicle Plan is intended to develop projects to address the needs identified in Chapter 4 (Future Conditions), as well as identifying cost for those projects.

Strategies

To serve future growth and conform to the City of West Linn's future needs, a set of interrelated strategies needs to be implemented to meet city and state performance standards. Operational Projects, Capital Projects, and Policy changes are the three related strategies available to the city for managing the forecasted future travel demand. Operational Projects (such as signal timing improvements or ITS implementation) often involve the improvement of a city's existing transportation infrastructure. Capital Projects are generally larger scale improvements, and can involve physical improvements to existing infrastructure (such as widening a facility) or the planning and construction of new city infrastructure. Policy changes generally do not result in physical changes in the city's infrastructure, but rather a change in the implementation of how the city conducts business.

The impact of future growth would be severe without investment in transportation improvements. Strategies for meeting automobile facility needs include the following:

- Transportation System Management (TSM)
- Intelligent Transportation Systems (ITS)
- Functional Class
- Neighborhood Traffic Management
- Access Management
- Additional Traffic Signals on Arterial/Collector Intersections
- Local Street Connectivity
- Transportation Demand Management
- Intersection Capacity Improvements
- Regional Circulation Enhancements

The following sections outline the type of improvements that could be needed for the long-range Motor Vehicle Master Plan.

Transportation System Management (TSM)

Transportation System Management (TSM) focuses on low cost strategies within the existing transportation infrastructure to enhance operational performance. Finding ways to better manage transportation while maximizing urban mobility and treating all modes of travel as a coordinated system is a priority. TSM strategies include signal improvements, traffic signal coordination, traffic calming, access management, local street connectivity and intelligent transportation systems (ITS). Traffic signal coordination and systems typically provide the most significant tangible benefits to the traveling public. The primary focus of TSM measures are region-wide improvements, however there are a number of TSM measures that could be used in a smaller scale environment such as within the City of West Linn. The following sections discuss TSM measures that could be appropriate for the City of West Linn

Intelligent Transportation Systems (ITS)

ITS involves the application of advanced technologies and proven management techniques to relieve congestion, enhance safety, provide services to travelers and assist transportation system operators in implementing suitable traffic management strategies. ITS focuses on increasing the efficiency of existing transportation infrastructure, which enhances the overall system performance and reduces the need to add capacity (e.g. travel lanes). Efficiency is achieved by providing services and information to travelers so they can (and will) make better travel decisions and to transportation system operators so they can better manage the system and improve system reliability.

Clackamas County has prepared an ITS plan for the urbanized area of the County. The plan identifies opportunities for regional coordination and funding and calls for Clackamas County to dedicate funding sources for projects. The Clackamas County ITS Plan[1] identifies ITS projects in West Linn located along I-205 and Highway 43. Projects located in West Linn along each of these facilities (and planned implementation schedules) are:

Highway 43

- CCTV cameras at three locations [Planned 11-20 years]
- Detector station [Planned 11-20 years]
- Incident management corridor [Planned 11-20 years]
- Transit priority corridor (and information display) [Planned 6-10 years]
- Fiber optic cable [Planned 11-20 years]

Interstate 205

- CCTV cameras at four locations [*completed*]
- Fiber optic cable [*completed*]

Projects located along Highway 43 generally do not have a high priority in the regional plan (10+ years until implementation) and for this reason specific funding sources have not been identified. Potential funding sources for these ITS projects include the Metropolitan Transportation Improvement Program (MTIP) or programming City of West Linn transportation funds.

Other ITS projects to consider in the City may include transit signal priority, signal coordination and optimization, traffic monitoring and surveillance, information availability, and incident management. In order to support future ITS projects including traffic signal operations, the City of West Linn and

[1] Clackamas County ITS Plan, DKS Associates, Inc. and Zenn Associates, February 2003.

Clackamas County should require the installation of three-inch conduit along arterial and selected collector roadways during roadway improvement projects. ITS projects can require additional fiber optic cable to serve the new equipment along a roadway. A three-inch conduit would ensure adequate wiring capacity to accommodate future ITS projects.

Functional Classification

The functional class of a road aids in defining the primary function and associated design standards for the facility. The hierarchy of the facilities within the network in regards to the type of traffic served (through or local trips), balance of function (providing access and/or capacity), and the level of use (generally measured in vehicles per day) are generally dictated by the functional class.

How Street Functional Classification is Applied

Functional classification has two components: the extent of connectivity and the frequency of the facility type. Maps can be used to determine regional, city, and neighborhood connections. The frequency or need for facilities of certain classifications is not routine or easy to package into a single criterion. While planning textbooks call for arterial spacing of a mile, collector spacing of a quarter to a half-mile, and neighborhood connections at an eighth to a sixteenth of a mile, this does not form the only basis for defining functional classification.

Changes in land use, environmental issues or barriers, topographic constraints, and demand for facilities can change the frequency for routes of certain functional classifications. Spacing standards can be a guide for setting functional class, but other features and potential long term uses in the area must be considered. For instance, some areas may not experience significant changes in demand, while others will. It is acceptable for the City to re-classify street functional designations to have different naming conventions, however, the general intent and purpose of the facility, whatever the name, should be consistent with regional, state and federal guidelines.

By planning an effective functional classification of streets, the City can manage public facilities pragmatically and cost-effectively. The hierarchy of these classifications does not directly affect the volumes on the roadways. However, standards that are specific to each facility type provide the characteristics that dictate relative attractiveness of a route and the mix of through and local traffic.

Identification of connectivity does not dictate the demand for a facility (which is a function of land use). Streets with the highest connectivity have the greatest potential for high traffic volumes, but do not necessarily have high volumes as an outcome, depending upon land uses in the area. Typically, a significant reason for high traffic volumes on surface streets at any point can be related to the level of land use intensity within a mile or two. Many arterials with the highest level of connectivity have only 35-65% "through traffic." Without the connectivity provided by arterials and collectors, the impact of traffic intruding into neighborhoods and local streets increases substantially.

Classification Types

Freeways are state or interstate facilities that provide regional travel connections. These routes have the highest capacity and the most restrictive access requirements. Two local freeway interchanges at 10th Street and at Highway 43 serve the entire city of West Linn. Interchanges are grade-separated facilities with arterial or principal arterial streets. No intermediate vehicular or pedestrian access is allowed.

Principal Arterials are typically state highways that provide the high level roadway capacity to local land uses. These routes connect over the longest distance (sometimes miles long) and are less frequent than other arterial or collectors. These highways generally span several jurisdictions and often have

statewide importance (as defined in the ODOT State Highway Classification). These facilities should provide for a high level of transit service and include transit priority measures to expedite bus travel. **Arterial streets** serve to interconnect the City. These streets link major commercial, residential, industrial and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well placed arterial street. Access control is the key feature of an arterial route. Arterials are typically multiple miles in length.

Collector streets provide both access and circulation within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access (compared to arterials) and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system. Collectors are typically greater than 0.5 to 1.0 miles in length.

Neighborhood Routes are usually long relative to local streets and provide connectivity to collectors or arterials. Since neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to access the neighborhood, but do not serve citywide/large area circulation. They are typically about a quarter to a half-mile in total length. Traffic from cul-de-sacs and other local streets may drain onto neighborhood routes to gain access to collectors or arterials. Because traffic needs are greater than a local street, certain measures should be considered to retain the neighborhood character and livability of these streets. Neighborhood traffic management measures are often appropriate (including devices such as speed humps, traffic circles and other devices - refer to later section in this chapter). However, it should **not** be construed that neighborhood routes automatically get speed humps or any other measures. While these streets have special needs, neighborhood traffic management is only one means of retaining neighborhood character and vitality.

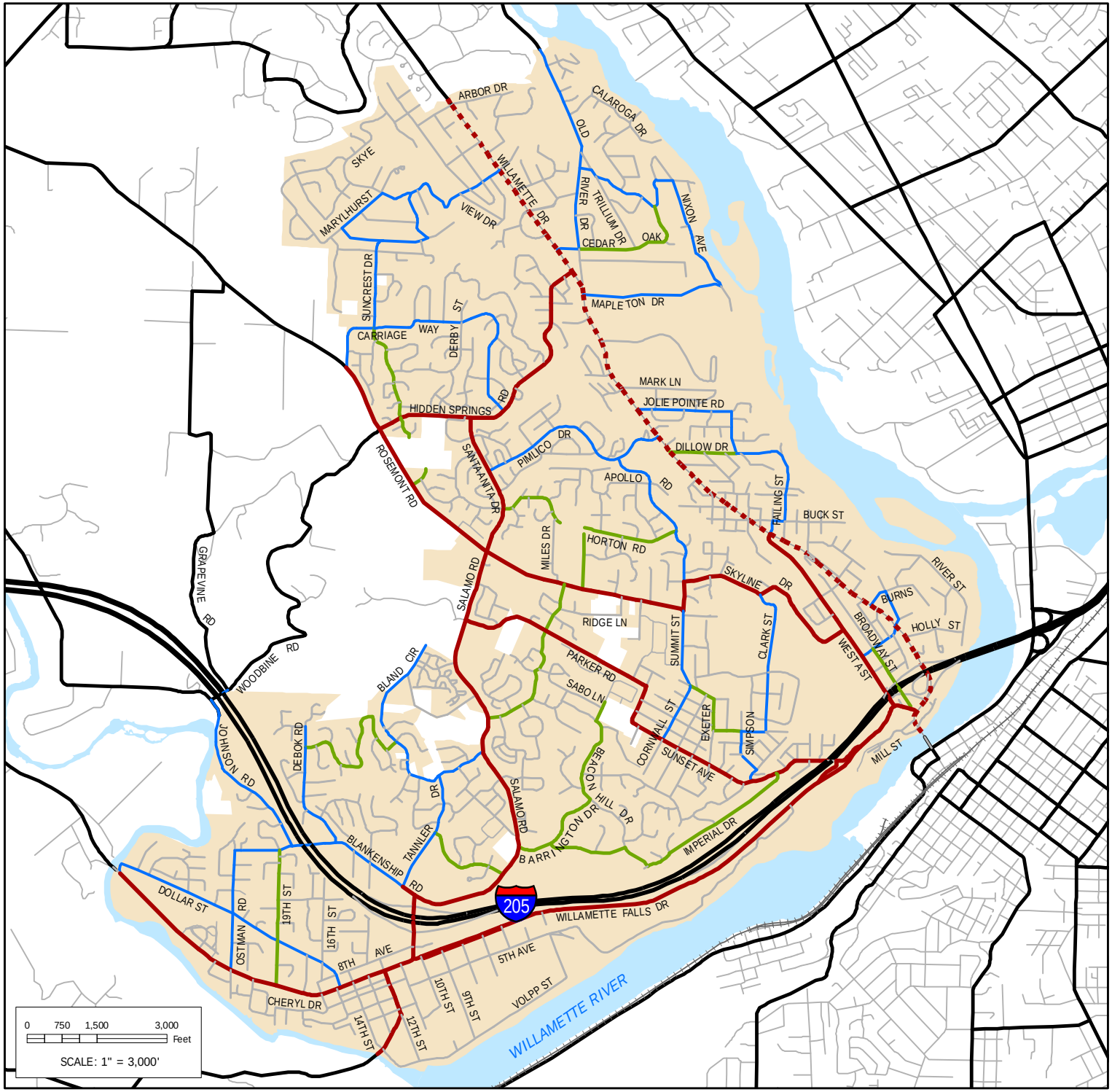
Local Streets have the sole function of providing access to immediate adjacent land. Service to "through traffic movement" on local streets is deliberately discouraged by design.

The proposed functional classification of roadways was developed following detailed review of the existing West Linn TSP, Clackamas County TSP, and the Metro RTP functional classification. No changes are proposed to the existing functional classification. The functional classification for the roadways in the City of West Linn is shown in Figure 8-1.

Roadway Cross-Section Standards

The design characteristics of streets in the City of West Linn need to meet the function and demand for each facility type. The actual design of a roadway can vary from segment to segment due to adjacent land uses and demands. The objective was to define a system that allows standardization of key characteristics to provide consistency, but also to provide criteria for application that provides some flexibility, while meeting the design standards. Table 8-1 outlines the width requirements for different street elements for streets in the City of West Linn. The cross-section standards for each functional classification are further detailed in Figures 8-2 through 8-5.

Unless prohibited by extreme topographic conditions, newly constructed streets shall meet the maximum standards indicated in the cross-sections. When widening an existing street, lesser standards than the maximum may be used to accommodate physical and existing development constraints. Examples of constrained street cross-sections are shown for arterial and collector streets. These constrained cases should be applied where future daily volumes do not require center left-turn pockets or raised medians. In some locations "green streets" (those that utilize vegetation to manage drainage) may be appropriate due to design limitations or adjacent land use. Green street elements (shown in the cross section figures) may be recommended by the City Engineer or Planning Director.



West Linn

Transportation System Plan

FIGURE 8-1

EXISTING/FUTURE FUNCTIONAL CLASS

LEGEND

- Freeway
- Principal Arterial
- Arterial
- Collector
- Neighborhood Route
- Local Street
- Railroad
- Water
- City Limits

N

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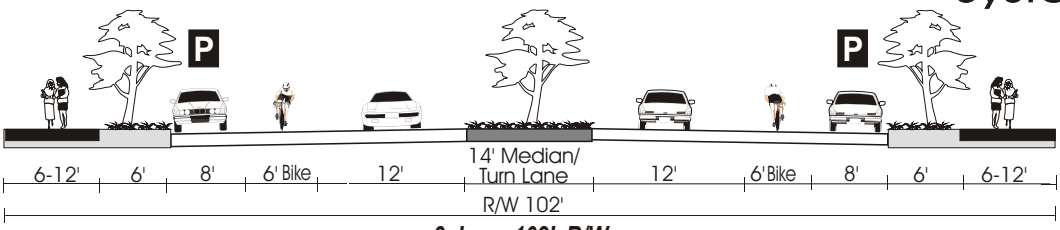
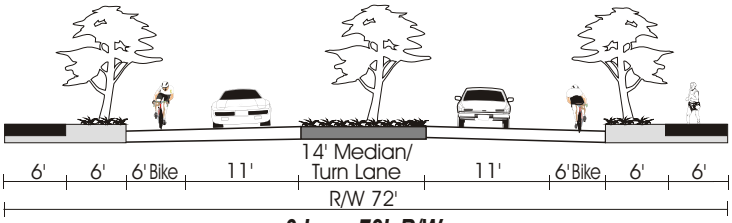
Transportation System Plan

Principal Arterial



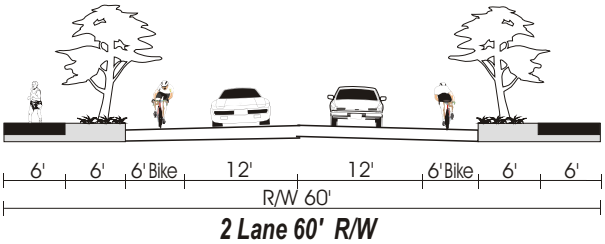
3 Lane 102' R/W

Arterial



3 Lane 72' R/W

Arterial Constrained****



2 Lane 60' R/W

Standards	*Principal Arterial*	*Arterial*
Vehicle Lane Widths:	*11-14 ft.*	*11-12 ft.*
On Street Parking:	*Limited* *	*Limited* *
Bicycle Lanes: (See Chapter 5)	*4-6 ft.*	*4-6 ft.*
Sidewalks:	*6-12 ft.*	*6-12 ft.* ***
Landscape Strips:	*0-6 ft.*	*0-6 ft.* ***
Medians/Turn Lane Widths:	*0-14 ft.* **	*0-14 ft.* **
Neighborhood Traffic Management:	*Not Appropriate*	*Not Appropriate*

* *Note: On-street parking allowed in designated opportunity areas.*

** *Note: Two-lane arterial allowed in designated opportunity areas, or where property access is limited to right-turn movement only. (No center lane)*

*** *Note: When abutting commercially zoned property - sidewalks shall be 12' wide with street tree cut-outs and no separate landscape strip. When abutting residentially zoned property, sidewalks shall be 6' wide with 6' wide landscape strip.*

**** *Note: Landscape strips may be removed and/or bicycle lanes may be relocated to a parallel facility at the discretion of the City Engineer.*

Green street variations of each cross section may be recommended by the City Engineer or Planning Director. These variations may include replacing the standard six foot planter strip with a five and a half to eight foot wide rain garden or swale, or substituting the concrete sidewalk for an asphalt pathway and in some cases providing such a pathway on only one side of the street.

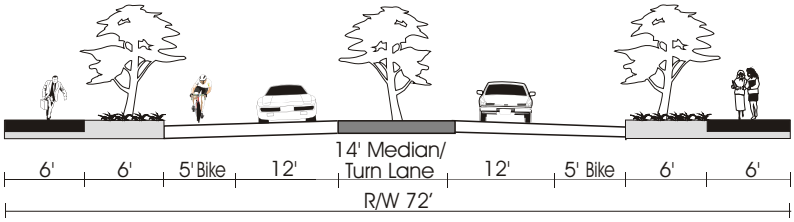
Legend

P - *On-street Parking Lane*

Figure 8-2
ARTERIAL
STREET CROSS SECTIONS

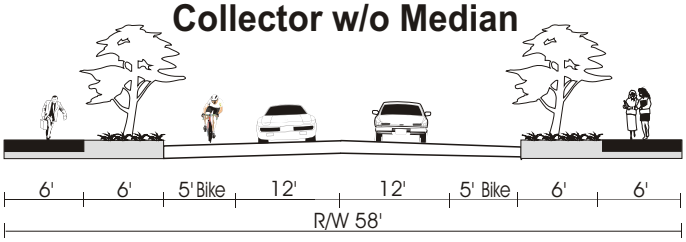
West Linn Transportation System Plan

Collector with Median/Center Lane



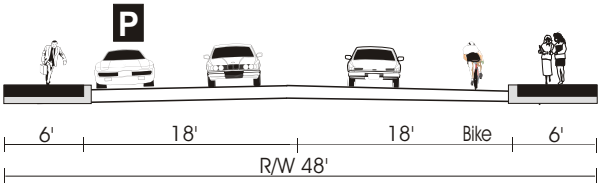
3 Lane 72' R/W

Collector w/o Median



2 Lane 58' R/W

Collector Constrained



2 Lane 48' R/W

Standards *Collector*

Vehicle Lane Widths:	*10-12 ft.*
On Street Parking:	*5-8 ft.*
Bicycle Lanes:	*4-6 ft.* *
Sidewalks:	*4-8 ft.*
Landscape Strips:	*0-6 ft.*
Medians/Turn Lane Widths:	*10-14 ft.* **
Neighborhood Traffic Management:	*Under Special Conditions*

* *Note: Bike lanes required where future traffic volumes > 3,000 ADT. When <3,000 ADT, 14' travel lanes will be provided.*

** *Note: Center turn lane maybe omitted where future traffic volumes < 5,000 ADT.*

Green street variations of each cross section may be recommended by the City Engineer or Planning Director. These variations may include replacing the standard six foot planter strip with a five and a half to eight foot wide rain garden or swale, or substituting the concrete sidewalk for an asphalt pathway and in some cases providing such a pathway on only one side of the street.

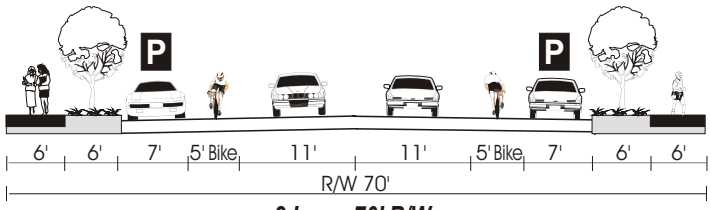
Legend

P - *On-street Parking Lane*

Figure 8-3
COLLECTOR
STREET CROSS SECTIONS

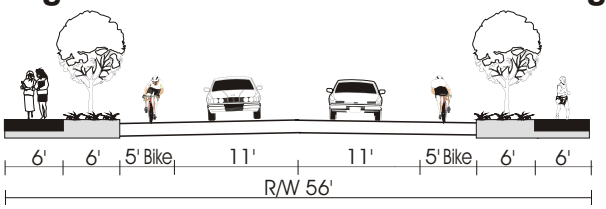
West Linn Transportation System Plan

Neighborhood Route With Parking & Bike Lane *



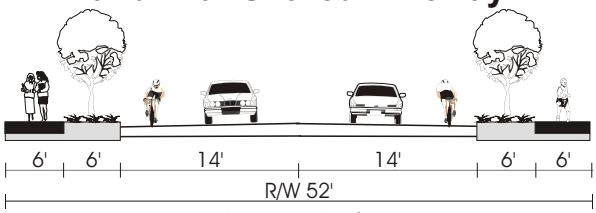
2 Lane 70' R/W

Neighborhood Route Without Parking *



2 Lane 56' R/W

Neighborhood Route Without Parking * ** and with Shared Bikeway



2 Lane 52' R/W

Standards	Neighborhood Route
Vehicle Lane Widths:	10-12 ft.
On Street Parking:	7-8 ft. ***
Bicycle Lanes: (See Chapter 5)	4-6 ft.
Sidewalks:	4-6 ft.
Landscape Strips:	0-6 ft.
Medians/Turn Lane Widths:	None
Neighborhood Traffic Management:	Under Special Conditions

* Note: When shown as a bicycle route on the Bicycle Route Plan.

** Note: Shared Bikeway will be used when volumes < 3,000 ADT.

*** Note: Allowance of on-street parking shall be based upon the nature and intensity of adjacent development and physical constraints.

Green street variations of each cross section may be recommended by the City Engineer or Planning Director. These variations may include replacing the standard six foot planter strip with a five and a half to eight foot wide rain garden or swale, or substituting the concrete sidewalk for an asphalt pathway and in some cases providing such a pathway on only one side of the street.

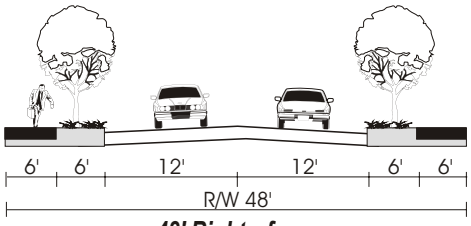
Legend

P - On-street Parking Lane

Figure 8-4
NEIGHBORHOOD ROUTE STREET CROSS SECTIONS

West Linn
Transportation
System Plan

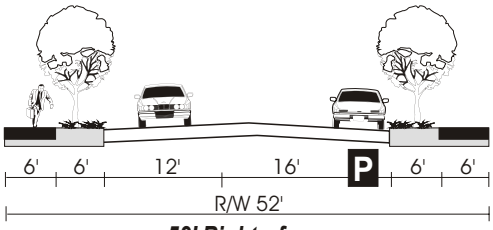
24' Local Residential (No Parking)



48' Right-of-way

<1,000 vpd

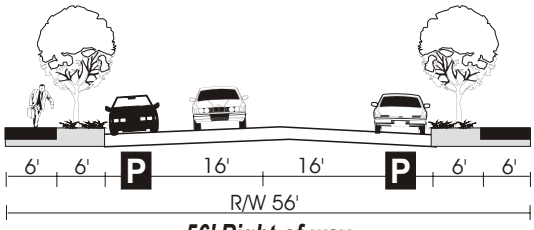
28' Local Residential (No Parking On One-side)



52' Right-of-way

<1,000 vpd

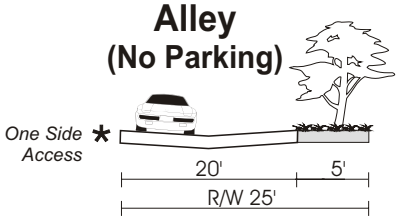
32' Local Residential



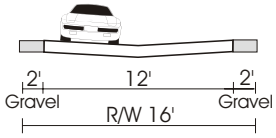
56' Right-of-way

<1,000 vpd

Alley (No Parking)



Alley (No Parking)



Green street variations of each cross section may be recommended by the City Engineer or Planning Director. These variations may include replacing the standard six foot planter strip with a five and a half to eight foot wide rain garden or swale, or substituting the concrete sidewalk for an asphalt pathway and in some cases providing such a pathway on only one side of the street.

Legend

P *- On-street Parking Lane*

Note: Landscape stripe may be narrowed or eliminated and sidewalks may be narrowed to 4 feet and/or placed on one-side of the street in areas of severe physical constraints or constraints from existing development.

Figure 8-5
RESIDENTIAL LOCAL STREET CROSS SECTIONS

Table 8-1: City of West Linn Roadway Cross-Section Standards

Street Element	Characteristic	Width/Options
Vehicle Lane Widths: (Minimum widths)	Arterial	11 feet
	Collector	10 feet
	Neighborhood	10 feet
	Local	12 feet
	Turn Lane	10-14 feet
On-Street Parking:	Arterials	Limited (in designated commercial areas)
	Collectors	Some (unstriped)
	Neighborhood	Some (8 feet)
	Local	Some (unstriped)
Bicycle Lanes: (minimum widths)	New Construction	5 to 6 feet
	Reconstruction	5 to 6 feet
Sidewalks: (Minimum width)	Arterial	6 feet
	Collector	6 feet
	Neighborhood/Local	6 feet
Landscape Strips:	Can be included on all streets	6 feet
Medians:	5-Lane	Optional
	3-Lane	Optional
	2-Lane	Consider if appropriate
Neighborhood Traffic Management:	Arterials	Not recommended
	Collectors	Under special conditions
	Neighborhood	Should consider if appropriate
	Local	Should consider if appropriate
Transit:	Arterial/Collectors	Appropriate
	Neighborhood/Local	Only in special circumstances
	Local	Not recommended

Note: These standards apply to City of West Linn facilities only. ODOT width standards apply for ODOT facilities.

Neighborhood Traffic Management (NTM)

Neighborhood Traffic Management (NTM) is a term that has been used to describe traffic control devices typically used in residential neighborhoods to slow traffic or possibly reduce the volume of traffic. NTM is descriptively called traffic calming due to its ability to improve neighborhood livability. The City of West Linn currently utilizes a variety of NTM elements such as speed humps, raised pavement markings, median, bulb-outs, etc.

The City has an established traffic safety committee (whose membership consists of city staff and a representative from TVF&R), which meets on a monthly basis and oversees NTM issues among their other responsibilities. The committee has a set procedure for NTM implementation that starts with the identification of a perceived problem by concerned citizens, after which the committee conducts a speed/volume survey to identify if the problem exists. Once the problem has been identified and classified, the committee discusses the various approaches to solving the problem. There are many different NTM options available to the committee, which are described in the technical appendix. Typically, the committee starts with lower cost solutions, such as education and enforcement and if it is deemed that either of these solutions are not having the desired effect, an engineering solution is selected by the committee. The implementation of the selected NTM solution may be funded by the city and/or the concerned citizens. Often the city pays for the logistics of the NTM implementation and the citizens pay for the material costs.

The city should continue this effort with additional traffic calming measures (where applicable) and work with the community to find the traffic calming solution that best meets their needs while maintaining roadway function. Table 8-2 lists common NTM applications that Tualatin Valley Fire and Rescue typically supports as long as minimum street criteria are met. Any NTM project should include coordination with emergency agency staff to ensure public safety is not compromised.

Table 8-2: Traffic Calming Measures by Roadway Functional Classification

Traffic Calming Measure	Roadway Classification		
	Minor Arterial*	**Major Collector**	**Minor Collector/ Local Street**
Curb Extensions	Supported	Supported	Calming measures are alright on lesser response routes that have connectivity (more than two accesses) and are accepted and field tested by Tualatin Valley Fire and Rescue.
Medians	Supported	Supported	
Pavement Texture	Supported	Supported	
Speed Hump	Not Supported	Not Supported	
Raised Crosswalk	Not Supported	Not Supported	
Speed Cushion (provides emergency pass-through with no vertical deflection)	Not Supported	Not Supported	
Choker	Not Supported	Not Supported	
Traffic Circle	Not Supported	Not Supported	
Diverter (with emergency vehicle pass through)	Not Supported	Supported	
Meandering Alignments	Not Supported	Not Supported	

Note: Traffic calming measures are supported with the qualification that they meet Tualatin Valley Fire and Rescue guidelines including minimum street width, emergency vehicle turning radius, and accessibility/connectivity

Access Management

Access Management is a policy tool which seeks to balance mobility, the need to provide efficient, safe and timely travel with the ability to allow access to individual properties. Proper implementation of access management techniques should guarantee reduced congestion, reduced accident rates, less need for roadway widening, conservation of energy, and reduced air pollution.

Access management limits the number and spacing of vehicular access on arterial and collector facilities to maintain the capacity of the facilities and preserve their functional integrity. Access management strives to strike a balance between maintaining the integrity of the facility and providing access to adjacent parcels. Numerous driveways can erode the capacity of arterial and collector roadways. Preservation of capacity is particularly important on higher volume roadways, such as Highway 43, 10th Street, and Willamette Falls Drive for maintaining traffic flow and mobility. Numerous driveways or street intersections increase the number of conflicts and potential for collisions and decrease mobility and traffic flow. The City of West Linn, as with every city, needs a balance of streets that provide access with streets that serve mobility.

Several access management strategies were identified to improve local access and mobility in the City of West Linn:

- Develop formalized access management plans for specific major and minor arterial streets in the City of West Linn to provide a detailed assessment of current conditions, and document specific measures to maximize the capacity of each existing facilities and protect their

functional integrity.

- Work with land use development applications to consolidate driveways where feasible.
- Provide left turn lanes where warranted for access onto cross streets.
- Construct raised medians to provide for right-in/right-out driveways as appropriate.

New development and roadway projects on city street facilities should meet the recommended access spacing standards summarized in Table 8-3.

Table 8-3: Access Spacing Standards for City Street Facilities

Roadway Functional Classification	Area	Traffic Signals (miles)	Public Intersections (feet)	Private Driveways (feet)	Median Opening (feet)
Arterial	Urban	½	600	300	600
	Commercial area	¼	NA	NA	NA
Collector	All	¼	200	150	NA
Neighborhood Route	All	¼	150	100	NA
Local Residential Street	All	NA	100	50	NA
Local Commercial Street	All	NA	100	50	NA

"Urban" refers to intersections inside the West Linn urban growth boundary and outside the central business district or designated town centers.
"Commercial" refers to the designated commercial areas located in the Robinwood, Bolton, and Willamette neighborhoods.

Many existing roadways and/or driveways do not currently meet these standards. These access points were installed when traffic volumes were substantially lower and no access spacing criteria were mandated. With higher traffic volume in the future, the need for access control on all arterial and collector roadways is critical to allow for safe mobility.

Highway 43 Access Management Plan

Preserving capacity on state facilities is especially important, since a large number of regional trips are served daily on both of these facilities (I-205 and Highway 43) in West Linn. Substandard performance because of a lack of capacity could force drivers to look for alternative routes along city streets. Preservation of capacity through specific access spacing standards on state facilities is outlined in the *Oregon Highway Plan* (OHP)[2] for Highway 43. Table 8-4 lists the minimum access spacing standard requirements for segments of Highway 43, based on speed and functional classification.

Table 8-4: ODOT Access Spacing Standards for Highway 43

Location	Speed (mph)	Highway Classification	NHS*	Truck Route	Freight Route	Access Spacing Standard (ft)
MP 8.04 (City Limit) – MP 11.29 (I-205 NB Off-Ramp)	35	Statewide	Yes	No	No	720
MP 11.29 (I-205 NB Off Ramp) – 11.43 (City Limit)	35	District	No	No	No	350

Note: Minimum access management spacing for public road approaches is the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways and in Special Transportation Areas (STA) driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum access management spacing for driveways is 175 feet (55 meters) or mid-block if the current city block is less than 350 feet (110 meters)[3].
* National Highway System

[2] *OAR 734-051 Highway Approaches, Access Control, Spacing Standards and Medians*, adopted per ORS 374.310(1).
[3] Oregon Department of Transportation (ODOT), 1999 *Oregon Highway Plan* (OHP)

Traffic Signal Spacing

Traffic signals that are spaced too closely on a corridor can result in poor operating conditions and safety issues due to the lack of adequate storage for queuing vehicles. Being nearly built-out, there will not likely be many new roads constructed within the City of West Linn. Currently all of the signalized intersections within the city are either along Highway 43 or are located at or near the two interchanges with I-205. However, as traffic volumes increase as a result of potential in-fill and regional growth, the need for new signals along the existing street system may be necessary to manage traffic flow. When this is the case, traffic signal warrants should be evaluated to determine if a traffic signal is an appropriate solution (if a deficiency exists). Traffic signals should only be implemented when deemed necessary by the city engineer to enhance safety and promote mobility. ODOT identifies ½ mile as the desirable spacing of signalized intersections on regional and statewide highways but recognizes that shorter signal spacing may be appropriate due to a number of factors including existing road layout and land use patterns[4]. Signal spacing below these standards should be studied in detail to consider traffic signal coordination and the impacts of vehicle flow and queuing within the area. At that time adjacent signals and the spacing between them can be evaluated.

Local Street Connectivity

The City of West Linn's many cul-de-sacs, steep topography, and major facilities such as Highway 43 and I-205 limit intercity connectivity. Therefore, many intercity trips are forced to travel along the few through streets that do connect across these barriers.

By providing connectivity between neighborhoods, out-of-direction travel and vehicle miles traveled (VMT) can be reduced, accessibility between various travel modes can be enhanced and traffic levels can be balanced among various streets. Additionally, public safety response time can be reduced. A City of West Linn purpose for connectivity is to promote energy conservation and preserve air quality.

Some of the congestion on roads such as Rosemont Road, Salamo Road, or Hidden Springs Road could be improved through improved neighborhood connectivity. Improved connectivity in the area east of Highway 43 and in the Tanner Basin area can provide circulation to existing or future traffic signals that will result in less delay and better safety for access onto the highway. Several short roadway connections will be needed within neighborhood areas to connect disjointed local streets and to reduce out-of-direction travel for vehicles, pedestrians and bicyclists.

The proposed Local Connectivity Plan for the City of West Linn is shown in Figure 8-6. In most cases, the improvements would involve the changing of a streets functional classification from local street to neighborhood route. In limited cases, a short length of new road would be necessary for improved connectivity. The arrows on Figure 8-6 represent recommended connections and the general direction for the placement of the connection in existing configurations. In each case, the specific alignments and design may be modified dependent upon future development review.

The criteria for providing local connections are based on the Metro RTP requirements for new residential or mixed-use developments.

- Every 330 feet, a grid for pedestrians and bicycles (may include paved roadway or trails)
- Every 530 feet, a grid for automobiles (local street or higher classification)

[4] MUTCD signal warrants must be met based on ODOT methodology and OAR 734-020-460 (1) A traffic signal shall not be installed unless one or more of the warrants identified in the MUTCD are met or will be met consistent with the requirements of OAR734-020-0490. The satisfaction of a warrant or warrants, however, is not in itself justification for a traffic signal. Installation of a signal must be approved by the State Traffic Engineer on a regional or state highway.

West Linn

Transportation System Plan Update

LEGEND

- ⟷ - Local Street Connection
- ⟺ - Pedestrian/Bike Connection (No Autos)

NOTE: General connection route indicated. Precise alignments to be determined

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TRANSPORTATION SOLUTIONS

NO SCALE

Figure 8-6

FUTURE LOCAL STREET CONNECTIVITY IMPROVEMENTS

The arrows shown on Figure 8-6 indicate priority local and neighborhood connections only. Local connections for existing stub end streets, cul-de-sacs, or extended cul-de-sacs in the road network are, for the most part, not identified on this figure. Pedestrian connections from any cul-de-sac should be considered mandatory as future development and redevelopment occurs. The goal would continue to be improved city connectivity for all modes of transportation.

Topography and environmental conditions limit the level of connectivity in several areas of the City of West Linn. The area to the west of Highway 43 is recognized as being particularly challenging because of the steep terrain and the existing built-out nature of that area.

Transportation Demand Management

Transportation Demand Management (TDM) is a policy tool as well as a general term used to describe any action that removes single occupant vehicle trips from the roadway network during peak travel demand periods. As growth in the City of West Linn occurs, the number of vehicle trips and travel demand in the area will also increase. The ability to change a user's travel behavior and provide alternative mode choices will help accommodate this potential growth in trips.

Generally, TDM focuses on reducing vehicle miles traveled and promoting alternative modes of travel for large employers of an area. This is due in part to the Employee Commute Options (ECO) rules that were passed by the Oregon Legislature in 1993 (and revised in February 2007) to help protect the health of Portland area residents from air pollution and to ensure that the area complied with the Federal Clean Air Act.

Research has shown that a comprehensive set of complementary policies implemented over a large geographic area can have a measured effect on the number of vehicle miles traveled to/from that area. However, the same research indicates that in order for TDM measures to be effective, they should go beyond the low-cost, uncontroversial measures commonly used such as carpooling, transportation coordinators/associations, priority parking spaces, etc. Setting TDM goals and policies for new development would be necessary to help implement TDM measures in the future.

The more effective TDM measures include elements related to parking and congestion pricing, improved services for alternative modes of travel, and other market-based measures. However, TDM includes a wide variety of actions that are specifically tailored to the individual needs of an area. Table 8-5 provides a list of several strategies outlined in the ECO program that could be applicable to the West Linn area. However, the limited amount of commercial development in West Linn may restrict the potential impact for reducing traffic demand through implementation of these strategies. Due to the unique nature of the land use, an alternative strategy for the City to consider may be to enhance/expand commercial areas in the City to support greater local employment and reduce the reliance on commuter routes. While such an action may not reduce the total number of vehicle trips, expanding these local employment centers would still have the potential to reduce vehicle miles traveled (VMT) through reduction of trip distance.

Table 8-5: Transportation Demand Management Strategies

Strategy	Description	Potential Trip Reduction
Telecommuting	Employees perform regular work duties at home or at a work center closer to home, rather than commuting from home to work. This can be full time or on selected workdays. This can require computer equipment to be most effective.	82-91% (Full Time) 14-36% (1-2 day/wk)
Compressed Work Week	Schedule where employees work their regular scheduled number of hours in fewer days per week.	7-9% (9 day/80 hr) 16-18% (4 day/40 hr) 32-36% (3 day/36 hr)
Transit Pass Subsidy	For employees who take transit to work on a regular basis, the employer pays for all or part of the cost of a monthly transit pass.	19-32% (full subsidy, high transit service) 2-3% (half subsidy, medium transit service)
Cash Out Employee Parking	An employer that has been subsidizing parking (free parking) discontinues the subsidy and charges all employees for parking. An amount equivalent to the previous subsidy is then provided to each employee, who then can decide which mode of travel to use.	Reduction / Transit 8-20% High 5-9% Medium 2-4% Low
Reduced Parking Cost for HOVs	Parking costs charged to employees reduced for high occupancy vehicles (HOV) such as carpools/vanpools.	1-3%
Alternative Mode Subsidy	For employees that commute to work by modes other than driving alone, the employer provides a monetary bonus to the employee.	21-34% (full subsidy of cost, high alternative modes) 2-4% (half subsidy of cost, medium alternative modes)
Bicycle Program	Provides support services to those employees that bicycle to work. Examples include: safe/secure bicycle storage, shower facilities and subsidy of commute bicycle purchase.	0-10%
On-site Rideshare Matching for HOVs	Employees interested in carpooling or vanpooling provide information to a transportation coordinator regarding their work hours, availability of a vehicle and place of residence. The coordinator matches employees who can reasonably rideshare together.	1-2%
Provide Vanpools	Employees that live near each other are organized into a vanpool for their trip to work. The employer may subsidize the cost of operation and maintaining the van.	15-25% (company provided van with fee) 30-40% (company subsidized van)
Other strategies	Includes: gift/awards for alternative mode use, walking program, company vehicles, guaranteed ride home program, paid time off. See report for details.	0-3% (per strategy)

Source: G*uidance for Estimating Trip Reductions from Commute Options*, Oregon Department of Environmental Quality, August 1996.

With many regional trips destined to, or traveling through, the West Linn area, region-wide TDM measures should help to reduce congestion. Setting TDM goals and policies for new development will be necessary to help implement TDM measures in the future. Metro has established non-SOV (Single Occupancy Vehicle) mode share targets to be achieved by 2040. The 2040 non-SOV modal target for town centers (as designated along the southern portion of Highway 43 in West Linn) is 45-55%, while industrial, employment, and neighborhood areas (the designations for remaining areas of West Linn) have a non-SOV modal target of 40-45%.[5]

The Metro 2025 Regional Demand Model provides an analysis tool for monitoring non-SOV trip percentages between the various RTP funding scenarios[6]. The forecasted non-SOV trip percentages take into account all RTP improvement projects (including transit, pedestrian, and bicycle system improvements. The RTP projects included in the 2025 financially constrained model are listed in Table 8-6.

Table 8-6: TDM Improvements included in the RTP 2025 Financially Constrained System

RTP #	Location	Improvement	Jurisdiction	Time-Line	Cost ($1,000s)
5062	Milwaukie town center area	Implements a transportation management association program with employers	TriMet/Milwaukie	2016-25	$200
5150	Oregon City Regional Center	Implements a transportation management association program with employers	TriMet/Oregon City	2016-25	$200
8050	SMART district	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	Metro/SMART	2004-25	$1,500
8052	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	Metro/TriMet	2004-25	$16,979
8053	Region-wide	Implementation of innovative transportation solutions in locations with high regional significance	Metro/TriMet	2004-25	$6,068
8054	Region-wide	Continue provision of ECO information clearinghouse services	Metro/DEQ	2004-25	$1,213
8055	Region-wide	Implementation of innovative transportation solutions in locations with high regional significance	Metro/TriMet	2004-25	$3,000
8056	Region-wide	Future implementation and sustainability of TMA's with employers	Metro/TriMet	2004-25	$4,000
			TOTAL		**$33,160**

Note: These regional improvements are assumed in Metro's RTP Financially Constrained System and do not correspond with the local improvements included in the action plan of this TSP.

[5] Based on the *2004 Metro Regional Transportation Plan*, Ordinance No. 03-1024 (July 8, 2004), page 1-65. These targets are also consistent with the 2035 Regional Transportation Plan update.

[6] An illustrative set of RTP improvement project scenario is not available for the more recent 2030 Regional Demand Model.

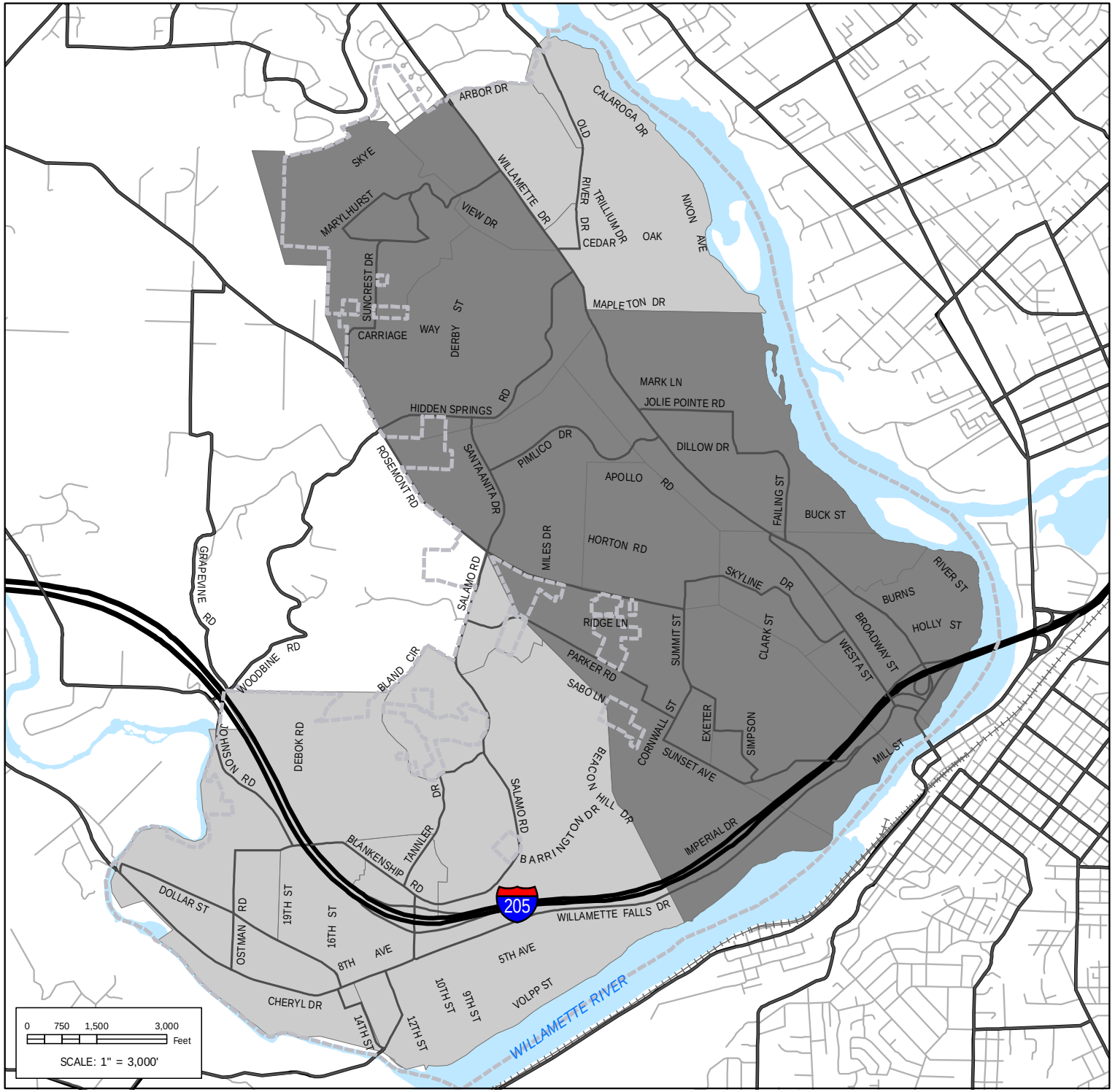
The overall West Linn study area forecasted non-SOV percentage with the RTP financially constrained improvements is 40.7%. Additional improvements in the RTP illustrative scenario[7] increase the overall non-SOV percentage to 42.2%, which corresponds to an increase of approximately 2%. Figure 8-7 shows the non-SOV percentage increase at the TAZ level, which shows the areas with the greatest growth toward meeting the 2040 targets previously identified (40-45% and 45-55% depending on location).

These forecasted non-SOV percentages obtained by the travel demand model can only be achieved with significant improvements to the transportation system and implementation of trip reduction strategies. The City of West Linn should coordinate with Clackamas County and TriMet to implement strategies to assure that the TDM assumptions in the RTP (listed in Table 8-6) are implemented. The City of West Linn, Clackamas County, and TriMet should coordinate to implement the pedestrian, bicycle, and transit system improvements, which offer alternative modes of travel. The recommended TDM action plan includes:

- Support continued efforts by TriMet, Metro, ODOT, and Clackamas County to develop productive TDM measures that reduce commuter vehicle miles and peak hour trips.
- Update the City of West Linn Goals and Policies to adopt the 2040 Regional Non-SOV Modal Targets.
- Encourage the development of high speed communication in all part of the city (fiber optic, digital cable, DSL, etc). The objective would be to allow employers and residents the maximum opportunity to rely upon other systems for conducting business and activities than the transportation system during peak periods.
- Encourage developments that effectively mix land uses to reduce vehicle trip generation. These plans may include development linkages (particularly non-auto) that support greater use of alternative modes.
- Continued implementation of motor vehicle parking ratios (minimum and maximum[8]) for new development.
- Continued implementation of building orientation and transit planning requirements for new development.
- Continued implementation of street connectivity requirements.
- Require new employment development to install bicycle racks.
- Implementation of bicycle, pedestrian, motor vehicle and transit system action plans as presented in this TSP.

[7] The additional illustrative project in the region is RTP #8051: Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs

[8] Minimum parking ratios allow vehicular storage when travelers do not have the flexibility to choose transit. Maximum parking ratios assist TDM goals by capping the number of stalls available for vehicles.



West Linn

Transportation System Plan

FIGURE 8-7

GROWTH IN NON SOV USE

LEGEND

Change in 2025 Non-SOV
(Priority Minus Fin. Constrained)

- 1 Percent or Less
- 2 Percent

Other

- West Linn City Limits
- Railroad
- Water

N

DKS Associates
TRANSPORTATION SOLUTIONS

2030 Transportation Demand Management Scenario

The implementation of various TDM strategies are generally aimed at reducing the trips that begin and end within the City, specifically with a trip end in the commercial area. The target trips for reduction in West Linn make up approximately 9% of the total number of trips[9] on the street system. As the trips are focused in the commercial area; the trip reduction is significantly less in the rest of the City.

The system improvements that make up this scenario include build-out of each of the multi-modal plans presented in this TSP (pedestrians, bicycles, transit, TDM). The 2030 forecasts for this scenario are based on potential reduction that could be achieved with each of these elements in place. These TDM measures are estimated to have approximately a 2% reduction of trips locally (and 5% reduction in trips regionally), which was applied to the 9% of target trips yielding an estimated trip reduction of 3%. This scenario focuses on improvements that are alternatives to increasing facility capacity for motor vehicles and (for comparative purposes) does not include capacity improvements in West Linn.

The v/c ratios were compared between the 2030 No-Build and 2030 Transportation Demand Management Scenarios to quantify the impacts that the implementation of TDM measures may have on the West Linn street system. The highest change in v/c ratios generally occurred along Highway 43 and Hidden Springs Road. The drop in v/c ratio of these areas was generally 0.03 to 0.04, but ranged from 0.01 to 0.06 along these roads. Similar impacts occurred throughout the city, with many roads exhibiting changes less than 0.02. This indicates that the relative changes due to this scenario would have a limited impact on the transportation system.

While a comprehensive TDM program may not address the transportation operational issues in West Linn during the PM peak times, employers that have more than 100 employees should be required to implement a van pool program, flexible working hours or another transportation demand management strategy that would influence regional trips be implemented and administered by these large employers to obtain compliance with OAR 340-242-0010 (through 0290). Setting TDM goals and policies for new development will be necessary to implement TDM measures in the future.

Safety

The analysis in the Existing Conditions Chapter revealed that there are currently no major safety issues at any of the intersections studied for this TSP. ODOT uses the safety priority index system (SPIS) to prioritize safety improvements based on crash frequency and severity on state facilities. A potential southbound climbing lane for trucks traveling on I-205 out of West Linn is the only location in West Linn identified in the Top 5% Report[10]. No locations along Highway 43 were listed.

There are, however, several strategies for improving safety in the City of West Linn that are consistent with the prior TSP. These strategies are aimed at identifying priorities that meet the goals and policies of the city and should be carried forward with this TSP.

- Work with other agencies such as Clackamas County, ODOT, the school district, as well as local businesses and neighborhood groups to help prioritize and fund safety programs in a coordinated approach
- Develop a citywide safety priority system which identifies high accident locations, ranks the locations and identifies safety mitigation measures
- Consider installation of red light photo equipment where appropriate
- Address safety issues on an as needed basis

[9] Excluding though traffic on I-205

[10] *Top 5 Percent Report*, ODOT Traffic-Roadway Section, August 30, 2007.

Maintenance

The City of West Linn has a Pavement Management System (PMS) program in place for cost effective maintenance treatments and strategies for city streets. A PMS program is a systematic method of organizing and analyzing information about pavement conditions. As a management tool, it aids the decision-making process by determining the magnitude of the problem, the optimum way to spend funds for the greatest return on the dollar, and the consequences of insufficient funding or of spending allotted money unwisely. The City of West Linn seeks to maintain an annual program of pavement management and monitors conditions in setting priorities for overlays, slurry seals and joint sealing. With over 106 miles of roadway to maintain, road maintenance is one of the largest transportation expenditures.

Motor Vehicle Alternatives Analysis

To accommodate future growth in local and regional traffic volumes and mitigate operational deficiencies revealed in the road system operational analysis, additional capacity improvements are recommended at multiple study intersections. The following sections summarize the evaluation of intersection capacity and connectivity improvements along city streets and specific recommended improvements along the Highway 43 corridor and the 10th Street/I-205 interchange area.

The future capacity deficiencies of study intersections were presented in Chapter 4, Table 3. Table 8-8 summarizes the Base 2030 PM peak hour operations for the 21 intersections, grouped by traffic control type, that are projected to not meet performance standards without additional improvements. The projected future performance for each location is listed, as well as the performance standard for the intersection (based on jurisdiction and other factors, as appropriate) that is exceeded. The 13 study intersections that are not listed in Table 8-8 are projected to meet 2030 PM peak hour performance standards as indicated in Chapter 4, Table 3.

Capacity analysis has been performed for the Highway 43 corridor and the 10th Street/I-205 interchange area. To utilize previous analysis efforts, study intersections were combined into three general groups:

- Highway 43,
- 10th Street/I-205 interchange area, and
- Other West Linn intersections (generally located along Rosemont Road or other areas not associated with the first two groups).

Some of the alternatives considered for each group include local improvements such as lane channelization or traffic control. Traffic signals that are spaced too closely on a corridor can result in poor operating conditions and safety issues due to the lack of adequate storage for vehicle queues. A minimum traffic signal spacing of 1,000-feet may be required for arterial and collector facilities. Different signal spacing standards may be applied to lower classifications of roadways. The Traffic Signal Spacing section includes additional information regarding traffic signals on ODOT facilities.

Roundabouts may be a feasible alternative to traffic signals when two-way or all-way stop control do not provide adequate intersection capacity. Roundabouts generally require a diameter of approximately 130-200 feet, limiting implementation in some areas (such as those that are previously developed) due to geometric constraints. However, the center area of the roundabout provides an opportunity for landscaping, which is helping it to gain popularity in both urban and rural design. The capacity of roundabouts is limited by the amount of circulating traffic. Care should be taken to locate roundabouts away from rail crossings and traffic signals in order to avoid issues regarding vehicle queues.

Table 8-8: 2030 Base PM Peak Hour Level of Service – Intersections Not Meeting Standards

	Future Base Case (2030)			Performance Standard		
Intersection	**LOS**	**Average Delay (s)**	**Volume/ Capacity (v/c)**	**Agency**	**Maximum Allowed**	**Standard Met?**
Signalized Intersections						
Highway 43 / Hidden Springs Rd	D	42.8	**1**	ODOT	v/c 0.99	**No**
Highway 43 / I-205 SB	E	69.1	**>1.0**	ODOT	v/c 0.85	**No**
10th St / Blankenship Dr	**F**	>80.0	**>1.0**	ODOT	v/c 0.85	**No**
10th St / I-205 SB	**F**	>80.0	**>1.0**	ODOT	v/c 0.85	**No**
All-Way Stop Intersections						
Salamo Rd / Rosemont Rd	**F**	>50.0	>1.0	City	LOS D	**No**
Willamette Falls Dr / 10th St	**F**	>50.0	>1.0	City	LOS D	**No**
Unsignalized Intersections						
Highway 43 / Arbor Dr	B/**F**	>50.0	0.04/**>1.0**	ODOT	v/c 0.99/0.90	**No**
Highway 43 / Jolie Pointe Rd	B/**F**	>50.0	0.12/**>1.0**	ODOT	v/c 0.99/0.90	**No**
Highway 43 / Pimlico Dr	C/**F**	>50.0	0.37/**>1.0**	ODOT	v/c 0.99/0.90	**No**
Highway 43 / Holmes St	B/**F**	>50.0	0.03/**>1.0**	ODOT	v/c 0.99/0.90	**No**
Highway 43 / Burns St	D/**F**	>50.0	0.49/**>1.0**	ODOT	v/c 1.1/0.90	**No**
Highway 43 / Willamette Falls Dr	D/**F**	>50.0	0.77/**>1.0**	ODOT	v/c 0.99/0.90	**No**
Willamette Falls Dr / Sunset Ave	A/**E**	47.6	0.67/0.74	City	LOS D	**No**
Rosemont Rd / Carriage Way	A/**F**	>50.0	0.12/0.51	City	LOS D	**No**
Rosemont Rd / Hidden Springs Rd	B/**F**	>50.0	0.07/>1.0	City	LOS D	**No**
Salamo Rd / Parker Rd	A/**F**	>50.0	0.13/0.79	City	LOS D	**No**
Blankenship Rd / Tannler Dr	B/**F**	>50.0	0.19/>1.0	City	LOS D	**No**
10th St / 8th Ave	B/**F**	>50.0	0.18/>1.0	City	LOS D	**No**
Willamette Falls Dr / 12th St	B/**F**	>50.0	0.44/>1.0	City	LOS D	**No**
Willamette Falls Dr / Dollar St (East)	A/**F**	>50.0	0.15/0.74	City	LOS D	**No**
Willamette Falls Dr / Ostman Rd	B/**F**	>50.0	0.01/0.23	City	LOS D	**No**
Willamette Falls Dr / Dollar St (West)[11]	A/**F**	>50.0	0.13/0.71	City	LOS D	**No**

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
MOE = Measure of Effectiveness
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
Delay = Worst Case for Minor Street
#/# = Major street turn v/c / Minor street turn v/c

Highway 43 Corridor

The *West Linn OR 43 Conceptual Design Plan*[12] analyzed intersections along the Highway 43 corridor and addressed multi-modal circulation concepts to guide future design. The plan maintains the current cross-section of one travel lane in each direction in order to keep the local character and meet community concerns, while not impacting existing right of way. Improvements such as adding left turn lanes to the median and traffic control would be made in some locations to increase capacity. However, due to the stated constraints, performance standards would still not be met at several locations, and design exceptions would need to be pursued from ODOT.

[11] This intersection is an unauthorized connection across PGE property that will be closed when Clackamas County replaces the bridge over the Tualatin River.
[12] West Linn OR 43 Conceptual Design Plan – Final Report, June 29, 2007.

The performance standards listed in the Oregon Highway Plan are applied to determine if the existing lane and control configurations at a location can provide sufficient capacity. The appropriate mobility standards for each location are listed previously in Table 8-8. If these performance standards are not met, capacity improvements that are sufficient to meet the design standards provided in the Oregon Design Manual apply. Signalized intersections through that corridor that are improved must meet a v/c standard of 0.80, as a statewide non-freight route inside a metropolitan planning organization (MPO). Unsignalized intersections (and Willamette Falls Drive as a District Road) must be improved to a v/c standard of 0.85. Operations of the study intersections along Highway 43 with the addition of the proposed concept plan improvements (which were not included in Table 8-8) are listed in Table 8-9.

Table 8-9: 2030 Weekday PM Peak Hour Level of Service – Hwy 43 Concept Plan Improvements

	W/ Proposed Improvements			Performance Standard		
Intersection	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	Agency	Maximum Allowed	Standard Met?
Signalized Intersections						
Highway 43 / Hidden Springs Rd	D	42.7	**0.99**	ODOT	v/c 0.80	**No**
Highway 43 / Pimlico Dr	D	40.9	**0.99**	ODOT	v/c 0.80	**No**
Highway 43 / I-205 SB*	E	69.1	**>1.0**	ODOT	v/c 0.80	**No**
Unsignalized Intersections						
Highway 43 / Arbor Dr*	B/**F**	>50.0	0.04/**>1.0**	ODOT	v/c 0.80/0.85	**No**
Highway 43 / Jolie Pointe Rd*	B/**F**	>50.0	0.12/**>1.0**	ODOT	v/c 0.80/0.85	**No**
Highway 43 / Holmes St*	B/**F**	>50.0	0.03/**>1.0**	ODOT	v/c 0.80/0.85	**No**
Highway 43 / Burns St*	D/**F**	>50.0	0.49/**>1.0**	ODOT	v/c 0.80/0.85	**No**
Highway 43 / Willamette Falls Dr*	D/**F**	>50.0	0.77/**>1.0**	ODOT	v/c 0.85/0.85	**No**

Notes: LOS = Level of Service

Delay = Average vehicle delay in the peak hour for entire intersection in seconds.

Unsignalized Intersection Operations:

A/A = Major street turn LOS / Minor street turn LOS

Delay = Worst Case for Minor Street

#/# = Major street turn v/c / Minor street turn v/c

** Improvements to increase intersection capacity at this location are not included in Highway 43 Conceptual Design Plan. Operations are listed for 2030 Base Case (which assumes no improvements).*

Most of the locations are not included in the Plan or have limited capacity improvements. The eight locations that do not meet performance standards under the 2030 Base Case would also not meet standards with the Conceptual Design Plan improvements in place.

Widening Highway 43 to a 5-lane section with two travel lanes in each direction was investigated to determine the potential capacity benefit. The existing right of way (ROW) along Highway 43 is generally 60-80 feet. In addition to structure impacts, approximately 500,000 ft^2 of ROW would need to be acquired in order to widen the facility to a 96 ft, 5-lane section. It was determined that most of the intersections along the corridor would meet performance standards. However, the Highway 43/I-205 Southbound ramps and Highway 43/Willamette Falls Drive would need additional improvements in order to meet performance standards.

The intersection of Highway 43/Willamette Falls Drive lies between the signalized intersection of Highway 43/I-205 Northbound Off-Ramp and the Oregon City Bridge. These physical features constrain the ability for realignment of the intersection, and also meter (or limit) the potential traffic arriving at the intersection. In order to meet future intersection performance standards, a traffic signal could be added in coordination with the adjacent existing signal at the I-205 Off Ramps. Table 8-10 lists the performance of all study intersections along Highway 43 with the corridor widened to a 5-lane section and a traffic signal at Willamette Falls Drive.

Table 8-10: 2030 Weekday PM Peak Hour Level of Service – Hwy 43 5-Lane Widening and Improvements

		Future Base Case			Highway 43 5-Lane Section			Performance Standard		
Intersection # on Map	Intersection	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	Agency	Maximum Allowed	Standard Met?
	Signalized Intersections									
2	Highway 43 / Marylhurst Dr-Lazy River Way	C	26.7	0.94	B	11.3	0.55	ODOT	v/c 0.80	Yes
4	Highway 43 / Cedaroak Dr	B	18.3	0.82	C	30.8	0.79	ODOT	v/c 0.80	Yes
5	Highway 43 / Hidden Springs Rd	D	42.8	**1**	C	26.6	0.80	ODOT	v/c 0.80	Yes
8	Highway 43 / West A St	C	31.1	0.97	B	14.1	0.59	ODOT	v/c 0.80	Yes
12	Highway 43 / Hood St-McKillican St	E	62.7	1.07	D	36.1	0.76	ODOT	v/c 0.80	Yes
13	Highway 43 / I-205 SB*	E	69.1	**>1.0**		*unchanged*		ODOT	v/c 0.80	**No**
14	Highway 43 / I-205 NB*	B	10.2	0.41		*unchanged*		ODOT	v/c 0.80	Yes
15	Highway 43 / Willamette Falls Dr	D/**F**	>50.0	0.77/**>1.0**	C	29.3	0.72	ODOT	v/c 0.80	Yes
	Unsignalized Intersections									
1	Highway 43 / Arbor Dr	B/**F**	>50.0	0.04/**>1.0**	B/F	>50	0.04/0.68	ODOT	v/c 0.80/0.85	Yes
3	Highway 43 / Walling Way	B/**F**	>50.0	0.00/0.92	B/E	36.9	0.04/0.47	ODOT	v/c 0.80/0.85	Yes
6	Highway 43 / Jolie Pointe Rd	B/**F**	>50.0	0.12/**>1.0**	B/D	27.0	0.12/0.33	ODOT	v/c 0.80/0.85	Yes
7	Highway 43 / Pimlico Dr**	C/**F**	>50.0	0.37/**>1.0**	B	14.8	0.61	ODOT	v/c 0.80	Yes
9	Highway 43 / Holmes St	B/**F**	>50.0	0.03/**>1.0**	A/C	17.3	0.00/0.09	ODOT	v/c 0.80/0.85	Yes
10	Highway 43 / Lewis St	B/**F**	>50.0	0.01/0.54	B/C	20.7	0.01/0.10	ODOT	v/c 0.80/0.85	Yes
11	Highway 43 / Burns St**	D/**F**	>50.0	0.49/**>1.0**	C	23.4	0.54	ODOT	v/c 0.80	Yes

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
MOE = Measure of Effectiveness

Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
Delay = Worst Case for Minor Street
#/# = Major street turn v/c / Minor street turn v/c

** Five lane section already exists and performance is unchanged under this scenario*
*** Traffic signal improvement also added*

10th Street Interchange Area

The *10th Street Area Plan*[13] includes analysis of intersections along and in proximity to the 10th Street corridor. Through coordination with the 10th Street Traffic Task Force, the following three groups of improvement alternatives were developed and evaluated:

- Group A: 10th Street Capacity Enhancements
- Group B: Willamette Falls Drive Enhancements and Management Tools
- Group C: Major System Improvements.

Details regarding the configuration and performance of each group of improvements are located in the Plan. Recommendations were made following the analysis of each group of alternatives. These recommendations included dropping or advancing the consideration for improvements based on their performance and other evaluation criteria. Several recommendations for additional project consideration or further analysis in the TSP include:

- Advancing most individual projects from Group A to the motor vehicle master plan list,
- Determine appropriate intersection control for Willamette Falls Drive/ 10th Street,
- Consider Group B projects for inclusion in TSP,
- Advance the single point urban interchange (SPUI) on 10th Street for consideration, and
- Advance preference for additional I-205 capacity.

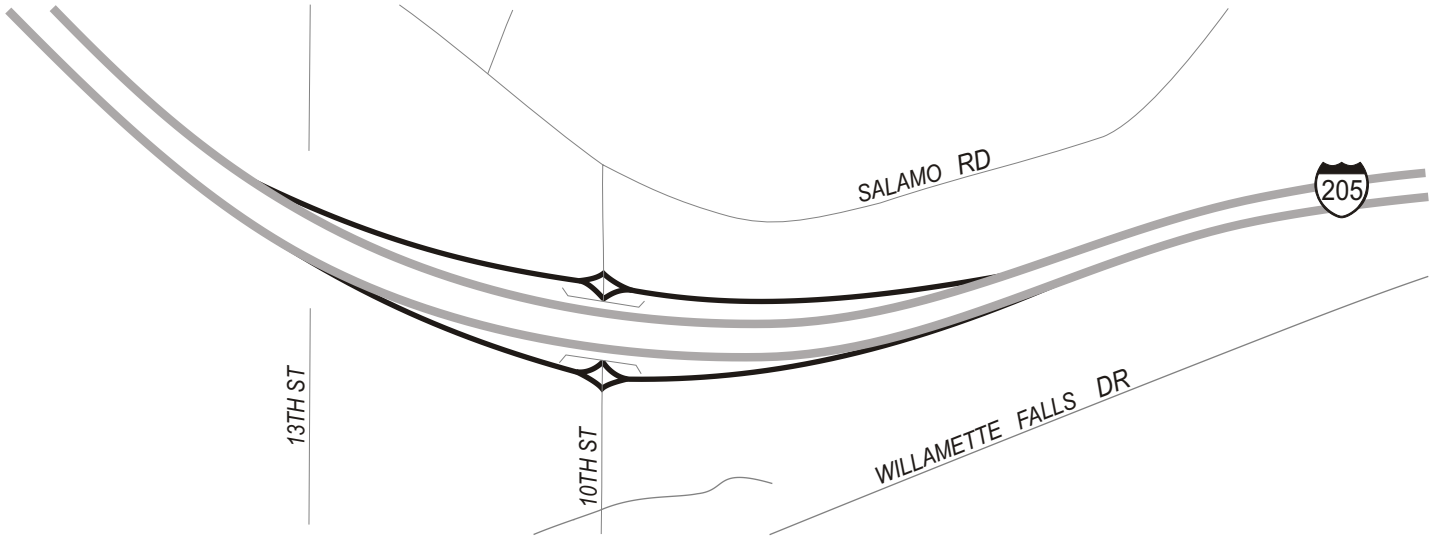
The potential for replacing the diamond ramp configuration of the 10th Street/I-205 interchange with a SPUI (Figure 8-8) was evaluated based on the recommendations of the prior analysis. The ramps are closely spaced with the adjacent signalized intersections at 8th Court and Blankenship Road under the existing configuration. The adjacent intersections are located approximately 1,000 feet apart (inside edge to inside edge), with the ramps occupying 650 feet of that space. The current location of the ramps limits vehicle storage at signalized intersections to approximately 150 feet for Blankenship Road and 250 feet for 8th Court. Consolidating the ramps into a SPUI would allow the space between adjacent intersections to increase, providing additional storage for potential vehicle queues.

Measurements of several SPUI locations in the region[14] indicate that approximately 350-400 feet (measured between the outside edges of the ramps) would be required along 10th Street for the ramp configuration. This would allow approximately 300 feet of storage to each adjacent intersection. Note that the increase of storage would also require realignment of the ramps. An operational analysis of the SPUI indicated that it would operate at LOS D with v/c = 0.88 for the 2030 PM peak hour.

The operational impact of replacing the current 10th Street interchange configuration with a split-diamond interchange (configuration is shown in Figure 8-8) was also analyzed. This alternative would include a second crossing at 13th Street that (connected to the 10th Street crossing with one-way frontage roads), that would reduce reliance on 10th Street for local access to and from Interstate 205. While the implementation of a split diamond configuration and the associated traffic shifts would improve operations, several of the adjacent study intersections would not meet performance standards without additional improvements. In addition, the adjacent current land use is not consistent with the commercial land use surrounding other split-diamond locations in the region, and the historical residential neighborhoods of West Linn would not be compatible with the additional traffic and noise. Study intersection operations for this alternative are listed in Table 8-11.

[13] *City of West Linn TSP Update - 10th Street Area Plan*, prepared by DKS Associates, November 2, 2007.
[14] These locations consisted of Market Street/I-5 in Salem and four locations in Vancouver, WA.

Existing Configuration



Single Point Urban Interchange (SPUI)

Split Diamond Interchange

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NO SCALE

Figure 8-8

10TH STREET INTERCHANGE CONFIGURATION ALTERNATIVES

Table 8-11: 2030 Weekday PM Peak Hour Intersection Operations – Split Diamond Alternative

	Future Base Case (2030)			2030 Split Diamond Alt			
Intersection	**LOS**	**Delay (Sec)**	**Volume/ Capacity (v/c)**	**LOS**	**Delay (Sec)**	**Volume/ Capacity (v/c)**	**Standard Met?**
Signalized Intersections							
10th St / Blankenship Rd	**F**	>80.0	>1.0	**F**	>80.0	0.86	**N**
10th St / I-205 SB Ramps	F	>80.0	**>1.0**	F	>80.0	**0.93**	**N**
10th St / I-205 NB Ramps	E	64.3	**>1.0**	D	36.0	**0.92**	**N**
13th St / I-205 SB Ramps	-	-	**-**	B	11.8	**0.64**	Y
13th St / I-205 NB Ramps	-	-	**-**	B	12.0	**0.55**	Y
All-Way Stop Intersections							
10th St / Willamette Falls Dr	**F**	>50.0	**>1.0**	**F**	>50.0	**>1.0**	**N**
Unsignalied Intersections							
Blankenship Rd / Tannler Dr	B/**F**	>50.0	0.19/>1.0	B/**F**	>50.0	0.14/>1.0	**N**
10th St / 8th Ave	B/**F**	>50.0	0.18/>1.0	B/**F**	>50.0	0.17/>1.0	**N**
Willamette Falls Dr / 12th St	B/**F**	>50.0	0.44/>1.0	B/**F**	>50.0	0.43/>1.0	**N**

Notes: LOS = Level of Service
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
MOE = Measure of Effectiveness
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
Delay = Worst Case for Minor Street
#/# = Major street turn v/c / Minor street turn v/c

A summary for the 10th Street interchange alternatives is presented in Table 8-12.

Table 8-12: 10th Street Interchange Alternative Benefit Comparison

Alternative	Affordable Cost	Limited Land Use impacts	Traffic Operations	Intersection Spacing	Local Circulation
Minor Improvements (Turn lanes, traffic control)	●	●	◐	○	○
SPUI	◐	●	◐	◐	○
Split Diamond	○	○	●	○	●

Level of Benefit:
○ Limited
◐ Moderate
● Highest

Other Locations

Improvements for intersections that were not included in the two other groups (Highway 43 corridor or 10th Street Interchange Area) were analyzed independently. All remaining intersections are under the jurisdiction of City of West Linn and would meet performance standards with improvements to lane configuration or traffic control. Table 8-13 includes the 2030 PM peak hour intersection operations at locations that would not meet performance standards without the inclusion of local improvements[15].

[15] The improvements and cost estimates that are assumed at each locations are listed in Table 8-13.

Table 8-13: 2030 Weekday PM Peak Hour Intersection Operations – Other West Linn Locations

	Future Base Case (2030)			Future (2030) + Improvements			
Intersection	LOS	Delay (Sec)	Volume/ Capacity (v/c)	LOS	Delay (Sec)	Volume/ Capacity (v/c)	Standard Met?
Signalized Intersections							
Salamo Rd / Rosemont Rd	**F**	>50.0	**>1.0**	C	26.6	0.86	Y
Rosemont Rd / Hidden Springs Rd	B/**F**	>50.0	0.07/**>1.0**	C	21.0	0.72	Y
Salamo Rd / Parker Rd	A/**F**	>50.0	0.13/0.79	B	14.7	0.57	Y
Willamette Falls Dr / Sunset Ave	A/**E**	47.6	0.67/0.74	B	12.1	0.77	Y
Unsignalized Intersections							
Rosemont Rd / Carriage Way	A/**F**	>50.0	0.12/0.51	A/C	23.5	0.12/0.27	Y
Willamette Falls Dr / Dollar St (East)	A/**F**	>50.0	0.15/0.74	A/D	31.4	0.15/0.34	Y
Willamette Falls Dr / Ostman Rd	B/**F**	>50.0	0.01/0.23	B/D	32.2	0.01/0.11	Y

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
MOE = Measure of Effectiveness
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
Delay = Worst Case for Minor Street
#/# = Major street turn v/c / Minor street turn v/c

Master Plan and Action Plan

The Motor Vehicle Master Plan is a list of potential motor vehicle projects to meet the identified needs of motor vehicles using the transportation system in West Linn. This list is an overall plan and summarizes the "wish list" of motor vehicle projects in West Linn. The intention of the list is to address all potential projects that meet system needs, regardless of priority or funding requirements. A Motor Vehicle Action Plan project list was created to identify those Motor Vehicle Master Plan projects that are reasonably expected to be funded by the year 2030, which meets the requirements of the updated Transportation Planning Rule[16]. The Action Plan consists of projects that the City should give priority to in allocating funding and/or pursuing additional funding. As development occurs, streets are rebuilt and other opportunities (grant programs) arise, projects on the Master Plan could be pursued as well.

The Motor Vehicle Master Plan and Action Plan projects identified in the TSP update analysis are included in Table 8-14. Note that all projects included in the Action Plan are also included in the broader context of the Master Plan. The planning level cost estimates provided are based on general unit costs for transportation improvements, but do not reflect the unique project elements that can significantly add to project costs. Each of these project costs will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued. Figure 8-9 depicts the approximate locations of the Motor Vehicle Master Plan projects.

Inclusion of an improvement project in the TSP does not commit the City or ODOT to allow, construct or participate in funding the specific improvement. Projects on the State Highway System that are contained in the TSP are not considered reasonably likely to be funded projects until they are programmed into the Statewide Transportation Improvement Plan (STIP). As such, projects proposed

[16] *OAR Chapter 660*, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.

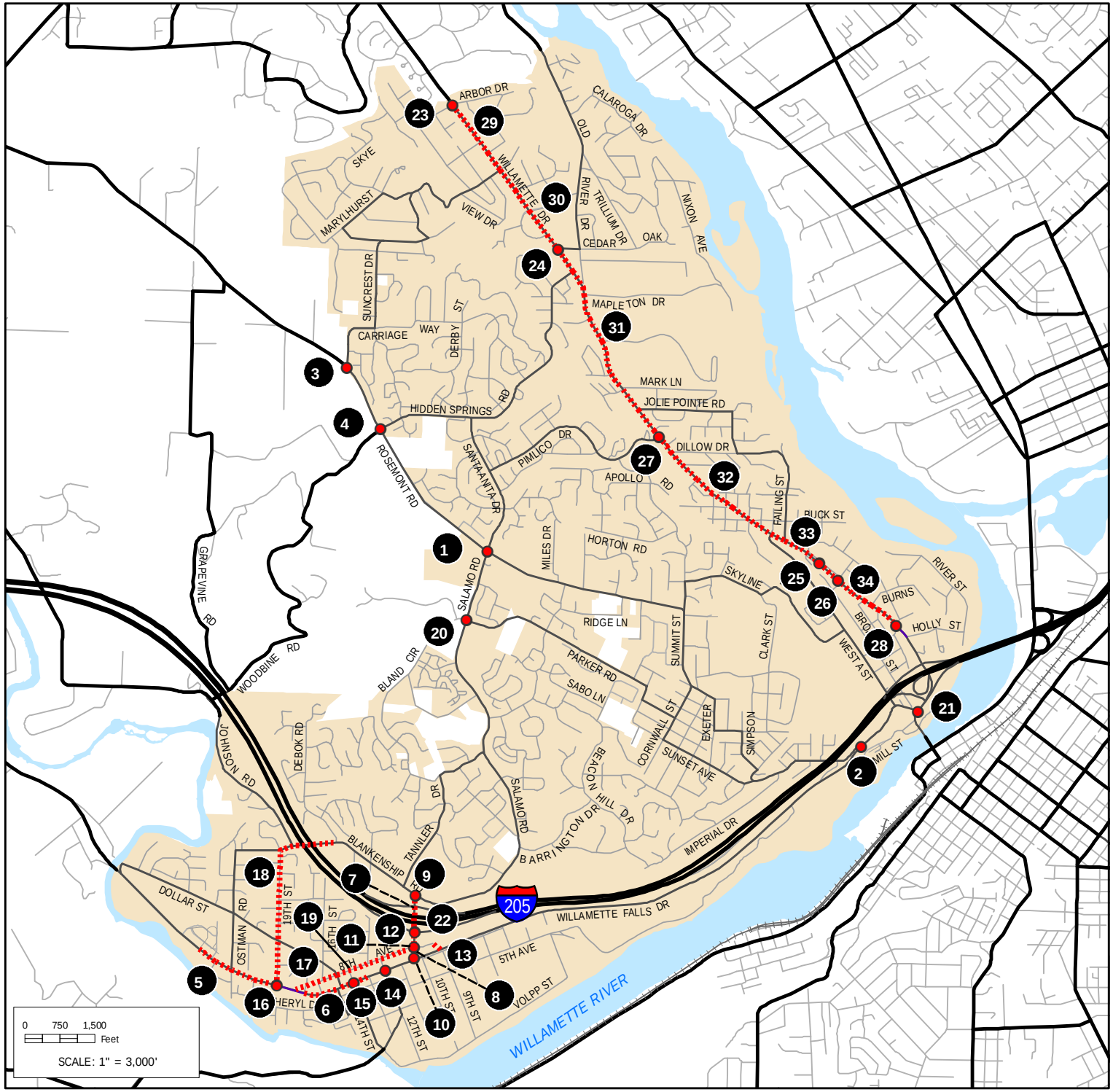
in the TSP that are located on a State highway cannot be considered mitigation for future development or land use actions until they are programmed into the STIP. Unanticipated issues related to project funding, as well as the environment, land use, the economy, changes in the use of the transportation system, or other concerns may be causes for re-evaluation of alternatives discussed below and possible removal of a project from consideration for funding or construction. Highway projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions.

Table 8-14: Motor Vehicle Master Plan and Action Plan Projects

Project Number	Location	Description	Plan	Cost ($1,000)
		City of West Linn Facility Projects		
1	Salamo Road / Rosemont Road	Add a traffic signal when warranted and pave adjacent intersection legs	Action	$520
2	Willamette Falls Drive / Sunset Avenue	Add a traffic signal when warranted	Action	$260
3	Rosemont Road / Carriage Way	Add a center median on Rosemont Road to allow two-stage left turn from Carriage Way	Action	$1,475
4	Rosemont Way / Hidden Springs Road	Add a traffic signal when warranted and northbound/southbound left turn lanes on Rosemont Road	Action	$780
5	Willamette Falls Drive / Ostman Road	Widen Willamette Falls Drive with center median 500' on each side of intersection to allow for two-stage left turn from Ostman Rd	Action	$1,335
6	Willamette Falls Drive / Dollar Street (east)	Widen Willamette Falls Drive with center median 500' on each side of intersection for two-stage left turn from Dollar St	Action	$1,475
7	10th Street (I-205 SB Ramps to 8th Court)	Widen to 5-lane section with center turn lane and 2 travel lanes each direction	Action	$1,685
8	10th Street (8th Ave to Willamette Falls Drive)	Add through lanes on 10th Street for a total of 2 lanes in each direction. Prohibit northbound left turn movement and replace left turn lane with ped island.	Action	$500
9	Blankenship Road / 10th Street	Add 2nd eastbound right turn lane and restripe westbound approach to have exclusive left turn and shared left-thru lane	Action	$520
10	10th Street / Willamette Falls Drive	Change/upgrade traffic control to either signal or roundabout	Action	$830
11	10th Street / 8th Avenue	Add right-in right-out access at the time of 8th Court extension.	Action	$20
12	10th Street / I-205 NB Ramps	Add turn lanes (northbound right turn lane, stripe southbound approach to have dual left turn lanes and one thru lane, add exclusive NB Off-ramp left turn lane, and widen NB On-ramp to have two receiving lanes to support dual SB left turn movement)	Action	$1,035
13	8th Court	Extend 8th Ct to Willamette Falls Dr. to provide additional access to 8th Court retail. (Concurrently make 10th Street/ 8th Avenue right-in right-out access.)	Action	$2,075
14	Willamette Falls Drive /12th Street	All way stop control/ traffic signal when warrants are met	Action	$260
15	Willamette Falls Drive /14th Street	All way stop control when warrants are met	Action	$10

Project Number	Location	Description	Plan	Cost ($1,000)
16	Willamette Falls Drive /19th Street	All way stop control when warrants are met	Action	$10
17	8th Avenue	Modify Dollar St connection to reconnect to 8th Avenue, and provide alternative route for local trips.	Action	$1,035
18	19th Street / Blankenship Road	Upgrade to current City standards from Blankenship Rd/Debok Road to Willamette Falls Drive	Master	$6,115
19	8th Avenue	Upgrade from 10th Street to Dollar Street	Action	$1,760
20	Salamo Road / Parker Road	Add a traffic signal when warranted	Action	$260
		ODOT Facility Projects		
21	Highway 43 / Willamette Falls Drive	Add a traffic signal that is coordinated with adjacent signal at I-205 NB Off Ramps	Action	$260
22	I 205/10th Street Interchange	Construct a long-term interchange improvement (SPUI or Split Diamond)	Master	$15,000-$30,000*
		ODOT Facility Projects (Highway 43 Concept Plan Improvements)		
23	Highway 43 / Arbor Drive	Add left turn lanes on Highway 43 (cost included in Highway 43 segment cost, listed below)	Action	$0
24	Highway 43 / Cedar Oak Drive	Realign shopping center driveway located to the southeast with intersection	Action	$520
25	Highway 43 / Holmes Street	Modify circulation to allow exit only traffic from Holmes Street	Action	$10
26	Highway 43 / Lewis Street	Modify circulation to prohibit left turns out from Lewis Street	Action	$10
27	Highway 43 / Pimlico Drive	Add a traffic signal when warranted	Action	$260
28	Highway 43 / Hood Street /McKillican Street	Modify traffic signal timing to have protected/permitted phasing on Hood and McKillican	Action	$50
29	North City Limit to Marylhurst	Highway 43 Improvements**	Action	$3,030
30	Marylhurst to Hidden Springs	Highway 43 Improvements**	Action	$4,350
31	Hidden Springs to Pimlico	Highway 43 Improvements**	Action	$5,585
32	Pimlico to Buck	Highway 43 Improvements**	Action	$3,460
33	West A Street to Webb	Highway 43 Improvements**	Action	$2,140
34	Webb to Hood-McKillican	Highway 43 Improvements**	Action	$1,980
			City of West Linn Projects Subtotal	$20,700
			ODOT Facility Projects Subtotal	$15,260-$30,260
			ODOT Facility Projects (Highway 43 Concept Plan) Subtotal	$21,395
			Total Cost	$57,355-$72,355

Notes:
**Cost of SPUI would be approximately $15,000,000 while the split diamond configuration would cost approximately $30,000,000*
*** Refer to Highway 43 Concept Plan for details*



West Linn

Transportation System Plan

FIGURE 8-9

MOTOR VEHICLE MASTER PLAN PROJECT LOCATIONS

LEGEND

- Facility Improvement
- Intersection Improvement
- ## Project Number
- Railroad
- Water
- City Limits

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CHAPTER

9 Other Travel Modes

This chapter summarizes the availability and use of other travel modes in West Linn such as rail, interstate bus, air, water, freight and pipeline.

Rail transportation

No rail services are currently provided to the City of West Linn. Oregon City is provided service by the Southern Pacific Railroad, which runs parallel to Highway 99E.

The closest rail passenger service is provided by AMTRAK, with a stop in downtown Portland at the Union Station. A South-North light-rail system has been proposed to extend to Oregon City. A future high-speed rail system in the Willamette Valley is currently being discussed. This rail line would most likely link Salem with Portland, and perhaps head north to Vancouver, British Columbia.

Needs and Deficiencies

Travel time on existing transit service to the AMTRAK can be long for the West Linn resident. If either of the new rail systems currently being discussed become a reality, West Linn residents would need access to these facilities by all appropriate modes.

Recommended Improvements

Given West Linn's current density and the urban form of the Portland metropolitan area, it is unlikely that passenger rail transportation will come directly to the City of West Linn. It is recommended that residents continue to use the services and facilities in the Portland area. Potential improvements in service exist with the expansion of regional systems currently being discussed. West Linn should continue to support and promote regional improvements to the transit system, and be actively involved in the coordination of these services and possible connecting services to best serve its residents. As the details of these systems and potential connecting points are not yet known, it is not possible to incorporate them into existing plans and facility improvements. West Linn should advocate for good connections from the city to future passenger rail stations.

Interstate Bus Transportation

Interstate bus service is available from downtown Portland at the Greyhound station. West Linn residents can reach this station either by private automobile or by the Route 35 Tri-Met line. Greyhound does not currently operate any suburban bus stations near West Linn.

Needs and Deficiencies

Same for West Linn residents as with the AMTRAK train service.

Recommended Improvements

If market conditions warrant, Greyhound or another interstate bus service would serve West Linn residents better with a suburban station south of Portland. Oregon City used to have an interstate bus station, and West Linn would recommend re-activating this facility. However, a decision to provide such a station would be market-oriented since inter-city bus service providers are private corporations.

Air Transportation

Domestic and international air passenger service is provided at the Portland International Airport, approximately 20 miles from West Linn. On-demand taxi service provides service to the airport. The General Aviation Airport in Aurora also serves the needs of West Linn residents. Some of the local airports open to the public for private aircraft in the area include Happy Valley, Oregon City, Mulino and Canby.

Needs and Deficiencies

Access to the Portland Airport can be hampered by traffic congestion on I-205, the most direct and commonly used route to the airport. Transit service, which involves transferring in Portland, is a time-consuming and indirect way to access the Portland Airport.

Proposed Improvements

West Linn residents are encouraged to continue to use the services and facilities available at the Portland Metropolitan Airport and at the General Aviation Airport in Aurora. As air will continue to grow as a popular and efficient form of transportation, it is important that West Linn residents have a convenient and reliable method for getting to the airports. Although I-205 provides direct access to the Portland Airport, increasing traffic makes its reliability questionable. The City of West Linn needs to petition and support ODOT in their efforts to improve flow on this important link with capital improvements, and with traffic management efforts.

Water Transportation

West Linn lies along the west side of the Willamette River. The Willamette Falls Locks, operated by the U.S. Army Corps of Engineers, are a part of the water-borne transportation system through West Linn. The locks are on the National Register of Historic Places. The channel is maintained to a depth of eight feet and 150-foot width between Cedar Island and Oregon City (200-foot width to Portland). This passageway is used by both commercial and recreational boats.

Needs and Deficiencies

The locks and river do not currently provide transportation alternatives to the West Linn resident. The potential for river taxis and ferries should be examined in the future.

Proposed Improvements

As the City recognizes the river and locks as an efficient mode of transportation for commercial traffic, land use decisions and policy development concerning the locks and riverfront should promote the continued use of these facilities.

Use of the river to transport people, either by river taxi or a ferry is a concept West Linn residents have suggested and are open to. The provision of such services is market-driven and will not be provided by a private company until it becomes economically viable. As the implementation of this type of service would require an immense capital undertaking, it would not be fiscally responsible for the City to undertake such a project. However, because river taxis and ferries offer potential transportation alternatives, future policy and land use decisions should protect and promote their use in the future by allowing for landing and docking sites.

Freight and Goods Movement

Freight movement within the City of West Linn consists of 1) the delivery of goods to commercial sites along Highway 43, 2) freight movement associated with the West Linn Paper plant, and 3) commercial freight traffic going through West Linn to other destinations on I-205 and Highway 43.

Needs and Deficiencies

The considerable truck traffic on I-205 combined with the lack of truck climbing lanes and short merging distances between ramps, often results in conflicts between automobiles and truck traffic, and slows traffic flow near the West Linn (Highway 43)/I-205 interchange.

Proposed Improvements

The two routes within West Linn most used for freight movement by truck are I-205 and Highway 43, both under the jurisdiction of the Oregon Department of Transportation. It is recommended that the state monitor the traffic and accident patterns along I-205, especially in the vicinity of the Highway 43 interchange.

Highway 43, which extends from Gibbs Street in Portland to Main Street in Oregon City, is a multi-modal major arterial, designed to accommodate the movement of people and goods in and around the region. The Draft Interim Corridor Strategy is dedicated to ensuring adequate access to I-205 from the corridor and to removing future bottlenecks at this location. It is recommended that West Linn continue to be involved in this corridor study and in the development of appropriate plans to improve goods movement in the corridor. West Linn should encourage measures which result in non-local freight trips bypassing Highway 43.

Pipeline

There are no pipelines transporting commodities in West Linn except those used in the West Linn Paper Company industrial complex, and pipelines from the Smurfit Paper Mill in Oregon City to settling ponds along the Willamette River in West Linn. A sewage force main that is part of the Tri-City Sewerage District facility crosses the Willamette River. Several Northwest Natural Gas mains run through West Linn. Also, the South Fork Water Board has a potable water pipeline across the Willamette River serving West Linn.

Needs and Deficiencies

There are currently no needs and deficiencies identified.

Proposed Improvements

West Linn should remain open to increased transmission through pipelines and utility ducts, particularly to carry communication cables needed to meet the increasing demand of technology. Any improvements that can enable residents to work and carry out business from their homes will help alleviate the demand on the city's road system.

CHAPTER

10 Finance and Implementation

This chapter outlines the funding needs and potential sources of funding that could be used for the transportation system. There is a significant funding shortfall for city street projects and high priority pedestrian and bicycle projects. Approximately $43 million in additional funding is required to complete high priority items on the Action Plan list, while an additional $34 million is needed to fill key gaps in the system or upgrade older streets to current standards through 2030.

In addition, improvements on state facilities require significant investment through regional or state partners; typically 85 percent of the total project cost. The state projects listed in the City's TSP are not included in adopted regional plans to date. The expected local share (15 percent) of the state improvements has been included in budget allocation, but the city will need to amend regional and state transportation plans to incorporate these projects in order for the full system needs to be met. The primary state projects in the city are the improvements at the 10th Street/I-205 interchange and upgrading of Highway 43 to provide full pedestrian and bicycle facilities, center turn lanes at key locations, and upgraded traffic controls at major intersections.

Roadway Funding Strategies

Transportation funding is commonly viewed as a user fee system where the users of the system pay for infrastructure through motor vehicle fees (such as gas tax and registration fees) or transit fares. However, a greater share of motor vehicle user fees goes to road maintenance, operation and preservation of the system rather than construction of new system capacity. Much of what the public views as new construction is commonly funded (partially or fully) through local improvement districts (LIDs) and frontage or off-site improvements required as mitigation for land development.

West Linn Funding Sources

The City of West Linn funds construction, operations, and maintenance from five revenue sources:

- State gas tax and license fees
- Roadway maintenance fee
- Franchise fees
- Miscellaneous
- System Development Charge

State Fuel Tax and Vehicle License Fee

State gas tax and license fees are distributed to municipalities by the State of Oregon. By statute, the money must be used for any road-related purpose, with one percent dedicated to bicycle path development. The State of Oregon Highway Trust Fund collects taxes and fees on fuel, vehicle licenses, and permits. A portion is paid to cities annually on a per capita basis. Oregon gas taxes are collected as a fixed amount per gallon of gasoline served. The gas tax in Oregon has not increased since 1993 (currently $0.24 per gallon.) The tax does not vary with gas prices changes, nor is there an adjustment for inflation. The lack of change since 1993 means that the net revenue collected has gradually eroded as the cost to construct and repair transportation systems has increased. Increased fuel efficiency in new vehicles has further reduced the revenue stream. Oregon vehicle registration fees are collected as a fixed amount at the time a vehicle is registered with the Department of Motor Vehicles. Vehicle registration fees in Oregon have recently increased from $15 per vehicle per year to $27 per vehicle per year for passenger cars, with similar increases for other vehicle types. There is no adjustment for inflation tied to registration fees. If revenues received from the state increase in future years, then the anticipated need for other revenue sources explained in this chapter (e.g. fees, etc.) can be decreased.

Roadway Maintenance Fee

The roadway maintenance fee is billed on monthly utility bills. By ordinance, the money must be used for road-related purposes. The current fee is set at $4.40 per month per household, and up to $440 per month from businesses. In the fiscal year 2009 budget, this fee is scheduled to increase on January 1, 2009 by ten percent to $4.84 per month per household and by three percent to a maximum of $453 per month from businesses. The fee is allocated to any qualifying roadway maintenance service expenditures as defined in the enabling ordinance, which includes but is not limited to roadway surface repair and maintenance, street lighting, ice and snow removal, traffic control/calming, sidewalk and curb repair, and bicycle and pedestrian path maintenance. The fees currently raise approximately $714,000 annually for the City. A recent levy was defeated (Measure 3-285) in May 2008, which would have replaced the fee.

Franchise Fees & Miscellaneous

Franchise fees from the City's solid waste franchise agreement are receipted to the Street fund. This is discretionary revenue that is currently dedicated to the Street fund on the rationale that garbage trucks impact street condition. The current annual amount is approximately $68,000. Prior to fiscal year 2009, franchise fee revenue from the City's electrical franchise agreement (approximately $500,000) was receipted to the Street fund. Because franchise fee revenue is discretionary, funds were moved to another fund in fiscal year 2009. The creation of a Roadway Maintenance Fee (explained in the preceding paragraph) filled the funding gap that was created when the discretionary electrical franchise fee revenues were allocated to another fund. Miscellaneous funds include interest, reimbursement charges, and other revenues. These revenues total no more than $15,000 annually, and are not a significant source of income for the Streets fund.

System Development Charge

System Development Charges (SDC) can be used to acquire needed property and improvements related to capacity required for growth as development occurs. Construction of new streets for the last fifteen years or more has been almost exclusively done in conjunction with new development. SDCs for streets is used as a funding source for projects that add capacity to the transportation system. The SDC is collected from new development based on the proposed land use and size, and is proportional to each land use's potential PM peak hour vehicle trip generation. The current SDC rate (updated June 2008) per PM peak hour trip is $4,849, which includes $4,628 towards improvements. The City has approximately $500,000 in SDC credits awaiting redemption by developers holding the credits.

While the City of West Linn is expected to have limited commercial development, household growth is projected to grow approximately one percent (90 households per year)[1] through 2030. There is limited land available for multifamily housing and future housing growth was assumed to consist of 20 percent multifamily and 80 percent single family homes. The estimated annual SDC street revenue is projected to be approximately $390,000 based on projected household growth. The total SDC fees collected through 2030, less the $500,000 in existing credits, would generate approximately $8,470,000 in streets revenue, which could be expended on specific street construction projects and some improvement projects.

Exactions

These are improvements that are obtained when development is permitted. Developers are required to improve their frontage and, in some cases, provide off-site improvements depending upon their level of traffic generation and the impact to the transportation system. Off-site mitigation measures can include, but are not limited to, Master Plan projects identified in the TSP.

Funding Summary

In fiscal year 2009, the Street Fund is budgeted to receive approximately $1,872,000 in revenue, as summarized in Table 10-1:

Table 10-1: Annual Street Fund Revenue

Revenues	FY 2009 Amount
State gas tax & license fees	$1,075,000
Roadway maintenance fee	$714,000
Franchise fees	$68,000
Miscellaneous	$15,000
TOTAL	**$1,872,000**

In fiscal year 2009, the Street Fund is budgeted to spend approximately $1,669,100 on minor maintenance, support, and operation of the roadway network, including the expenses related to street light operation and maintenance. West Linn's financial policy requires that ten percent of the total expenses should be reserved as fund balance – in fiscal year 2009, West Linn budgeted a reserve of $274,636 which is slightly less than total budgeted requirements (because of anticipated debt issuance for one-time street projects in fiscal year 2009):

Table 10-2: Annual Street Fund Expenses

Expenses	FY 2009 Amount
Personal services (street personnel)	$434,100
Materials & services (includes street lighting)	$516,000
Support services (engineering, planning, finance, and administration)	$719,000
Reserve	$274,636
TOTAL	**$1,943,796**

The annual cost of City street lighting is approximately $230,000, which only includes power and maintenance charges but does not address repair or replacement charges. The annual cost to support street

[1] Based on Metro land use forecasts and verified with City of West Linn Building Department

lighting is expected to increase approximately $100,000 per year in order to address repair and replacement needs.

The fiscal year 2009 funding scenario included above does not include any capital (maintenance or improvement) project funding. When the roadway maintenance fee ordinance was considered and ultimately adopted by the City Council, it was done with the goal of maintaining a pavement condition index (PCI) of 70. The annual capital expense to maintain West Linn streets and sidewalks at a PCI of 70 is estimated to be in excess of $750,000. At the time of implementation, the yield from the roadway maintenance fee was less than anticipated to reach the goal of a 70 PCI.

The $750,000 annual funding level results in a decrease from the current PCI of 72 to a PCI of 70 and remain steady for three years. However, during the same five year timeframe, deferred maintenance is projected to increase from $5,670,000 to more than $13,550,000. This does not include road maintenance responsibilities on the arterial streets that are serviced by ODOT. The street maintenance fee was implemented to fund a portion of this anticipated expense; increasing the street maintenance fee would be required to fully address this anticipated expense and for capital project funding to be solely financed from roadway maintenance fee revenue.

Funding Projection

Based on the revenues available during fiscal year 2009, a forecast was made for the remaining years between 2009 and 2030 to identify the total expected revenues for transportation projects and services. These revenue projections assume:

- The city will continue to collect revenues based on state fuel taxes and license fees, roadway maintenance fee, franchise fees, and miscellaneous revenue sources will not change.
- For a conservative estimate, projections assume no change in the factors other than the number of years estimated into the future.

Table 10-3: Forecasted Transportation Plan Revenues

Revenue	FY 2009 Amount	Estimated Through 2030
State gas tax & license fees	$1,075,000	$24,725,000
Roadway maintenance fee	$714,000	$16,422,000
Franchise fees	$68,000	$1,564,000
Miscellaneous	$15,000	$345,000
TOTAL	**$1,872,000**	**$43,056,000**

Projects and Programs

This section presents the recommended projects and programs developed for the City of West Linn to serve local travel for the coming years. The Pedestrian, Bicycle, Transit, and Motor Vehicle projects identified in the Action Plan for each mode represent those projects that have the highest priority for implementation to satisfy performance standards or other policies established for the West Linn Transportation System Plan. The costs for the remaining projects noted in the modal Master Plans are identified, but these have not been included in the funding needs analysis for the City because the Action Plan is limited to projects most in need of funding within the planning horizon. As shown in Tables 10-4 and 10-5, both the Action Plan and the Master Plan project lists both have serious funding shortfalls to overcome in order to be built.

Project Cost Estimates

Cost estimates (general planning level) were developed for the projects identified for the motor vehicle, bicycle, transit, and pedestrian elements. Cost estimates from the existing City planned projects were used in this study, if they were determined to be reasonable. Other projects were estimated using general unit costs for transportation improvements, but do not reflect the unique project elements that can significantly add to project costs[2]. Development of more detailed project costs can be prepared in the future with more refined financial analysis. Since many of the projects overlap elements of various modes, the costs were developed at a project level incorporating all modes, as appropriate. It may be desirable to break project mode elements out separately. However, in most cases, there are greater cost efficiencies undertaking a combined, overall project.

Each project cost will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued. All project cost estimates are based on 2008 dollars. Operations and support costs assume a four percent growth rate per year to accurately estimate the rising costs of health care, cost of living and benefits. Historical highway construction costs price index has increased by3.7 percent per year on average according to Oregon Department of Transportation (ODOT) construction records. Construction costs increased 134 percent in the past 8 years from 2000 to 2008 (average of approximately 11%/year), based on published construction cost indexes[3] by ODOT. In this model, note that projected costs were not inflated using any inflation factors, and projected costs are shown as information only.

Other Transportation Programs and Services

In addition to the physical system improvements identified in the previous section, the transportation facilities will require on-going operation and maintenance improvements across a variety of areas. These other transportation programs are recommended to respond to the specific policies and needs in maintaining roadway pavement quality, allocations for implementing neighborhood traffic management, and on-going update and support of related planning documents.

[2] General plan level cost estimates do not reflect specific project construction costs, but represent an average estimate. Further preliminary engineering evaluation is required to determine impacts to right-of-way, environmental mitigation and/or utilities. This level of cost-estimating is typically completed during project development and design. Experience has shown that individual projects costs can increase by 25 to 75 percent as a result of the above factors.

[3] ODOT Construction Cost Index reports trends for highway construction projects around the state on a quarterly basis. In 2000, the index was 153.5, and in the third quarter of 2008 it was 359.1, which is an increase of 134 percent. Refer to http://www.oregon.gov/ODOT/HWY/ESTIMATING/cost_trends.shtml for details.

West Linn Costs for Action Plans

The costs outlined in the Transportation System Plan to implement the Action Plans for Streets, Transit, Bicycles, and Pedestrians total $21.0 million. While the cost of the Highway 43 Concept Plan will likely be funded by various sources, a 15% local share contribution ($3.1 million) is assumed by the City of West Linn in order to make the project attractive for other funding agencies and is included in the Action Plan estimates.

The addition of other recommended transportation operations and maintenance programs, including street lighting, would add $24.8 million.

Required costs for personnel, operations, and support, which assume a four percent increase each year would add $39.5 million.

And, West Linn financial policies require ten percent fund balance for the Streets fund would add approximately $390,000 on a one-time basis and would be carried forward from year to year.

This results in a total cost of $85.7 million. The Action Plan costs through 2030 are summarized in Table 10-4.

Table 10-4: Transportation System Plan Costs

TSP Element	Estimated Cost
Action Plan System Projects (Tables 5-3, 6-3, 7-4, and 8-14)	
Motor Vehicle – West Linn Facilities	$14,585,000
Motor Vehicle – State Facilities (West Linn 15 percent contribution)	$3,250,000
Bicycle	$1,880,000
Transit	$1,280,000
Pedestrian	$0*
Action Plan System Projects Subtotal	$20,995,000
Maintenance Projects	
Roadway Maintenance ($750,000 per year)	$17,250,000
Street Lighting ($330,000 per year)	$7,590,000
Maintenance Projects Subtotal	$24,840,000
Operations & Support (assumes a four percent increase per year)	$39,491,000
Reserves (financial policies require ten percent of total expenditures)	$390,000
TOTAL	**$85,716,000**
Anticipated Revenue (Table 10-3)	**$43,056,000**
Variance	**($42,660,000)**

*Pedestrian projects and funding are included in the Highway 43 Concept Plan.
**Includes the Highway 43 Concept Plan.

The total $85.7 million cost of the Action Plan is compared to the expected year revenue estimate of $43.1 million (see Table 10-3). The gap between available revenue and total costs of projects included in

the Action Plan is significant and indicates that even the most needed projects included in the Action Plan face a significant funding hurdle in order to become reality

Notably, the assumption of an increased roadway maintenance fee decreases the funding gap. Decisions related to roadway maintenance fee amounts will be the decision of Citizens' Budget Committee and City Councils during budget discussion each fiscal year.

The costs for the remaining projects noted in the modal Master Plans require additional funding beyond existing program levels, and they are expected to be built beyond the 2030 horizon or completed with development exactions or other unanticipated funding sources. Table 10-5 summarizes the value of additional Master Plan projects for each mode that are not included in the reasonably fundable Action Plan. A listing of the Master Plan projects is contained in Tables 5-2, 6-2, and 8-14.

Table 10-5: Master Plan Projects not in Action Plan – Costs Through 2030 (2008 Dollars)

Transportation Element	Approximate Cost ($1,000)
System Improvement Projects (Not funded by City in Action Plan)	
Motor Vehicle	$6,115
Bicycle	$6,970
Pedestrian	$20,430
TOTAL in 2008 Dollars	**$33,515**

Technical Appendix

City of West Linn Transportation System Plan

Prepared by

DKS *Associates*

TRANSPORTATION SOLUTIONS

December 2008

Acknowledgements

Production of this report has been the collective effort of the following people:

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Appendix A: List of Acronyms and Terms

COMMON TERMS

Access Management: Refers to measures regulating access to streets, roads and highways from public roads and private driveways. Measures may include but are not limited to restrictions on the type and amount of access to roadways, and use of physical controls such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.

Accessway: Refers to a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop.

ADT: Average Daily Traffic. This is the measurement of the average number of vehicles passing a certain point each day on a highway, road or street.

Alternative Modes: Transportation alternatives other than single-occupant automobiles such as rail, transit, bicycles and walking.

Arterial (Street): A street designated in the functional class system as providing the highest amount of connectivity and mostly uninterrupted traffic flow through an urban area.

Bicycle Facility: Any facility provided for the benefit of bicycle travel, including bikeways and parking facilities.

Bicycle Network: A system of connected bikeways that provide access to and from local and regional destinations.

Bike Boulevard: Lower-order, lower-volume streets with various treatments to promote safe and convenient bicycle travel. Usually accommodate bicyclists and motorists in the same travel lanes, often with no specific vehicle or bicycle lane delineation. Assign higher priority to through bicyclists, with secondary priority assigned to motorists. Also include treatments to slow vehicle traffic to enhance the bicycling environment.

Bike Lane: Area within street right-of-way designated specifically for bicycle use

Capacity: The maximum number of vehicles or individuals that can traverse a given segment of a transportation facility with prevailing roadway and traffic conditions.

CBD: Central Business District. This is the traditional downtown area, and is usually characterized by slow traffic speeds, on street parking and a compact grid system.

Collector (Street): A street designated in the functional class system that provides connectivity between local and neighborhood streets with the arterial streets serving the urban area. Usually shorter in distance than arterials, designed with lower traffic speeds and has more traffic control devises than the arterial classification.

Congestion Mitigation/Air Quality (CMAQ): A program within the federal ISTEA and TEA-21 regulations that address congestion and transportation-related air pollution.

Crosswalk: Portion of a roadway designated for pedestrian crossing and can be either marked or unmarked. Unmarked crosswalks are the national extension of the shoulder, curb line or sidewalk.

Demand Management: Refers to actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include

subsidizing transit for the journey to work trip, charging for parking, starting a van or car pool system, or instituting flexible work hours.

Employee Commute Options (ECO): rules that were passed by the Oregon Legislature in 1993 (and revised in February 2007) to help protect the health of Portland area residents from air pollution and to ensure that the area complied with the Federal Clean Air Act

Grade Separation: The vertical separation of conflicting travelways.

Grade: A measure of the steepness of a roadway, bikeway or walkway, usually expressed in a percentage form of the ratio between vertical rise to horizontal distance. (eg. a 5% grade means that the facility rises 5 feet in height over a 100 feet in length.)

High Occupancy Vehicle (HOV): A vehicle containing two or more occupants, generally a driver and one or more passengers.

Impervious Surfaces: Hard surfaces that do not allow water to soak into the ground, increasing the amount of stormwater running into the drainage system.

Intelligent Transportation Systems (ITS): the application of advanced technologies and proven management techniques to relieve congestion, enhance safety, provide services to travelers and assist transportation system operators in implementing suitable traffic management strategies.

Level of Service (LOS): A qualitative measure describing the perception of operation conditions within a traffic steam by motorists and or passengers. An LOS rating of "A" to "F" describes the traffic flow on streets and at intersections, ranging from LOS A, representing virtually free flow conditions and no impedance to LOS F representing forced flow conditions and congestion.

Local (Street): A street designated in the functional class system that's primary purpose is to provide access to land use as opposed to enhancing mobility. These streets typically have low volumes and are very short in relation to collectors and arterials.

Metropolitan Planning Organization (MPO): An organization in each federally recognized urbanized area (population over 50,000) designated by the Governor which has the responsibility for planning, programming and coordinating the distribution of federal transportation resources.

*Metropolitan Transportation Improvement Program (MTIP):*The list of projects selected by Metro to receive regional funding assistance.

Multi-Modal: Involving several modes of transportation including bus, rail, bicycle, motor vehicle etc.

Multi-Use Path: Off-street route (typically recreationally focused) that can be used by several transportation modes, including bicycles, pedestrians and other non-motorized modes (i.e. skateboards, roller blades, etc.)

National Highway System (NHS): The National Highway System is interconnected urban and rural principal arterial and highways that serve major population centers, ports, airports and other major travel destinations, meet national defense requirements and serve interstate and interregional travel.

Neighborhood (Street): A street designated in the functional class system that's primary purpose is to provide access to land use, but provides more mobility than a local street. These streets typically have moderate volumes and are shorter in relation to collectors and arterials.

Neighborhood Traffic Management (NTM): traffic control devices typically used in residential neighborhoods to slow traffic or possibly reduce the volume of traffic.

Oregon Highway Plan (OHP): The document that establishes long range policies and investment strategies for the state highway system in Oregon

Pavement Management System (PMS): systematic method of organizing and analyzing information about pavement conditions.

Peak Period or Peak Hour: The period of the day with the highest number of travelers. This is normally between 4-6 PM on weekdays.

Pedestrian Connection: A continuous, unobstructed, reasonability direct route between two points that is intended and suitable for pedestrian use. These connections could include sidewalks, walkways, accessways, stairways and pedestrian bridges.

Pedestrian District: A comprehensive plan designation or implementing land use regulation, such as an overlay zone, that establishes requirements to provide a safe and convenient pedestrian environment an area planned for a mix of uses likely to support a relatively high level of pedestrian activity.

Pedestrian Facility: A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, signs, signals and benches.

Pedestrian Scale: Site and building design elements that are oriented to the pedestrian and are dimensionally less than those sites designed to accommodate automobile traffic.

Regional Transportation Plan (RTP): The transportation plan for the Portland Metro region

Right-Of-Way (ROW): A general term denoting publicly-owned land or property upon which public facilities and infrastructure is placed.

Safety Priority Index System (SPIS): an indexing system used by Oregon Department of Transportation to prioritize safety improvements based on crash frequency and severity on state facilities.

Shared Roadway: Roadways where bicyclists and autos share the same travel lane. May include a wider outside lane and/or bicycle boulevard treatment (priority to through bikes on local streets).

Sight Distance: The distance a person can see along an unobstructed line of sight.

Single Occupancy Vehicle (SOV): A vehicle containing only a single occupant, the driver.

Single Point Urban Interchange (SPUI): Geometric interchange design that intersects on and off ramps for a facility at a single point

Special Transportation Area (STA): an ODOT designation that allows state facilities that run through downtown business districts to have alternate mobility standards in an effort to accommodate other special needs (such as pedestrian, transit, business, etc) in an area

Statewide Transportation Improvement Plan (STIP): The capital improvement program that identifies founding and schedule of statewide projects

Traffic Control Devices: Signs, signals or other fixtures placed on or adjacent to a travelway that regulates, warns or guides traffic. Can be either permanent or temporary.

Transportation Analysis Zone (TAZ): A geographic sub-area used to assess travel demands using a travel demand forecasting model. Often defined by the transportation network and US Census blocks.

Transportation Demand Management (TDM): a policy tool as well as any action that removes single occupant vehicle trips from the roadway network during peak travel demand periods.

Transportation System Management (TSM): management strategies such as signal improvements, traffic signal coordination, traffic calming, access management, local street connectivity, and intelligent transportation systems

Transportation System Plan (TSP): Is a comprehensive plan that is developed to provide a coordinated, seamless integration of continuity between modes at the local level as well as integration with the regional transportation system.

Urban Area: The area immediately surrounding an incorporated city or rural community that is urban in character, regardless of size.

Vehicle Miles Traveled (VMT): The cumulative distance a vehicle travels, regardless of number of occupants

Appendix B: Background Document Review

DKS Associates
TRANSPORTATION SOLUTIONS

Technical Memorandum #1

DATE: April 11, 2007
TO: Project Management Team
FROM: Carl Springer, PE; Michael Tomasini, EIT

SUBJECT: Task 2: Technical Memorandum # 1 – Background Document Review
P06246-000

This memorandum provides a review of transportation policy framework and standards applicable to the City of West Linn TSP update. The information provided will be used to draft a policy framework for these studies.

A review of past plans, maps and studies was conducted to determine key elements that would have an impact on the Transportation System Plan update process for the City of West Linn. The following section summarizes key findings, and provides highlights of the relevant issues from state, county and city planning documents. This background review is useful throughout the TSP update project because it identifies how local plans fit into the larger regional context.
Other reports addressing specific area master plans or feasibility studies will be considered through the process, as appropriate, but the land development and travel forecasts done in conjunction with the TSP generally supersede these studies.

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Summary

The City of West Linn TSP update will include responses to transportation, land use, environmental, economic and social changes that have occurred in the community since the TSP was first prepared. The update will also attempt to anticipate emerging issues.

Key transportation plan considerations/requirements derived from rules and policies found during the Plan and Document Review include the following:

- The 2001 Oregon Transportation System Planning Guidelines should be used for general transportation system planning assistance
- TPR requirements (OAR 660-12-0050 and -0055) direct the amendment of local TSPs for proposed land use plan amendments.
- Comply with State access management and interchange spacing standards for Interstate Highway I-205 and State Highway 43.
- Follow the guidance of OHP policies related to:
    - Coordination of land use and transportation planning coordination between the City, County, TriMet, Metro and the State;
    - Mobility standards on highways I-205 and OR 43
    - Off-system improvements, where the State may financially assist local jurisdictions in local road projects that are cost-effective, improving conditions on state facilities.
- Adopt a Congestion Management System into the proposed Transportation Demand Management to comply with Metro's 2040 vehicle occupancy goals and the TPR's requirement for a reduction in vehicle miles traveled per capita
- Adopt Metro's street and walkway spacing standards
- Coordinate with Metro and ODOT for refinement planning for I-205 corridor
- Consistency with Metro's 2030 population and employment forecast for TSP development and analysis

The following sections summarize the key documents, plans, and regulations that were reviewed to consolidate the consideration/requirements listed above. These are summarized by jurisdiction for the State of Oregon, Clackamas County, and the City of West Linn.

State Plans & Regulations

Oregon Transportation Plan (OTP)

The Oregon Transportation Plan (OTP) sets the general direction for transportation development statewide for the next twenty years and provides overall direction for allocating resources and coordinating modes of transportation. It provides policies to increase livability in the State of Oregon by emphasizing alternative forms of transportation to the single occupant vehicle. The plan seeks to develop public transit, rail lines, bicycling and pedestrian facilities, airports and pipelines, while also emphasizing the maintenance and improvement of highways, roads and bridges. Thus, the plan calls for a transportation system that has a modal balance, is both efficient and accessible, provides connectivity among rural and urban places and between modes, and is environmentally and financially stable. The City of West Linn TSP currently incorporates these goals and strategies and they will be carried forward in the update.

1999 Oregon Highway Plan

The *1999 Oregon Highway Plan* (OHP) defines policies and investment strategies for Oregon's state highway system for the next 20 years by further refining the goals and policies of the *Oregon Transportation Plan* (OTP). One of the key goals of the OHP is to maintain and improve safe and efficient movement of people and goods, while supporting statewide, regional, and local economic growth and community livability. The implementation of this goal occurs through a number of policies and actions that guide management and investment decisions by defining a classification system for state highways, setting standards for mobility, employing access management techniques, supporting intermodal connections, encouraging public and private partnerships, addressing the relationship between the highway and land development patterns, and recognizing the responsibility to maintain and enhance environmental and scenic resources. The OHP gives policy and investment direction to large-scale facility plans and TSPs, but is not intended to direct specific projects and modal alternatives.

Specific OHP policies with bearing on transportation planning and updating in West Linn include the following.

- Policy 1A – State Highway Classification System

  The state highways in West Linn include the East Portland Freeway (Interstate-205), classified as an Interstate Highway and Oswego Highway No. 3(State Highway 43), with a small section classified as a District Highway and the rest classified as a State Highway in the National Highway System.

- Policy 1B: Land Use and Transportation

Land use and transportation planning and development need to be coordinated between state, regional, county, and city agencies.

- Policy 1F: Highway Mobility Standards

  District Highways inside UGB and MPO should have a maximum v/c of 0.90. State Highways should have a maximum v/c of 0.80 and Interstate Highways should have a maximum v/c of 0.80 in MPO areas.

- Policy 1G: Major Improvements

  Efficiency and other management measures must be instituted before adding capacity.

- Policy 2A: Partnerships

  The limited resources available for transportation planning and development should be efficiently and effectively used by coordinating the efforts of ODOT and other agencies, in this case the City of West Linn.

- Policy 2B: Off-System Improvements

  The State is to provide financial assistance for local road projects when the projects are cost-effective in improving state facility conditions.

- Policy 2D: Public Involvement

  Offer opportunities for effective public involvement in transportation planning and project development.

- Policy 2F: Traffic safety

  Increase the safety of the state transportation system through engineering, education, enforcement, and emergency services.

Goal 3 (Access Management) is critical in transportation planning efforts that involve state transportation facilities. This goal is implemented through OAR 734-051, which is reviewed later in this chapter. Goal 4 (Travel Alternatives) and Goal 5 (Environmental and Scenic Resources) also apply to the TSP update, if in limited ways. Goal 5, with an aim to go beyond what is required by other state and federal regulations, calls for natural resources to be maintained and even improved by transportation planning and projects involving state facilities. The highways of statewide importance that are specifically identified in The Highway Plan in the City of West Linn include:

- Interstate 205, which is classified as a Interstate Highway and Major Freight Route with the primary objective being to provide mobility between urban areas and a secondary objective being to provide mobility for regional trips *within* a metropolitan area. The

operations of this facility should be safe and efficient high-speed continuous flow. The maximum volume to capacity ratios for peak hour operating conditions is 0.70.

- State Highway 43, which is classified as a District Highway and a State Highway. Between the city limits to the south and the I-205 interchange to the north, the facility is classified as a District Highway, and is classified as a State Highway on the National Highway System for the rest of its length inside the city limits.
    - The District Highway portion of this facility functions as a city arterial or collector. In urban areas, such as the City of West Linn, this facility should provide moderate to low-speed operation for traffic flow to allow for significant pedestrian and bicycle movements. Mobility is to be balanced with local access. The maximum volume to capacity ratios for peak hour operating conditions varies from 0.85 to 0.80, depending on posted speed limits.
    - The State Highway portion of this facility provides inter-urban and inter-regional mobility, as well as connections for intra-urban and intra-regional trips. This facility should provide safe and efficient, high-speed, continuous-flow operation, and interruptions to flow should be minimal.

Oregon Public Transportation Plan

The Oregon Public Transportation Plan develops transit, rideshare and transportation demand management services as well as implementing the public transportation system envisioned in the OTP. The plan describes the roles and responsibilities of key players, provides a financial investment strategy and identifies both short and long term implementation steps. The plan provides minimum levels of service standards for public transportation operations. These criteria include peak and off-peak frequencies, vehicle maintenance programs and replacement schedules, intermodal connections and ridesharing.

Oregon Statewide Planning Goals (OAR 660-015)

The Oregon Statewide Planning Goals provide a foundation for expressing state policy on land use planning. The 19 goals for land use planning in the state are to be achieved through local comprehensive planning. Local comprehensive plans must be consistent with the Statewide Planning Goals.

The Transportation goal (Goal 12) is a safe, convenient, multimodal and economic transportation system. Consideration of local and regional economies, social consequences, environmental impacts, energy, the needs of transportation disadvantaged, and over reliance on a single mode should be included in local plans. Guidelines for planning and implementation are included to support the Statewide Planning Goals.

Oregon Transportation Planning Rule (TPR) (OAR 660-012)

The State of Oregon adopted 19 statewide planning goals that must be implemented in a comprehensive plan for each city (with a population over 2,500 individuals) and county in the state. In addition to identifying how land, air and water resources of each specific jurisdiction will be utilized, a review and needs analysis must be completed for improving public facilities. One of the 19 goals is the Transportation Planning Rule (Goal 12). To comply with this rule, West Linn must adopt a Transportation System Plan (TSP) that complies with the State TSP. The overarching goals to be accomplished by the TPR are to:

- Reduce dependence on the automobile and the number of people driving alone.
- Establish a stronger connection between land use and transportation planning.

Local TSPs are expected to examine possible land use solutions to transportation problems and identify multi-modal, system management and demand management strategies to address transportation needs. This entails the development of modal plans, including pedestrian, bicycle, motor vehicle and transit. These plans must strive to provide an integrated transportation network and include an inventory of current infrastructure, provide a gap analysis and identify how these gaps are going to be filled. The areas of analysis addressed in the TPR for a transportation system plan include:

- Roadway capacity and level of service
- Transit capacity and capacity utilization
- Bicycle and pedestrian system capacity
- Adjustment of turning movement volumes produced by travel demand forecasting models
- Estimation of future transportation needs (person travel), reflecting:
    - Population and employment forecasts consistent with comprehensive plans
    - Measures to reduce reliance on the automobile
    - Increased residential, commercial and retail development densities
    - Location of neighborhood shopping centers near residential areas
    - Better balance between jobs and housing
    - Maximum parking limits for office and institutional developments
    - Appropriate levels of transportation facilities to serve land uses identified in transportation plans
    - Increases in average automobile occupancy
    - Increases in modal shares of non-automobile modes
    - TDM programs
    - Land use and subdivision regulation

- Estimation of future goods movement
- Access management

In addition to requiring that all jurisdictions have an adopted TSP that complies with the State TSP, jurisdictions must have policies and ordinances that implement their adopted plan. The TPR requires that local governments adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors, and sites for their identified functions OAR 660-012-0045(2)." The requirements of OAR Section 660-12-045, Implementation of the Transportation System Plan, are summarized in Appendix A of this document and include recommendations for compliance.

The Oregon Land Conservation and Development Commission (LCDC) adopted amendments to TPR section 660-12-0050 (Transportation Project Development) and -0055 (Timing of Adoption and Update of Transportation System Plans; Exemptions) in 2005. The amendments clarify planning requirements for amending local TSPs when land use plan amendments are proposed. Section 660-12-0060 was also amended in 2005 and includes new guidance for local jurisdictions on how to make a determination on whether or not an amendment to the City's adopted plans or land use regulations has a significant affect on a transportation facility. The TSP update should reflect these new requirements.

Access Management Rules (OAR 734-051 – Division 51)

The purpose of Oregon's Access Management Rule is to control the issuing of permits for access to state highways, state highway rights of way and other properties under the State's jurisdiction. In addition, the ability to close existing approaches, set spacing standards and establish a formal appeals process in relation to access issues is also identified.

These rules enable the State to set policy and direct location and spacing of intersections and approaches on state highways, ensuring the relevance of the functional classification system and preserving the efficient operation of state routes. Regulating access can:

- Protect resource lands
- Preserve highway capacity
- Ensure safety for segments of state routes with sharp curves, steep grades or obstructed sight distance.

The access management standards adopted by ODOT are summarized in the table below.

Table 1: ODOT Access Management Standards

	Posted Speed (MPH)				
Facility	***>55***	***50***	***40,45***	***30,35***	***<20***
Statewide Highway (feet)	1320	1100	990	770	550
District Highway (feet)	700	550	500	350	350

These standards will be used in the TSP update to establish a connectivity plan, verify access spacing for any proposed highway interchanges and analyze current access conditions on congested state highways. The TSP update will work towards compliance with these standards on existing roadways where they are currently unmet. The standards will be applied to all rights of way under the State's jurisdiction in the City of West Linn.

Sustainability and Quality Development Executive Orders

Executive Orders related to sustainability have been issued in support of the Oregon Sustainability Act in 2000, 2003, and 2006. The 2000 Executive Order (EO-00-07) identified the goals and guidelines for sustainability in Oregon and adopted sustainability practices in state government operations. The 2003 Executive Order (EO-03-03) established sustainability planning within state agencies consistent with the goals identified in the Oregon Sustainability Act. Executive Order 06-02 supersedes the prior Executive Orders and identifies the roles of state agencies in carrying out sustainability goals.

Executive Order (EO-00-23) identifies objectives and implementation policy for quality development. Quality development objectives included mixed-use development which encourages walking, biking, and transit use.

State Transportation Improvement Program

The current adopted (2006-2009) Statewide Transportation Improvement Program (STIP) serves as ODOT's short-term capital improvement program and provides funding and scheduling information for transportation projects for both ODOT and the metropolitan planning organizations in the state. Projects funded in the STIP reflect and advance the Oregon Transportation Plan for highways, public transportation, freight and passenger rail and bicycle and pedestrian facilities. Additionally, monies obtained from the sale of state bonds authorized in the 2003 Oregon Transportation Investment Act (OTIA III) and placed in the STIP coffers have been dedicated to modernization, bridge and pavement preservation projects. Therefore, many of the projects in the 2006-2009 STIP are preservation oriented.

The following projects will have an impact on the West Linn transportation system:

- Turn lane construction and bike and ped improvements to Oswego Highway, OR 43 at milepoint 10.25 (total cost $223,000, Key Number 11427).

- Overlay and addition of auxiliary lanes along I-205 between milepoints 0.00 and 8.8 (total cost $48,296,000, Key Number 12874).
- Rehabilitation and historic bridge work on the Willamette River Bridge (OR 43) between milepoints 11.33 and 11.47 (total cost $4,163,000, Key Number 14014).

Oregon Bicycle and Pedestrian Plan

The provision of safe and accessible bicycling and walking facilities in an effort to encourage increased levels of bicycling and walking is the goal of the Oregon Bicycle and Pedestrian Plan. The Plan provides actions that will assist local jurisdictions in understanding the principals and policies that ODOT follows in providing bike and walkways along state highways. In order to reach the plan's objectives, the strategies for system design are outlined, including:

- Providing bikeway and walkway systems that are integrated with other transportation systems;
- Providing a safe and accessible biking and walking environment; and
- Development of education programs that improve bicycle and pedestrian safety.

The document includes two sections, including the *Policy & Action Plan* and *Bikeway & Walkway Planning Design, Maintenance & Safety*. The first section contains background information, legal mandates and current conditions, goals, actions, and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation. The second section assists ODOT, cities and counties in designing, constructing and maintaining pedestrian and bicycle facilities. Design standards are recommended and information on safety is provided. Transportation alternatives developed through the study process will need to provide for bicycle and pedestrian travel as recommended in this plan.

ODOT Reconnaissance Report; East Portland Freeway No. 64 (I-205), SW Stafford Rd. – Pacific Highway 1I (OR 99E) Section, Clackamas County

June 2003

The goal of the study was to determine the feasibility, approximate cost, and conceptual engineering configuration of adding a lane of capacity in each direction on I-205 between the OR 99E interchange and Stafford Road interchange. The objectives of the study included identifying operational and functional needs along this segment of I-205 and identifying the feasibility and cost of adding a third lane in each direction. The transportation modeling documented in the report concluded that widening I-205 between the Stafford Road and Highway 99E interchanges to provide a third through lane in each direction would be able to accommodate the forecast year 2025 traffic demands through the I-205 corridor in the study area.

The study also resulted in a conceptual engineering footprint for an "ultimate future" design of four lanes in each direction along this corridor. The study states that it is unlikely that ODOT

will widen this corridor section to four lanes in the near future, but that any major improvements made in the corridor should be done with the "ultimate future" concept in mind.

State Historic Preservation Office (SHPO) Historic Survey and Inventory

The SHPO Historic Survey and Inventory is a database which contains documents and electronic data from historic surveys, the National Register of Historic Places and Section 106 Review and Compliance surveys. The Oregon Historic Inventory is available for research purposes by appointment at the SHPO office. The SHPO places a number of restrictions on archeological surveys and the procedures for completing one. Information on known archaeological sites is not available to the general public. SHPO's database should be referenced for conflicts between historic sites and the proposed transportation system.

Oregon Natural Heritage Program (ORNHP)

The Oregon Natural Heritage Program is a cooperative program, managed by the Oregon Natural Heritage Information Center, to identify the plant, animal, and plant community resources of Oregon. The ORNHP database is Oregon's most comprehensive database of rare, threatened and endangered species and includes site-specific information on the occurrences, biology and status of over 2,000 species throughout Oregon. It includes the state's only database of natural vegetation, with descriptions and information on the occurrences and protected locations of all known ecosystem types. The Natural Heritage Data System provides information to guide implementation of the Natural Heritage Plan. It is also contracted to provide natural heritage and sensitive species information to state and federal agencies. ORNHP database should be referenced for conflicts between sensitive plant and animal species and the proposed transportation system.

TriMet Transit Investment Plan

TriMet's Transit Investment Plan (TIP) lays out TriMet's strategies and programs to meet regional transportation and livability goals through focused investments in service, capital projects and customer information. The TIP is a rolling five-year plan that is updated annually. The TIP relies on long-term goals and strategies developed by Metro, including the Regional Transportation Plan (RTP). These plans direct development to Regional Centers, Town Centers and key corridors. The TIP shows how TriMet will implement the transit portion of the RTP over the next five years. The TIP has four priorities to complete their goals:

1. **Build the "Total Transit System":** Enhance customer information, access to transit, stop amenities, frequency, reliability, passenger comfort, safety and security.
2. **Expand high-capacity transit:** Invest in MAX Light Rail, Commuter Rail and Streetcar service along key corridors to connect regional centers.
3. **Expand Frequent Service:** Add to TriMet's network of bus lines that run every 15 minutes or better, every day.
4. **Improve local service:** Work with local jurisdictions to improve transit service in specific local areas.

Priorities identified in the TIP which could directly or indirectly impact transportation in and around the City of West Linn include:

- Frequent Service on Line 35-Macadam connecting West Linn, Oregon City and Portland.

Regional Transportation Plan

Metro, 2004

The 2004 Regional Transportation Plan (RTP) lays out the 20-year priorities for road, transit, freight, bicycle and pedestrian improvements. A goal of this planning effort is a more streamlined plan that better advances regional policies, public priorities and local efforts to implement the 2040 Growth Concept. The RTP defines regional transportation policies which all city, county, TriMet, ODOT, and Port of Portland plans must follow. These policies are for all forms of travel including motor vehicle, transit, pedestrian, bicycle and freight. The plan then establishes priority projects for each mode based on the stated policies. The plan is based on forecasts of growth in population, households and jobs as well as future travel patterns and analysis of travel conditions. In identifying priority projects, the plan estimates availability of federal, state and local funding for transportation improvements. Cost estimates for each project are also developed, as well as funding strategies identified. Local transportation plans are required by state law to be consistent with the RTP. The following table summarizes the key ways the West Linn TSP must comply with the RTP:

Issue	***Existing TSP Complies***	***Update Must Address***
Local TSP Development and Implementation requirements (Identify needs for 20 year planning period)	Chapters …	Yes
System level planning (by mode)	Chapters …	Yes
Project level planning (by mode)	Chapters …	Yes
Design Standards for Street Connectivity		Yes
Alternative Mode Analysis	Chapters …	Yes
Motor Vehicle Congestion Management System		Yes
Access Management Plan	Chapter …	Yes
Performance and Functional Classification Standards		Yes
Future RTP Refinements		Yes
Transit Service Planning	Chapter …	Yes
Regional Parking Plan	Chapter …	Yes
Project Development		Yes
Refinement Planning		No
Specific Corridor Refinements		None
Specific Corridor Studies		None
Area of Special Concern		None

One project identified by Metro in their RTP for construction between 2004 and 2009 is an upgrade of Willamette Falls Drive to urban standards with bike lanes and sidewalks.

Transportation System Planning Guidelines

ODOT, Revised 2001
The TSP Planning Guidelines give an overview of what is involved in a TSP. TSPs adopted after January 1, 2000 must be consistent with the Oregon Highway Plan. The guideline document is designed to provide assistance to local jurisdictions in the preparation and update of TSP's to comply with requirements associated with:

- Transportation Planning Rule 1999, OAR 660
- Access Management Rules, 2000 OAR 734
- Oregon Public Transportation Plan, 1997
- Oregon Highway Plan, 1999
- Oregon Aviation Plan, 2000
- Executive Order 12898 on Environmental Justice for Minority and Low Income Populations: USDOT Order 56102 and FHWA Order 6640.23.
- Executive Order EO-23 on Quality Development
- Executive Order EO-00-07 on Sustainability

The West Linn TSP update will include responses to transportation, land use, environmental, economic and social changes that have occurred in the community since the TSP was first prepared. The update will also attempt to anticipate emerging issues.

Clackamas County Planning Documents

Clackamas County Comprehensive Plan

Clackamas County, April 2005
The Comprehensive Plan for Clackamas County acts as a guide for future growth and development through the formation of goals and policies that respond to current and future needs over a 20-year planning period. Goals and policies pertaining to land use are implemented through zoning ordinances that are used to define various land use designations and create zone maps for the county identifying where these land use designations will be applied.
The Transportation chapter focuses on developing a transportation system that meets the needs of Clackamas County residents, while also considering regional and state needs at the same time. The plan addresses a balanced transportation system that includes automobile, bicycle, rail, transit, air, pedestrian and pipelines and reflects existing land use plans, policies and regulations that affect the transportation system. The Clackamas County Transportation System Plan implements these goals and policies and provides a Transportation Project List to address

deficiencies. Management policies for State Highways are also developed in the Transportation Chapter and carried forward through the Transportation System Plan.
The general transportation goals for Clackamas county include:

- Create a safe, efficient and effective transportation system -- with multiple modes -- that balances the needs of the economy, protects the environment, conservesnatural resources, and protects neighborhoods.
- Work in partnership with neighboring and affected agencies in transportation planning to ensure effective and efficient results.
- Prepare a financial plan to fund the projects included in the Capital Improvement Plan (CIP).
- Use all financial means possible and take the lead in developing new funding sources to construct needed projects.
- Work to maximize dollar return from state, regional and federal sources for County transportation projects.
- Schedule transportation system improvements to coincide with the needs of new development.

There are a number of projects identified on Map V-1a in the county's comprehensive plan for the next twenty years. These projects are listed in the below.

Urban Transportation System Plan (TSP)

Clackamas County, 1999
The Clackamas County Urban TSP provides a framework for addressing the transportation needs of Clackamas County over the next 20 years, and works within the framework provided by the related state, regional and local plans. The plan was created through an extensive citizen involvement process and represents the vision and goals of the community. The purpose of the plan is to facilitate multi-modal transportation needs of County citizens with coordination between transportation system improvements and land use requirements.
The plan defines goals and policies, identifies transportation system facilities in the county and suggests recommended improvements. Recommended improvements are based on county profiles, trends, and a detailed needs assessment.
Clackamas County projects identified in the TSP include projects from the TSP needs assessment, the 1998/1999 to 2003/2004 Clackamas County Capital Improvement Plan (CIP), and City TSPs. The following projects identified in the 20-year TSP project list will have an impact on the West Linn transportation system:

- Rosemont Road: Reconstruct and widen (Stafford Road to Parker Road)
- Rosemont Road: "Realign intersection, add turn lanes" (Rosemont/Parker/Day intersection)
- Parker Road: Reconstruct and widen (urban) (Rosemont Road to Sunset Road)
- Willamette Falls Drive: Reconstruct and widen (urban) (Highway 43 to 10th Avenue)
- Petes Mountain Road Reconstruct and widen (rural) (Willamette Falls Road to Hoffman Road)

Capital Improvement Plan (CIP)

The capital improvement plan implements the goals and policies that have been adopted into the Clackamas County Transportation System Plan. The CIP is a 5-year plan for capital improvements which lists specific projects and includes a financial plan. The Clackamas County CIP is updated annually. The current adopted 2006/-2010/11 CIP is an update from the 1998/1999 to 2003/2004 plan referenced in the Clackamas County TSP. There is one West Linn area projects included in the current 5-Year Program.

- Tualatin River (Borland Road) Bridge: Replace existing bridge

City of West Linn Documents

Comprehensive Plan

The West Linn Comprehensive Plan provides a framework for future development by presenting goals and policies in a wide array of subjects related to development, including urbanization, land use, housing, natural and cultural resources, environmental quality, public facilities and services, energy and transportation.

Public involvement policies require public hearings and opportunities for citizen participation during the consideration of amendments to the City's Comprehensive Plan, a requirement that adoption of an updated TSP will trigger. Natural resource policies protect habitat and natural systems around the city, the most sensitive areas being associated with the city's rivers and streams. Transportation planning and projects should minimize impacts to these resources as well as minimize degradation of air, water, and general environmental quality, and avoid areas of natural hazards.

The Comprehensive Plan has policies in place which describes the types of transportation facilities and activities permitted in each of the City's land use districts. Emphasis is not only placed on motor vehicle transportation, but also on bicycle, pedestrian, transit, water, and freight. Additionally there is a policy in place to encourage transportation demand management.

Zoning

The city of West Linn has multiple classifications for the zoning of residential, commercial and industrial zones within the city including:

- Low Density Residential
- Medium Density Residential
- Medium High Residential
- Mixed Use
- Commercial
- Industrial
- Other
- Historical Landmarks

Each of the different zoning designations has different requirements for land use. A city can use zoning to influence traffic demand on their transportation facilities.

The City of West Linn has identified 29 historic landmarks throughout the city. In order for a structure, site, or object to be zoned as an Historic Landmark, a listing on the "National Register of Historic Places is required," unless it meets the requirements set forth by the Planning Commission.

Transportation System Plan

The adopted 2000 West Linn Transportation System Plan (TSP) was developed to provide an extensive review of the transportation system, evaluate deficiencies in the system and plan for future improvements for the area through the year 2020. A key objective of this plan was to achieve a balanced, safe transportation system that meets the needs of all modes of travel, including pedestrians, bicycles, transit, motor vehicles and other modes (e.g. rail, air). The TSP outlines the City's goals for developing its transportation facilities to meet short and long term needs, while addressing its transportation demand management (TDM) strategies.
Existing conditions were assessed and future needs through 2020 were determined based on growth assumptions. A master plan for each travel mode was recommended to meet the city's goals and local performance standards. A project list for each travel mode was prepared including estimated costs. The TSP also provides funding strategies. The TSP update will consider and incorporate all findings and projects from the adopted TSP that are still relevant in addition to incorporating new projects.

Buildable Lands Analysis

The 2006 West Linn Buildable Lands Analysis (BLA) identifies available land and is updated on a yearly basis. Land available for development is classified as infill, approved for development, or vacant. The 2006 BLA Update provides new information that has become available through December 31, 2005. Population residential housing unit forecasts are used to arrive at forecasted land needs. These forecasts provide the City with valuable information to aid in development of economic goals and policies to assist in shaping the community by attracting desirable commercial and industrial businesses and in providing a range of housing options.

Major Development Proposals

A number of project applications have been received by the city for consideration as of October 2006. These projects vary in size and possible impact on the city's transportation resources. Pending and approved projects include a 71-lot subdivision in south-west West Linn, a 6-lot subdivision in central West Linn, and a new church in north-central West Linn. The project applications reviewed by the city are updated monthly.

Environmental Inventories

Natural resources and environmental considerations in West Linn must be considered when developing transportation plans. The following sources provide information relevant to transportation system planning in the City of West Linn:

- *National Wetlands Inventory* – A map of West Linn wetlands depicts the location of rivers, streams, wetland areas and stormwater facilities in West Linn. Any adverse transportation related impacts that may compromise the water quality or wetland resources in the City of West Linn will be identified in the TSP Update.
- *Department of Environmental Quality Inventory – Awaiting Documentation (Possibly not available)*
- *Oregon Department of Fish and Wildlife Inventory – Abundance and distribution of Fish Species in West Linn Streams Final Report 2003-2004* is a inventory of fish collected from streams in the City of West Linn from the summer 2003 to summer 2004. From their study, the Oregon Fish and Wildlife researchers came up with 6 recommendations:
    a. Improve fish passage by constructing fish culverts along Trillium Creek
    b. Remove non-native vegetation
    c. Develop priorities for habitat protection and restoration
    d. Conduct regular fish and habitat inventories
    e. Conduct surveys to evaluate abundance, biomass, spatial structure, habitat use, and movements of salmonids
    f. Monitor and evaluate habitat improvements
- *United States Fish and Wildlife Service Inventory – Awaiting Documentation*

Oregon Conservation Strategy

Oregon Department of Fish and Wildlife, February 2006
The Oregon Conservation Strategy is an overarching strategy for the conservation of fish and wildlife that contains elements addressing species, habitats, problems, conservation actions, monitoring, strategy review, interagency coordination, and public involvement. Key conservation issues addressed in *The Oregon Conservation Strategy* include:

- Work with community leaders and agency partners to ensure planned, efficient growth, and to preserve fish and wildlife habitats, farmland, forestland and rangeland, open spaces, and recreation areas.
- Use, expand, and improve financial incentive programs and other voluntary conservation tools to support conservation actions taken by landowners and land managers.
- Develop new voluntary conservation tools to meet identified needs.
- Promote collaboration across jurisdictional and land ownership boundaries.
- Work creatively within the existing regulatory framework, seeking new opportunities to foster win-win solutions.

- Inform Oregonians of conservation issues and the actions everyone can take that will contribute to Oregon's collective success.

The City of West Linn is located in the Willamette Valley Ecoregion; *The Oregon Conservation Strategy* divides up the state into regions with similar climate and wildlife. Within specific ecoregions, it outlines conservation opportunity areas which include information on recommended conservation actions, special features, key species, key habitats, and if the area has been identified as a priority by other planning efforts.

- The waterfront along the Willamette River in West Linn has been identified as a Conservation Opportunity Area.

Appendix A: Transportation Planning Rule Compliance

The Transportation Planning Rule (TPR) requires all jurisdictions to complete a transportation system plan (TSP), including policies and ordinances to implement that plan. The TPR requires that local governments adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors, and sites for their identified functions OAR 660-012-0045(2)." The City's current TSP was adopted in 1998, with the exception of the street element (Chapter 3), which was adopted in 2000. A new document is being prepared to comply with the revised TPR and to more accurately reflect the current transportation system and predict the future needs of West Linn.

The applicable portion of the TPR is found in OAR Section 660-12-045, Implementation of the Transportation System Plan. In summary, the TPR requires that local governments revise their land use regulations to implement their adopted TSP in the following manner:

- *Amend land use regulations to reflect and implement the TSP.*
- *Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.*
- *Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:*
  - *access management and control;*
  - *protection of public use airports;*
  - *protection of the future operations of roadways and transit corridors;*
  - *coordinated review of land use decisions potentially affecting transportation facilities;*
  - *conditions to minimize development impacts to transportation facilities;*
  - *regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities;*
  - *regulations assuring that amendments to land use designations, densities, and design standards are consistent with the Transportation System Plan.*
- *Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site improvements that accommodate pedestrian and bicycle travel.*
- *Establish street standards that minimize pavement width and total right-of-way.*

The following assessment of TPR compliance is based on West Linn's Community Development Code. Table 1 lists TPR implementation requirements, an assessment of existing City code and

regulatory provisions that meet the requirements, and recommendations for changes to the West Linn Community Development Code that will likely be needed to fully implement the a new TSP and bring the City regulations in compliance with the TPR. Recommended changes to local regulatory documents, indicated in **bold text**, are intended to provide guidance to project staff during the update of the TSP. In particular, modifications to the Community Development Code will be drafted during the planning process and become implementation recommendations for inclusion in the draft TSP.

Table 1. TPR Requirements and City of West Linn Compliance

TPR Requirement (OAR Section 660-12-0045)	**Ordinance Compliance/Recommendations**
(1) Each local government shall amend its land use regulations to implement the TSP.	
(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	No transportation facilities are listed as either allowed uses or conditional uses under the zoning district chapter in the Community Development Code. The exception is heliports, which are a conditional use in the Office-Business Center (OBC), General Commercial (GC), and General Industrial (GI) zones. **Recommendations For clarity, the Zoning Districts section of the Community Development Code should be modified to include transportation facilities, including pedestrian and bicycle amenities, as an outright permitted use in each of the City's zones where it is appropriate.** **The City may wish to consider permitting outright - with no further land use review and subject to the standards established by the TSP - only projects identified in the TSP. All other projects would be subject to a conditional use process in order to fully assess the details related to projects and any associated community concerns.**
(c) Local governments shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	The City does not have an adopted process specifically for roadway review or to permit a transportation project. The Community Development Code does not specify which types of transportation projects involve land use decision making. **Recommendation: The City should develop/document a clear and objective review process for the approval of land use decisions required to permit a transportation project.**
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.	
(a) Access control measures.	Section 48.060 of the Community Development Code, Width and Location of Curb Cuts and Access Separation Requirements, specifies the distance between curb cuts and an intersecting street right-of-way line for arterial, collector and local streets (48.060(C)). Section 48.060(D) specifies the minimum distance between any two adjacent curb cuts on the same side of a public street.

Table 1. TPR Requirements and City of West Linn Compliance	
TPR Requirement (OAR Section 660-12-0045)	**Ordinance Compliance/Recommendations**
	Section 48.070 gives authority to the Planning Director and City Engineer to restrict the location of driveways upon finding that the proposed access would provide inadequate access for emergency vehicles or would cause or increase hazardous conditions to exist which would constitute a clear and present danger to the public health safety and general welfare. **Recommendations: The Community Development Code does not reference use of access management rules to maintain an adequate level of service and the functional classification of roadways. Access control standards should specify the authority of the City and other regulatory agencies to require traffic impact studies, the closing or consolidation of existing curb cuts, and limiting the number of access points for the purpose of ensuring the safe and efficient operation of the street and highway system. The Code should include public road spacing, median control and signal spacing standards. These standards should implement the recommendations of the TSP, be consistent with the City's public works engineering standards and be consistent with the functional classification of roads.**
(b) Standards to protect the future operations of roadways and transit corridors	The City has the authority to require a transportation analysis be submitted for a tentative subdivision or partition plan in cases where the City Engineer determines that the proposed development may have off-site traffic impacts (Land Division, Section 85.170(B)(2)). **Recommendation: The City should amend the Community Development Code to include non-discretionary criteria to determine when a transportation impact analysis is required and when conditions of approval may be required.**
(d) Coordinated review of future land use decisions affecting transportation facilities, corridors or sites	The City's Administrative Procedures for both legislative and quasi-judicial decisions includes required notice to "any affect governmental agency." Section 98.070(C)(1)(a), pertaining to legislative decisions, specifies that notice will be given to ODOT.
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	Section 85.070, Administration and Approval Process, states that the Planning Director shall approve, deny, or approve with conditions, an application for a partition and that the Planning Commission shall approve, deny, or approve with conditions, an application for a tentative plan for a subdivision. The Community Development Code does not include a process to apply development conditions in order to minimize impacts to transportation facilities. **Recommendations: While Code Section 85.070 gives some discretion in applying conditions of approval to new development, the City should specify that minimizing impacts to transportation facilities may be a factor in imposing conditions. Code language should be amended to include a requirement that development proposals include data on the**

Table 1. TPR Requirements and City of West Linn Compliance	
TPR Requirement (OAR Section 660-12-0045)	**Ordinance Compliance/Recommendations**
	potential traffic impacts. The City ordinance(s) should include a process to apply conditions to development proposals that will affect City road facilities by more than a certain number of average daily motor vehicle trips. **See the TPR requirements in section 660-012-0060 below.**
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.	The City's Administrative Procedures for both legislative and quasi-judicial decisions includes required notice to "any affect governmental agency." Section 99.080(A)(1)(c), pertaining to quasi-judicial decisions, specifies that notice will be given to ODOT.
(g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	The Community Development Code does not contain provisions ensuring that amendments to densities or design standards be consistent with the designated facilities in the TSP. **<u>Recommendations:</u> The City should amend the Community Development Code to include clarification that approval of amendments to land use designations, densities, and design standards are contingent on findings of consistency with the planned transportation system, as adopted in the City's TSP. Language that governs zone changes and plan amendments should be revised to include reference to TPR Section –0060 (see Section 660-12-0060 below), or should include language from this TPR section that states under what circumstances a plan or land use regulation amendment "significantly affects a transportation facility" and the mitigation that is required. The options for ensuring that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP should be included in the Community Development Code, or Code language should reference the relevant TPR section.**
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):	
(a) Provide bicycle parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-ride lots	The matrix under 46.150(D), Bicycle Facilities and Parking, includes requirements that meet this TPR requirement.
(b) Provide "safe and convenient" (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new residential and commercial development to adjacent residential areas and transit stops and to neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways	Section 48.080 Bicycle and Pedestrian Circulation requires that individual units within multifamily developments be connected to parking, open space, and recreational areas by pedestrian pathways. However, this section does not require that new residential developments be connected to other residential areas or to activity areas outside the development. Similarly, Code provisions in this section specify that bicycle and pedestrian facilities within subdivisions must comply with right-of-way width standards (85.200(A)(3)(e)), but not that such facilities are

Table 1. TPR Requirements and City of West Linn Compliance

TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations
	required to connect new development with other residential, commercial and recreational areas. Commercial/OBC zone development on arterials requires a 12-foot wide sidewalk; Commercial/OBC zone development on local streets requires an 8-foot wide sidewalk (85.200(A)(3)(e), Ord. 1408). Per 92.010(H), Public Improvements for all Development, sidewalks are required on both sides of a public street and in any special pedestrian way within a subdivision.[1] Per the Land Division Approval Criteria (85.200(A)(3)(f)) bike lanes are required on arterials and collector streets in new developments. Section 92.010(I) states that the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths if appropriate to the extension of a system of bicycle routes, existing or planned. Submittal requirements for tentative plans include showing any proposed bicycle or pedestrian paths (85.160 (F)(3)). **Recommendation: Section 48.080 Bicycle and Pedestrian Circulation should include development standards that address pedestrian and bicycle connections between new residential and commercial developments and connecting new development to "activity centers."**
(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors	Per Section 85.170(B)(2), Supplemental Submittal Requirements for a Tentative Subdivision or Partition Plan, Transportation, the City Engineer has the authority to require a transportation analysis report if s/he determines that the proposed development may have off-site traffic impacts. The report must specify what specific street or traffic improvements would be necessary to mitigate off-site traffic impacts. Based upon the City Engineer's determination, the applicant is required to construct (or to contribute a proportionate share of the costs) all necessary off-site improvements identified by the transportation analysis that are required to mitigate impacts from the proposed subdivision (85.200(A)(22), Approval Criteria for Street). **Recommendation: Code language should be modified to clarify that off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel.**
(e) Provide internal pedestrian circulation within new office parks and commercial developments	Through the Design Review provisions, the City has discretion to require pedestrian and bicycle connections in new commercial and office development (Approval Standards – Class II Design

[1] Per this Code provision, the Planning Commission may approve a subdivision without sidewalks in the case of primary or secondary arterials, special type industrial districts, or special site conditions if alternate pedestrian routes are available.

Table 1. TPR Requirements and City of West Linn Compliance

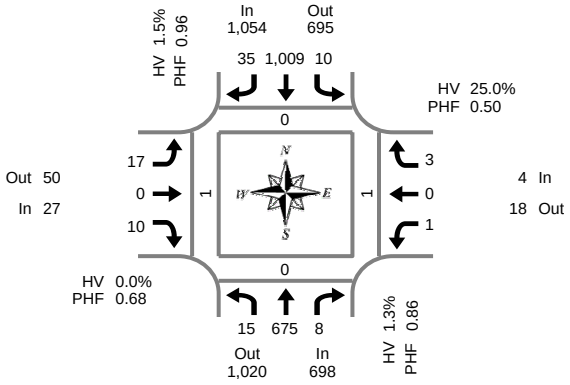
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations
	Review, TPR Compliance, Section 55.100(B)(7)).
(6) As part of the pedestrian and bicycle circulation plans, local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas.	**Recommendation: This requirement should be addressed by the TSP update planning process. The requirement can be met by adopting a list of improvements in developed areas that meet the needs identified in the TSP's pedestrian and bicycle circulation elements.**
(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility.	The table referenced in 85.200(A)(3)(e) in the Land Division chapter of the Code contains the City's road design standards, road construction standards and access requirements. The required roadway (pavement) and road right-of-way widths vary depending on the type of facility and the configuration of bike lanes and parking. For example, City Code does not differentiate between major and minor collector and the "Collector" street design includes no parking with bike lanes, parking on both sides without bike lanes, andparking on one side with and without bike lanes. The City's local street width requirements are as follows: Roadway / Right of-Way No On-Street Parking 20' 44' Parking on One Side 28' 52' Parking on Two Sides 32' 56' Right-of-way and roadway widths may be modified by the City Engineer or the approval authority in 85.200(A)(2) in order to accommodate larger tree-lined boulevards, sidewalks and other "amenities." Ranges provided generally would allow for wider right-of-ways than the standards in the table under 85.200(A)(3) and wider than standards in the adopted TSP (see following discussion). The Width Standards table in 85.200(A)(3) is not consistent with the standards in the Street Element of West Linn's adopted TSP. The TSP standards require a 24' pavement width within a 46' right-of-way for a local residential street with no parking. The TSP standards also include two options for a local residential street with parking on both sides; either a 28' or a 32' paved roadway within a 50' right-of-way. These standards are consistent with guidelines developed by the Department of Land Conservation and Development to comply with theTPR requirement to minimize pavement width and total ROW. The Neighborhood Street Width Guidebook suggests the following local street standards: Pavement / Right-of-Way No On-Street Parking 20' 42-48' Parking on One Side 24' 47-52' Parking on Two Sides 28' 52-56' **Recommendations: The City's street standards should be amended to provide for narrower street roadway (pavement) options, consistent with the adopted TSP and the model**

Table 1. TPR Requirements and City of West Linn Compliance	
TPR Requirement (OAR Section 660-12-0045)	**Ordinance Compliance/Recommendations**
	language listed above. **In addition, the text in Section 85.200(A)(3)(e) indicates that there are two widths identified in the table, the "minimum" and "desirable" and that the desirable width is the required width unless the applicant can demonstrate that site conditions, topography, or site design require the reduced minimum width. The street standards table does not reflect this provision and the text and table should be reconciled.** **Consideration should be given to eliminating the Discretionary authority granted to the City Engineer or "approval authority" in 85.200(A)(2) and, if desired, incorporating reasonable ranges for roadway and right-of-way widths in a modified street widths standards table.**
TPR Requirement (OAR Section 660-12-0060)	**Ordinance Compliance/Recommendations**
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.	**<u>Recommendations:</u> Revise the Community Development Code to include language that is consistent with the language of the TPR.** **Section -0060 was amended in March 2005 and includes new provisions for local jurisdictions on how to make a determination whether or not an amendment to the City adopted plans or land use regulations has a significant affect on a transportation facility.** **The TPR includes a category of facilities, improvements, and services that can be assumed to be "in-place" or committed and available to provide transportation capacity (-0060)(4)). For the City of West Linn, these include projects in the STIP or locally adopted TIP or CIP and projects that are authorized in the local TSP for which a funding plan or mechanism is in place.** **The TPR also allows applicants and decision-makers to rely on transportation improvements that are "reasonably likely to be provided by the end of the planning period" (-0060 (4)(b)(D) when considering amendments to local plans and land use regulations. Through this TSP update process, the City of West Linn has an opportunity to identify what, if any, planned improvements in the adopted TSP may be considered "reasonably likely" to be funded and built within the 20-year planning horizon.**

Appendix C: Traffic Counts

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Hwy 43 & Arbor Dr

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
5:00 PM to 6:00 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Arbor Dr				Westbound Arbor Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	2	139	3	0	3	237	4	0	3	0	3	0	1	0	0	0	395	0	0	0	0
3:45 PM	3	177	0	0	3	214	6	0	6	0	2	0	1	0	0	0	412	0	0	0	0
4:00 PM	2	131	2	0	4	242	4	0	4	0	2	0	0	0	1	0	392	0	0	0	0
4:15 PM	2	146	2	0	1	264	4	0	4	0	3	0	1	0	1	0	428	0	0	0	0
4:30 PM	1	163	0	0	4	259	5	0	4	0	2	0	0	0	1	0	439	0	0	0	1
4:45 PM	1	157	2	0	3	236	11	0	8	0	4	0	1	0	1	0	424	0	0	1	0
5:00 PM	4	198	2	0	6	260	8	0	4	0	1	0	0	0	1	0	484	0	0	0	1
5:15 PM	6	130	4	0	1	250	19	0	6	0	4	0	1	0	1	0	422	0	0	1	0
5:30 PM	2	149	1	0	3	267	2	0	3	0	3	0	0	0	0	0	430	0	0	0	0
5:45 PM	3	198	1	0	0	232	6	0	4	0	2	0	0	0	1	0	447	0	0	0	0
6:00 PM	1	142	2	0	4	252	3	0	3	0	4	0	0	0	0	0	411	0	0	0	0
6:15 PM	3	145	1	0	3	220	9	0	3	0	2	0	1	0	0	0	387	0	0	0	0
Total Survey	30	1,875	20	0	35	2,933	81	0	52	0	32	0	6	0	7	0	5,071	0	0	2	2

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Arbor Dr				Westbound Arbor Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	698	1,020	1,718	0	1,054	695	1,749	0	27	50	77	0	4	18	22	0	1,783	0	0	1	1
%HV	1.3%				1.5%				0.0%				25.0%				1.5%				
PHF	0.86				0.96				0.68				0.50				0.92				

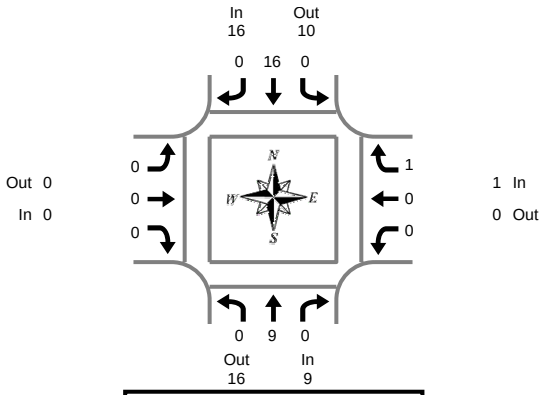
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Arbor Dr				Westbound Arbor Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	15	675	8	698	10	1,009	35	1,054	17	0	10	27	1	0	3	4	1,783
%HV	0.0%	1.3%	0.0%	1.3%	0.0%	1.6%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	25.0%	1.5%
PHF	0.63	0.85	0.50	0.86	0.42	0.94	0.46	0.96	0.71	0.00	0.63	0.68	0.25	0.00	0.75	0.50	0.92

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Arbor Dr				Westbound Arbor Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	9	593	7	0	11	957	18	0	17	0	10	0	3	0	2	0	1,627	0	0	0	0
3:45 PM	8	617	4	0	12	979	19	0	18	0	9	0	2	0	3	0	1,671	0	0	0	1
4:00 PM	6	597	6	0	12	1,001	24	0	20	0	11	0	2	0	4	0	1,683	0	0	1	1
4:15 PM	8	664	6	0	14	1,019	28	0	20	0	10	0	2	0	4	0	1,775	0	0	1	2
4:30 PM	12	648	8	0	14	1,005	43	0	22	0	11	0	2	0	4	0	1,769	0	0	2	2
4:45 PM	13	634	9	0	13	1,013	40	0	21	0	12	0	2	0	3	0	1,760	0	0	2	1
5:00 PM	15	675	8	0	10	1,009	35	0	17	0	10	0	1	0	3	0	1,783	0	0	1	1
5:15 PM	12	619	8	0	8	1,001	30	0	16	0	13	0	1	0	2	0	1,710	0	0	1	0
5:30 PM	9	634	5	0	10	971	20	0	13	0	11	0	1	0	1	0	1,675	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Arbor Dr

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Arbor Dr				Westbound Arbor Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
3:45 PM	0	6	0	6	0	5	0	5	0	0	0	0	0	0	0	0	11
4:00 PM	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0	8
4:15 PM	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0	7
4:30 PM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
4:45 PM	0	5	0	5	0	7	0	7	0	0	0	0	0	0	0	0	12
5:00 PM	0	2	0	2	0	6	0	6	0	0	0	0	0	0	1	1	9
5:15 PM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
5:30 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
5:45 PM	0	4	0	4	0	3	0	3	0	0	0	0	0	0	0	0	7
6:00 PM	0	3	0	3	0	5	0	5	0	0	0	0	0	0	0	0	8
6:15 PM	0	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0	6
Total Survey	0	37	0	37	0	50	0	50	0	0	0	0	0	0	1	1	88

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Arbor Dr			Westbound Arbor Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	9	16	25	16	10	26	0	0	0	1	0	1	26
PHF	0.17			0.24			0.00			0.25			0.24

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Arbor Dr				Westbound Arbor Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	9	0	9	0	16	0	16	0	0	0	0	0	0	1	1	26
PHF	0.00	0.17	0.00	0.17	0.00	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.24

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

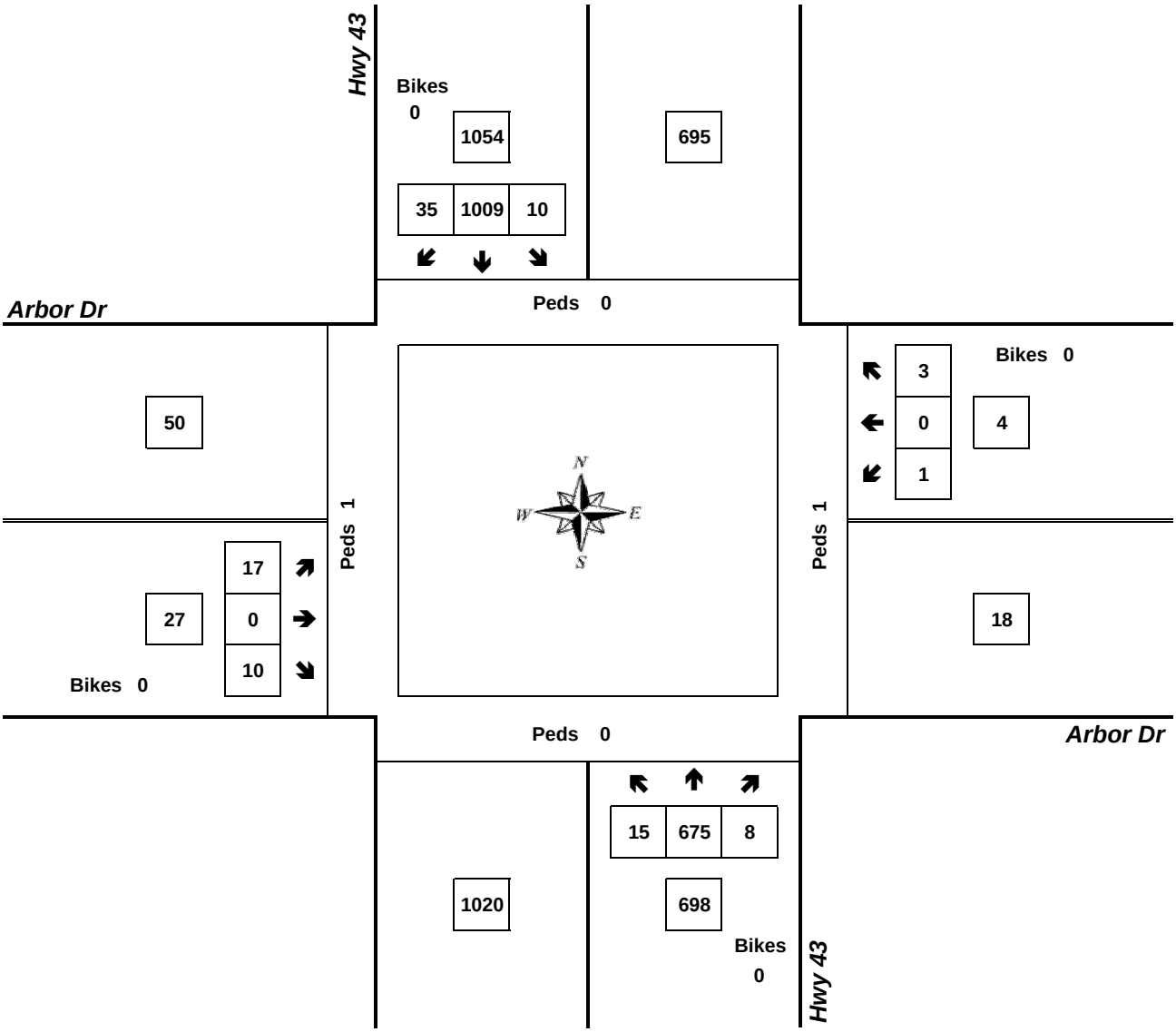
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Arbor Dr				Westbound Arbor Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	15	0	15	0	16	0	16	0	0	0	0	0	0	0	0	31
3:45 PM	0	15	0	15	0	16	0	16	0	0	0	0	0	0	0	0	31
4:00 PM	0	14	0	14	0	18	0	18	0	0	0	0	0	0	0	0	32
4:15 PM	0	12	0	12	0	20	0	20	0	0	0	0	0	0	1	1	33
4:30 PM	0	11	0	11	0	20	0	20	0	0	0	0	0	0	1	1	32
4:45 PM	0	10	0	10	0	20	0	20	0	0	0	0	0	0	1	1	31
5:00 PM	0	9	0	9	0	16	0	16	0	0	0	0	0	0	1	1	26
5:15 PM	0	10	0	10	0	15	0	15	0	0	0	0	0	0	0	0	25
5:30 PM	0	11	0	11	0	14	0	14	0	0	0	0	0	0	0	0	25

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Arbor Dr

5:00 PM to 6:00 PM
Tuesday, November 07, 2006

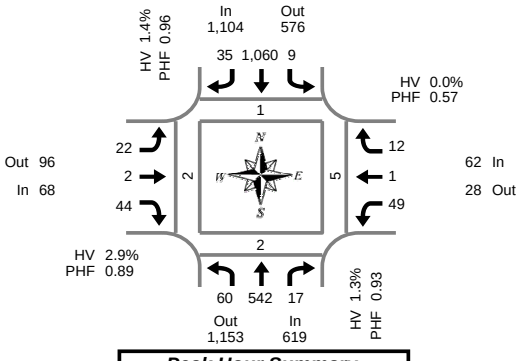


Approach	PHF	HV%	Volume
EB	0.68	0.0%	27
WB	0.50	25.0%	4
NB	0.86	1.3%	698
SB	0.96	1.5%	1,054
Intersection	0.92	1.5%	1,783

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:55 PM to 5:55 PM

Hwy 43 & Lazy River Way

Thursday, February 15, 2007
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	6	45	3	0	1	71	3	0	1	0	2	0	1	0	1	0	134	0	1	1	0
4:05 PM	8	27	1	0	1	75	4	0	3	0	2	0	5	0	0	0	126	0	0	0	0
4:10 PM	6	53	4	0	0	93	3	0	2	2	1	0	1	0	0	0	165	0	0	0	0
4:15 PM	2	51	3	0	1	86	8	0	0	1	3	0	2	1	1	0	159	0	0	0	0
4:20 PM	5	44	3	0	0	78	0	0	1	1	3	0	4	1	1	0	141	1	1	0	2
4:25 PM	3	36	2	0	1	91	1	0	2	0	6	0	2	0	0	0	144	0	0	0	0
4:30 PM	4	35	1	0	0	82	5	0	1	0	5	0	5	0	2	0	140	0	0	0	0
4:35 PM	5	41	2	0	1	74	3	0	1	1	6	0	3	0	0	0	137	1	0	0	0
4:40 PM	2	44	2	0	0	89	2	0	3	0	3	0	3	0	1	0	149	0	0	0	0
4:45 PM	7	27	0	0	0	89	2	0	5	0	3	0	11	0	1	0	145	0	0	0	0
4:50 PM	6	38	2	0	0	98	4	0	0	0	1	0	2	0	0	0	151	0	0	0	0
4:55 PM	7	41	2	0	0	79	5	0	2	0	6	0	5	0	1	0	148	0	0	0	0
5:00 PM	1	53	1	0	0	99	3	0	2	0	3	0	2	0	0	0	164	0	0	0	0
5:05 PM	4	38	3	0	1	79	5	0	0	0	3	0	4	0	1	0	138	0	0	0	0
5:10 PM	5	41	2	0	2	84	1	0	4	1	3	0	5	1	3	0	152	0	0	3	0
5:15 PM	1	53	1	0	0	96	0	0	1	0	3	0	6	0	2	0	163	1	0	1	0
5:20 PM	5	45	0	0	0	88	5	0	1	0	4	0	9	0	1	0	158	0	0	0	0
5:25 PM	4	51	2	0	1	79	0	0	2	1	7	0	4	0	2	0	153	0	1	1	2
5:30 PM	5	53	2	0	1	96	0	0	1	0	2	0	2	0	0	0	162	0	0	0	0
5:35 PM	10	34	2	0	1	87	3	0	3	0	3	0	5	0	0	0	148	0	0	0	0
5:40 PM	5	36	0	0	2	92	2	0	2	0	4	0	2	0	1	0	146	0	1	0	0
5:45 PM	5	48	1	0	0	96	6	0	2	0	2	0	2	0	0	0	162	0	0	0	0
5:50 PM	8	49	1	0	1	85	5	0	2	0	4	0	3	0	1	0	159	0	0	0	0
5:55 PM	7	43	0	0	2	85	2	0	3	0	6	0	0	0	0	0	148	0	0	0	0
Total Survey	121	1,026	40	0	16	2,071	72	0	44	7	85	0	88	3	19	0	3,592	3	4	6	4

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	20	125	8	0	2	239	10	0	6	2	5	0	7	0	1	0	425	0	1	1	0
4:15 PM	10	131	8	0	2	255	9	0	3	2	12	0	8	2	2	0	444	1	1	0	2
4:30 PM	11	120	5	0	1	245	10	0	5	1	14	0	11	0	3	0	426	1	0	0	0
4:45 PM	20	106	4	0	0	266	11	0	7	0	10	0	18	0	2	0	444	0	0	0	0
5:00 PM	10	132	6	0	3	262	9	0	6	1	9	0	11	1	4	0	454	0	0	3	0
5:15 PM	10	149	3	0	1	263	5	0	4	1	14	0	19	0	5	0	474	1	1	2	2
5:30 PM	20	123	4	0	4	275	5	0	6	0	9	0	9	0	1	0	456	0	1	0	0
5:45 PM	20	140	2	0	3	266	13	0	7	0	12	0	5	0	1	0	469	0	0	0	0
Total Survey	121	1,026	40	0	16	2,071	72	0	44	7	85	0	88	3	19	0	3,592	3	4	6	4

Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	619	1,153	1,772	0	1,104	576	1,680	0	68	96	164	0	62	28	90	0	1,853	1	2	5	2
%HV	1.3%				1.4%				2.9%				0.0%				1.4%				
PHF	0.93				0.96				0.89				0.57				0.98				

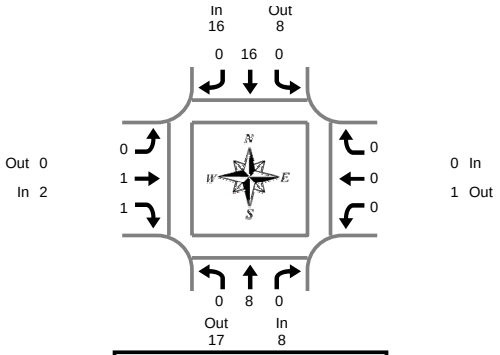
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	60	542	17	619	9	1,060	35	1,104	22	2	44	68	49	1	12	62	1,853
%HV	0.0%	1.5%	0.0%	1.3%	0.0%	1.5%	0.0%	1.4%	0.0%	50.0%	2.3%	2.9%	0.0%	0.0%	0.0%	0.0%	1.4%
PHF	0.75	0.91	0.71	0.93	0.56	0.96	0.67	0.96	0.79	0.50	0.79	0.89	0.61	0.25	0.50	0.57	0.98

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	61	482	25	0	5	1,005	40	0	21	5	41	0	44	2	8	0	1,739	2	2	1	2
4:15 PM	51	489	23	0	6	1,028	39	0	21	4	45	0	48	3	11	0	1,768	2	1	3	2
4:30 PM	51	507	18	0	5	1,036	35	0	22	3	47	0	59	1	14	0	1,798	2	1	5	2
4:45 PM	60	510	17	0	8	1,066	30	0	23	2	42	0	57	1	12	0	1,828	1	2	5	2
5:00 PM	60	544	15	0	11	1,066	32	0	23	2	44	0	44	1	11	0	1,853	1	2	5	2

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Hwy 43 & Lazy River Way

Thursday, February 15, 2007
4:00 PM to 6:00 PM

Peak Hour Summary
4:55 PM to 5:55 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
4:05 PM	1	1	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
4:10 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
4:20 PM	1	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
4:25 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
4:30 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
4:35 PM	0	1	0	1	0	3	0	3	0	0	1	1	0	0	0	0	5
4:40 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:50 PM	0	2	1	3	0	1	0	1	0	0	0	0	1	0	0	1	5
4:55 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
5:05 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:10 PM	0	0	0	0	0	4	0	4	0	1	0	1	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
5:25 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
5:35 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:50 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:55 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Survey	2	25	1	28	0	46	0	46	0	1	2	3	1	0	0	1	78

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	5	0	6	0	9	0	9	0	0	0	0	0	0	0	0	15
4:15 PM	1	5	0	6	0	9	0	9	0	0	0	0	0	0	0	0	15
4:30 PM	0	2	0	2	0	10	0	10	0	0	1	1	0	0	0	0	13
4:45 PM	0	5	1	6	0	1	0	1	0	0	0	0	1	0	0	1	8
5:00 PM	0	1	0	1	0	9	0	9	0	1	0	1	0	0	0	0	11
5:15 PM	0	2	0	2	0	5	0	5	0	0	0	0	0	0	0	0	7
5:30 PM	0	2	0	2	0	1	0	1	0	0	1	1	0	0	0	0	4
5:45 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
Total Survey	2	25	1	28	0	46	0	46	0	1	2	3	1	0	0	1	78

Heavy Vehicle Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Lazy River Way			Westbound Lazy River Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	8	17	25	16	8	24	2	0	2	0	1	1	26
PHF	0.50			0.44			0.50			0.00			0.59

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	8	0	8	0	16	0	16	0	1	1	2	0	0	0	0	26
PHF	0.00	0.50	0.00	0.50	0.00	0.44	0.00	0.44	0.00	0.25	0.25	0.50	0.00	0.00	0.00	0.00	0.59

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

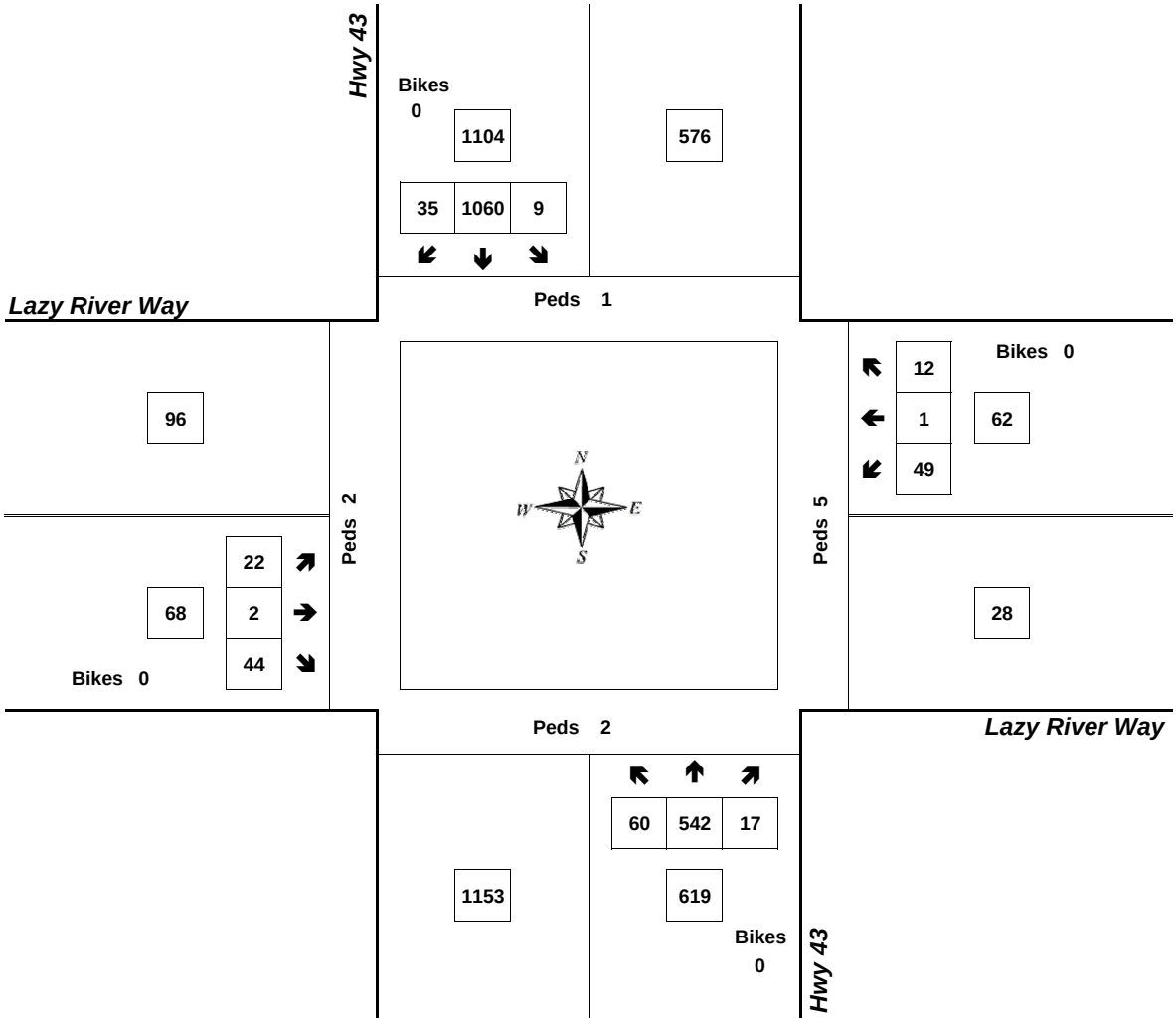
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lazy River Way				Westbound Lazy River Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	17	1	20	0	29	0	29	0	0	1	1	1	0	0	1	51
4:15 PM	1	13	1	15	0	29	0	29	0	1	1	2	1	0	0	1	47
4:30 PM	0	10	1	11	0	25	0	25	0	1	1	2	1	0	0	1	39
4:45 PM	0	10	1	11	0	16	0	16	0	1	1	2	1	0	0	1	30
5:00 PM	0	8	0	8	0	17	0	17	0	1	1	2	0	0	0	0	27

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Lazy River Way

4:55 PM to 5:55 PM
Thursday, February 15, 2007

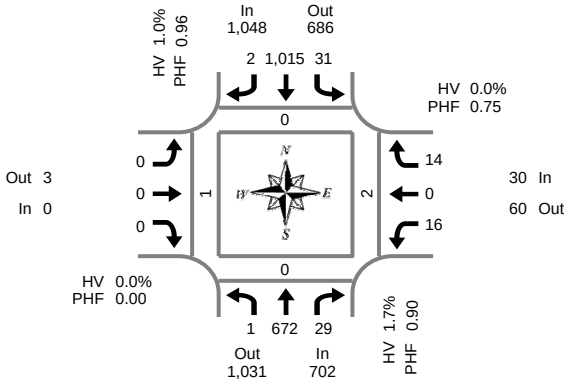


Approach	PHF	HV%	Volume
EB	0.89	2.9%	68
WB	0.57	0.0%	62
NB	0.93	1.3%	619
SB	0.96	1.4%	1,104
Intersection	0.98	1.4%	1,853

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

Hwy 43 & Walling Way

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Walling Way				Westbound Walling Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	163	4	0	8	217	0	0	0	0	0	0	2	0	6	0	400	1	2	0	0
3:45 PM	0	155	4	0	2	240	1	0	0	0	0	0	6	0	3	0	411	0	0	1	1
4:00 PM	0	152	5	0	7	258	0	0	0	0	0	0	0	0	8	0	430	0	0	0	0
4:15 PM	0	141	4	0	9	267	1	1	1	0	0	0	1	0	8	0	432	0	0	0	0
4:30 PM	0	153	7	0	4	266	0	0	0	0	0	0	3	1	3	0	437	0	0	1	0
4:45 PM	1	165	6	0	3	245	0	0	0	0	0	0	4	0	8	0	432	0	1	0	0
5:00 PM	0	187	8	0	8	254	1	0	0	0	0	0	7	0	3	0	468	0	0	1	0
5:15 PM	0	139	5	0	4	248	0	0	0	0	0	0	3	0	3	0	402	0	0	0	0
5:30 PM	1	171	8	0	8	252	0	0	0	0	0	0	4	0	1	0	445	0	0	1	0
5:45 PM	0	175	8	1	11	261	1	0	0	0	0	0	2	0	7	0	465	0	0	0	1
6:00 PM	0	132	6	0	15	254	2	0	0	0	0	0	3	0	6	0	418	0	0	0	0
6:15 PM	1	148	5	0	18	171	1	0	0	0	0	0	3	0	9	0	356	0	0	0	0
Total Survey	3	1,881	70	1	97	2,933	7	1	1	0	0	0	38	1	65	0	5,096	1	3	4	2

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Walling Way				Westbound Walling Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	702	1,031	1,733	1	1,048	686	1,734	0	0	3	3	0	30	60	90	0	1,780	0	0	2	1
%HV	1.7%				1.0%				0.0%				0.0%				1.3%				
PHF	0.90				0.96				0.00				0.75				0.95				

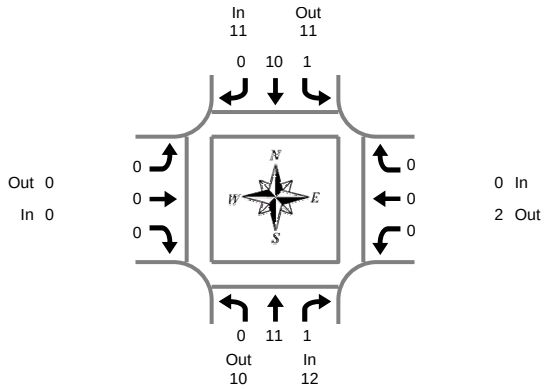
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Walling Way				Westbound Walling Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	672	29	702	31	1,015	2	1,048	0	0	0	0	16	0	14	30	1,780
%HV	0.0%	1.6%	3.4%	1.7%	3.2%	1.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%
PHF	0.25	0.90	0.91	0.90	0.70	0.97	0.50	0.96	0.00	0.00	0.00	0.00	0.57	0.00	0.50	0.75	0.95

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Walling Way				Westbound Walling Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	611	17	0	26	982	2	1	1	0	0	0	9	0	25	0	1,673	1	2	1	1
3:45 PM	0	601	20	0	22	1,031	2	1	1	0	0	0	10	1	22	0	1,710	0	0	2	1
4:00 PM	1	611	22	0	23	1,036	1	1	1	0	0	0	8	1	27	0	1,731	0	1	1	0
4:15 PM	1	646	25	0	24	1,032	2	1	1	0	0	0	15	1	22	0	1,769	0	1	2	0
4:30 PM	1	644	26	0	19	1,013	1	0	0	0	0	0	17	1	17	0	1,739	0	1	2	0
4:45 PM	2	662	27	0	23	999	1	0	0	0	0	0	18	0	15	0	1,747	0	1	2	0
5:00 PM	1	672	29	1	31	1,015	2	0	0	0	0	0	16	0	14	0	1,780	0	0	2	1
5:15 PM	1	617	27	1	38	1,015	3	0	0	0	0	0	12	0	17	0	1,730	0	0	1	1
5:30 PM	2	626	27	1	52	938	4	0	0	0	0	0	12	0	23	0	1,684	0	0	1	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Walling Way

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Walling Way				Westbound Walling Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	4	1	5	0	9	0	9	0	0	0	0	0	0	1	1	15
3:45 PM	0	2	1	3	1	6	0	7	0	0	0	0	0	0	0	0	10
4:00 PM	0	7	1	8	0	6	0	6	0	0	0	0	0	0	0	0	14
4:15 PM	0	5	0	5	0	6	0	6	0	0	0	0	0	0	0	0	11
4:30 PM	0	2	1	3	0	4	0	4	0	0	0	0	0	0	0	0	7
4:45 PM	0	2	0	2	0	5	0	5	0	0	0	0	0	0	0	0	7
5:00 PM	0	1	1	2	1	1	0	2	0	0	0	0	0	0	0	0	4
5:15 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
5:30 PM	0	5	0	5	0	3	0	3	0	0	0	0	0	0	0	0	8
5:45 PM	0	4	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
6:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Survey	0	34	5	39	2	50	0	52	0	0	0	0	0	0	1	1	92

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Walling Way			Westbound Walling Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	12	10	22	11	11	22	0	0	0	0	2	2	23
PHF	0.19			0.13			0.00			0.00			0.15

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Walling Way				Westbound Walling Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	11	1	12	1	10	0	11	0	0	0	0	0	0	0	0	23
PHF	0.00	0.20	0.08	0.19	0.25	0.12	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

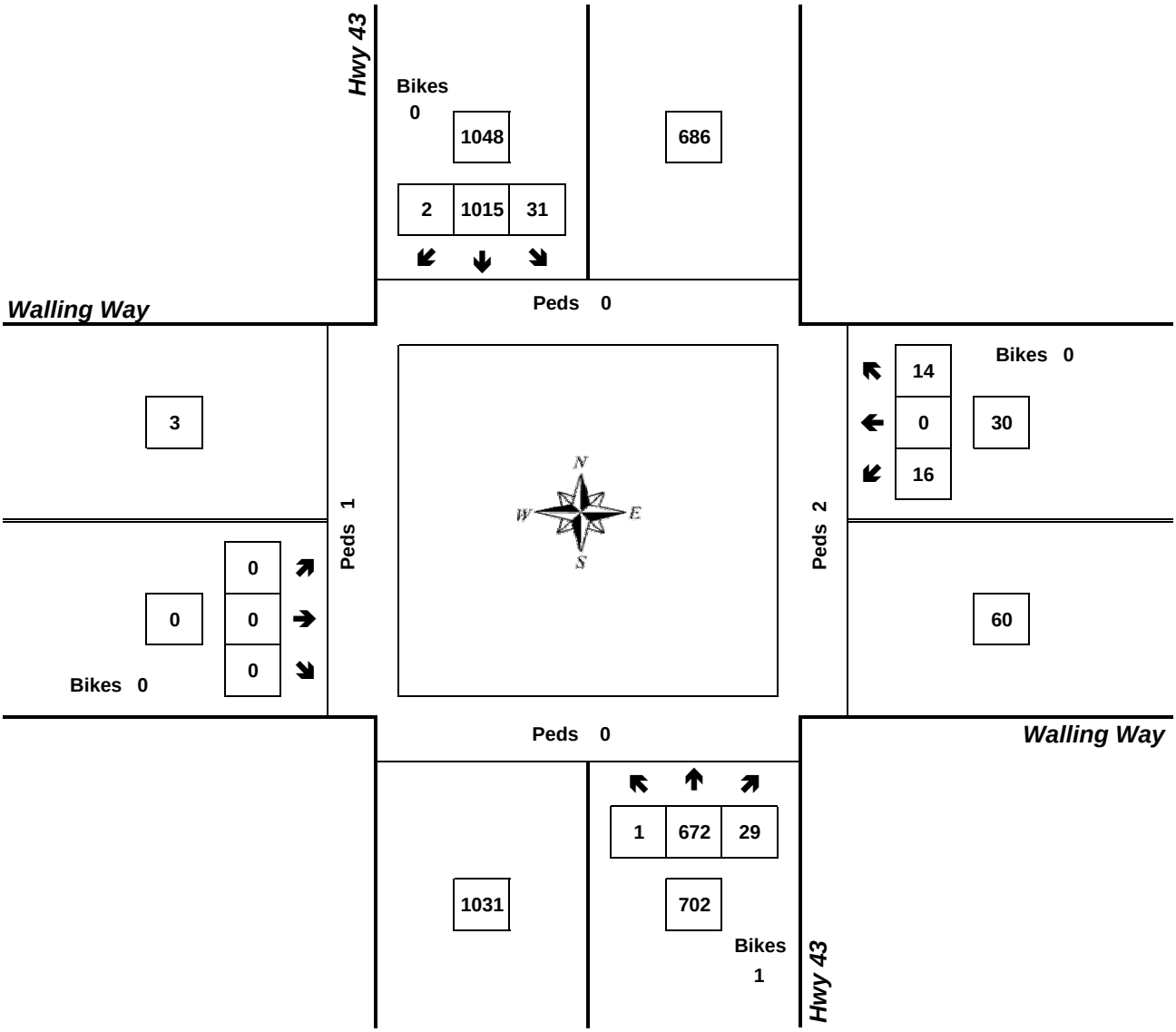
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Walling Way				Westbound Walling Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	18	3	21	1	27	0	28	0	0	0	0	0	0	1	1	50
3:45 PM	0	16	3	19	1	22	0	23	0	0	0	0	0	0	0	0	42
4:00 PM	0	16	2	18	0	21	0	21	0	0	0	0	0	0	0	0	39
4:15 PM	0	10	2	12	1	16	0	17	0	0	0	0	0	0	0	0	29
4:30 PM	0	6	2	8	1	14	0	15	0	0	0	0	0	0	0	0	23
4:45 PM	0	9	1	10	1	13	0	14	0	0	0	0	0	0	0	0	24
5:00 PM	0	11	1	12	1	10	0	11	0	0	0	0	0	0	0	0	23
5:15 PM	0	10	0	10	0	13	0	13	0	0	0	0	0	0	0	0	23
5:30 PM	0	10	0	10	0	9	0	9	0	0	0	0	0	0	0	0	19

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Walling Way

5:00 PM to 6:00 PM
Tuesday, November 07, 2006

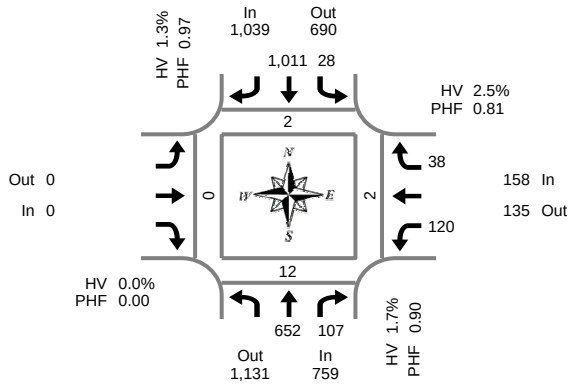


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.75	0.0%	30
NB	0.90	1.7%	702
SB	0.96	1.0%	1,048
Intersection	0.95	1.3%	1,780

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

Hwy 43 & Cedar Oak Dr

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Cedar Oak Dr				Westbound Cedar Oak Dr				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
3:30 PM		146	15	0	4	217		0				0	31		14	0	427	1	0	0	0
3:45 PM		156	15	0	8	241		0				0	32		12	0	464	0	2	1	0
4:00 PM		147	22	0	5	262		0				0	17		3	0	456	0	0	0	0
4:15 PM		160	20	0	2	257		0				0	33		6	0	478	2	5	0	0
4:30 PM		135	19	0	8	254		0				0	24		8	0	448	1	5	0	0
4:45 PM		180	30	0	8	259		0				0	40		9	1	526	0	3	0	0
5:00 PM		166	23	0	4	248		0				0	32		13	0	486	2	3	0	0
5:15 PM		150	28	0	7	249		0				0	20		8	0	462	0	3	2	0
5:30 PM		156	26	0	9	255		0				0	28		8	0	482	0	3	0	0
5:45 PM		169	31	1	11	246		0				0	35		6	0	498	0	2	0	0
6:00 PM		136	26	0	13	247		0				0	33		7	0	462	0	5	1	0
6:15 PM		152	30	0	11	177		0				0	26		8	0	404	1	2	1	0
Total Survey		1,853	285	1	90	2,912		0				0	351		102	1	5,593	7	33	5	0

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

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Cedar Oak Dr				Westbound Cedar Oak Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	759	1,131	1,890	0	1,039	690	1,729	0	0	0	0	0	158	135	293	1	1,956	2	12	2	0
%HV	1.7%				1.3%				0.0%				2.5%				1.6%				
PHF	0.90				0.97				0.00				0.81				0.93				

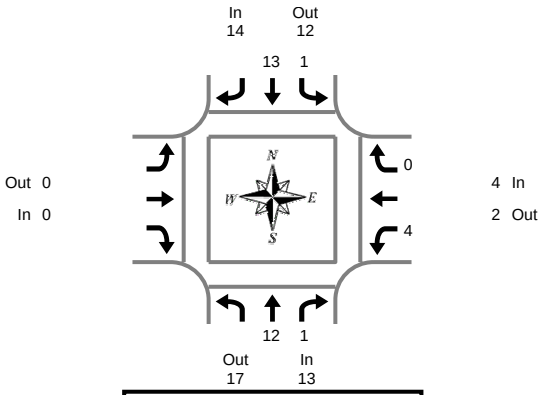
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Cedar Oak Dr				Westbound Cedar Oak Dr				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		652	107	759	28	1,011		1,039				0	120		38	158	1,956
%HV	NA	1.8%	0.9%	1.7%	3.6%	1.3%	NA	1.3%	NA	NA	NA	0.0%	3.3%	NA	0.0%	2.5%	1.6%
PHF		0.91	0.89	0.90	0.78	0.98		0.97				0.00	0.75		0.73	0.81	0.93

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Cedar Oak Dr				Westbound Cedar Oak Dr				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
3:30 PM		609	72	0	19	977		0				0	113		35	0	1,825	3	7	1	0
3:45 PM		598	76	0	23	1,014		0				0	106		29	0	1,846	3	12	1	0
4:00 PM		622	91	0	23	1,032		0				0	114		26	1	1,908	3	13	0	0
4:15 PM		641	92	0	22	1,018		0				0	129		36	1	1,938	5	16	0	0
4:30 PM		631	100	0	27	1,010		0				0	116		38	1	1,922	3	14	2	0
4:45 PM		652	107	0	28	1,011		0				0	120		38	1	1,956	2	12	2	0
5:00 PM		641	108	1	31	998		0				0	115		35	0	1,928	2	11	2	0
5:15 PM		611	111	1	40	997		0				0	116		29	0	1,904	0	13	3	0
5:30 PM		613	113	1	44	925		0				0	122		29	0	1,846	1	12	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Cedar Oak Dr

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Cedar Oak Dr				Westbound Cedar Oak Dr				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
3:30 PM		5	1	6	0	10		10				0	3		0	3	19
3:45 PM		2	0	2	1	4		5				0	2		0	2	9
4:00 PM		8	0	8	0	6		6				0	1		0	1	15
4:15 PM		6	0	6	0	1		1				0	3		0	3	10
4:30 PM		0	1	1	0	4		4				0	1		0	1	6
4:45 PM		4	0	4	1	3		4				0	3		0	3	11
5:00 PM		1	1	2	0	4		4				0	0		0	0	6
5:15 PM		2	0	2	0	3		3				0	1		0	1	6
5:30 PM		5	0	5	0	3		3				0	0		0	0	8
5:45 PM		4	0	4	0	1		1				0	0		0	0	5
6:00 PM		0	1	1	0	6		6				0	0		0	0	7
6:15 PM		1	0	1	0	2		2				0	0		1	1	4
Total Survey		38	4	42	2	47		49				0	14		1	15	106

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

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Cedar Oak Dr			Westbound Cedar Oak Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	13	17	30	14	12	26	0	0	0	4	2	6	31
PHF	0.20			0.17			0.00			0.14			0.18

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Cedar Oak Dr				Westbound Cedar Oak Dr				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		12	1	13	1	13		14				0	4		0	4	31
PHF		0.19	0.13	0.20	0.25	0.16		0.17				0.00	0.14		0.00	0.14	0.18

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

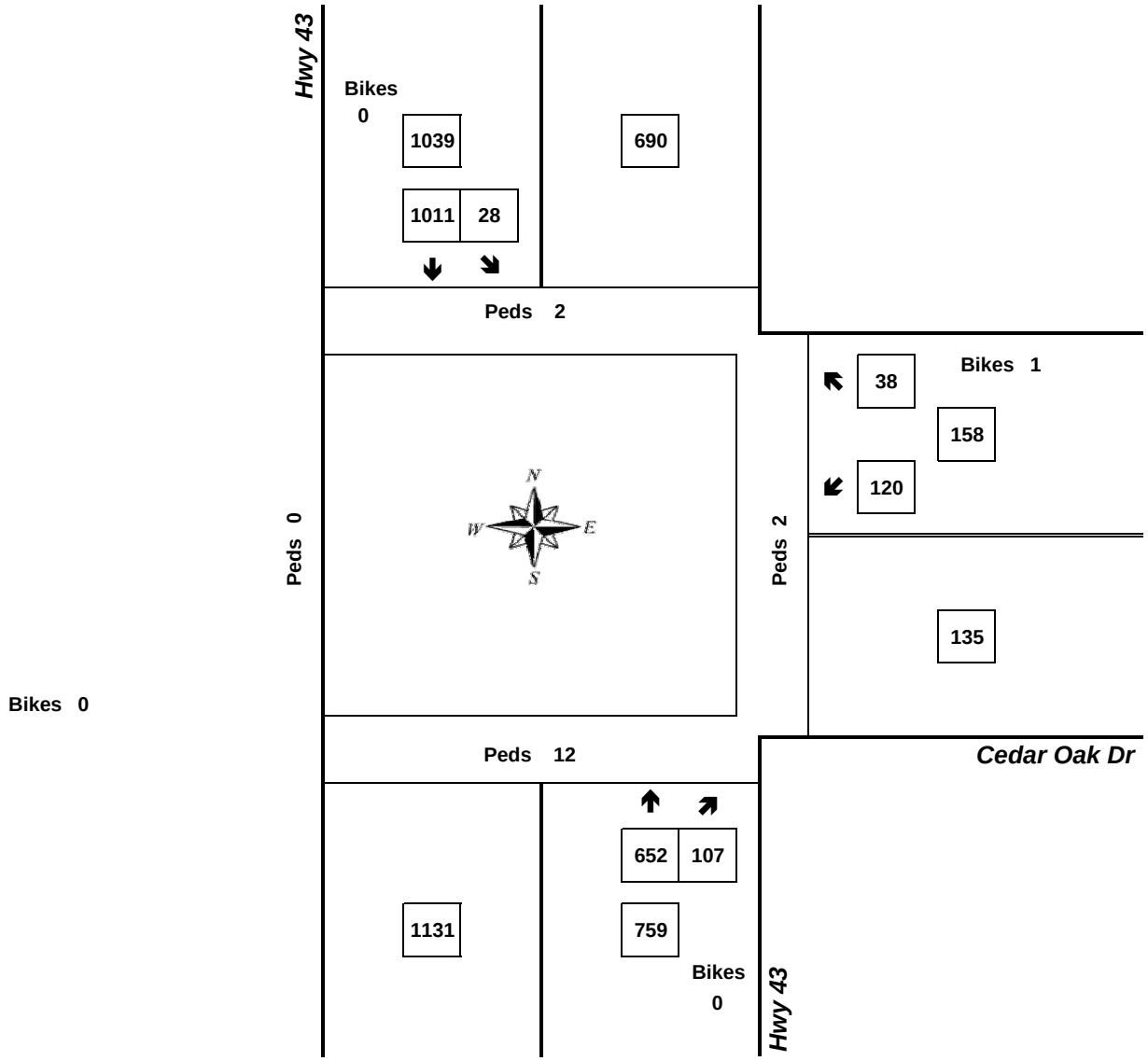
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Cedar Oak Dr				Westbound Cedar Oak Dr				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
3:30 PM		21	1	22	1	21		22				0	9		0	9	53
3:45 PM		16	1	17	1	15		16				0	7		0	7	40
4:00 PM		18	1	19	1	14		15				0	8		0	8	42
4:15 PM		11	2	13	1	12		13				0	7		0	7	33
4:30 PM		7	2	9	1	14		15				0	5		0	5	29
4:45 PM		12	1	13	1	13		14				0	4		0	4	31
5:00 PM		12	1	13	0	11		11				0	1		0	1	25
5:15 PM		11	1	12	0	13		13				0	1		0	1	26
5:30 PM		10	1	11	0	12		12				0	0		1	1	24

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Cedar Oak Dr

4:45 PM to 5:45 PM
Tuesday, November 07, 2006

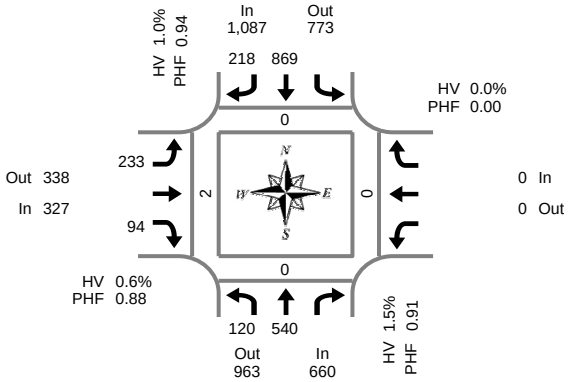


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.81	2.5%	158
NB	0.90	1.7%	759
SB	0.97	1.3%	1,039
Intersection	0.93	1.6%	1,956

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

Hwy 43 & Hidden Springs Rd

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	32	122		0		189	51	0	43		27	0				0	464	0	0	0	1
3:45 PM	27	139		0		224	55	0	31		33	0				0	509	0	0	0	1
4:00 PM	34	132		0		253	31	0	47		26	0				0	523	0	0	0	0
4:15 PM	32	123		0		231	58	0	49		24	0				0	517	1	0	0	0
4:30 PM	24	110		0		240	41	0	50		35	0				0	500	0	1	0	1
4:45 PM	22	157		0		201	52	0	53		24	0				0	509	0	1	0	1
5:00 PM	35	147		0		221	67	0	51		24	0				0	545	0	0	0	0
5:15 PM	34	109		0		198	43	0	49		26	0				0	459	0	0	0	0
5:30 PM	30	124		0		236	41	0	67		26	0				0	524	0	0	0	2
5:45 PM	21	160		0		214	67	0	66		18	0				0	546	0	0	0	0
6:00 PM	19	112		0		221	72	0	57		13	0				0	494	0	1	0	0
6:15 PM	18	123		0		157	60	0	70		25	0				0	453	0	0	0	0
Total Survey	328	1,558		0		2,585	638	0	633		301	0				0	6,043	1	3	0	6

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	660	963	1,623	0	1,087	773	1,860	0	327	338	665	0	0	0	0	0	2,074	0	0	0	2
%HV	1.5%				1.0%				0.6%				0.0%				1.1%				
PHF	0.91				0.94				0.88				0.00				0.95				

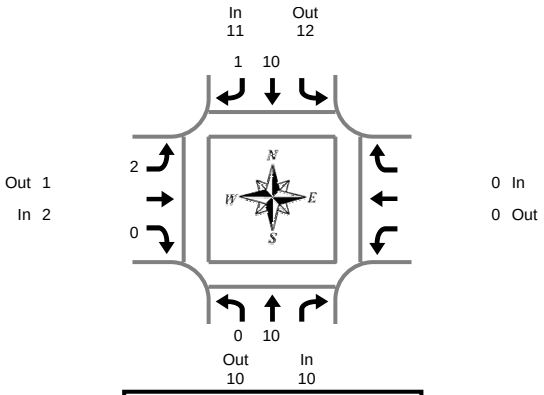
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	120	540		660		869	218	1,087	233		94	327				0	2,074
%HV	0.0%	1.9%	NA	1.5%	NA	1.2%	0.5%	1.0%	0.9%	NA	0.0%	0.6%	NA	NA	NA	0.0%	1.1%
PHF	0.86	0.84		0.91		0.92	0.81	0.94	0.87		0.90	0.88				0.00	0.95

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	125	516		0		897	195	0	170		110	0				0	2,013	1	0	0	2
3:45 PM	117	504		0		948	185	0	177		118	0				0	2,049	1	1	0	2
4:00 PM	112	522		0		925	182	0	199		109	0				0	2,049	1	2	0	2
4:15 PM	113	537		0		893	218	0	203		107	0				0	2,071	1	2	0	2
4:30 PM	115	523		0		860	203	0	203		109	0				0	2,013	0	2	0	2
4:45 PM	121	537		0		856	203	0	220		100	0				0	2,037	0	1	0	3
5:00 PM	120	540		0		869	218	0	233		94	0				0	2,074	0	0	0	2
5:15 PM	104	505		0		869	223	0	239		83	0				0	2,023	0	1	0	2
5:30 PM	88	519		0		828	240	0	260		82	0				0	2,017	0	1	0	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Hidden Springs Rd

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	1	3		4		6	5	11	1		0	1				0	16
3:45 PM	0	3		3		8	0	8	0		3	3				0	14
4:00 PM	0	5		5		6	0	6	2		4	6				0	17
4:15 PM	1	6		7		5	0	5	1		0	1				0	13
4:30 PM	0	1		1		6	0	6	0		0	0				0	7
4:45 PM	0	4		4		4	1	5	0		0	0				0	9
5:00 PM	0	2		2		4	0	4	0		0	0				0	6
5:15 PM	0	1		1		3	1	4	1		0	1				0	6
5:30 PM	0	4		4		2	0	2	1		0	1				0	7
5:45 PM	0	3		3		1	0	1	0		0	0				0	4
6:00 PM	0	1		1		6	0	6	0		0	0				0	7
6:15 PM	0	1		1		2	1	3	0		0	0				0	4
Total Survey	2	34		36		53	8	61	6		7	13				0	110

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Hidden Springs Rd			Westbound Hidden Springs Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	10	10	20	11	12	23	2	1	3	0	0	0	23
PHF	0.17			0.11			0.05			0.00			0.12

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	0	10		10		10	1	11	2		0	2				0	23
PHF	0.00	0.18		0.17		0.13	0.05	0.11	0.17		0.00	0.05				0.00	0.12

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

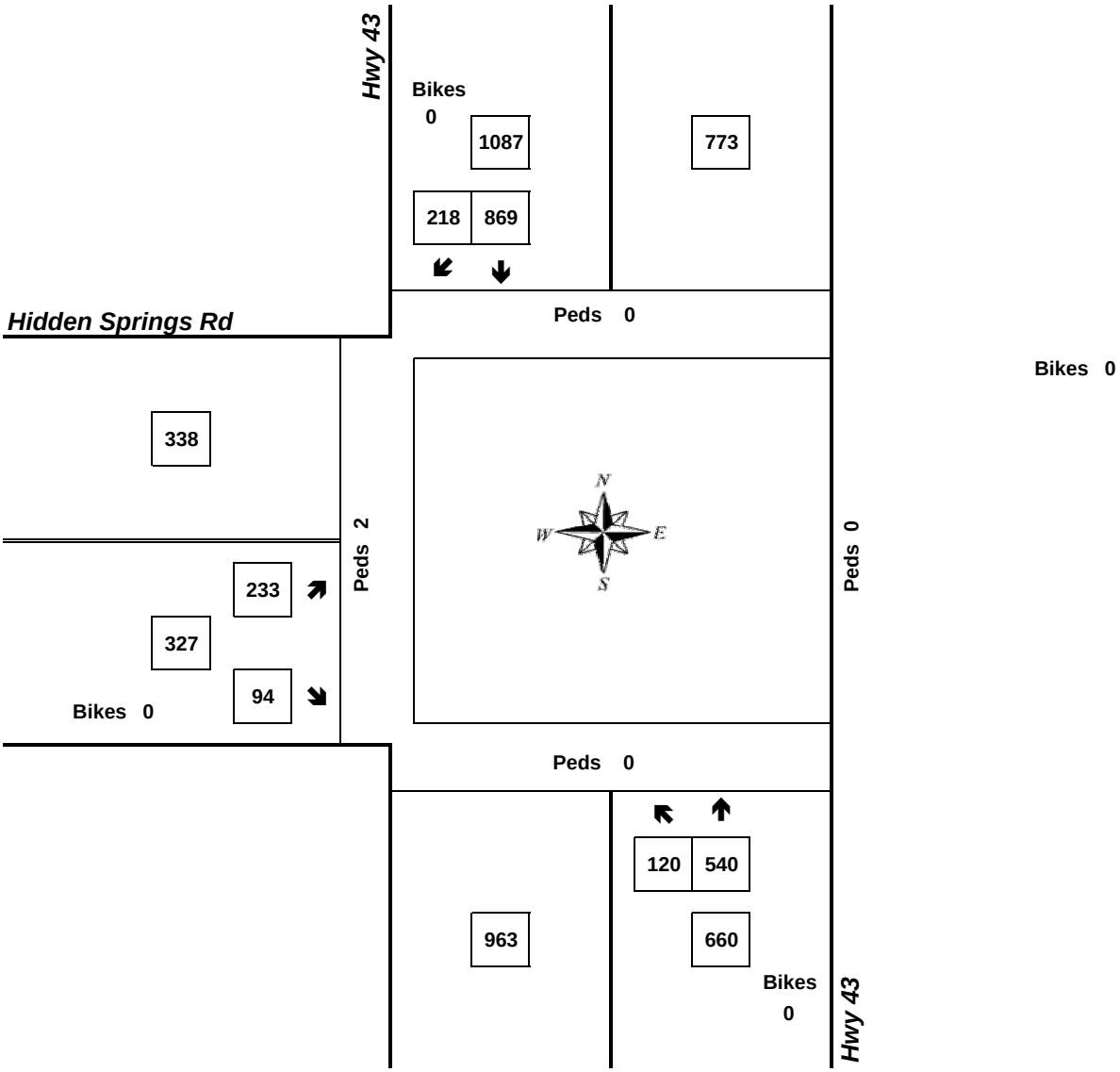
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	2	17		19		25	5	30	4		7	11				0	60
3:45 PM	1	15		16		25	0	25	3		7	10				0	51
4:00 PM	1	16		17		21	1	22	3		4	7				0	46
4:15 PM	1	13		14		19	1	20	1		0	1				0	35
4:30 PM	0	8		8		17	2	19	1		0	1				0	28
4:45 PM	0	11		11		13	2	15	2		0	2				0	28
5:00 PM	0	10		10		10	1	11	2		0	2				0	23
5:15 PM	0	9		9		12	1	13	2		0	2				0	24
5:30 PM	0	9		9		11	1	12	1		0	1				0	22

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Hidden Springs Rd

5:00 PM to 6:00 PM
Tuesday, November 07, 2006

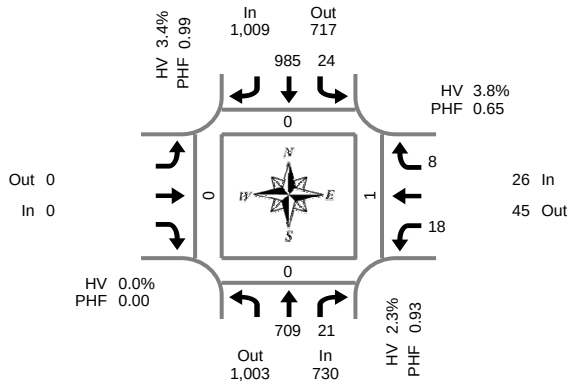


Approach	PHF	HV%	Volume
EB	0.88	0.6%	327
WB	0.00	0.0%	0
NB	0.91	1.5%	660
SB	0.94	1.0%	1,087
Intersection	0.95	1.1%	2,074

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:00 PM to 5:00 PM

Hwy 43 & Jolie Point Rd

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Jolie Point Rd				Westbound Jolie Point Rd				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
3:30 PM		176	1	0	6	212		0				0	5		5	0	405	0	0	0	0
3:45 PM		166	3	0	4	221		0				0	2		6	0	402	0	1	1	0
4:00 PM		179	6	0	7	248		0				0	4		0	0	444	0	0	0	0
4:15 PM		188	8	0	3	248		0				0	8		2	0	457	0	0	0	0
4:30 PM		159	5	0	5	242		0				0	3		1	0	415	0	0	0	0
4:45 PM		183	2	0	9	247		0				0	3		5	0	449	0	0	1	0
5:00 PM		182	5	0	5	242		0				0	1		3	0	438	0	0	1	0
5:15 PM		185	8	0	8	221		0				0	4		4	0	430	0	0	0	0
5:30 PM		160	10	0	9	247		0				0	4		1	0	431	0	0	0	0
5:45 PM		177	4	0	8	215		0				0	4		3	0	411	0	0	1	0
6:00 PM		149	9	0	3	236		0				0	3		6	0	406	0	0	0	0
6:15 PM		123	6	0	6	202		0				0	1		9	0	347	0	0	1	0
Total Survey		2,027	67	0	73	2,781		0				0	42		45	0	5,035	0	1	5	0

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Jolie Point Rd				Westbound Jolie Point Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	730	1,003	1,733	0	1,009	717	1,726	0	0	0	0	0	26	45	71	0	1,765	0	0	1	0
%HV	2.3%				3.4%				0.0%				3.8%				2.9%				
PHF	0.93				0.99				0.00				0.65				0.97				

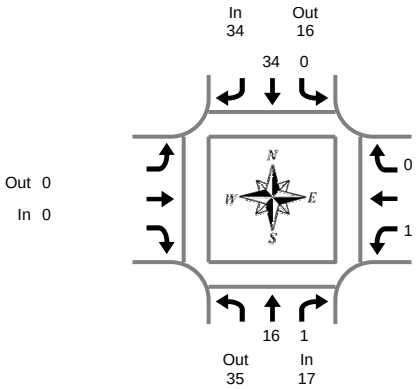
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Jolie Point Rd				Westbound Jolie Point Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		709	21	730	24	985		1,009				0	18		8	26	1,765
%HV	NA	2.3%	4.8%	2.3%	0.0%	3.5%	NA	3.4%	NA	NA	NA	0.0%	5.6%	NA	0.0%	3.8%	2.9%
PHF		0.94	0.66	0.93	0.67	0.99		0.99				0.00	0.56		0.40	0.65	0.97

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Jolie Point Rd				Westbound Jolie Point Rd				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
3:30 PM		709	18	0	20	929		0				0	19		13	0	1,708	0	1	1	0
3:45 PM		692	22	0	19	959		0				0	17		9	0	1,718	0	1	1	0
4:00 PM		709	21	0	24	985		0				0	18		8	0	1,765	0	0	1	0
4:15 PM		712	20	0	22	979		0				0	15		11	0	1,759	0	0	2	0
4:30 PM		709	20	0	27	952		0				0	11		13	0	1,732	0	0	2	0
4:45 PM		710	25	0	31	957		0				0	12		13	0	1,748	0	0	2	0
5:00 PM		704	27	0	30	925		0				0	13		11	0	1,710	0	0	2	0
5:15 PM		671	31	0	28	919		0				0	15		14	0	1,678	0	0	1	0
5:30 PM		609	29	0	26	900		0				0	12		19	0	1,595	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Jolie Point Rd

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Jolie Point Rd				Westbound Jolie Point Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
3:30 PM		4	0	4	0	9		9				0	1		1	2	15
3:45 PM		4	0	4	0	8		8				0	0		0	0	12
4:00 PM		6	1	7	0	7		7				0	0		0	0	14
4:15 PM		5	0	5	0	12		12				0	1		0	1	18
4:30 PM		2	0	2	0	4		4				0	0		0	0	6
4:45 PM		3	0	3	0	11		11				0	0		0	0	14
5:00 PM		0	0	0	0	5		5				0	0		0	0	5
5:15 PM		1	0	1	0	6		6				0	0		0	0	7
5:30 PM		2	0	2	1	3		4				0	0		0	0	6
5:45 PM		3	0	3	0	4		4				0	0		0	0	7
6:00 PM		0	0	0	0	6		6				0	0		0	0	6
6:15 PM		1	0	1	0	1		1				0	0		0	0	2
Total Survey		31	1	32	1	76		77				0	2		1	3	112

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Jolie Point Rd			Westbound Jolie Point Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	17	35	52	34	16	50	0	0	0	1	1	2	52
PHF	0.27			0.31			0.00			0.13			0.30

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Jolie Point Rd				Westbound Jolie Point Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		16	1	17	0	34		34				0	1		0	1	52
PHF		0.27	0.25	0.27	0.00	0.31		0.31				0.00	0.25		0.00	0.13	0.30

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

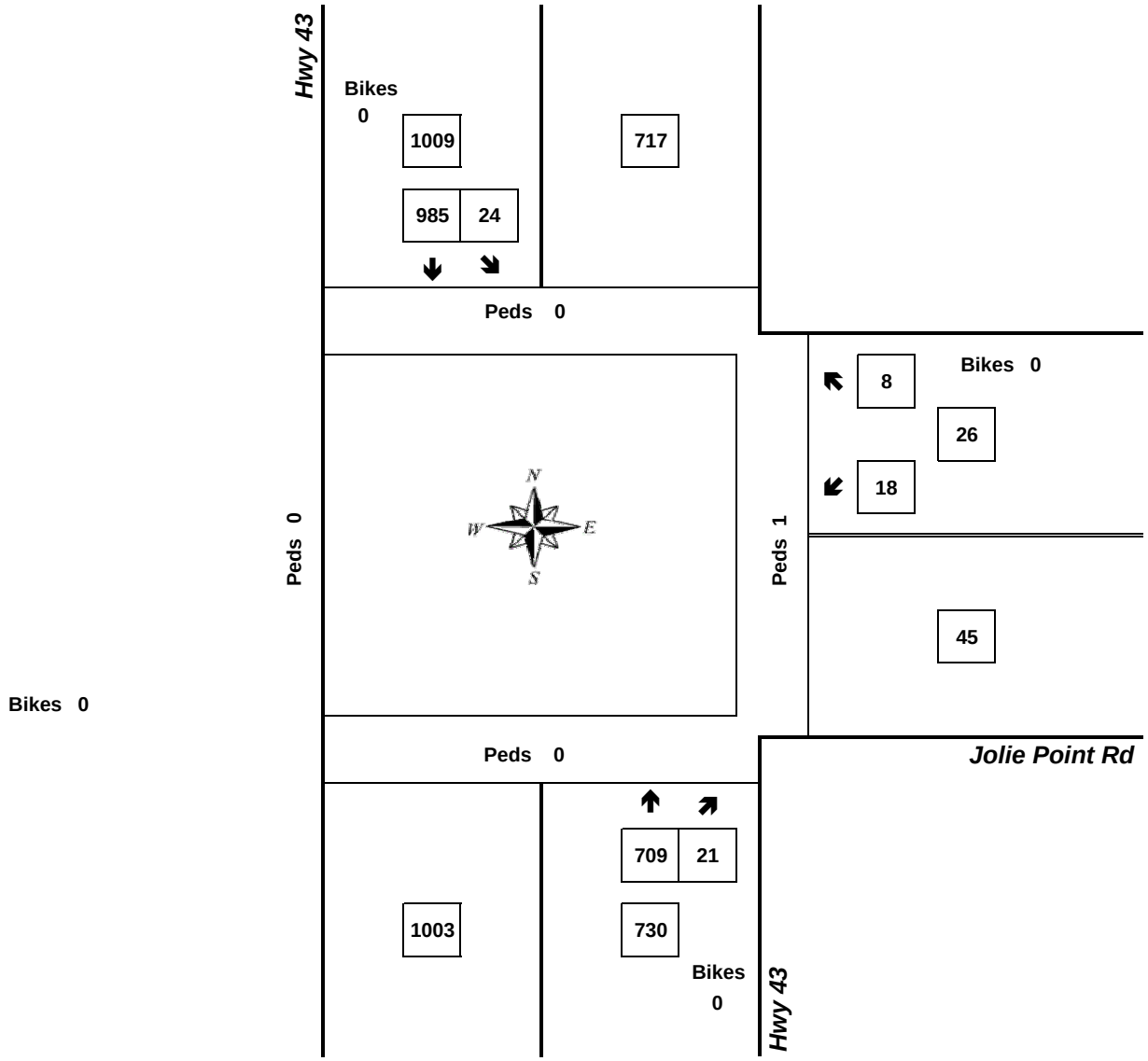
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Jolie Point Rd				Westbound Jolie Point Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
3:30 PM		19	1	20	0	36		36				0	2		1	3	59
3:45 PM		17	1	18	0	31		31				0	1		0	1	50
4:00 PM		16	1	17	0	34		34				0	1		0	1	52
4:15 PM		10	0	10	0	32		32				0	1		0	1	43
4:30 PM		6	0	6	0	26		26				0	0		0	0	32
4:45 PM		6	0	6	1	25		26				0	0		0	0	32
5:00 PM		6	0	6	1	18		19				0	0		0	0	25
5:15 PM		6	0	6	1	19		20				0	0		0	0	26
5:30 PM		6	0	6	1	14		15				0	0		0	0	21

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Jolie Point Rd

4:00 PM to 5:00 PM
Tuesday, November 07, 2006

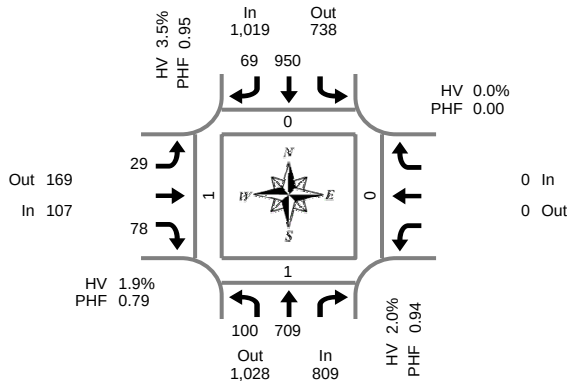


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.65	3.8%	26
NB	0.93	2.3%	730
SB	0.99	3.4%	1,009
Intersection	0.97	2.9%	1,765

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:00 PM to 5:00 PM

Hwy 43 & Pimlico Dr

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Pimlico Dr				Westbound Pimlico Dr				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	30	136		0		199	17	0	18		26	0				0	426	0	0	0	2
3:45 PM	44	163		0		210	22	0	12		15	0				0	466	0	2	0	0
4:00 PM	28	187		1		234	19	0	9		25	0				0	502	0	0	0	0
4:15 PM	18	173		0		239	13	0	8		14	0				0	465	0	0	0	1
4:30 PM	32	156		0		249	18	0	5		22	0				0	482	0	0	0	0
4:45 PM	22	193		0		228	19	0	7		17	0				0	486	0	1	0	0
5:00 PM	37	172		0		224	20	0	8		14	0				0	475	1	0	0	1
5:15 PM	33	185		0		215	18	0	7		24	0				0	482	0	0	0	0
5:30 PM	29	159		0		233	25	0	6		16	0				0	468	0	0	0	0
5:45 PM	39	167		0		204	17	0	8		19	0				0	454	0	0	0	0
6:00 PM	40	135		0		213	35	0	11		14	0				0	448	0	0	0	0
6:15 PM	30	120		0		178	18	0	8		15	0				0	369	0	0	0	0
Total Survey	382	1,946		1		2,626	241	0	107		221	0				0	5,523	1	3	0	4

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Pimlico Dr				Westbound Pimlico Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	809	1,028	1,837	1	1,019	738	1,757	0	107	169	276	0	0	0	0	0	1,935	0	1	0	1
%HV	2.0%				3.5%				1.9%				0.0%				2.8%				
PHF	0.94				0.95				0.79				0.00				0.96				

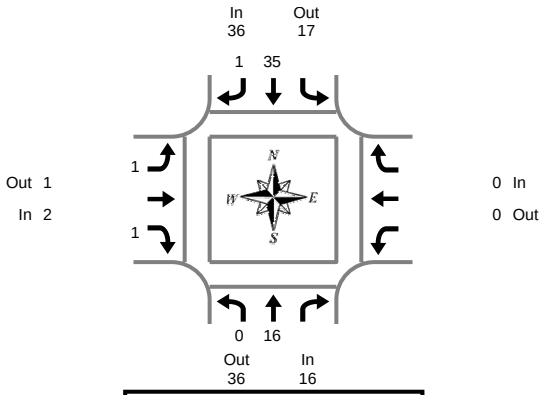
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Pimlico Dr				Westbound Pimlico Dr				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	100	709		809		950	69	1,019	29		78	107				0	1,935
%HV	0.0%	2.3%	NA	2.0%	NA	3.7%	1.4%	3.5%	3.4%	NA	1.3%	1.9%	NA	NA	NA	0.0%	2.8%
PHF	0.78	0.92		0.94		0.95	0.91	0.95	0.81		0.78	0.79				0.00	0.96

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Pimlico Dr				Westbound Pimlico Dr				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	120	659		1		882	71	0	47		80	0				0	1,859	0	2	0	3
3:45 PM	122	679		1		932	72	0	34		76	0				0	1,915	0	2	0	1
4:00 PM	100	709		1		950	69	0	29		78	0				0	1,935	0	1	0	1
4:15 PM	109	694		0		940	70	0	28		67	0				0	1,908	1	1	0	2
4:30 PM	124	706		0		916	75	0	27		77	0				0	1,925	1	1	0	1
4:45 PM	121	709		0		900	82	0	28		71	0				0	1,911	1	1	0	1
5:00 PM	138	683		0		876	80	0	29		73	0				0	1,879	1	0	0	1
5:15 PM	141	646		0		865	95	0	32		73	0				0	1,852	0	0	0	0
5:30 PM	138	581		0		828	95	0	33		64	0				0	1,739	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Pimlico Dr

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Pimlico Dr				Westbound Pimlico Dr				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	1	4		5		10	0	10	1		0	1				0	16
3:45 PM	0	3		3		7	0	7	0		1	1				0	11
4:00 PM	0	7		7		8	1	9	0		1	1				0	17
4:15 PM	0	4		4		11	0	11	1		0	1				0	16
4:30 PM	0	0		0		6	0	6	0		0	0				0	6
4:45 PM	0	5		5		10	0	10	0		0	0				0	15
5:00 PM	0	0		0		4	0	4	0		1	1				0	5
5:15 PM	0	2		2		7	0	7	0		1	1				0	10
5:30 PM	1	2		3		4	0	4	0		0	0				0	7
5:45 PM	0	3		3		3	1	4	0		1	1				0	8
6:00 PM	0	0		0		7	0	7	0		0	0				0	7
6:15 PM	1	1		2		1	0	1	0		0	0				0	3
Total Survey	3	31		34		78	2	80	2		5	7				0	121

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Pimlico Dr			Westbound Pimlico Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	16	36	52	36	17	53	2	1	3	0	0	0	54
PHF	0.27			0.33			0.17			0.00			0.31

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Pimlico Dr				Westbound Pimlico Dr				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	0	16		16		35	1	36	1		1	2				0	54
PHF	0.00	0.29		0.27		0.32	0.25	0.33	0.25		0.13	0.17				0.00	0.31

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

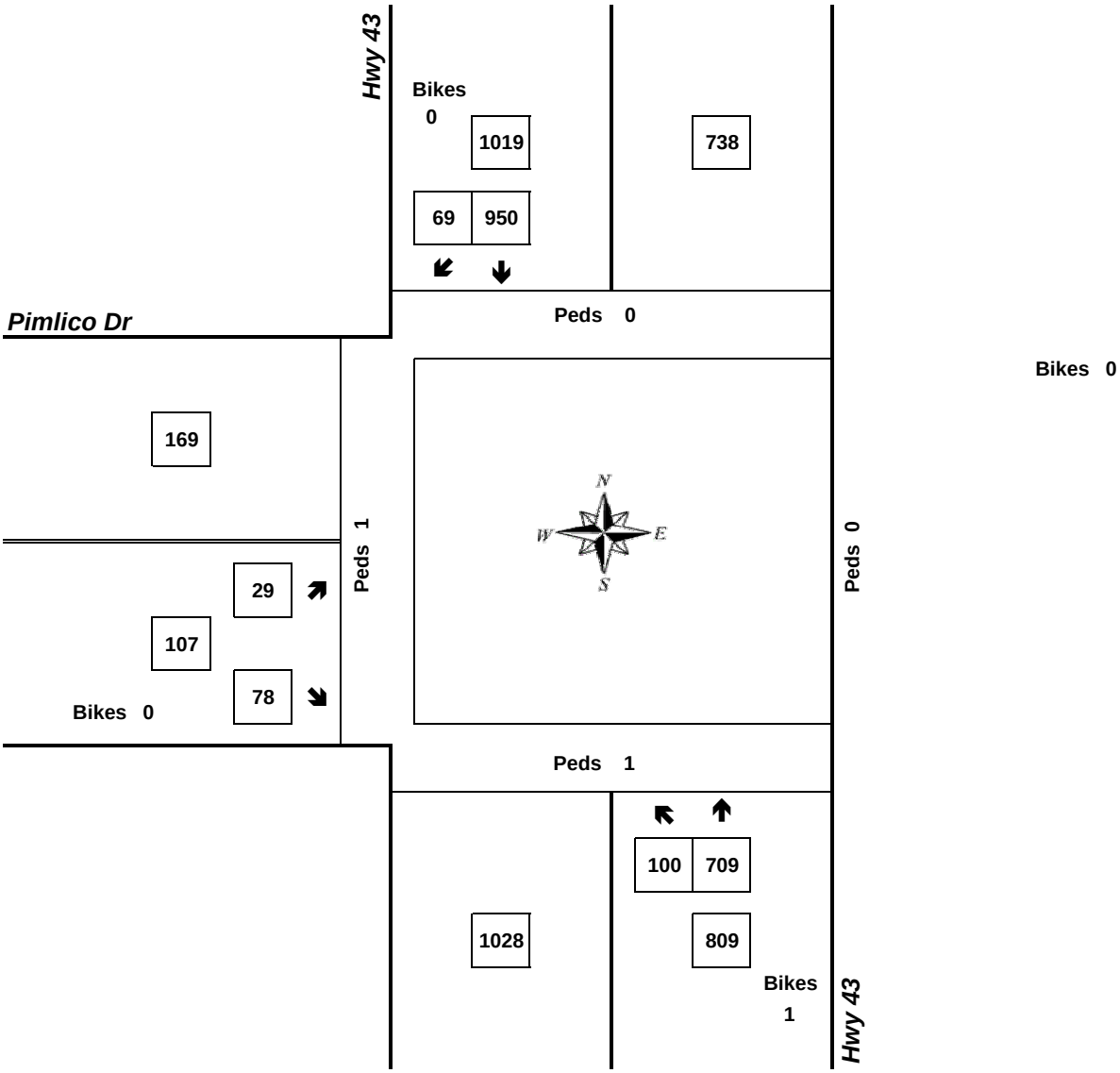
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Pimlico Dr				Westbound Pimlico Dr				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	1	18		19		36	1	37	2		2	4				0	60
3:45 PM	0	14		14		32	1	33	1		2	3				0	50
4:00 PM	0	16		16		35	1	36	1		1	2				0	54
4:15 PM	0	9		9		31	0	31	1		1	2				0	42
4:30 PM	0	7		7		27	0	27	0		2	2				0	36
4:45 PM	1	9		10		25	0	25	0		2	2				0	37
5:00 PM	1	7		8		18	1	19	0		3	3				0	30
5:15 PM	1	7		8		21	1	22	0		2	2				0	32
5:30 PM	2	6		8		15	1	16	0		1	1				0	25

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Pimlico Dr

4:00 PM to 5:00 PM
Tuesday, November 07, 2006

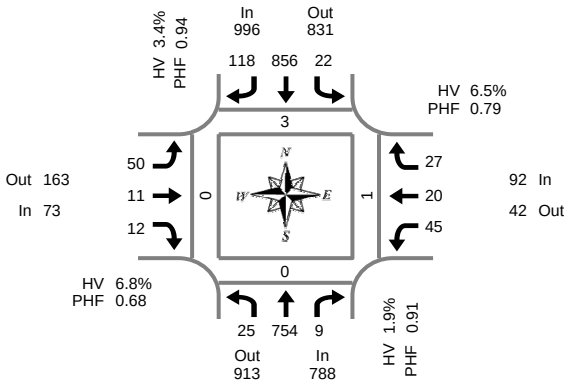


Approach	PHF	HV%	Volume
EB	0.79	1.9%	107
WB	0.00	0.0%	0
NB	0.94	2.0%	809
SB	0.95	3.5%	1,019
Intersection	0.96	2.8%	1,935

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:00 PM to 5:00 PM

Hwy 43 & West A St

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound West A St				Westbound West A St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	4	175	7	0	2	209	11	0	5	2	7	0	9	1	1	0	433	3	0	1	1
3:45 PM	8	189	3	0	5	207	16	0	15	2	1	0	9	9	4	0	468	1	0	0	0
4:00 PM	6	185	0	0	6	213	15	0	7	3	5	0	11	4	6	0	461	0	0	0	0
4:15 PM	9	192	2	0	8	199	35	0	18	6	3	0	15	5	9	0	501	1	0	1	0
4:30 PM	4	170	3	0	5	227	32	0	12	1	3	0	11	6	6	0	480	0	0	0	0
4:45 PM	6	207	4	0	3	217	36	0	13	1	1	0	8	5	6	0	507	2	0	0	0
5:00 PM	4	196	3	0	5	192	18	0	7	2	2	0	5	4	6	0	444	1	0	0	1
5:15 PM	3	197	1	0	0	199	20	0	11	0	3	0	10	2	3	0	449	1	0	1	0
5:30 PM	5	180	6	0	6	212	19	0	15	3	1	0	6	4	5	0	462	0	1	0	0
5:45 PM	6	183	3	0	5	182	20	0	15	5	3	0	7	4	7	0	440	0	0	0	2
6:00 PM	3	163	4	0	5	190	19	0	7	4	3	0	8	2	6	0	414	2	0	0	1
6:15 PM	1	162	5	0	3	171	16	0	6	0	2	0	10	0	1	0	377	0	0	0	0
Total Survey	59	2,199	41	0	53	2,418	257	0	131	29	34	0	109	46	60	0	5,436	11	1	3	5

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound West A St				Westbound West A St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	788	913	1,701	0	996	831	1,827	0	73	163	236	0	92	42	134	0	1,949	3	0	1	0
%HV	1.9%				3.4%				6.8%				6.5%				3.1%				
PHF	0.91				0.94				0.68				0.79				0.96				

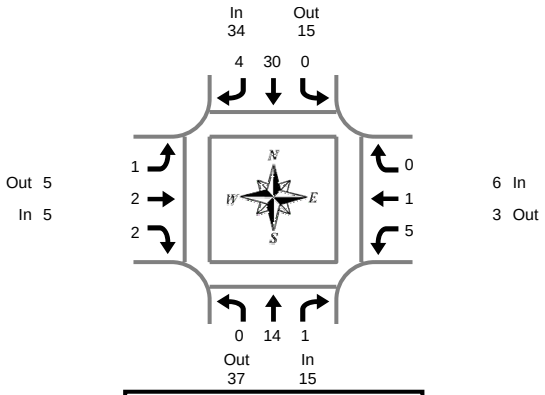
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound West A St				Westbound West A St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	25	754	9	788	22	856	118	996	50	11	12	73	45	20	27	92	1,949
%HV	0.0%	1.9%	11.1%	1.9%	0.0%	3.5%	3.4%	3.4%	2.0%	18.2%	16.7%	6.8%	11.1%	5.0%	0.0%	6.5%	3.1%
PHF	0.69	0.91	0.56	0.91	0.69	0.94	0.82	0.94	0.69	0.46	0.60	0.68	0.75	0.83	0.75	0.79	0.96

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound West A St				Westbound West A St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	27	741	12	0	21	828	77	0	45	13	16	0	44	19	20	0	1,863	5	0	2	1
3:45 PM	27	736	8	0	24	846	98	0	52	12	12	0	46	24	25	0	1,910	2	0	1	0
4:00 PM	25	754	9	0	22	856	118	0	50	11	12	0	45	20	27	0	1,949	3	0	1	0
4:15 PM	23	765	12	0	21	835	121	0	50	10	9	0	39	20	27	0	1,932	4	0	1	1
4:30 PM	17	770	11	0	13	835	106	0	43	4	9	0	34	17	21	0	1,880	4	0	1	1
4:45 PM	18	780	14	0	14	820	93	0	46	6	7	0	29	15	20	0	1,862	4	1	1	1
5:00 PM	18	756	13	0	16	785	77	0	48	10	9	0	28	14	21	0	1,795	2	1	1	3
5:15 PM	17	723	14	0	16	783	78	0	48	12	10	0	31	12	21	0	1,765	3	1	1	3
5:30 PM	15	688	18	0	19	755	74	0	43	12	9	0	31	10	19	0	1,693	2	1	0	3

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & West A St

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound West A St				Westbound West A St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	5	0	5	0	8	0	8	0	0	1	1	1	0	0	1	15
3:45 PM	0	4	0	4	0	9	2	11	0	0	0	0	0	0	0	0	15
4:00 PM	0	6	0	6	0	6	0	6	1	1	1	3	1	0	0	1	16
4:15 PM	0	3	0	3	0	10	4	14	0	1	0	1	3	0	0	3	21
4:30 PM	0	1	1	2	0	6	0	6	0	0	1	1	1	1	0	2	11
4:45 PM	0	4	0	4	0	8	0	8	0	0	0	0	0	0	0	0	12
5:00 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	11
5:15 PM	0	1	0	1	0	7	0	7	0	0	0	0	0	0	0	0	8
5:30 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
5:45 PM	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0	7
6:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
6:15 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total Survey	0	30	1	31	0	80	6	86	1	2	3	6	6	1	0	7	130

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound West A St			Westbound West A St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	15	37	52	34	15	49	5	5	10	6	3	9	60
PHF	0.25			0.27			0.25			0.25			0.29

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound West A St				Westbound West A St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	14	1	15	0	30	4	34	1	2	2	5	5	1	0	6	60
PHF	0.00	0.23	0.25	0.25	0.00	0.29	0.17	0.27	0.25	0.25	0.25	0.25	0.25	0.25	0.00	0.25	0.29

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

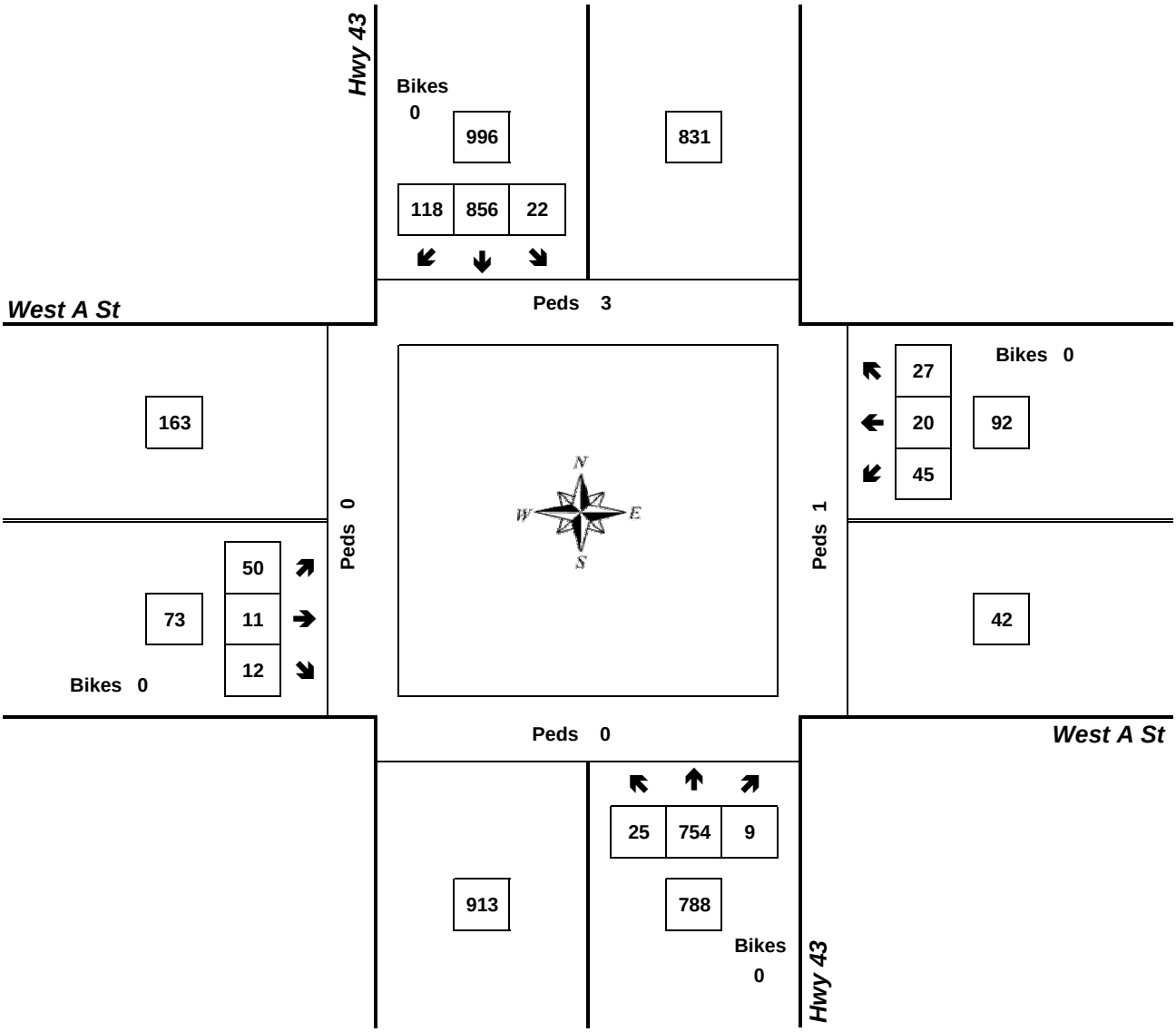
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound West A St				Westbound West A St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	18	0	18	0	33	6	39	1	2	2	5	5	0	0	5	67
3:45 PM	0	14	1	15	0	31	6	37	1	2	2	5	5	1	0	6	63
4:00 PM	0	14	1	15	0	30	4	34	1	2	2	5	5	1	0	6	60
4:15 PM	0	8	1	9	0	35	4	39	0	1	1	2	4	1	0	5	55
4:30 PM	0	6	1	7	0	32	0	32	0	0	1	1	1	1	0	2	42
4:45 PM	0	6	0	6	0	29	0	29	0	0	0	0	0	0	0	0	35
5:00 PM	0	5	0	5	0	25	0	25	0	0	0	0	0	0	0	0	30
5:15 PM	0	5	0	5	0	21	0	21	0	0	0	0	0	0	0	0	26
5:30 PM	0	6	0	6	0	15	0	15	0	0	0	0	0	0	0	0	21

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & West A St

4:00 PM to 5:00 PM
Tuesday, November 07, 2006

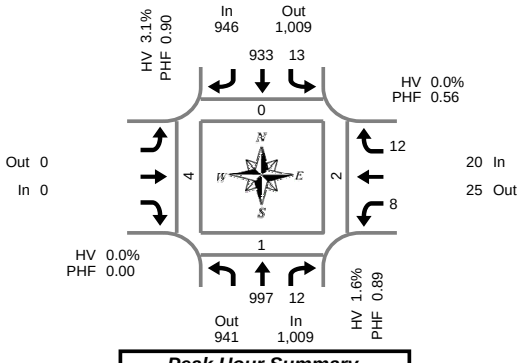


Approach	PHF	HV%	Volume
EB	0.68	6.8%	73
WB	0.79	6.5%	92
NB	0.91	1.9%	788
SB	0.94	3.4%	996
Intersection	0.96	3.1%	1,949

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:55 PM to 5:55 PM

Hwy 43 & Holmes St

Thursday, March 2007
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
4:00 PM	68	4	0		2	92	0				0		0	0	0		166	0	0	0	0
4:05 PM	68	4	0		0	81	0				0		1	1	0		155	0	0	0	0
4:10 PM	64	1	0		0	76	0				0		0	2	0		143	0	0	0	0
4:15 PM	56	0	0		0	87	0				0		5	0	0		148	0	0	0	0
4:20 PM	52	0	0		1	70	0				0		0	0	0		123	0	1	0	1
4:25 PM	49	3	0		1	77	0				1		2	1	0		133	0	2	0	0
4:30 PM	58	0	0		0	107	0				0		1	0	0		166	0	0	0	0
4:35 PM	59	1	0		1	96	0				0		0	0	0		157	0	2	0	2
4:40 PM	69	0	0		1	89	2				0		0	1	0		160	0	0	0	0
4:45 PM	79	0	0		0	72	0				0		2	1	0		154	0	5	0	0
4:50 PM	69	0	0		2	84	0				0		1	0	0		156	0	0	1	0
4:55 PM	73	1	0		2	77	0				0		0	0	0		153	0	0	0	0
5:00 PM	66	1	0		0	79	0				0		0	0	0		146	0	0	1	2
5:05 PM	89	0	0		0	82	0				0		0	1	0		172	0	0	0	0
5:10 PM	88	1	0		1	81	0				0		0	2	0		173	0	0	0	0
5:15 PM	81	1	0		2	73	0				0		0	1	0		158	0	0	0	0
5:20 PM	71	0	0		2	100	0				1		1	2	0		176	0	0	0	0
5:25 PM	77	2	0		0	87	0				0		1	0	0		167	0	0	0	0
5:30 PM	96	0	0		1	71	0				0		2	0	0		170	0	0	0	0
5:35 PM	78	2	0		0	58	0				0		1	0	0		139	0	0	0	0
5:40 PM	90	1	0		2	81	0				0		1	3	0		178	0	0	0	0
5:45 PM	94	2	0		3	68	0				0		1	1	0		169	0	0	0	0
5:50 PM	94	1	0		0	76	0				0		1	2	0		174	0	1	1	2
5:55 PM	70	2	0		1	79	0				0		0	1	0		153	0	5	0	0
Total Survey	1,758	27	0		22	1,943	2				2		20	19	0		3,789	0	16	3	7

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
4:00 PM	200	9	0		2	249	0				0		1	3	0		464	0	0	0	0
4:15 PM	157	3	0		2	234	0				1		7	1	0		404	0	3	0	1
4:30 PM	186	1	0		2	292	2				0		1	1	0		483	0	2	0	2
4:45 PM	221	1	0		4	233	0				0		3	1	0		463	0	5	1	0
5:00 PM	243	2	0		1	242	0				0		0	3	0		491	0	0	1	2
5:15 PM	229	3	0		4	260	0				1		2	3	0		501	0	0	0	0
5:30 PM	264	3	0		3	210	0				0		4	3	0		487	0	0	0	0
5:45 PM	258	5	0		4	223	0				0		2	4	0		496	0	6	1	2
Total Survey	1,758	27	0		22	1,943	2				2		20	19	0		3,789	0	16	3	7

Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1,009	941	1,950	0	946	1,009	1,955	0	0	0	0	1	20	25	45	0	1,975	0	1	2	4
%HV	1.6%				3.1%				0.0%				0.0%				2.3%				
PHF	0.89				0.90				0.00				0.56				0.95				

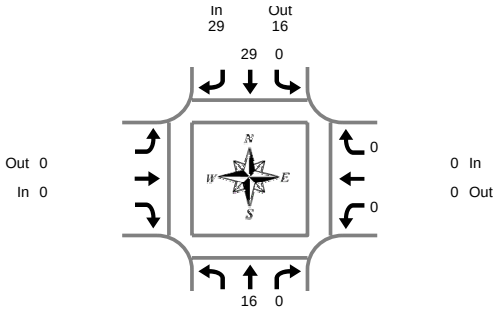
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	997	12	1,009		13	933		946				0	8		12	20	1,975
%HV	NA	1.6%	0.0%	1.6%	0.0%	3.1%	NA	3.1%	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	2.3%
PHF		0.90	0.60	0.89	0.65	0.90		0.90				0.00	0.50		0.50	0.56	0.95

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
4:00 PM	764	14	0		10	1,008	2				1		12	6	0		1,814	0	10	1	3
4:15 PM	807	7	0		9	1,001	2				1		11	6	0		1,841	0	10	2	5
4:30 PM	879	7	0		11	1,027	2				1		6	8	0		1,938	0	7	2	4
4:45 PM	957	9	0		12	945	0				1		9	10	0		1,942	0	5	2	2
5:00 PM	994	13	0		12	935	0				1		8	13	0		1,975	0	6	2	4

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:55 PM to 5:55 PM

Hwy 43 & Holmes St

Thursday, March 15, 2007
4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		1	0	1	0	4		4				0	0		0	0	5
4:05 PM		4	0	4	0	3		3				0	0		0	0	7
4:10 PM		0	0	0	0	1		1				0	0		0	0	1
4:15 PM		2	0	2	0	2		2				0	0		0	0	4
4:20 PM		2	0	2	0	5		5				0	0		0	0	7
4:25 PM		3	0	3	0	7		7				0	0		0	0	10
4:30 PM		2	0	2	0	6		6				0	0		0	0	8
4:35 PM		2	0	2	0	3		3				0	0		0	0	5
4:40 PM		1	0	1	0	4		4				0	0		0	0	5
4:45 PM		4	0	4	0	5		5				0	0		0	0	9
4:50 PM		0	0	0	0	4		4				0	0		0	0	4
4:55 PM		1	0	1	0	3		3				0	0		0	0	4
5:00 PM		0	0	0	0	2		2				0	0		0	0	2
5:05 PM		1	0	1	0	3		3				0	0		0	0	4
5:10 PM		1	0	1	0	2		2				0	0		0	0	3
5:15 PM		2	0	2	0	2		2				0	0		0	0	4
5:20 PM		1	0	1	0	4		4				0	0		0	0	5
5:25 PM		0	0	0	0	1		1				0	0		0	0	1
5:30 PM		1	0	1	0	1		1				0	0		0	0	2
5:35 PM		3	0	3	0	4		4				0	0		0	0	7
5:40 PM		3	0	3	0	0		0				0	0		0	0	3
5:45 PM		1	0	1	0	2		2				0	0		0	0	3
5:50 PM		2	0	2	0	5		5				0	0		0	0	7
5:55 PM		1	0	1	0	5		5				0	0		0	0	6
Total Survey		38	0	38	0	78		78				0	0		0	0	116

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		5	0	5	0	8		8				0	0		0	0	13
4:15 PM		7	0	7	0	14		14				0	0		0	0	21
4:30 PM		5	0	5	0	13		13				0	0		0	0	18
4:45 PM		5	0	5	0	12		12				0	0		0	0	17
5:00 PM		2	0	2	0	7		7				0	0		0	0	9
5:15 PM		3	0	3	0	7		7				0	0		0	0	10
5:30 PM		7	0	7	0	5		5				0	0		0	0	12
5:45 PM		4	0	4	0	12		12				0	0		0	0	16
Total Survey		38	0	38	0	78		78				0	0		0	0	116

Heavy Vehicle Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Holmes St			Westbound Holmes St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	16	29	45	29	16	45	0	0	0	0	0	0	45
PHF	0.57			0.91			0.00			0.00			0.87

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		16	0	16	0	29		29				0	0		0	0	45
PHF		0.57	0.00	0.57	0.00	0.91		0.91				0.00	0.00		0.00	0.00	0.87

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

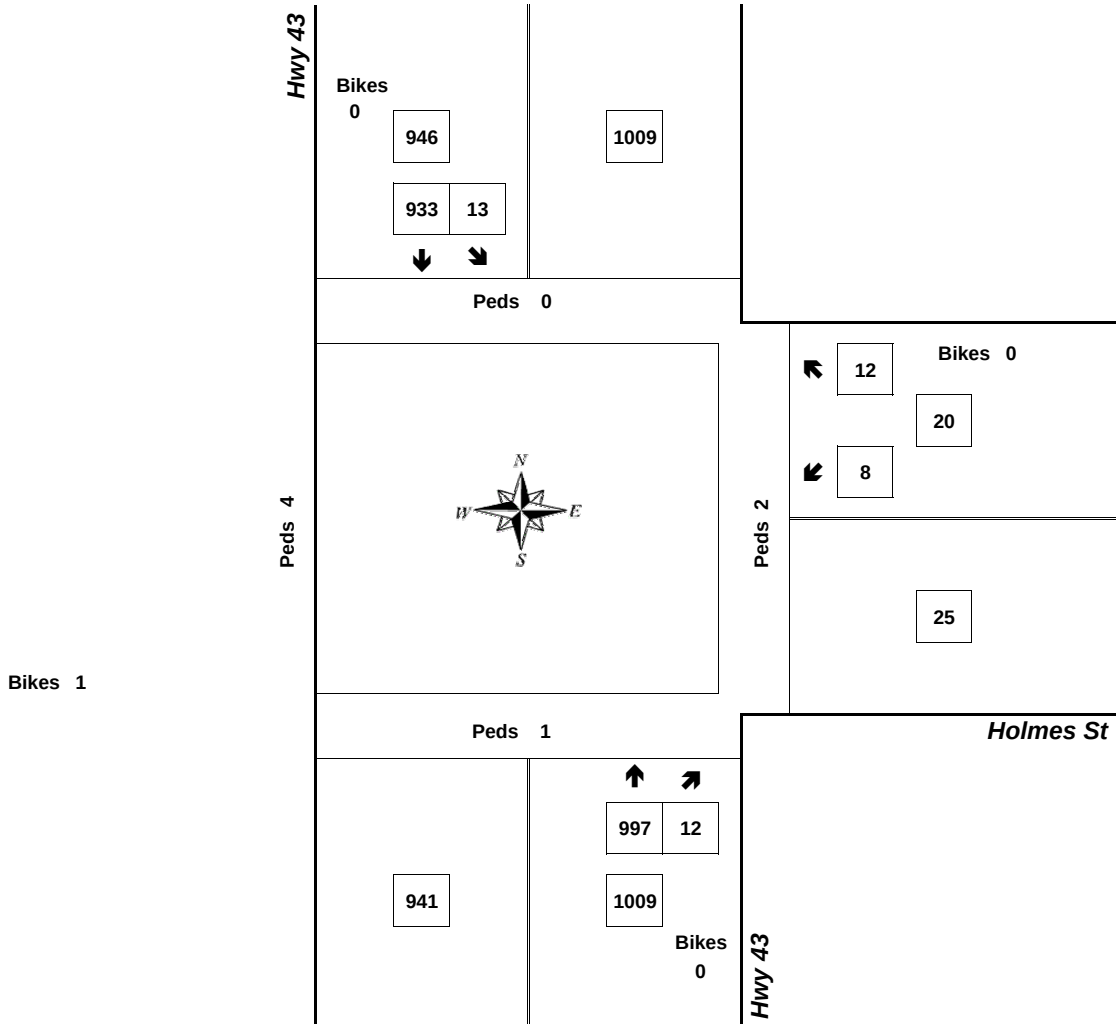
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Holmes St				Westbound Holmes St				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		22	0	22	0	47		47				0	0		0	0	69
4:15 PM		19	0	19	0	46		46				0	0		0	0	65
4:30 PM		15	0	15	0	39		39				0	0		0	0	54
4:45 PM		17	0	17	0	31		31				0	0		0	0	48
5:00 PM		16	0	16	0	31		31				0	0		0	0	47

Peak Hour Summary

Clay Carney
(503) 833-2740

Hwy 43 & Holmes St

4:55 PM to 5:55 PM
Thursday, March 15, 2007

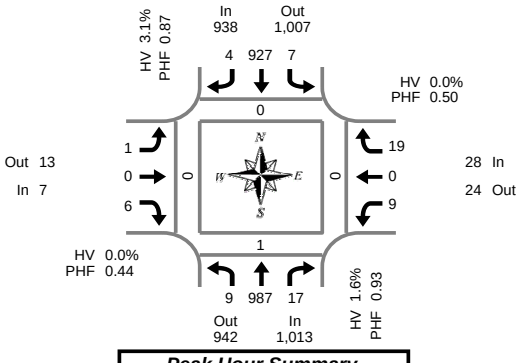


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.56	0.0%	20
NB	0.89	1.6%	1,009
SB	0.90	3.1%	946
Intersection	0.95	2.3%	1,975

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:55 PM to 5:55 PM

Hwy 43 & Lewis St

Thursday, March 15, 2007
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	67	2	0	2	86	0	0	0	0	1	0	0	0	1	0	160	0	0	0	0
4:05 PM	0	65	2	0	0	77	1	0	0	0	1	0	2	0	3	0	151	0	0	0	0
4:10 PM	1	66	1	0	0	79	0	0	0	0	1	0	1	0	0	0	149	0	0	0	0
4:15 PM	0	55	0	0	1	96	0	0	0	0	1	0	3	0	0	0	156	0	0	0	0
4:20 PM	1	54	2	0	0	69	0	0	0	0	1	0	1	0	1	0	129	0	0	0	0
4:25 PM	1	58	2	0	0	80	0	0	0	0	0	0	1	0	0	0	142	0	0	0	0
4:30 PM	1	62	0	0	0	109	0	0	0	0	1	0	0	0	1	0	174	0	0	0	0
4:35 PM	1	64	2	0	0	88	0	0	0	0	0	0	0	0	1	0	156	0	0	0	0
4:40 PM	0	64	0	0	2	77	0	2	0	0	0	0	0	0	0	0	143	0	0	0	0
4:45 PM	0	85	1	0	0	72	0	0	0	0	0	0	0	0	0	0	158	0	0	0	0
4:50 PM	2	65	1	0	2	92	2	0	0	0	1	0	1	0	0	0	166	0	0	0	0
4:55 PM	1	72	2	0	0	80	1	0	0	0	0	0	0	0	1	0	157	0	0	0	0
5:00 PM	1	67	2	0	1	76	0	0	0	0	1	0	0	0	0	0	148	0	0	0	0
5:05 PM	0	88	2	0	0	75	1	0	0	0	1	0	0	0	0	0	167	0	0	0	0
5:10 PM	3	87	4	0	2	73	0	0	0	0	2	0	1	0	1	0	173	0	0	0	0
5:15 PM	0	87	0	0	0	84	0	0	0	0	0	1	2	0	0	0	173	0	0	0	0
5:20 PM	1	74	1	0	0	98	1	0	0	0	0	0	1	0	1	0	177	0	0	0	0
5:25 PM	0	77	2	0	0	88	0	0	0	0	0	0	0	0	0	0	167	0	0	0	0
5:30 PM	0	85	1	0	1	69	1	0	0	0	1	0	0	0	6	0	164	0	0	0	0
5:35 PM	1	81	2	0	0	63	0	0	0	0	0	0	1	0	3	0	151	0	1	0	0
5:40 PM	1	88	0	0	2	70	0	0	0	0	0	0	2	0	2	0	165	0	0	0	0
5:45 PM	1	91	0	0	1	74	0	0	1	0	0	0	0	0	3	0	171	0	0	0	0
5:50 PM	0	90	1	0	0	77	0	0	0	0	1	0	2	0	2	0	173	0	0	0	0
5:55 PM	0	67	0	0	0	80	0	0	0	0	0	0	0	0	0	0	147	0	0	0	0
Total Survey	17	1,759	30	0	14	1,932	7	2	1	0	13	1	18	0	26	0	3,817	0	1	0	0

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	2	198	5	0	2	242	1	0	0	0	3	0	3	0	4	0	460	0	0	0	0
4:15 PM	2	167	4	0	1	245	0	0	0	0	2	0	5	0	1	0	427	0	0	0	0
4:30 PM	2	190	2	0	2	274	0	2	0	0	1	0	0	0	2	0	473	0	0	0	0
4:45 PM	3	222	4	0	2	244	3	0	0	0	1	0	1	0	1	0	481	0	0	0	0
5:00 PM	4	242	8	0	3	224	1	0	0	0	4	0	1	0	1	0	488	0	0	0	0
5:15 PM	1	238	3	0	0	270	1	0	0	0	0	1	3	0	1	0	517	0	0	0	0
5:30 PM	2	254	3	0	3	202	1	0	0	0	1	0	3	0	11	0	480	0	1	0	0
5:45 PM	1	248	1	0	1	231	0	0	1	0	1	0	2	0	5	0	491	0	0	0	0
Total Survey	17	1,759	30	0	14	1,932	7	2	1	0	13	1	18	0	26	0	3,817	0	1	0	0

Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1,013	942	1,955	0	938	1,007	1,945	0	7	13	20	1	28	24	52	0	1,986	0	1	0	0
%HV	1.6%				3.1%				0.0%				0.0%				2.3%				
PHF	0.93				0.87				0.44				0.50				0.95				

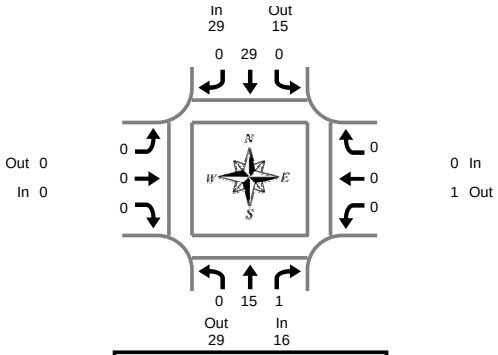
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	9	987	17	1,013	7	927	4	938	1	0	6	7	9	0	19	28	1,986
%HV	0.0%	1.5%	5.9%	1.6%	0.0%	3.1%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%
PHF	0.56	0.92	0.53	0.93	0.58	0.86	0.50	0.87	0.25	0.00	0.38	0.44	0.56	0.00	0.43	0.50	0.95

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	9	777	15	0	7	1,005	4	2	0	0	7	0	9	0	8	0	1,841	0	0	0	0
4:15 PM	11	821	18	0	8	987	4	2	0	0	8	0	7	0	5	0	1,869	0	0	0	0
4:30 PM	10	892	17	0	7	1,012	5	2	0	0	6	1	5	0	5	0	1,959	0	0	0	0
4:45 PM	10	956	18	0	8	940	6	0	0	0	6	1	8	0	14	0	1,966	0	1	0	0
5:00 PM	8	982	15	0	7	927	3	0	1	0	6	1	9	0	18	0	1,976	0	1	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Lewis St

Thursday, March 15, 2007
4:00 PM to 6:00 PM

Peak Hour Summary
4:55 PM to 5:55 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
4:05 PM	0	4	0	4	0	3	0	3	0	0	0	0	0	0	0	0	7
4:10 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
4:20 PM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
4:25 PM	0	3	1	4	0	9	0	9	0	0	0	0	0	0	0	0	13
4:30 PM	0	2	0	2	0	6	0	6	0	0	0	0	0	0	0	0	8
4:35 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
4:40 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
4:45 PM	0	4	0	4	0	5	0	5	0	0	0	0	0	0	0	0	9
4:50 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
4:55 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
5:05 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
5:10 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
5:15 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
5:20 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
5:25 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:35 PM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
5:40 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:50 PM	0	2	0	2	0	6	0	6	0	0	0	0	0	0	0	0	8
5:55 PM	0	1	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
Total Survey	0	37	2	39	0	79	0	79	0	0	0	0	0	0	0	0	118

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

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	5	0	5	0	8	0	8	0	0	0	0	0	0	0	0	13
4:15 PM	0	7	1	8	0	15	0	15	0	0	0	0	0	0	0	0	23
4:30 PM	0	5	0	5	0	11	0	11	0	0	0	0	0	0	0	0	16
4:45 PM	0	5	0	5	0	13	0	13	0	0	0	0	0	0	0	0	18
5:00 PM	0	3	0	3	0	8	0	8	0	0	0	0	0	0	0	0	11
5:15 PM	0	4	1	5	0	7	0	7	0	0	0	0	0	0	0	0	12
5:30 PM	0	4	0	4	0	5	0	5	0	0	0	0	0	0	0	0	9
5:45 PM	0	4	0	4	0	12	0	12	0	0	0	0	0	0	0	0	16
Total Survey	0	37	2	39	0	79	0	79	0	0	0	0	0	0	0	0	118

Heavy Vehicle Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Lewis St			Westbound Lewis St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	16	29	45	29	15	44	0	0	0	0	1	1	45
PHF	0.80			0.91			0.00			0.00			0.94

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	15	1	16	0	29	0	29	0	0	0	0	0	0	0	0	45
PHF	0.00	0.94	0.25	0.80	0.00	0.91	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94

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

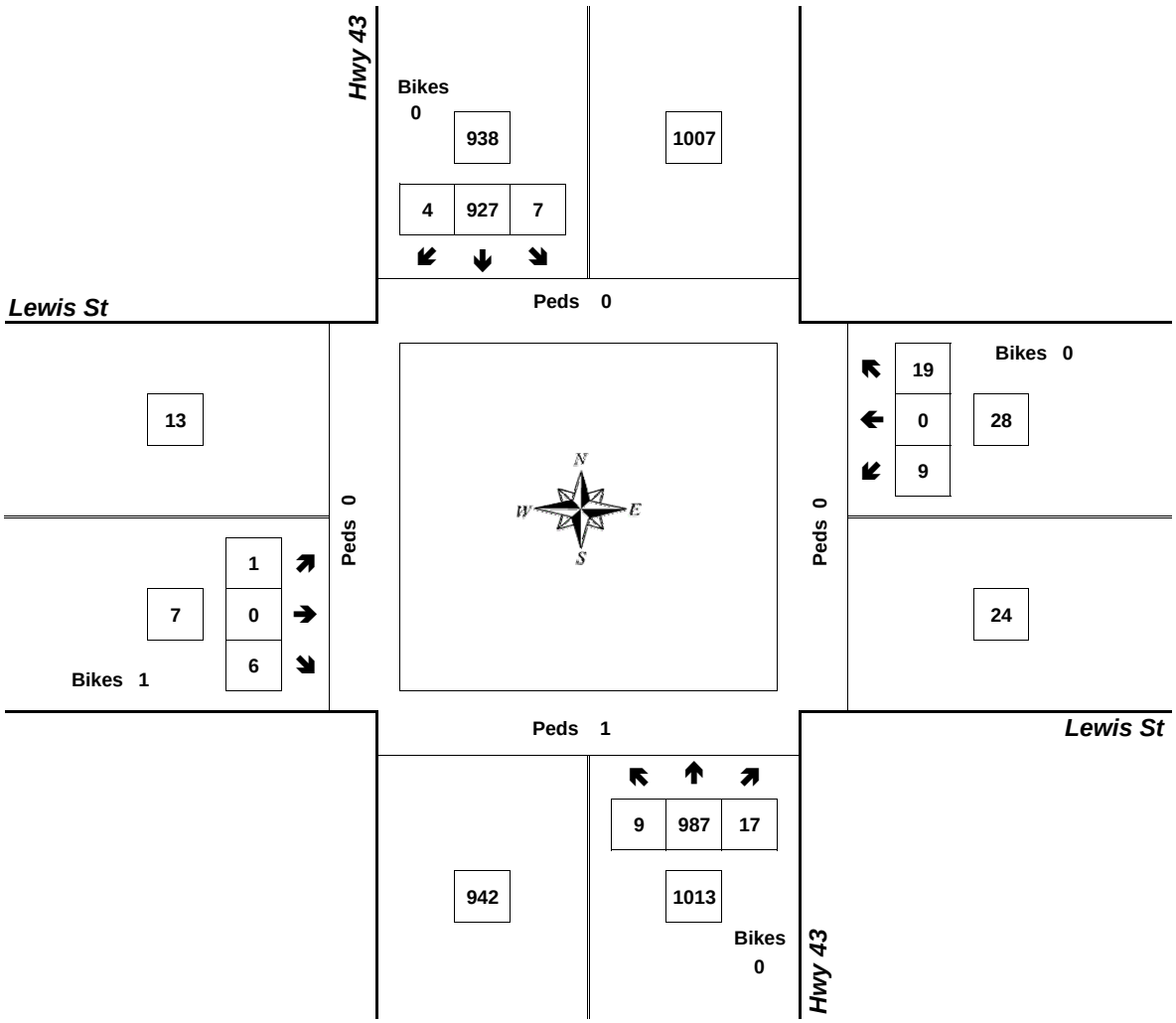
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Lewis St				Westbound Lewis St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	22	1	23	0	47	0	47	0	0	0	0	0	0	0	0	70
4:15 PM	0	20	1	21	0	47	0	47	0	0	0	0	0	0	0	0	68
4:30 PM	0	17	1	18	0	39	0	39	0	0	0	0	0	0	0	0	57
4:45 PM	0	16	1	17	0	33	0	33	0	0	0	0	0	0	0	0	50
5:00 PM	0	15	1	16	0	32	0	32	0	0	0	0	0	0	0	0	48

Peak Hour Summary

Clay Carney
(503) 833-2740

Hwy 43 & Lewis St

4:55 PM to 5:55 PM
Thursday, March 15, 2007

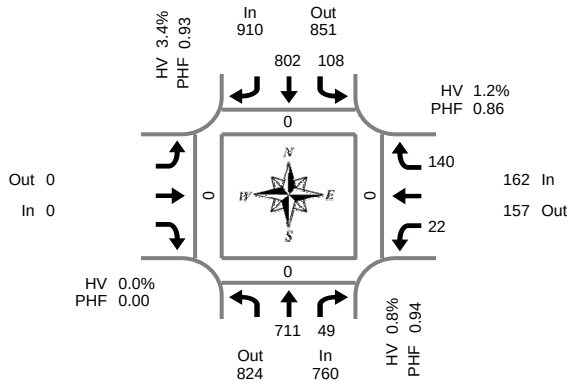


Approach	PHF	HV%	Volume
EB	0.44	0.0%	7
WB	0.50	0.0%	28
NB	0.93	1.6%	1,013
SB	0.87	3.1%	938
Intersection	0.95	2.3%	1,986

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

Hwy 43 & Burns St

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Burns St				Westbound Burns St				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
3:30 PM		164	19	0	33	194		0				0	8		33	0	451	0	0	0	0
3:45 PM		142	19	0	38	192		0				0	6		45	0	442	0	0	0	0
4:00 PM		175	17	0	44	143		0				0	8		41	0	428	0	0	0	0
4:15 PM		168	12	1	33	198		0				0	9		46	0	466	0	0	0	0
4:30 PM		148	18	0	24	192		0				0	7		38	0	427	0	0	0	0
4:45 PM		177	15	0	25	207		0				0	5		30	0	459	0	0	0	0
5:00 PM		191	12	0	22	201		0				0	8		39	0	473	0	0	0	0
5:15 PM		173	15	0	32	178		0				0	4		35	0	437	0	0	0	0
5:30 PM		170	7	0	29	216		0				0	5		36	0	463	0	0	0	0
5:45 PM		164	10	0	21	170		0				0	12		27	0	404	0	0	0	0
6:00 PM		148	12	0	22	169		0				0	11		25	0	387	0	0	1	0
6:15 PM		152	15	0	25	175		0				0	15		18	0	400	0	0	0	0
Total Survey		1,972	171	1	348	2,235		0				0	98		413	0	5,237	0	0	1	0

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

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Burns St				Westbound Burns St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	760	824	1,584	0	910	851	1,761	0	0	0	0	0	162	157	319	0	1,832	0	0	0	0
%HV	0.8%				3.4%				0.0%				1.2%				2.1%				
PHF	0.94				0.93				0.00				0.86				0.97				

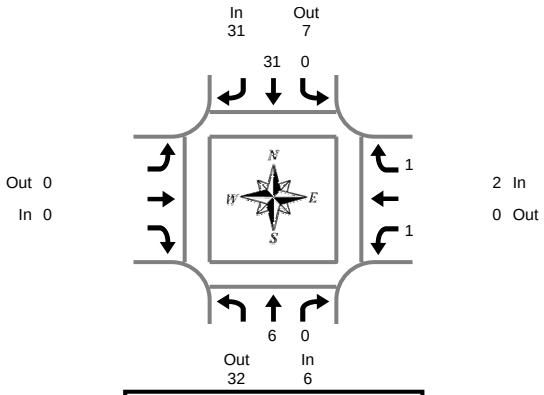
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Burns St				Westbound Burns St				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		711	49	760	108	802		910				0	22		140	162	1,832
%HV	NA	0.8%	0.0%	0.8%	0.0%	3.9%	NA	3.4%	NA	NA	NA	0.0%	4.5%	NA	0.7%	1.2%	2.1%
PHF		0.93	0.82	0.94	0.84	0.93		0.93				0.00	0.69		0.90	0.86	0.97

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Burns St				Westbound Burns St				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
3:30 PM		649	67	1	148	727		0				0	31		165	0	1,787	0	0	0	0
3:45 PM		633	66	1	139	725		0				0	30		170	0	1,763	0	0	0	0
4:00 PM		668	62	1	126	740		0				0	29		155	0	1,780	0	0	0	0
4:15 PM		684	57	1	104	798		0				0	29		153	0	1,825	0	0	0	0
4:30 PM		689	60	0	103	778		0				0	24		142	0	1,796	0	0	0	0
4:45 PM		711	49	0	108	802		0				0	22		140	0	1,832	0	0	0	0
5:00 PM		698	44	0	104	765		0				0	29		137	0	1,777	0	0	0	0
5:15 PM		655	44	0	104	733		0				0	32		123	0	1,691	0	0	1	0
5:30 PM		634	44	0	97	730		0				0	43		106	0	1,654	0	0	1	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Burns St

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Burns St				Westbound Burns St				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
3:30 PM		5	0	5	0	11		11				0	0		0	0	16
3:45 PM		3	1	4	0	8		8				0	0		0	0	12
4:00 PM		4	0	4	2	4		6				0	0		0	0	10
4:15 PM		5	0	5	0	11		11				0	0		1	1	17
4:30 PM		0	1	1	0	9		9				0	1		0	1	11
4:45 PM		4	0	4	0	8		8				0	0		0	0	12
5:00 PM		0	0	0	0	12		12				0	0		0	0	12
5:15 PM		1	0	1	0	4		4				0	1		0	1	6
5:30 PM		1	0	1	0	7		7				0	0		1	1	9
5:45 PM		2	0	2	0	5		5				0	0		1	1	8
6:00 PM		0	0	0	0	8		8				0	0		0	0	8
6:15 PM		2	0	2	0	2		2				0	0		0	0	4
Total Survey		27	2	29	2	89		91				0	2		3	5	125

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

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Burns St			Westbound Burns St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	32	38	31	7	38	0	0	0	2	0	2	39
PHF	0.12			0.27			0.00			0.17			0.24

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Burns St				Westbound Burns St				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		6	0	6	0	31		31				0	1		1	2	39
PHF		0.13	0.00	0.12	0.00	0.27		0.27				0.00	0.25		0.13	0.17	0.24

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

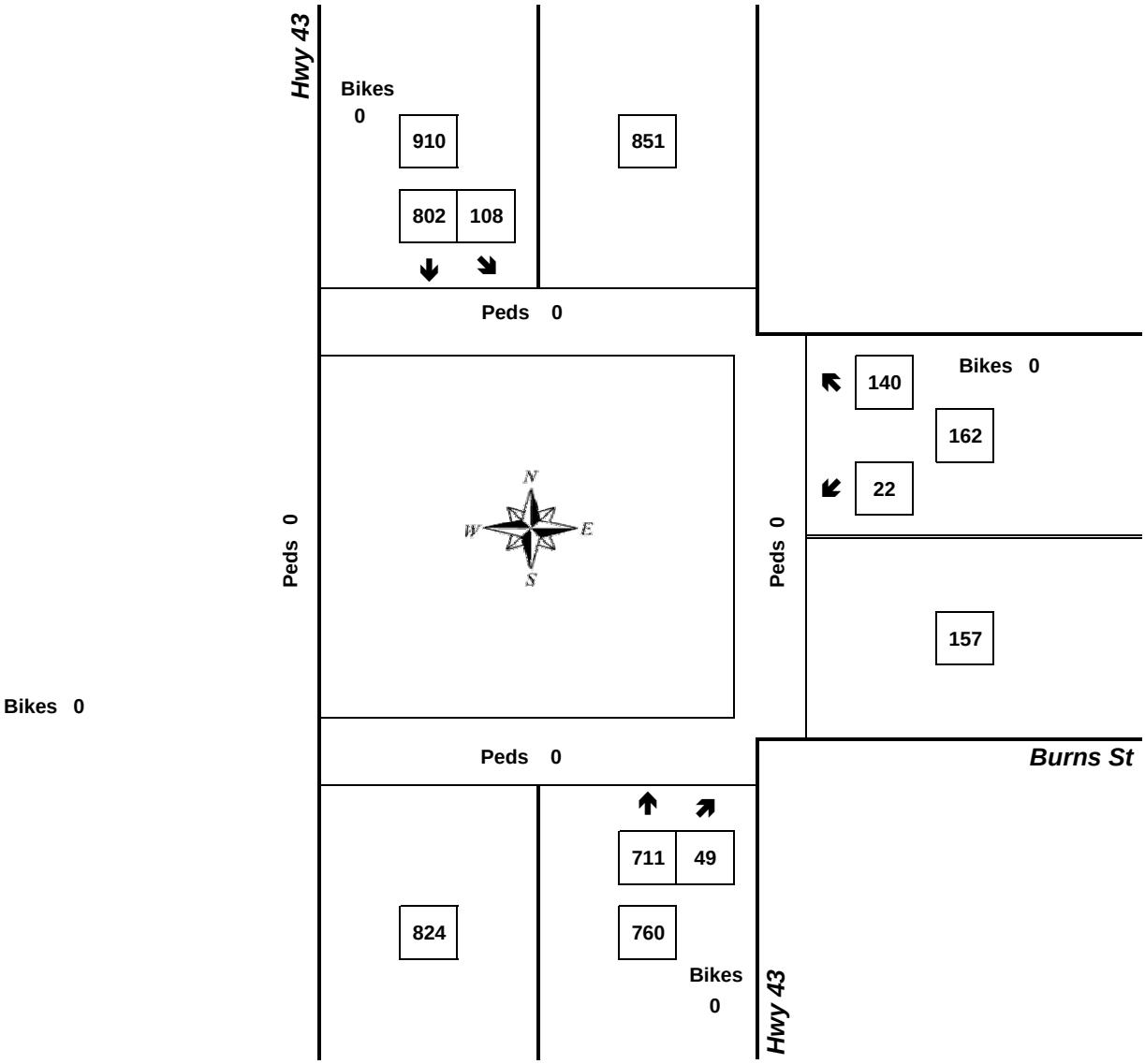
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Burns St				Westbound Burns St				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
3:30 PM		17	1	18	2	34		36				0	0		1	1	55
3:45 PM		12	2	14	2	32		34				0	1		1	2	50
4:00 PM		13	1	14	2	32		34				0	1		1	2	50
4:15 PM		9	1	10	0	40		40				0	1		1	2	52
4:30 PM		5	1	6	0	33		33				0	2		0	2	41
4:45 PM		6	0	6	0	31		31				0	1		1	2	39
5:00 PM		4	0	4	0	28		28				0	1		2	3	35
5:15 PM		4	0	4	0	24		24				0	1		2	3	31
5:30 PM		5	0	5	0	22		22				0	0		2	2	29

Peak Hour Summary

Clay Carney
(503) 833-2740

Hwy 43 & Burns St

4:45 PM to 5:45 PM
Tuesday, November 07, 2006

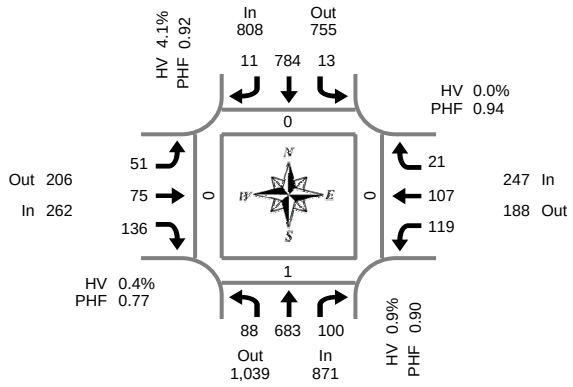


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.86	1.2%	162
NB	0.94	0.8%	760
SB	0.93	3.4%	910
Intersection	0.97	2.1%	1,832

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

Hwy 43 & Mckillican St

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Mckillican St				Westbound Mckillican St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	19	148	43	0	8	184	4	0	15	23	36	0	41	20	5	0	546	0	6	0	0
3:45 PM	18	154	29	0	4	186	11	0	13	21	29	0	49	21	3	0	538	0	10	0	0
4:00 PM	14	177	35	0	2	140	5	0	11	28	29	0	43	27	7	0	518	1	0	0	0
4:15 PM	18	152	39	0	2	196	2	0	9	21	31	0	41	23	5	0	539	0	2	0	2
4:30 PM	13	149	24	1	4	214	1	0	16	23	46	0	27	38	1	0	556	0	0	0	0
4:45 PM	22	187	28	0	4	189	3	0	13	14	32	0	36	22	4	0	554	0	1	0	0
5:00 PM	26	154	25	0	4	184	2	0	13	22	29	0	29	20	10	0	518	0	0	0	0
5:15 PM	27	193	23	0	1	197	5	0	9	16	29	0	27	27	6	0	560	0	0	0	0
5:30 PM	22	149	29	0	0	196	4	0	10	12	30	0	24	20	5	0	501	0	0	0	0
5:45 PM	24	156	32	0	3	169	5	0	12	17	28	0	30	16	2	0	494	0	0	0	1
6:00 PM	21	146	13	0	2	172	3	1	7	13	32	0	24	13	6	0	452	0	0	0	0
6:15 PM	10	156	25	0	4	166	6	0	6	16	19	0	29	16	0	0	453	0	0	0	0
Total Survey	234	1,921	345	1	38	2,193	51	1	134	226	370	0	400	263	54	0	6,229	1	19	0	3

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

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Mckillican St				Westbound Mckillican St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	871	1,039	1,910	1	808	755	1,563	0	262	206	468	0	247	188	435	0	2,188	0	1	0	0
%HV	0.9%				4.1%				0.4%				0.0%				1.9%				
PHF	0.90				0.92				0.77				0.94				0.98				

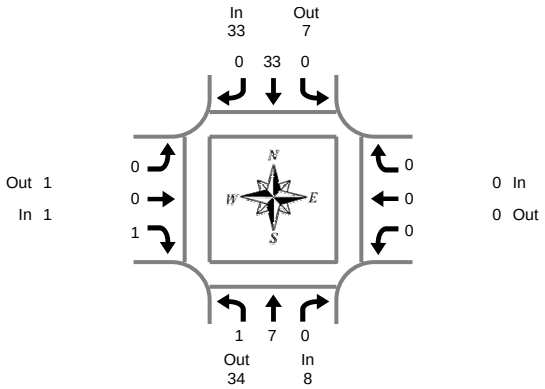
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Mckillican St				Westbound Mckillican St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	88	683	100	871	13	784	11	808	51	75	136	262	119	107	21	247	2,188
%HV	1.1%	1.0%	0.0%	0.9%	0.0%	4.2%	0.0%	4.1%	0.0%	0.0%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	1.9%
PHF	0.81	0.88	0.89	0.90	0.81	0.92	0.55	0.92	0.80	0.82	0.74	0.77	0.83	0.70	0.53	0.94	0.98

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Mckillican St				Westbound Mckillican St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	69	631	146	0	16	706	22	0	48	93	125	0	174	91	20	0	2,141	1	18	0	2
3:45 PM	63	632	127	1	12	736	19	0	49	93	135	0	160	109	16	0	2,151	1	12	0	2
4:00 PM	67	665	126	1	12	739	11	0	49	86	138	0	147	110	17	0	2,167	1	3	0	2
4:15 PM	79	642	116	1	14	783	8	0	51	80	138	0	133	103	20	0	2,167	0	3	0	2
4:30 PM	88	683	100	1	13	784	11	0	51	75	136	0	119	107	21	0	2,188	0	1	0	0
4:45 PM	97	683	105	0	9	766	14	0	45	64	120	0	116	89	25	0	2,133	0	1	0	0
5:00 PM	99	652	109	0	8	746	16	0	44	67	116	0	110	83	23	0	2,073	0	0	0	1
5:15 PM	94	644	97	0	6	734	17	1	38	58	119	0	105	76	19	0	2,007	0	0	0	1
5:30 PM	77	607	99	0	9	703	18	1	35	58	109	0	107	65	13	0	1,900	0	0	0	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Mckillican St

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Mckillican St				Westbound Mckillican St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	1	5	1	7	0	10	0	10	0	0	0	0	2	0	0	2	19
3:45 PM	0	3	0	3	0	9	0	9	0	0	0	0	1	0	0	1	13
4:00 PM	0	3	2	5	0	3	0	3	1	0	1	2	1	0	1	2	12
4:15 PM	0	2	0	2	0	11	0	11	0	0	0	0	1	1	1	3	16
4:30 PM	0	2	0	2	0	11	0	11	0	0	1	1	0	0	0	0	14
4:45 PM	0	4	0	4	0	6	0	6	0	0	0	0	0	0	0	0	10
5:00 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	12
5:15 PM	1	1	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	1	1	0	8	0	8	0	0	0	0	0	0	0	0	9
5:45 PM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	10
6:15 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
Total Survey	2	25	4	31	0	90	0	90	1	0	2	3	5	1	2	8	132

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

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Mckillican St			Westbound Mckillican St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	8	34	42	33	7	40	1	1	2	0	0	0	42
PHF	0.13			0.28			0.08			0.00			0.24

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Mckillican St				Westbound Mckillican St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	7	0	8	0	33	0	33	0	0	1	1	0	0	0	0	42
PHF	0.25	0.16	0.00	0.13	0.00	0.28	0.00	0.28	0.00	0.00	0.13	0.08	0.00	0.00	0.00	0.00	0.24

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

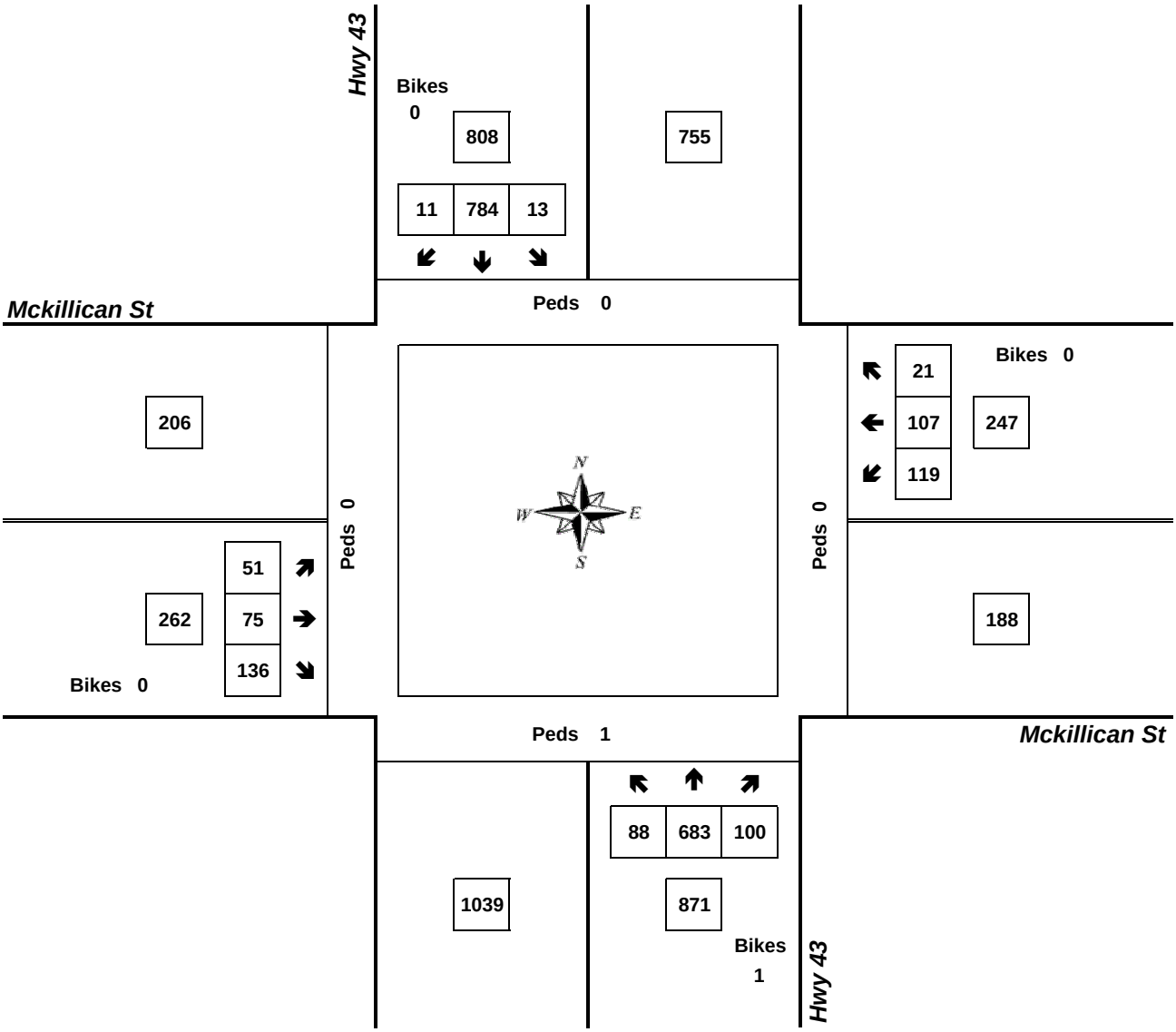
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Mckillican St				Westbound Mckillican St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	1	13	3	17	0	33	0	33	1	0	1	2	5	1	2	8	60
3:45 PM	0	10	2	12	0	34	0	34	1	0	2	3	3	1	2	6	55
4:00 PM	0	11	2	13	0	31	0	31	1	0	2	3	2	1	2	5	52
4:15 PM	0	8	0	8	0	40	0	40	0	0	1	1	1	1	1	3	52
4:30 PM	1	7	0	8	0	33	0	33	0	0	1	1	0	0	0	0	42
4:45 PM	1	5	1	7	0	30	0	30	0	0	0	0	0	0	0	0	37
5:00 PM	1	3	1	5	0	28	0	28	0	0	0	0	0	0	0	0	33
5:15 PM	1	3	1	5	0	26	0	26	0	0	0	0	0	0	0	0	31
5:30 PM	0	5	1	6	0	24	0	24	0	0	0	0	0	0	0	0	30

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Mckillican St

4:30 PM to 5:30 PM
Tuesday, November 07, 2006

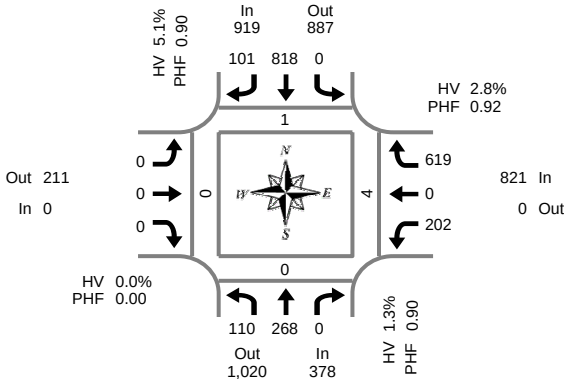


Approach	PHF	HV%	Volume
EB	0.77	0.4%	262
WB	0.94	0.0%	247
NB	0.90	0.9%	871
SB	0.92	4.1%	808
Intersection	0.98	1.9%	2,188

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:15 PM to 5:15 PM

Hwy 43 & I-205 SB Ramps

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	31	78	0	0	0	207	32	0	0	0	0	0	38	0	141	0	527	0	0	0	0
3:45 PM	26	72	0	0	0	233	26	0	0	0	0	0	36	0	145	0	538	0	0	3	0
4:00 PM	24	75	0	0	0	180	34	1	0	0	0	0	52	0	133	0	498	0	0	1	0
4:15 PM	17	63	0	0	0	221	33	0	0	0	0	0	46	0	157	0	537	0	0	0	0
4:30 PM	28	77	0	0	0	204	22	0	0	0	0	0	47	0	151	0	529	0	0	1	0
4:45 PM	25	63	0	0	0	187	20	0	0	0	0	0	60	0	164	0	519	1	0	1	0
5:00 PM	40	65	0	0	0	206	26	0	0	0	0	0	49	0	147	0	533	0	0	2	0
5:15 PM	26	51	0	0	0	202	25	0	0	0	0	0	49	0	152	0	505	0	0	0	0
5:30 PM	27	58	0	0	0	210	26	0	0	0	0	0	49	0	157	0	527	1	0	0	0
5:45 PM	17	62	0	0	0	167	20	0	0	0	0	0	40	0	148	0	454	0	0	1	0
6:00 PM	28	48	0	0	0	189	25	0	0	0	0	0	50	0	139	0	479	0	0	0	0
6:15 PM	18	61	0	0	0	143	42	0	0	0	0	0	42	0	121	0	427	0	0	0	0
Total Survey	307	773	0	0	0	2,349	331	1	0	0	0	0	558	0	1,755	0	6,073	2	0	9	0

Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	378	1,020	1,398	0	919	887	1,806	0	0	211	211	0	821	0	821	0	2,118	1	0	4	0
%HV	1.3%				5.1%				0.0%				2.8%				3.5%				
PHF	0.90				0.90				0.00				0.92				0.99				

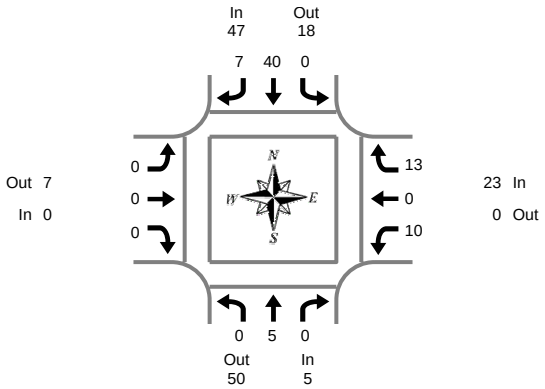
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	110	268	0	378	0	818	101	919	0	0	0	0	202	0	619	821	2,118
%HV	0.0%	1.9%	0.0%	1.3%	0.0%	4.9%	6.9%	5.1%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.1%	2.8%	3.5%
PHF	0.69	0.87	0.00	0.90	0.00	0.93	0.77	0.90	0.00	0.00	0.00	0.00	0.84	0.00	0.94	0.92	0.99

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	98	288	0	0	0	841	125	1	0	0	0	0	172	0	576	0	2,100	0	0	4	0
3:45 PM	95	287	0	0	0	838	115	1	0	0	0	0	181	0	586	0	2,102	0	0	5	0
4:00 PM	94	278	0	0	0	792	109	1	0	0	0	0	205	0	605	0	2,083	1	0	3	0
4:15 PM	110	268	0	0	0	818	101	0	0	0	0	0	202	0	619	0	2,118	1	0	4	0
4:30 PM	119	256	0	0	0	799	93	0	0	0	0	0	205	0	614	0	2,086	1	0	4	0
4:45 PM	118	237	0	0	0	805	97	0	0	0	0	0	207	0	620	0	2,084	2	0	3	0
5:00 PM	110	236	0	0	0	785	97	0	0	0	0	0	187	0	604	0	2,019	1	0	3	0
5:15 PM	98	219	0	0	0	768	96	0	0	0	0	0	188	0	596	0	1,965	1	0	1	0
5:30 PM	90	229	0	0	0	709	113	0	0	0	0	0	181	0	565	0	1,887	1	0	1	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:15 PM to 5:15 PM

Hwy 43 & I-205 SB Ramps

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	2	5	0	7	0	15	0	15	0	0	0	0	4	0	3	7	29
3:45 PM	1	3	0	4	0	15	2	17	0	0	0	0	2	0	3	5	26
4:00 PM	0	4	0	4	0	12	4	16	0	0	0	0	3	0	5	8	28
4:15 PM	0	2	0	2	0	18	2	20	0	0	0	0	2	0	2	4	26
4:30 PM	0	1	0	1	0	11	4	15	0	0	0	0	2	0	3	5	21
4:45 PM	0	1	0	1	0	6	1	7	0	0	0	0	4	0	4	8	16
5:00 PM	0	1	0	1	0	5	0	5	0	0	0	0	2	0	4	6	12
5:15 PM	2	0	0	2	0	10	0	10	0	0	0	0	0	0	1	1	13
5:30 PM	1	0	0	1	0	10	0	10	0	0	0	0	3	0	2	5	16
5:45 PM	1	1	0	2	0	3	1	4	0	0	0	0	0	0	1	1	7
6:00 PM	0	1	0	1	0	6	1	7	0	0	0	0	4	0	1	5	13
6:15 PM	2	0	0	2	0	5	0	5	0	0	0	0	1	0	2	3	10
Total Survey	9	19	0	28	0	116	15	131	0	0	0	0	27	0	31	58	217

Heavy Vehicle Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound I-205 SB Ramps			Westbound I-205 SB Ramps			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	50	55	47	18	65	0	7	7	23	0	23	75
PHF	0.08			0.22			0.00			0.29			0.23

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	5	0	5	0	40	7	47	0	0	0	0	10	0	13	23	75
PHF	0.00	0.10	0.00	0.08	0.00	0.22	0.18	0.22	0.00	0.00	0.00	0.00	0.28	0.00	0.30	0.29	0.23

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

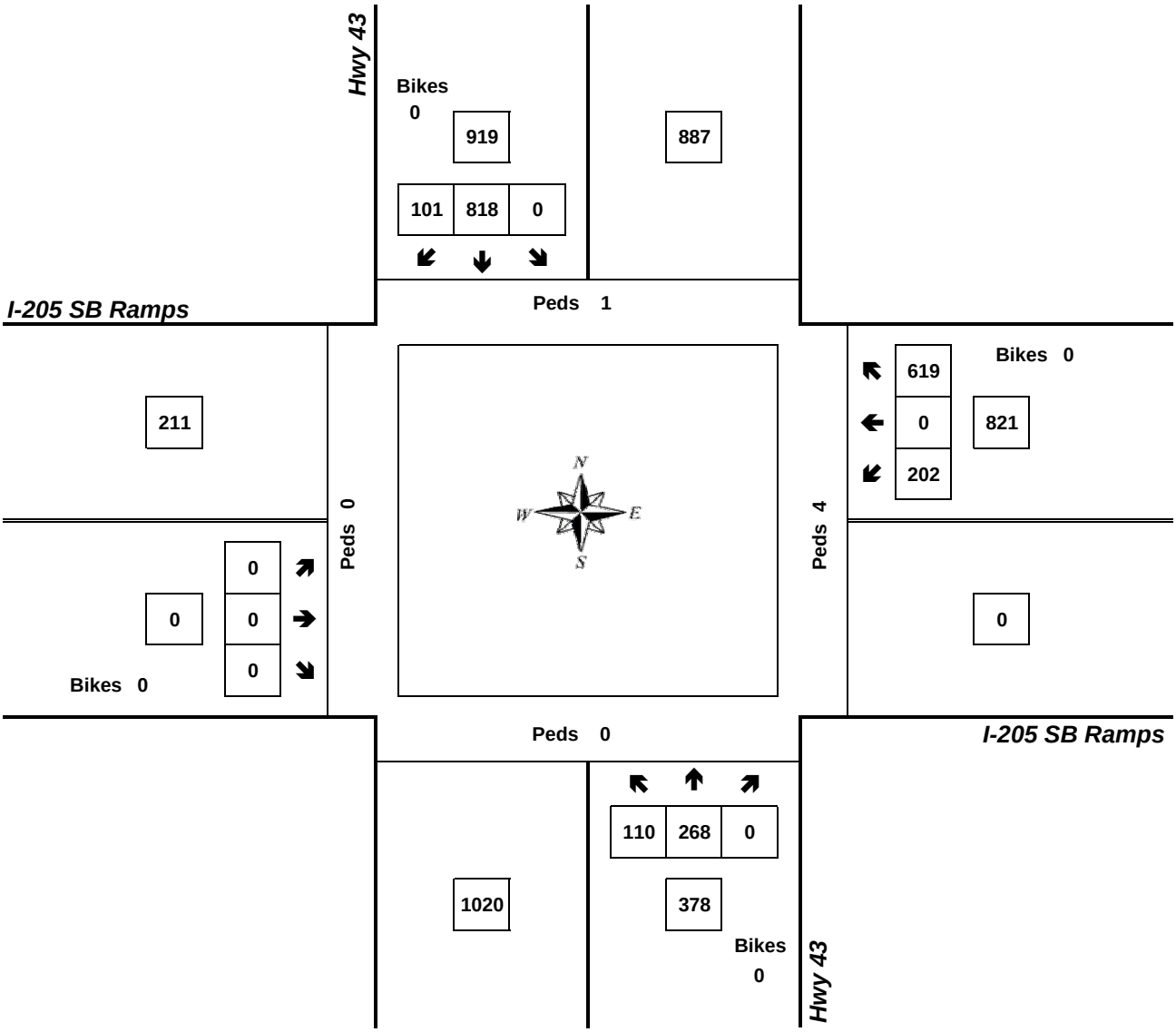
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	3	14	0	17	0	60	8	68	0	0	0	0	11	0	13	24	109
3:45 PM	1	10	0	11	0	56	12	68	0	0	0	0	9	0	13	22	101
4:00 PM	0	8	0	8	0	47	11	58	0	0	0	0	11	0	14	25	91
4:15 PM	0	5	0	5	0	40	7	47	0	0	0	0	10	0	13	23	75
4:30 PM	2	3	0	5	0	32	5	37	0	0	0	0	8	0	12	20	62
4:45 PM	3	2	0	5	0	31	1	32	0	0	0	0	9	0	11	20	57
5:00 PM	4	2	0	6	0	28	1	29	0	0	0	0	5	0	8	13	48
5:15 PM	4	2	0	6	0	29	2	31	0	0	0	0	7	0	5	12	49
5:30 PM	4	2	0	6	0	24	2	26	0	0	0	0	8	0	6	14	46

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & I-205 SB Ramps

4:15 PM to 5:15 PM
Wednesday, November 01, 2006

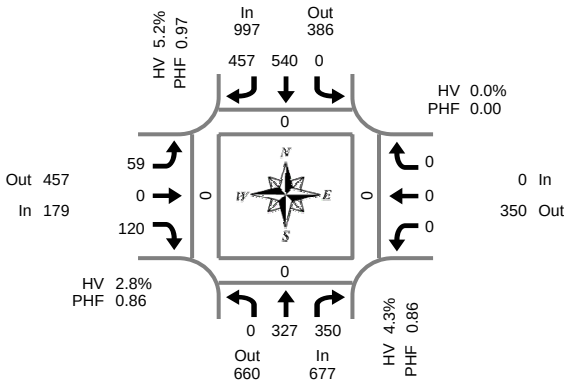


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.92	2.8%	821
NB	0.90	1.3%	378
SB	0.90	5.1%	919
Intersection	0.99	3.5%	2,118

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Hwy 43 & I-205 NB Ramps

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:15 PM to 5:15 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	94	61	0	0	99	133	0	29	0	37	0	0	0	0	0	453	0	0	0	0
3:45 PM	0	70	25	0	0	97	169	0	23	0	34	0	0	0	0	0	418	0	0	0	0
4:00 PM	0	80	81	0	0	122	109	1	21	0	35	0	0	0	0	0	448	0	0	0	0
4:15 PM	0	58	98	0	0	137	119	0	15	0	35	0	0	0	0	0	462	0	0	0	0
4:30 PM	0	96	65	0	0	136	122	0	19	0	33	0	0	0	0	0	471	0	0	0	0
4:45 PM	0	81	83	0	0	151	78	0	14	0	31	0	0	0	0	0	438	0	0	0	0
5:00 PM	0	92	104	0	0	116	138	0	11	0	21	0	0	0	0	0	482	0	0	0	0
5:15 PM	0	67	67	0	0	115	138	0	10	0	26	0	0	0	0	0	423	0	0	0	0
5:30 PM	0	92	45	0	0	132	121	0	2	0	31	0	0	0	0	0	423	0	0	0	1
5:45 PM	0	67	75	0	0	128	99	0	14	0	34	0	0	0	0	0	417	0	0	0	1
6:00 PM	0	56	72	0	0	125	108	0	17	0	30	0	0	0	0	0	408	0	0	0	0
6:15 PM	0	58	53	0	0	112	69	0	15	0	34	0	0	0	0	0	341	0	0	0	0
Total Survey	0	911	829	0	0	1,470	1,403	1	190	0	381	0	0	0	0	0	5,184	0	0	0	2

Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	677	660	1,337	0	997	386	1,383	0	179	457	636	0	0	350	350	0	1,853	0	0	0	0
%HV	4.3%				5.2%				2.8%				0.0%				4.6%				
PHF	0.86				0.97				0.86				0.00				0.96				

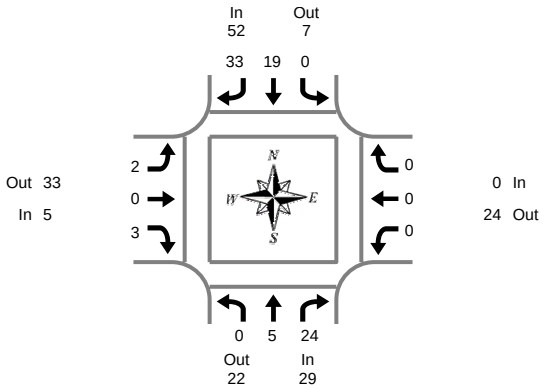
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	327	350	677	0	540	457	997	59	0	120	179	0	0	0	0	1,853
%HV	0.0%	1.5%	6.9%	4.3%	0.0%	3.5%	7.2%	5.2%	3.4%	0.0%	2.5%	2.8%	0.0%	0.0%	0.0%	0.0%	4.6%
PHF	0.00	0.85	0.84	0.86	0.00	0.89	0.83	0.97	0.78	0.00	0.86	0.86	0.00	0.00	0.00	0.00	0.96

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	302	265	0	0	455	530	1	88	0	141	0	0	0	0	0	1,781	0	0	0	0
3:45 PM	0	304	269	0	0	492	519	1	78	0	137	0	0	0	0	0	1,799	0	0	0	0
4:00 PM	0	315	327	0	0	546	428	1	69	0	134	0	0	0	0	0	1,819	0	0	0	0
4:15 PM	0	327	350	0	0	540	457	0	59	0	120	0	0	0	0	0	1,853	0	0	0	0
4:30 PM	0	336	319	0	0	518	476	0	54	0	111	0	0	0	0	0	1,814	0	0	0	0
4:45 PM	0	332	299	0	0	514	475	0	37	0	109	0	0	0	0	0	1,766	0	0	0	1
5:00 PM	0	318	291	0	0	491	496	0	37	0	112	0	0	0	0	0	1,745	0	0	0	2
5:15 PM	0	282	259	0	0	500	466	0	43	0	121	0	0	0	0	0	1,671	0	0	0	2
5:30 PM	0	273	245	0	0	497	397	0	48	0	129	0	0	0	0	0	1,589	0	0	0	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & I-205 NB Ramps

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:15 PM to 5:15 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	6	1	7	0	5	14	19	2	0	2	4	0	0	0	0	30
3:45 PM	0	3	3	6	0	4	12	16	1	0	1	2	0	0	0	0	24
4:00 PM	0	2	11	13	0	5	11	16	0	0	0	0	0	0	0	0	29
4:15 PM	0	4	7	11	0	4	16	20	0	0	0	0	0	0	0	0	31
4:30 PM	0	1	5	6	0	3	10	13	1	0	2	3	0	0	0	0	22
4:45 PM	0	0	4	4	0	5	5	10	0	0	1	1	0	0	0	0	15
5:00 PM	0	0	8	8	0	7	2	9	1	0	0	1	0	0	0	0	18
5:15 PM	0	1	2	3	0	1	7	8	0	0	0	0	0	0	0	0	11
5:30 PM	0	2	1	3	0	4	9	13	0	0	1	1	0	0	0	0	17
5:45 PM	0	1	2	3	0	2	2	4	0	0	0	0	0	0	0	0	7
6:00 PM	0	1	0	1	0	6	4	10	0	0	1	1	0	0	0	0	12
6:15 PM	0	2	2	4	0	2	4	6	0	0	0	0	0	0	0	0	10
Total Survey	0	23	46	69	0	48	96	144	5	0	8	13	0	0	0	0	226

Heavy Vehicle Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound I-205 NB Ramps			Westbound I-205 NB Ramps			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	29	22	51	52	7	59	5	33	38	0	24	24	86
PHF	0.24			0.25			0.21			0.00			0.26

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	5	24	29	0	19	33	52	2	0	3	5	0	0	0	0	86
PHF	0.00	0.11	0.26	0.24	0.00	0.32	0.21	0.25	0.17	0.00	0.25	0.21	0.00	0.00	0.00	0.00	0.26

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

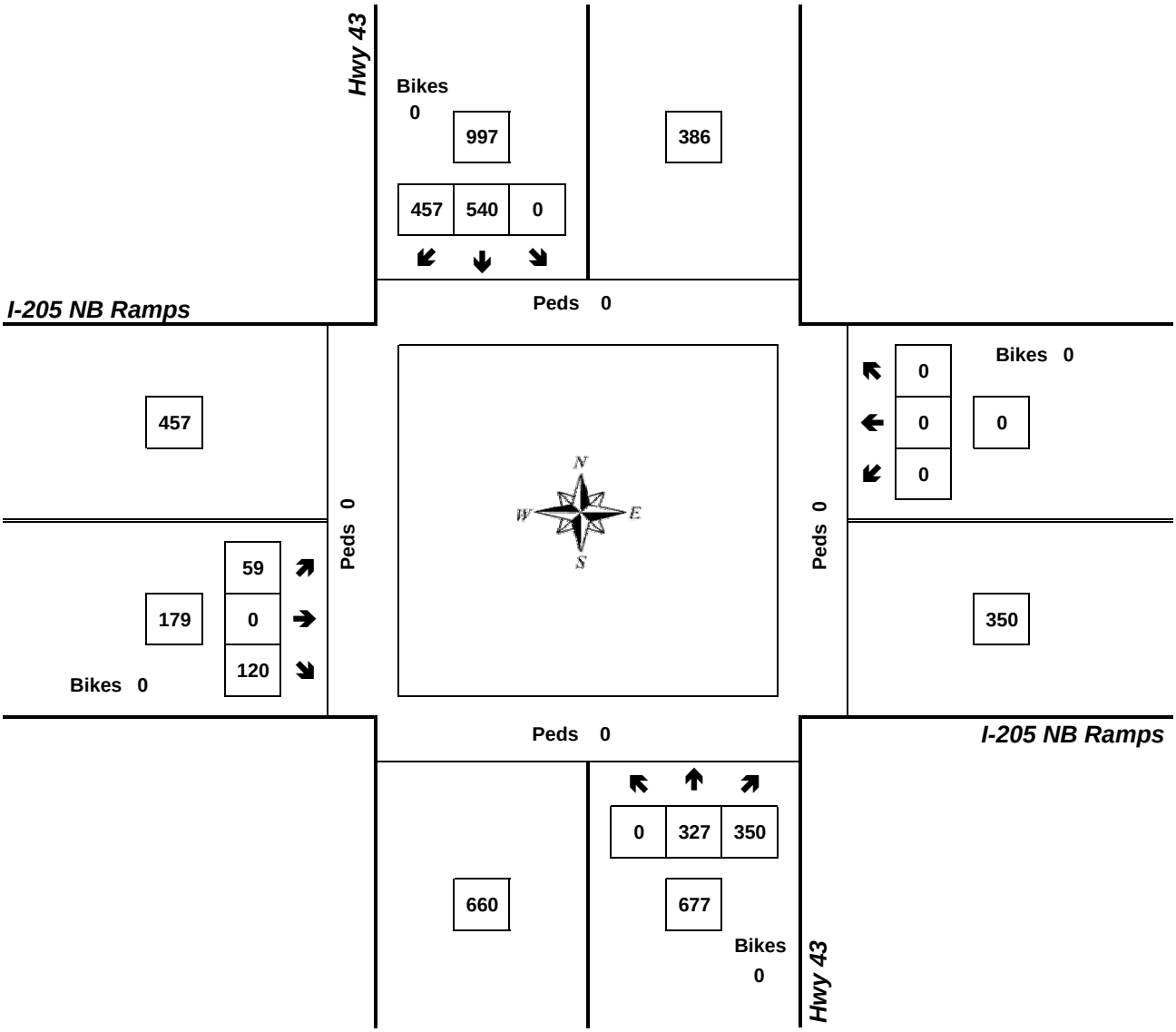
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	15	22	37	0	18	53	71	3	0	3	6	0	0	0	0	114
3:45 PM	0	10	26	36	0	16	49	65	2	0	3	5	0	0	0	0	106
4:00 PM	0	7	27	34	0	17	42	59	1	0	3	4	0	0	0	0	97
4:15 PM	0	5	24	29	0	19	33	52	2	0	3	5	0	0	0	0	86
4:30 PM	0	2	19	21	0	16	24	40	2	0	3	5	0	0	0	0	66
4:45 PM	0	3	15	18	0	17	23	40	1	0	2	3	0	0	0	0	61
5:00 PM	0	4	13	17	0	14	20	34	1	0	1	2	0	0	0	0	53
5:15 PM	0	5	5	10	0	13	22	35	0	0	2	2	0	0	0	0	47
5:30 PM	0	6	5	11	0	14	19	33	0	0	2	2	0	0	0	0	46

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & I-205 NB Ramps

4:15 PM to 5:15 PM
Wednesday, November 01, 2006

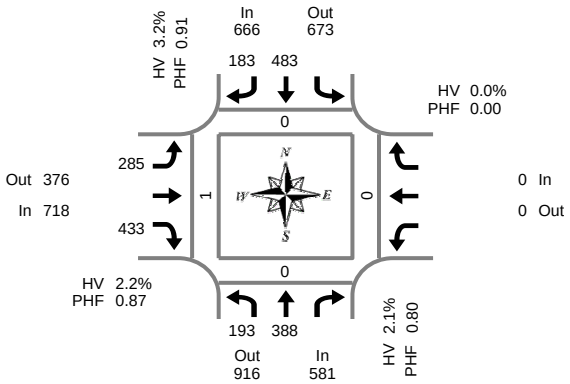


Approach	PHF	HV%	Volume
EB	0.86	2.8%	179
WB	0.00	0.0%	0
NB	0.86	4.3%	677
SB	0.97	5.2%	997
Intersection	0.96	4.6%	1,853

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:15 PM to 5:15 PM

Hwy 43 & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	35	84		0		98	41	0	67		65	0				0	390	0	0	0	0
3:45 PM	45	66		0		104	46	0	40		62	0				0	363	0	0	0	0
4:00 PM	47	87		0		110	44	1	63		92	0				0	443	0	0	0	1
4:15 PM	40	99		0		137	45	0	68		98	0				0	487	0	0	0	0
4:30 PM	35	82		0		124	42	0	83		124	0				0	490	0	0	0	0
4:45 PM	55	89		0		134	43	0	64		105	1				0	490	0	0	0	0
5:00 PM	63	118		0		88	53	0	70		106	0				0	498	0	0	0	1
5:15 PM	45	87		0		100	39	0	44		83	0				0	398	0	0	0	0
5:30 PM	38	100		0		130	41	0	53		67	0				0	429	0	0	0	0
5:45 PM	41	81		0		120	41	0	50		84	0				0	417	0	0	0	0
6:00 PM	42	69		0		99	44	0	60		79	0				0	393	0	0	0	0
6:15 PM	28	57		0		105	46	0	57		78	0				0	371	0	0	0	0
Total Survey	514	1,019		0		1,349	525	1	719		1,043	1				0	5,169	0	0	0	2

Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound Hwy 43				Southbound Hwy 43				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	581	916	1,497	0	666	673	1,339	0	718	376	1,094	1	0	0	0	0	1,965	0	0	0	1
%HV	2.1%				3.2%				2.2%				0.0%				2.5%				
PHF	0.80				0.91				0.87				0.00				0.99				

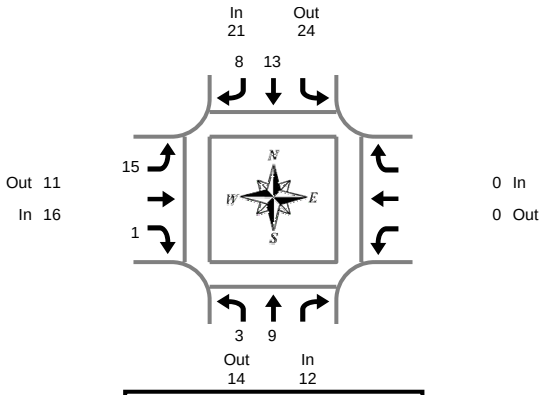
By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	193	388		581		483	183	666	285		433	718				0	1,965
%HV	1.6%	2.3%	NA	2.1%	NA	2.7%	4.4%	3.2%	5.3%	NA	0.2%	2.2%	NA	NA	NA	0.0%	2.5%
PHF	0.77	0.82		0.80		0.88	0.86	0.91	0.86		0.87	0.87				0.00	0.99

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	167	336		0		449	176	1	238		317	0				0	1,683	0	0	0	1
3:45 PM	167	334		0		475	177	1	254		376	0				0	1,783	0	0	0	1
4:00 PM	177	357		0		505	174	1	278		419	1				0	1,910	0	0	0	1
4:15 PM	193	388		0		483	183	0	285		433	1				0	1,965	0	0	0	1
4:30 PM	198	376		0		446	177	0	261		418	1				0	1,876	0	0	0	1
4:45 PM	201	394		0		452	176	0	231		361	1				0	1,815	0	0	0	1
5:00 PM	187	386		0		438	174	0	217		340	0				0	1,742	0	0	0	1
5:15 PM	166	337		0		449	165	0	207		313	0				0	1,637	0	0	0	0
5:30 PM	149	307		0		454	172	0	220		308	0				0	1,610	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Hwy 43 & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:15 PM to 5:15 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	2	4		6		3	1	4	3		2	5				0	15
3:45 PM	1	1		2		4	4	8	9		1	10				0	20
4:00 PM	1	3		4		4	1	5	10		1	11				0	20
4:15 PM	2	5		7		4	1	5	7		0	7				0	19
4:30 PM	1	2		3		2	3	5	5		1	6				0	14
4:45 PM	0	0		0		4	2	6	1		0	1				0	7
5:00 PM	0	2		2		3	2	5	2		0	2				0	9
5:15 PM	1	3		4		2	2	4	4		0	4				0	12
5:30 PM	0	1		1		3	0	3	0		2	2				0	6
5:45 PM	1	1		2		0	3	3	1		0	1				0	6
6:00 PM	0	0		0		4	0	4	1		1	2				0	6
6:15 PM	1	0		1		3	1	4	5		0	5				0	10
Total Survey	10	22		32		36	20	56	48		8	56				0	144

Heavy Vehicle Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound Hwy 43			Southbound Hwy 43			Eastbound Willamette Falls Dr			Westbound Willamette Falls Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	12	14	26	21	24	45	16	11	27	0	0	0	49
PHF	0.21			0.29			0.14			0.00			0.21

By Movement	Northbound Hwy 43				Southbound Hwy 43				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	3	9		12		13	8	21	15		1	16				0	49
PHF	0.19	0.23		0.21		0.27	0.29	0.29	0.14		0.06	0.14				0.00	0.21

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

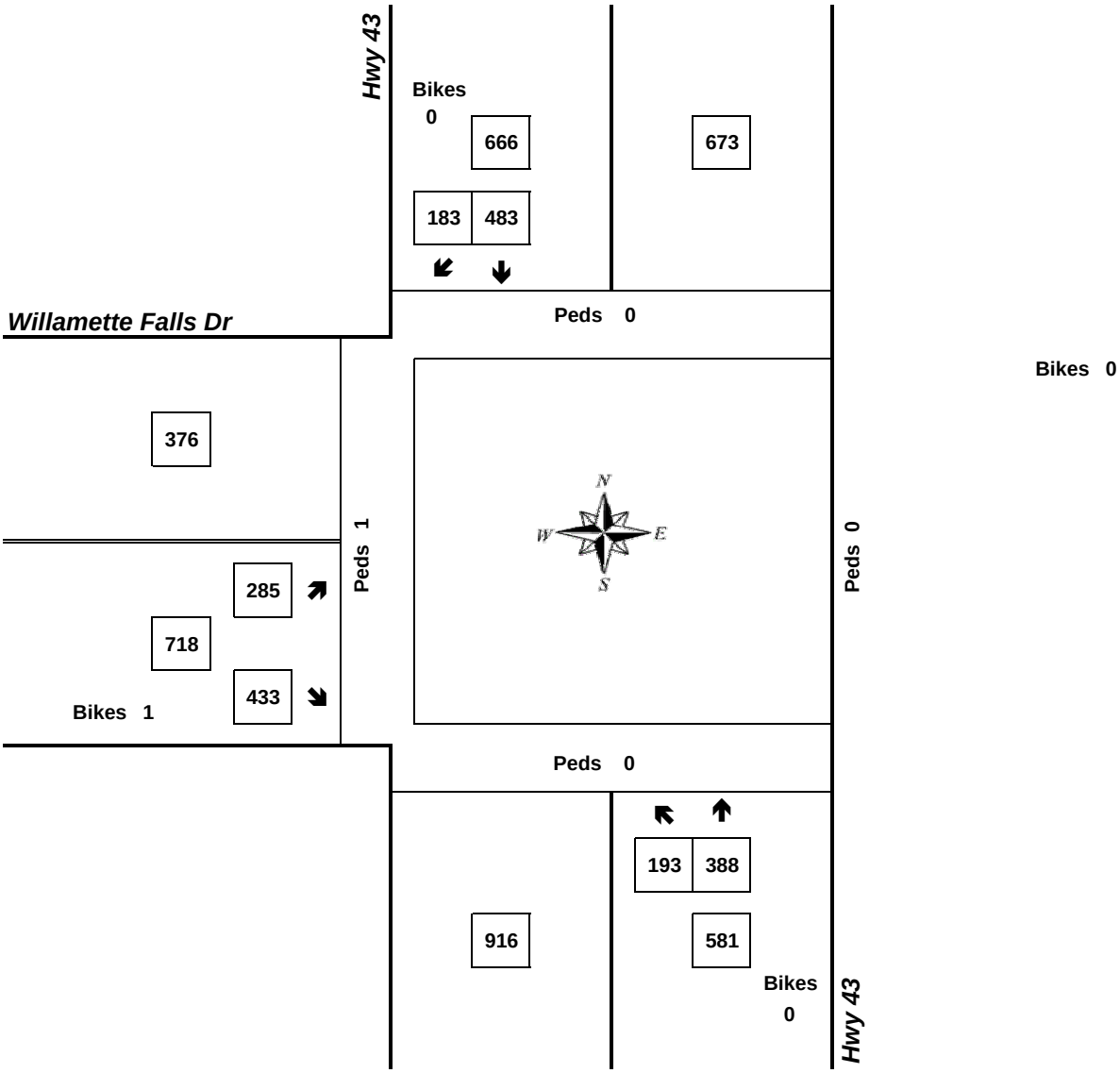
Interval Start Time	Northbound Hwy 43				Southbound Hwy 43				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	6	13		19		15	7	22	29		4	33				0	74
3:45 PM	5	11		16		14	9	23	31		3	34				0	73
4:00 PM	4	10		14		14	7	21	23		2	25				0	60
4:15 PM	3	9		12		13	8	21	15		1	16				0	49
4:30 PM	2	7		9		11	9	20	12		1	13				0	42
4:45 PM	1	6		7		12	6	18	7		2	9				0	34
5:00 PM	2	7		9		8	7	15	7		2	9				0	33
5:15 PM	2	5		7		9	5	14	6		3	9				0	30
5:30 PM	2	2		4		10	4	14	7		3	10				0	28

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Hwy 43 & Willamette Falls Dr

4:15 PM to 5:15 PM
Wednesday, November 01, 2006

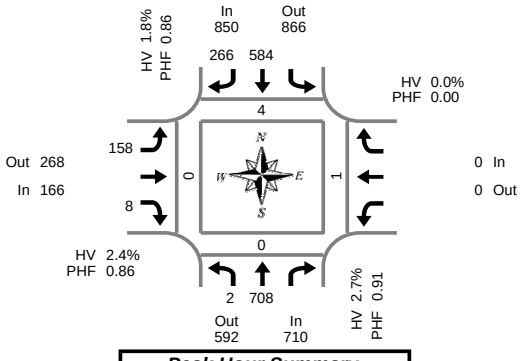


Approach	PHF	HV%	Volume
EB	0.87	2.2%	718
WB	0.00	0.0%	0
NB	0.80	2.1%	581
SB	0.91	3.2%	666
Intersection	0.99	2.5%	1,965

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



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

Willamette Falls Dr & Sunset Ave

Thursday, March 15, 2007
4:00 PM to 6:00 PM

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

Interval Start Time	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes		L		R	Bikes				Bikes		North	South	East	West
4:00 PM	0	41		0	24	18	0		13		0	0				0	96	0	0	0	0
4:05 PM	0	40		0	26	17	0		19		1	0				0	103	1	0	0	0
4:10 PM	0	35		0	17	18	0		15		0	0				0	85	0	0	0	0
4:15 PM	0	43		0	23	23	0		14		2	0				0	105	0	0	0	0
4:20 PM	0	45		0	19	20	0		14		1	0				0	99	0	0	0	0
4:25 PM	0	51		0	22	16	0		12		0	0				0	101	0	0	0	0
4:30 PM	0	30		0	18	21	0		13		2	0				0	84	5	0	0	0
4:35 PM	0	53		0	25	17	0		19		0	0				0	114	0	0	0	0
4:40 PM	0	46		0	25	16	1		14		1	0				0	102	0	0	0	0
4:45 PM	0	49		0	42	17	0		14		0	0				0	122	0	0	0	0
4:50 PM	0	53		0	45	27	0		16		1	0				0	142	0	0	0	0
4:55 PM	0	49		0	64	26	0		12		0	0				0	151	0	0	0	0
5:00 PM	0	65		0	34	29	0		19		0	0				0	147	0	0	0	0
5:05 PM	0	59		1	28	18	0		16		0	0				0	121	0	0	0	0
5:10 PM	0	58		0	61	20	0		12		0	0				0	151	0	0	0	0
5:15 PM	0	68		0	60	24	0		8		0	0				0	160	0	0	0	0
5:20 PM	1	60		0	60	22	0		10		3	0				0	156	0	0	0	0
5:25 PM	0	64		0	46	18	0		15		1	0				0	144	2	0	0	0
5:30 PM	1	70		0	52	22	0		8		2	0				0	155	1	0	1	0
5:35 PM	0	56		0	46	17	0		17		1	0				0	137	1	0	0	0
5:40 PM	0	57		0	46	26	1		11		0	0				0	140	0	0	0	0
5:45 PM	0	38		0	37	27	0		12		1	0				0	115	0	0	0	0
5:50 PM	0	63		0	27	17	0		11		0	0				0	118	0	0	0	0
5:55 PM	0	68		0	25	21	0		17		1	0				0	132	0	1	0	1
Total Survey	2	1,261		1	872	497	2		331		17	0				0	2,980	10	1	1	1

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

Interval Start Time	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes		L		R	Bikes				Bikes		North	South	East	West
4:00 PM	0	116		0	67	53	0		47		1	0				0	284	1	0	0	0
4:15 PM	0	139		0	64	59	0		40		3	0				0	305	0	0	0	0
4:30 PM	0	129		0	68	54	1		46		3	0				0	300	5	0	0	0
4:45 PM	0	151		0	151	70	0		42		1	0				0	415	0	0	0	0
5:00 PM	0	182		1	123	67	0		47		0	0				0	419	0	0	0	0
5:15 PM	1	192		0	166	64	0		33		4	0				0	460	2	0	0	0
5:30 PM	1	183		0	144	65	1		36		3	0				0	432	2	0	1	0
5:45 PM	0	169		0	89	65	0		40		2	0				0	365	0	1	0	1
Total Survey	2	1,261		1	872	497	2		331		17	0				0	2,980	10	1	1	1

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

By Approach	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	710	592	1,302	1	850	866	1,716	1	166	268	434	0	0	0	0	0	1,726	4	0	1	0
%HV	2.7%				1.8%				2.4%				0.0%				2.2%				
PHF	0.91				0.86				0.86				0.00				0.92				

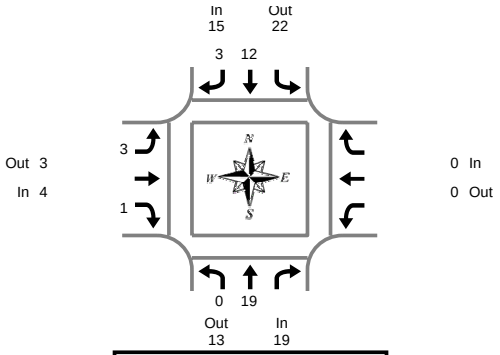
By Movement	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	2	708		710		584	266	850	158		8	166				0	1,726
%HV	0.0%	2.7%	NA	2.7%	NA	2.1%	1.1%	1.8%	1.9%	NA	12.5%	2.4%	NA	NA	NA	0.0%	2.2%
PHF	0.25	0.91		0.91		0.81	0.81	0.86	0.84		0.33	0.86				0.00	0.92

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

Interval Start Time	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes		L		R	Bikes				Bikes		North	South	East	West
4:00 PM	0	535		0	350	236	1		175		8	0				0	1,304	6	0	0	0
4:15 PM	0	601		1	406	250	1		175		7	0				0	1,439	5	0	0	0
4:30 PM	1	654		1	508	255	1		168		8	0				0	1,594	7	0	0	0
4:45 PM	2	708		1	584	266	1		158		8	0				0	1,726	4	0	1	0
5:00 PM	2	726		1	522	261	1		156		9	0				0	1,676	4	1	1	1

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Willamette Falls Dr & Sunset Ave

Thursday, March 15, 2007
4:00 PM to 6:00 PM

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

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total
	L	T		Total	T	R	Total		L		R	Total				Total	
4:00 PM	0	1		1	1	1	2		1		0	1				0	4
4:05 PM	0	3		3	1	3	4		2		0	2				0	9
4:10 PM	0	1		1	1	0	1		0		0	0				0	2
4:15 PM	0	3		3	1	1	2		0		0	0				0	5
4:20 PM	0	3		3	1	0	1		0		0	0				0	4
4:25 PM	0	4		4	1	2	3		1		0	1				0	8
4:30 PM	0	2		2	2	1	3		0		1	1				0	6
4:35 PM	0	3		3	1	1	2		0		0	0				0	5
4:40 PM	0	0		0	2	0	2		1		1	2				0	4
4:45 PM	0	2		2	0	0	0		1		0	1				0	3
4:50 PM	0	2		2	1	0	1		0		1	1				0	4
4:55 PM	0	2		2	1	0	1		1		0	1				0	4
5:00 PM	0	1		1	2	0	2		0		0	0				0	3
5:05 PM	0	1		1	0	0	0		0		0	0				0	1
5:10 PM	0	0		0	0	0	0		0		0	0				0	0
5:15 PM	0	3		3	1	0	1		0		0	0				0	4
5:20 PM	0	2		2	1	1	2		0		0	0				0	4
5:25 PM	0	3		3	2	0	2		0		0	0				0	5
5:30 PM	0	1		1	1	1	2		0		0	0				0	3
5:35 PM	0	1		1	2	1	3		0		0	0				0	4
5:40 PM	0	1		1	1	0	1		1		0	1				0	3
5:45 PM	0	1		1	0	0	0		0		0	0				0	1
5:50 PM	0	3		3	0	2	2		0		0	0				0	5
5:55 PM	0	0		0	0	0	0		2		0	2				0	2
Total Survey	0	43		43	23	14	37		10		3	13				0	93

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

Interval Start Time	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total
	L	T		Total	T	R	Total		L		R	Total				Total	
4:00 PM	0	5		5	3	4	7		3		0	3				0	15
4:15 PM	0	10		10	3	3	6		1		0	1				0	17
4:30 PM	0	5		5	5	2	7		1		2	3				0	15
4:45 PM	0	6		6	2	0	2		2		1	3				0	11
5:00 PM	0	2		2	2	0	2		0		0	0				0	4
5:15 PM	0	8		8	4	1	5		0		0	0				0	13
5:30 PM	0	3		3	4	2	6		1		0	1				0	10
5:45 PM	0	4		4	0	2	2		2		0	2				0	8
Total Survey	0	43		43	23	14	37		10		3	13				0	93

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

By Approach	Northbound Willamette Falls Dr			Southbound Willamette Falls Dr			Eastbound Sunset Ave			Westbound Sunset Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	19	13	32	15	22	37	4	3	7	0	0	0	38
PHF	0.59			0.54			0.33			0.00			0.73

By Movement	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Total
	L	T		Total	T	R	Total		L		R	Total				Total	
Volume	0	19		19	12	3	15		3		1	4				0	38
PHF	0.00	0.59		0.59	0.60	0.38	0.54		0.38		0.25	0.33				0.00	0.73

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

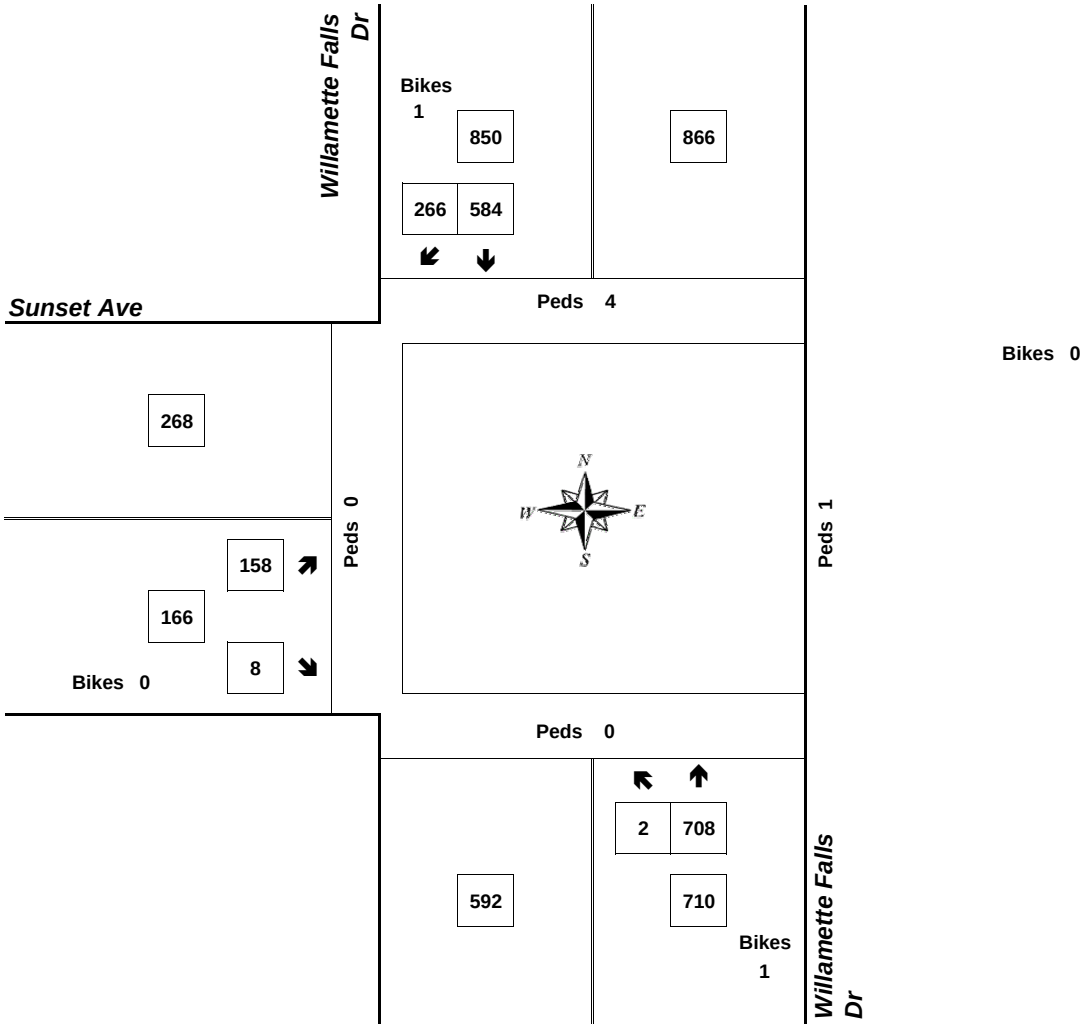
Interval Start Time	Northbound Willamette Falls Dr				Southbound Willamette Falls Dr				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total
	L	T		Total	T	R	Total		L		R	Total				Total	
4:00 PM	0	26		26	13	9	22		7		3	10				0	58
4:15 PM	0	23		23	12	5	17		4		3	7				0	47
4:30 PM	0	21		21	13	3	16		3		3	6				0	43
4:45 PM	0	19		19	12	3	15		3		1	4				0	38
5:00 PM	0	17		17	10	5	15		3		0	3				0	35

Peak Hour Summary

Clay Carney
(503) 833-2740

Willamette Falls Dr & Sunset Ave

4:45 PM to 5:45 PM
Thursday, March 15, 2007

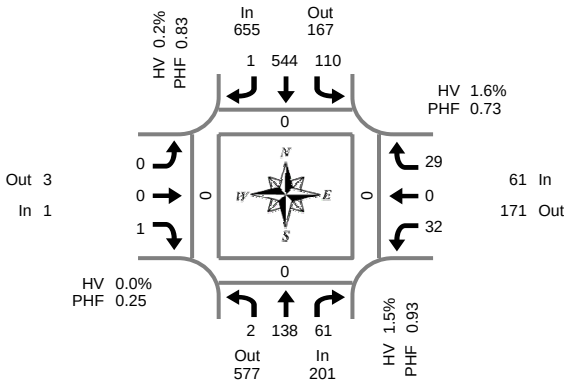


Approach	PHF	HV%	Volume
EB	0.86	2.4%	166
WB	0.00	0.0%	0
NB	0.91	2.7%	710
SB	0.86	1.8%	850
Intersection	0.92	2.2%	1,726

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Rosemont Rd & Carriage Way

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

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

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Carriage Way				Westbound Carriage Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	49	10	0	13	65	0	0	0	0	0	0	4	0	12	0	153	0	1	0	0
3:45 PM	0	39	7	0	22	98	0	0	0	0	0	0	8	0	14	0	188	0	0	0	0
4:00 PM	0	39	15	0	24	90	1	0	0	0	0	0	6	0	10	0	185	0	0	0	0
4:15 PM	0	43	9	0	21	92	1	0	0	0	0	0	11	0	9	0	186	0	0	0	0
4:30 PM	0	39	12	0	10	106	0	0	2	0	0	0	4	0	13	0	186	0	0	0	0
4:45 PM	0	32	15	0	21	103	0	0	0	0	1	0	8	0	8	0	188	0	0	0	0
5:00 PM	0	36	15	0	33	128	0	0	0	0	0	0	11	0	4	0	227	0	0	0	0
5:15 PM	1	34	14	0	31	165	1	0	0	0	0	0	11	0	10	0	267	0	0	0	0
5:30 PM	1	36	17	0	25	148	0	0	0	0	0	0	2	0	7	0	236	0	0	0	0
5:45 PM	0	29	14	0	27	107	0	0	0	0	0	0	7	0	4	0	188	0	0	0	0
6:00 PM	0	30	15	0	17	73	0	0	0	0	0	0	10	0	1	0	146	0	0	0	0
6:15 PM	0	32	10	0	19	70	0	0	1	0	0	0	10	0	12	0	154	0	0	0	0
Total Survey	2	438	153	0	263	1,245	3	0	3	0	1	0	92	0	104	0	2,304	0	1	0	0

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

By Approach	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Carriage Way				Westbound Carriage Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	201	577	778	0	655	167	822	0	1	3	4	0	61	171	232	0	918	0	0	0	0
%HV	1.5%				0.2%				0.0%				1.6%				0.5%				
PHF	0.93				0.83				0.25				0.73				0.86				

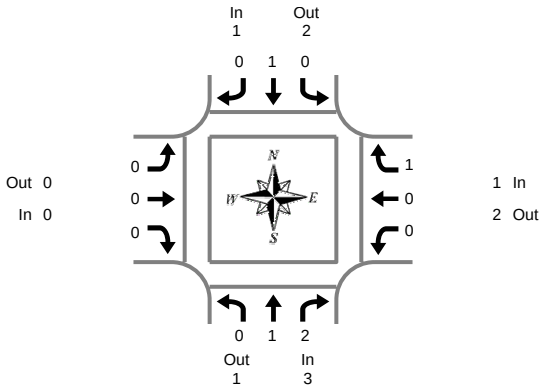
By Movement	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Carriage Way				Westbound Carriage Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	138	61	201	110	544	1	655	0	0	1	1	32	0	29	61	918
%HV	0.0%	0.7%	3.3%	1.5%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	1.6%	0.5%
PHF	0.50	0.96	0.90	0.93	0.83	0.82	0.25	0.83	0.00	0.00	0.25	0.25	0.73	0.00	0.73	0.73	0.86

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Carriage Way				Westbound Carriage Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	170	41	0	80	345	2	0	0	0	0	0	29	0	45	0	712	0	1	0	0
3:45 PM	0	160	43	0	77	386	2	0	2	0	0	0	29	0	46	0	745	0	0	0	0
4:00 PM	0	153	51	0	76	391	2	0	2	0	1	0	29	0	40	0	745	0	0	0	0
4:15 PM	0	150	51	0	85	429	1	0	2	0	1	0	34	0	34	0	787	0	0	0	0
4:30 PM	1	141	56	0	95	502	1	0	2	0	1	0	34	0	35	0	868	0	0	0	0
4:45 PM	2	138	61	0	110	544	1	0	0	0	1	0	32	0	29	0	918	0	0	0	0
5:00 PM	2	135	60	0	116	548	1	0	0	0	0	0	31	0	25	0	918	0	0	0	0
5:15 PM	2	129	60	0	100	493	1	0	0	0	0	0	30	0	22	0	837	0	0	0	0
5:30 PM	1	127	56	0	88	398	0	0	1	0	0	0	29	0	24	0	724	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Rosemont Rd & Carriage Way

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Carriage Way				Westbound Carriage Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
3:45 PM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	2	2	7
4:00 PM	0	0	1	1	1	3	0	4	0	0	0	0	2	0	1	3	8
4:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	5	3	8	1	9	0	10	1	0	0	1	3	0	5	8	27

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

By Approach	Northbound Rosemont Rd			Southbound Rosemont Rd			Eastbound Carriage Way			Westbound Carriage Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	1	4	1	2	3	0	0	0	1	2	3	5
PHF	0.19			0.03			0.00			0.04			0.07

By Movement	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Carriage Way				Westbound Carriage Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1	2	3	0	1	0	1	0	0	0	0	0	0	1	1	5
PHF	0.00	0.08	0.25	0.19	0.00	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.04	0.07

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

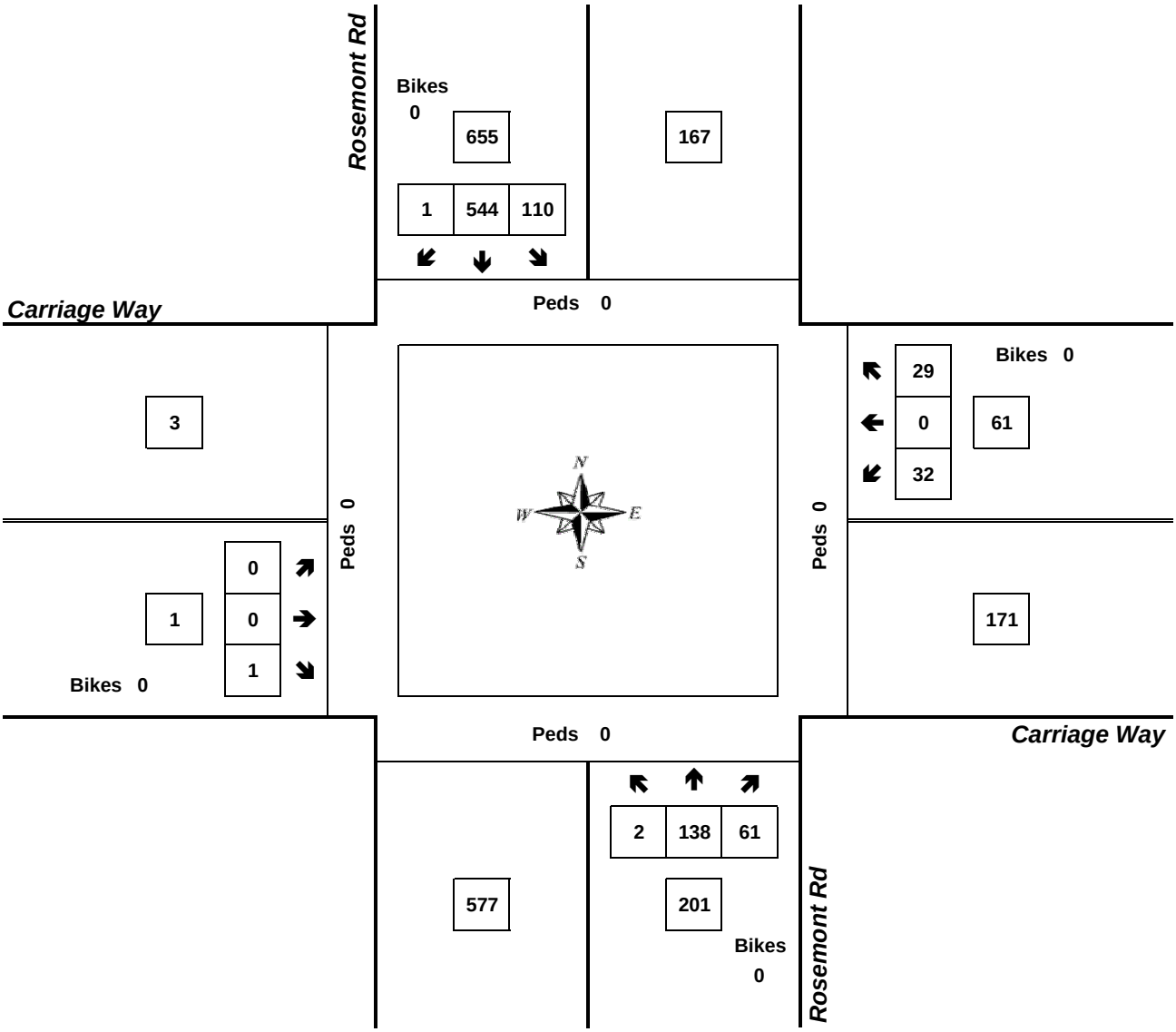
Interval Start Time	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Carriage Way				Westbound Carriage Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	4	1	5	1	8	0	9	0	0	0	0	3	0	4	7	21
3:45 PM	0	3	1	4	1	7	0	8	1	0	0	1	3	0	3	6	19
4:00 PM	0	1	1	2	1	4	0	5	1	0	0	1	3	0	1	4	12
4:15 PM	0	1	1	2	0	2	0	2	1	0	0	1	1	0	0	1	6
4:30 PM	0	0	2	2	0	1	0	1	1	0	0	1	0	0	0	0	4
4:45 PM	0	1	2	3	0	1	0	1	0	0	0	0	0	0	1	1	5
5:00 PM	0	1	2	3	0	1	0	1	0	0	0	0	0	0	1	1	5
5:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Rosemont Rd & Carriage Way

4:45 PM to 5:45 PM
Tuesday, November 07, 2006

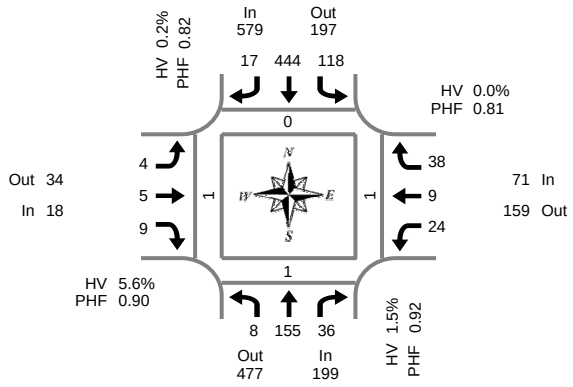


Approach	PHF	HV%	Volume
EB	0.25	0.0%	1
WB	0.73	1.6%	61
NB	0.93	1.5%	201
SB	0.83	0.2%	655
Intersection	0.86	0.5%	918

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

Rosemont Rd & Hidden Springs Rd

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	3	34	1	0	14	57	1	0	1	1	0	0	7	3	20	0	142	0	0	0	0
3:45 PM	2	35	7	0	26	71	3	0	1	0	4	0	2	1	7	0	159	0	0	0	1
4:00 PM	2	42	9	0	18	81	1	0	1	2	3	0	9	2	11	0	181	0	0	0	0
4:15 PM	4	44	8	0	20	81	1	0	1	2	1	0	12	3	11	0	188	1	0	0	2
4:30 PM	2	39	11	0	15	86	1	0	1	1	0	0	6	1	7	0	170	0	2	1	0
4:45 PM	1	39	7	0	18	89	5	0	0	0	0	0	9	3	7	0	178	0	1	0	0
5:00 PM	1	38	12	0	18	113	4	0	0	1	3	0	7	1	13	0	211	0	0	0	1
5:15 PM	3	42	5	0	37	136	3	0	3	1	1	0	5	1	6	0	243	0	0	0	0
5:30 PM	2	42	10	0	37	107	8	0	0	2	2	0	9	2	11	0	232	0	0	0	0
5:45 PM	2	33	9	0	26	88	2	0	1	1	3	0	3	5	8	0	181	0	1	1	0
6:00 PM	3	30	7	0	21	60	3	0	0	3	0	0	4	0	10	0	141	0	0	0	0
6:15 PM	2	30	5	0	19	53	3	0	1	2	3	0	6	1	12	0	137	0	0	0	0
Total Survey	27	448	91	0	269	1,022	35	0	10	16	20	0	79	23	123	0	2,163	1	4	2	4

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	199	477	676	0	579	197	776	0	18	34	52	0	71	159	230	0	867	0	1	1	1
%HV	1.5%				0.2%				5.6%				0.0%				0.6%				
PHF	0.92				0.82				0.90				0.81				0.89				

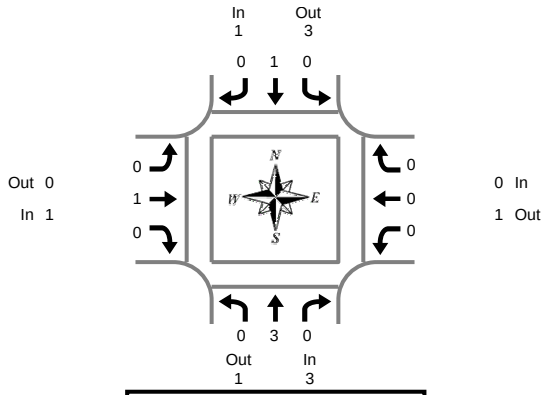
By Movement	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	8	155	36	199	118	444	17	579	4	5	9	18	24	9	38	71	867
%HV	0.0%	1.9%	0.0%	1.5%	0.0%	0.2%	0.0%	0.2%	0.0%	20.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.6%
PHF	0.67	0.92	0.75	0.92	0.80	0.82	0.53	0.82	0.33	0.63	0.75	0.90	0.67	0.45	0.73	0.81	0.89

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	11	155	25	0	78	290	6	0	4	5	8	0	30	9	49	0	670	1	0	0	3
3:45 PM	10	160	35	0	79	319	6	0	4	5	8	0	29	7	36	0	698	1	2	1	3
4:00 PM	9	164	35	0	71	337	8	0	3	5	4	0	36	9	36	0	717	1	3	1	2
4:15 PM	8	160	38	0	71	369	11	0	2	4	4	0	34	8	38	0	747	1	3	1	3
4:30 PM	7	158	35	0	88	424	13	0	4	3	4	0	27	6	33	0	802	0	3	1	1
4:45 PM	7	161	34	0	110	445	20	0	3	4	6	0	30	7	37	0	864	0	1	0	1
5:00 PM	8	155	36	0	118	444	17	0	4	5	9	0	24	9	38	0	867	0	1	1	1
5:15 PM	10	147	31	0	121	391	16	0	4	7	6	0	21	8	35	0	797	0	1	1	0
5:30 PM	9	135	31	0	103	308	16	0	2	8	8	0	22	8	41	0	691	0	1	1	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Rosemont Rd & Hidden Springs Rd

Tuesday, November 07, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
3:45 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
4:00 PM	0	1	0	1	1	4	0	5	0	0	0	0	1	1	0	2	8
4:15 PM	0	1	0	1	0	2	0	2	0	0	0	0	3	0	0	3	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Survey	0	7	1	8	1	11	0	12	0	1	0	1	5	1	1	7	28

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Rosemont Rd			Southbound Rosemont Rd			Eastbound Hidden Springs Rd			Westbound Hidden Springs Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	1	4	1	3	4	1	0	1	0	1	1	5
PHF	0.25			0.03			0.25			0.00			0.07

By Movement	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	3	0	3	0	1	0	1	0	1	0	1	0	0	0	0	5
PHF	0.00	0.25	0.00	0.25	0.00	0.03	0.00	0.03	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.07

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

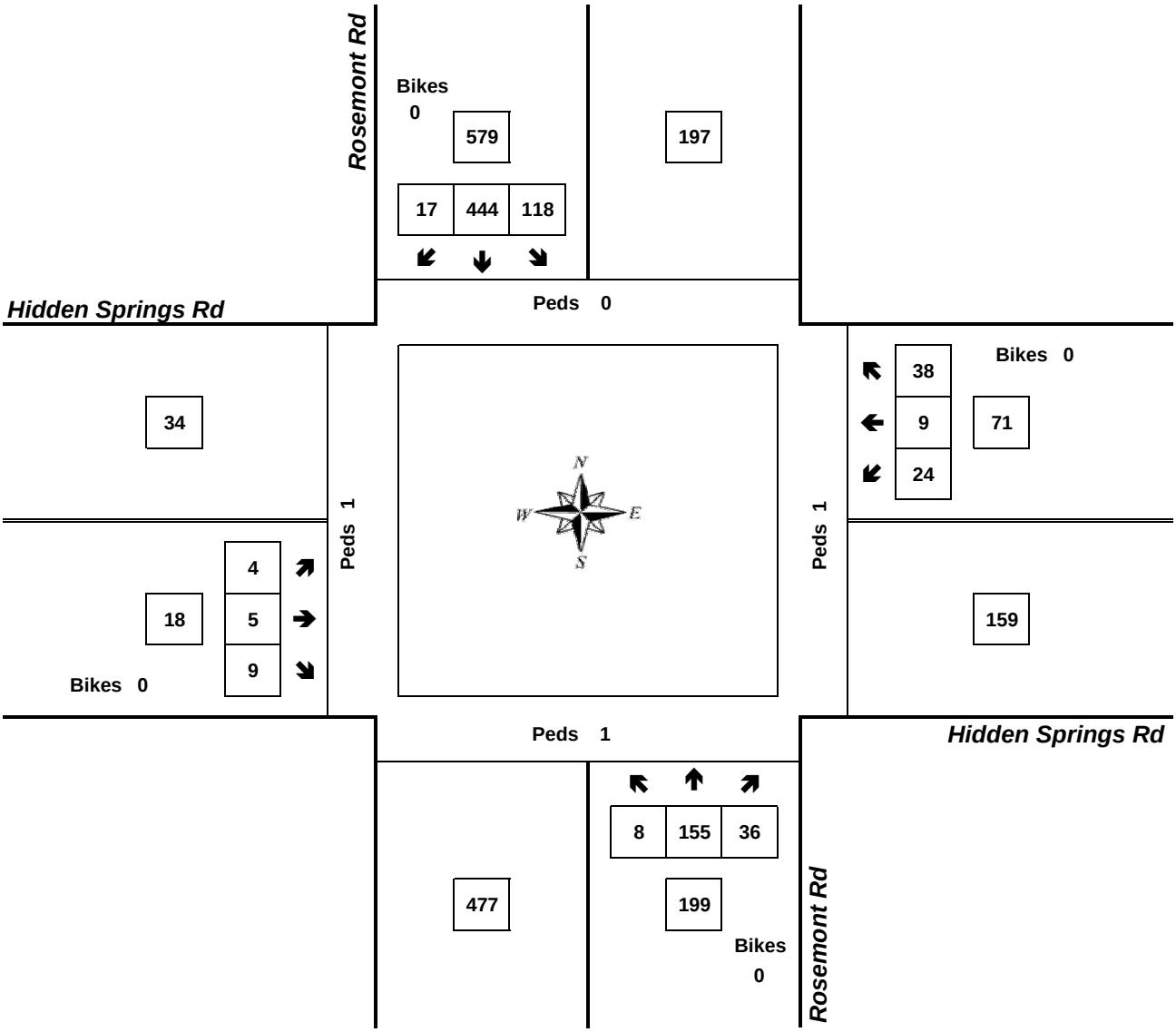
Interval Start Time	Northbound Rosemont Rd				Southbound Rosemont Rd				Eastbound Hidden Springs Rd				Westbound Hidden Springs Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	4	0	4	1	10	0	11	0	0	0	0	4	1	1	6	21
3:45 PM	0	3	0	3	1	9	0	10	0	0	0	0	4	1	0	5	18
4:00 PM	0	2	0	2	1	6	0	7	0	0	0	0	5	1	0	6	15
4:15 PM	0	2	0	2	0	3	0	3	0	0	0	0	4	0	0	4	9
4:30 PM	0	2	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
4:45 PM	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1	6
5:00 PM	0	3	0	3	0	1	0	1	0	1	0	1	0	0	0	0	5
5:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
5:30 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3

Peak Hour Summary

Clay Carney
(503) 833-2740

Rosemont Rd & Hidden Springs Rd

5:00 PM to 6:00 PM
Tuesday, November 07, 2006

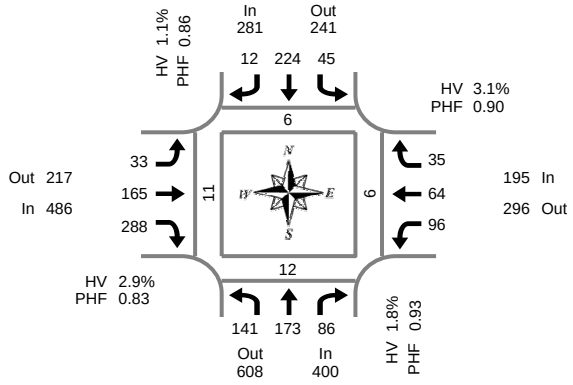


Approach	PHF	HV%	Volume
EB	0.90	5.6%	18
WB	0.81	0.0%	71
NB	0.92	1.5%	199
SB	0.82	0.2%	579
Intersection	0.89	0.6%	867

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Salamo Rd & Rosemont Rd

Tuesday, November 14, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:25 PM to 5:25 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Rosemont Rd				Westbound Rosemont Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	34	27	17	0	4	43	3	0	6	17	41	0	37	25	4	1	258	2	6	4	0
3:45 PM	27	41	20	0	13	51	9	0	5	29	89	2	26	18	9	0	337	13	9	5	5
4:00 PM	54	47	36	1	5	53	4	0	7	31	77	1	17	18	5	0	354	4	1	4	0
4:15 PM	38	39	20	0	4	42	2	0	8	29	57	0	21	16	15	0	291	5	5	2	7
4:30 PM	41	40	16	0	6	48	5	0	9	40	76	0	18	17	7	0	323	2	6	2	4
4:45 PM	37	53	16	0	16	61	2	1	6	37	71	1	25	20	6	0	350	3	5	1	3
5:00 PM	26	40	25	0	14	62	5	0	9	52	81	0	27	14	12	0	367	1	0	0	0
5:15 PM	33	42	26	0	10	48	0	0	10	42	50	0	30	16	7	0	314	0	1	2	1
5:30 PM	32	52	13	0	11	39	2	0	5	53	68	0	7	16	4	0	302	1	1	1	0
5:45 PM	37	47	19	0	10	55	5	0	8	34	76	0	16	11	11	0	329	0	1	1	1
6:00 PM	31	39	24	0	10	40	4	0	4	43	54	0	19	17	10	0	295	0	3	0	4
6:15 PM	20	51	23	0	7	53	2	0	1	33	48	0	14	24	5	0	281	0	4	1	3
Total Survey	410	518	255	1	110	595	43	1	78	440	788	4	257	212	95	1	3,801	31	42	23	28

Peak Hour Summary
4:25 PM to 5:25 PM

By Approach	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Rosemont Rd				Westbound Rosemont Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	400	608	1,008	0	281	241	522	1	486	217	703	1	195	296	491	0	1,362	6	12	6	11
%HV	1.8%				1.1%				2.9%				3.1%				2.2%				
PHF	0.93				0.86				0.83				0.90				0.90				

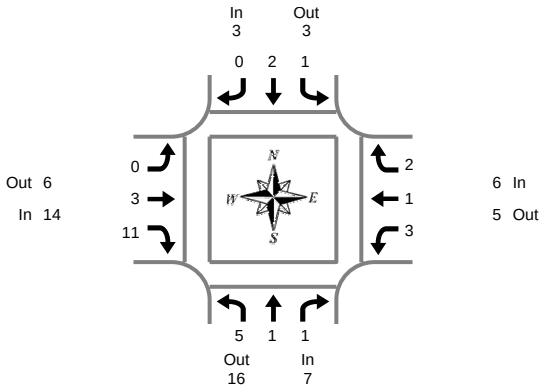
By Movement	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Rosemont Rd				Westbound Rosemont Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	141	173	86	400	45	224	12	281	33	165	288	486	96	64	35	195	1,362
%HV	3.5%	0.6%	1.2%	1.8%	2.2%	0.9%	0.0%	1.1%	0.0%	1.8%	3.8%	2.9%	3.1%	1.6%	5.7%	3.1%	2.2%
PHF	0.86	0.82	0.83	0.93	0.70	0.86	0.60	0.86	0.75	0.69	0.89	0.83	0.73	0.73	0.73	0.90	0.90

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Rosemont Rd				Westbound Rosemont Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	153	154	93	1	26	189	18	0	26	106	264	3	101	77	33	1	1,240	24	21	15	12
3:45 PM	160	167	92	1	28	194	20	0	29	129	299	3	82	69	36	0	1,305	24	21	13	16
4:00 PM	170	179	88	1	31	204	13	1	30	137	281	2	81	71	33	0	1,318	14	17	9	14
4:15 PM	142	172	77	0	40	213	14	1	32	158	285	1	91	67	40	0	1,331	11	16	5	14
4:30 PM	137	175	83	0	46	219	12	1	34	171	278	1	100	67	32	0	1,354	6	12	5	8
4:45 PM	128	187	80	0	51	210	9	1	30	184	270	1	89	66	29	0	1,333	5	7	4	4
5:00 PM	128	181	83	0	45	204	12	0	32	181	275	0	80	57	34	0	1,312	2	3	4	2
5:15 PM	133	180	82	0	41	182	11	0	27	172	248	0	72	60	32	0	1,240	1	6	4	6
5:30 PM	120	189	79	0	38	187	13	0	18	163	246	0	56	68	30	0	1,207	1	9	3	8

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



S Salamo Rd & Rosemont Rd

Tuesday, November 14, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:25 PM to 5:25 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Rosemont Rd				Westbound Rosemont Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	2	1	0	3	0	8	0	8	0	0	1	1	2	4	0	6	18
3:45 PM	1	2	2	5	0	0	0	0	0	3	1	4	0	1	0	1	10
4:00 PM	3	7	3	13	0	1	0	1	3	0	3	6	0	1	0	1	21
4:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	2	0	0	2	5
4:30 PM	0	0	1	1	0	0	0	0	0	1	4	5	0	0	0	0	6
4:45 PM	1	0	0	1	1	0	0	1	0	0	4	4	1	0	1	2	8
5:00 PM	3	0	0	3	0	1	0	1	0	0	3	3	2	1	1	4	11
5:15 PM	1	1	1	3	0	1	0	1	0	2	0	2	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	1	1	0	0	1	1	0	0	1	1	1	1	0	2	5
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
6:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Survey	11	12	8	31	1	12	1	14	3	8	19	30	8	9	2	19	94

Heavy Vehicle Peak Hour Summary
4:25 PM to 5:25 PM

By Approach	Northbound S Salamo Rd			Southbound S Salamo Rd			Eastbound Rosemont Rd			Westbound Rosemont Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	7	16	23	3	3	6	14	6	20	6	5	11	30
PHF	0.44			0.75			0.44			0.38			0.68

By Movement	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Rosemont Rd				Westbound Rosemont Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	5	1	1	7	1	2	0	3	0	3	11	14	3	1	2	6	30
PHF	0.31	0.25	0.25	0.44	0.25	0.50	0.00	0.75	0.00	0.38	0.39	0.44	0.38	0.25	0.25	0.38	0.68

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

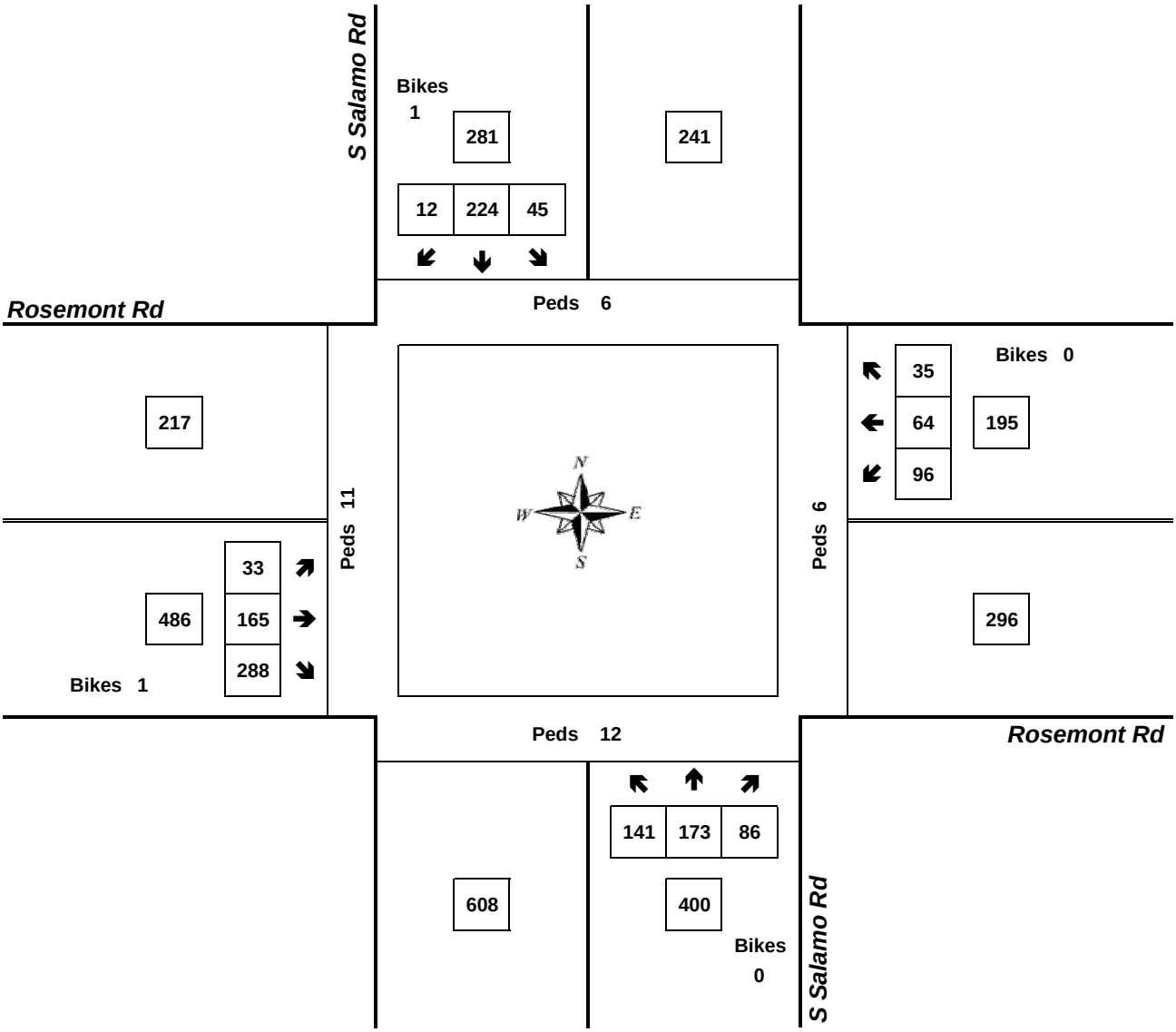
Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Rosemont Rd				Westbound Rosemont Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	6	10	5	21	0	9	0	9	3	4	7	14	4	6	0	10	54
3:45 PM	4	9	6	19	0	1	0	1	3	5	10	18	2	2	0	4	42
4:00 PM	4	7	4	15	1	1	0	2	3	2	13	18	3	1	1	5	40
4:15 PM	4	0	1	5	1	1	0	2	0	2	13	15	5	1	2	8	30
4:30 PM	5	1	2	8	1	2	0	3	0	3	11	14	3	1	2	6	31
4:45 PM	5	1	1	7	1	2	0	3	0	2	7	9	3	2	2	7	26
5:00 PM	4	1	2	7	0	2	1	3	0	2	4	6	3	3	1	7	23
5:15 PM	1	1	2	4	0	1	1	2	0	3	1	4	1	2	0	3	13
5:30 PM	0	1	1	2	0	1	1	2	0	1	1	2	1	2	0	3	9

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

S Salamo Rd & Rosemont Rd

4:25 PM to 5:25 PM
Tuesday, November 14, 2006

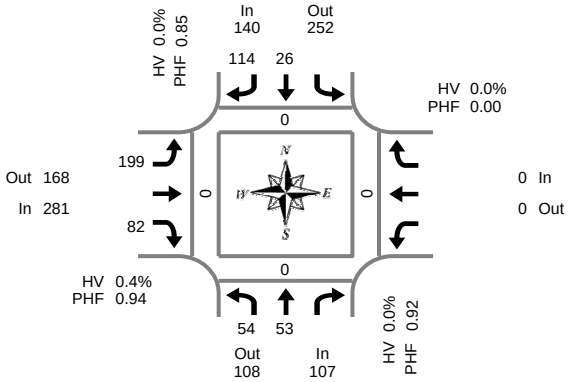


Approach	PHF	HV%	Volume
EB	0.83	2.9%	486
WB	0.90	3.1%	195
NB	0.93	1.8%	400
SB	0.86	1.1%	281
Intersection	0.90	2.2%	1,362

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Summit St & Rosemont Rd

Wednesday, November 08, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
5:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Summit St				Southbound Summit St				Eastbound Rosemont Rd				Westbound Rosemont Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	16	15		0		10	45	0	16		16	0				0	118	0	0	0	0
3:45 PM	20	7		1		8	28	0	27		15	0				0	105	0	0	0	0
4:00 PM	9	10		0		7	26	0	46		22	0				0	120	0	0	0	0
4:15 PM	7	5		0		6	27	0	49		19	0				0	113	0	0	0	0
4:30 PM	6	6		0		4	33	0	45		16	0				0	110	0	0	0	0
4:45 PM	9	8		0		8	18	0	29		17	0				0	89	0	0	0	0
5:00 PM	10	5		0		5	23	0	58		14	0				0	115	0	0	0	0
5:15 PM	9	4		1		6	16	0	56		21	0				0	112	0	0	0	0
5:30 PM	12	17		0		7	29	0	45		27	0				0	137	0	0	0	0
5:45 PM	14	12		0		10	31	0	49		18	0				0	134	0	0	0	0
6:00 PM	15	13		0		3	27	0	47		20	0				0	125	0	0	0	0
6:15 PM	13	11		0		6	27	0	58		17	0				0	132	0	0	0	0
Total Survey	140	113		2		80	330	0	525		222	0				0	1,410	0	0	0	0

Peak Hour Summary
5:30 PM to 6:30 PM

By Approach	Northbound Summit St				Southbound Summit St				Eastbound Rosemont Rd				Westbound Rosemont Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	107	108	215	0	140	252	392	0	281	168	449	0	0	0	0	0	528	0	0	0	0
%HV	0.0%				0.0%				0.4%				0.0%				0.2%				
PHF	0.92				0.85				0.94				0.00				0.96				

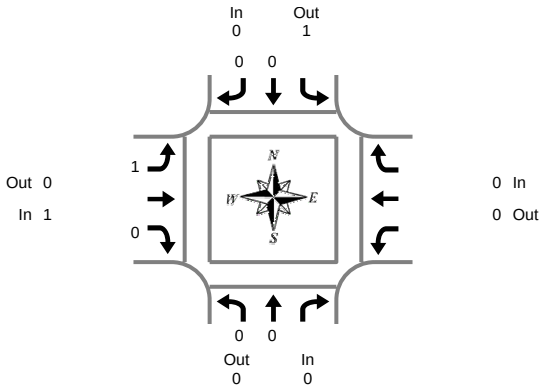
By Movement	Northbound Summit St				Southbound Summit St				Eastbound Rosemont Rd				Westbound Rosemont Rd				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	54	53		107		26	114	140	199		82	281				0	528
%HV	0.0%	0.0%	NA	0.0%	NA	0.0%	0.0%	0.0%	0.5%	NA	0.0%	0.4%	NA	NA	NA	0.0%	0.2%
PHF	0.90	0.78		0.92		0.65	0.92	0.85	0.86		0.76	0.94				0.00	0.96

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Summit St				Southbound Summit St				Eastbound Rosemont Rd				Westbound Rosemont Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	52	37		1		31	126	0	138		72	0				0	456	0	0	0	0
3:45 PM	42	28		1		25	114	0	167		72	0				0	448	0	0	0	0
4:00 PM	31	29		0		25	104	0	169		74	0				0	432	0	0	0	0
4:15 PM	32	24		0		23	101	0	181		66	0				0	427	0	0	0	0
4:30 PM	34	23		1		23	90	0	188		68	0				0	426	0	0	0	0
4:45 PM	40	34		1		26	86	0	188		79	0				0	453	0	0	0	0
5:00 PM	45	38		1		28	99	0	208		80	0				0	498	0	0	0	0
5:15 PM	50	46		1		26	103	0	197		86	0				0	508	0	0	0	0
5:30 PM	54	53		0		26	114	0	199		82	0				0	528	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Summit St & Rosemont Rd

Wednesday, November 08, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
5:30 PM to 6:30 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Summit St				Southbound Summit St				Eastbound Rosemont Rd				Westbound Rosemont Rd				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	0	1		1		1	2	3	1		1	2				0	6
3:45 PM	2	0		2		0	1	1	2		4	6				0	9
4:00 PM	1	0		1		0	0	0	2		1	3				0	4
4:15 PM	0	1		1		1	0	1	2		2	4				0	6
4:30 PM	0	0		0		0	0	0	2		0	2				0	2
4:45 PM	0	0		0		0	0	0	0		0	0				0	0
5:00 PM	0	0		0		0	0	0	0		0	0				0	0
5:15 PM	0	0		0		0	0	0	1		0	1				0	1
5:30 PM	0	0		0		0	0	0	0		0	0				0	0
5:45 PM	0	0		0		0	0	0	0		0	0				0	0
6:00 PM	0	0		0		0	0	0	0		0	0				0	0
6:15 PM	0	0		0		0	0	0	1		0	1				0	1
Total Survey	3	2		5		2	3	5	11		8	19				0	29

Heavy Vehicle Peak Hour Summary
5:30 PM to 6:30 PM

By Approach	Northbound Summit St			Southbound Summit St			Eastbound Rosemont Rd			Westbound Rosemont Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	1	1	1	0	1	0	0	0	1
PHF	0.00			0.00			0.02			0.00			0.01

By Movement	Northbound Summit St				Southbound Summit St				Eastbound Rosemont Rd				Westbound Rosemont Rd				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	0	0		0		0	0	0	1		0	1				0	1
PHF	0.00	0.00		0.00		0.00	0.00	0.00	0.04		0.00	0.02				0.00	0.01

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

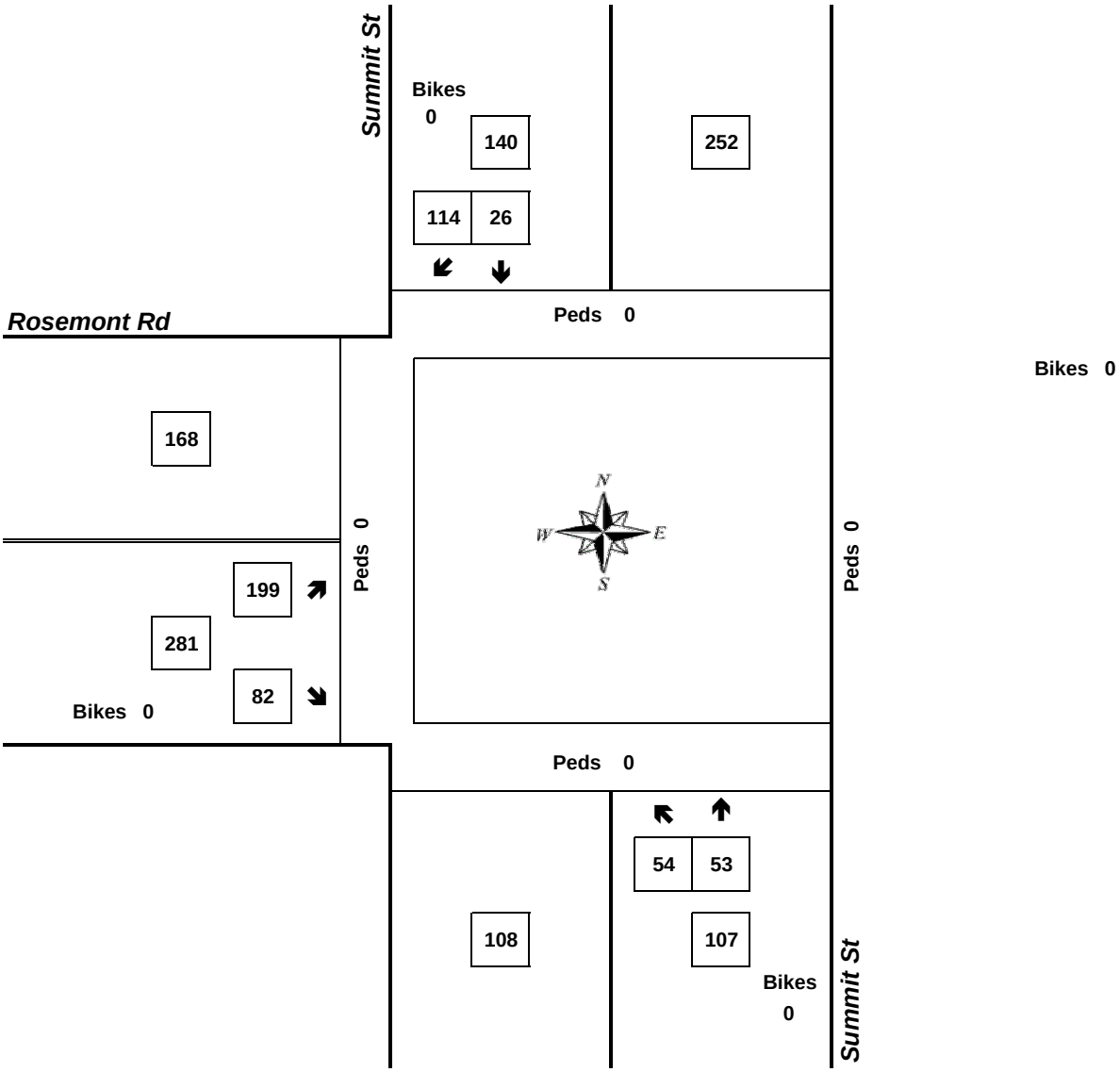
Interval Start Time	Northbound Summit St				Southbound Summit St				Eastbound Rosemont Rd				Westbound Rosemont Rd				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	3	2		5		2	3	5	7		8	15				0	25
3:45 PM	3	1		4		1	1	2	8		7	15				0	21
4:00 PM	1	1		2		1	0	1	6		3	9				0	12
4:15 PM	0	1		1		1	0	1	4		2	6				0	8
4:30 PM	0	0		0		0	0	0	3		0	3				0	3
4:45 PM	0	0		0		0	0	0	1		0	1				0	1
5:00 PM	0	0		0		0	0	0	1		0	1				0	1
5:15 PM	0	0		0		0	0	0	1		0	1				0	1
5:30 PM	0	0		0		0	0	0	1		0	1				0	1

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Summit St & Rosemont Rd

5:30 PM to 6:30 PM
Wednesday, November 08, 2006

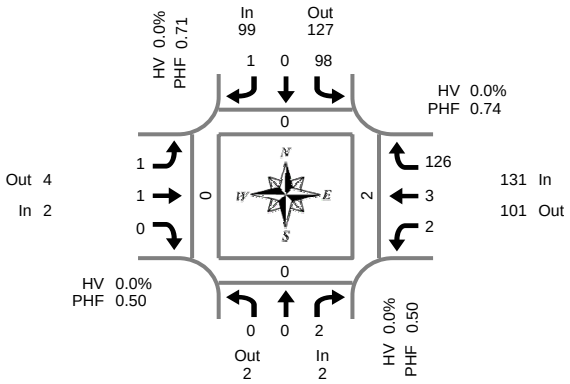


Approach	PHF	HV%	Volume
EB	0.94	0.4%	281
WB	0.00	0.0%	0
NB	0.92	0.0%	107
SB	0.85	0.0%	140
Intersection	0.96	0.2%	528

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
5:30 PM to 6:30 PM

Cornwall St & Sunset Ave

Wednesday, November 08, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Cornwall St				Southbound Cornwall St				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	0	0	0	22	0	0	0	1	1	0	0	0	2	32	0	58	7	0	0	1
3:45 PM	0	0	0	0	23	0	1	0	1	1	0	0	0	0	23	0	49	0	0	0	0
4:00 PM	0	0	0	0	29	1	1	0	1	3	0	0	0	1	16	0	52	0	1	0	1
4:15 PM	0	0	0	0	23	0	0	0	1	1	0	0	0	0	21	0	46	0	0	0	0
4:30 PM	0	0	0	0	26	0	1	0	0	1	0	0	0	0	14	0	42	0	0	0	0
4:45 PM	0	0	1	0	13	0	2	0	0	0	0	0	1	1	25	0	43	0	0	0	0
5:00 PM	1	1	0	0	28	1	0	0	0	0	0	0	1	0	12	0	44	0	0	0	0
5:15 PM	0	0	0	0	17	0	0	0	0	0	0	0	1	0	17	0	35	0	0	0	0
5:30 PM	0	0	0	0	35	0	0	0	0	0	0	0	0	0	28	0	63	0	0	2	0
5:45 PM	0	0	1	0	18	0	0	0	1	0	0	0	1	1	35	0	57	0	0	0	0
6:00 PM	0	0	1	0	24	0	1	0	0	0	0	0	0	1	21	0	48	0	0	0	0
6:15 PM	0	0	0	0	21	0	0	0	0	1	0	0	1	1	42	0	66	0	0	0	0
Total Survey	1	1	3	0	279	2	6	0	5	8	0	0	5	7	286	0	603	7	1	2	2

Peak Hour Summary
5:30 PM to 6:30 PM

By Approach	Northbound Cornwall St				Southbound Cornwall St				Eastbound Sunset Ave				Westbound Sunset Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	2	2	4	0	99	127	226	0	2	4	6	0	131	101	232	0	234	0	0	2	0
%HV	0.0%				0.0%				0.0%				0.0%				0.0%				
PHF	0.50				0.71				0.50				0.74				0.89				

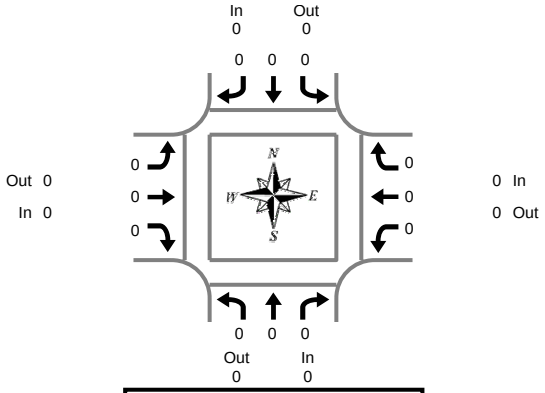
By Movement	Northbound Cornwall St				Southbound Cornwall St				Eastbound Sunset Ave				Westbound Sunset Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	2	2	98	0	1	99	1	1	0	2	2	3	126	131	234
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PHF	0.00	0.00	0.50	0.50	0.70	0.00	0.25	0.71	0.25	0.25	0.00	0.50	0.50	0.75	0.75	0.74	0.89

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Cornwall St				Southbound Cornwall St				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	0	0	0	97	1	2	0	4	6	0	0	0	3	92	0	205	7	1	0	2
3:45 PM	0	0	0	0	101	1	3	0	3	6	0	0	0	1	74	0	189	0	1	0	1
4:00 PM	0	0	1	0	91	1	4	0	2	5	0	0	1	2	76	0	183	0	1	0	1
4:15 PM	1	1	1	0	90	1	3	0	1	2	0	0	2	1	72	0	175	0	0	0	0
4:30 PM	1	1	1	0	84	1	3	0	0	1	0	0	3	1	68	0	164	0	0	0	0
4:45 PM	1	1	1	0	93	1	2	0	0	0	0	0	3	1	82	0	185	0	0	2	0
5:00 PM	1	1	1	0	98	1	0	0	1	0	0	0	3	1	92	0	199	0	0	2	0
5:15 PM	0	0	2	0	94	0	1	0	1	0	0	0	2	2	101	0	203	0	0	2	0
5:30 PM	0	0	2	0	98	0	1	0	1	1	0	0	2	3	126	0	234	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Cornwall St & Sunset Ave

Wednesday, November 08, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
5:30 PM to 6:30 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Cornwall St				Southbound Cornwall St				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1

Heavy Vehicle Peak Hour Summary
5:30 PM to 6:30 PM

By Approach	Northbound Cornwall St			Southbound Cornwall St			Eastbound Sunset Ave			Westbound Sunset Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00			0.00			0.00			0.00			0.00

By Movement	Northbound Cornwall St				Southbound Cornwall St				Eastbound Sunset Ave				Westbound Sunset Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

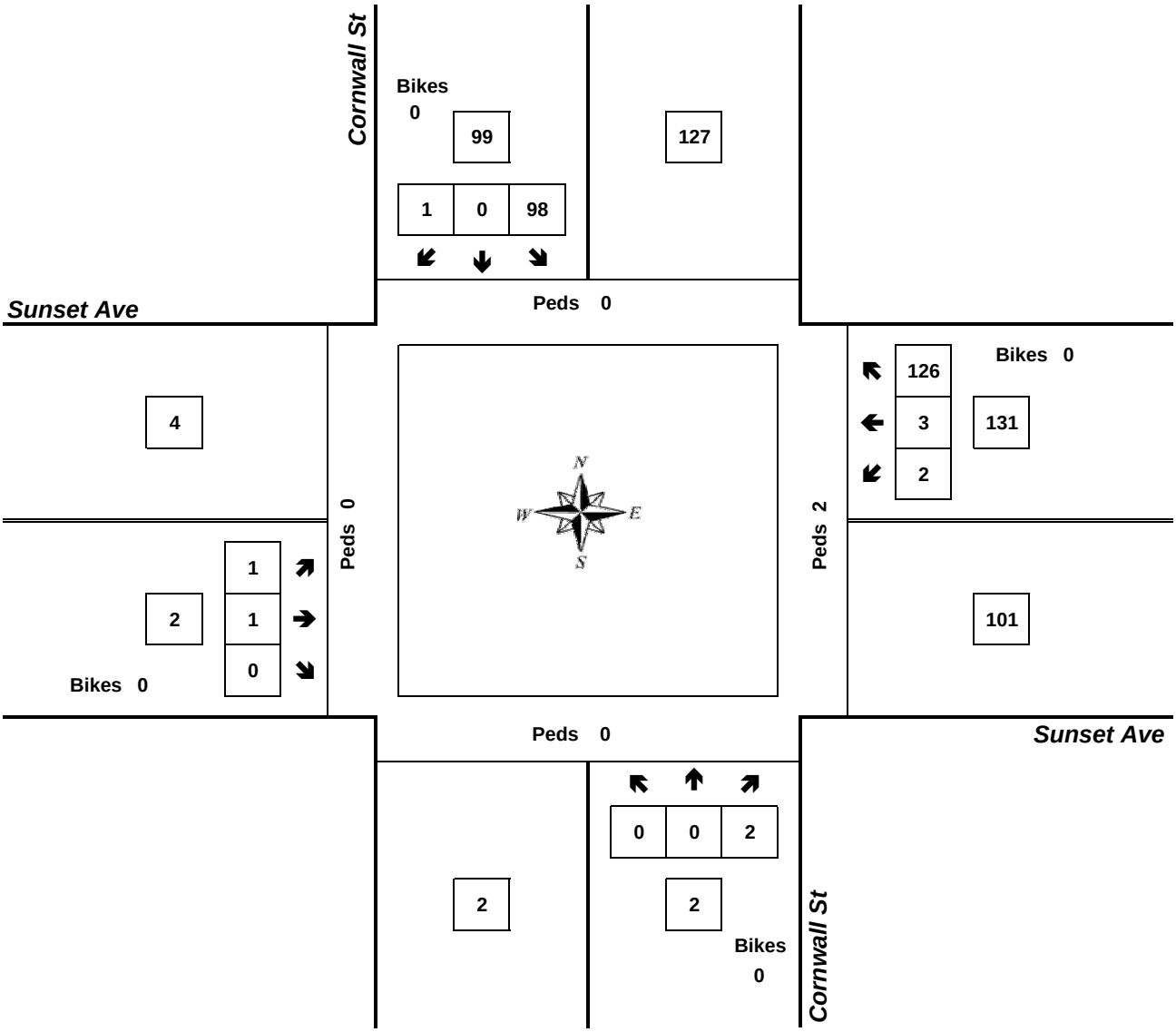
Interval Start Time	Northbound Cornwall St				Southbound Cornwall St				Eastbound Sunset Ave				Westbound Sunset Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Cornwall St & Sunset Ave

5:30 PM to 6:30 PM
Wednesday, November 08, 2006

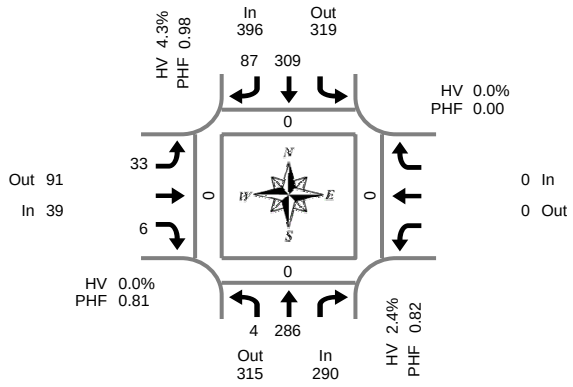


Approach	PHF	HV%	Volume
EB	0.50	0.0%	2
WB	0.74	0.0%	131
NB	0.50	0.0%	2
SB	0.71	0.0%	99
Intersection	0.89	0.0%	234

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
3:30 PM to 4:30 PM

S Salamo Rd & S Bland Cir

Wednesday, November 08, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound S Bland Cir				Westbound S Bland Cir				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	1	87		0		69	26	0	8		4	0				0	195	0	0	0	0
3:45 PM	1	66		0		77	24	0	7		1	0				0	176	0	0	0	0
4:00 PM	2	73		0		83	16	0	8		1	0				0	183	0	0	0	0
4:15 PM	0	60		0		80	21	0	10		0	0				0	171	0	0	0	0
4:30 PM	0	64		0		75	17	0	10		2	0				0	168	0	0	0	0
4:45 PM	3	61		0		72	16	0	7		0	0				0	159	0	0	0	0
5:00 PM	3	61		0		60	24	0	8		2	0				0	158	0	0	0	0
5:15 PM	2	73		0		71	14	0	8		2	0				0	170	0	0	0	0
5:30 PM	2	56		0		63	21	0	10		1	0				0	153	0	0	0	0
5:45 PM	0	82		0		61	21	0	8		1	0				0	173	0	0	0	0
6:00 PM	1	65		0		66	19	0	5		1	0				0	157	0	0	0	0
6:15 PM	1	63		0		72	24	0	8		3	0				0	171	0	0	0	0
Total Survey	16	811		0		849	243	0	97		18	0				0	2,034	0	0	0	0

Peak Hour Summary
3:30 PM to 4:30 PM

By Approach	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound S Bland Cir				Westbound S Bland Cir				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	290	315	605	0	396	319	715	0	39	91	130	0	0	0	0	0	725	0	0	0	0
%HV	2.4%				4.3%				0.0%				0.0%				3.3%				
PHF	0.82				0.98				0.81				0.00				0.93				

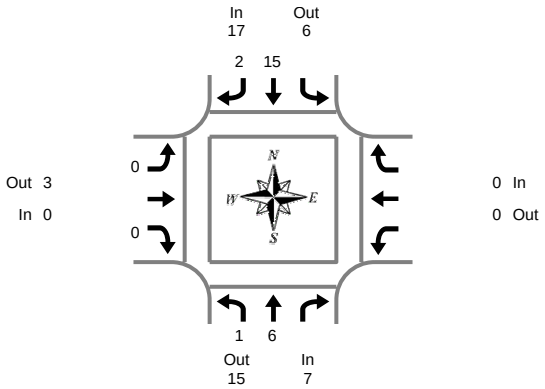
By Movement	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound S Bland Cir				Westbound S Bland Cir				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	4	286		290		309	87	396	33		6	39				0	725
%HV	25.0%	2.1%	NA	2.4%	NA	4.9%	2.3%	4.3%	0.0%	NA	0.0%	0.0%	NA	NA	NA	0.0%	3.3%
PHF	0.50	0.82		0.82		0.93	0.84	0.98	0.83		0.38	0.81				0.00	0.93

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound S Bland Cir				Westbound S Bland Cir				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
3:30 PM	4	286		0		309	87	0	33		6	0				0	725	0	0	0	0
3:45 PM	3	263		0		315	78	0	35		4	0				0	698	0	0	0	0
4:00 PM	5	258		0		310	70	0	35		3	0				0	681	0	0	0	0
4:15 PM	6	246		0		287	78	0	35		4	0				0	656	0	0	0	0
4:30 PM	8	259		0		278	71	0	33		6	0				0	655	0	0	0	0
4:45 PM	10	251		0		266	75	0	33		5	0				0	640	0	0	0	0
5:00 PM	7	272		0		255	80	0	34		6	0				0	654	0	0	0	0
5:15 PM	5	276		0		261	75	0	31		5	0				0	653	0	0	0	0
5:30 PM	4	266		0		262	85	0	31		6	0				0	654	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Salamo Rd & S Bland Cir

Wednesday, November 08, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
3:30 PM to 4:30 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound S Bland Cir				Westbound S Bland Cir				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	0	3		3		5	1	6	0		0	0				0	9
3:45 PM	1	2		3		2	1	3	0		0	0				0	6
4:00 PM	0	1		1		3	0	3	0		0	0				0	4
4:15 PM	0	0		0		5	0	5	0		0	0				0	5
4:30 PM	0	1		1		0	0	0	0		0	0				0	1
4:45 PM	1	2		3		4	0	4	0		0	0				0	7
5:00 PM	0	1		1		1	0	1	0		0	0				0	2
5:15 PM	0	0		0		1	0	1	0		0	0				0	1
5:30 PM	0	1		1		0	0	0	0		0	0				0	1
5:45 PM	0	0		0		2	0	2	0		0	0				0	2
6:00 PM	0	1		1		1	0	1	0		0	0				0	2
6:15 PM	0	1		1		1	1	2	0		0	0				0	3
Total Survey	2	13		15		25	3	28	0		0	0				0	43

Heavy Vehicle Peak Hour Summary
3:30 PM to 4:30 PM

By Approach	Northbound S Salamo Rd			Southbound S Salamo Rd			Eastbound S Bland Cir			Westbound S Bland Cir			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	7	15	22	17	6	23	0	3	3	0	0	0	24
PHF	0.25			0.35			0.00			0.00			0.32

By Movement	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound S Bland Cir				Westbound S Bland Cir				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	1	6		7		15	2	17	0		0	0				0	24
PHF	0.25	0.25		0.25		0.38	0.25	0.35	0.00		0.00	0.00				0.00	0.32

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

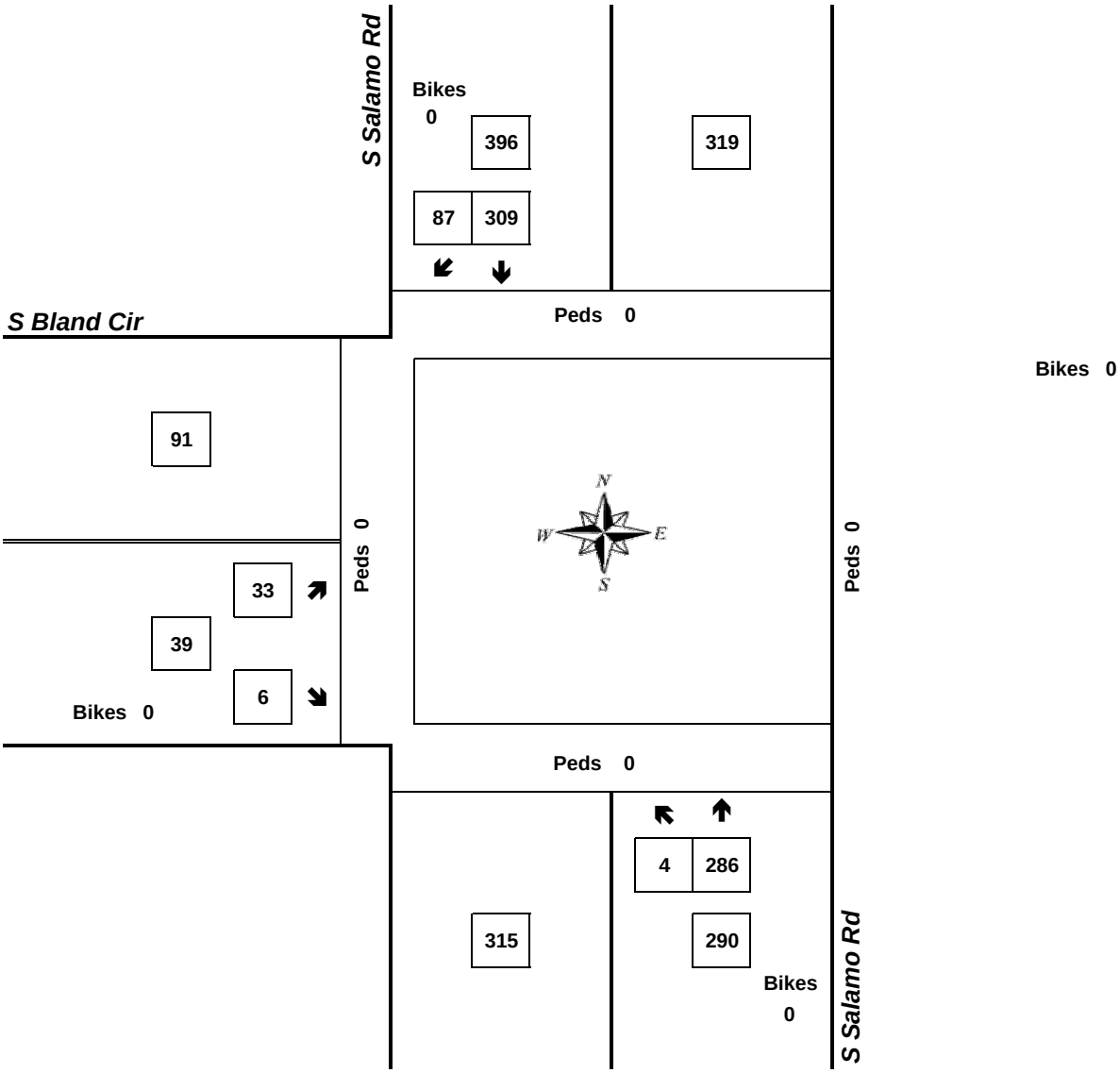
Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound S Bland Cir				Westbound S Bland Cir				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
3:30 PM	1	6		7		15	2	17	0		0	0				0	24
3:45 PM	1	4		5		10	1	11	0		0	0				0	16
4:00 PM	1	4		5		12	0	12	0		0	0				0	17
4:15 PM	1	4		5		10	0	10	0		0	0				0	15
4:30 PM	1	4		5		6	0	6	0		0	0				0	11
4:45 PM	1	4		5		6	0	6	0		0	0				0	11
5:00 PM	0	2		2		4	0	4	0		0	0				0	6
5:15 PM	0	2		2		4	0	4	0		0	0				0	6
5:30 PM	0	3		3		4	1	5	0		0	0				0	8

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

S Salamo Rd & S Bland Cir

3:30 PM to 4:30 PM
Wednesday, November 08, 2006

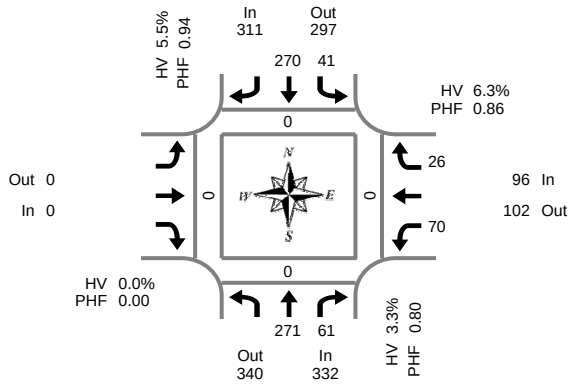


Approach	PHF	HV%	Volume
EB	0.81	0.0%	39
WB	0.00	0.0%	0
NB	0.82	2.4%	290
SB	0.98	4.3%	396
Intersection	0.93	3.3%	725

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
3:30 PM to 4:30 PM

S Salamo Rd & Barrington Dr

Wednesday, November 08, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Barrington Dr				Westbound Barrington Dr				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
3:30 PM		83	21	0	13	60		0				0	13		10	0	200	0	0	0	0
3:45 PM		62	14	0	12	64		0				0	21		4	0	177	0	0	0	0
4:00 PM		74	13	0	9	70		0				0	21		7	0	194	0	0	0	0
4:15 PM		52	13	0	7	76		0				0	15		5	0	168	0	0	0	0
4:30 PM		63	10	0	7	66		0				0	22		6	0	174	0	0	0	0
4:45 PM		61	16	0	8	68		0				0	22		8	0	183	0	0	0	0
5:00 PM		58	7	0	11	53		0				0	15		6	0	150	0	0	0	0
5:15 PM		76	16	0	14	63		0				0	19		5	0	193	0	0	0	0
5:30 PM		63	15	0	14	52		0				0	12		8	0	164	0	0	0	0
5:45 PM		81	16	0	6	52		0				0	9		6	0	170	0	0	0	0
6:00 PM		60	11	0	8	61		0				0	11		9	0	160	0	0	0	0
6:15 PM		66	16	0	15	63		0				0	16		8	0	184	0	0	0	0
Total Survey		799	168	0	124	748		0				0	196		82	0	2,117	0	0	0	0

Peak Hour Summary
3:30 PM to 4:30 PM

By Approach	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Barrington Dr				Westbound Barrington Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	332	340	672	0	311	297	608	0	0	0	0	0	96	102	198	0	739	0	0	0	0
%HV	3.3%				5.5%				0.0%				6.3%				4.6%				
PHF	0.80				0.94				0.00				0.86				0.92				

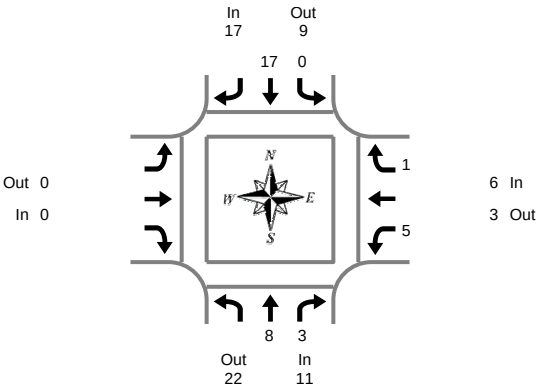
By Movement	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Barrington Dr				Westbound Barrington Dr				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		271	61	332	41	270		311				0	70		26	96	739
%HV	NA	3.0%	4.9%	3.3%	0.0%	6.3%	NA	5.5%	NA	NA	NA	0.0%	7.1%	NA	3.8%	6.3%	4.6%
PHF		0.82	0.73	0.80	0.79	0.89		0.94				0.00	0.83		0.65	0.86	0.92

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Barrington Dr				Westbound Barrington Dr				Interval Total	Pedestrians Crosswalk			
		T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
3:30 PM		271	61	0	41	270		0				0	70		26	0	739	0	0	0	0
3:45 PM		251	50	0	35	276		0				0	79		22	0	713	0	0	0	0
4:00 PM		250	52	0	31	280		0				0	80		26	0	719	0	0	0	0
4:15 PM		234	46	0	33	263		0				0	74		25	0	675	0	0	0	0
4:30 PM		258	49	0	40	250		0				0	78		25	0	700	0	0	0	0
4:45 PM		258	54	0	47	236		0				0	68		27	0	690	0	0	0	0
5:00 PM		278	54	0	45	220		0				0	55		25	0	677	0	0	0	0
5:15 PM		280	58	0	42	228		0				0	51		28	0	687	0	0	0	0
5:30 PM		270	58	0	43	228		0				0	48		31	0	678	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
3:30 PM to 4:30 PM

S Salamo Rd & Barrington Dr

Wednesday, November 08, 2006
3:30 PM to 6:30 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Barrington Dr				Westbound Barrington Dr				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
3:30 PM		5	2	7	0	5		5				0	2		0	2	14
3:45 PM		1	0	1	0	3		3				0	2		1	3	7
4:00 PM		0	1	1	0	2		2				0	1		0	1	4
4:15 PM		2	0	2	0	7		7				0	0		0	0	9
4:30 PM		1	0	1	0	1		1				0	4		0	4	6
4:45 PM		2	0	2	0	3		3				0	0		0	0	5
5:00 PM		1	0	1	0	1		1				0	1		0	1	3
5:15 PM		0	0	0	0	1		1				0	0		0	0	1
5:30 PM		1	0	1	1	0		1				0	0		0	0	2
5:45 PM		0	0	0	0	1		1				0	1		0	1	2
6:00 PM		1	0	1	0	1		1				0	0		0	0	2
6:15 PM		1	0	1	0	1		1				0	0		0	0	2
Total Survey		15	3	18	1	26		27				0	11		1	12	57

Heavy Vehicle Peak Hour Summary
3:30 PM to 4:30 PM

By Approach	Northbound S Salamo Rd			Southbound S Salamo Rd			Eastbound Barrington Dr			Westbound Barrington Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	11	22	33	17	9	26	0	0	0	6	3	9	34
PHF	0.31			0.35			0.00			0.25			0.34

By Movement	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Barrington Dr				Westbound Barrington Dr				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		8	3	11	0	17		17				0	5		1	6	34
PHF		0.33	0.25	0.31	0.00	0.35		0.35				0.00	0.25		0.25	0.25	0.34

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

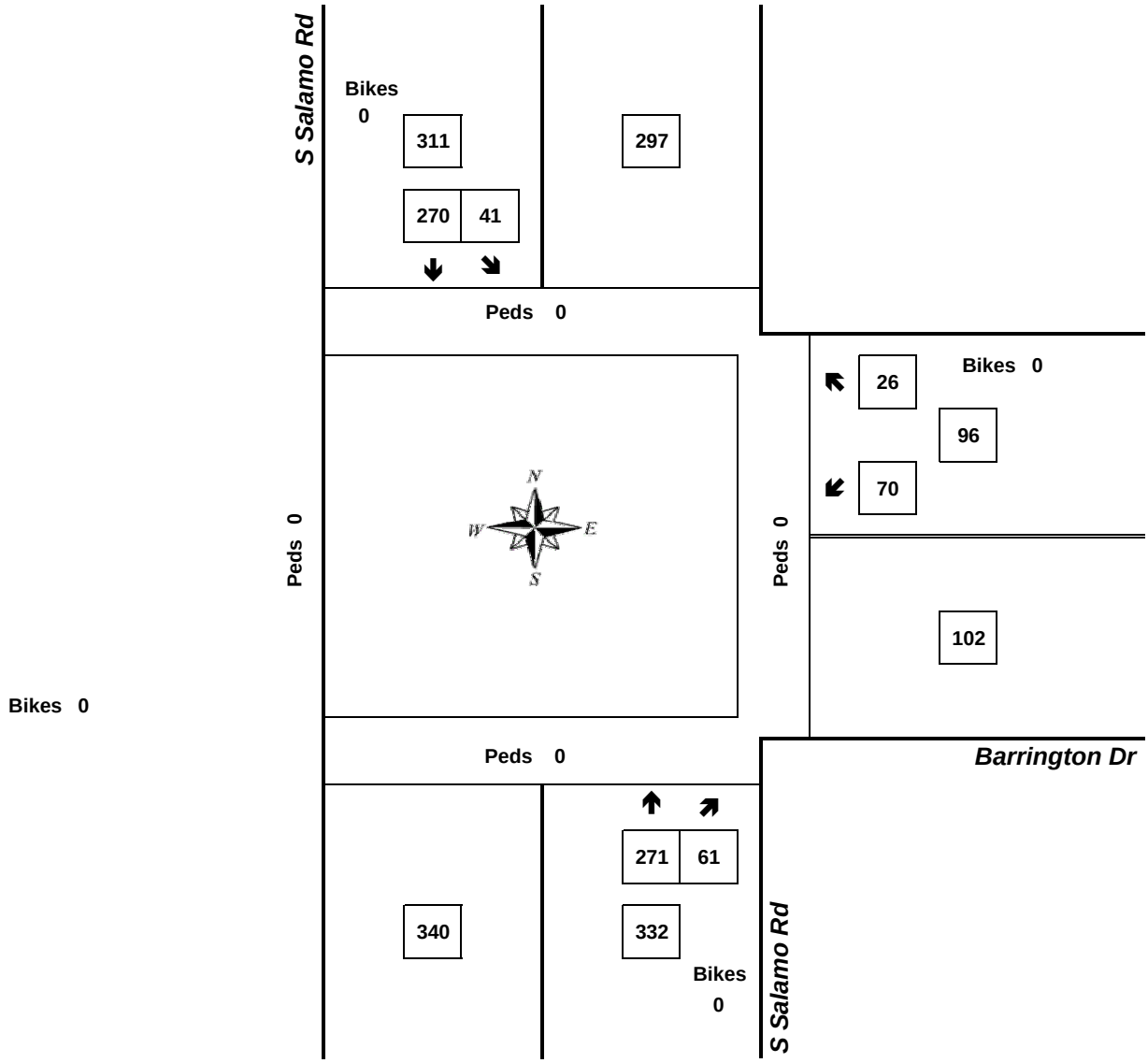
Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Barrington Dr				Westbound Barrington Dr				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
3:30 PM		8	3	11	0	17		17				0	5		1	6	34
3:45 PM		4	1	5	0	13		13				0	7		1	8	26
4:00 PM		5	1	6	0	13		13				0	5		0	5	24
4:15 PM		6	0	6	0	12		12				0	5		0	5	23
4:30 PM		4	0	4	0	6		6				0	5		0	5	15
4:45 PM		4	0	4	1	5		6				0	1		0	1	11
5:00 PM		2	0	2	1	3		4				0	2		0	2	8
5:15 PM		2	0	2	1	3		4				0	1		0	1	7
5:30 PM		3	0	3	1	3		4				0	1		0	1	8

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

S Salamo Rd & Barrington Dr

3:30 PM to 4:30 PM
Wednesday, November 08, 2006

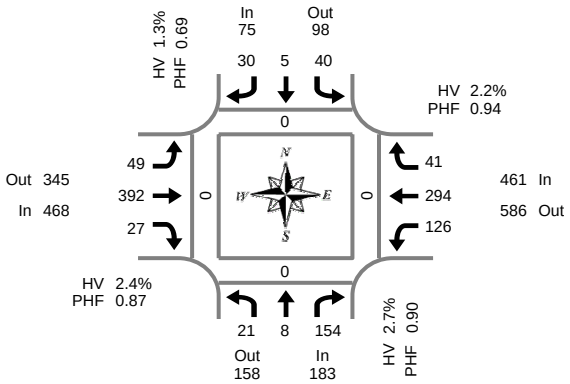


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.86	6.3%	96
NB	0.80	3.3%	332
SB	0.94	5.5%	311
Intersection	0.92	4.6%	739

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Tannler Dr & Blankenship Rd

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

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

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Tannler Dr				Southbound Tannler Dr				Eastbound Blankenship Rd				Westbound Blankenship Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	3	3	37	0	6	1	6	0	4	63	2	0	32	64	13	0	234	0	0	0	0
3:45 PM	5	1	32	0	4	1	8	0	7	62	3	0	36	79	10	0	248	0	0	0	0
4:00 PM	3	1	40	0	10	1	6	0	9	90	1	0	39	83	21	0	304	0	0	0	0
4:15 PM	1	2	44	0	11	0	9	0	8	74	7	0	27	78	11	0	272	0	0	0	0
4:30 PM	3	1	42	0	7	2	1	0	7	86	7	0	33	78	11	0	278	0	0	0	0
4:45 PM	5	4	42	0	9	1	17	0	9	120	6	0	33	72	12	0	330	0	0	0	0
5:00 PM	10	1	36	0	13	1	5	0	15	108	5	0	29	62	11	0	296	0	0	0	0
5:15 PM	3	2	34	0	11	1	7	0	18	78	9	0	31	82	7	0	283	0	0	0	0
5:30 PM	4	1	19	0	5	0	6	0	7	94	4	0	30	67	19	0	256	0	0	0	0
5:45 PM	6	2	32	0	7	1	12	0	14	76	8	0	33	66	17	0	274	0	0	0	0
6:00 PM	3	3	23	0	9	1	8	0	8	75	5	0	33	54	13	0	235	0	1	1	0
6:15 PM	2	4	20	0	7	0	10	0	3	47	5	0	30	69	9	0	206	0	0	0	1
Total Survey	48	25	401	0	99	10	95	0	109	973	62	0	386	854	154	0	3,216	0	1	1	1

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

By Approach	Northbound Tannler Dr				Southbound Tannler Dr				Eastbound Blankenship Rd				Westbound Blankenship Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	183	158	341	0	75	98	173	0	468	345	813	0	461	586	1,047	0	1,187	0	0	0	0
%HV	2.7%				1.3%				2.4%				2.2%				2.3%				
PHF	0.90				0.69				0.87				0.94				0.90				

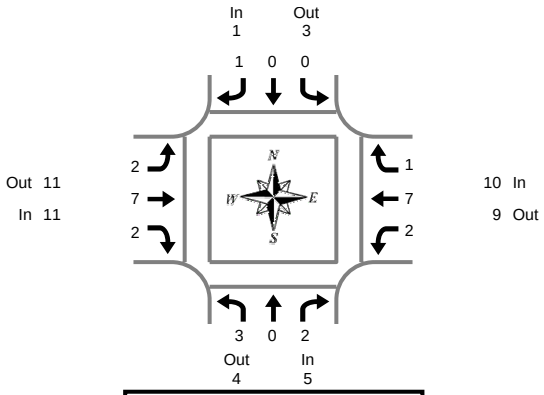
By Movement	Northbound Tannler Dr				Southbound Tannler Dr				Eastbound Blankenship Rd				Westbound Blankenship Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	21	8	154	183	40	5	30	75	49	392	27	468	126	294	41	461	1,187
%HV	14.3%	0.0%	1.3%	2.7%	0.0%	0.0%	3.3%	1.3%	4.1%	1.8%	7.4%	2.4%	1.6%	2.4%	2.4%	2.2%	2.3%
PHF	0.53	0.50	0.92	0.90	0.77	0.63	0.44	0.69	0.68	0.82	0.75	0.87	0.95	0.90	0.85	0.94	0.90

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Tannler Dr				Southbound Tannler Dr				Eastbound Blankenship Rd				Westbound Blankenship Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	12	7	153	0	31	3	29	0	28	289	13	0	134	304	55	0	1,058	0	0	0	0
3:45 PM	12	5	158	0	32	4	24	0	31	312	18	0	135	318	53	0	1,102	0	0	0	0
4:00 PM	12	8	168	0	37	4	33	0	33	370	21	0	132	311	55	0	1,184	0	0	0	0
4:15 PM	19	8	164	0	40	4	32	0	39	388	25	0	122	290	45	0	1,176	0	0	0	0
4:30 PM	21	8	154	0	40	5	30	0	49	392	27	0	126	294	41	0	1,187	0	0	0	0
4:45 PM	22	8	131	0	38	3	35	0	49	400	24	0	123	283	49	0	1,165	0	0	0	0
5:00 PM	23	6	121	0	36	3	30	0	54	356	26	0	123	277	54	0	1,109	0	0	0	0
5:15 PM	16	8	108	0	32	3	33	0	47	323	26	0	127	269	56	0	1,048	0	1	1	0
5:30 PM	15	10	94	0	28	2	36	0	32	292	22	0	126	256	58	0	971	0	1	1	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Tannler Dr & Blankenship Rd

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Tannler Dr				Southbound Tannler Dr				Eastbound Blankenship Rd				Westbound Blankenship Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	3	5
3:45 PM	2	0	2	4	1	0	1	2	0	2	0	2	0	3	1	4	12
4:00 PM	0	0	1	1	1	0	0	1	0	4	0	4	0	2	1	3	9
4:15 PM	0	0	0	0	1	0	1	2	1	4	0	5	0	1	0	1	8
4:30 PM	1	0	1	2	0	0	0	0	0	1	1	2	2	2	0	4	8
4:45 PM	1	0	0	1	0	0	1	1	1	4	1	6	0	2	0	2	10
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:15 PM	1	0	1	2	0	0	0	0	1	1	0	2	0	3	1	4	8
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	1	0	1	2	0	0	0	0	0	1	1	2	0	1	0	1	5
6:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	1	1	0	2	4
6:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total Survey	6	0	6	12	4	0	3	7	4	22	4	30	5	16	3	24	73

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

By Approach	Northbound Tannler Dr			Southbound Tannler Dr			Eastbound Blankenship Rd			Westbound Blankenship Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	4	9	1	3	4	11	11	22	10	9	19	27
PHF	0.25			0.05			0.21			0.25			0.23

By Movement	Northbound Tannler Dr				Southbound Tannler Dr				Eastbound Blankenship Rd				Westbound Blankenship Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	0	2	5	0	0	1	1	2	7	2	11	2	7	1	10	27
PHF	0.38	0.00	0.17	0.25	0.00	0.00	0.13	0.05	0.25	0.18	0.25	0.21	0.25	0.29	0.13	0.25	0.23

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

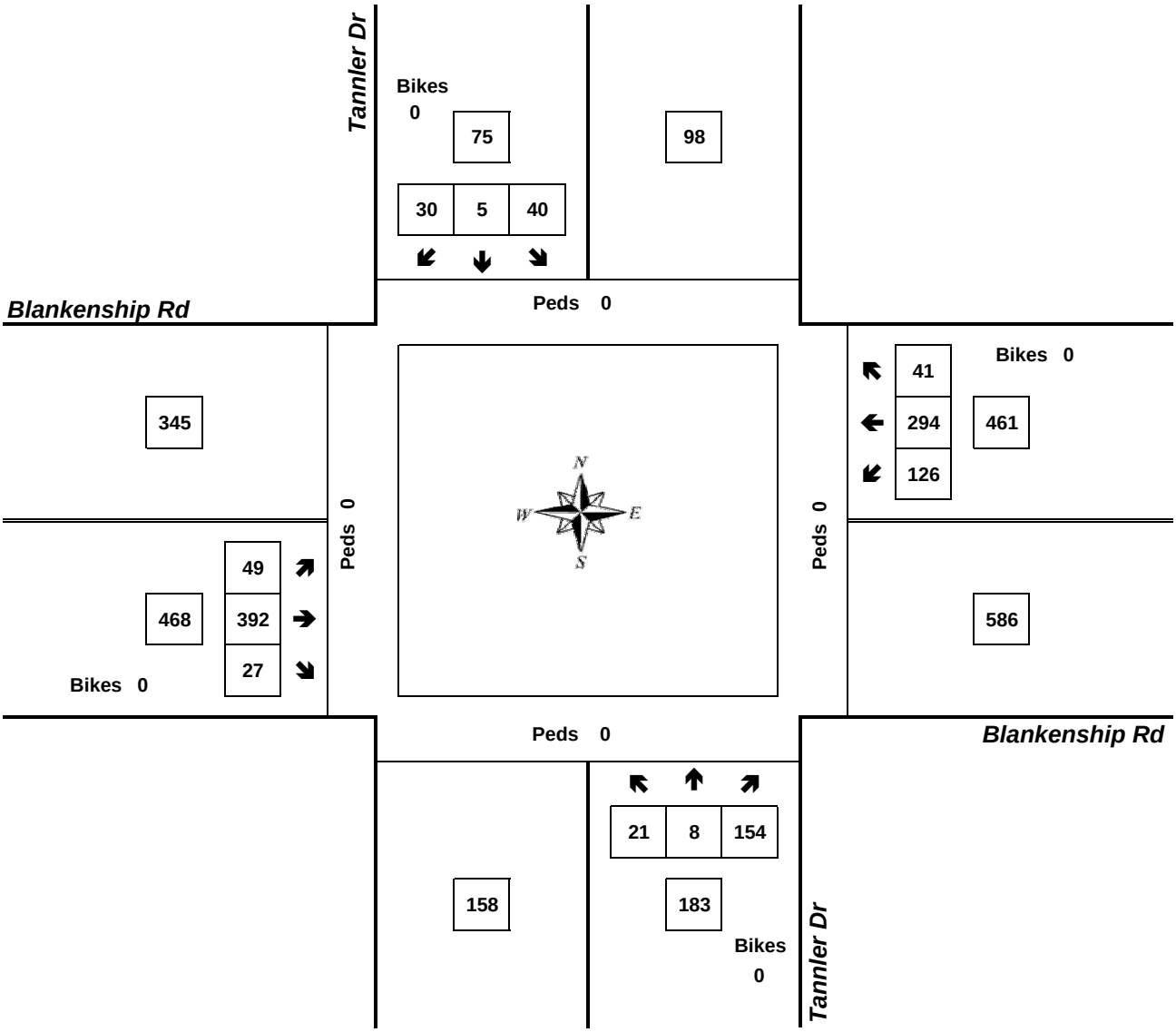
Interval Start Time	Northbound Tannler Dr				Southbound Tannler Dr				Eastbound Blankenship Rd				Westbound Blankenship Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	2	0	3	5	3	0	2	5	1	12	0	13	2	7	2	11	34
3:45 PM	3	0	4	7	3	0	2	5	1	11	1	13	2	8	2	12	37
4:00 PM	2	0	2	4	2	0	2	4	2	13	2	17	2	7	1	10	35
4:15 PM	2	0	1	3	1	0	2	3	2	10	2	14	2	5	0	7	27
4:30 PM	3	0	2	5	0	0	1	1	2	7	2	11	2	7	1	10	27
4:45 PM	2	0	1	3	1	0	1	2	2	6	1	9	0	5	1	6	20
5:00 PM	2	0	2	4	1	0	0	1	1	3	1	5	0	4	1	5	15
5:15 PM	2	0	2	4	1	0	0	1	2	3	1	6	1	5	1	7	18
5:30 PM	1	0	1	2	1	0	0	1	1	3	2	6	1	2	0	3	12

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Tannler Dr & Blankenship Rd

4:30 PM to 5:30 PM
Wednesday, October 25, 2006

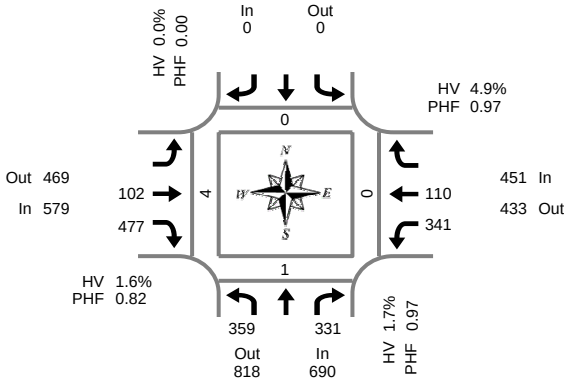


Approach	PHF	HV%	Volume
EB	0.87	2.4%	468
WB	0.94	2.2%	461
NB	0.90	2.7%	183
SB	0.69	1.3%	75
Intersection	0.90	2.3%	1,187

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

10th St & Blankenship Rd

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound Blankenship Rd				Westbound Blankenship Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
3:30 PM	86		81	0				0	28	73	0	56	17		0	341	0	0	0	0
3:45 PM	104		95	0				0	26	77	0	72	22		0	396	0	0	0	0
4:00 PM	116		85	0				0	21	113	0	84	19		0	438	0	0	0	0
4:15 PM	88		91	0				0	23	93	0	71	24		0	390	0	0	0	0
4:30 PM	93		80	0				0	25	103	0	92	24		0	417	0	0	0	4
4:45 PM	92		75	0				0	28	149	0	79	33		0	456	0	0	0	0
5:00 PM	77		100	0				0	22	130	0	82	27		0	438	0	1	0	0
5:15 PM	97		76	2				0	27	95	0	88	26		0	409	0	0	0	0
5:30 PM	106		93	0				0	23	110	0	65	16		0	413	0	0	0	0
5:45 PM	93		93	0				0	17	106	0	68	17		0	394	0	0	0	0
6:00 PM	83		75	0				0	32	80	0	63	15		0	348	0	0	0	5
6:15 PM	96		96	0				0	20	64	0	81	22		0	379	0	0	0	0
Total Survey	1,131		1,040	2				0	292	1,193	0	901	262		0	4,819	0	1	0	9

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

By Approach	Northbound 10th St				Southbound 10th St				Eastbound Blankenship Rd				Westbound Blankenship Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	690	818	1,508	2	0	0	0	0	579	469	1,048	0	451	433	884	0	1,720	0	1	0	4
%HV	1.7%				0.0%				1.6%				4.9%				2.5%				
PHF	0.97				0.00				0.82				0.97				0.94				

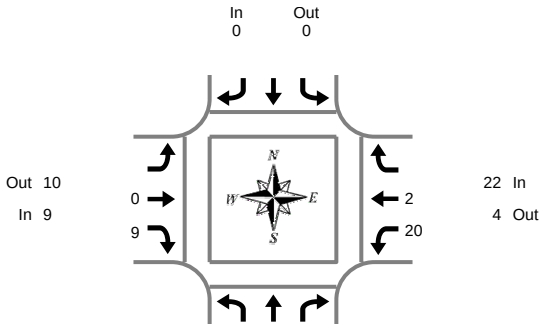
By Movement	Northbound 10th St				Southbound 10th St				Eastbound Blankenship Rd				Westbound Blankenship Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	359		331	690				0		102	477	579	341	110		451	1,720
%HV	2.2%	NA	1.2%	1.7%	NA	NA	NA	0.0%	NA	0.0%	1.9%	1.6%	5.9%	1.8%	NA	4.9%	2.5%
PHF	0.93		0.83	0.97				0.00		0.91	0.80	0.82	0.93	0.83		0.97	0.94

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound Blankenship Rd				Westbound Blankenship Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
3:30 PM	394		352	0				0	98	356	0	283	82		0	1,565	0	0	0	0
3:45 PM	401		351	0				0	95	386	0	319	89		0	1,641	0	0	0	4
4:00 PM	389		331	0				0	97	458	0	326	100		0	1,701	0	0	0	4
4:15 PM	350		346	0				0	98	475	0	324	108		0	1,701	0	1	0	4
4:30 PM	359		331	2				0	102	477	0	341	110		0	1,720	0	1	0	4
4:45 PM	372		344	2				0	100	484	0	314	102		0	1,716	0	1	0	0
5:00 PM	373		362	2				0	89	441	0	303	86		0	1,654	0	1	0	0
5:15 PM	379		337	2				0	99	391	0	284	74		0	1,564	0	0	0	5
5:30 PM	378		357	0				0	92	360	0	277	70		0	1,534	0	0	0	5

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



10th St & Blankenship Rd

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound Blankenship Rd				Westbound Blankenship Rd				Interval Total
	L		R	Total				Total	T	R	Total	L	T		Total	
3:30 PM	3		12	15				0	0	2	2	6	0		6	23
3:45 PM	4		7	11				0	1	4	5	12	0		12	28
4:00 PM	2		7	9				0	0	6	6	7	1		8	23
4:15 PM	0		4	4				0	1	4	5	10	1		11	20
4:30 PM	4		4	8				0	0	2	2	13	0		13	23
4:45 PM	1		0	1				0	0	4	4	3	1		4	9
5:00 PM	0		0	0				0	0	1	1	3	0		3	4
5:15 PM	3		0	3				0	0	2	2	1	1		2	7
5:30 PM	0		1	1				0	0	1	1	1	0		1	3
5:45 PM	1		0	1				0	0	2	2	1	0		1	4
6:00 PM	2		1	3				0	0	1	1	2	0		2	6
6:15 PM	0		1	1				0	0	1	1	0	0		0	2
Total Survey	20		37	57				0	2	30	32	59	4		63	152

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

By Approach	Northbound 10th St			Southbound 10th St			Eastbound Blankenship Rd			Westbound Blankenship Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	12	29	41	0	0	0	9	10	19	22	4	26	43
PHF	0.09			0.00			0.14			0.17			0.15

By Movement	Northbound 10th St				Southbound 10th St				Eastbound Blankenship Rd				Westbound Blankenship Rd				Total
	L		R	Total				Total	T	R	Total	L	T		Total	
Volume	8		4	12				0	0	9	9	20	2		22	43
PHF	0.22		0.04	0.09				0.00	0.00	0.16	0.14	0.17	0.25		0.17	0.15

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

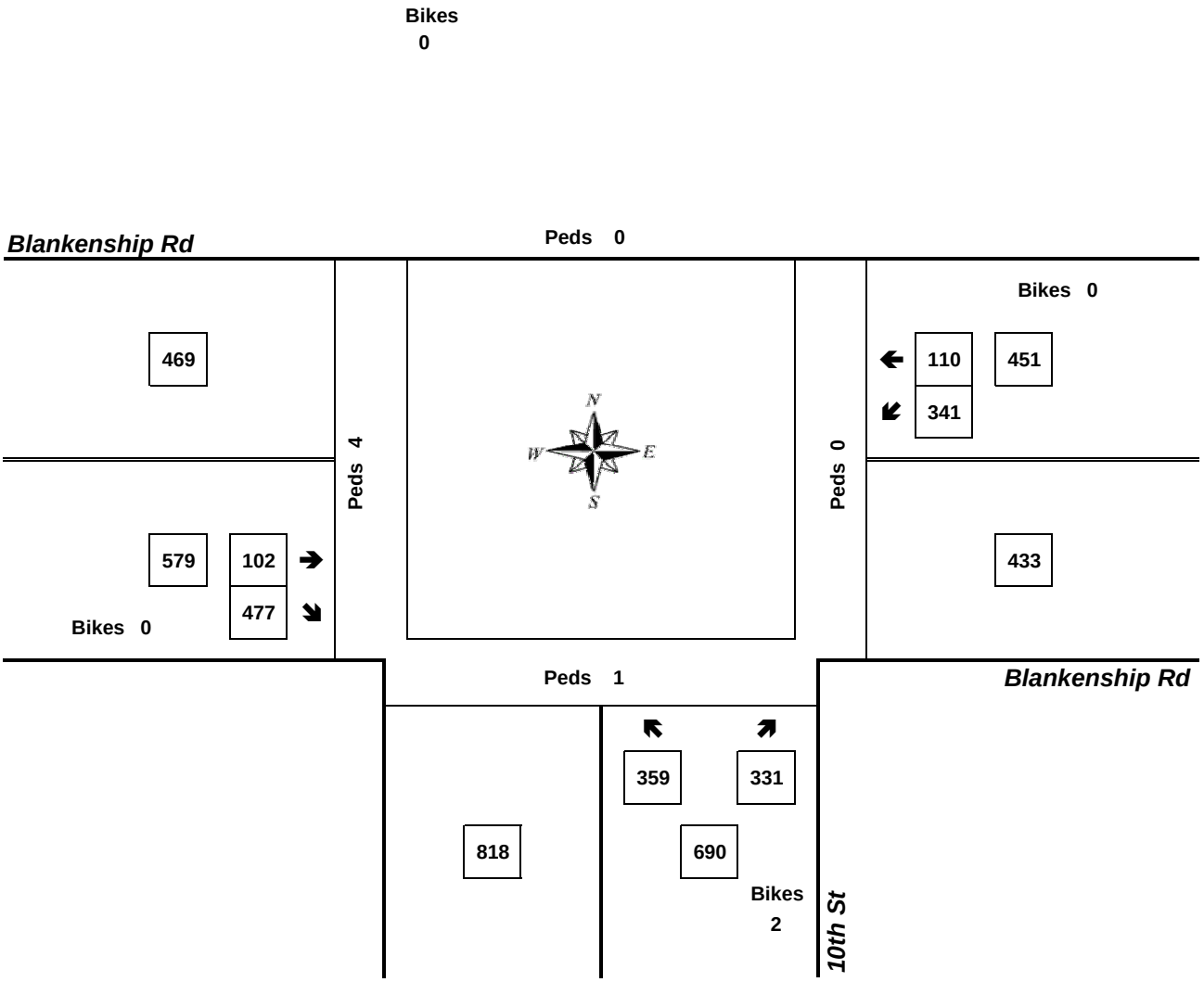
Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound Blankenship Rd				Westbound Blankenship Rd				Interval Total
	L		R	Total				Total	T	R	Total	L	T		Total	
3:30 PM	9		30	39				0	2	16	18	35	2		37	94
3:45 PM	10		22	32				0	2	16	18	42	2		44	94
4:00 PM	7		15	22				0	1	16	17	33	3		36	75
4:15 PM	5		8	13				0	1	11	12	29	2		31	56
4:30 PM	8		4	12				0	0	9	9	20	2		22	43
4:45 PM	4		1	5				0	0	8	8	8	2		10	23
5:00 PM	4		1	5				0	0	6	6	6	1		7	18
5:15 PM	6		2	8				0	0	6	6	5	1		6	20
5:30 PM	3		3	6				0	0	5	5	4	0		4	15

Peak Hour Summary

Clay Carney
(503) 833-2740

10th St & Blankenship Rd

4:30 PM to 5:30 PM
Wednesday, October 25, 2006

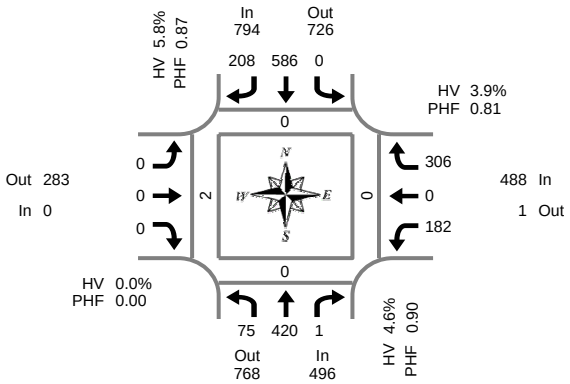


Approach	PHF	HV%	Volume
EB	0.82	1.6%	579
WB	0.97	4.9%	451
NB	0.97	1.7%	690
SB	0.00	0.0%	0
Intersection	0.94	2.5%	1,720

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:00 PM to 5:00 PM

10th St & I-205 SB Ramps

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	19	119	0	0	0	103	32	0	0	0	0	0	52	0	50	0	375	0	0	0	0
3:45 PM	22	117	0	0	0	105	41	0	0	0	0	0	46	1	77	0	409	0	0	0	0
4:00 PM	17	108	0	0	0	150	51	0	0	0	0	0	55	0	95	0	476	0	0	0	0
4:15 PM	24	114	0	0	0	125	42	0	0	0	0	0	39	0	68	0	412	0	0	0	1
4:30 PM	20	106	0	0	0	131	66	0	0	0	0	0	41	0	75	0	439	0	0	0	1
4:45 PM	14	92	1	0	0	180	49	0	0	0	0	0	47	0	68	0	451	0	0	0	0
5:00 PM	20	106	0	0	0	160	53	0	0	0	0	0	36	0	67	0	442	0	0	0	1
5:15 PM	17	84	0	0	0	143	46	0	0	0	0	0	38	0	87	2	415	0	0	0	1
5:30 PM	21	108	0	0	0	137	39	0	0	0	0	0	61	0	84	0	450	0	0	0	0
5:45 PM	29	124	0	0	0	131	43	0	0	0	0	0	35	1	60	0	423	0	0	0	0
6:00 PM	40	132	0	0	0	120	28	0	0	0	0	0	19	0	19	0	358	0	0	0	2
6:15 PM	32	125	0	0	0	100	45	0	0	0	0	0	35	0	62	0	399	0	0	0	3
Total Survey	275	1,335	1	0	0	1,585	535	0	0	0	0	0	504	2	812	2	5,049	0	0	0	9

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound 10th St				Southbound 10th St				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	496	768	1,264	0	794	726	1,520	0	0	283	283	0	488	1	489	0	1,778	0	0	0	2
%HV	4.6%				5.8%				0.0%				3.9%				4.9%				
PHF	0.90				0.87				0.00				0.81				0.93				

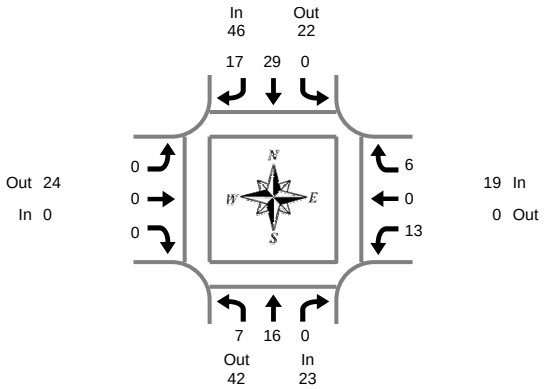
By Movement	Northbound 10th St				Southbound 10th St				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	75	420	1	496	0	586	208	794	0	0	0	0	182	0	306	488	1,778
%HV	9.3%	3.8%	0.0%	4.6%	0.0%	4.9%	8.2%	5.8%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	2.0%	3.9%	4.9%
PHF	0.78	0.92	0.25	0.90	0.00	0.81	0.79	0.87	0.00	0.00	0.00	0.00	0.83	0.00	0.81	0.81	0.93

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	82	458	0	0	0	483	166	0	0	0	0	0	192	1	290	0	1,672	0	0	0	1
3:45 PM	83	445	0	0	0	511	200	0	0	0	0	0	181	1	315	0	1,736	0	0	0	2
4:00 PM	75	420	1	0	0	586	208	0	0	0	0	0	182	0	306	0	1,778	0	0	0	2
4:15 PM	78	418	1	0	0	596	210	0	0	0	0	0	163	0	278	0	1,744	0	0	0	3
4:30 PM	71	388	1	0	0	614	214	0	0	0	0	0	162	0	297	2	1,747	0	0	0	3
4:45 PM	72	390	1	0	0	620	187	0	0	0	0	0	182	0	306	2	1,758	0	0	0	2
5:00 PM	87	422	0	0	0	571	181	0	0	0	0	0	170	1	298	2	1,730	0	0	0	2
5:15 PM	107	448	0	0	0	531	156	0	0	0	0	0	153	1	250	2	1,646	0	0	0	3
5:30 PM	122	489	0	0	0	488	155	0	0	0	0	0	150	1	225	0	1,630	0	0	0	5

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:00 PM to 5:00 PM

10th St & I-205 SB Ramps

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	1	12	0	13	0	5	3	8	0	0	0	0	1	0	3	4	25
3:45 PM	2	7	0	9	0	8	9	17	0	0	0	0	2	0	5	7	33
4:00 PM	1	7	0	8	0	8	3	11	0	0	0	0	2	0	2	4	23
4:15 PM	1	4	0	5	0	9	5	14	0	0	0	0	7	0	1	8	27
4:30 PM	3	5	0	8	0	8	6	14	0	0	0	0	1	0	2	3	25
4:45 PM	2	0	0	2	0	4	3	7	0	0	0	0	3	0	1	4	13
5:00 PM	2	0	0	2	0	3	1	4	0	0	0	0	0	0	0	0	6
5:15 PM	2	1	0	3	0	1	2	3	0	0	0	0	1	0	2	3	9
5:30 PM	0	1	0	1	0	1	2	3	0	0	0	0	0	0	0	0	4
5:45 PM	2	1	0	3	0	2	1	3	0	0	0	0	2	0	0	2	8
6:00 PM	2	3	0	5	0	1	2	3	0	0	0	0	1	0	1	2	10
6:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total Survey	18	41	0	59	0	51	37	88	0	0	0	0	21	0	17	38	185

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound 10th St			Southbound 10th St			Eastbound I-205 SB Ramps			Westbound I-205 SB Ramps			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	23	42	65	46	22	68	0	24	24	19	0	19	88
PHF	0.19			0.27			0.00			0.25			0.27

By Movement	Northbound 10th St				Southbound 10th St				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	7	16	0	23	0	29	17	46	0	0	0	0	13	0	6	19	88
PHF	0.25	0.15	0.00	0.19	0.00	0.29	0.25	0.27	0.00	0.00	0.00	0.00	0.30	0.00	0.15	0.25	0.27

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

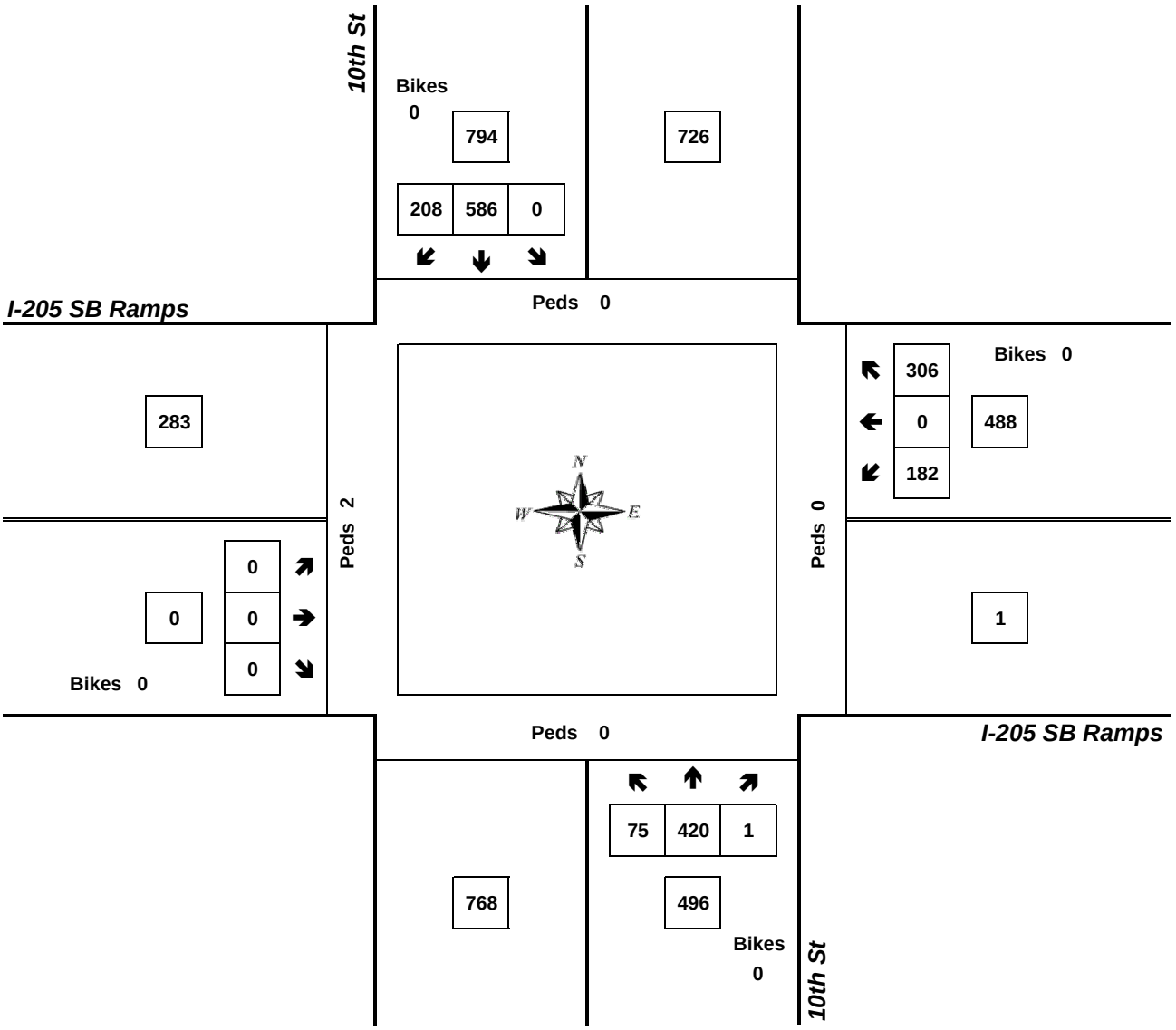
Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound I-205 SB Ramps				Westbound I-205 SB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	5	30	0	35	0	30	20	50	0	0	0	0	12	0	11	23	108
3:45 PM	7	23	0	30	0	33	23	56	0	0	0	0	12	0	10	22	108
4:00 PM	7	16	0	23	0	29	17	46	0	0	0	0	13	0	6	19	88
4:15 PM	8	9	0	17	0	24	15	39	0	0	0	0	11	0	4	15	71
4:30 PM	9	6	0	15	0	16	12	28	0	0	0	0	5	0	5	10	53
4:45 PM	6	2	0	8	0	9	8	17	0	0	0	0	4	0	3	7	32
5:00 PM	6	3	0	9	0	7	6	13	0	0	0	0	3	0	2	5	27
5:15 PM	6	6	0	12	0	5	7	12	0	0	0	0	4	0	3	7	31
5:30 PM	4	5	0	9	0	5	5	10	0	0	0	0	4	0	1	5	24

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

10th St & I-205 SB Ramps

4:00 PM to 5:00 PM
Wednesday, October 25, 2006

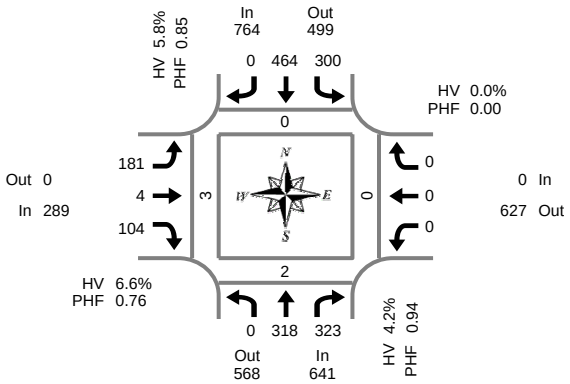


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.81	3.9%	488
NB	0.90	4.6%	496
SB	0.87	5.8%	794
Intersection	0.93	4.9%	1,778

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



10th St & I-205 NB Ramps

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:00 PM to 5:00 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	82	64	0	54	100	0	0	55	1	24	0	0	0	0	0	380	0	0	0	0
3:45 PM	0	80	70	0	60	89	0	0	51	1	30	0	0	0	0	0	381	0	0	0	0
4:00 PM	0	83	82	0	83	118	0	0	52	2	41	0	0	0	0	0	461	0	0	0	2
4:15 PM	0	72	91	0	74	86	0	0	54	0	15	0	0	0	0	0	392	0	0	0	0
4:30 PM	0	90	80	0	63	114	0	0	35	1	22	0	0	0	0	0	405	0	0	0	1
4:45 PM	0	73	70	0	80	146	0	0	40	1	26	0	0	0	0	0	436	0	2	0	0
5:00 PM	0	82	81	0	83	112	0	0	34	1	17	0	0	0	0	0	410	0	0	0	2
5:15 PM	0	74	82	0	67	109	0	0	30	1	9	2	0	0	0	0	372	0	1	0	2
5:30 PM	0	86	94	0	78	134	0	0	33	1	18	0	0	0	0	0	444	0	2	0	0
5:45 PM	0	106	77	0	65	97	0	0	56	1	25	0	0	0	0	0	427	0	0	0	0
6:00 PM	0	120	52	0	54	80	0	0	53	0	28	0	0	0	0	0	387	2	0	0	0
6:15 PM	0	121	52	0	53	83	0	0	63	1	21	0	0	0	0	0	394	0	0	0	2
Total Survey	0	1,069	895	0	814	1,268	0	0	556	11	276	2	0	0	0	0	4,889	2	5	0	9

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound 10th St				Southbound 10th St				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	641	568	1,209	0	764	499	1,263	0	289	0	289	0	0	627	627	0	1,694	0	2	0	3
%HV	4.2%				5.8%				6.6%				0.0%				5.3%				
PHF	0.94				0.85				0.76				0.00				0.92				

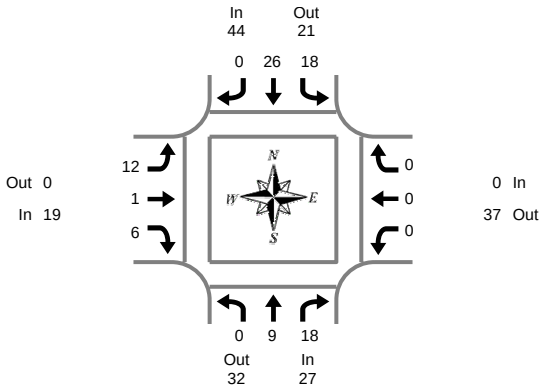
By Movement	Northbound 10th St				Southbound 10th St				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	318	323	641	300	464	0	764	181	4	104	289	0	0	0	0	1,694
%HV	0.0%	2.8%	5.6%	4.2%	6.0%	5.6%	0.0%	5.8%	6.6%	25.0%	5.8%	6.6%	0.0%	0.0%	0.0%	0.0%	5.3%
PHF	0.00	0.88	0.89	0.94	0.90	0.79	0.00	0.85	0.84	0.50	0.63	0.76	0.00	0.00	0.00	0.00	0.92

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	317	307	0	271	393	0	0	212	4	110	0	0	0	0	0	1,614	0	0	0	2
3:45 PM	0	325	323	0	280	407	0	0	192	4	108	0	0	0	0	0	1,639	0	0	0	3
4:00 PM	0	318	323	0	300	464	0	0	181	4	104	0	0	0	0	0	1,694	0	2	0	3
4:15 PM	0	317	322	0	300	458	0	0	163	3	80	0	0	0	0	0	1,643	0	2	0	3
4:30 PM	0	319	313	0	293	481	0	0	139	4	74	2	0	0	0	0	1,623	0	3	0	5
4:45 PM	0	315	327	0	308	501	0	0	137	4	70	2	0	0	0	0	1,662	0	5	0	4
5:00 PM	0	348	334	0	293	452	0	0	153	4	69	2	0	0	0	0	1,653	0	3	0	4
5:15 PM	0	386	305	0	264	420	0	0	172	3	80	2	0	0	0	0	1,630	2	3	0	2
5:30 PM	0	433	275	0	250	394	0	0	205	3	92	0	0	0	0	0	1,652	2	2	0	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



10th St & I-205 NB Ramps

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	5	2	7	1	5	0	6	10	1	1	12	0	0	0	0	25
3:45 PM	0	5	6	11	7	3	0	10	4	0	2	6	0	0	0	0	27
4:00 PM	0	4	4	8	6	5	0	11	4	1	3	8	0	0	0	0	27
4:15 PM	0	0	8	8	7	10	0	17	5	0	0	5	0	0	0	0	30
4:30 PM	0	4	6	10	2	6	0	8	3	0	1	4	0	0	0	0	22
4:45 PM	0	1	0	1	3	5	0	8	0	0	2	2	0	0	0	0	11
5:00 PM	0	2	3	5	2	0	0	2	0	0	1	1	0	0	0	0	8
5:15 PM	0	2	1	3	1	1	0	2	1	0	1	2	0	0	0	0	7
5:30 PM	0	0	6	6	0	0	0	0	1	0	1	2	0	0	0	0	8
5:45 PM	0	4	3	7	1	3	0	4	0	0	1	1	0	0	0	0	12
6:00 PM	0	4	2	6	2	0	0	2	0	0	0	0	0	0	0	0	8
6:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
Total Survey	0	32	41	73	33	39	0	72	28	2	13	43	0	0	0	0	188

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound 10th St			Southbound 10th St			Eastbound I-205 NB Ramps			Westbound I-205 NB Ramps			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	27	32	59	44	21	65	19	0	19	0	37	37	90
PHF	0.25			0.29			0.18			0.00			0.27

By Movement	Northbound 10th St				Southbound 10th St				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	9	18	27	18	26	0	44	12	1	6	19	0	0	0	0	90
PHF	0.00	0.16	0.25	0.25	0.23	0.31	0.00	0.29	0.17	0.13	0.25	0.18	0.00	0.00	0.00	0.00	0.27

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

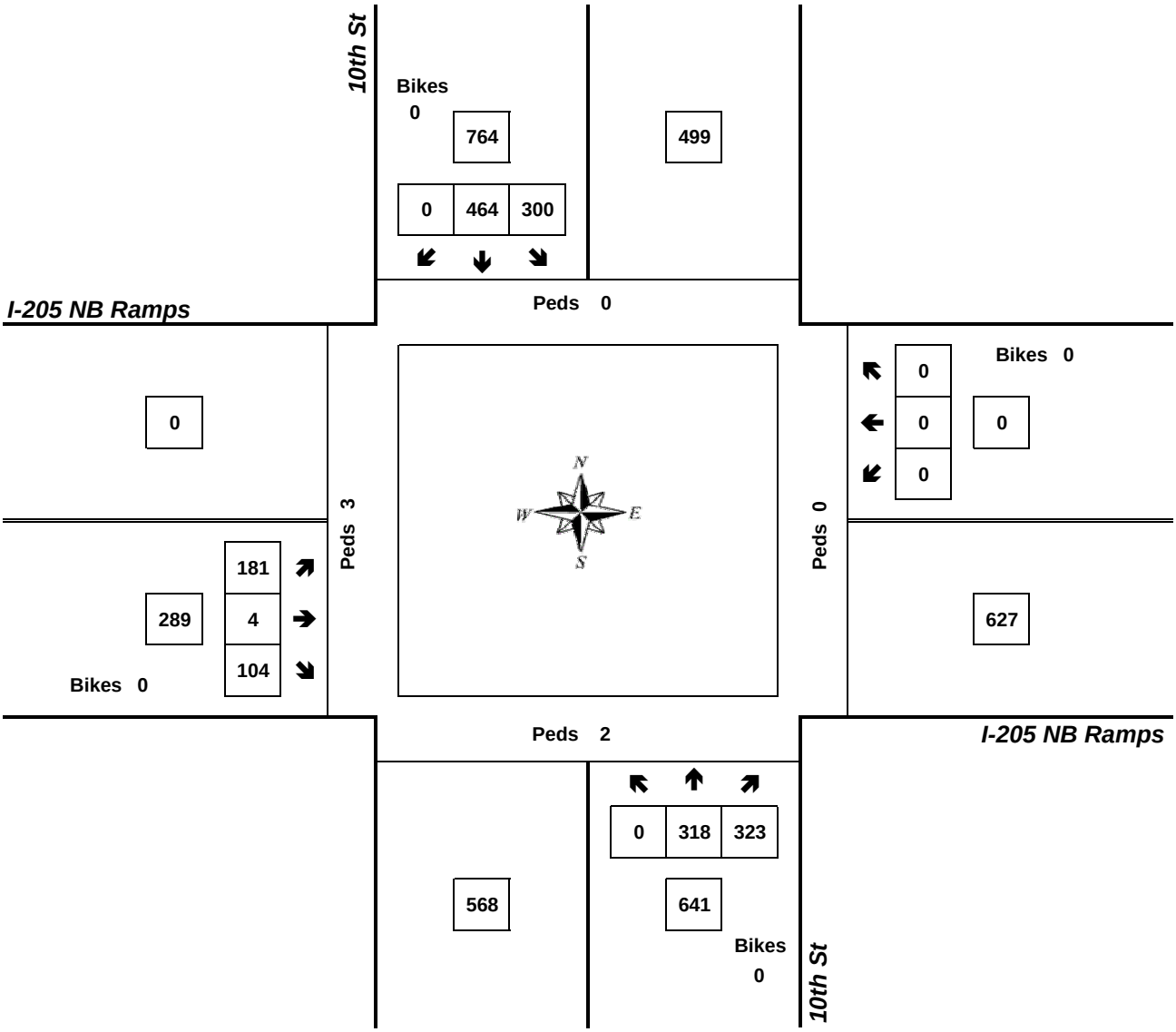
Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound I-205 NB Ramps				Westbound I-205 NB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	14	20	34	21	23	0	44	23	2	6	31	0	0	0	0	109
3:45 PM	0	13	24	37	22	24	0	46	16	1	6	23	0	0	0	0	106
4:00 PM	0	9	18	27	18	26	0	44	12	1	6	19	0	0	0	0	90
4:15 PM	0	7	17	24	14	21	0	35	8	0	4	12	0	0	0	0	71
4:30 PM	0	9	10	19	8	12	0	20	4	0	5	9	0	0	0	0	48
4:45 PM	0	5	10	15	6	6	0	12	2	0	5	7	0	0	0	0	34
5:00 PM	0	8	13	21	4	4	0	8	2	0	4	6	0	0	0	0	35
5:15 PM	0	10	12	22	4	4	0	8	2	0	3	5	0	0	0	0	35
5:30 PM	0	9	11	20	4	4	0	8	1	0	2	3	0	0	0	0	31

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

10th St & I-205 NB Ramps

4:00 PM to 5:00 PM
Wednesday, October 25, 2006

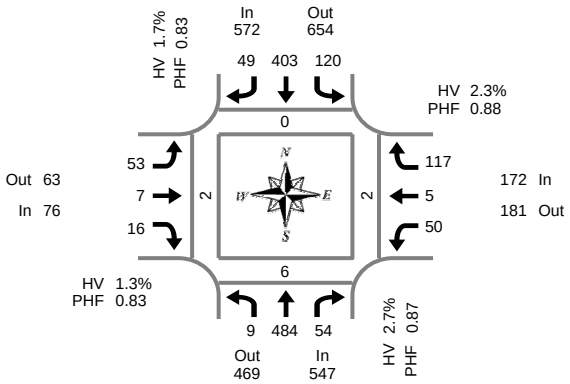


Approach	PHF	HV%	Volume
EB	0.76	6.6%	289
WB	0.00	0.0%	0
NB	0.94	4.2%	641
SB	0.85	5.8%	764
Intersection	0.92	5.3%	1,694

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



10th St & 8th Ave

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

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

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound 8th Ave				Westbound 8th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	2	102	19	0	33	76	9	0	7	2	4	0	9	3	33	0	299	0	0	0	0
3:45 PM	2	107	11	0	30	71	19	0	9	1	6	0	11	4	39	0	310	0	0	0	0
4:00 PM	2	111	14	0	41	100	18	0	11	2	4	0	11	1	38	0	353	0	3	3	1
4:15 PM	0	123	6	0	24	65	16	0	6	1	5	0	9	1	32	0	288	0	1	0	0
4:30 PM	2	112	15	0	28	82	19	0	17	0	5	0	9	1	37	0	327	0	5	3	5
4:45 PM	1	101	6	0	34	118	21	0	10	1	4	0	12	0	34	0	342	0	3	0	1
5:00 PM	4	113	16	0	28	103	6	0	18	1	4	0	7	3	31	0	334	0	0	0	1
5:15 PM	3	131	15	0	23	83	9	0	12	1	3	2	15	1	20	0	316	0	2	2	0
5:30 PM	1	139	17	0	35	99	13	0	13	4	5	0	16	1	32	0	375	0	1	0	0
5:45 PM	3	135	8	0	33	69	11	0	8	1	4	0	13	1	37	0	323	0	0	1	0
6:00 PM	2	119	18	0	25	68	21	0	15	2	5	0	7	2	33	0	317	0	0	0	1
6:15 PM	3	116	24	0	24	66	10	0	9	2	0	0	11	1	38	0	304	0	0	0	1
Total Survey	25	1,409	169	0	358	1,000	172	0	135	18	49	2	130	19	404	0	3,888	0	15	9	10

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

By Approach	Northbound 10th St				Southbound 10th St				Eastbound 8th Ave				Westbound 8th Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	547	469	1,016	0	572	654	1,226	0	76	63	139	2	172	181	353	0	1,367	0	6	2	2
%HV	2.7%				1.7%				1.3%				2.3%				2.2%				
PHF	0.87				0.83				0.83				0.88				0.91				

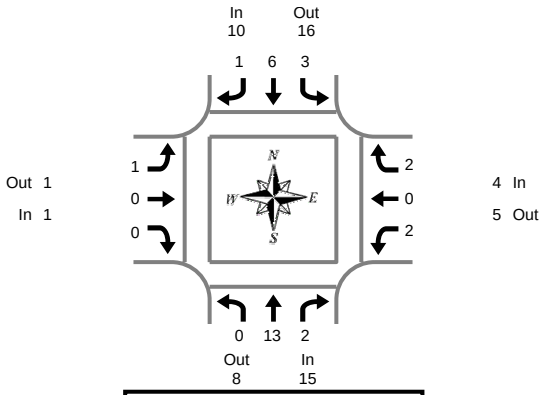
By Movement	Northbound 10th St				Southbound 10th St				Eastbound 8th Ave				Westbound 8th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	9	484	54	547	120	403	49	572	53	7	16	76	50	5	117	172	1,367
%HV	0.0%	2.7%	3.7%	2.7%	2.5%	1.5%	2.0%	1.7%	1.9%	0.0%	0.0%	1.3%	4.0%	0.0%	1.7%	2.3%	2.2%
PHF	0.56	0.87	0.79	0.87	0.86	0.85	0.58	0.83	0.74	0.44	0.80	0.83	0.78	0.42	0.86	0.88	0.91

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound 8th Ave				Westbound 8th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	6	443	50	0	128	312	62	0	33	6	19	0	40	9	142	0	1,250	0	4	3	1
3:45 PM	6	453	46	0	123	318	72	0	43	4	20	0	40	7	146	0	1,278	0	9	6	6
4:00 PM	5	447	41	0	127	365	74	0	44	4	18	0	41	3	141	0	1,310	0	12	6	7
4:15 PM	7	449	43	0	114	368	62	0	51	3	18	0	37	5	134	0	1,291	0	9	3	7
4:30 PM	10	457	52	0	113	386	55	0	57	3	16	2	43	5	122	0	1,319	0	10	5	7
4:45 PM	9	484	54	0	120	403	49	0	53	7	16	2	50	5	117	0	1,367	0	6	2	2
5:00 PM	11	518	56	0	119	354	39	0	51	7	16	2	51	6	120	0	1,348	0	3	3	1
5:15 PM	9	524	58	0	116	319	54	0	48	8	17	2	51	5	122	0	1,331	0	3	3	1
5:30 PM	9	509	67	0	117	302	55	0	45	9	14	0	47	5	140	0	1,319	0	1	1	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



10th St & 8th Ave

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound 8th Ave				Westbound 8th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	6	0	6	1	7	0	8	0	0	0	0	0	0	1	1	15
3:45 PM	1	9	0	10	1	4	1	6	0	0	1	1	0	0	1	1	18
4:00 PM	0	4	1	5	1	5	1	7	2	0	0	2	0	0	1	1	15
4:15 PM	0	6	0	6	0	5	6	11	1	0	0	1	1	0	1	2	20
4:30 PM	0	10	0	10	0	3	4	7	1	0	0	1	0	0	0	0	18
4:45 PM	0	2	1	3	2	4	1	7	0	0	0	0	1	0	1	2	12
5:00 PM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	1	1	5
5:15 PM	0	4	1	5	1	1	0	2	0	0	0	0	1	0	0	1	8
5:30 PM	0	4	0	4	0	1	0	1	0	0	0	0	0	0	0	0	5
5:45 PM	1	7	0	8	2	0	1	3	0	0	0	0	0	1	0	1	12
6:00 PM	0	3	0	3	0	0	0	0	2	0	0	2	0	0	1	1	6
6:15 PM	0	1	1	2	0	0	1	1	0	0	0	0	1	0	0	1	4
Total Survey	2	59	4	65	8	30	15	53	7	0	1	8	4	1	7	12	138

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

By Approach	Northbound 10th St			Southbound 10th St			Eastbound 8th Ave			Westbound 8th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	15	8	23	10	16	26	1	1	2	4	5	9	30
PHF	0.18			0.10			0.06			0.25			0.14

By Movement	Northbound 10th St				Southbound 10th St				Eastbound 8th Ave				Westbound 8th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	13	2	15	3	6	1	10	1	0	0	1	2	0	2	4	30
PHF	0.00	0.16	0.25	0.18	0.25	0.09	0.02	0.10	0.06	0.00	0.00	0.06	0.25	0.00	0.17	0.25	0.14

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

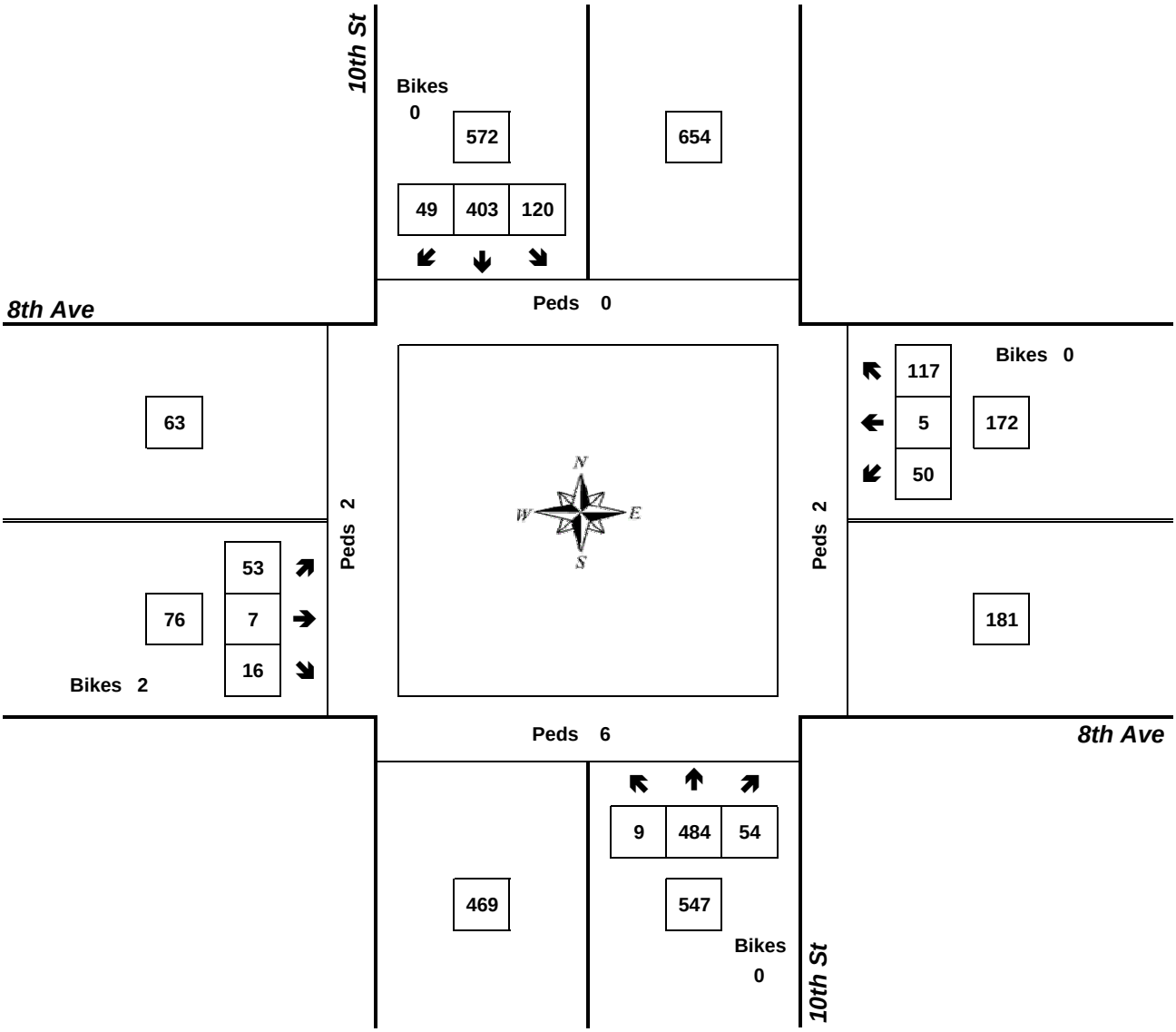
Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound 8th Ave				Westbound 8th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	1	25	1	27	3	21	8	32	3	0	1	4	1	0	4	5	68
3:45 PM	1	29	1	31	2	17	12	31	4	0	1	5	1	0	3	4	71
4:00 PM	0	22	2	24	3	17	12	32	4	0	0	4	2	0	3	5	65
4:15 PM	0	21	1	22	2	12	11	25	3	0	0	3	2	0	3	5	55
4:30 PM	0	19	2	21	3	8	5	16	2	0	0	2	2	0	2	4	43
4:45 PM	0	13	2	15	3	6	1	10	1	0	0	1	2	0	2	4	30
5:00 PM	1	18	1	20	3	2	1	6	1	0	0	1	1	1	1	3	30
5:15 PM	1	18	1	20	3	2	1	6	2	0	0	2	1	1	1	3	31
5:30 PM	1	15	1	17	2	1	2	5	2	0	0	2	1	1	1	3	27

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

10th St & 8th Ave

4:45 PM to 5:45 PM
Wednesday, October 25, 2006

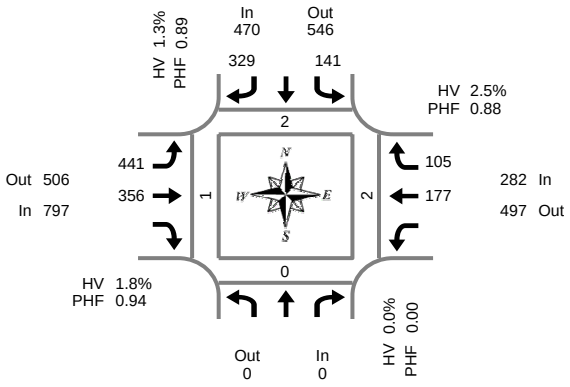


Approach	PHF	HV%	Volume
EB	0.83	1.3%	76
WB	0.88	2.3%	172
NB	0.87	2.7%	547
SB	0.83	1.7%	572
Intersection	0.91	2.2%	1,367

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



10th St & Willamette Falls Dr

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

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

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
3:30 PM				0	26		66	0	87	50		0		38	32	0	299	1	0	0	1
3:45 PM				0	34		56	0	98	65		0		30	23	0	306	0	0	0	0
4:00 PM				0	40		78	0	101	56		0		48	34	0	357	0	0	0	0
4:15 PM				0	28		54	0	96	88		0		28	23	0	317	0	0	1	0
4:30 PM				0	38		58	0	108	98		0		38	26	0	366	2	0	0	0
4:45 PM				0	49		83	0	82	103		0		44	27	0	388	0	0	0	0
5:00 PM				0	32		84	0	103	90		0		44	25	0	378	0	0	0	0
5:15 PM				0	30		72	0	123	84		0		51	29	0	389	1	0	1	1
5:30 PM				0	30		90	1	133	79		0		38	24	0	394	1	0	1	0
5:45 PM				0	23		63	0	119	94		0		44	33	0	376	1	0	2	0
6:00 PM				0	27		53	0	88	55		0		76	56	0	355	1	0	0	0
6:15 PM				0	14		63	0	87	42		0		79	59	0	344	0	0	0	0
Total Survey				0	371		820	1	1,225	904		0		558	391	0	4,269	7	0	5	2

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

By Approach	Northbound 10th St				Southbound 10th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	470	546	1,016	1	797	506	1,303	0	282	497	779	0	1,549	2	0	2	1
%HV	0.0%				1.3%				1.8%				2.5%				1.7%				
PHF	0.00				0.89				0.94				0.88				0.98				

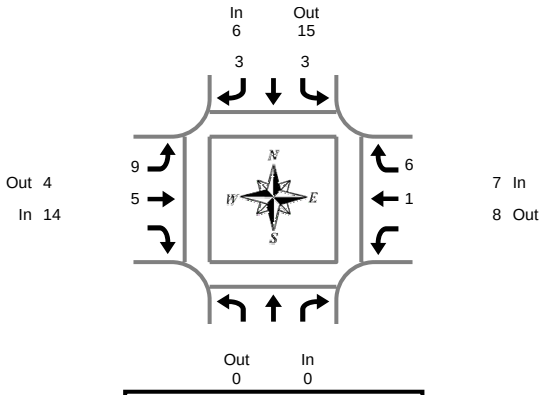
By Movement	Northbound 10th St				Southbound 10th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	141		329	470	441	356		797		177	105	282	1,549
%HV	NA	NA	NA	0.0%	2.1%	NA	0.9%	1.3%	2.0%	1.4%	NA	1.8%	NA	0.6%	5.7%	2.5%	1.7%
PHF				0.00	0.72		0.91	0.89	0.83	0.86		0.94		0.87	0.91	0.88	0.98

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
3:30 PM				0	128		254	0	382	259		0		144	112	0	1,279	1	0	1	1
3:45 PM				0	140		246	0	403	307		0		144	106	0	1,346	2	0	1	0
4:00 PM				0	155		273	0	387	345		0		158	110	0	1,428	2	0	1	0
4:15 PM				0	147		279	0	389	379		0		154	101	0	1,449	2	0	1	0
4:30 PM				0	149		297	0	416	375		0		177	107	0	1,521	3	0	1	1
4:45 PM				0	141		329	1	441	356		0		177	105	0	1,549	2	0	2	1
5:00 PM				0	115		309	1	478	347		0		177	111	0	1,537	3	0	4	1
5:15 PM				0	110		278	1	463	312		0		209	142	0	1,514	4	0	4	1
5:30 PM				0	94		269	1	427	270		0		237	172	0	1,469	3	0	3	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



10th St & Willamette Falls Dr

Wednesday, October 25, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
3:30 PM				0	2		5	7	6	1		7		4	2	6	20
3:45 PM				0	3		1	4	5	3		8		2	2	4	16
4:00 PM				0	2		3	5	4	4		8		0	1	1	14
4:15 PM				0	2		4	6	5	3		8		2	0	2	16
4:30 PM				0	3		2	5	8	5		13		1	3	4	22
4:45 PM				0	2		1	3	2	2		4		0	0	0	7
5:00 PM				0	0		0	0	0	1		1		1	2	3	4
5:15 PM				0	1		1	2	3	0		3		0	4	4	9
5:30 PM				0	0		1	1	4	2		6		0	0	0	7
5:45 PM				0	0		0	0	4	1		5		2	4	6	11
6:00 PM				0	0		0	0	1	3		4		1	2	3	7
6:15 PM				0	0		1	1	1	1		2		1	1	2	5
Total Survey				0	15		19	34	43	26		69		14	21	35	138

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

By Approach	Northbound 10th St			Southbound 10th St			Eastbound Willamette Falls Dr			Westbound Willamette Falls Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	6	15	21	14	4	18	7	8	15	27
PHF	0.00			0.09			0.12			0.16			0.13

By Movement	Northbound 10th St				Southbound 10th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	3		3	6	9	5		14		1	6	7	27
PHF				0.00	0.11		0.08	0.09	0.13	0.10		0.12		0.04	0.19	0.16	0.13

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

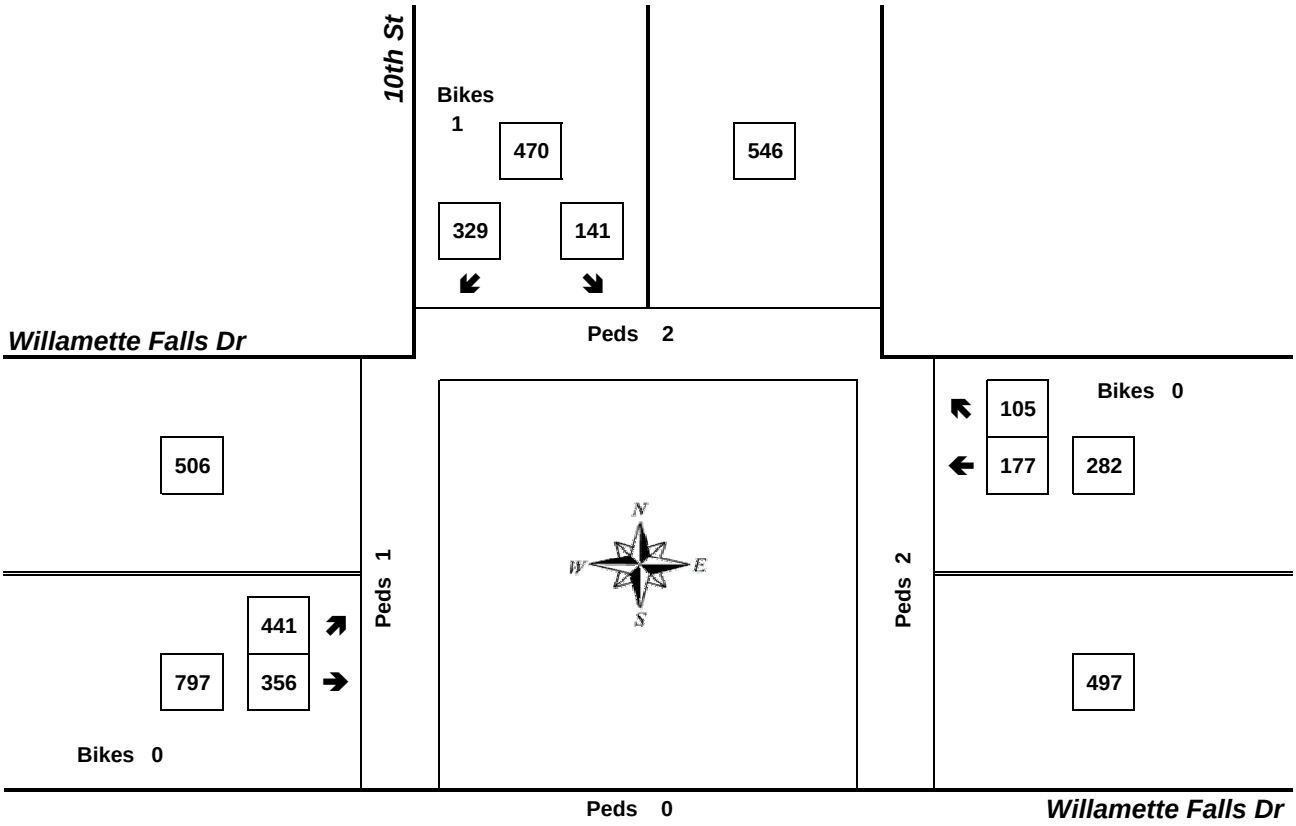
Interval Start Time	Northbound 10th St				Southbound 10th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
3:30 PM				0	9		13	22	20	11		31		8	5	13	66
3:45 PM				0	10		10	20	22	15		37		5	6	11	68
4:00 PM				0	9		10	19	19	14		33		3	4	7	59
4:15 PM				0	7		7	14	15	11		26		4	5	9	49
4:30 PM				0	6		4	10	13	8		21		2	9	11	42
4:45 PM				0	3		3	6	9	5		14		1	6	7	27
5:00 PM				0	1		2	3	11	4		15		3	10	13	31
5:15 PM				0	1		2	3	12	6		18		3	10	13	34
5:30 PM				0	0		2	2	10	7		17		4	7	11	30

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

10th St & Willamette Falls Dr

4:45 PM to 5:45 PM
Wednesday, October 25, 2006



Bikes
0

Approach	PHF	HV%	Volume
EB	0.94	1.8%	797
WB	0.88	2.5%	282
NB	0.00	0.0%	0
SB	0.89	1.3%	470
Intersection	0.98	1.7%	1,549

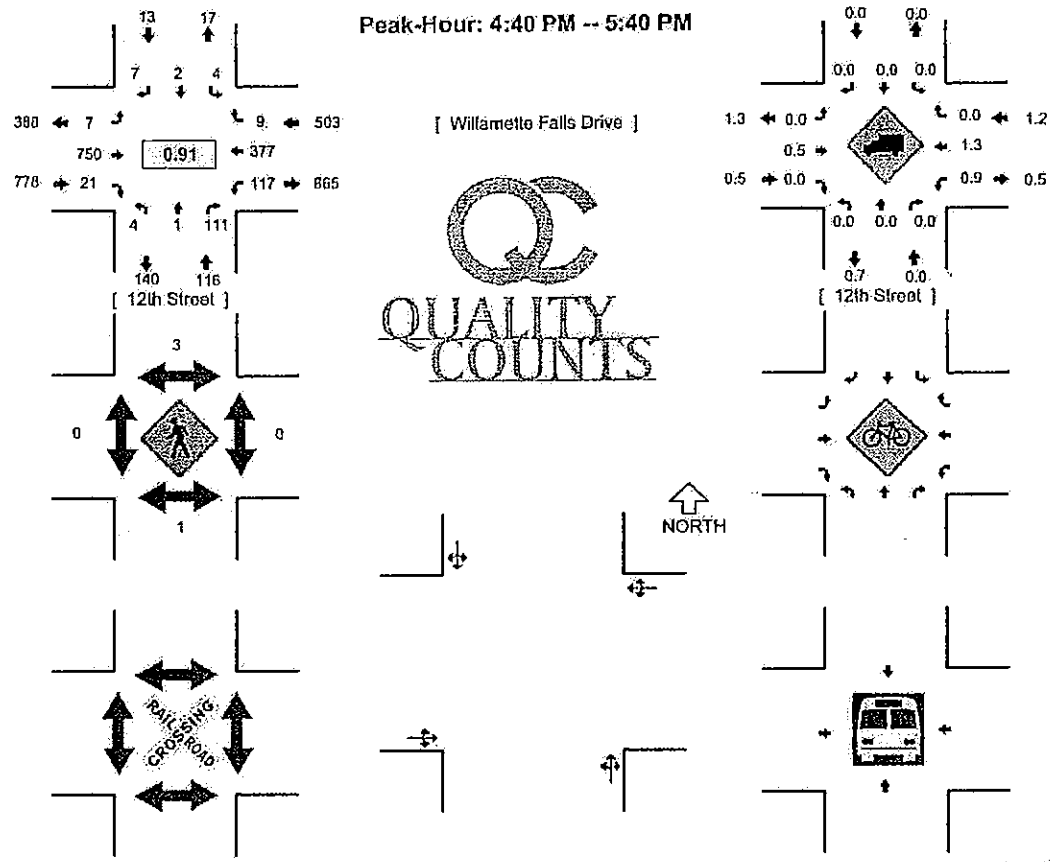
Count Period: 3:30 PM to 6:30 PM

Type of peak hour being reported: User Defined

Method for determining peak hour: Total Entering Volume

INTERSECTION: 12th Street--Willamette Falls Drive
WEATHER:

QC JOB #: 10164815
DATE: 8/1/2006



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	12th Street (Northbound)				12th Street (Southbound)				Willamette Falls ... (Eastbound)				Willamette Falls ... (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	7		0	0	0		0	70	1		3	22	0		103	
4:05 PM	1	0	14		0	0	0		0	59	3		10	20	0		107	
4:10 PM	1	0	14		1	0	0		0	55	1		7	22	0		101	
4:15 PM	1	0	10		0	0	2		1	41	2		5	23	0		85	
4:20 PM	0	0	11		0	0	0		2	61	1		12	22	1		110	
4:25 PM	0	1	6		1	0	0		0	65	0		8	26	1		110	
4:30 PM	0	0	5		2	0	1		0	54	2		9	13	1		87	
4:35 PM	1	0	9		1	0	1		0	52	1		12	24	0		101	
4:40 PM	0	0	10		1	0	0		0	49	3		12	37	0		112	
4:45 PM	0	0	9		1	0	1		0	58	3		6	28	0		106	
4:50 PM	0	0	10		0	0	1		0	64	1		4	40	1		121	
4:55 PM	1	0	6		0	0	0		0	71	2		13	32	0		125	1268
5:00 PM	0	0	7		0	0	1		0	69	2		11	24	1		115	1280
5:05 PM	0	0	10		0	0	1		2	68	1		9	20	2		113	1286
5:10 PM	1	0	14		0	0	0		1	51	1		13	30	2		113	1298
5:15 PM	0	1	8		0	0	0		1	57	1		10	28	1		107	1320
5:20 PM	0	0	8		0	0	1		1	66	1		8	38	0		123	1333
5:25 PM	0	0	10		1	0	0		0	70	0		7	37	2		127	1350
5:30 PM	0	0	13		0	2	2		2	72	2		15	28	0		136	1399
5:35 PM	2	0	6		1	0	0		0	55	4		9	35	0		112	1410
5:40 PM	0	1	8		2	0	1		0	63	5		12	22	0		114	1412
5:45 PM	1	0	13		1	0	0		1	61	3		10	20	3		113	1419
5:50 PM	0	0	16		0	1	0		0	60	6		11	25	2		121	1419
5:55 PM	1	0	8		1	0	1		0	53	0		6	34	0		104	1398

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	124		4	8	12		12	832	12		120	412	8		1544
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

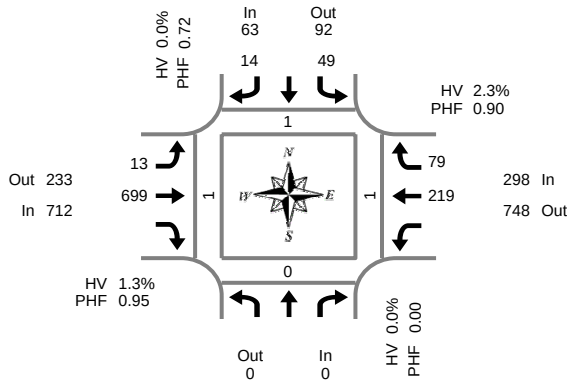
Counter Comments:

Report generated on 8/7/2006

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Dollar St East & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

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

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Dollar St East				Southbound Dollar St East				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
3:30 PM				0	12		3	0	5	72		0		49	21	0	162	0	0	0	0
3:45 PM				0	22		1	0	4	129		0		44	15	0	215	0	0	0	0
4:00 PM				0	14		2	0	2	93		0		43	16	0	170	0	0	0	0
4:15 PM				0	11		0	0	2	159		0		42	20	0	234	0	0	2	1
4:30 PM				0	20		1	1	2	160		0		45	18	0	246	0	0	0	0
4:45 PM				0	10		1	0	1	169		0		45	17	0	243	0	0	0	0
5:00 PM				0	10		5	0	4	169		0		55	23	0	266	1	0	1	0
5:15 PM				0	12		3	0	5	183		0		62	21	0	286	0	0	0	0
5:30 PM				0	17		5	0	3	178		1		57	18	0	278	0	0	0	1
5:45 PM				0	14		3	0	5	146		0		47	16	0	231	1	1	0	1
6:00 PM				0	18		3	0	4	98		0		51	17	0	191	0	0	0	0
6:15 PM				0	19		1	0	3	101		0		38	19	0	181	0	0	0	0
Total Survey				0	179		28	1	40	1,657		1		578	221	0	2,703	2	1	3	3

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

By Approach	Northbound Dollar St East				Southbound Dollar St East				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	63	92	155	0	712	233	945	1	298	748	1,046	0	1,073	1	0	1	1
%HV	0.0%				0.0%				1.3%				2.3%				1.5%				
PHF	0.00				0.72				0.95				0.90				0.94				

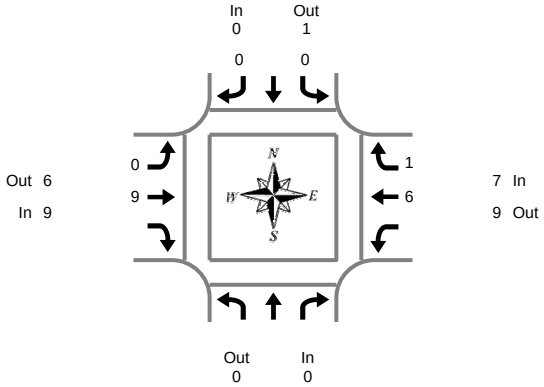
By Movement	Northbound Dollar St East				Southbound Dollar St East				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	49		14	63	13	699		712		219	79	298	1,073
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%	1.3%	NA	1.3%	NA	2.7%	1.3%	2.3%	1.5%
PHF				0.00	0.72		0.70	0.72	0.65	0.95		0.95		0.88	0.86	0.90	0.94

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Dollar St East				Southbound Dollar St East				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
3:30 PM				0	59		6	0	13	453		0		178	72	0	781	0	0	2	1
3:45 PM				0	67		4	1	10	541		0		174	69	0	865	0	0	2	1
4:00 PM				0	55		4	1	7	581		0		175	71	0	893	0	0	2	1
4:15 PM				0	51		7	1	9	657		0		187	78	0	989	1	0	3	1
4:30 PM				0	52		10	1	12	681		0		207	79	0	1,041	1	0	1	0
4:45 PM				0	49		14	0	13	699		1		219	79	0	1,073	1	0	1	1
5:00 PM				0	53		16	0	17	676		1		221	78	0	1,061	2	1	1	2
5:15 PM				0	61		14	0	17	605		1		217	72	0	986	1	1	0	2
5:30 PM				0	68		12	0	15	523		1		193	70	0	881	1	1	0	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Dollar St East & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Dollar St East				Southbound Dollar St East				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
3:30 PM				0	0		0	0	1	4		5		5	2	7	12
3:45 PM				0	1		0	1	0	7		7		8	1	9	17
4:00 PM				0	3		1	4	0	6		6		3	2	5	15
4:15 PM				0	1		0	1	0	10		10		1	2	3	14
4:30 PM				0	0		0	0	0	9		9		3	0	3	12
4:45 PM				0	0		0	0	0	2		2		1	0	1	3
5:00 PM				0	0		0	0	0	2		2		2	0	2	4
5:15 PM				0	0		0	0	0	4		4		1	1	2	6
5:30 PM				0	0		0	0	0	1		1		2	0	2	3
5:45 PM				0	0		0	0	0	2		2		0	0	0	2
6:00 PM				0	0		0	0	0	2		2		0	0	0	2
6:15 PM				0	0		0	0	0	2		2		1	0	1	3
Total Survey				0	5		1	6	1	51		52		27	8	35	93

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

By Approach	Northbound Dollar St East			Southbound Dollar St East			Eastbound Willamette Falls Dr			Westbound Willamette Falls Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	1	1	9	6	15	7	9	16	16
PHF	0.00			0.00			0.09			0.08			0.09

By Movement	Northbound Dollar St East				Southbound Dollar St East				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	0		0	0	0	9		9		6	1	7	16
PHF				0.00	0.00		0.00	0.00	0.00	0.09		0.09		0.09	0.05	0.08	0.09

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

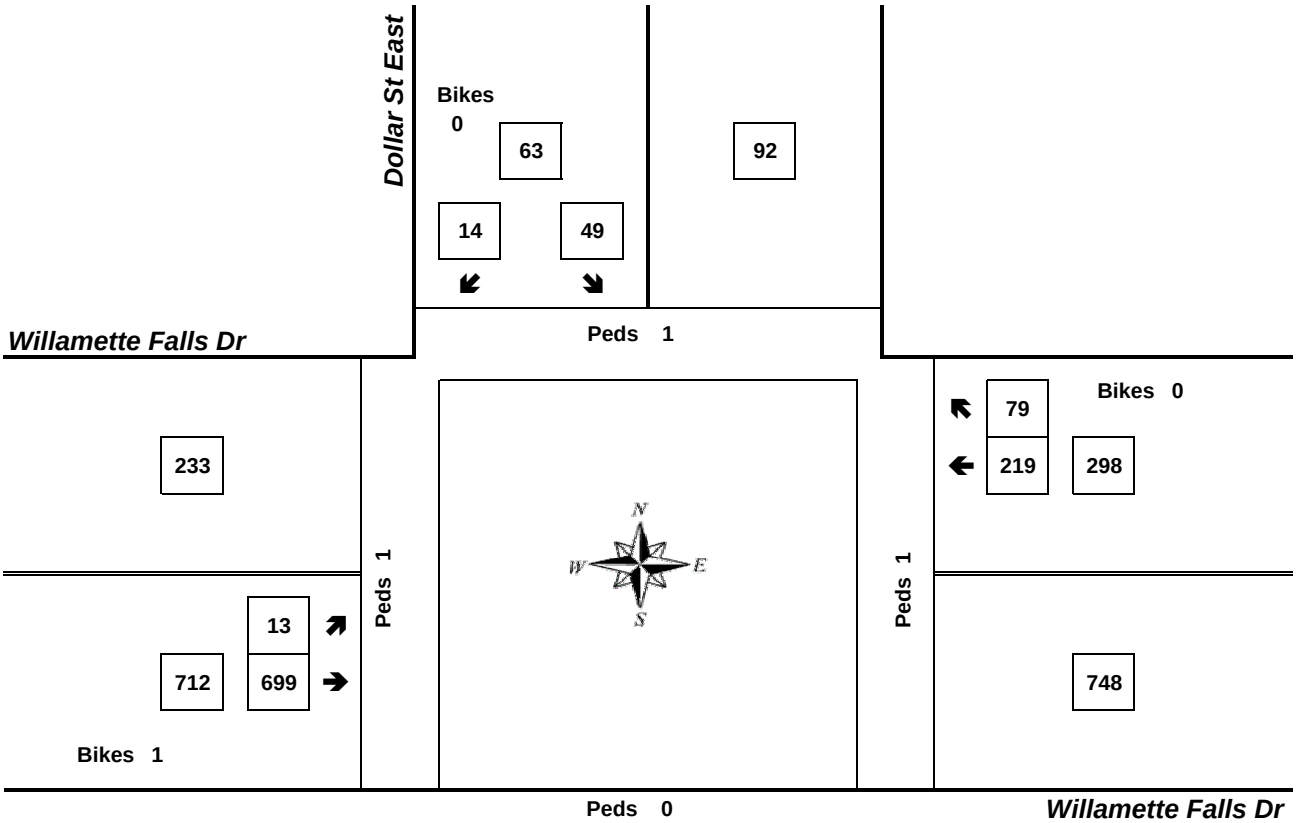
Interval Start Time	Northbound Dollar St East				Southbound Dollar St East				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
3:30 PM				0	5		1	6	1	27		28		17	7	24	58
3:45 PM				0	5		1	6	0	32		32		15	5	20	58
4:00 PM				0	4		1	5	0	27		27		8	4	12	44
4:15 PM				0	1		0	1	0	23		23		7	2	9	33
4:30 PM				0	0		0	0	0	17		17		7	1	8	25
4:45 PM				0	0		0	0	0	9		9		6	1	7	16
5:00 PM				0	0		0	0	0	9		9		5	1	6	15
5:15 PM				0	0		0	0	0	9		9		3	1	4	13
5:30 PM				0	0		0	0	0	7		7		3	0	3	10

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Dollar St East & Willamette Falls Dr

4:45 PM to 5:45 PM
Wednesday, November 01, 2006



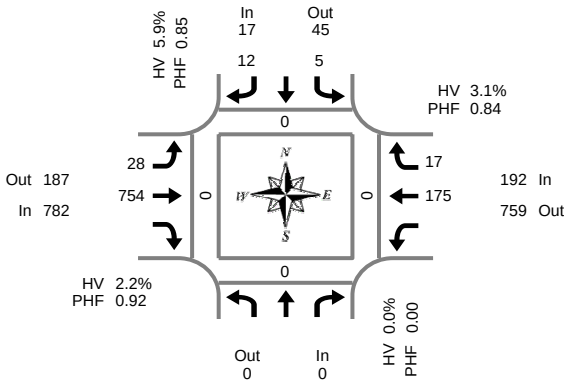
Bikes 0

Approach	PHF	HV%	Volume
EB	0.95	1.3%	712
WB	0.90	2.3%	298
NB	0.00	0.0%	0
SB	0.72	0.0%	63
Intersection	0.94	1.5%	1,073

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



19th St & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

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

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 19th St				Southbound 19th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
3:30 PM				0	3		4	0	8	70		0		48	2	0	135	0	0	0	0
3:45 PM				0	6		3	0	6	125		0		33	3	0	176	0	0	0	0
4:00 PM				0	3		1	0	8	109		0		31	2	0	154	0	0	0	0
4:15 PM				0	4		3	0	8	144		0		32	1	0	192	0	0	0	0
4:30 PM				0	3		3	0	10	156		0		34	1	0	207	0	0	0	0
4:45 PM				0	2		2	0	7	174		0		43	5	0	233	0	0	0	0
5:00 PM				0	1		4	0	8	177		0		43	3	1	236	0	0	0	0
5:15 PM				0	1		3	0	8	204		0		52	5	0	273	0	0	0	0
5:30 PM				0	1		3	0	5	199		0		37	4	0	249	0	0	0	0
5:45 PM				0	0		1	0	9	146		0		41	1	0	198	0	0	0	0
6:00 PM				0	4		3	0	6	124		0		36	4	0	177	0	0	0	0
6:15 PM				0	1		1	0	6	95		0		35	2	0	140	0	0	0	0
Total Survey				0	29		31	0	89	1,723		0		465	33	1	2,370	0	0	0	0

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

By Approach	Northbound 19th St				Southbound 19th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	17	45	62	0	782	187	969	0	192	759	951	1	991	0	0	0	0
%HV	0.0%				5.9%				2.2%				3.1%				2.4%				
PHF	0.00				0.85				0.92				0.84				0.91				

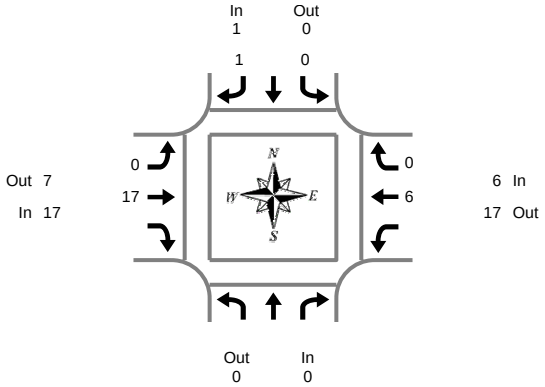
By Movement	Northbound 19th St				Southbound 19th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	5		12	17	28	754		782		175	17	192	991
%HV	NA	NA	NA	0.0%	0.0%	NA	8.3%	5.9%	0.0%	2.3%	NA	2.2%	NA	3.4%	0.0%	3.1%	2.4%
PHF				0.00	0.63		0.75	0.85	0.88	0.92		0.92		0.84	0.85	0.84	0.91

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 19th St				Southbound 19th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
3:30 PM				0	16		11	0	30	448		0		144	8	0	657	0	0	0	0
3:45 PM				0	16		10	0	32	534		0		130	7	0	729	0	0	0	0
4:00 PM				0	12		9	0	33	583		0		140	9	0	786	0	0	0	0
4:15 PM				0	10		12	0	33	651		0		152	10	1	868	0	0	0	0
4:30 PM				0	7		12	0	33	711		0		172	14	1	949	0	0	0	0
4:45 PM				0	5		12	0	28	754		0		175	17	1	991	0	0	0	0
5:00 PM				0	3		11	0	30	726		0		173	13	1	956	0	0	0	0
5:15 PM				0	6		10	0	28	673		0		166	14	0	897	0	0	0	0
5:30 PM				0	6		8	0	26	564		0		149	11	0	764	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



19th St & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound 19th St				Southbound 19th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
3:30 PM				0	0		1	1	3	3		6		5	1	6	13
3:45 PM				0	1		1	2	0	5		5		5	2	7	14
4:00 PM				0	1		0	1	4	6		10		2	1	3	14
4:15 PM				0	1		1	2	3	7		10		1	0	1	13
4:30 PM				0	0		0	0	0	7		7		2	0	2	9
4:45 PM				0	0		0	0	0	2		2		1	0	1	3
5:00 PM				0	0		0	0	0	5		5		3	0	3	8
5:15 PM				0	0		1	1	0	6		6		2	0	2	9
5:30 PM				0	0		0	0	0	4		4		0	0	0	4
5:45 PM				0	0		0	0	0	1		1		0	0	0	1
6:00 PM				0	0		0	0	0	3		3		0	0	0	3
6:15 PM				0	0		0	0	0	2		2		1	0	1	3
Total Survey				0	3		4	7	10	51		61		22	4	26	94

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

By Approach	Northbound 19th St			Southbound 19th St			Eastbound Willamette Falls Dr			Westbound Willamette Falls Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	1	0	1	17	7	24	6	17	23	24
PHF	0.00			0.05			0.16			0.09			0.15

By Movement	Northbound 19th St				Southbound 19th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	0		1	1	0	17		17		6	0	6	24
PHF				0.00	0.00		0.13	0.05	0.00	0.21		0.16		0.13	0.00	0.09	0.15

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

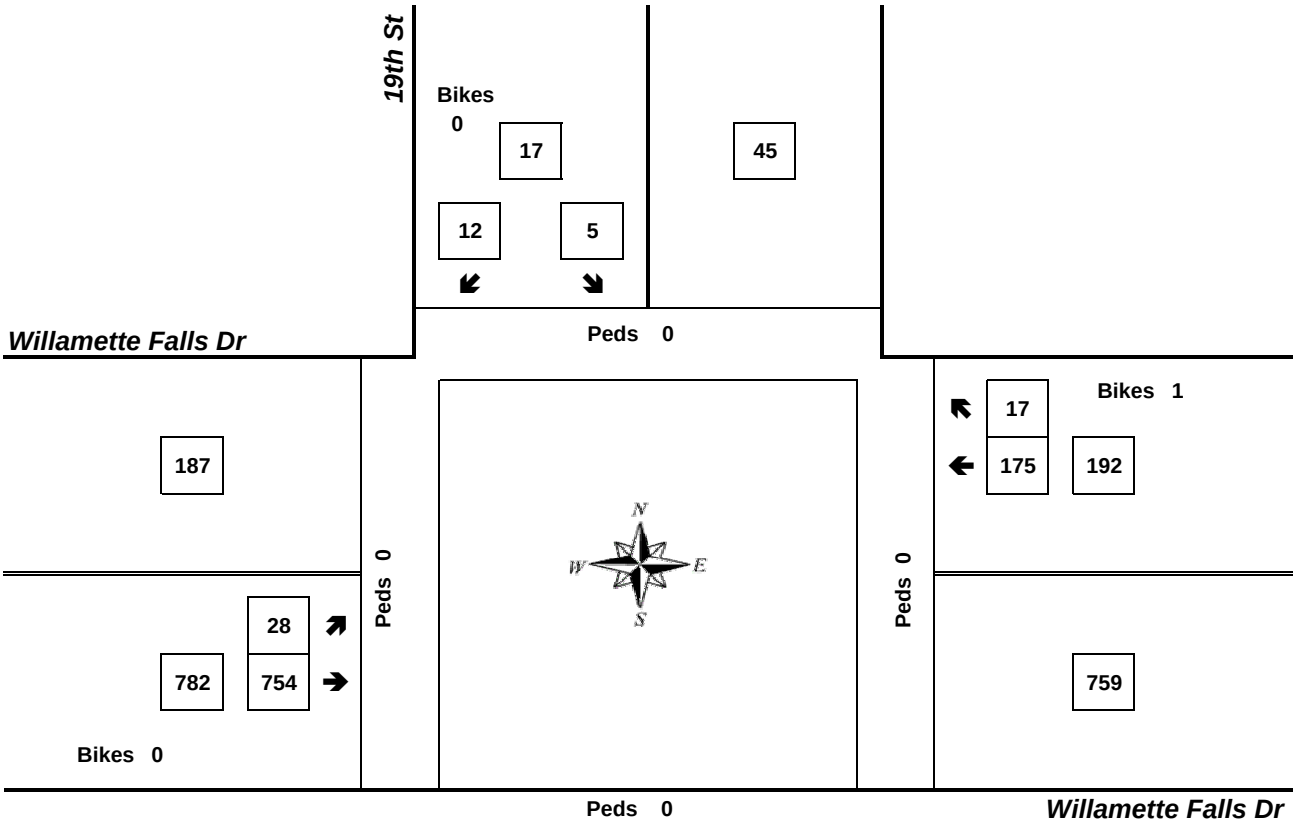
Interval Start Time	Northbound 19th St				Southbound 19th St				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
3:30 PM				0	3		3	6	10	21		31		13	4	17	54
3:45 PM				0	3		2	5	7	25		32		10	3	13	50
4:00 PM				0	2		1	3	7	22		29		6	1	7	39
4:15 PM				0	1		1	2	3	21		24		7	0	7	33
4:30 PM				0	0		1	1	0	20		20		8	0	8	29
4:45 PM				0	0		1	1	0	17		17		6	0	6	24
5:00 PM				0	0		1	1	0	16		16		5	0	5	22
5:15 PM				0	0		1	1	0	14		14		2	0	2	17
5:30 PM				0	0		0	0	0	10		10		1	0	1	11

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

19th St & Willamette Falls Dr

4:45 PM to 5:45 PM
Wednesday, November 01, 2006

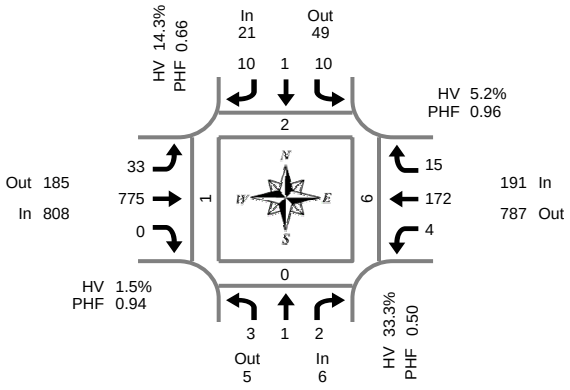


Approach	PHF	HV%	Volume
EB	0.92	2.2%	782
WB	0.84	3.1%	192
NB	0.00	0.0%	0
SB	0.85	5.9%	17
Intersection	0.91	2.4%	991

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

Ostman Rd & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Ostman Rd				Southbound Ostman Rd				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	0	0	0	2	0	0	0	0	81	0	0	0	45	1	0	129	0	0	0	0
3:45 PM	0	0	1	0	1	0	6	0	5	119	0	0	0	30	4	0	166	0	0	0	0
4:00 PM	0	0	1	0	5	0	2	0	2	114	1	0	0	32	4	0	161	0	0	0	1
4:15 PM	1	0	0	0	1	1	0	0	5	157	0	0	2	32	1	0	200	1	0	0	0
4:30 PM	1	1	0	0	2	1	3	0	5	153	0	0	0	28	2	0	196	0	0	0	0
4:45 PM	2	1	0	0	2	1	0	0	9	176	0	0	0	45	5	0	241	1	0	3	1
5:00 PM	0	0	0	0	0	0	3	0	6	187	0	0	0	44	5	0	245	1	0	2	0
5:15 PM	1	0	1	0	3	0	4	0	13	202	0	0	0	43	3	0	270	0	0	1	0
5:30 PM	0	0	1	0	5	0	3	0	5	210	0	0	4	40	2	0	270	0	0	0	0
5:45 PM	0	1	1	0	4	0	1	0	8	149	0	0	0	33	3	0	200	0	0	0	0
6:00 PM	0	0	1	0	3	0	2	0	2	124	0	0	1	33	6	0	172	0	0	0	0
6:15 PM	0	0	0	0	2	0	3	0	16	89	2	0	1	32	5	0	150	0	0	0	0
Total Survey	5	3	6	0	30	3	27	0	76	1,761	3	0	8	437	41	0	2,400	3	0	6	2

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

By Approach	Northbound Ostman Rd				Southbound Ostman Rd				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	6	5	11	0	21	49	70	0	808	185	993	0	191	787	978	0	1,026	2	0	6	1
%HV	33.3%				14.3%				1.5%				5.2%				2.6%				
PHF	0.50				0.66				0.94				0.96				0.95				

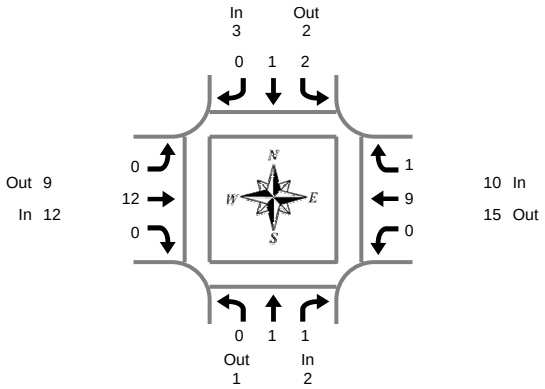
By Movement	Northbound Ostman Rd				Southbound Ostman Rd				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	1	2	6	10	1	10	21	33	775	0	808	4	172	15	191	1,026
%HV	0.0%	#####	50.0%	33.3%	20.0%	#####	0.0%	14.3%	0.0%	1.5%	0.0%	1.5%	0.0%	5.2%	6.7%	5.2%	2.6%
PHF	0.38	0.25	0.50	0.50	0.50	0.25	0.63	0.66	0.63	0.92	0.00	0.94	0.25	0.96	0.75	0.96	0.95

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Ostman Rd				Southbound Ostman Rd				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	1	0	2	0	9	1	8	0	12	471	1	0	2	139	10	0	656	1	0	0	1
3:45 PM	2	1	2	0	9	2	11	0	17	543	1	0	2	122	11	0	723	1	0	0	1
4:00 PM	4	2	1	0	10	3	5	0	21	600	1	0	2	137	12	0	798	2	0	3	2
4:15 PM	4	2	0	0	5	3	6	0	25	673	0	0	2	149	13	0	882	3	0	5	1
4:30 PM	4	2	1	0	7	2	10	0	33	718	0	0	0	160	15	0	952	2	0	6	1
4:45 PM	3	1	2	0	10	1	10	0	33	775	0	0	4	172	15	0	1,026	2	0	6	1
5:00 PM	1	1	3	0	12	0	11	0	32	748	0	0	4	160	13	0	985	1	0	3	0
5:15 PM	1	1	4	0	15	0	10	0	28	685	0	0	5	149	14	0	912	0	0	1	0
5:30 PM	0	1	3	0	14	0	9	0	31	572	2	0	6	138	16	0	792	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Ostman Rd & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Ostman Rd				Southbound Ostman Rd				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	0	0	0	1	0	0	1	0	4	0	4	0	6	0	6	11
3:45 PM	0	0	0	0	1	0	0	1	0	5	0	5	0	5	1	6	12
4:00 PM	0	0	0	0	1	0	0	1	0	10	0	10	0	1	0	1	12
4:15 PM	0	0	0	0	1	0	0	1	0	8	0	8	1	2	0	3	12
4:30 PM	0	1	0	1	1	0	0	1	0	6	0	6	0	2	0	2	10
4:45 PM	0	1	0	1	1	1	0	2	0	1	0	1	0	1	1	2	6
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	5	0	5	9
5:15 PM	0	0	1	1	0	0	0	0	0	5	0	5	0	3	0	3	9
5:30 PM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
6:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
Total Survey	0	2	1	3	8	1	0	9	0	50	0	50	1	26	2	29	91

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

By Approach	Northbound Ostman Rd			Southbound Ostman Rd			Eastbound Willamette Falls Dr			Westbound Willamette Falls Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	1	3	3	2	5	12	9	21	10	15	25	27
PHF	0.25			0.19			0.13			0.19			0.19

By Movement	Northbound Ostman Rd				Southbound Ostman Rd				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1	1	2	2	1	0	3	0	12	0	12	0	9	1	10	27
PHF	0.00	0.13	0.25	0.25	0.17	0.25	0.00	0.19	0.00	0.13	0.00	0.13	0.00	0.19	0.25	0.19	0.19

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

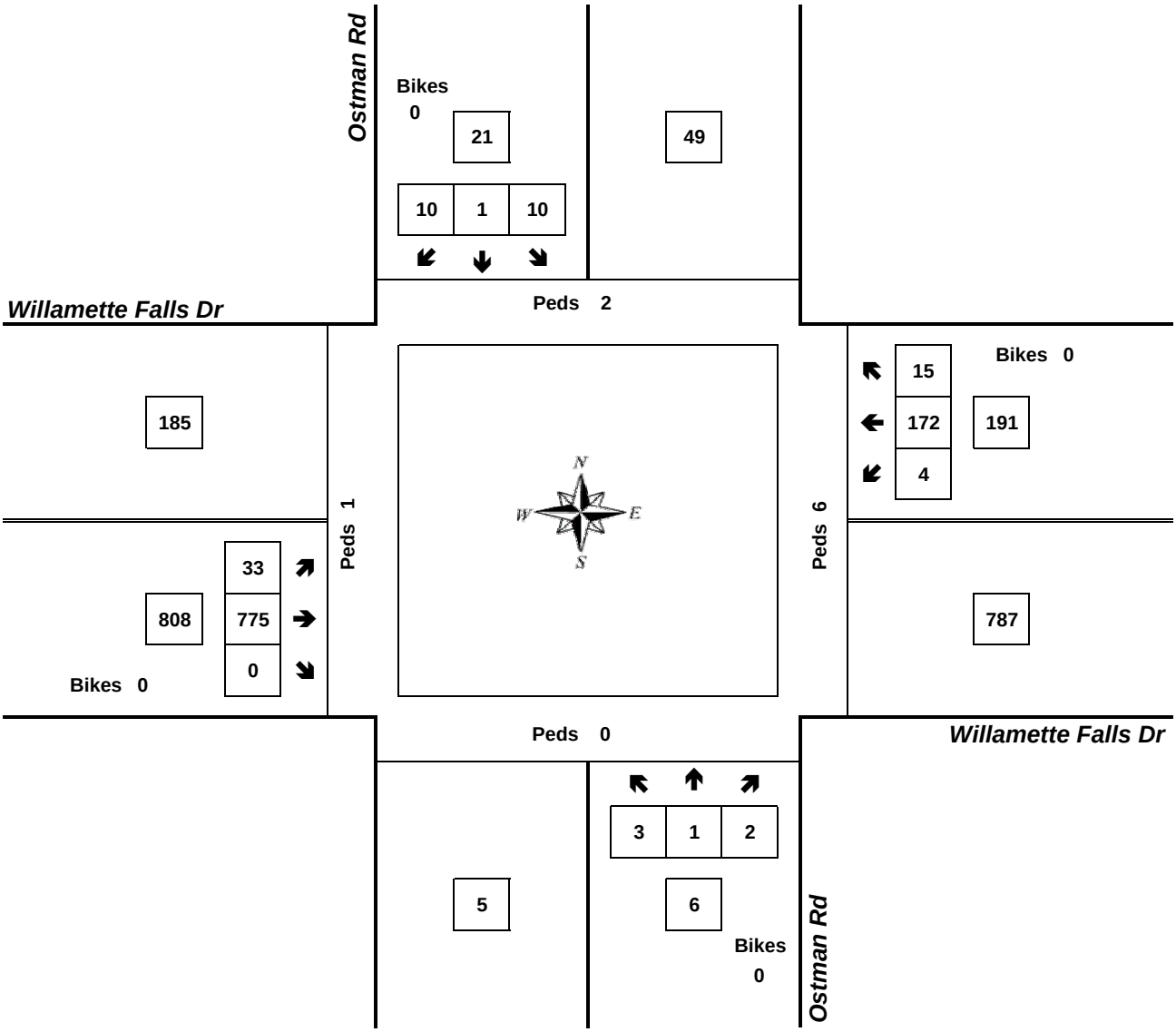
Interval Start Time	Northbound Ostman Rd				Southbound Ostman Rd				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	0	0	0	4	0	0	4	0	27	0	27	1	14	1	16	47
3:45 PM	0	1	0	1	4	0	0	4	0	29	0	29	1	10	1	12	46
4:00 PM	0	2	0	2	4	1	0	5	0	25	0	25	1	6	1	8	40
4:15 PM	0	2	0	2	3	1	0	4	0	19	0	19	1	10	1	12	37
4:30 PM	0	2	1	3	2	1	0	3	0	16	0	16	0	11	1	12	34
4:45 PM	0	1	1	2	2	1	0	3	0	12	0	12	0	9	1	10	27
5:00 PM	0	0	1	1	1	0	0	1	0	12	0	12	0	8	0	8	22
5:15 PM	0	0	1	1	2	0	0	2	0	10	0	10	0	3	0	3	16
5:30 PM	0	0	0	0	2	0	0	2	0	7	0	7	0	1	0	1	10

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Ostman Rd & Willamette Falls Dr

4:45 PM to 5:45 PM
Wednesday, November 01, 2006

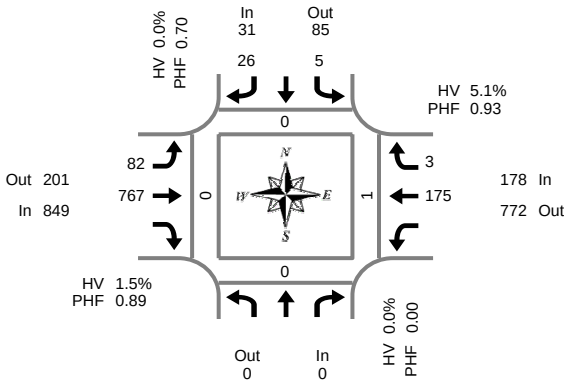


Approach	PHF	HV%	Volume
EB	0.94	1.5%	808
WB	0.96	5.2%	191
NB	0.50	33.3%	6
SB	0.66	14.3%	21
Intersection	0.95	2.6%	1,026

Count Period: 3:30 PM to 6:30 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

Dollar St West & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Dollar St West				Southbound Dollar St West				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
3:30 PM				0	1		11	0	11	78		0		44	2	0	147	0	0	0	0
3:45 PM				0	1		9	0	15	129		0		36	0	0	190	3	0	2	0
4:00 PM				0	0		10	0	15	115		0		30	1	0	171	0	0	0	0
4:15 PM				0	2		1	0	10	161		0		33	1	0	208	0	0	1	0
4:30 PM				0	2		10	0	19	164		0		31	3	0	229	0	0	0	0
4:45 PM				0	3		8	0	14	183		0		47	1	0	256	0	0	1	0
5:00 PM				0	1		2	0	15	183		0		45	1	0	247	0	0	0	0
5:15 PM				0	1		10	0	25	214		0		44	1	0	295	0	0	0	0
5:30 PM				0	0		6	0	28	187		0		39	0	0	260	0	0	0	0
5:45 PM				0	0		6	0	18	159		0		31	1	0	215	0	0	0	0
6:00 PM				0	0		6	0	17	128		0		29	2	0	182	0	0	0	0
6:15 PM				0	0		8	0	19	105		0		32	1	0	165	0	0	0	0
Total Survey				0	11		87	0	206	1,806		0		441	14	0	2,565	3	0	4	0

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

By Approach	Northbound Dollar St West				Southbound Dollar St West				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	31	85	116	0	849	201	1,050	0	178	772	950	0	1,058	0	0	1	0
%HV	0.0%				0.0%				1.5%				5.1%				2.1%				
PHF	0.00				0.70				0.89				0.93				0.90				

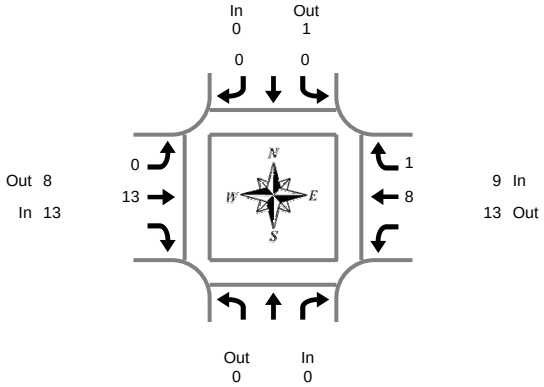
By Movement	Northbound Dollar St West				Southbound Dollar St West				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	5		26	31	82	767		849		175	3	178	1,058
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%	1.7%	NA	1.5%	NA	4.6%	33.3%	5.1%	2.1%
PHF				0.00	0.42		0.65	0.70	0.73	0.90		0.89		0.93	0.75	0.93	0.90

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Dollar St West				Southbound Dollar St West				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
3:30 PM				0	4		31	0	51	483		0		143	4	0	716	3	0	3	0
3:45 PM				0	5		30	0	59	569		0		130	5	0	798	3	0	3	0
4:00 PM				0	7		29	0	58	623		0		141	6	0	864	0	0	2	0
4:15 PM				0	8		21	0	58	691		0		156	6	0	940	0	0	2	0
4:30 PM				0	7		30	0	73	744		0		167	6	0	1,027	0	0	1	0
4:45 PM				0	5		26	0	82	767		0		175	3	0	1,058	0	0	1	0
5:00 PM				0	2		24	0	86	743		0		159	3	0	1,017	0	0	0	0
5:15 PM				0	1		28	0	88	688		0		143	4	0	952	0	0	0	0
5:30 PM				0	0		26	0	82	579		0		131	4	0	822	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Dollar St West & Willamette Falls Dr

Wednesday, November 01, 2006
3:30 PM to 6:30 PM

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

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound Dollar St West				Southbound Dollar St West				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
3:30 PM				0	1		0	1	0	3		3		6	0	6	10
3:45 PM				0	0		0	0	0	5		5		5	0	5	10
4:00 PM				0	0		0	0	0	9		9		1	0	1	10
4:15 PM				0	1		0	1	0	7		7		1	1	2	10
4:30 PM				0	0		2	2	0	5		5		2	0	2	9
4:45 PM				0	0		0	0	0	3		3		2	0	2	5
5:00 PM				0	0		0	0	0	5		5		4	1	5	10
5:15 PM				0	0		0	0	0	4		4		2	0	2	6
5:30 PM				0	0		0	0	0	1		1		0	0	0	1
5:45 PM				0	0		0	0	0	2		2		0	0	0	2
6:00 PM				0	0		0	0	0	2		2		0	0	0	2
6:15 PM				0	0		0	0	0	1		1		1	0	1	2
Total Survey				0	2		2	4	0	47		47		24	2	26	77

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

By Approach	Northbound Dollar St West			Southbound Dollar St West			Eastbound Willamette Falls Dr			Westbound Willamette Falls Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	1	1	13	8	21	9	13	22	22
PHF	0.00			0.00			0.15			0.19			0.18

By Movement	Northbound Dollar St West				Southbound Dollar St West				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	0		0	0	0	13		13		8	1	9	22
PHF				0.00	0.00		0.00	0.00	0.00	0.15		0.15		0.17	0.25	0.19	0.18

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

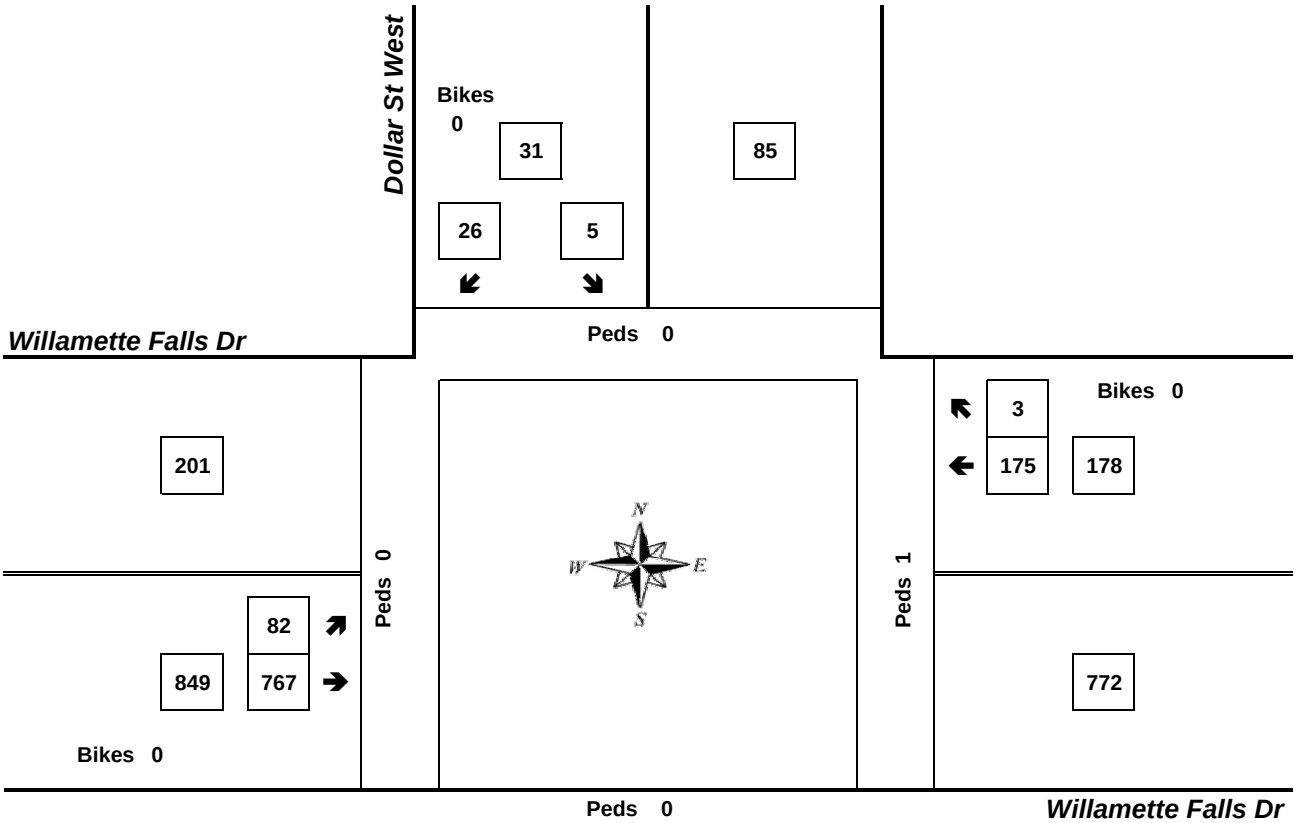
Interval Start Time	Northbound Dollar St West				Southbound Dollar St West				Eastbound Willamette Falls Dr				Westbound Willamette Falls Dr				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
3:30 PM				0	2		0	2	0	24		24		13	1	14	40
3:45 PM				0	1		2	3	0	26		26		9	1	10	39
4:00 PM				0	1		2	3	0	24		24		6	1	7	34
4:15 PM				0	1		2	3	0	20		20		9	2	11	34
4:30 PM				0	0		2	2	0	17		17		10	1	11	30
4:45 PM				0	0		0	0	0	13		13		8	1	9	22
5:00 PM				0	0		0	0	0	12		12		6	1	7	19
5:15 PM				0	0		0	0	0	9		9		2	0	2	11
5:30 PM				0	0		0	0	0	6		6		1	0	1	7

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Dollar St West & Willamette Falls Dr

4:45 PM to 5:45 PM
Wednesday, November 01, 2006



Approach	PHF	HV%	Volume
EB	0.89	1.5%	849
WB	0.93	5.1%	178
NB	0.00	0.0%	0
SB	0.70	0.0%	31
Intersection	0.90	2.1%	1,058

Count Period: 3:30 PM to 6:30 PM

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 2

Willamette Falls Dr W/O Tualatin River

Start Time	09-Nov-06 Thu	EB	WB	Total
12:00 AM		4	3	7
12:15		1	2	3
12:30		2	0	2
12:45		2	0	2
01:00		1	0	1
01:15		1	0	1
01:30		0	0	0
01:45		2	0	2
02:00		0	1	1
02:15		0	0	0
02:30		0	1	1
02:45		1	0	1
03:00		1	1	2
03:15		0	3	3
03:30		0	1	1
03:45		1	0	1
04:00		1	1	2
04:15		1	0	1
04:30		1	4	5
04:45		0	2	2
05:00		2	2	4
05:15		0	5	5
05:30		2	14	16
05:45		4	17	21
06:00		4	9	13
06:15		4	22	26
06:30		5	60	65
06:45		13	118	131
07:00		15	119	134
07:15		27	**134**	161
07:30		**48**	**182**	**230**
07:45		**39**	**174**	**213**
08:00		**40**	**131**	**171**
08:15		**44**	124	**168**
08:30		36	110	146
08:45		22	78	100
09:00		42	76	118
09:15		44	50	94
09:30		30	38	68
09:45		24	38	62
10:00		26	38	64
10:15		20	36	56
10:30		22	26	48
10:45		28	32	60
11:00		31	26	57
11:15		27	31	58
11:30		31	30	61
11:45		30	34	64
Total		679	1773	2452
Percent		27.7%	72.3%	
Peak		07:30	07:15	07:30
Vol.		171	621	782
P.H.F.		0.891	0.853	0.850

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 2

Willamette Falls Dr W/O Tualatin River

Start Time	09-Nov-06 Thu	EB	WB	Total
12:00 PM		32	26	58
12:15		36	24	60
12:30		37	27	64
12:45		42	32	74
01:00		38	36	74
01:15		42	34	76
01:30		29	39	68
01:45		40	32	72
02:00		46	32	78
02:15		45	30	75
02:30		46	39	85
02:45		68	42	110
03:00		90	35	125
03:15		102	34	136
03:30		111	**70**	181
03:45		128	**52**	180
04:00		142	**60**	202
04:15		164	**54**	218
04:30		191	46	237
04:45		166	54	220
05:00		**165**	50	**215**
05:15		**221**	64	**285**
05:30		**228**	58	**286**
05:45		**189**	55	**244**
06:00		158	46	204
06:15		94	61	155
06:30		90	32	122
06:45		46	32	78
07:00		45	29	74
07:15		43	18	61
07:30		32	12	44
07:45		24	17	41
08:00		22	12	34
08:15		26	14	40
08:30		28	11	39
08:45		24	14	38
09:00		12	16	28
09:15		23	9	32
09:30		24	6	30
09:45		17	11	28
10:00		12	5	17
10:15		20	8	28
10:30		10	4	14
10:45		5	11	16
11:00		6	6	12
11:15		10	7	17
11:30		3	2	5
11:45		9	2	11
Total		3181	1410	4591
Percent		69.3%	30.7%	
Peak		17:00	15:30	17:00
Vol.		803	236	1030
P.H.F.		0.880	0.843	0.900
Grand Total		3860	3183	7043
Percent		54.8%	45.2%	
ADT		Not Calculated		

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 3

Willamette Falls Dr W/O West A St

Start Time	09-Nov-06 Thu	EB
12:00 AM		*
12:15		*
12:30		*
12:45		*
01:00		4
01:15		6
01:30		1
01:45		1
02:00		5
02:15		2
02:30		2
02:45		0
03:00		0
03:15		2
03:30		2
03:45		1
04:00		4
04:15		0
04:30		6
04:45		5
05:00		4
05:15		4
05:30		8
05:45		13
06:00		8
06:15		15
06:30		15
06:45		34
07:00		25
07:15		33
07:30		42
07:45		66
08:00		68
08:15		112
08:30		90
08:45		**130**
09:00		**124**
09:15		**186**
09:30		**122**
09:45		77
10:00		71
10:15		66
10:30		76
10:45		98
11:00		78
11:15		54
11:30		66
11:45		48
Total		1774
Peak		08:45
Vol.		562
P.H.F.		0.755

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 3

Willamette Falls Dr W/O West A St

Start Time	09-Nov-06 Thu	EB
12:00 PM		56
12:15		71
12:30		65
12:45		64
01:00		69
01:15		70
01:30		66
01:45		83
02:00		78
02:15		60
02:30		82
02:45		64
03:00		70
03:15		64
03:30		74
03:45		85
04:00		128
04:15		138
04:30		112
04:45		140
05:00		**200**
05:15		**179**
05:30		**236**
05:45		**172**
06:00		180
06:15		182
06:30		178
06:45		166
07:00		172
07:15		138
07:30		116
07:45		64
08:00		62
08:15		62
08:30		59
08:45		29
09:00		22
09:15		33
09:30		31
09:45		20
10:00		21
10:15		23
10:30		18
10:45		20
11:00		21
11:15		18
11:30		11
11:45		11
Total		4083
Peak		17:00
Vol.		787
P.H.F.		0.834

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 3

Willamette Falls Dr W/O West A St

Start Time	10-Nov-06 Fri	EB
12:00 AM		**12**
12:15		**10**
12:30		**8**
12:45		**4**
01:00		*
01:15		*
01:30		*
01:45		*
02:00		*
02:15		*
02:30		*
02:45		*
03:00		*
03:15		*
03:30		*
03:45		*
04:00		*
04:15		*
04:30		*
04:45		*
05:00		*
05:15		*
05:30		*
05:45		*
06:00		*
06:15		*
06:30		*
06:45		*
07:00		*
07:15		*
07:30		*
07:45		*
08:00		*
08:15		*
08:30		*
08:45		*
09:00		*
09:15		*
09:30		*
09:45		*
10:00		*
10:15		*
10:30		*
10:45		*
11:00		*
11:15		*
11:30		*
11:45		*
Total		34
Peak		12:00
Vol.		34
P.H.F.		0.708
Grand Total		5891
Percent		
ADT	Not Calculated	

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 3.5

Willamette Falls Dr W/O West A St

Start Time	09-Nov-06 Thu	WB
12:00 AM		10
12:15		8
12:30		11
12:45		1
01:00		1
01:15		1
01:30		3
01:45		5
02:00		2
02:15		2
02:30		7
02:45		0
03:00		4
03:15		2
03:30		5
03:45		5
04:00		2
04:15		5
04:30		4
04:45		6
05:00		3
05:15		13
05:30		9
05:45		16
06:00		25
06:15		51
06:30		79
06:45		117
07:00		133
07:15		161
07:30		**158**
07:45		**160**
08:00		**218**
08:15		**171**
08:30		156
08:45		116
09:00		90
09:15		100
09:30		80
09:45		69
10:00		64
10:15		56
10:30		46
10:45		56
11:00		64
11:15		66
11:30		62
11:45		68
Total		2491
Peak		07:30
Vol.		707
P.H.F.		0.811

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 3.5

Willamette Falls Dr W/O West A St

Start Time	09-Nov-06 Thu	WB
12:00 PM		72
12:15		76
12:30		70
12:45		74
01:00		64
01:15		62
01:30		65
01:45		64
02:00		96
02:15		69
02:30		85
02:45		77
03:00		92
03:15		161
03:30		122
03:45		104
04:00		110
04:15		116
04:30		130
04:45		148
05:00		113
05:15		128
05:30		128
05:45		**124**
06:00		**107**
06:15		**170**
06:30		**134**
06:45		103
07:00		74
07:15		62
07:30		62
07:45		40
08:00		52
08:15		49
08:30		44
08:45		57
09:00		45
09:15		38
09:30		36
09:45		24
10:00		20
10:15		22
10:30		17
10:45		22
11:00		21
11:15		10
11:30		7
11:45		16
Total		3582
Peak		17:45
Vol.		535
P.H.F.		0.787
Grand Total		6073
Percent		
ADT		Not Calculated

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 1

Barrington Rd W/O Beacon Hill Rd

Start Time	09-Nov-06 Thu	EB	WB	Total
12:00 AM		0	1	1
12:15		2	0	2
12:30		1	0	1
12:45		0	0	0
01:00		2	0	2
01:15		1	1	2
01:30		0	0	0
01:45		2	0	2
02:00		0	0	0
02:15		0	0	0
02:30		1	1	2
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		0	0	0
03:45		0	1	1
04:00		0	0	0
04:15		0	1	1
04:30		1	1	2
04:45		0	0	0
05:00		0	0	0
05:15		0	2	2
05:30		0	4	4
05:45		1	4	5
06:00		0	3	3
06:15		2	7	9
06:30		2	10	12
06:45		5	6	11
07:00		2	8	10
07:15		10	20	30
07:30		4	18	22
07:45		**12**	22	**34**
08:00		**18**	16	**34**
08:15		**18**	**24**	**42**
08:30		**10**	**22**	**32**
08:45		7	**22**	29
09:00		16	**18**	34
09:15		7	12	19
09:30		13	23	36
09:45		11	14	25
10:00		8	12	20
10:15		10	16	26
10:30		10	12	22
10:45		10	12	22
11:00		10	17	27
11:15		8	8	16
11:30		14	17	31
11:45		23	19	42
Total		241	374	615
Percent		39.2%	60.8%	
Peak		07:45	08:15	07:45
Vol.		58	86	142
P.H.F.		0.630	0.896	0.845

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 1

Barrington Rd W/O Beacon Hill Rd

Start Time	09-Nov-06 Thu	EB	WB	Total
12:00 PM		8	12	20
12:15		6	12	18
12:30		10	10	20
12:45		12	12	24
01:00		14	12	26
01:15		18	16	34
01:30		14	12	26
01:45		7	15	22
02:00		5	6	11
02:15		14	10	24
02:30		**20**	12	32
02:45		**14**	12	26
03:00		**14**	10	24
03:15		**30**	**17**	**47**
03:30		14	**21**	**35**
03:45		14	**12**	**26**
04:00		13	**13**	**26**
04:15		12	11	23
04:30		16	13	29
04:45		15	16	31
05:00		8	12	20
05:15		18	18	36
05:30		15	5	20
05:45		15	14	29
06:00		17	15	32
06:15		17	8	25
06:30		13	14	27
06:45		9	6	15
07:00		12	10	22
07:15		19	6	25
07:30		8	7	15
07:45		7	4	11
08:00		5	3	8
08:15		9	5	14
08:30		7	5	12
08:45		7	7	14
09:00		5	2	7
09:15		9	3	12
09:30		15	2	17
09:45		5	4	9
10:00		6	3	9
10:15		5	1	6
10:30		0	2	2
10:45		2	1	3
11:00		4	2	6
11:15		3	3	6
11:30		3	4	7
11:45		3	2	5
Total		516	422	938
Percent		55.0%	45.0%	
Peak		14:30	15:15	15:15
Vol.		78	63	134
P.H.F.		0.650	0.750	0.713
Grand Total		757	796	1553
Percent		48.7%	51.3%	
ADT		Not Calculated		

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 4

S Salamo Rd N/O Parker Rd

Start Time	09-Nov-06 Thu	NB	SB	Total
12:00 AM		2	6	8
12:15		2	0	2
12:30		1	1	2
12:45		2	1	3
01:00		2	3	5
01:15		2	2	4
01:30		4	3	7
01:45		0	0	0
02:00		1	1	2
02:15		3	1	4
02:30		0	2	2
02:45		1	0	1
03:00		0	0	0
03:15		0	1	1
03:30		2	1	3
03:45		2	0	2
04:00		0	1	1
04:15		2	3	5
04:30		4	4	8
04:45		4	3	7
05:00		1	4	5
05:15		2	2	4
05:30		2	13	15
05:45		11	14	25
06:00		8	16	24
06:15		12	23	35
06:30		31	25	56
06:45		68	20	88
07:00		67	35	102
07:15		85	56	141
07:30		90	64	154
07:45		**108**	66	174
08:00		**112**	75	187
08:15		**96**	**84**	**180**
08:30		**94**	**76**	**170**
08:45		98	**74**	**172**
09:00		108	**123**	**231**
09:15		62	76	138
09:30		50	66	116
09:45		60	46	106
10:00		41	52	93
10:15		42	48	90
10:30		48	40	88
10:45		62	47	109
11:00		48	53	101
11:15		64	59	123
11:30		56	53	109
11:45		48	67	115
Total		1608	1410	3018
Percent		53.3%	46.7%	
Peak		07:45	08:15	08:15
Vol.		410	357	753
P.H.F.		0.915	0.726	0.815

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 4

S Salamo Rd N/O Parker Rd

Start Time	09-Nov-06 Thu	NB	SB	Total
12:00 PM		67	70	137
12:15		65	74	139
12:30		54	52	106
12:45		84	66	150
01:00		59	67	126
01:15		73	80	153
01:30		70	62	132
01:45		59	56	115
02:00		60	49	109
02:15		67	78	145
02:30		70	72	142
02:45		76	94	170
03:00		84	90	174
03:15		66	88	154
03:30		94	96	190
03:45		111	114	225
04:00		100	154	254
04:15		91	112	203
04:30		77	116	193
04:45		**116**	105	221
05:00		**134**	**164**	**298**
05:15		**102**	**158**	**260**
05:30		**101**	**130**	**231**
05:45		106	**122**	**228**
06:00		90	116	206
06:15		96	122	218
06:30		68	75	143
06:45		74	94	168
07:00		84	120	204
07:15		77	76	153
07:30		67	71	138
07:45		48	57	105
08:00		55	33	88
08:15		42	54	96
08:30		42	51	93
08:45		43	44	87
09:00		51	36	87
09:15		39	38	77
09:30		42	24	66
09:45		38	26	64
10:00		22	24	46
10:15		38	26	64
10:30		23	26	49
10:45		22	19	41
11:00		18	20	38
11:15		22	22	44
11:30		16	6	22
11:45		10	6	16
Total		3113	3455	6568
Percent		47.4%	52.6%	
Peak		16:45	17:00	17:00
Vol.		453	574	1017
P.H.F.		0.845	0.875	0.853
Grand Total		4721	4865	9586
Percent		49.2%	50.8%	
ADT		Not Calculated		

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 6

Wild Rose Dr S/O Parker Rd

Start Time	09-Nov-06 Thu	NB	SB	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		0	1	1
01:15		0	1	1
01:30		0	0	0
01:45		1	0	1
02:00		1	0	1
02:15		1	1	2
02:30		0	0	0
02:45		1	1	2
03:00		0	0	0
03:15		0	0	0
03:30		0	0	0
03:45		0	0	0
04:00		0	0	0
04:15		1	0	1
04:30		0	0	0
04:45		0	0	0
05:00		1	0	1
05:15		0	0	0
05:30		0	0	0
05:45		0	0	0
06:00		0	0	0
06:15		2	0	2
06:30		2	1	3
06:45		0	0	0
07:00		2	2	4
07:15		4	2	6
07:30		5	2	7
07:45		7	2	9
08:00		7	3	10
08:15		19	7	26
08:30		13	6	19
08:45		**25**	**14**	**39**
09:00		**24**	**10**	**34**
09:15		**30**	**8**	**38**
09:30		**22**	**28**	**50**
09:45		18	14	32
10:00		19	8	27
10:15		5	8	13
10:30		7	8	15
10:45		11	10	21
11:00		2	4	6
11:15		5	5	10
11:30		5	8	13
11:45		8	9	17
Total		248	163	411
Percent		60.3%	39.7%	
Peak		08:45	08:45	08:45
Vol.		101	60	161
P.H.F.		0.842	0.536	0.805

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 6

Wild Rose Dr S/O Parker Rd

Start Time	09-Nov-06 Thu	NB	SB	Total
12:00 PM		5	7	12
12:15		9	9	18
12:30		8	2	10
12:45		10	7	17
01:00		8	12	20
01:15		6	8	14
01:30		5	6	11
01:45		13	8	21
02:00		5	3	8
02:15		8	7	15
02:30		8	5	13
02:45		8	9	17
03:00		9	9	18
03:15		5	9	14
03:30		6	14	20
03:45		8	14	22
04:00		20	14	34
04:15		12	20	32
04:30		18	23	41
04:45		16	19	35
05:00		14	26	40
05:15		5	13	18
05:30		**17**	18	35
05:45		**16**	21	37
06:00		**28**	**29**	57
06:15		**14**	**21**	**35**
06:30		17	**22**	**39**
06:45		14	**24**	**38**
07:00		30	28	**58**
07:15		8	14	22
07:30		10	14	24
07:45		6	8	14
08:00		5	13	18
08:15		10	4	14
08:30		2	14	16
08:45		3	11	14
09:00		6	6	12
09:15		3	10	13
09:30		7	9	16
09:45		6	9	15
10:00		3	6	9
10:15		4	6	10
10:30		6	9	15
10:45		4	10	14
11:00		5	3	8
11:15		2	2	4
11:30		2	2	4
11:45		2	6	8
Total		436	563	999
Percent		43.6%	56.4%	
Peak		17:30	18:00	18:15
Vol.		75	96	170
P.H.F.		0.625	0.828	0.733

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 6

Wild Rose Dr S/O Parker Rd

Start Time	10-Nov-06 Fri	NB	SB	Total
12:00 AM		**0**	**7**	**7**
12:15		**2**	**2**	**4**
12:30		**2**	**3**	**5**
12:45		**1**	**1**	**2**
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		*	*	*
06:45		*	*	*
07:00		*	*	*
07:15		*	*	*
07:30		*	*	*
07:45		*	*	*
08:00		*	*	*
08:15		*	*	*
08:30		*	*	*
08:45		*	*	*
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		*	*	*
10:45		*	*	*
11:00		*	*	*
11:15		*	*	*
11:30		*	*	*
11:45		*	*	*
Total		5	13	18
Percent		27.8%	72.2%	
Peak		12:00	12:00	12:00
Vol.		5	13	18
P.H.F.		0.625	0.464	0.643
Grand Total		689	739	1428
Percent		48.2%	51.8%	
ADT		Not Calculated		

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 5

Rosemont Rd W/O Carriage Way

Start Time	09-Nov-06 Thu	EB	WB	Total
12:00 AM		3	0	3
12:15		3	0	3
12:30		1	0	1
12:45		2	0	2
01:00		1	2	3
01:15		2	1	3
01:30		1	1	2
01:45		1	0	1
02:00		1	0	1
02:15		1	1	2
02:30		1	0	1
02:45		1	0	1
03:00		0	1	1
03:15		0	0	0
03:30		1	2	3
03:45		0	2	2
04:00		2	1	3
04:15		0	0	0
04:30		2	4	6
04:45		1	12	13
05:00		0	8	8
05:15		1	9	10
05:30		0	8	8
05:45		4	20	24
06:00		4	19	23
06:15		2	32	34
06:30		8	45	53
06:45		11	94	105
07:00		17	100	117
07:15		22	**154**	**176**
07:30		47	**195**	**242**
07:45		32	**191**	**223**
08:00		51	**146**	**197**
08:15		36	140	176
08:30		35	101	136
08:45		42	118	160
09:00		32	114	146
09:15		50	68	118
09:30		24	64	88
09:45		30	62	92
10:00		28	42	70
10:15		26	33	59
10:30		26	42	68
10:45		42	48	90
11:00		**42**	38	80
11:15		**46**	52	98
11:30		**38**	51	89
11:45		**46**	51	97
Total		766	2072	2838
Percent		27.0%	73.0%	
Peak		11:00	07:15	07:15
Vol.		172	686	838
P.H.F.		0.843	0.879	0.866

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

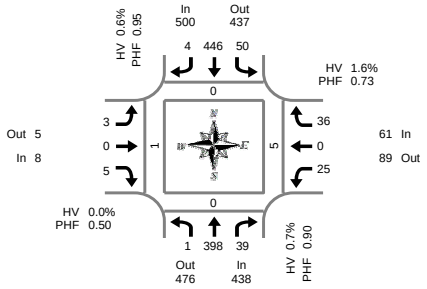
Site Code: 5

Rosemont Rd W/O Carriage Way

Start Time	09-Nov-06 Thu	EB	WB	Total
12:00 PM		46	56	102
12:15		59	37	96
12:30		32	47	79
12:45		32	40	72
01:00		40	49	89
01:15		46	43	89
01:30		54	42	96
01:45		46	45	91
02:00		52	48	100
02:15		66	46	112
02:30		84	46	130
02:45		59	60	119
03:00		71	52	123
03:15		101	56	157
03:30		94	**62**	156
03:45		114	**62**	176
04:00		130	**60**	190
04:15		128	**62**	190
04:30		144	46	190
04:45		154	48	202
05:00		**140**	63	**203**
05:15		**166**	62	**228**
05:30		**152**	59	**211**
05:45		**165**	54	**219**
06:00		136	52	188
06:15		117	60	177
06:30		84	30	114
06:45		77	51	128
07:00		78	52	130
07:15		56	26	82
07:30		58	18	76
07:45		32	24	56
08:00		42	8	50
08:15		47	30	77
08:30		50	18	68
08:45		37	14	51
09:00		26	12	38
09:15		36	10	46
09:30		33	10	43
09:45		29	8	37
10:00		28	4	32
10:15		22	8	30
10:30		14	10	24
10:45		13	9	22
11:00		10	5	15
11:15		5	3	8
11:30		5	2	7
11:45		6	6	12
Total		3216	1715	4931
Percent		65.2%	34.8%	
Peak		17:00	15:30	17:00
Vol.		623	246	861
P.H.F.		0.938	0.976	0.944
Grand Total		3982	3787	7769
Percent		51.3%	48.7%	
ADT		Not Calculated		

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Salamo Rd & Parker Rd

Wednesday, November 28, 2007
3:30 PM to 6:30 PM

Peak Hour Summary
4:50 PM to 5:50 PM

5-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	0	23	0	0	2	23	0	0	0	0	0	0	1	0	3	0	52	0	0	1	0
3:35 PM	0	25	0	0	3	29	0	0	0	0	0	0	6	1	3	0	67	0	0	0	0
3:40 PM	2	30	3	0	6	34	0	0	0	0	0	0	1	0	2	0	78	0	0	0	0
3:45 PM	1	26	2	2	5	29	1	0	0	0	0	0	3	0	2	0	69	0	0	0	0
3:50 PM	2	29	2	0	10	39	0	0	0	0	4	0	4	0	6	0	96	6	0	10	0
3:55 PM	0	23	3	0	7	50	0	0	0	0	0	0	7	0	2	0	92	3	0	4	3
4:00 PM	0	22	4	0	4	36	0	1	0	0	0	0	2	0	2	0	70	3	0	3	1
4:05 PM	0	28	6	0	3	34	0	0	0	0	3	0	5	0	3	0	82	0	0	0	0
4:10 PM	0	22	2	0	2	22	0	0	0	0	0	0	4	0	2	0	54	0	0	2	0
4:15 PM	0	24	5	0	4	34	0	0	0	0	2	0	4	0	4	0	77	0	0	2	0
4:20 PM	0	25	2	0	3	38	0	0	0	0	1	0	1	0	4	0	74	0	0	0	0
4:25 PM	0	30	5	0	1	33	0	0	0	0	2	0	0	0	1	0	72	0	0	0	0
4:30 PM	0	31	4	0	1	51	0	0	0	0	0	0	2	0	2	0	91	0	0	0	0
4:35 PM	0	26	1	0	2	23	0	0	0	0	1	0	2	0	1	0	56	0	0	0	1
4:40 PM	1	28	2	0	2	27	0	0	1	1	0	0	1	0	5	0	68	0	0	1	0
4:45 PM	0	28	3	1	4	31	0	0	0	0	0	0	2	0	2	0	70	0	0	3	0
4:50 PM	0	40	2	0	1	39	0	0	0	0	1	0	4	0	6	0	93	0	0	0	0
4:55 PM	1	35	6	1	1	37	0	0	0	0	2	0	2	0	3	0	87	0	0	0	0
5:00 PM	0	37	1	0	1	39	0	0	0	0	1	0	2	0	4	0	85	0	0	0	0
5:05 PM	0	38	3	0	6	40	0	0	0	0	1	0	1	0	2	0	91	0	0	0	0
5:10 PM	0	34	2	0	5	40	0	1	0	0	0	0	3	0	2	0	86	0	0	3	0
5:15 PM	0	27	2	0	4	35	0	0	0	0	0	0	2	0	1	0	71	0	0	0	1
5:20 PM	0	34	1	0	4	41	0	0	0	0	0	0	0	0	1	0	81	0	0	1	0
5:25 PM	0	36	6	0	3	37	1	0	2	0	0	0	1	0	4	0	90	0	0	0	0
5:30 PM	0	32	2	0	10	35	0	0	0	0	0	0	4	0	2	1	85	0	0	0	0
5:35 PM	0	30	3	0	3	35	3	0	0	0	0	0	3	0	2	0	79	0	0	0	0
5:40 PM	0	28	2	0	6	30	0	0	1	0	0	0	2	0	5	0	74	0	0	0	0
5:45 PM	0	27	9	0	6	38	0	0	0	0	0	0	1	0	4	0	85	0	0	1	0
5:50 PM	1	19	5	0	7	33	0	0	0	0	0	0	2	0	2	0	69	0	0	1	0
5:55 PM	0	24	3	0	3	44	0	0	0	0	0	0	2	1	2	0	79	0	0	0	0
6:00 PM	0	19	2	0	8	37	0	0	0	1	0	0	3	0	2	0	72	0	0	0	0
6:05 PM	0	23	2	0	1	28	2	0	0	0	1	0	5	0	0	0	62	0	0	0	0
6:10 PM	0	30	4	0	6	41	0	0	1	0	0	0	2	0	1	0	85	0	0	0	0
6:15 PM	0	21	3	0	6	35	0	0	0	0	0	0	3	0	1	0	69	0	0	0	0
6:20 PM	0	26	5	0	2	33	1	0	0	0	2	0	2	0	1	0	72	0	0	0	0
6:25 PM	0	22	3	0	3	23	0	0	0	0	1	0	2	0	7	0	61	0	0	0	0
Total Survey	8	1,002	110	4	145	1,253	8	2	5	2	22	0	91	2	96	1	2,744	12	0	32	6

15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	2	78	3	0	11	86	0	0	0	0	0	0	8	1	8	0	197	0	0	1	0
3:45 PM	3	78	7	2	22	118	1	0	0	0	4	0	14	0	10	0	257	9	0	14	3
4:00 PM	0	72	12	0	9	92	0	1	0	0	3	0	11	0	7	0	206	3	0	5	1
4:15 PM	0	79	12	0	8	105	0	0	0	0	5	0	5	0	9	0	223	0	0	2	0
4:30 PM	1	85	7	0	5	101	0	0	1	1	1	0	5	0	8	0	215	0	0	1	1
4:45 PM	1	103	11	2	6	107	0	0	0	0	3	0	8	0	11	0	250	0	0	3	0
5:00 PM	0	109	6	0	12	119	0	1	0	0	2	0	6	0	8	0	262	0	0	3	0
5:15 PM	0	97	9	0	11	113	1	0	2	0	0	0	3	0	6	0	242	0	0	1	1
5:30 PM	0	90	7	0	19	100	3	0	1	0	0	0	9	0	9	1	238	0	0	0	0
5:45 PM	1	70	17	0	16	115	0	0	0	0	0	0	5	1	8	0	233	0	0	2	0
6:00 PM	0	72	8	0	15	106	2	0	1	1	1	0	10	0	3	0	219	0	0	0	0
6:15 PM	0	69	11	0	11	91	1	0	0	0	3	0	7	0	9	0	202	0	0	0	0
Total Survey	8	1,002	110	4	145	1,253	8	2	5	2	22	0	91	2	96	1	2,744	12	0	32	6

Peak Hour Summary
4:50 PM to 5:50 PM

By Approach	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	438	476	914	1	500	437	937	1	8	5	13	0	61	89	150	1	1,007	0	0	5	1
%HV	0.7%				0.6%				0.0%				1.6%				0.7%				
PHF	0.90				0.95				0.50				0.73				0.95				

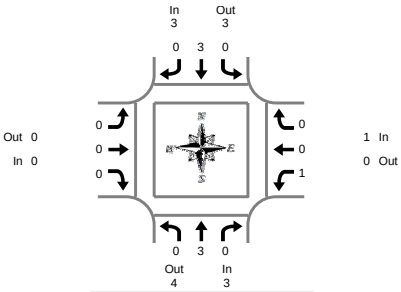
By Movement	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	398	39	438	50	446	4	500	3	0	5	8	25	0	36	61	1,007
%HV	0.0%	0.8%	0.0%	0.7%	0.0%	0.7%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	1.6%	0.7%
PHF	0.25	0.89	0.70	0.90	0.66	0.94	0.25	0.95	0.38	0.00	0.31	0.50	0.69	0.00	0.69	0.73	0.95

Rolling Hour Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:30 PM	5	307	34	2	50	401	1	1	0	0	12	0	38	1	34	0	883	12	0	22	4
3:45 PM	4	314	38	2	44	416	1	1	1	1	13	0	35	0	34	0	901	12	0	22	5
4:00 PM	2	339	42	2	28	405	0	1	1	1	12	0	29	0	35	0	894	3	0	11	2
4:15 PM	2	376	36	2	31	432	0	1	1	1	11	0	24	0	36	0	950	0	0	9	1
4:30 PM	2	394	33	2	34	440	1	1	3	1	6	0	22	0	33	0	969	0	0	8	2
4:45 PM	1	399	33	2	48	439	4	1	3	0	5	0	26	0	34	1	992	0	0	7	1
5:00 PM	1	366	39	0	58	447	4	1	3	0	2	0	23	1	31	1	975	0	0	6	1
5:15 PM	1	329	41	0	61	434	6	0	4	1	1	0	27	1	26	1	932	0	0	3	1
5:30 PM	1	301	43	0	61	412	6	0	2	1	4	0	31	1	29	1	892	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



S Salamo Rd & Parker Rd

Wednesday, November 28, 2007
3:30 PM to 6:30 PM

Peak Hour Summary
4:50 PM to 5:50 PM

Heavy Vehicle 5-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
3:35 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:40 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
3:45 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
3:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:55 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:05 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
4:10 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
4:15 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
4:20 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
4:25 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
4:35 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
4:55 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
5:55 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Survey	0	12	1	13	4	21	0	25	0	1	2	3	5	0	1	6	47

Heavy Vehicle 15-Minute Interval Summary
3:30 PM to 6:30 PM

Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	4	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
3:45 PM	0	1	0	1	3	2	0	5	0	0	0	0	1	0	0	1	7
4:00 PM	0	0	0	0	0	3	0	3	0	0	2	2	1	0	0	1	6
4:15 PM	0	2	0	2	0	6	0	6	0	0	0	0	0	0	0	0	8
4:30 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	1	1	6
4:45 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
6:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Survey	0	12	1	13	4	21	0	25	0	1	2	3	5	0	1	6	47

Heavy Vehicle Peak Hour Summary
4:50 PM to 5:50 PM

By Approach	Northbound S Salamo Rd			Southbound S Salamo Rd			Eastbound Parker Rd			Westbound Parker Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	4	7	3	3	6	0	0	0	1	0	1	7
PHF	0.75			0.38			0.00			0.25			0.58

By Movement	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	3	0	3	0	3	0	3	0	0	0	0	1	0	0	1	7
PHF	0.00	0.75	0.00	0.75	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.58

Heavy Vehicle Rolling Hour Summary
3:30 PM to 6:30 PM

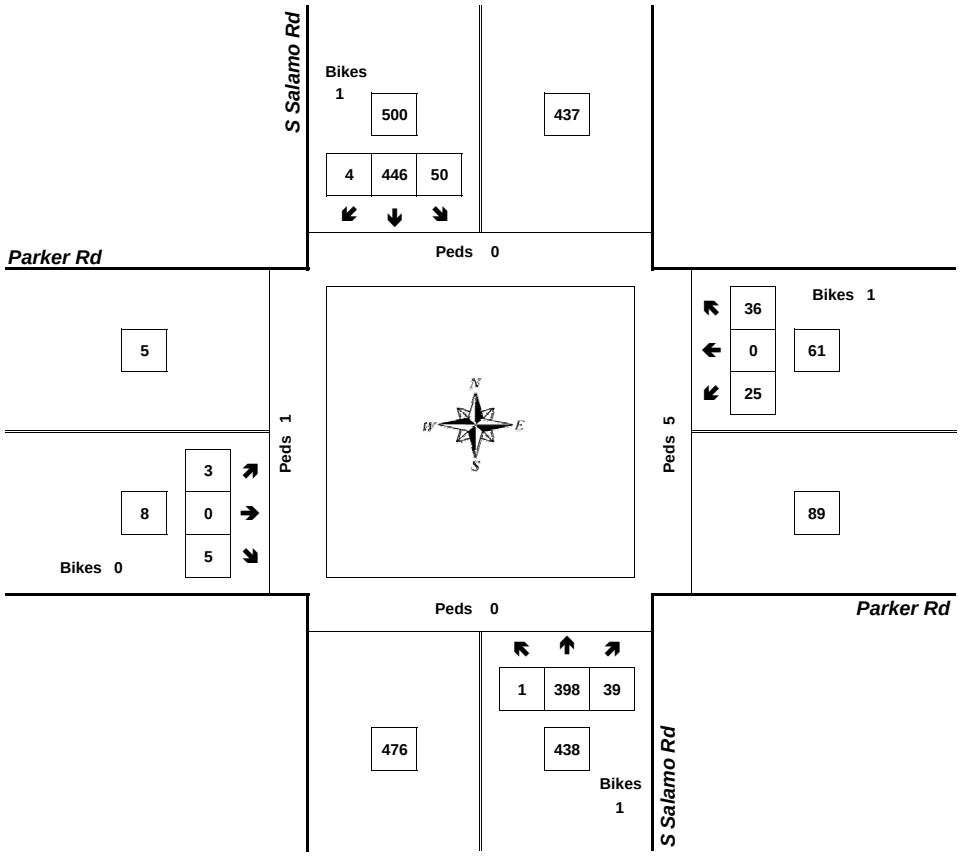
Interval Start Time	Northbound S Salamo Rd				Southbound S Salamo Rd				Eastbound Parker Rd				Westbound Parker Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:30 PM	0	7	0	7	3	13	0	16	0	0	2	2	2	0	0	2	27
3:45 PM	0	4	0	4	3	15	0	18	0	0	2	2	2	0	1	3	27
4:00 PM	0	4	0	4	0	15	0	15	0	0	2	2	1	0	1	2	23
4:15 PM	0	5	0	5	0	13	0	13	0	0	0	0	0	0	1	1	19
4:30 PM	0	3	0	3	0	7	0	7	0	0	0	0	1	0	1	2	12
4:45 PM	0	3	0	3	0	3	0	3	0	0	0	0	1	0	0	1	7
5:00 PM	0	2	0	2	1	2	0	3	0	0	0	0	1	0	0	1	6
5:15 PM	0	1	0	1	1	1	0	2	0	1	0	1	3	0	0	3	7
5:30 PM	0	2	1	3	1	1	0	2	0	1	0	1	2	0	0	2	8

Peak Hour Summary

Clay Carney
(503) 833-2740

S Salamo Rd & Parker Rd

4:50 PM to 5:50 PM
Wednesday, November 28, 2007



Approach	PHF	HV%	Volume
EB	0.50	0.0%	8
WB	0.73	1.6%	61
NB	0.90	0.7%	438
SB	0.95	0.6%	500
Intersection	0.95	0.7%	1,007

Count Period: 3:30 PM to 6:30 PM

Appendix D: Level of Service Descriptions

TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of *level of service* has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Level of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The *Highway Capacity Manual* provides level of service calculation methodology for both intersections and arterials.[1] The following three sections provide interpretations of the analysis approaches.

[1] *2000 Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2000, Chapters 16 and 17.

ALL-WAY STOP CONTROLLED INTERSECTIONS

Unsignalized intersections and all-way stop controlled intersections are each subject to a separate capacity analysis methodology. All-way stop controlled intersection operations are reported by leg of the intersection.

This method calculates a delay value for each approach to the intersection. The *2000 Highway Capacity Manual* describes the detailed methodology. The following table describes the amount of delay associated with each level of service.

Delay (Seconds)	Level of Service
0 - 10	A
10 - 15	B
15 - 25	C
25 - 35	D
35 - 50	E
> 50	F

Source: 2000 *Highway Capacity Manual*, Transportation Research Board, Washington, D.C.

UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The *2000 Highway Capacity Manual* describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

Level of Service	Expected Delay	(Sec/Veh)
A	Little or no delay	0-10.0
B	Short traffic delay	>10.1-15.0
C	Average traffic delays	>15.1-25.0
D	Long traffic delays	>25.1-35.0
E	Very long traffic delays	>35.1-50.0
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50

Source: 2000 *Highway Capacity Manual*, Transportation Research Board Washington, D.C.

SIGNALIZED INTERSECTIONS

For signalized intersections, level of service is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay (or signal delay) includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. In previous versions of this chapter of the HCM (1994 and earlier), delay included only stopped delay. As delay increases, the level of service decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control. The *2000 Highway Capacity Manual* provides the basis for these calculations.

Level of Service	Delay (secs.)	Description
A	≤10.00	**Free Flow/Insignificant Delays:** No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.
B	10.1-20.0	**Stable Operation/Minimal Delays:** An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. This level generally occurs with good progression, short cycle lengths, or both.
C	20.1-35.0	**Stable Operation/Acceptable Delays:** Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, and the number of vehicles stopping is significant.
D	35.1-55.0	**Approaching Unstable/Tolerable Delays:** The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. The proportion of vehicles not stopping declines, and individual cycle failures are noticeable.
E	55.1-80.0	**Unstable Operation/Significant Delays:** Volumes at or near capacity. Vehicles may wait though several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
F	≥80.0	**Forced Flow/Excessive Delays:** Represents jammed conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity, and is considered to be unacceptable to most drivers. Poor progression, long cycle lengths, and v/c ratios approaching 1.0 may contribute to these high delay levels.

Source: *2000 Highway Capacity Manual*, Transportation Research Board, Washington D.C.

Appendix E: Level of Service Calculations

Appendix F: TAZ Land Use

Metro Land Use Data - West Linn

	2005					2030					Change (2030-2005)				
TAZ	**HH_2005**	**Retail05**	**Services05**	**Other05**	**Emp05**	**HH130**	**Retail130**	**Svcs130**	**Other130**	**Emp130**	**Ch_HH**	**Ch_Retail**	**Ch_Svcs**	**Ch_Other**	**Ch_TotEmp**
911	1370	325	166	254	746	1,487	589	318	374	1,281	117	264	152	120	535
923	1712	201	341	213	755	2,688	372	655	389	1,416	976	171	314	176	661
924	1342	23	68	151	243	1,821	60	143	245	448	479	37	75	94	205
925	627	98	161	883	1142	686	187	306	1,026	1,518	59	89	145	143	376
926	360	0	3	28	31	435	0	5	33	38	75	0	2	5	7
927	735	6	39	14	59	895	11	72	21	103	160	5	33	7	44
928	650	0	40	39	79	813	0	73	47	120	163	0	33	8	41
929	965	132	104	83	318	1,039	234	192	94	520	74	102	88	11	202
930	517	22	37	131	190	595	41	70	171	282	78	19	33	40	92
931	362	98	175	34	306	430	177	327	55	560	68	79	152	21	254
932	492	2	41	16	59	500	4	75	18	97	8	2	34	2	38
TOTAL	9132	907	1175	1846	3928	11,389	1675	2236	2473	6383	2257	768	1061	627	2455
											25%	85%	90%	34%	63%

HH Households
Emp Total Employment (Retail + Service + Other)
Other Non-Retail Employment

Appendix G: Collision Data

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

10th Street at East Portland Freeway--Hwy #64 (Route I-205) NB ramps in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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	0	1	1	0	0
2006 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	0
YEAR: 2005														
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	1	1	2	0	0
2005 TOTAL	0	0	2	2	0	0	0	1	1	1	1	2	0	0
YEAR: 2004														
REAR-END	0	1	0	1	0	1	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	1	1	2	0	1	0	2	0	0	2	2	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	2	4	6	0	2	0	5	1	2	4	6	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.

064 EAST PORTLAND FREEWAY — 10th Street at East Portland Freeway--Hwy #64 (Route I-205) NB ramps in West Linn
1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
05819	N	N	N			10/27/2003	CLACKAMAS	19	1	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											27
NONE						Mon	WEST LINN	6 0	10TH ST	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
						4P	PORTLAND UA	6.43	EB EXTO 10TH	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	38	M	OR-Y OR<25		014	000		27
																02	NONE 0	STOP											
																	PRVTE	NW SE									011		00
																	PSNGR CAR		01	DRVR	NONE	44	F	OR-Y OR<25		000	000		00
02088	N	N	N	N	N	05/21/2005	CLACKAMAS	19	1	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-L											02
STATE						Sat	WEST LINN	6 0	10TH ST	CN		STOP SIGN	N	WET	TURN		PRVTE	NW N									015		00
						10P	PORTLAND UA	6.43	EB EXTO 10TH	04	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	48	F	OTH-Y OR<25		028	000		02
																02	NONE 0	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	32	F	OR-Y OR<25		000	000		00
00982	N	Y	N	N	N	03/19/2004	CLACKAMAS	19	1	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT										013	01
CITY						Fri	WEST LINN	6 0	10TH ST	SE		STOP SIGN	N	DRY	REAR		PRVTE	NW SE									000		00
						8P	PORTLAND UA	6.46	EB EXTO 10TH	06	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	42	M	OR-Y OR<25		047	000		01
																02	NONE 0	STOP											
																	PRVTE	NW SE									012		00
																	PSNGR CAR		01	DRVR	NONE	42	M	OR-Y OR<25		000	000		00
																03	NONE 0	STOP											
																	PRVTE	NW SE									012		00
																	PSNGR CAR		01	DRVR	INJC	34	F	OR-Y OR<25		000	000		00
																04	NONE 0	STOP											
																	PRVTE	NW SE									012		00
																	PSNGR CAR		01	DRVR	NONE	56	F	OTH-Y N-RES		000	000		00
																			02	PSNG	NO<5	01	M			000	000		00
01462	N	N	N	N	N	04/22/2004	CLACKAMAS	19	2	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
STATE						Thu	WEST LINN	6 0	10TH ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	N S									000		00
						7P	PORTLAND UA	6.46	EB EXTO 10TH	03	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y OR<25		000	000		00
																02	NONE 0	TURN-L											
																	PRVTE	NW N									015		00
																	PSNGR CAR		01	DRVR	NONE	36	F	OR-Y OR<25		028	000		02

064 EAST PORTLAND FREEWAY — 10th Street at East Portland Freeway--Hwy #64 (Route I-205) NB ramps in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
00134	N	N	N			01/08/2006	CLACKAMAS	17	2	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
CITY						Sun	WEST LINN	6 0	10TH ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	N S									000	00
						5P	PORTLAND UA	6.46	EB EXTO 10TH	03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	58	M	OR-Y OR<25		000	000	00
																02	NONE 0	TURN-R										
																	PRVTE	W S									015	00
																	PSNGR CAR		01	DRVR	NONE	55	M	OR-Y OR<25		028	000	02
04551	N	N	N			10/28/2005	CLACKAMAS	19	2	INTER	CROSS	N	N	CLR	S-OTHER	01	NONE 0	TURN-L										08
NO RPT						Fri	WEST LINN	6 0	10TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	NW N									000	00
						1P	PORTLAND UA	6.46	EB EXTO 10TH	04	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	M	OTH-Y N-RES		044	000	08
																02	NONE 0	TURN-L										
																	PRVTE	NW N									000	00
																	PSNGR CAR		01	DRVR	NONE	71	F	OR-Y OR<25		000	000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

10th Street at East Portland Freeway--Hwy #64 (Route I-205) SB ramps in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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	0	1	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR: 2003														
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
2003 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
FINAL TOTAL	0	0	3	3	0	0	0	2	1	3	0	3	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.

064 EAST PORTLAND FREEWAY — 10th Street at East Portland Freeway--Hwy #64 (Route I-205) SB ramps in West Linn
1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
04879	N	N	N	N	N	09/13/2003	CLACKAMAS	19	2		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											094	27
CITY						Sat	WEST LINN	6 0	10TH ST		S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000		00
						3P	PORTLAND UA	6.57	WB EXTO 10TH		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	15	M	OR-Y		016	000	094	27
																										OR<25					
																	02	NONE 0	STOP												
																		PRVTE	S N									011		00
																		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y		000	000		00
																										OR<25					
00227	N	N	N	N	N	01/15/2003	CLACKAMAS	19	2		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT												04
CITY						Wed	WEST LINN	6 0	10TH ST		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
						2P	PORTLAND UA	6.57	WB EXTO 10TH	C	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		000	000		00
																										OR<25					
																	02	NONE 0	TURN-L												
																		PRVTE	SE S									000		00
																		PSNGR CAR		01	DRVR	NONE	44	F	OTH-Y		020	000		04
																										OR<25					
00428	N	N	N			01/28/2005	CLACKAMAS	19	4		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT												07
NONE						Fri	WEST LINN	6 0	10TH ST		NE		TRF SIGNAL	N	WET	REAR		PRVTE	NE SW									000		00
						1P	PORTLAND UA	7.01	WB EXTO 10TH		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		026	000		07
																										OR>25					
																	02	NONE 0	STOP												
																		PRVTE	NE SW									011		00
																		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y		000	000		00
																										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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

10th Street at Salamo Road and at Blankenship Road in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	0	1	1	0	1
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	0	1
FINAL TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	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

064 EAST PORTLAND FREEWAY

10th Street at Salamo Road and at Blankenship Road in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
03652	N	Y	N	N	N	09/05/2005	CLACKAMAS	19	2	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 0	TURN-L										059,058	01
CITY						Mon	WEST LINN	6 0	BLANKENSHIP RD	N		TRF SIGNAL	N	DRY	FIX		PRVTE	S NW									000	059,058	00
						3A	PORTLAND UA	6.61	10TH ST	05	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y OR<25		073,051	000		01

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

CITY OF WEST LINN, CLACKAMAS COUNTY — 10th Street at Salamo Road and at Blankenship Road in West Linn

1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	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
02197	N	N	N			06/01/2005	17	BLANKENSHIP RD	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L									04
NONE						Wed	0	10TH ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E S									00
						3P			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	F	SUSP OR<25		020	000	04
															02	NONE 0	TURN-L									
																PRVTE	S W									00
																PSNGR CAR		01	DRVR	NONE	63	M	OR-Y		000	00
																		02	PSNG	INJC	65	F	OR<25		000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

10th Street at 8th Avenue in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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	0	1	1	0	0
2005 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	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	1	0	1	0	0
2004 TOTAL	0	0	2	2	0	0	0	2	0	1	1	2	0	0
YEAR: 2003														
ANGLE	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2003 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	0
FINAL TOTAL	0	2	2	4	0	2	0	4	0	1	3	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.

CITY OF WEST LINN, CLACKAMAS COUNTY — 10th Street at 8th Avenue in West Linn

1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPED	ALC	DRUGS	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
01993	N	N	N			05/31/2004	17	8TH AVE	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NONE						Mon	0	10TH ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	N W									000		00
						10A			01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	M	OTH-Y		028	000		02
																							N-RES					
															02	NONE 0	STRGHT											
																PRVTE	E W									000		00
																PSNGR CAR		01	DRVR	NONE	21	F	OTH-Y		000	000		00
																							N-RES					
02851	N	N	N			07/14/2005	17	8TH AVE	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Thu	0	10TH ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SW N									000		00
						9P			03	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		004,028	000		02
																							OR<25					
																		02	PSNG	INJB	18	M			000	000		00
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	55	F	OR-Y		000	000		00
																							OR<25					
01646	N	N	N			05/08/2004	17	8TH AVE	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Sat	0	10TH ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	W E									000		00
						9P			04	99		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		028	000		02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		000	000		00
																							OR<25					
02350	N	N	N			05/10/2003	17	8TH AVE	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										082	02
CITY						Sat	0	10TH ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SW NE									000		00
						10P			03	99		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y		003,028	000		02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJC	18	F			000	000		00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Blankenship Road at Tannler Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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	1	2	0	1	0	2	0	2	0	2	0	0
2005 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2003														
TURNING MOVEMENTS	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	1	2	3	0	1	0	3	0	3	0	3	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 WEST LINN, CLACKAMAS COUNTY — Blankenship Road at Tannler Drive in West Linn

1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPED	ALC	DRUGS	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
01899	N	N	N			05/13/2005	16	BLANKENSHIP RD	INTER		N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT									02,04
CITY						Fri	0	TANNLER DR	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SE NW									00
						4P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		021,028	000	02,04
																							OR<25				
															02	NONE 0	STRGHT									
																PRVTE	NE SW									022	00
																PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		000	000	00
																							OR<25				
															03	NONE 0	STOP									
																PRVTE	NW SE									011	00
																PSNGR CAR		01	DRVR	NONE	34	M	OR-Y		000	000	00
																							OR<25				
02108	N	N	N			05/26/2005	16	BLANKENSHIP RD	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT									02
NONE						Thu	0	TANNLER DR	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NE SW									000	00
						11A			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		000	000	02
																							OR<25				
															02	NONE 0	STRGHT									
																PRVTE	SE NW									000	00
																PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		000	000	00
																							OR<25				
03498	N	N	N	N	N	07/09/2003	17	BLANKENSHIP RD	INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	TURN-L									08,02
CITY						Wed	0	TANNLER DR	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE SW									019	00
						8P			03	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	47	F	OR-Y		004	026	08,02
																							OR<25				
															02	NONE 0	STRGHT									
																PRVTE	NW SE									000	00
																PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		000	000	00
																							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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Rosemont Road at Carriage Way in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Rosemont Road at Hidden Springs Road in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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	0	1	0	1	1	0	0
2006 TOTAL	0	0	1	1	0	0	0	0	1	0	1	1	0	0
YEAR: 2005														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	1	0	1
2005 TOTAL	0	1	1	2	0	1	0	1	1	1	1	2	0	1
FINAL TOTAL	0	1	2	3	0	1	0	1	2	1	2	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 WEST LINN, CLACKAMAS COUNTY — Rosemont Road at Hidden Springs Road in West Linn

1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPED	ALC	DRUGS	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
00508	N	N	N			02/02/2005	17	HIDDEN SPRINGS RD	INTER	CROSS	N	Y	FOG	FIX OBJ	01	NONE	STRGHT										040,059	01
CITY						Wed	0	ROSEMONT RD	CN		UNKNOWN	N	WET	FIX		PRVTE	SE NW									001	040,059	00
						6A			01	99		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y		047,081	017		01
																								OR<25				
01967	N	N	N			05/18/2005	17	HIDDEN SPRINGS RD	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										057	02
CITY						Wed	0	ROSEMONT RD	CN		UNKNOWN	N	DRY	ANGL		PRVTE	SW NE									000		00
						5P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	55	M	OR-Y		000	000		00
																								OR<25				
															02	NONE 0	STRGHT											
																PRVTE	NW SE									000	057	00
																PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		047,028	000		02
																								OR<25				
															03	NONE 0	STOP											
																PRVTE	SE NW									011		00
																PSNGR CAR		01	DRVR	NONE	15	M	NONE		000	000		00
																								OR<25				
00197	N	N	N			01/13/2006	17	HIDDEN SPRINGS RD	INTER	CROSS	N	N	RAIN	O-1TURN	01	NONE 0	TURN-R											02
						Fri	0	ROSEMONT RD	CN		NONE	N	WET	TURN		PRVTE	SE NE									000		00
						5P			04	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		000	000		00
																								OR<25				
															02	NONE 0	TURN-L											
																PRVTE	NW NE									000		00
																PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		004	000		02
																								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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Rosemont Road at Salamo Road in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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	0	1	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2003														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2003 TOTAL	0	0	1	1	0	0	0	0	1	0	1	1	0	0
FINAL TOTAL	0	0	2	2	0	0	0	1	1	0	2	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 WEST LINN, CLACKAMAS COUNTY

Rosemont Road at Salamo Road in West Linn

1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPED	ALC	DRUGS	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
00282	N	N	N			01/14/2005	17	ROSEMONT RD	INTER	5-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										013	01,27
NONE						Fri	0	SALAMO RD	NW		STOP SIGN	N	DRY	REAR		PRVTE	NW SE									000		00
						5P			06	99		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	44	F	OR-Y		016,026,047	038		01,27
																							OR<25					
															02	NONE	STOP											
																PRVTE	NW SE									011	013	00
																PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		000	000		00
																							OR<25					
															03	NONE	STOP											
																PRVTE	NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		000	000		00
																							OR<25					
07269	N	N	N			12/30/2003	17	ROSEMONT RD	INTER		N	N	SNOW	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Tue	0	SALAMO RD	CN		UNKNOWN	N	SNO	TURN		PRVTE	W N									000		00
						9P			03	99		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	56	M	OR-Y		004	000		02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																							UNK					

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Rosemont Road at Summit Street in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at Arbor Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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: 2004														
ANGLE	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2004 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	0	1	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

003 OSWEGO

Oswego Hwy #3 (Route 43) at Arbor Drive in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS 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
00574	N	N	N			02/16/2004	CLACKAMAS	14		INTER		N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										069,084	02
NONE						Mon	WEST LINN	0 0	ARBOR DR	CN		UNKNOWN	N	WET	ANGL		PRVTE	W E									000	069	00
						12P	PORTLAND UA	8.07	WILLAMETTE DR	03	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		028	000		02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		000	000	082	00
																								OR<25					
																03	NONE 0	PRKD-P											
																	PRVTE	N S									008		00
																	PSNGR CAR												

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at Burns Street in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at Cedaroak Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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	2	0	1	0	1	0	1	0	0
2006 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR: 2005														
PEDESTRIAN	0	1	0	1	0	1	0	0	1	0	1	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	1	2	0	1	0	1	1	1	1	2	0	0
YEAR: 2004														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2004 TOTAL	0	1	1	2	0	1	0	1	1	2	0	2	0	0
FINAL TOTAL	0	3	2	5	0	4	0	3	2	4	1	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.

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

003 OSWEGO

Oswego Hwy #3 (Route 43) at Cedaroak Drive in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
01616	N	N	N			04/12/2004	CLACKAMAS	14		INTER		N	N	CLD	ANGL-OTH	01	NONE 0	TURN-L										082	02,08
CITY						Mon	WEST LINN	0 0	CEDAROAK DR	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	SE W									000		00
						4P	PORTLAND UA	8.80	WILLAMETTE DR	01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		004	000		02,08
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		000	000		00
																								OR<25					
02160	N	N	N			06/08/2004	CLACKAMAS	14		INTER		N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Tue	WEST LINN	0 0	CEDAROAK DR	CN		TRF SIGNAL	N	WET	TURN		PRVTE	NW SE									000		00
						5P	PORTLAND UA	8.80	WILLAMETTE DR	01	3		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	37	F	OR-Y		000	000		00
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	SE W									000		00
																	PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		004	000		02
																								OR<25					
00468	N	N	N			01/31/2005	CLACKAMAS	14		INTER		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Mon	WEST LINN	0 0	CEDAROAK DR	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W NW									000		00
						4P	PORTLAND UA	8.80	WILLAMETTE DR	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		028	000		02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	42	M	OR-Y		000	000		00
																								OR<25					
01861	N	N	N			05/03/2006	CLACKAMAS	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											08
CITY						Wed	WEST LINN	0 0	CEDAROAK DR	CN		UNKNOWN	N	DRY	TURN		PRVTE	NW SE									000		00
						5P	PORTLAND UA	8.83	WILLAMETTE DR	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	47	M	OR-Y		000	000		00
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	SE W									018		00
																	PSNGR CAR		01	DRVR	INJB	26	M	OR-Y		004	000		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 WEST LINN, CLACKAMAS COUNTY

Oswego Hwy #3 (Route 43) at Cedaroak Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPED	ALC	DRUGS	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
05132	N	N	N			11/28/2005	16	CEDAROAK DR	INTER		N	N	RAIN	PED	01	NONE 0	TURN-L										02
CITY						Mon	0	WILLAMETTE DR	CN		TRF SIGNAL	N	WET	PED		PRVTE	E SE										00
						6P			03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y OR<25		028	000	02
																	STRGHT E W	01	PED	INJA	40	M		01	000	000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at Hidden Springs Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2005 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	1
YEAR: 2004														
REAR-END	0	1	2	3	0	3	0	3	0	3	0	3	0	0
2004 TOTAL	0	1	2	3	0	3	0	3	0	3	0	3	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
FINAL TOTAL	0	2	4	6	0	4	0	6	0	6	0	6	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

003 OSWEGO

Oswego Hwy #3 (Route 43) at Hidden Springs Drive in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
02673	N	N	N			07/14/2004	CLACKAMAS	14		INTER		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NO RPT						Wed	WEST LINN	0 0		CN		UNKNOWN	N	DRY	REAR		PRVTE	E W									000		00
						10A	PORTLAND UA	8.90		01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	60	F	OR-Y OR<25		026	000		01
																02	NONE 0	STOP											
																	PRVTE	E W									011		00
																	PSNGR CAR		01	DRVR	NONE	37	M	OR-Y OR<25		026	000		00
																03	NONE 0	STOP											
																	UNKN	E W									011		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
00757	N	N	N			02/19/2005	CLACKAMAS	14		INTER		N	Y	CLR	FIX OBJ	01	NONE 0	TURN-L										057,062	01
NONE						Sat	WEST LINN	0 0	HIDDEN SPRINGS RD	CN		TRF SIGNAL	N	DRY	FIX		PRVTE	NE SE									000	057,062	00
						3P	PORTLAND UA	8.90		01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y OR<25		047	017		01
																02	NONE 0	STRGHT											
																	PRVTE	W E									000		00
																	PSNGR CAR		01	DRVR	NONE	26	M	OR-Y OR<25		000	000		00
01026	N	N	N	N	N	02/27/2003	CLACKAMAS	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
CITY						Thu	WEST LINN	0 0	HIDDEN SPRINGS RD	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
						5P	PORTLAND UA	8.90	WILLAMETTE DR	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		026	000		10
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	INJC	54	F	OR-Y OR<25		000	000		00
03878	N	N	N			09/15/2005	CLACKAMAS	14		INTER		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Thu	WEST LINN	0 0	HIDDEN SPRINGS RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW NE									000		00
						4P	PORTLAND UA	8.90	WILLAMETTE DR	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	OR-Y UNK		000	000		00
																02	NONE 0	TURN-L											
																	PRVTE	NE SE									000		00
																	PSNGR CAR		01	DRVR	NONE	55	F	OR-Y OR<25		004,028	000		02
02053	N	N	N			06/01/2004	CLACKAMAS	14		INTER		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NO RPT						Tue	WEST LINN	0 0	HIDDEN SPRINGS RD	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	SW NE									001		00
						11A	PORTLAND UA	8.90	WILLAMETTE DR	04	3		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		026	000		01
																02	NONE 0	STOP											
																	PRVTE	SW NE									011		00
																	PSNGR CAR		01	DRVR	NONE	17	F	OR-Y OR<25		000	000		00

003 OSWEGO

Oswego Hwy #3 (Route 43) at Hidden Springs Drive in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS 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
01163	N	N	N			04/04/2004	CLACKAMAS	14		INTER		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
CITY						Sun	WEST LINN	0 0	HIDDEN SPRINGS RD	CN		L-GRN-SIG	N	DRY	REAR		PRVTE	SE NW									000	00
						3P	PORTLAND UA	8.91	WILLAMETTE DR	06	99		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	40	F	OR-Y OR<25		026	000	01
																			02	PSNG	INJC	67	M			000	000	00
																02	NONE 0	STOP										
																	PRVTE	SE NW									012	00
																	PSNGR CAR		01	DRVR	NONE	63	F	OR-Y OR<25		026	000	00
																03	NONE 0	STOP										
																	PRVTE	SE NW									012	00
																	PSNGR CAR		01	DRVR	INJC	21	F	OR-Y OR<25		026	000	00
																04	NONE 0	STOP										
																	PRVTE	SE NW									012	00
																	PSNGR CAR		01	DRVR	NONE	50	F	OR-Y OR<25		000	000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at East Portland Freeway--Hwy #64 (Route I-205) NB ramps in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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														
NON-COLLISION	0	1	0	1	0	1	1	1	0	1	0	1	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2006 TOTAL	0	1	1	2	0	1	1	2	0	2	0	2	0	0
YEAR: 2005														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	2	0	1	1	2	0	0
2005 TOTAL	0	1	2	3	0	1	0	3	0	2	1	3	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	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	1	1	2	0	1	0	1	1	2	0	2	0	0
2003 TOTAL	0	1	2	3	0	1	0	1	2	3	0	3	0	0
FINAL TOTAL	0	3	6	9	0	3	1	7	2	8	1	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.

003 OSWEGO — Oswego Hwy #3 (Route 43) at East Portland Freeway--Hwy #64 (Route I-205) NB ramps in West Linn
1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL BUS	WORK ZONE	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
00207	N	N	N			01/13/2005	CLACKAMAS	14		INTER		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Thu	WEST LINN	0 0	WILLAMETTE DR	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
						5P	PORTLAND UA	11.14	SB EF WILLAMETTE	03	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y OR<25		000	000		00
																02	NONE 0	TURN-L											
																	PUBLC	W N									000		00
																	SCHL BUS		01	DRVR	NONE	46	F	OR-Y OR<25		028	000		02
01748	N	N	N			04/27/2006	CLACKAMAS	16		INTER	3-LEG	N	N	CLR	OVERTURN	01	NONE 1	TURN-L											055,043,028	10
CITY						Thu	WEST LINN	0 0	TERRITORIAL DR	NE		TRF SIGNAL	N	DRY	NCOL		PRVTE	NW NE									000	028,055,043	22,24
						12P	PORTLAND UA	11.29	EB EX TERRITORIAL	05	1		N	DAY	INJ		SEMI TOW		01	DRVR	INJC	26	M	OR-Y OR>25		017	017		10
03204	N	N	N	N	N	08/03/2005	CLACKAMAS	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Wed	WEST LINN	0 0	TERRITORIAL DR	NE		TRF SIGNAL	N	DRY	REAR		PRVTE	NE SW									000		00
						12P	PORTLAND UA	11.29	EB EX TERRITORIAL	06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	M	OR-Y OR<25		026	000		07
																02	NONE 0	STOP											
																	PUBLC	NE SW									011		00
																	PSNGR CAR		01	DRVR	INJB	51	F	OR-Y OR<25		000	000		00
00050	N	N	N	N	N	01/05/2003	CLACKAMAS	16		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											04
CITY						Sun	WEST LINN	0 0	TERRITORIAL DR	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NE SW									000		00
						2P	PORTLAND UA	11.29	EB EX TERRITORIL C	03	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y OR<25		020	000		04
																02	NONE 0	TURN-L											
																	PRVTE	NW NE									000		00
																	PSNGR CAR		01	DRVR	NONE	37	F	OR-Y OR<25		000	000		00
02038	N	N	N	N	N	04/23/2003	CLACKAMAS	16		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											04
CITY						Wed	WEST LINN	0 0	TERRITORIAL DR	CN		TRF SIGNAL	N	WET	TURN		PRVTE	NE SW									001		00
						3P	PORTLAND UA	11.29	EB EX TERRITORIL C	03	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y OR<25		020	000		04
																02	NONE 0	TURN-L											
																	PRVTE	NW NE									000		00
																	PSNGR CAR		01	DRVR	INJC	64	M	OR-Y OR<25		000	000		00
00975	N	N	N			03/09/2005	CLACKAMAS	16		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											04
NONE						Wed	WEST LINN	0 0	TERRITORIAL DR	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW NE									000		00
						6P	PORTLAND UA	11.29	EB EX TERRITORIAL	03	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y OR<25		000	000		00
																02	NONE 0	STRGHT											
																	PRVTE	NE SW									000		00
																	PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		020	026		04

064 EAST PORTLAND FREEWAY — Oswego Hwy #3 (Route 43) at East Portland Freeway--Hwy #64 (Route I-205) NB ramps in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
02299	N	N	N	N	N	06/17/2004	CLACKAMAS	19	1	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										27
CITY						Thu	WEST LINN	6 0	TERRITORIAL DR	S		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									000	00
						11A	PORTLAND UA	8.79	EB EX TERRITORIAL	09	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	71	M	OR-Y		014	000	27
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	N S									011	00
																	PSNGR CAR		01	DRVR	NONE	32	F	OR-Y		000	000	00
																								OR<25				
05735	N	N	N			10/22/2003	CLACKAMAS	19	1	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										27
NONE						Wed	WEST LINN	6 0	TERRITORIAL DR	W		TRF SIGNAL	N	WET	REAR		PRVTE	N S									000	00
						4P	PORTLAND UA	8.79	EB EX TERRITORIAL	09	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		014	000	27
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	N S									011	00
																	PSNGR CAR		01	DRVR	NONE	29	F	OR-Y		000	000	00
																								OR<25				
00319	N	N	N			01/20/2006	CLACKAMAS	19	1	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										10
						Fri	WEST LINN	6 0	TERRITORIAL DR	W		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									000	00
						9A	PORTLAND UA	8.79	EB EX TERRITORIAL	09	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		026	000	10
																								UNK				
																02	NONE 0	STOP										
																	PRVTE	N S									011	00
																	PSNGR CAR		01	DRVR	NONE	62	F	OR-Y		000	000	00
																								OR>25				
																			02	PSNG	NO<5	01	F			000	000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at East Portland Freeway--Hwy #64 (Route I-205) SB ramps in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	1	2	3	0	1	0	3	0	3	0	3	0	0
TURNING MOVEMENTS	0	1	0	1	0	3	0	1	0	0	1	1	0	0
2006 TOTAL	0	3	2	5	0	5	0	5	0	4	1	5	0	0
YEAR: 2005														
REAR-END	0	0	2	2	0	0	0	0	2	1	1	2	0	0
TURNING MOVEMENTS	0	1	1	2	0	2	0	1	1	1	1	2	0	0
2005 TOTAL	0	1	3	4	0	2	0	1	3	2	2	4	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	1	2	3	0	2	0	2	1	2	1	3	0	0
2003 TOTAL	0	1	2	3	0	2	0	2	1	2	1	3	0	0
FINAL TOTAL	0	5	8	13	0	9	0	9	4	9	4	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.

003 OSWEGO — Oswego Hwy #3 (Route 43) at East Portland Freeway--Hwy #64 (Route I-205) SB ramps in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
00354	N	N	N			01/20/2005	CLACKAMAS	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 0	STRGHT										07
NONE						Thu	WEST LINN	0 0	WILLAMETTE DR	E		TRF SIGNAL	N	WET	REAR		PRVTE	E W									000	00
						7A	PORTLAND UA	11.13	WB EX WILLAMETTE	06	0		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y		026	000	07
																									OR<25			
																02	NONE 0	TURN-R										
																	PRVTE	E NW									013	00
																	PSNGR CAR		01	DRVR	NONE	00	F	UNK		000	000	00
																									UNK			
06784	N	N	N			12/07/2003	CLACKAMAS	14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										07
NONE						Sun	WEST LINN	0 0	WILLAMETTE DR	S		TRF SIGNAL	N	WET	REAR		PRVTE	SE NW									001	00
						9P	PORTLAND UA	11.13	WB EF WILLAMETTE	06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		026	000	07
																									OR<25			
																02	NONE 0	STOP										
																	PRVTE	SE NW									011	00
																	PSNGR CAR		01	DRVR	INJC	53	M	OR-Y		000	000	00
																									OR>25			
																			02	PSNG	INJC	23	M			000	000	00
01250	N	N	N			03/29/2005	CLACKAMAS	14		INTER	CROSS	N	N	RAIN	S-STRGHT	01	NONE 0	STRGHT										07
NONE						Tue	WEST LINN	0 0	WILLAMETTE DR	NW		TRF SIGNAL	N	WET	REAR		PRVTE	NW SE									000	00
						7A	PORTLAND UA	11.13	WB EF WILLAMETTE	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		042	000	07
																									UNK			
																02	NONE 0	STRGHT										
																	PRVTE	NW SE									006	00
																	PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		000	000	00
																									OR<25			
00899	N	N	N			03/03/2006	CLACKAMAS	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										27
NO RPT						Fri	WEST LINN	0 0	WILLAMETTE DR	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000	00
						2P	PORTLAND UA	11.13	WB EF WILLAMETTE	06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		016	000	27
																									OR<25			
																02	NONE 0	STOP										
																	PRVTE	NW SE									011	00
																	PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		000	000	00
																									OR<25			
04945	N	N	N	N	N	11/18/2005	CLACKAMAS	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT										04
CITY						Fri	WEST LINN	0 0	WILLAMETTE DR	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000	00
						7P	PORTLAND UA	11.13	WB EF WILLAMETTE	01	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	23	M	OTH-Y		020	038	04
																									OR<25			
																02	NONE 0	TURN-L										
																	PRVTE	S W									000	00
																	PSNGR CAR		01	DRVR	INJB	42	M	OR-Y		000	000	00
																									OR<25			
																			02	PSNG	INJB	38	F			000	000	00

003 OSWEGO Oswego Hwy #3 (Route 43) at East Portland Freeway--Hwy #64 (Route I-205) SB ramps in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
01596	N	N	N			04/19/2006	CLACKAMAS	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
NONE						Wed	WEST LINN	0 0	WILLAMETTE DR	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	N S									000	00
						5P	PORTLAND UA	11.13	WB EF WILLAMETTE	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	27	M	OR-Y		000	000	00
																								OR>25				
																02	NONE 0	STRGHT										
																	PRVTE	E W									000	00
																	PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		020	000	04
																								OR<25				
01196	N	N	N			03/24/2005	CLACKAMAS	14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT										04
CITY						Thu	WEST LINN	0 0	WILLAMETTE DR	CN		TRF SIGNAL	N	WET	TURN		PRVTE	NW SE									000	00
						12P	PORTLAND UA	11.13	WB EX WILLAMETTE	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		020	000	04
																								OR<25				
																02	NONE 0	TURN-L										
																	PRVTE	E SE									000	00
																	PSNGR CAR		01	DRVR	NONE	76	F	OR-Y		000	000	00
																								OR<25				
01462	N	N	N	N	N	04/07/2006	CLACKAMAS	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L										04
CITY						Fri	WEST LINN	0 0	WILLAMETTE DR	CN		L-GRN-SIG	N	DRY	TURN		PRVTE	SE SW									000	00
						8P	PORTLAND UA	11.13	WB EF WILLAMETTE	03	1		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	26	M	OR-Y		000	000	00
																								OR<25				
																			02	PSNG	INJB	23	F			000	000	00
																02	NONE 0	STRGHT										
																	PRVTE	NW SE									000	00
																	PSNGR CAR		01	DRVR	INJB	18	F	OR-Y		020	000	04
																								OR<25				

064 EAST PORTLAND FREEWAY — Oswego Hwy #3 (Route 43) at East Portland Freeway--Hwy #64 (Route I-205) SB ramps in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
02123	N	N	N			04/07/2003	CLACKAMAS	19	2	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE						Mon	WEST LINN	6 0	WILLAMETTE DR	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000	00
						11A	PORTLAND UA	9.21	WB EX WILLAMETTE C	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		014	000	07
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	E W									011	00
																	PSNGR CAR		01	DRVR	NONE	83	F	OR-Y		000	000	00
																								OR<25				
02721	N	N	N			05/28/2003	CLACKAMAS	19	2	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE						Wed	WEST LINN	6 0	WILLAMETTE DR	E		STOP SIGN	N	DRY	REAR		PRVTE	E W									000	00
						1P	PORTLAND UA	9.21	WB EX WILLAMETTE C	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	83	M	OR-Y		026	000	07
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	E W									011	00
																	PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		000	000	00
																								OR<25				
01826	N	N	N			05/21/2004	CLACKAMAS	19	2	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										10
NONE						Fri	WEST LINN	6 0	WILLAMETTE DR	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000	00
						4P	PORTLAND UA	9.21	WB EX WILLAMETTE	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		026	000	10
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	E W									011	00
																	PSNGR CAR		01	DRVR	NONE	62	M	OR-Y		000	000	00
																								OR<25				
01034	N	N	N	N	N	03/11/2006	CLACKAMAS	19	2	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										27
CITY						Sat	WEST LINN	6 0	WILLAMETTE DR	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000	00
						11A	PORTLAND UA	9.21	WB EX WILLAMETTE	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	20	M	SUSP		016	000	27
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	E W									011	00
																	PSNGR CAR		01	DRVR	INJC	58	F	OR-Y		000	000	00
																								OR<25				
01581	N	N	N			04/18/2006	CLACKAMAS	19	2	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE						Tue	WEST LINN	6 0	WILLAMETTE DR	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000	00
						8A	PORTLAND UA	9.21	WB EX WILLAMETTE	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		014	000	07
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	E W									011	00
																	PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		000	000	00
																								OR<25				
																			02	PSNG	NO<5	02	M			000	000	00
																			03	PSNG	NO<5	01	F			000	000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at Jolie Pointe Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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														
TURNING MOVEMENTS	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

003 OSWEGO

Oswego Hwy #3 (Route 43) at Jolie Pointe Drive in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
02133	N	N	N			05/27/2005	CLACKAMAS	14		INTER		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
NONE						Fri	WEST LINN	0 0	JOLIE POINTE RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE W										00
						6P	PORTLAND UA	9.54	WILLAMETTE DR	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		000	000	00
																02	NONE 0	TURN-L										
																	PRVTE	W NW									000	00
																	PSNGR CAR		01	DRVR	NONE	51	M	OR-Y OR<25		028	000	02

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at McKillian Street in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at Pimlico Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at Walling Way (not Falling Way) in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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: 2003														
TURNING MOVEMENTS	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	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

003 OSWEGO

Oswego Hwy #3 (Route 43) at Walling Way (not Falling Way) in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
07452	N	N	N			11/10/2003	CLACKAMAS	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
NONE						Mon	WEST LINN	0 0	WILLAMETTE DR	CN		UNKNOWN	N	DRY	TURN		PRVTE	NE SE									000	00
						9A	PORTLAND UA	8.60	WALLING WAY	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	99	M	UNK UNK		028	000	02
																02	NONE 0	STRGHT										
																	PRVTE	NW SE									000	00
																	PSNGR CAR		01	DRVR	NONE	30	M	OR-Y OR<25		000	000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at West "A" Street in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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
YEAR: 2003														
TURNING MOVEMENTS	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	1	1	2	0	1	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
CONTINUOUS SYSTEM CRASH LISTING

003 OSWEGO

Oswego Hwy #3 (Route 43) at West "A" Street in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
02604	N	N	N			06/24/2006	CLACKAMAS	14		INTER	CROSS	N	N	CLR	BIKE	01	NONE 0	TURN-L										02
CITY						Sat	WEST LINN	0 0	A ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	S W									000	00
						9A	PORTLAND UA	10.25	WILLAMETTE DR	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	53	F	OR-Y OR<25		028	000	02
																		STRGHT N S	01	BIKE	INJB	35	M			000	000	00
00150	N	N	N	N	N	01/06/2003	CLACKAMAS	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										04
CITY						Mon	WEST LINN	0 0	W A ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW									000	00
						8A	PORTLAND UA	10.25	WILLAMETTE DR	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y OR<25		000	000	00
																02	NONE 0	STRGHT										
																	PRVTE	NW SE									000	00
																	PSNGR CAR		01	DRVR	NONE	29	F	OR-Y OR<25		020	026	04

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Oswego Hwy #3 (Route 43) at Willamette Falls Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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	2	3	0	2	0	1	2	3	0	3	0	0
2006 TOTAL	0	1	2	3	0	2	0	1	2	3	0	3	0	0
YEAR: 2005														
REAR-END	0	1	1	2	0	2	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	2	3	0	2	0	3	0	3	0	3	0	0
YEAR: 2003														
FIXED / OTHER OBJECT	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
FINAL TOTAL	0	2	5	7	0	4	0	5	2	7	0	7	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

003 OSWEGO

Oswego Hwy #3 (Route 43) at Willamette Falls Drive in West Linn
1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / 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
00430	N	N	N			01/28/2006	CLACKAMAS	16		INTER		N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
						Sat	WEST LINN	0 0	TERRITORIAL DR	CN		UNKNOWN	N	WET	TURN		PRVTE	SE NW									000		00
						1P	PORTLAND UA	11.34	7TH ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	48	F	OR-Y OR<25		000	000		00
																			02	PSNG	INJC	81	F			000	000		00
																02	NONE 0	TURN-L											
																	PRVTE	NE SE									000		00
																	PSNGR CAR		01	DRVR	NONE	45	F	OR-Y OR<25		028	000		02
																			02	PSNG	NO<5	04	M			000	000		00
																			03	PSNG	NONE	09	F			000	000		00
02276	N	N	N	N	N	05/06/2003	CLACKAMAS	16		INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 0	TURN-L										040,079,062	
CITY						Tue	WEST LINN	0 0	WILLAMETTE FALLS	NE		STOP SIGN	N	DRY	FIX		PRVTE	NW NE									000	040,079,062	00
						6P	PORTLAND UA	11.35	7TH ST	05	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y OR<25		083,081	017		00
01687	N	N	N	N	N	04/22/2006	CLACKAMAS	16		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE 0	TURN-R											08
CITY						Sat	WEST LINN	0 0	WILLAMETTE FALLS	NE		UNKNOWN	N	DRY	TURN		PRVTE	NE NW									000		00
						8A	PORTLAND UA	11.35	7TH ST	06	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		006	000		08
																02	NONE 0	STRGHT											
																	PRVTE	NE SW									000		00
																	PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		000	000		00
03546	N	N	N			08/24/2005	CLACKAMAS	16		INTER	3-LEG	N	N	CLR	ANGL-STP	01	NONE 0	TURN-R											08
NONE						Wed	WEST LINN	0 0	WILLAMETTE FALLS	NW		STOP SIGN	N	DRY	TURN		PRVTE	NE NW									000		00
						UNK	PORTLAND UA	11.35	7TH ST	09	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y OR<25		001	000		08
																02	NONE 0	STOP											
																	PRVTE	NW SE									012		00
																	PSNGR CAR		01	DRVR	NONE	58	M	OR-Y OR<25		000	000		00
00691	N	N	N			02/14/2006	CLACKAMAS	14		INTER		N	N	RAIN	O-1TURN	01	NONE 0	STRGHT											02
CITY						Tue	WEST LINN	0 0	WILLAMETTE FALLS	CN		UNKNOWN	N	WET	TURN		PRVTE	NW SE									000		00
						3P	PORTLAND UA	11.35	7TH ST	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y OR<25		004	000		02
																02	NONE 0	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	NONE	56	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 WEST LINN, CLACKAMAS COUNTY

Oswego Hwy #3 (Route 43) at Willamette Falls Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	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
03113	N	N	N			07/30/2005	16	WILLAMETTE FALLS	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT									07
NO RPT						Sat	0	7TH ST	SW		TRF SIGNAL	N	DRY	REAR		PRVTE	SW NE									000	00
						4P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		014	000	07
																							OR<25				
															02	NONE 0	STOP									
																PRVTE	SW NE									011	00
																PSNGR CAR		01	DRVR	NONE	21	M	UNK		000	000	00
																							OR<25				
03020	N	N	N			07/22/2005	16	WILLAMETTE FALLS	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT									07
CITY						Fri	0	7TH ST	NW		STOP SIGN	N	DRY	REAR		PRVTE	NW SE									000	00
						7P			06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	81	F	OR-Y		014	000	07
																							OR<25				
															02	NONE 0	STOP									
																PRVTE	NW SE									011	00
																MTRCYCLE		01	DRVR	INJB	43	M	OTH-Y		000	000	00
																							N-RES				
																		02	PSNG	INJB	47	F			000	000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Salamo Road at Barrington Drive in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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: 2003														
TURNING MOVEMENTS	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	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
URBAN NON-SYSTEM CRASH LISTING

CITY OF WEST LINN, CLACKAMAS COUNTY — Salamo Road at Barrington Drive in West Linn

1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	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
07003	N	N	N			12/17/2003	16	BARRINGTON DR	INTER		N	N	CLD	ANGL-OTH	01	NONE 0	TURN-L											08
NONE						Wed	0	SALAMO RD	CN		NONE	N	DRY	TURN		PRVTE	NW NE										000	00
						9A			04	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	44	F	OR-Y		004	000	08
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	SE NW									000	00
																PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000	00
																							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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Salamo Road at Bland Circle in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Willamette Falls Drive at Dollar Street West and East in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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														
FIXED / OTHER OBJECT	0	1	0	1	0	2	0	1	0	1	0	1	0	1
2005 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	1
FINAL TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	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 WEST LINN, CLACKAMAS COUNTY — Willamette Falls Drive at Dollar Street West and East in West Linn

1-1-2003 through 6-30-2006 — 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	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
02295	N	N	N			06/08/2005	16	DOLLAR RD	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										043	01
CITY						Wed	0	WILLAMETTE FALLS	SE		NONE	N	DRY	FIX		PRVTE	SE NW									007	043	26
						6P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	34	F	OR-Y OR<25		047	017	043	01
																		02	PSNG	INJB	35	M			000	000		00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Willamette Falls Drive at Ostman Road in West Linn

1-1-2003 through 6-30-2006 2006 data could change

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: 2004														
ANGLE	0	1	1	2	0	1	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2004 TOTAL	0	1	2	3	0	1	0	2	1	3	0	3	0	0
FINAL TOTAL	0	1	2	3	0	1	0	2	1	3	0	3	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.

CITY OF WEST LINN, CLACKAMAS COUNTY

Willamette Falls Drive at Ostman Road in West Linn

1-1-2003 through 6-30-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	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
01846	N	N	N			05/24/2004	16	OSTMAN RD	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02,04
CITY						Mon	0	WILLAMETTE FALLS	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SE NW									000	00
						5P			02	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		000	000	00
																								OR<25				
															02	NONE 0	STRGHT										
																PRVTE	S N									000	00
																PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		028,020	000	02,04
																								OR<25				
03833	N	N	N			09/18/2004	16	OSTMAN RD	INTER		N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-L											08
NONE						Sat	0	WILLAMETTE FALLS	CN		STOP SIGN	N	WET	TURN		PRVTE	NW N									000	00
						12P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		000	028	08
																								OR<25				
															02	NONE 0	STRGHT										
																PRVTE	S N									000	00
																PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		000	000	00
																								OR<25				
04591	N	N	N			11/04/2004	16	OSTMAN RD	INTER		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Thu	0	WILLAMETTE FALLS	CN		STOP SIGN	N	DRY	ANGL		PRVTE	E W									000	00
						7A			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	44	M	OR-Y		028	000	02
																								OR<25				
															02	NONE 0	STRGHT										
																PRVTE	S N									000	00
																PSNGR CAR		01	DRVR	NONE	29	F	OR-Y		000	000	00
																								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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

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

Oswego Hwy #3 (Route 43) at Holmes Street, plus 200' in all directions, in West Linn
1-1-2003 through 12-31-2005

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: 2004														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	0	1	0
2004 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	1	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	0	2	2	0	0	0	2	0	2	0	1	1	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.

003 OSWEGO

Oswego Hwy #3 (Route 43) at Holmes Street, plus 200' in all directions, in West Linn
1-1-2003 through 12-31-2005

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	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
00748	N	N	N			03/02/2004	CLACKAMAS	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Tue	WEST LINN	0 0		02605	NW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000	00
						8A	PORTLAND UA	10.52		01003	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y		026	000	01
												(02)													OR<25				
																	02	NONE 0	STOP										
																		PRVTE	NW SE									012	00
																		PSNGR CAR		01	DRVR	NONE	38	M	OR-Y		000	000	00
																									OR<25				
04283	N	N	N			08/16/2003	CLACKAMAS	1	14		INTER		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01,07
CITY						Sat	WEST LINN	0 0		HOLMES ST	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000	00
						4P	PORTLAND UA	10.52		WILLAMETTE DR	04	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		026	000	01,07
																									OR<25				
																	02	NONE 0	STRGHT										
																		PRVTE	S N									000	00
																		PSNGR CAR		01	DRVR	NONE	49	M	OR-Y		000	000	00
																									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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

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

Oswego Hwy #3 (Route 43) at Lewis Street, plus 200' in all directions, in West Linn
1-1-2003 through 12-31-2005

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: 2004														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	0	0	0
2004 TOTAL	0	1	1	2	0	1	0	2	0	2	0	0	0	0
YEAR: 2003														
MISCELLANEOUS	0	0	1	1	0	0	0	1	0	0	1	0	0	0
2003 TOTAL	0	0	1	1	0	0	0	1	0	0	1	0	0	0
FINAL TOTAL	0	1	2	3	0	1	0	3	0	2	1	0	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

003 OSWEGO

Oswego Hwy #3 (Route 43) at Lewis Street, plus 200' in all directions, in West Linn
1-1-2003 through 12-31-2005

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	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
00693	N	N	N	Y	N	02/10/2003	CLACKAMAS	1	14		STRGHT		N	N	CLD	ANIMAL	01	POLCE 0	STRGHT										035	12
CITY						Mon	WEST LINN	0 0		02605	NW	(NONE)	NONE	N	DRY	OTH		PUBLC	NW SE						OR-Y		000	035	00
						12A	PORTLAND UA	10.60		01405	03			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	34	M	OR<25		000	000		12
												(02)																		
03508	N	N	N		Y	09/02/2004	CLACKAMAS	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01,07,27
NONE						Thu	WEST LINN	0 0		02605	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SE NW								000		00
						10A	PORTLAND UA	10.61		01405	06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		026	000		01,07,27
												(02)													OR<25				
																	02	NONE 0	STOP										
																		PRVTE	SE NW								011		00
																		PSNGR CAR		01	DRVR	INJC	50	F	OR-Y		000	000		00
																									OR<25				
01251	N	N	N			04/10/2004	CLACKAMAS	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
CITY						Sat	WEST LINN	0 0		02605	S	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000		00
						5P	PORTLAND UA	10.64		02604	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		026	000		01
												(02)													OR<25				
																	02	NONE 0	STOP										
																		PRVTE	S N								011		00
																		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y		000	000		00
																									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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

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

Oswego Hwy #3 (Route 43) at Marlhust and Lazy River, plus 200' in all directions, in West Linn
1-1-2003 through 12-31-2005

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														
FIXED / OTHER OBJECT	0	1	0	1	0	1	1	1	0	1	0	0	0	1
REAR-END	0	0	3	3	0	0	0	2	1	2	1	1	1	0
2005 TOTAL	0	1	3	4	0	1	1	3	1	3	1	1	1	1
YEAR: 2004														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	0
2004 TOTAL	0	1	0	1	0	1	0	1	0	1	0	0	0	0
YEAR: 2003														
REAR-END	0	0	1	1	0	0	0	0	1	0	1	1	0	0
TURNING MOVEMENTS	0	1	1	2	0	1	0	1	1	1	1	1	0	0
2003 TOTAL	0	1	2	3	0	1	0	1	2	1	2	2	0	0
FINAL TOTAL	0	3	5	8	0	3	1	5	3	5	3	3	1	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.

003 OSWEGO — Oswego Hwy #3 (Route 43) at Marlhust and Lazy River, plus 200' in all directions, in West Linn
1-1-2003 through 12-31-2005

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	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
01706	N	N	N			05/12/2004	CLACKAMAS	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE						Wed	WEST LINN	0 0		02605	NW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000	00
						4P	PORTLAND UA	8.42		01509	06	(02)		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	27	F	OR-Y OR<25		026	000	07
																	02	NONE 0	STOP											
																		PRVTE	SE NW									011	00
																		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		000	000	00
06635	N	N	N			12/01/2003	CLACKAMAS	1	14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Mon	WEST LINN	0 0		MARYLHURST DR	NW		TRF SIGNAL	N	WET	REAR		PRVTE	NW SE									001	00
						7A	PORTLAND UA	8.43		WILLAMETTE DR	06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y OR<25		047	000	01
																	02	NONE 0	STOP											
																		PRVTE	NW SE									011	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01772	N	N	N			05/06/2005	CLACKAMAS	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											01,27
NONE						Fri	WEST LINN	0 0		MARYLHURST DR	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000	00
						8A	PORTLAND UA	8.43		WILLAMETTE DR	06	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y OR<25		016,026,047	038	01,27
																	02	NONE	STOP											
																		PRVTE	NW SE									011	00
																		PSNGR CAR		01	DRVR	NONE	57	F	OR-Y OR<25		000	000	00
06532	N	N	N			11/28/2003	CLACKAMAS	1	14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-R											01,08
CITY						Fri	WEST LINN	0 0			CN		TRF SIGNAL	N	WET	TURN		PRVTE	E N									000	00
						10P	PORTLAND UA	8.43			04	99		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	72	F	OR-Y OR<25		001	000	01,08
																	02	NONE 0	STRGHT											
																		PRVTE	N S									000	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
05407	N	N	N			10/09/2003	CLACKAMAS	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											10
NONE						Thu	WEST LINN	0 0		02605	SE	(NONE)	L-TURN REF	N	DRY	TURN		PRVTE	SE NW									000	00
						5P	PORTLAND UA	8.45		01509	04	(03)		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	55	F	OR-Y OR<25		044	000	10
																	02	NONE 0	TURN-L											
																		PRVTE	NE SE									018	00
																		PSNGR CAR		01	DRVR	INJB	49	F	OR-Y OR<25		000	000	00
																				02	PSNG	NO<5	01	F			000	000	00

003 OSWEGO Oswego Hwy #3 (Route 43) at Marlhust and Lazy River, plus 200' in all directions, in West Linn
1-1-2003 through 12-31-2005

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	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
01702	N	N	N			04/30/2005	CLACKAMAS	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE						Sat	WEST LINN	0 0		02605	S	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000	00
						6P	PORTLAND UA	8.45		01509	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		026	000	07
												(02)													OR<25				
																	02	NONE 0	STOP										
																		PRVTE	S N									011	00
																		PSNGR CAR		01	DRVR	NONE	29	F	OR-Y		000	000	00
																									OR<25				
																				02	PSNG	NO<5	01	F			000	000	00
																				03	PSNG	NO<5	04	M			000	000	00
																				04	PSNG	NO<5	01	F			000	000	00
01253	N	N	N			03/29/2005	CLACKAMAS	1	14		STRGHT		Y	N	CLD	S-1STOP	01	NONE 0	STRGHT										01
CITY						Tue	WEST LINN	0 0		02605	NW	(NONE)	NONE	N	WET	REAR		PRVTE	NW SE								000	00
						9P	PORTLAND UA	8.45		01509	03			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		026	000	02
												(02)													OR<25				
																	02	NONE 0	STRGHT										
																		PRVTE	NW SE									000	00
																		PSNGR CAR		01	DRVR	NONE	20	F	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 WEST LINN, CLACKAMAS COUNTY — Oswego Hwy #3 (Route 43) at Marlhust and Lazy River, plus 200' in all directions, in West Linn

1-1-2003 through 12-31-2005

SER# / INVEST	SPEED	ALC	DRUGS	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
02283	N	N	N			06/07/2005	19	MARYLHURST DR	STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										060,062	22
CITY						Tue	100	WILLAMETTE DR	SW	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	SW NE									000	060,062	22
						10A			07			N	DAY	INJ		TRUCK		01	DRVR	INJB	38	M	OR-Y		081	017		12
										(02)													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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Willamette Drive (Hwy #3, Route 43) at Marylbrook Drive in Clackamas County, West Linn area

1-1-2003 through 7-31-2006 2006 data could change

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	6	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	0	1	0	6	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	1	1	2	0	6	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
CONTINUOUS SYSTEM CRASH LISTING

003 OSWEGO

Willamette Drive (Hwy #3, Route 43) at Marylbrook Drive in Clackamas County, West Linn area
1-1-2003 through 7-31-2006 2006 data could change

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# / 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
04514	N	N	N			08/27/2003	CLACKAMAS	1	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE						Wed	LAKE OSWEGO	0 0		MARYLBROOK DR	N		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
						5P	PORTLAND UA	7.91		STATE ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		026	000		07
																									OR>25					
																	02	NONE 0	STOP											
																		PRVTE	NW SE									011		00
																		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y		000	000		00
																									OR<25					
05272	N	N	N	N	N	12/08/2005	CLACKAMAS	1	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 1	STRGHT										013	01
CITY						Thu	LAKE OSWEGO	0 0		MARYLBROOK DR	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000		00
						8A	PORTLAND UA	7.91		STATE ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		047	000		01
																									OR<25					
																	02	NONE 0	STOP											
																		PUBLC	S N									011	013	00
																		PSNGR CAR		01	DRVR	INJC	36	M	OR-Y		000	000		00
																									OR<25					
																	03	NONE 0	STOP											
																		PRVTE	S N									011	013	00
																		PSNGR CAR		01	DRVR	INJB	59	F	OR-Y		000	000		00
																									OR<25					
																	04	NONE 0	STOP											
																		PRVTE	S N									011	013	00
																		PSNGR CAR		01	DRVR	INJC	59	F	OR-Y		000	000		00
																									OR<25					
																	05	NONE 0	STOP											
																		PRVTE	S N									011	013	00
																		PSNGR CAR		01	DRVR	INJB	56	F	OR-Y		000	000		00
																									OR<25					
																	06	NONE 0	STOP											
																		PRVTE	S N									011	013	00
																		PSNGR CAR		01	DRVR	INJC	40	F	OR-Y		000	000		00
																									OR<25					
																	07	NONE 0	STOP											
																		PRVTE	S N									011		00
																		PSNGR CAR		01	DRVR	INJC	31	F	OR-Y		000	000		00
																									OR<25					
																				02	PSNG	NO<5	03	F			000	000		00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Willamette Drive (Hwy #3, Route 43) at Marylhurst Drive and Lazy River Way in West Linn
1-1-2003 through 7-31-2006 2006 data could change

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														
REAR-END	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: 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: 2003														
REAR-END	0	0	1	1	0	0	0	0	1	0	1	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2003 TOTAL	0	0	2	2	0	0	0	0	2	0	2	2	0	0
FINAL TOTAL	0	0	4	4	0	0	0	2	2	2	2	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.

003 OSWEGO

Willamette Drive (Hwy #3, Route 43) at Marylhurst Drive and Lazy River Way in West Linn
1-1-2003 through 7-31-2006 2006 data could change

SER# / INVEST	SPEED	ALCHL	DRUGS	SCHL	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
06635	N	N	N			12/01/2003	CLACKAMAS	1	14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										01
NONE						Mon	WEST LINN	0 0		MARYLHURST DR	NW		TRF SIGNAL	N	WET	REAR		PRVTE	NW SE									001	00
						7A	PORTLAND UA	8.43		WILLAMETTE DR	06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y OR<25		047	000	01
																	02	NONE 0	STOP										
																		PRVTE	NW SE									011	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01772	N	N	N			05/06/2005	CLACKAMAS	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										01,27
NONE						Fri	WEST LINN	0 0		MARYLHURST DR	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000	00
						8A	PORTLAND UA	8.43		WILLAMETTE DR	06	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y OR<25		016,026,047	038	01,27
																	02	NONE	STOP										
																		PRVTE	NW SE									011	00
																		PSNGR CAR		01	DRVR	NONE	57	F	OR-Y OR<25		000	000	00
06532	N	N	N			11/28/2003	CLACKAMAS	1	14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-R										01,08
CITY						Fri	WEST LINN	0 0			CN		TRF SIGNAL	N	WET	TURN		PRVTE	E N									000	00
						10P	PORTLAND UA	8.43			04	99		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	72	F	OR-Y OR<25		001	000	01,08
																	02	NONE 0	STRGHT										
																		PRVTE	N S									000	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
02021	N	N	N			05/16/2006	CLACKAMAS	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE						Tue	WEST LINN	0 0		LAZY RIVER DR	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000	00
						8A	PORTLAND UA	8.44		WILLAMETTE DR	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y OR<25		026	000	07
																	02	NONE 0	STOP										
																		PRVTE	SE NW									011	00
																		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y OR<25		000	000	00

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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

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

Willamette Falls Drive (not Route 43) at 12th Street, plus 200' in all directions, in West Linn
1-1-2003 through 12-31-2005

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	0	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	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 WEST LINN, CLACKAMAS COUNTY — Willamette Falls Drive (not Route 43) at 12th Street, plus 200' in all directions, in West Linn

1-1-2003 through 12-31-2005

SER# / INVEST	SPED	ALC	DRUGS	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
04182	N	N	N			10/03/2005	16	WILLAMETTE FALLS	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01,07,27
NONE						Mon	100	12TH ST	SW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SW NE									000	00
						8A			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		026	000	01,07,27
										(02)													OR<25				
															02	NONE 0	STOP										
																PRVTE	SW NE									011	00
																PSNGR CAR		01	DRVR	NONE	53	F	OR-Y		000	000	00
																							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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Willamette Falls Drive at Sunset Avenue, plus 200' in all directions, in West Linn

1-1-2003 through 12-31-2005

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: 2004														
REAR-END	0	2	0	2	0	2	0	1	1	2	0	0	0	0
2004 TOTAL	0	2	0	2	0	2	0	1	1	2	0	0	0	0
YEAR: 2003														
REAR-END	0	1	1	2	0	2	0	1	1	2	0	1	0	0
2003 TOTAL	0	1	1	2	0	2	0	1	1	2	0	1	0	0
FINAL TOTAL	0	3	1	4	0	4	0	2	2	4	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 WEST LINN, CLACKAMAS COUNTY — Willamette Falls Drive at Sunset Avenue, plus 200' in all directions, in West Linn

1-1-2003 through 12-31-2005

SER# / INVEST	SPED	ALC	DRUGS	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
05961	N	N	N			11/03/2003	17	SUNSET AVE	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Mon		WILLAMETTE FALLS	W		STOP SIGN	N	ICE	REAR		PRVTE	W E									001	00
						8A	0		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		047	000	01
																							OR<25				
															02	NONE 0	STOP										
																PRVTE	W E									012	00
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		000	000	00
																							OR<25				
01416	N	N	N			04/19/2004	16	SUNSET AVE	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										01,07,27
NONE						Mon		WILLAMETTE FALLS	W	(NONE)	STOP SIGN	N	WET	REAR		PRVTE	W E									000	00
						4P	50		06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		026	000	01,07,27
										(02)													OR<25				
															02	NONE 0	STOP										
																PRVTE	W E									011	00
																PSNGR CAR		01	DRVR	INJC	22	F	OR-Y		000	000	00
																							OR<25				
02889	N	N	N			06/06/2003	16	SUNSET AVE	GRADE		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										10
CITY						Fri		WILLAMETTE FALLS DR	NE	(NONE)	NONE	N	DRY	REAR		PRVTE	NE SW									000	00
						3P	100		08			Y	DAY	INJ		PSNGR CAR		01	DRVR	INJB	17	F	OR-Y		026	000	10
										(04)													OR<25				
															02	NONE 0	STOP										
																PRVTE	NE SW									012	00
																PSNGR CAR		01	DRVR	INJB	26	M	OR-Y		000	000	00
																							OR<25				
01271	N	N	N			04/08/2004	16	WILLAMETTE FALLS	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
CITY						Thu		SUNSET AVE	S	(NONE)	STOP SIGN	N	DRY	REAR		PRVTE	S N									000	00
						11A	100		06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		026	000	07
										(02)													OR<25				
															02	NONE 0	STOP										
																PRVTE	S N									011	00
																PSNGR CAR		01	DRVR	INJC	41	F	OR-Y		000	000	00
																							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 SP
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 CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
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

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

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

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

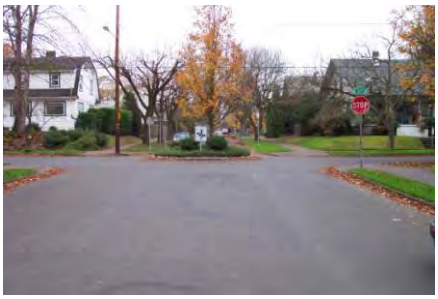
Appendix H: Neighborhood Traffic Management Options

Neighborhood Traffic Management 'Tool Box'

NTM consists of many different options, which need to be tailored to the specific problems occurring. NTM alternatives are categorized into the type of management devices that include vertical deflection, horizontal deflection, volume control measures, and other elements. The following matrix outlines the recommended application of the different NTM options based on NTM alternative and the streets functional classification.

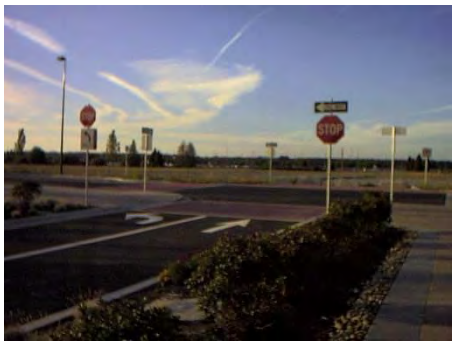
Neighborhood Traffic Management 'Tool Box'

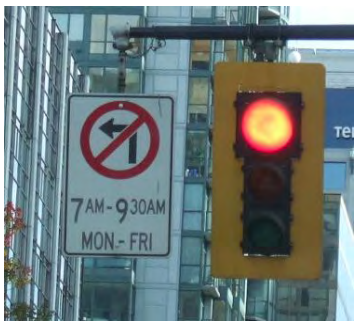
NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
Horizontal Deflection							
Bulb-Outs	The bulbous extension of the sidewalk at an intersection to decrease the walking distance for pedestrians and reduce roadway width.		⊗	◑	●	●	
Center Island Narrowing	A roadway narrowing with a center median used for reducing speed, site access restriction to right-in and right-out, or as a pedestrian refuge.		⊗	◑	●	◑	
Chicanes	Channelization or curb extension that realigns the path of a street.		⊗	◑	●	●	

NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
Chokers	Mid-block landscaped extension or pedestrian extensions used to narrow the roadway.		⊗	⊗	●	●	
Lane Narrowing	The use of smaller than normal lane widths.		◑	◑	●	●	
Median Barriers	A center barrier to restrict access for right-in and right-out.		●	●	●	◑	
Traffic Circles	A round island in the middle of an intersection.		⊗	◑	●	●	

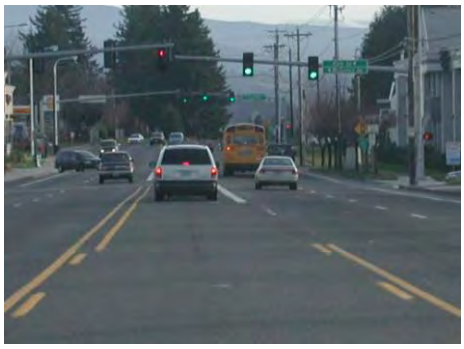
NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
Curvilinear	Similar to chicane, but over the entire length of the street. A series of 25 MPH design speed reverse curves.		⊗	◑	●	●	
Intersection Realignments/ Route Modification	Modify a traffic route into a less direct path.		⊗	⊗	◑	●	
Vertical Deflection							
Raised Crosswalks	Raising the pavement surface approximately 3 inches over about 10 feet.		⊗	⊗	●	●	
Raised Intersections	Raised pavement in the intersection area to reduce speeds and call attention to pedestrian crossing areas.		⊗	⊗	●	●	

NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
Speed Humps/Tables	Raising the pavement surface approximately 3 inches over about 14 to 20 feet.		⊗	⊗	●	●	
Speed Cushions	Similar to Speed Humps/Tables, but is not raised across the entire width of the street. The wider axel of emergency vehicles allows them to travel unimpeded.		⊗	◑	●	●	
Volume control measures							
Full Closures/Partial closures	The complete closure of a roadway to all through traffic by means of a physical barrier to create a cul-de-sac. Pedestrian and emergency access needs to be allowed.		⊗	⊗	◑	●	
Diverters	Through traffic is not allowed, however turns onto an adjacent street are allowed.		⊗	⊗	◑	●	

NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
One Way Streets	One Way streets are created at Neighborhood entry points from Arterial or Collector streets.		⊗	⊗	◑	●	
Other Elements							
Pavement Markings/Textures	Use bricks or colored pavement to emphasize pedestrian crossing locations.		⊗	◑	●	●	
Entry Treatments	The use of landscaping to delineate the entrance to a neighborhood to create a similar effect to chockers.		⊗	⊗	◑	●	

NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
Signage	"Slow Children" or other similar signage.		⊗	◑	●	●	
Part Time Restrictions	Use signs to limit vehicle movements during key times (typically school times or peak hours). Can be turn restrictions, through traffic restrictions, etc.		●	●	●	◑	
Stop Signs	Typically placed at intersections. Warrants determined by MUTCD. Significant research on the negative effect of unwarranted stop signs. Stop signs are not to be used to speed control per MUTCD.		⊗	⊗	◑	●	

NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
Neighborhood Speed Watch	Citizens use radar speed measuring devices to identify speeders who receive a standard letter.		⊗	⊗	●	●	
Police Enforcement	Police issuing tickets to speeding vehicles. Can be effectively combined with other NTM elements.		●	●	●	●	
Speed Monitoring Trailer	A trailer of van to measure and display a drivers speed and the speed limit.		●	●	●	●	
Education	Provide training in drivers education, courses for ticketed drivers, mailings (handouts/flyers), public service advertisements.		●	●	●	●	

NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
Enhanced Arterial and Collector Performance	Providing adequate capacity and connectivity for arterials and collectors allow longer trips on these facilities and not on neighborhood routes.		●	●	⊗	⊗	
Coordinated Signal Timing	Coordination allows a driver to travel along a corridor while making fewer stops and experiencing reduced delay at the intersections along the corridor. Additionally, reduced green time can be given to the side street to discourage cut through travel.		●	●	⊗	⊗	
On-Street Parking	By allowing parking on streets with paved widths less than 32 feet the traveled way is narrowed and speeds must be reduced for safe sight distance.		⊗	⊗	◑	●	

NTM Device	Description	Sample	Functional Classification				
			Arterial	Collector	Neighborhood Route	Local Street	
Shared Space	A European concept where there are no curbs in the right of way. The road area is shared among various users, using bollards, chokers and landscape elements to define vehicle areas.		⊗	⊗	◑	●	
Shorter Block Spacing	Shorter blocks create more streets to distribute the traffic.		⊗	⊗	◑	●	
Truck Restrictions	No Truck signs are posted at key cut through routes to restrict through truck trips but not local truck trips.		⊗	⊗	◑	●	

⊗ – Not Recommended
◑ – Optional
● – Recommended
Source for graphics: DKS Associates, Inc., Neighborhood Traffic Management Plan, City of Camas, Washington March 2001

Appendix I: 10th Street Corridor Area Plan

10th Street Area Plan

This section presents an in-depth evaluation of the 10th Street area for the West Linn Transportation System Plan (TSP) including existing and future performance deficiencies for all modes of transportation, alternatives evaluation, preliminary cost estimates, and recommendations for TSP projects in the study area.

The physical constraints, intensity of land uses and the desired street design standards have created significant challenges in effectively serving this area of the community. Issues were discussed and alternatives were developed by the 10th Street Traffic Task Force in a series of meetings held December 2006 through summer of 2007.

The 10th Street corridor is the area generally bounded by the confluence of Blankenship Road, Salamo Road, I-205, 10th Street and Willamette Falls Drive. The following intersections were included for evaluation of the 10th Street area:

- Blankenship Road / Tannler Drive
- 10th Street / Blankenship Road (ODOT)
- 10th Street / I-205 SB ramps (ODOT)
- 10th Street / I-205 NB ramps (ODOT)
- 10th Street / 8th Avenue – 8th Court
- 10th Street / Willamette Falls Drive
- Willamette Falls Drive / 12th Street
- Willamette Falls Drive / 19th Street

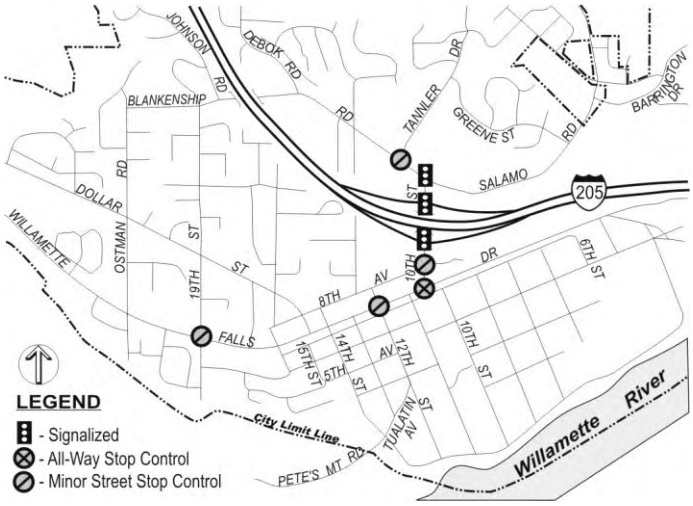


Figure 1: 10th Street Study Area

Constraints and Opportunities

Land Use

As is typical of many urban freeway interchange areas, the land uses nearby the 10th Street interchange with I-205 (Exit 6) is primarily commercial retail and office type, and the uses are clustered along Blankenship Road, Willamette Falls Drive, and 8th Avenue and 8th Court. Many of the vacant parcels or existing businesses that may redevelop some day are also zoned commercial or office uses.

These types of uses, in general, attract a higher volume of traffic than a comparable sized parcel with residential or industrial users. The higher intensity leads to higher auto and truck volumes, and a general demand from local merchants for more frequent access points to their properties.

The three largest developments nearby the interchange include:

- Tannler West Property –Development area west of Tannler Road and north of Blankenship Road that has been approved by city council to construct commercial office uses, with access onto Tannler Road and onto Blankenship Road.
- Tannler East Property – Development area east of Tannler Road and north of Blankenship Road – Salamo Drive that was previously denied a land use application for commercial office uses. Vehicle access would be provided on Tannler Road and Salamo Road.
- Willamette Shopping Center – Development area west of 10th Street between 8th Avenue and I-205. Redevelopment project was approved and is current under construction. Vehicle access provided onto 8th Avenue.

Together, these three developments would generate[1] an estimated 1,030 PM peak hour vehicle trips. As part of the operational analysis, these trips were added to existing traffic volumes to test various transportation improvement alternatives developed to service long-term traffic conditions.

Traffic Operations

Three of the study intersections are controlled by traffic signals along 10th Street. These are at 10th Street/ Blankenship-Salamo Road, 10th Street / I-205 SB ramps and 10th Street / I-205 NB ramps. The first two traffic signals are operated by one traffic signal controller because of their close spacing, about 200 feet apart. The third signal was installed at the I-205 NB ramp terminals last year. A fourth traffic signal has been conditioned as part of the approval for the Willamette Shopping Center redevelopment project. This new signal would be at the 10th Street / 8th Avenue – 8th Court intersection, about 250 feet away from the signal at I-205 NB ramps. This new signal has not been supported by ODOT. The intersection of 10th Street/Willamette Falls Drive is all-way stop-controlled and the remaining intersections are stop-controlled on the minor approach.

Level of service, delay and volume to capacity ratios are used as measures of effectiveness for study intersection performance. ODOT operating performance standards[2] require intersections on I-205 to operate below a maximum volume-to-capacity (v/c) ratio of 0.99. The minimum operational standard specified in the City of West Linn Comprehensive Plan (April 2006) is LOS D for those 10th Street study area intersections that are not under ODOT jurisdiction.

The PM peak hour intersection volumes were used to determine the existing study intersection operating conditions based on the *2000 Highway Capacity Manual* methodology for signalized and unsignalized intersections[3]. Future volumes developed for the Transportation System Plan (TSP) were used to determine 2030 Base operating conditions.

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[1] The Willamette Marketplace Shopping Center was grandfathered in traffic volumes from pre-existing uses. Due to under-utilization of the site, the 10th St corridor will see additional trips but in reality those trips were already "part of the existing" traffic volumes

[2] *1999 Oregon Highway Plan*, Oregon Department of Transportation, August 2006, Policy 1F.

[3] *2000 Highway Capacity Manual*, Transportation Research Board, 2000.

Table 1: Existing PM Peak Traffic Operations for the 10th Street Area

Intersection	Traffic Control	Existing PM Peak	
		Level of Service	Volume-to-Capacity ratio
Blankenship Rd / Tannler Dr	Two-Way Stop	A/**F**	0.13 / 0.52
10th St / Blankenship Rd	Signal	D	0.63
10th St / I-205 SB ramps	Signal	C	0.61
10th St / I-205 NB ramps	Signal	B	0.65
10th St / 8th Ave	Two-Way Stop	A/**F**	0.13 / 0.73
10th St / Willamette Falls Dr	All-Way Stop	C	0.87
Willamette Falls Dr / 12th St	Two-Way Stop	A/C	0.17 / 0.23
Willamette Falls Dr / 19th St	Two-Way Stop	A/B	0.02 / 0.02

Notes: Two-way Stop controlled intersections:
A/A = Major street / Minor street turn LOS
#/# = Major street / Minor street turn v/c

Referring to Table 1 above, the existing PM peak hour conditions generally are acceptable with the exception of the minor street stop-controlled movements for Tannler Drive and 8th Avenue. Also, the westbound (Salamo Road) approach at 10th Street/Blankenship-Salamo Road is LOS F with substantial queuing. Heavy truck volumes are higher at the interchange ramp intersections than at other intersections the city – about 5% of total PM peak volume.

Future year traffic forecasts were prepared with the Metro 2030 travel demand model. This model was refined for local planning purposes for the city‟s Transportation System Plan, and provides 2030 regional travel and land use data to make future forecasts. The raw 2030 model forecasts were adjusted better match traffic patterns and observed behaviors within the 10th Street area. The forecasts included all of the recently approved and pending developments within the city, and, specifically, the three large developments noted on the prior page. The resulting 2030 traffic forecasts were re-evaluated to determine how well the street and highway facilities would operate without significant improvements.

We found that nearly every major intersection in the 10th Street study area exceeds performance standards in 2030 with no changes to traffic control or lane configurations (see Table 2 on the following page). The change in volumes includes both local developments, added regional traffic from growth around the city, most notably the Stafford Basin area. It is expected that peak hour diverted traffic from I -205 would continue until such as time as the corridor is improved or other management measures taken to address the excessive regional demand.

As traffic conditions degrade, and delays become extensive, the close spacing of the intersections will compound the operational and safety issues here. For example, the „good‟ conditions on 10th Street at 8th Avenue (LOS B for the 10th Street approaches) will be impacted by vehicle

queues from adjacent intersections that queue back into that intersection. Similarly, the LOS B conditions on WFD at 12th Street will be degraded because queues approaching 10th Street will routinely extend back into the 12th Street intersection. Because of the proximity of these locations, the overall system will reach and exceed capacity during peak hours without additional improvements or circulation changes.

Table 2:Comparison Existing and 2030 Traffic Conditions

Intersection	Existing PM Peak		2030 PM Peak	
	Level of Service	Volume-to-Capacity ratio	Level of Service	Volume-to-Capacity ratio
Blankenship Rd / Tannler Dr	A/**F**	0.13 / 0.52	B/**F**	0.19 / **>1**
10th St / Blankenship Rd	D	0.63	**F**	**>1**
10th St / I-205 SB ramps	C	0.61	**F**	**>1**
10th St / I-205 NB ramps	B	0.65	**E**	**>1**
10th St / 8th Ave	A/**F**	0.13 / 0.73	B/**F**	0.18 / **>1**
10th St / Willamette Falls Dr	C	0.87	**F**	**>1**
Willamette Falls Dr / 12th St	A/C	0.17 / 0.23	B/**F**	0.44 / **>1**
Willamette Falls Dr / 19th St	A/B	0.02 / 0.02	A/C	0.04 / 0.04

Notes: Two-way Stop controlled intersections:
A/A = Major street / Minor street turn LOS
#/# = Major street / Minor street turn v/c

Pedestrians and Bicycles

The 10th Street area is primarily commercial, but pedestrian and bicycle traffic is low according to data gathered for the TSP. Ten or fewer pedestrians and two or fewer bikes were counted at each of the study intersections during the PM peak hour. There are five bus stops for TriMet bus route #154 in the study area. Although ridership is light for this route, two of the busiest stops according to the spring 2006 census were Blankenship Road/Tannler Drive and 10th Street/8th Avenue with 16 and 20 riders per day, respectively.

There is sidewalk on at least one side of the street along 10th Street and Blankenship Road. There is no sidewalk on Salamo Road. Willamette Falls Drive has sidewalk on both sides of the street west of 10th Street. Crosswalks are not marked at all legs of the signalized intersections on 10th Street, presumably to improve operations. Traffic is stop-controlled for crosswalks at 10th Street/Willamette Falls Drive. There is one uncontrolled, marked crosswalk at 8th Avenue across 10th Street.

The pedestrian signal crossing at the I-205 NB ramps and the stop-controlled crossing at Willamette Falls Drive are about 500 feet apart with 8th Avenue about midway in between the two. If the marked crosswalk at 8th Avenue was removed and no traffic signal installed, pedestrians at 8th Avenue wishing to cross 10th Street would need to walk about 500 feet (less than two standard blocks) round-trip out of direction to a controlled crossing location at I-205 NB ramps or Willamette Falls Drive.

Transportation Issues

There are numerous transportation issues for the 10th Street study area that warrant special consideration. Intersection spacing along 10th Street is very short (between 250 and 600 feet), creating problems with traffic signal coordination and queuing during peak hours. There is limited nearby freeway undercrossings requiring the majority of local trips to pass through the interchange along with regional traffic that is entering or exiting the freeway. The closest freeway undercrossing is Blankenship Road via 19th Street, roughly one-half mile away from 10th Street. Heavy peak hour congestion on I-205 triggers diverted commute traffic along Willamette Falls Drive as a parallel route. These diverted commuters significantly increase peak hour volumes on Willamette Falls Drive, and at the interchanges at 10th Street and at Highway 43 (Willamette Drive), approximately two and a half miles to the east.

The 10th Street Traffic Task Force identified the following transportation issues to be addressed through this study, with the intent of carrying forward key solutions or options into the greater TSP efforts.

- 10th Street intersections approaching or below minimum standards.
- Traffic volumes on 10th Street growing.
- Access onto and across 10th Street at 8th Avenue difficult during peaks.
- Access onto and across Willamette Falls Drive difficult during peaks.
- Excessive peak hour traffic on Willamette Falls Drive due to freeway diversion.
- Close spacing of freeway ramp junctions to city street intersections.
- Interchange area serves access to and from and across the freeway. No nearby grade-separated crossings.
- Limited street and pedestrian connections over or under I-205 between north-south Willamette.
- Limited alternative circulation to retail uses.
- Emergency vehicle response impacts as congestion grows.
- Lack of parking capacity on Willamette Falls Drive.
- Closure of Dollar Street in conjunction with bridge construction.

Alternatives analysis was focused first on solving major operational issues with improvements broken into groups appropriate for concurrent funding and construction, then on providing access alternatives specific to Tannler Drive and 8th Court.

Alternatives Analysis

Numerous transportation improvement ideas were suggested by the Task Force to solve the identified transportation issues. The list of suggestions included those improvements previously recommended to mitigate planned developments, plus an array of ideas for the broader 10th

Street study area that included roadway extensions, roadway realignments, new or improved I-205 crossings, additional lanes, new traffic signals, four-way stop control, turn restrictions, and roundabouts. The initial list numbered over 30 suggestions, and, at first the Task Force attempted to score each of these suggestions against a wide range of criteria and concerns. About one-third of the solutions were then screened out based on criteria identified by Task Force. However, ultimately the discussion was directed to focus around how these suggestions met the primary needs identified by the Task Force, and also around the challenges involved with implementing them. This focusing effort helped to bundle the suggestions into three groups, as described below.

- **Group A:**
  Improvement that primarily enhance peak hour operating capacity within the 10th Street corridor, and the existing interchange configuration. These improvements typically do not require additional right-of-way, and can be implemented with minimal review and approval between the city and ODOT.

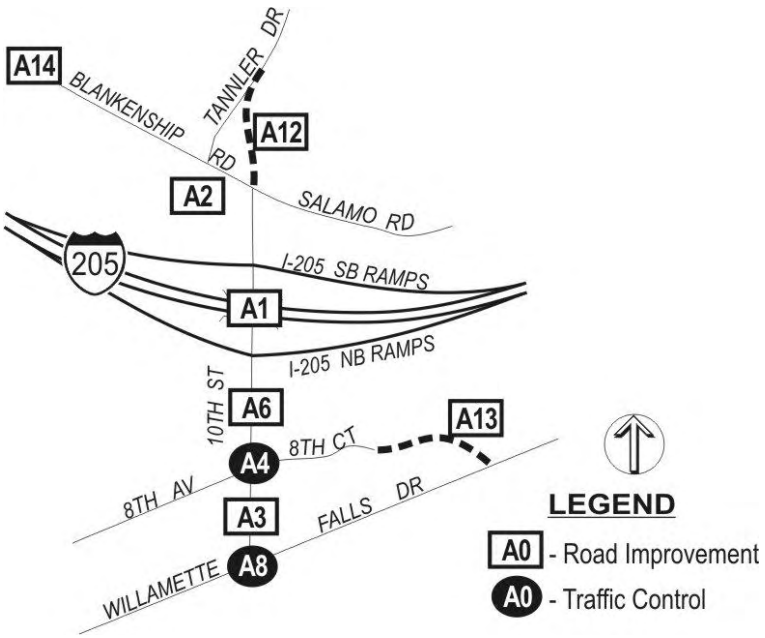
- **Group B:**
  Improvements that help to manage access on Willamette Falls Drive, and enhance circulation in the Willamette district area.

- **Group C:**
  Major highway improvement concepts that would substantially alter the existing configuration. These would require major environmental and project programming analysis and review, and would involve both ODOT and FHWA approval.

The following sections summarize each group of improvements that were considered. Operational analysis of the 2030 No Build scenario and each group of improvements is summarized in Table 3, page 13.

The overall goal of each alternative circulation and operations concept was to serve local merchants and provide safe and convenient access to I-205.

Group A:
10th Street Capacity Improvements within Existing Street Alignment



No.	Description
A1	Added through lanes on 10th Street for a total of 2 lanes each direction, plus center turn lane for left-turning movements.
A2	Added turn lanes on Blankenship Road and Salamo Road approaches.
A3	Added through lanes on 10th Street for a total of 2 lanes in each direction.
A4	Change/upgrade traffic control to either signal or roundabout
A6	Added turn lanes on northbound 10th St. and on the off-ramp.
A8	Change / upgrade traffic control to either signal or roundabout
A12	Realign Tannler Rd to 10th St to reduce turning conflicts at nearby major intersection.
A13	Extend 8th Ct to Willamette Falls Dr. to provide additional access to 8th Court retail,
A14	Change/upgrade traffic control

Big Ideas:

- Add roadway capacity to 10th Street approaches to reduce vehicle queues and shorten delays during peak hours.
- Upgrade traffic controls at major intersections to serve higher traffic flows.
- Extend or re-align local roadways to mitigate closely spaced side streets, and allow for better traffic flow and safety.

Findings:

- Consistent with short-term Traffic Impact Analysis recommendations.
- Consistent with past plans.
- Targets capacity shortcomings on 10th Street.
- Most projects can be implemented with local funding and approvals.
- Not sufficient for long-term needs, at most 10 years of growth.
- Some investments would be „discarded" at a later date (e.g., traffic signal at 10th Street and 8th Avenue).

Operational Results:

- Capacity improvement enough to make core locations work within standards.
- Significant vehicle queues spill back and block upstream intersections.

Recommendations:

- Advance all elements to TSP stage, except A12, which has major cost with minimal operational gain.

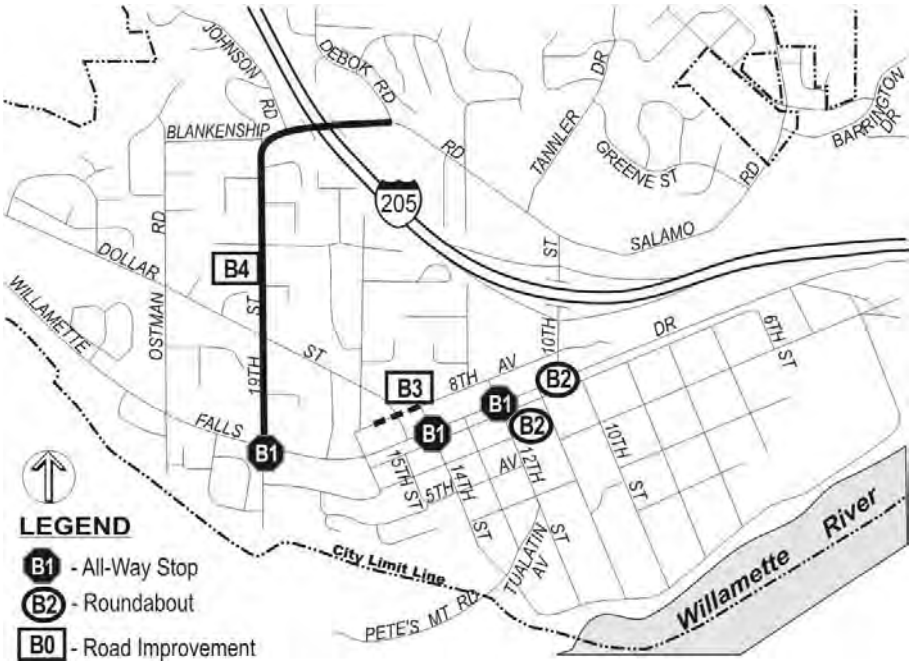
Comments:

The majority of these improvements will be constructed as conditions of approval on new development. This would include A1, A2, A3, A4, A6, and A14.

There are on-going negotiations between the City of West Linn and ODOT about the proposed traffic signal (A4) at 8th Avenue. At present, these negotiations would provide specific guidelines and criteria for removing the traffic signal, and replacing it with other controls if traffic conditions become severely congested.

Also, the new location for the re-aligned Tannler Road was evaluated in further detail later in this section.

Group B:
Willamette Falls Drive Improvements to Manage Peak Hour Traffic



No.	Description
B1	Change / upgrade traffic control – All-way Stop at 12th, 14th and 19th Street
B2	Change / upgrade traffic control – Roundabout
B3	Modify Dollar St connection to reconnect to 8th Avenue, and provide alternative route for local trips.
B4	Upgrade 19th Street and connection to Blankenship Road to current city standards, including bike lanes, sidewalks, and turns lanes.

Big Ideas:

- Provide better access to and from and across Willamette Falls Drive (WFD) during peak hours.
- Upgrade traffic controls along WFD at key cross streets.
- Re-connect 8th Avenue and Dollar Street to local trips stay off of WFD.

Findings:

- No specific planned improvements; except at Willamette Falls Drive and 10th Street.
- Solutions target peak period „through" traffic management; accessibility for locals.
- Roundabout would require property acquisition. (Minimum 130" diameter).

- All-way STOP would have enforcements issues; maybe select fewer locations.
- Various streets need to be upgraded to current standards (e.g., 8th Avenue).

Operational Results:

- Roundabouts probably not the „best fit" for Willamette Falls Drive at either 10th Street or 12th Street.
- Traffic signals or all-way stop control are better solutions.
- 12th Street cannot operate in long-term without traffic signal controls.
- 19th Street upgrade to current city standards relieves Willamette Falls Drive and 10th Street by 100 to 200 vehicles in peak hour.
- Minor „negative" impact at Blankenship Road/10th Street because of higher east-west through traffic.

Recommendations:

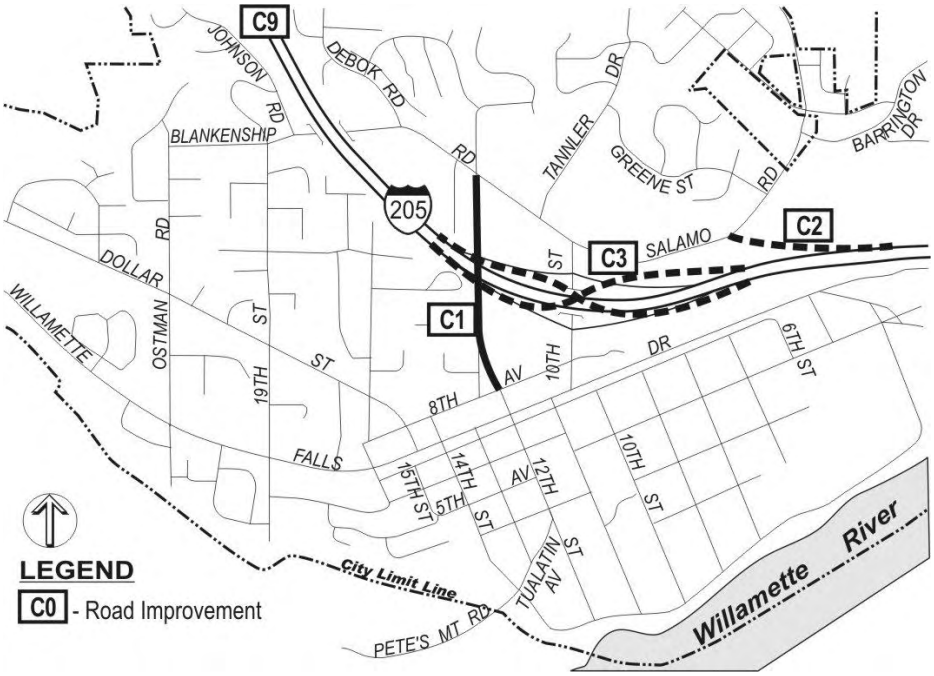
- Advance all elements to TSP stage.
- Add upgrading 8th Avenue from 10th Street to 12th Street, at least, as a needed improvement. Preferred to upgrade for extent between Dollar Street and 10th Street.
- Drop roundabouts from consideration at 12th Street.
- Pursue more detailed preliminary engineering evaluation regarding the benefits and expected costs of a roundabout at WFD and 10th Street.
- WFD/12th Street should be upgraded to a 4-way stop controlled intersection in the short-term. Ultimately, a traffic signal control is expected to be required.
- WFD/19th Street should be upgraded to a 3-way stop controlled intersection, when warrants are met.
- Additional opportunities for off-street parking lots should be investigated.

Comments:

Further investigation is recommended for the optimal traffic control solution on WFD at 10th Street. This additional engineering study could be in parallel with the TSP work, or under a separate study later. The roundabout concept has operational concerns by 2030, because of high turning volumes, but this is largely associated with diverted regional freeway traffic. Measures taken in the Group B package of improvements do work to improve access in the Willamette District even during peak hour conditions. Other measures to reduce freeway diversion would require a more regional scale solution, in coordination with ODOT.

A more detailed layout of a roundabout, and further review of its construction feasibility is recommended to better understand these issues. Specifically, potential impacts to existing residences, and the maximum allowable cross-slope within the circulation area should be further reviewed. Provision of a roundabout could allow for U-turns from southbound 10th Street back towards I-205, which could not be accommodated, as readily, with a conventional traffic signal configuration.

Group C:
Major System Improvements that Require Multi-Agency Review and Approval



No.	Description
C1	Construct new 13th Street overpass to I-205 to provide alternative route for local trips.
C2	New freeway ramp (SB access onto Salamo Road).
C3	Modify existing interchange (Single Point Urban Interchange)
C9	Add corridor capacity or demand management on I-205

Big Ideas:

- Consolidate existing configurations into a single point interchange, to improve intersection spacing with nearby city streets. This configuration would consolidate the two existing ramp terminals
- Add new ramp alignments to reduce volume through existing ramps. Existing off-ramp alignments would likely have to be modified to add new ramps.
- Add new highway overcrossing to give local trips alternative route across I-205.

Findings:

- Adding new off-ramp to connect with Salamo Road further uphill would require moving the initial exit point from the freeway further to the east. One ramp would be provided

with two optional terminal points, one at 10th Street as exists today, and one uphill at Salamo Road. However, this modification would also shorten the separation on the freeway mainline between the end of the on-ramp from Highway 43 and the off-ramp to 10th Street. This is a critical performance standard, and would require a design exception from ODOT.

- Each project in Group C would be at least $5 million and higher to construct.
- Solutions target long-range system-level issues.
- Some have major property impacts and implications.
- Extensive inter-agency review required, including the City of West Linn, Clackamas County, and ODOT.
- Environmental assessment would be needed for any federally funded improvements, specifically the freeway ramp modifications.
- The project development, approval, funding and construction process would likely require 10 years or more to implement.
- Given the scale and complexity of issues within Group C, it is best to address them through the city TSP and the Metro RTP process.

Operational Results:

- 13th Street overpass draws roughly 400 vehicle trips during the peak hour off of 10th Street – modest benefit to 10th Street core intersections.
- 2nd SB off-ramp to Salamo Road draws substantial traffic out of the 10th / Blankenship / Salamo intersection during the PM peak hour. However, this improvement would not significantly enhance the extensive queues in the AM peak hour for vehicles on Salamo Road that intend to get onto I-205 northbound for the morning commute. The benefit would be limited primarily to the aftermoon hours.
- Analysis not completed: Benefits of SPUI configuration.

Recommendations:

- Advance the SPUI design concept at 10th Street to the TSP for consideration.
- Advance preference for additional I-205 corridor capacity to be incorporated into the Motor Vehicle Master Plan in the TSP, to be implemented by the State.
- Drop other elements.

Comments:

The modification I-205 SB off-ramp was aimed at separating out the PM peak hour traffic that intends to exit the freeway, turn right and continue uphill on Salamo Road. By adding a new optional terminal point, this substantial volume would not have to pass through the interchange area. However, further investigation raised up a few key issues. First, the design of the dual off-ramp would necessitate relocating the initial exit point further north, which would shorten the distance between the end of the on-ramp from Highway 43 to the start of the off-ramp to 10th Street. This distance is a critical safety issue for ODOT and FHWA.

Secondly, the concept of the design was targeted at the PM peak hour, and would have some benefit during that period; however, it would have very little benefit other hours of the day when usage levels are much reduced. ODOT prefers to invest in improvements that have broader general benefits to users. Given these two key issues, the concept of the 2nd off-ramp to Salamo Road was set aside from further consideration.

The operational results from the three groups of alternative improvements are summarized in Table 3 below. To review, the No Build scenario predicts severe peak hour congestion at nearly all of the key study intersections within the 10th Street Area Plan. The Group "A" projects would implement many of the improvements that have been attached to on-going or pending development, and they would significantly address congestion at the core intersections, from Blankenship Road – Salamo Road to Willamette Falls Drive. Group "B" projects have essentially the same results for the core area, with better conditions along Willamette Falls Drive. Note that with Group "B", the intersection of Willamette Falls Drive and 12th Street be upgraded to either a traffic signal or roundabout, which resolves the peak period delays there. Installing all-way stop controls at 19th Street is less appropriate, since side street volumes are much lower. A better solution at 19th Street and WFD may be to widen WFD for an eastbound left-turn pocket and refuge areas. The refuge area on the east leg would allow for a two-stage left turn from 19th Street onto WFD. Finally, with Group "C", there are minor marginal reductions in peak hour volumes at the core intersections because of the introduction of the 13th Street overcrossing connection. In all cases, the first intersection at Blankenship / Tannler will not operate satisfactorily without either traffic signal controls for the side street, or turn restrictions on the side street to alternate routes.

Table 3: Operational Alternatives Evaluation for 10th Street Corridor Improvements by Funding Group – 2030 PM Peak Hour

Intersection	No Build		Group A*		Group B		Group C	
	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
Blankenship Rd / Tannler Dr	B/**F**	0.19/**>1**	B/**F**	0.19/**>1**	B/**F**	0.21/**>1**	B/**F**	0.25/**>1**
10th St / Blankenship Rd	**F**	**>1**	D	0.79	**E**	0.81	**F**	0.76
10th St / I-205 SB ramps	**F**	**>1**	**E**	0.89	D	0.84	D	0.71
10th St / I-205 NB ramps	**E**	**>1**	D	0.99	D	0.94	D	0.90
10th St / 8th Ave	B/**F**	0.18/**>1**	C	0.61	C	0.55	C	0.49
10th St / Willamette Falls Dr	**F****	**>1**	**E**	0.90	**E**	0.89	D	0.84
Willamette Falls Dr / 12th St	B/**F**	0.44/**>1**	B/**F**	0.44/**>1**	D		D	
Willamette Falls Dr / 19th St	A/D	0.04/0.37	A/D	0.04/0.37	A/D	0.04/0.37	A/D	0.04/0.37

Notes: ** Tannler Road realignment not included.*
LOS = Level of Service
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
#/# = Major street turn v/c / Minor street turn v/c

Tannler Road Access Alternatives

The existing alignment of Tannler Road tees into Blankenship Road about 300 feet west of 10th Street and 350 feet east of existing commercial driveways that have been approved for a new traffic signal. The problems with this configuration include excessive queuing on both streets, left turn conflicts, and excessive delays. Three alternatives were developed to address these problems. Each alternative has significant impacts to access to both developed and undeveloped commercial properties north and south of Blankenship Road. Another obstacle to realignment of Tannler Road is the steep terrain north of Blankenship Road; additional study would be required to determine a feasible alignment. Tables 4 and 5 describes each alternative that was considered and the merits of each.

Table 4: Access Alternatives for Tannler Road at Blankenship Road

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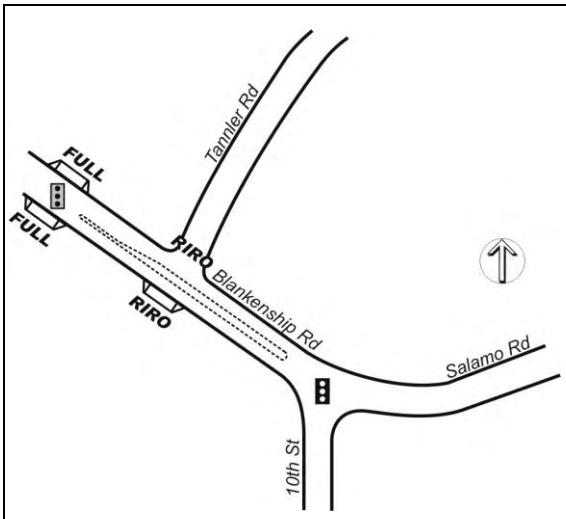
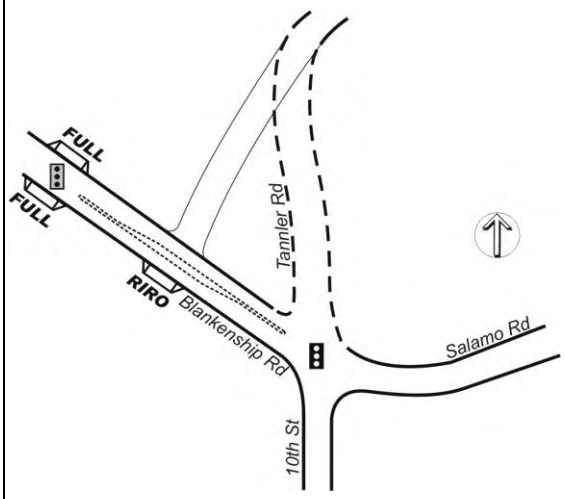
<tr><td> 
</td><td>Alternative 1: Turn Movement Restrictions
Construct raised median on Blankenship at first driveway west of 10th Street to limit turns to right-in / right-out only (RIRO). This concept could also be modified to include a left-turn ingress into the first commercial driveway.

Pros:
▪ Median eliminates left turn conflicts on Blankenship Rd by moving left turns to the proposed traffic signal.

Cons:
▪ Tannler Road does not have left turn access – left-turning vehicles are required to find another route such as cutting through parking lots of future commercial developments or using Greene St, which would increase traffic on Salamo Rd
▪ Change in access patterns to shopping center on south side could increase on-site circulation.</td></tr>
<tr><td> 
</td><td>Alternative 2: Realignment of Tannler to 10th Street
Re-align Tannler Road west to align with 10th Street. Restrict access at 1st driveway to RIRO.

Pros:
▪ Eliminates left turn conflicts on Blankenship Rd by moving left turns to the existing traffic signal
▪ Direct site access for vacant land zoned for office uses (Tannler East)

Cons:
▪ Adding a fourth leg to the intersection of 10th St /Salamo Rd would severely degrade traffic operations.
▪ Alignment bisects commercial property (Tannler East site), and would reduce buildable area.
▪ Design would be difficult due to steep grades for this alignment
▪ Change in access patterns to shopping center on south side could increase on-site circulation.</td></tr>
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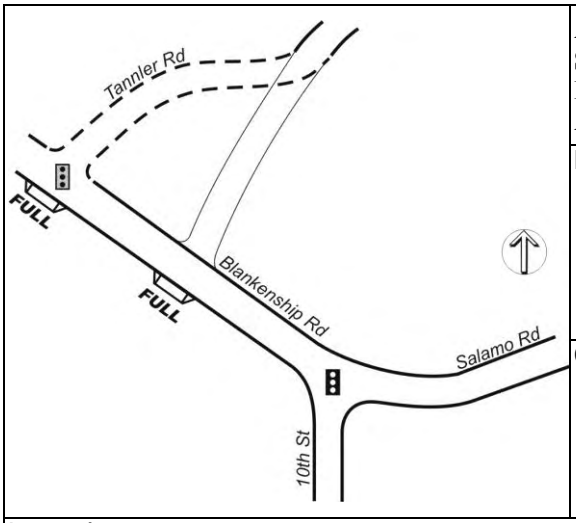


Alternative 3: Realignment of Tannler West to Proposed Signal
Re-align Tannler Road to line up with new signal near Albertson's main driveway.

Pros:
- Eliminates left turn conflicts on Blankenship Rd by moving left turns to the proposed traffic signal
- Existing WB left-turn access at commercial driveway could remain

Cons:
- Alignment bisects commercial property
- Design would be difficult due to steep grades for this alignment
- Design would require property acquisitions

Legend:
- Existing Roadway
- Realigned Roadway
- Old Alignment
- Proposed Raised Median
- Existing Commercial Driveway
RIRO - Right-In/Right-Out
FULL - Full Access
- Existing Traffic Signal
- Future Traffic Signal

Findings

Alternative 1 is the least expensive Tannler Road access alternative to implement, and would have significant benefits to safety and level of service at the expense of requiring motorists to sometimes take more circuitous routes to their destinations. Alternative 2 would severely deteriorate the performance of the 10th Street/Blankenship Road intersection with the current interchange configuration. Alternative 3 is probably the most difficult and expensive alternative to implement, but has the most benefits to long-term capacity and safety, not only for vehicles, but also for pedestrians. Another variation of Alt. 3 would be to extend Greene Street westerly, to provide alternative access for residents that now use Tannler Road for their primary access.

The Task Force indicated that Alt. 3 was the preferred option. However, further engineering review is needed to determine the feasibility of such an extension, if this improvement is to be incorporated into the ultimate circulation solutions identified by new development on either side of Tannler Road. Table 5 lists key factors for each Tannler Road access alternative and how each alternative measures up.

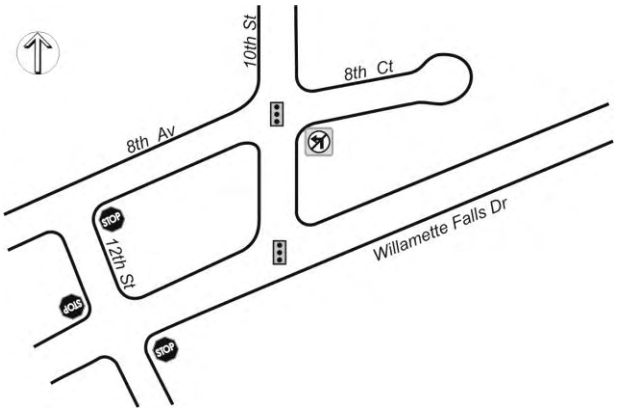
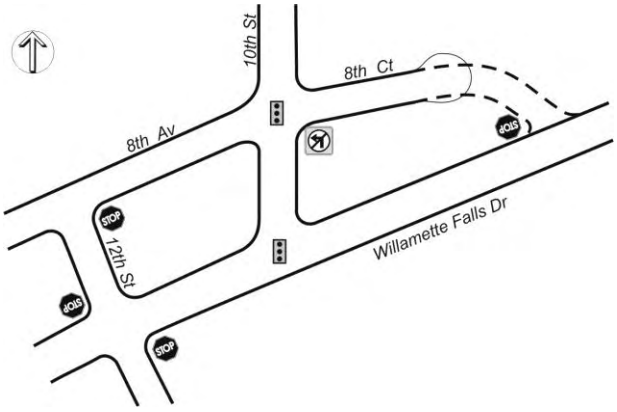
Table 5: Overview of Access Alternatives for Tannler Road and Blankenship Road

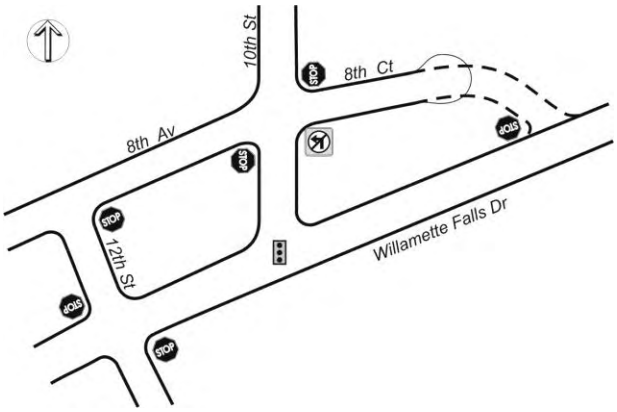
Alternative	Impact on Land Access	Peak Hour Vehicle Queues on Arterials Fit	Maintains Acceptable Level of Service	Traffic Safety Enhanced for Non-Autos	Estimated Cost
Do Nothing	N/A	No	No	N/A	None
Alt. 1: Existing alignments and RIRO restriction	Moderate	Yes	Yes	-	$
Alt. 2: Re-align Tannler opposite 10th Street	Major	Yes	No	-	$$$
Alt. 3: Re-align Tannler to western driveway	Major	Yes	Yes	+	$$$

8th Court Access Alternatives

Properties that access 8th Avenue and 8th Court at 10th Street are primarily commercial. A new traffic signal at 8th Avenue/10th Street has been approved for a new development west of 10th Street. This intersection is 300 feet south of I-205 northbound ramps/10th Street, which is currently signalized, and 250 feet north of Willamette Falls Drive/10th Street, which is currently all-way stop controlled, but a traffic signal is planned. The signal spacing on 10th Street after installation of the two planned signals will be too close for effective coordination or storage of queues. Four alternatives have been developed to address access and operational issues for 8th Avenue, 10th Street and Willamette Falls Drive. Table 6 describes each alternative that was considered and the merits of each. In all cases, it is assumed that the Group A and B improvements would be in place, aside from the issues specific noted below.

Table 6: Access Alternatives for 8th Court Access

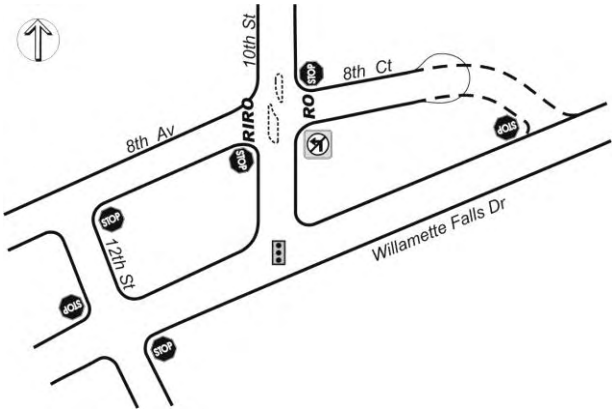
	**Alternative 1: No Extension of 8th Court** Traffic signal installed at 10th Street and 8th Avenue, per condition of approval of Willamette Shopping Center redevelopment
	Pros: ▪ No property impacts for new ROW ▪ Signal provides safe pedestrian crossing at 8th
	Cons: ▪ Queuing between signals impacts operations ▪ Temporary improvement in traffic operations on 10th St; long-term demands make a signal at this location not viable.
	**Alternative 2: Extension of 8th Court** Same as Alt. 1, plus westerly extension of 8th Court through private parking lot adjacent to Sharri˝s Restaurant, and continuing east through adjoining residential properties to a new connection with Willamette Falls Drive
	Pros: ▪ Improves connectivity ▪ Provides alternative access to existing and potential future businesses ▪ Potentially increases desirability of commercial property redevelopment where currently utilized as residential.
	Cons: ▪ Queuing between signals impacts operations ▪ May encourage cut-through traffic from WB Willamette Falls Dr to 10th Street ▪ Requires property acquisition ▪ Requires access easements through existing parking lots



Alternative 3a: Extension of 8th Court with No Traffic Signal at 10th Street/8th Court
Variation on Alt. 2. The new traffic signal is not constructed, and existing STOP sign controls on side streets remain.

Pros:
- Improves connectivity
- Provides greater signal spacing to improve coordination and queuing on 10th St

Cons:
- Difficult left turns in and out at 8th cause longer queues and encourage drivers to accept inadequate gaps and greater risk
- Pedestrian crossing is difficult at 8th
- Requires property acquisition (Same as Alt. 2)



Alternative 3b: Extension of 8th Court with No Traffic Signal at 10th Street/8th Court plus Turn Movement Restrictions
Variation on Alt. 3a. A median island on 10th Street would prohibit left-turns out from the side street onto 10th Street. However, it would allow for left-turns into 8th Court. Would include pedestrian refuge island on 10th Street on the south leg.

Pros:
- Eliminates conflicts from EB and WB left-turning vehicles
- Improves traffic operations on 10th St
- Provide a pedestrian facility to cross 10th Street without a traffic signal.

Cons:
- EB and WB left-turning vehicles are required to re-route to Willamette Falls Dr via 12th St or 8th Ct.
- Adds traffic volumes through intervening intersections for re-routed traffic, and worsens congestion during peak hours.
- Requires property acquisition (Same as Alt. 2)

Legend:
- Existing Roadway
- Realigned Roadway
- Old Alignment
- Proposed Raised Median
- RIRO - Right-In/Right-Out
- RO - Right-Out
- Future Traffic Signal
- Existing Stop Sign
- Proposed 'No Left Turn'

Operational performance of each of the four access alternatives at 8th Court were evaluated and summarized in Table 7. This operational analysis suggests that Alternative 2 would yield the best *intersection* performance, but queuing problems with the short signal spacing would be significant. See the discussion following Table 7 for more details.

Table 7: Access Alternatives Evaluation for 8th Court Access – 2030 PM Peak Hour

Intersection	Alternative 1		Alternative 2		Alternative 3a		Alternative 3b	
	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
10th St/8th Ave	C	0.60	C	0.58	A/**F**	0.16/**>1**	A/C	0.16/ 0.26
10th St/ Willamette Falls Dr	**E**	0.89	**E**	0.87	**E**	0.87	**E***	**1.0**
12th St/ Willamette Falls Dr	B/**F**	0.43/**>1**	B/**F**	0.43/**>1**	B/**F**	0.43/**>1**	B/**F****	0.43/**>1**

Notes: *These results assume Group A improvements are in place unless modified by an alternative. Group A includes NB left turn restriction at 10th/8th, new signals at 10th/8th and 10th/Willamette Fall Dr, and additional lanes at 10th/8th. Group A analysis assumed 8th Court extension, but Alternative 1 does not.*

** Performance can be mitigated to LOS D and v/c of 0.79 with the addition of a second EB left turn lane.*

*** Performance can be mitigated to LOS D and v/c of 0.98 with a signal, NB right turn lane with overlap, and left turn lanes with protected phasing on all legs.*

LOS = Level of Service

Delay = Average vehicle delay in the peak hour for entire intersection in seconds.

Unsignalized Intersection Operations (highlighted in gray):

A/A = Major street turn LOS / Minor street turn LOS

#/# = Major street turn v/c / Minor street turn v/c

Although the intersection at 10th Street/8th Avenue appears to operate well with a signal (Alternatives 1 and 2 above) based on LOS and v/c, there would be severe queuing issues by 2030. Intersection spacing along 10th Street is very short, 250 feet from Willamette Falls Drive to 8th Avenue and 300 feet from 8th Avenue to I-205 NB ramps. In traffic simulation runs, storage in the northbound lanes at I-205 NB ramps is frequently full, preventing 8th Avenue and 8th Court traffic from making turns into those lanes during the side street green time. The same problem would exist for the northbound lanes at 8th Avenue, preventing Willamette Falls Drive traffic from entering 10th Street and causing long queues along Willamette Falls Drive. The addition of a WB right turn lane at 10th Street/Willamette Falls Drive improves this queuing situation.

Eliminating the traffic signal and imposing turn restrictions (Alternative 3b above) would improve operational performance at 10th Street/8th Avenue, but would redirect traffic to Willamette Falls Drive, impacting both 10th Street/Willamette Falls Drive and 12th Street/Willamette Falls Drive.

Findings

The foregoing analysis assumed that the Group B improvements would be implemented and that the 8th Avenue connection to Dollar Street would be re-established. With that as a premise, Alternative 1 is the least expensive 8th Court access alternative to implement, but would have the most detrimental effect on traffic operations for the 10th Street corridor. Alternative 2 would also deteriorate the performance along 10th Street, but it would provide alternate access to commercial properties on 8th Court. Installing a signal at 8th Court would benefit pedestrian crossings at 10th Street; however, adjacent intersections with crosswalks are very close and not an unreasonable distance for pedestrians to walk out of direction when traffic is too heavy to safely cross 10th Street. Furthermore, the ultimate design for the 10th Street / 8th Court intersection could include pedestrian refuge areas in the median to facilitate crossings without

signals. An example of a pedestrian refuge is illustrated in the photograph below. Similar refuge areas are built on Highway 43 south of McVey Avenue in Lake Oswego near the residential districts.

Figure 1: Example of Center Refuge Median on Two-Lane Street

Additional turn restrictions are the only difference between Alternative 3a and 3b. Restricting left turns from 8th Court and 8th Avenue improves traffic operations and provides a pedestrian refuge for crossing 10th Street. Table 8 lists key factors for each 8th Court access alternative and how each alternative measures up.

Table 8: Overview of Access Alternatives for 10th Street and 8th Avenue / 8th Court

Alternative	Impact on Land Access	Peak Hour Vehicle Queues on Arterials Fit	Maintains Acceptable Level of Service	Traffic Safety Enhanced for Non-Autos	Estimated Cost
Do Nothing	N/A	No	No	No	None
Alt. 1: Install Traffic Signal at 8th Court	None	No	No	Yes	$
Alt. 2: Install Traffic Signal and Extend 8th Court to WFD	Moderate	No	No	Yes	$$$
Alt. 3a: Retain Stop Signs on Side Streets and Extend 8th Court to WFD	Major	Yes	Yes	No	$$$
Alt. 3b: Channelized Access and and from Side Streets and Extend 8th Court to WFD	Major	Yes	Yes	Yes	$$$

Conclusions

The 10th Street Area Plan identified a series of findings and recommendations that will be carried forward into the citywide Transportation System Plan . However, a few issues were deferred for further study and public discussion in that broader planning context. The solutions in the general area of 10th Street were divided into three groups, and the recommendations to date are identified for each group below.

Group A: 10th Street Capacity Enhancements

- Advance project elements referred to as A1, A2, A3, A4, A6, A8, A13 and A14 to the Transportation System Plan as recommended improvement projects to be included in the Master Plan motor vehicle list.
- Set project A12 aside, the re-alignment of Tannler Drive to line up with 10th Street, from further consideration.
- Conduct further preliminary engineering study at A8 (WFD and 10th Street) to determine the most appropriate traffic control solution there. The long-term need for traffic signal controls at this location would need to consider the proximity of traffic signals at 10th Street and 8th Court, and WFD and 12th Street, and consider the operational efficiencies of such a configuration.

Group B: Willamette Falls Drive Enhancements and Management Tools

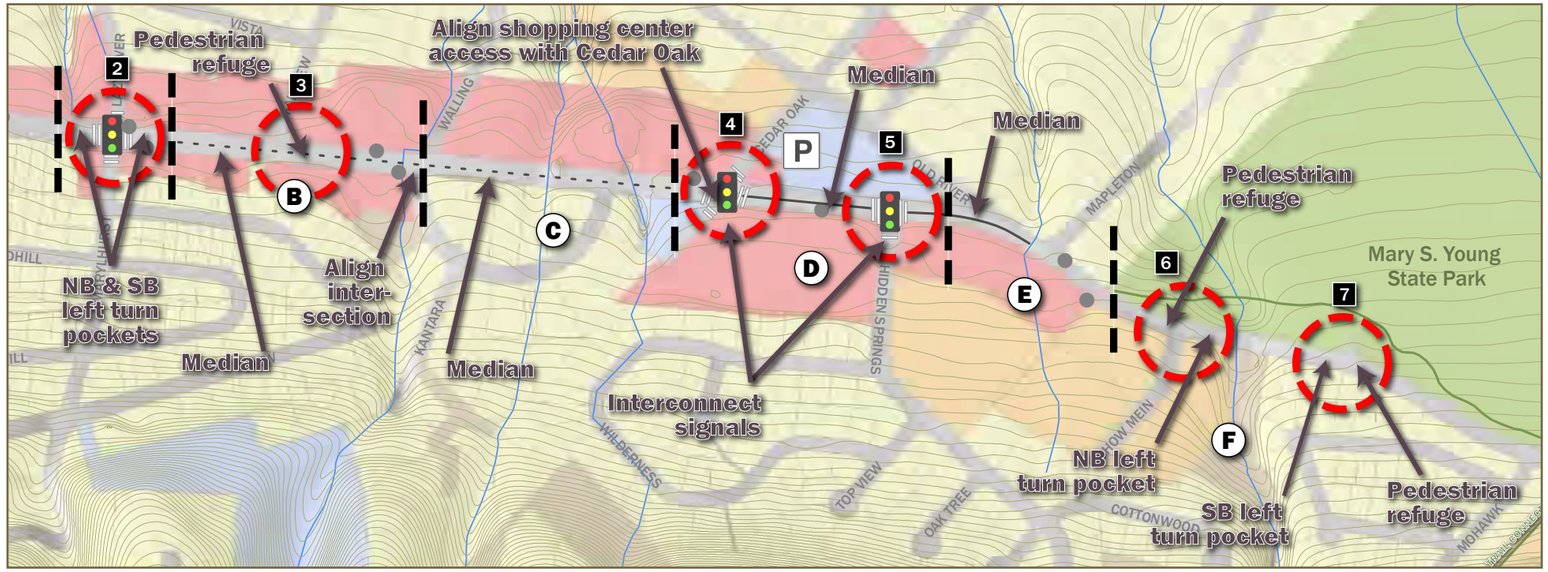
- Advance projects B1, B2, B3, and B4 to TSP stage.
- Add upgrading 8th Avenue from 10th Street to 12th Street, at least, as a needed improvement. Preferred to upgrade for extent between Dollar Street and 10th Street.
- Drop roundabouts from consideration at 12th Street and WFD.
- Pursue more detailed preliminary engineering evaluation regarding the benefits and expected costs of a roundabout at WFD and 10th Street.
- WFD/12th Street should be upgraded to a 4-way stop controlled intersection in the short-term. Ultimately, a traffic signal control is expected to be required.
- WFD/19th Street should be upgraded to a 3-way stop controlled intersection, or WFD should be widened for a left-turn pocket, and an area to make two-stage left-turns.
- Additional opportunities for off-street parking lots should be investigated to better manage peak parking demands along WFD between 10th Street and 14th Street.

Group C: Major System Improvements

- Advance the SPUI design concept at 10th Street to the TSP for consideration (C3).
- Advance preference for additional I-205 corridor capacity to TSP, and to the Advance the SPUI design concept at 10th Street to the TSP for consideration.
- Advance preference for additional I-205 corridor capacity to TSP and to the Regional Transportation Plan.
- Drop other elements of Group C from further consideration.

Appendix J: OR 43 Conceptual Design Plan

West Linn OR 43
Conceptual Design Plan



Final Report

June 29, 2007

ACKNOWLEDGMENTS

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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I. PROJECT PURPOSE AND BACKGROUND

Project Purpose

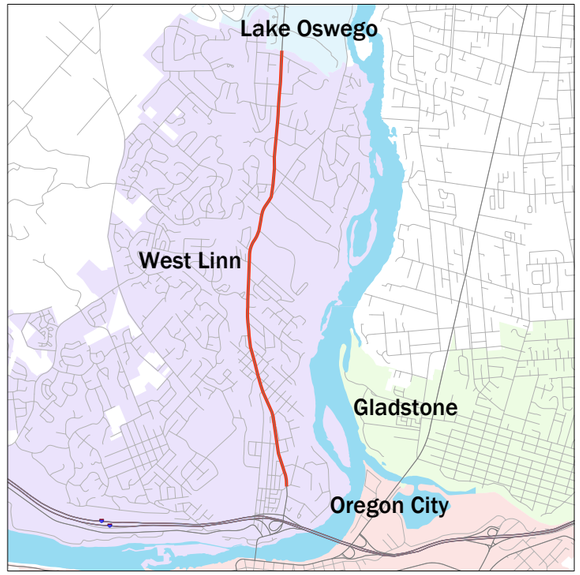
Oregon Highway 43 (OR 43) is a high-volume, Oregon Department of Transportation (ODOT) - operated district highway which runs through the eastern edge of the City of West Linn. The highway functions as a regional commuter route, carrying a significant volume of traffic from the West Linn and Oregon City into Portland. OR 43 (locally referred to as Willamette Drive) also functions as an important local route within the West Linn. The road is classified as a Major Arterial / Principal Route within the City of West Linn's Transportation System's Plan [TSP].

Significant growth within the region and the increase in automobile traffic associated with that growth has put a strain on the roadway. The public perception within the City of West Linn is that the road's capacity has not kept up with its demand. The roadway consists of mainly two travel lanes, and lacks left turn bays in many locations. Additionally, due in large part to its role as a significant regional commuter route, OR 43 is currently designed to address the needs of automobile traffic, often to the detriment of alternative, non-motorized modes of transportation such as bicycles and pedestrians. As it currently exists, the roadway contains only intermittent or substandard sidewalks and bike facilities, inadequate pedestrian crossings, and a general lack of urban quality streetscape features.

Project Objectives

The purpose of this project was to develop a multi-modal Conceptual Design Plan for OR 43 that adequately accommodates bicycles, pedestrians, automobiles, and trucks. The final conceptual design strikes a balance between enhancing multi-modal opportunities, accommodating regional needs, providing an arterial street function, and supporting adjacent land uses within the City of West Linn. To meet these charges, the project considered roadway features such as pedestrian crossings, street trees, landscaping, transit stops, and lighting to better support the needs of all roadway users (as well as adjacent land uses). The stated objectives of the project were to:

- Develop conceptual plans for a design treatment along OR 43 in the project area to better accommodate multi-modal circulation along and across the street and to support adjacent land use and redevelopment.
- Include designs for bicycle and pedestrian facilities on local arterial and collector streets (to the depth of one parcel on either side of OR 43) that provide safe, adequate connections to bicycle and pedestrian facilities on the highway.
- Involve the public in designing the OR 43 streetscape.
- Create a corridor that will encourage the use of alternative transportation modes and reduce reliance on the automobile.



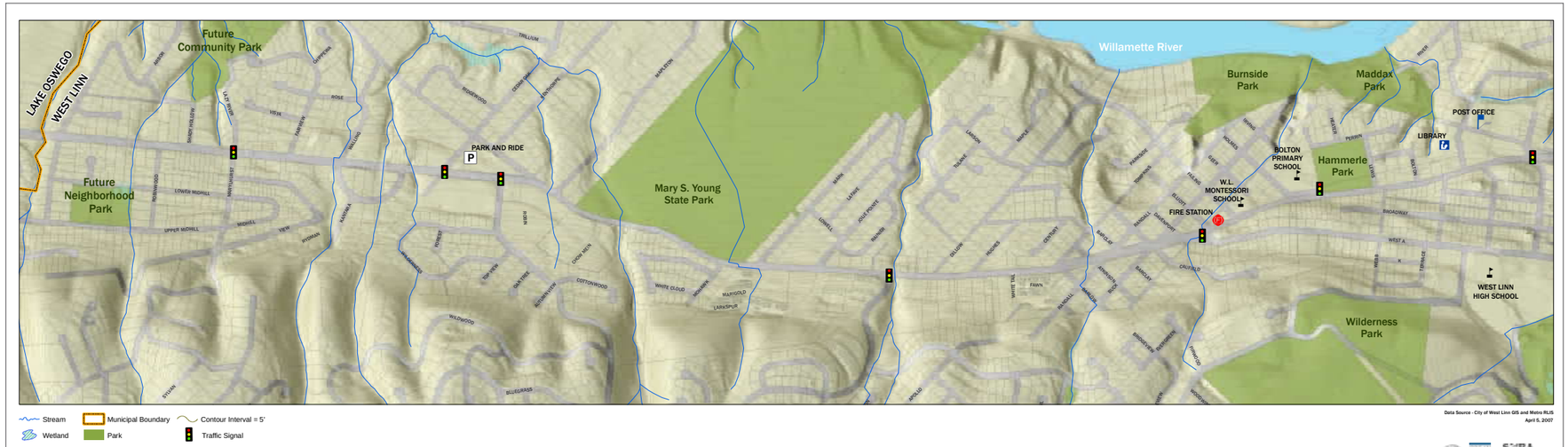
OR 43 regional context

Existing conditions along OR 43

- Improve the aesthetic environment, the pedestrian environment, pedestrian crossing opportunities, and pedestrian-transit connections along OR 43.
- Manage vehicular access to properties abutting OR 43 while promoting bicycle and pedestrian access.
- Incorporate stormwater management practices in the streetscape design.
- Ensure consistency with adopted plans, policies and standards, including the *Oregon Highway Plan*, the *Oregon Highway Design Manual,* the *Regional Transportation Plan*, and the *West Linn Comprehensive Plan*.
- Identify planning-level cost estimates and likely funding sources to construct the Final Conceptual Streetscape Design.

The Study Area

The project study area spans approximately 2.8 miles along the OR 43 corridor within the City of West Linn, from the Lake Oswego / West Linn municipal boundary at the northern end, to the OR 43 / Hood Street intersection to the south. For much of its route, the highway passes through lower-density, single-family residential areas. However, it also traverses two major commercial nodes: the Robinwood Neighborhood commercial area to the north, and the Bolton Neighborhood commercial node to the south. Additionally, OR 43 borders Mary S. Young State Park, a large regional park which holds recreational and sporting events, and serves as a significant destination point throughout the week. It also passes by Hammerle Park and Bolton Primary School, two significant community facilities.



Base Map
ORE 43 Conceptual Design Plan

Existing Land Use
ORE 43 Conceptual Design Plan

The Planning Process

The project began with the planning team identifying, describing, and documenting existing conditions along the corridor. This included identifying plans and policies that affect the OR 43 corridor, analyzing transportation and adjacent land uses, and photographing and mapping existing physical and design features along the roadway. Basemaps were compiled describing existing land use, zoning, comprehensive plan designations, transit facilities, nearby historic structures, and environmental conditions such as slope, streams, and wetlands. Additionally, the planning team inventoried existing right-of-way dimensions along the corridor, examined intersection configurations (including crosswalks, bike lane width, sidewalk width), and catalogued missing sidewalk and bike lane segments.

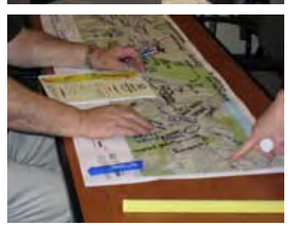
The initial background and research phase of the project also included extensive research on multi-modal street examples across the state and the country. The planning team compiled educational materials illustrating multi-modal street designs and features pertinent to OR 43 to explain how those features affect both transportation and land use, and how they might be applied to OR 43 in particular. Additionally, the planning team also collected examples of "green street" design, and examined green streets as a tool for addressing stormwater management concerns along the corridor. The results of this research can be found in the Appendix.

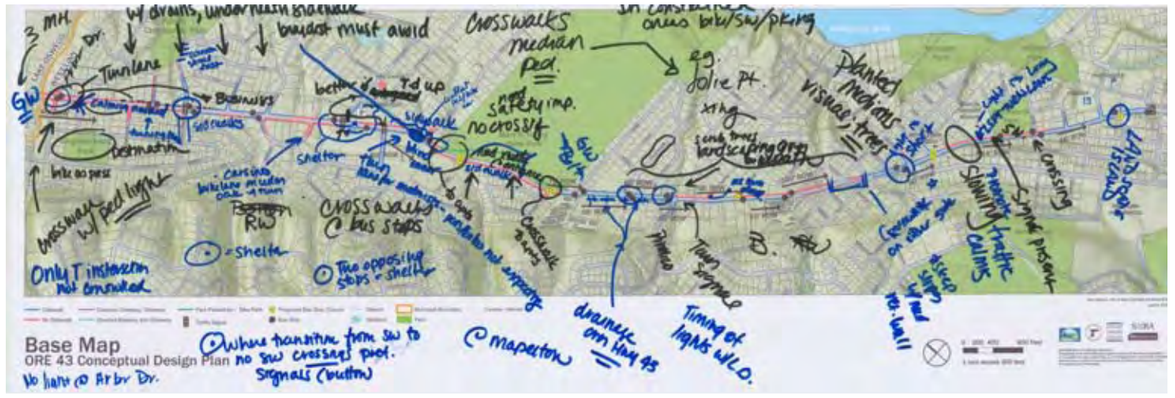
The consultants prepared three technical memoranda as part of the planning process. The first analyzed existing traffic mobility conditions, gathering base traffic volume data for the project area, and calculating projected 20-year traffic conditions. Specific level-of-service deficiencies were identified in both current and future conditions. Technical Memo #2 identified the various opportunities and constraints within the corridor, based on the existing conditions analysis and base mapping. It also discussed the City's community development guidelines in terms of their implications on future streetscape design. The final technical memo analyzed current and future traffic conditions along the corridor in terms of the final proposed conceptual design, evaluating its impact on traffic mobility over the next 20 years. Copies of Tech Memo's 1 & 2 can be found in the Appendix. Tech Memo #3 is contained within section IV of this report.

In order to ensure that the project was adequately coordinated with agency stakeholders and affected local jurisdictions, a Technical Advisory Committee (TAC) was formed. The TAC reviewed draft materials prior to public presentation, ensuring that products were consistent with applicable policies and standards. The TAC also provided suggestions and recommendations to enhance products and meet project objectives. The TAC included representatives from the City of West Linn, ODOT, Metro, and TriMet. Representatives from the Robinwood and Bolton Neighborhood Associations also participated in these meetings.

In order to ensure that the planning process was responsive to the opinions and concerns of stakeholders and community members to the greatest extent possible, two pubic workshops were held. During the first public workshop, the planning team presented the existing conditions analysis and multi-modal and green street examples to the public and solicited their opinions regarding needed improvements along OR 43. Small groups convened around maps of the corridor, identifying and prioritizing desired improvements. The final result of the workshop were descriptions of the public's priorities for the corridor, which the design team used to develop the final conceptual design.

The project team then used this information to develop a draft proposed conceptual design, and after deliberation and comment from the Technical Advisory Committee, presented it to the public in a second workshop for public and feedback. Community members were encouraged to interact directly with the proposed design, identifying issues directly on plan maps. The planning team then consolidated these comments, and amended the proposed conceptual design based on this feedback. The final proposed conceptual design presented in this report is the result of this process.





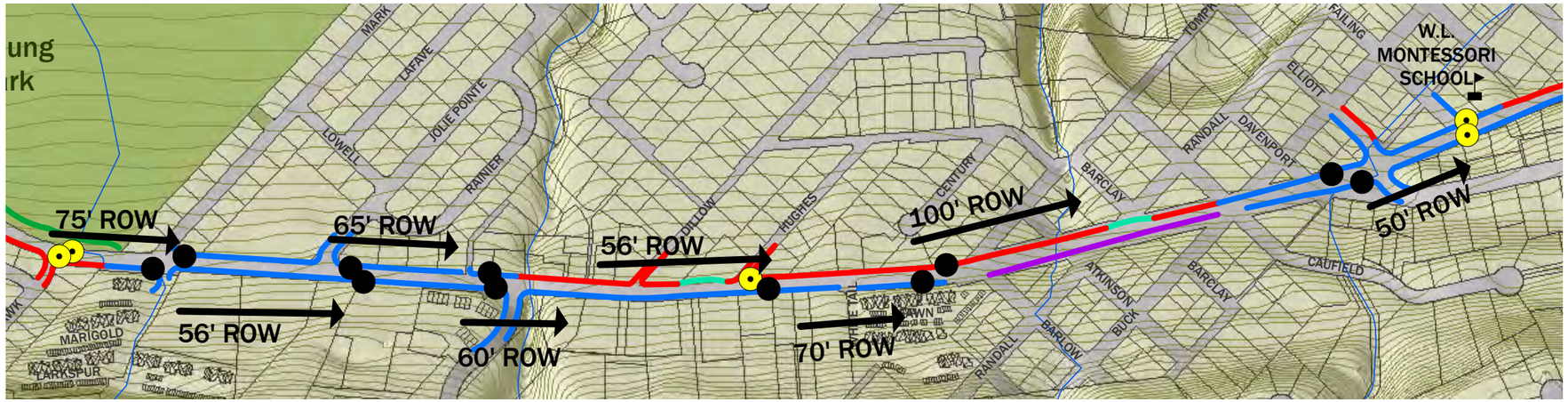
Community members participated in two public workshops

Existing Conditions

As previously discussed, the initial phase of the project involved identifying and analyzing existing conditions along the corridor, assembling photographs, and constructing base maps illustrating those conditions. What follows is a discussion of those existing conditions along OR 43 that informed and shaped the final conceptual design.

Varying Right-of-Way

The amount of right-of-way available along the OR 43 corridor varies significantly within the study area. At its widest, the right-of-way measures approximately 100 feet across, but is only 50 feet at its most narrow. This tremendous variation in available right-of-way widths necessarily meant that several site-specific streetscape design cross sections had to be devised; no one, consistent cross section could readily be applied to the entire corridor. The variation in right-of-way also constrained streetscape design options in certain areas, as limited right-of-way within certain segments required close examination of the various trade-offs implicit in allocating right-of-way (ROW). For example, while on-street parking facilities are often provided along commercial nodes, doing so necessarily precludes allocating that limited right-of-way to other, perhaps more pressing needs, such as sidewalks.

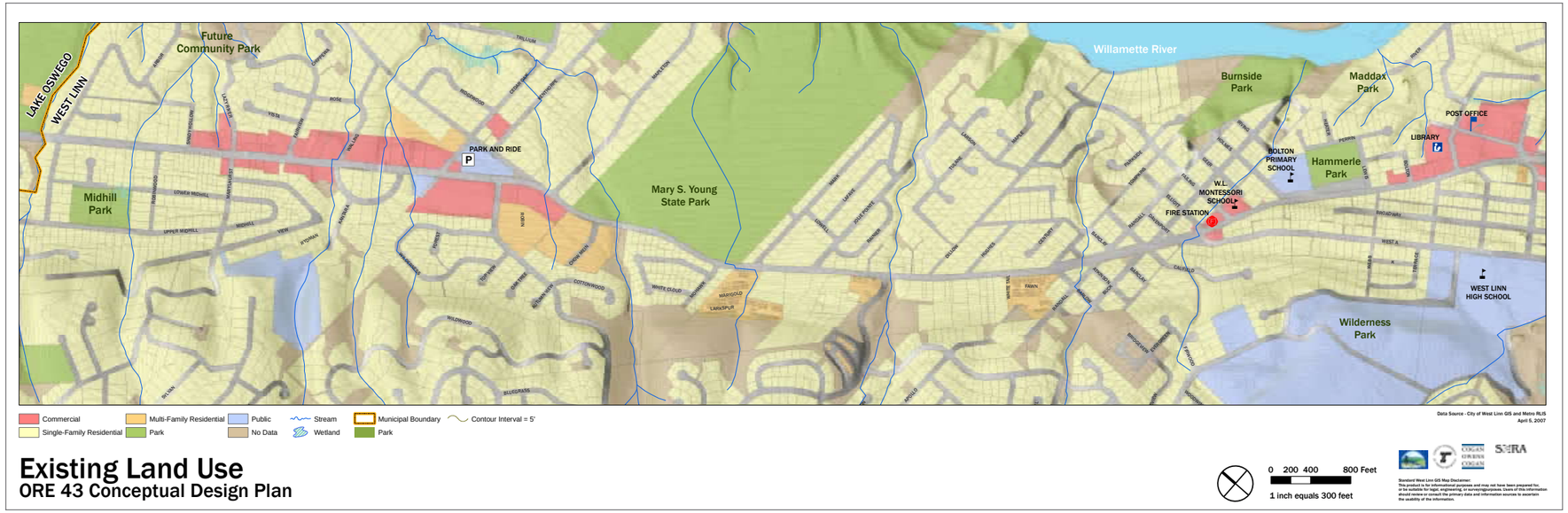


Varying right-of-way widths along the corridor

Varying Land Use

The OR 43 corridor passes through areas with distinctly different land uses. The northernmost section of the corridor is less-intensely developed, with residential homes (primarily single family). There are two higher-density, commercial nodes along the corridor - one within the Robinwood neighborhood, and the other within the Bolton neighborhood. Between these two commercial areas lies Mary S. Young State Park - a significant community and regional asset - as well as a mix of single-family and multi-family residential uses.

This continuous shift in land uses and character along the corridor suggests a need to customize the streetscape in differing ways to meet the unique demands of various uses and densities. For example, higher-density commercial nodes suggest a need for wider sidewalks and access management features. There is also an opportunity to better connect these commercial areas to nearby residences, many of which are not served by sidewalks currently. Less foot traffic in predominantly residential areas may allow for narrower sidewalks.



Varying land use conditions along the corridor

Inadequate Pedestrian Environment
As the map at right illustrates, sidewalks along OR 43 are sporadic in many areas, and are altogether absent in others. Sidewalks may exist on one side of the street but not the other, and in the residential areas to the north, they are lacking on both sides of the street. The Robinwood commercial area provides sidewalks on both sides of the street, but these sidewalks are fragmented, often leaving a pedestrian with no option but to walk on the roadway.

Where sidewalks do exist, they are often narrow (sometimes only 3' to 4' wide), making it difficult for two people to walk side by side. Sidewalks occasionally contain obstacles such as telephone or light poles, rendering them impassable to citizens in wheelchairs, people on crutches, or children on bicycles who may not feel safe riding on the roadway. More common are frequent driveways - which bring pedestrians into direct conflict with motor vehicles.

Sidewalks throughout the study area are "curb-tight," meaning that in most instances there is no buffering between pedestrians and the roadway. Planting strips and/or furnishing zones in commercial areas located between the pedestrian way and the street could help not only to visually enhance the streetscape, but also to shield the pedestrian from fast-moving traffic - thereby improving the perceived safety of the sidewalk.

The existing conditions analysis also identified opportunities to improve existing pedestrian crossings by installing pedestrian refuge islands where crossing distances are excessively wide.

Existing sidewalk conditons along OR 43

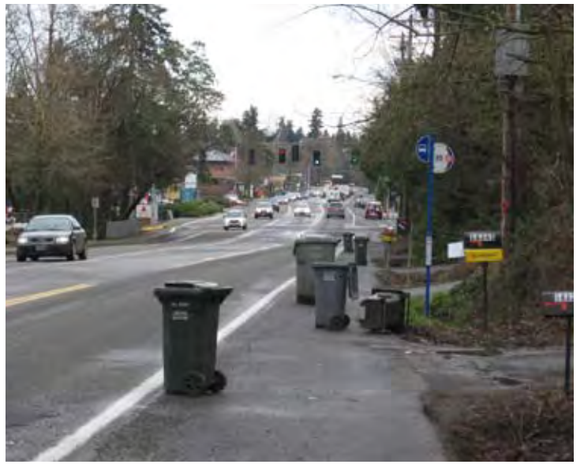
Inadequate Bike Facilities

Bicycle travel facilities are currently provided on both sides of the highway throughout the corridor - either as striped bike lanes, shoulders, or shared bike / parking lanes. While basic facilities are provided, there are several opportunities to improve conditions for cyclists along OR 43. For example, there is an opportunity to attract more cyclists, especially those that might be intimidated by riding on a state highway that carries an average of 21,000 vehicles per day.

Where parallel on-street parking is provided, the parking zone and the bike zone intermingle, and autos often infringe upon the bike lane. In fact, in some areas, a shoulder is only wide enough for a parked car, which forces bikes out into the travel lane. Providing adequate width for bikes and, where necessary, parked cars, and laying down additional striping to further define the bike lane from the parking area, may help to limit confusion and conflict. It is also important to prevent bike lanes from being too wide. Bike lanes wider than six feet are often confused for narrow travel lanes or turn lanes, and drivers may take advantage of wide bike lanes for passing or making right turns.

Bike lanes / shoulders are often littered with debris - mostly sand and gravel - that is uncomfortable for cyclists and potentially hazardous. Regular sweeping could help improve this condition. Where bikes use the road shoulder, and where sidewalks are not present, they are forced to dodge trash and recycling containers, which are left out in this zone.

Obstructions in the bike lane and poor transitions make cycling difficult

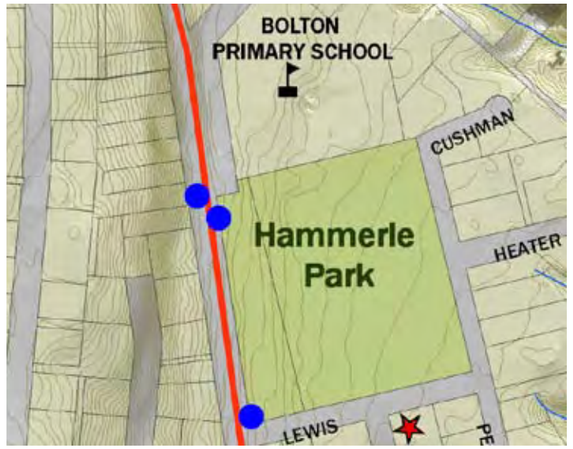


Bicycles and parked cars compete for the same shoulder

Environmental Conditions

The highway lies at the foot of a significant slope to the northeast, and the resulting variations in topographic conditions along the length of the corridor presents significant constraints in the middle and southern portions of the study area. Where steep slopes are present immediately adjacent to one or both sides of the highway, choices for right-of-way allocation will be quite limited.

According to Metro GIS data, OR 43 crosses nine streams within the study area. It will be of great importance that these water courses be protected from polluting run-off with any modifications that are made within the highway right-of-way. In more developed areas of the corridor, stormwater run-off is currently channeled with curbs to storm drains. In less intense residential areas at the northernmost portion of the study length, stormwater is allowed to



Steep slopes adjacent to and within the right-of-way sometimes limit the ability to expand existing facilities or provide new ones

collect in ditches at the side of the roadway, a situation which the Robinwood Neighborhood Plan calls for correcting. Given the steep slopes in portions of the study area, run-off during the rainiest times can be quite heavy. There are significant opportunities to introduce sustainable stormwater practices along OR 43, which could help to protect water quality and provide visual (green) amenities along the corridor.

Bus Stops

TriMet operates the #35 bus line through West Linn along OR 43, with 37 bus stops. As reported in Tech Memo #1, TriMet is considering abandoning eight of these stops due to a lack of ridership. While the OR 43 corridor through West Linn contains a healthy number of residences and general commercial uses, overall density is relatively low and there are no major employment centers. Therefore transit functions primarily as a commuting option, and as a transportation option for those for whom other options are not available or desirable.

However, it must be noted that transit stops - and the connections to them - could be greatly improved along the highway. Benches are curently lacking at many bus stops, and providing such ammentities could hep to increase the appeal of transit. It is important to note, however, that the City of West Linn currently does not permit advertising at TriMet bus stops. Because the revenue earned from bench advertising is often used to pay for the provision of the bench itself, this policy may limit the number of benches that TriMet is able to provide within West Linn. The City should consider working with TriMet, adjacent businesses, and/or local business associations to provide and maintain benches.

Improvements to pedestrian connections to and from bus stops may also help to bolster transit ridership. Several stops have sidewalk approaches from only a single direction, while others lack sidewalks entirely. Completing sidewalk connections to transit stops will be crucial to ensure that transit riders can make their connections safely and comfortably. Improving pedestrian connections throughout the corridor also may help to increase ridership, which may in turn introduce the possibility of reinstating closed bus stops in the future.

Aesthetic Concerns

While pedestrian safety and access are of primary importance, aesthetic conditions also greatly influence a street's pedestrian appeal. Trees are a defining feature of the OR 43 corridor, and the City currently maintains an ordinance aimed at preserving and protecting trees on private property. This ordinance is enforced during site development through design review. However, there may be opportunities to introduce street trees and landscaping to the streetscape itself to enhance the visual appeal of the roadway. Incorporating a planting strip between the sidewalk and the roadway, and bringing vegetation to the streetscape could help to soften the visual impacts of the corridor. Additionally, two concrete medians currently exist within the study area. Introducing vegetation these medians could do much to improve the visual appeal of the streetscape.

Stormwater is currently directed into traditional sewer systems or drainage ditches; instituting green / sustainable stormwater management practices can help protect the various waterways that cross beneath OR 43 in West Linn

Benches are absent at many bus stops

Although West Linn is in many ways defined through its number of large trees, vegetation is often lacking within the streetscape.

Some stops have no sidewalks connecting to them whatsoever

Traffic Mobility

Comments gathered at both public workshops revealed that the community places great priority on improving traffic safety and mobility along the corridor. Traffic analysis conducted by the planning team revealed several traffic circulation issues that needed to be addressed throughout the course of the project. Those issues are as follows:

- Two intersections have moderate congestion during commute hours today: HWY 43 at Cedar Oak, and HWY 43 at Hidden Springs.
- Access to Bolton Primary School is constrained, with backups occurring before and after school sessions
- Many cross-streets have long waits for adequate "gaps" to make turns onto the highway
- Opportunities to cross HWY 43 on foot or by bike are currently very limited, especially south of Hidden Springs to West A.

The Public's Priorities

As previously discussed, one of the first steps within the project was to organize a public workshop in order to garner input from the community and regular users of OR 43. The goal was to gather comments regarding the current failures and needed improvements along the highway, and to encourage citizens to prioritize those improvements and overall project goals in order to help guide the project team in their final design.

One result of the workshop was a list of the public's topmost priorities for the corridor as a whole. Those priorities include:

- Work within existing right-of-way
- Maintain a single travel lane in each direction, with turn lanes where necessary
- Build continuous sidewalks & safe crossings
- Provide continuous bike facilities for all skill levels
- Improve access to transit (and improve transit stops)
- Create an inviting streetscape and unique identity for the corridor
- Use medians to beautify and facilitate traffic flow
- Maintain / improve left-turn access to/from OR 43
- Utilize innovative / green stormwater management techniques

Table 3: Existing (2007) Weekday Peak Hour Intersection Level of Service

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)
Signalized Intersections						
Hwy 43 / Marylbrook Dr	A	6.3	0.39	A	9.7	0.46
Hwy 43 / Marylhurst Dr-Lazy River Way	B	16.5	0.79	B	16.3	0.80
Hwy 43 / Cedaroak Dr	C	22.9	0.90	B	10.4	0.65
Hwy 43 / Hidden Springs Rd	B	18.7	0.73	C	25.0	0.83
Hwy 43 / West A St	B	14.5	0.67	B	12.5	0.74
Hwy 43 / Hood St-McKillican St	C	21.6	0.72	C	23.6	0.76
Unsignalized Intersections						
Hwy 43 / Arbor Dr	A/E	44.3	0.00/0.35	B/**F**	**> 50**	0.03/0.37
Hwy 43 / Pimlico Dr	A/**F**	**> 50**	0.08/**>1**	B/**F**	**> 50**	0.16/**>1**
Hwy 43 / Holmes St	A/E	45.5	0.03/0.12	B/**F**	**> 50**	0.02/0.65
Hwy 43 / Lewis St	B/E	43.4	0.01/0.18	B/E	40.0	0.01/0.15

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
#/# = Major street turn v/c / Minor street turn v/c

Table 10: 2030 Future Base Weekday Peak Hour Intersection Level of Service

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)
Signalized Intersections						
Hwy 43 / Marylbrook Dr	A	6.8	0.51	B	10.8	0.59
Hwy 43 / Marylhurst Dr-Lazy River Way	D	41.9	**>1**	D	44.7	**>1**
Hwy 43 / Cedaroak Dr	**F**	95.3	**>1**	B	14.8	0.88
Hwy 43 / Hidden Springs Rd	C	21.7	0.78	E	57.2	**>1**
Hwy 43 / West A St	C	23.8	0.88	C	25.4	0.95
Hwy 43 / Hood St-McKillican St	D	36.0	0.93	D	48.8	**>1**
Unsignalized Intersections						
Hwy 43 / Arbor Dr	A/**F**	**> 50**	0.00/0.98	B/**F**	**> 50**	0.05/**>1**
Hwy 43 / Pimlico Dr	B/**F**	**> 50**	0.12/**>1**	B/**F**	**> 50**	0.27/**>1**
Hwy 43 / Holmes St	B/**F**	**> 50**	0.06/**>1**	B/**F**	**> 50**	0.04/**>1**
Hwy 43 / Lewis St	B/**F**	**> 50**	0.02/0.49	B/**F**	**> 50**	0.02/0.47

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
#/# = Major street turn v/c / Minor street turn v/c

Existing conditions along OR 43

II. THE PLAN: GENERAL CONCEPTS

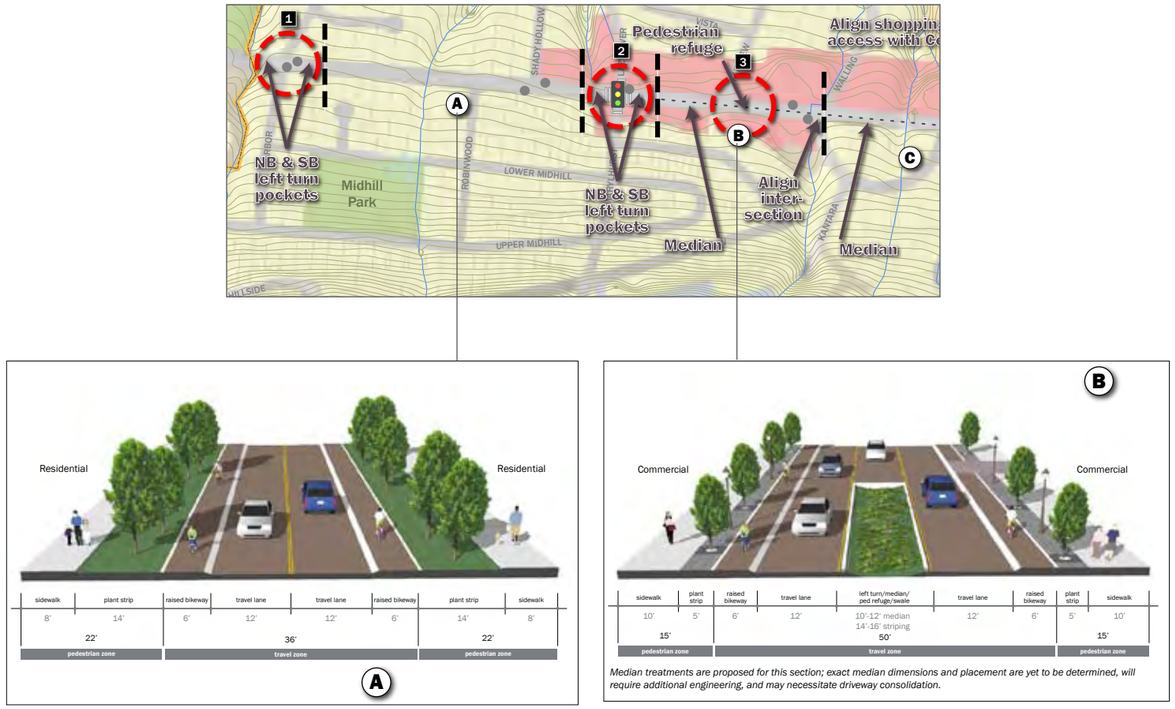
After base conditions were analyzed and the community's priorities for the corridor established, the project team incorporated these findings into a draft, and eventually, a Final Proposed Conceptual Design for the OR 43 corridor. The final plan as presented in this document responds directly to the initial background research and opportunities and constraints identified by the project team, as well as the issues and concerns identified by the community during the public process. The following is an introduction to the general design concepts for the entire corridor. As these general plan characterstics are discussed, it is important to note that this is a conceptual plan that requires more detailed analysis and refinement, which usually happens in the process of preliminary engineering prior to a construction process. Elements proposed that affect ODOT facilities will require review and approval by the State Traffic/Roadway Engineer. This conceptual plan appears feasible to construct, however, issues that become apparent in a more detailed refinement process may lead to plan modifications, which may include changing or eliminating some design elements. Specific design issues raised by an ODOT reviewer, and the project consultant's response, are contained the Appendix.

General Plan Characteristics

One of the community's top priorities was to avoid widening the roadway. Members of the public value the rural, local character of OR 43 as it runs through West Linn, and many felt that increasing the roadway width and/or the overall number of travel lanes would detrimentally alter the character of the roadway and the physical environment around it. Furthermore, maintaining the highway at two lanes is consistent with ODOT's facility plan for the highway and the regional transportation plan (RTP), which recognized these community concerns as well as physical constraints against widening. For these reasons, the final design maintains the highway's current lane configuration, with one travel lane in each direction along most of the corridor and turn lanes provided at strategic locations. Issues and constraints beyond the scope of this conceptual plan may require modifications to the plan, such as shifting the centerline or modest widening of the cross-section. This will be determined at a more specific design level, such as during preliminary engineering.

The project team also designed the final concept within the highway's existing right-of-way. Public comments clearly articulated the community's desire to avoid "taking" additional right-of-way to the greatest extent possible. Accordingly, the project team set about designing roadway cross-sections that would fit within the available right-of-way throughout the study area. Because of the great variation of right-of-way widths along the corridor discussed above, this meant that several unique cross-sections had to be devised in order to respond to variable conditions. In all, the final design includes 15 different cross-sections over the approximate 2.8 mile span of the study area.

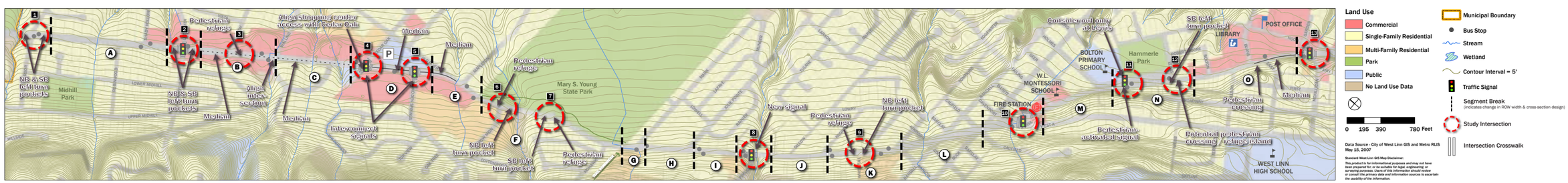
Another influence on cross-section design was the variation in land use along the corridor. It is important that streetscape designs respond adequately to the land use characteristics around them. As previously discussed, streetscapes in commercial areas typically provide wider sidewalks and may need to provide a greater number of pedestrian crossings to accommodate larger volumes of pedestrian traffic. Landscaping and lighting may also vary between commercial and residential segments. The cross-sections



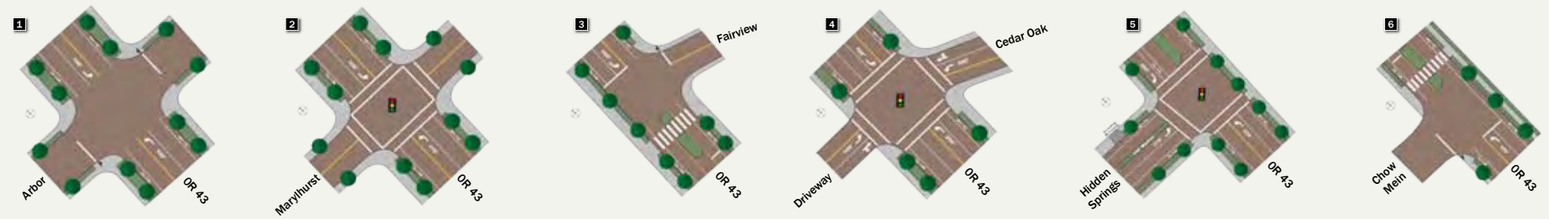
Median treatments are proposed for this section; exact median dimensions and placement are yet to be determined, will require additional engineering, and may necessitate driveway consolidation.

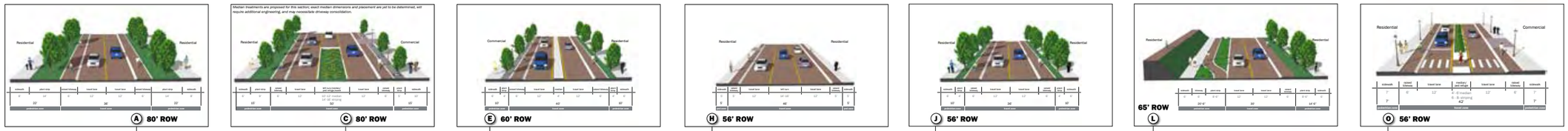
A typical cross-section designed for residential areas

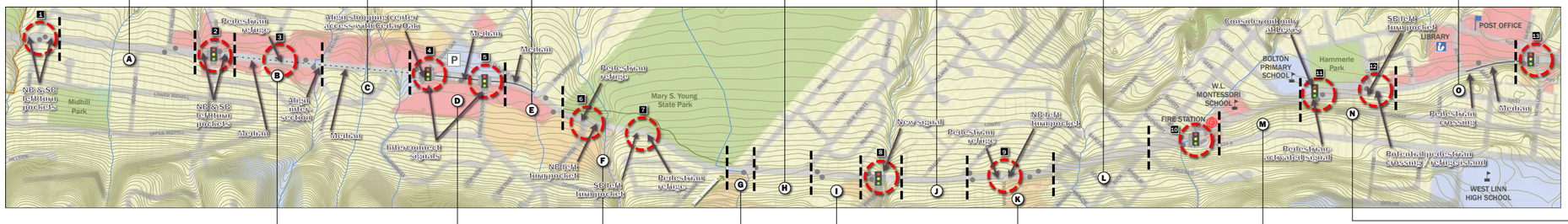
A typical cross-section designed for commercial areas

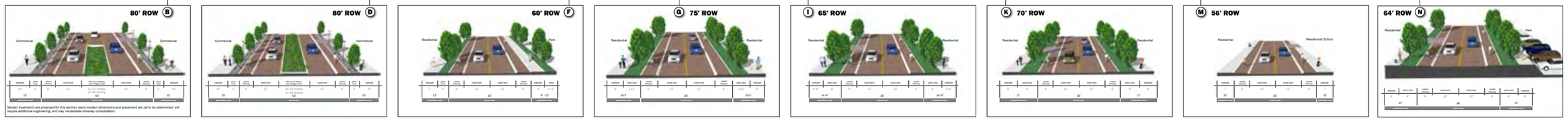


The final concept plan









Notes:

1. All proposed design elements (including cross-sections) are conceptual, and all dimensions and locations are approximate. Future survey work, analysis, and engineering will be necessary to determine final roadway design.
2. Cross-sections shown (A-O) are conceptual, and may be adjusted to accommodate intersections as well as any physical and/or environmental constraints.
3. Raised bike lanes are not yet a standard facility on state highways, and will require further examination and ODOT approval. This process may reveal that the raised bike lanes may not be appropriate for the corridor, or that they may only be appropriate in certain segments of the corridor. Although raised bike lanes will be considered where feasible, the standard, default design is a striped bike lane.
4. ODOT will not be responsible for any maintenence costs associated with landscaped medians. Median installation will be contingent on reaching an enforceable agreement between ODOT and the City of West Linn, local business associations, neighborhood groups, and/or any other parties regarding maintenance responsibilities.
5. The placement of trees and other streetscape elements are subject to ODOT safety review.
6. Cross-sections as illustrated are conceptual and do not depict all features (including utility poles and lines, mailboxes, and overhead lights) that currently exist along OR 43.

Proposed Conceptual Design

ORE 43 Conceptual Design Plan

06.28.07

in the Final Proposed Concept Design for OR 43 were designed to respond to adjacent commercial and residential land uses within the corridor as well as public uses such as parks and schools. Attributes of the Final Proposed Conceptual Design follow.

Pedestrian Improvements

OR 43 is currently designed to address the needs of automobile drivers, often to the detriment of other users. One of the primary charges of the project was to re-design OR 43 into a truly multi-modal corridor. Accordingly, the Final Proposed Concept Design significantly improves the pedestrian environment. Pedestrian improvements along the study area are as follows.

Continuous, High-Quality Sidewalks
One of the foremost priorities for the project and the public was to provide continuous, high-quality sidewalks throughout the entire length of the corridor, and the final design accomplishes this. Furthermore, existing sidewalks have been widened where possible, especially within commercial nodes.

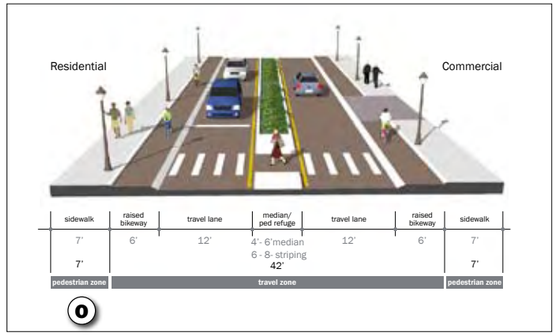
In addition to providing continuous pedestrian facilities, the overall quality and safety of those facilities has been improved. Where right-of-way allows, existing curb-tight sidewalks have been replaced with sidewalks that are set back from the roadway, separated by planting strips between the sidewalk and the road itself. These planting strips effectively separate the pedestrian from moving traffic and provide a physical buffer, increasing actual and perceived safety along the sidewalk in addition to beatifying the streetscape.

Improved Pedestrian Crossings
The final concept design both improves existing pedestrian crossings, and introduces new opportunities for safe crossings along the corridor.

Existing crossings are maintained within the plan. To ensure that safety is maintained and improved, marked pedestrian crosswalks will continue to be provided at all signalized intersections. In addition to clear striping, the possibility of “count-down” pedestrian timers at intersections has been discussed during the planning process. These timers visually display and count down the amount of time a pedestrian has to safely cross the street before the signal changes. Although not formally included as part of the Final Proposed Conceptual Design, these timers can be a real amenity to pedestrians and may significantly increase real and/or perceived safety. For these reasons, the City may consider installing these in the future.

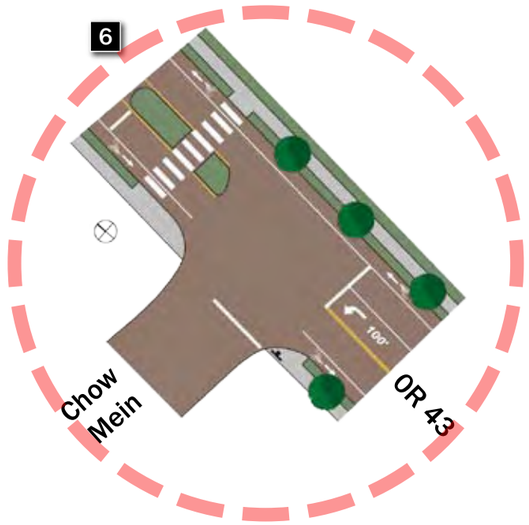
In addition to improvements to existing intersection crossings, the concpet plan recommends several new pedestrian crossings. These crossings typically are proposed at unsignalized “T” intersections, and are strategically located near activity centers, commercial areas, and high-density residential developments. These new crossings include pedestrian refuge islands, which allow the pedestrian to cross safely at unsignalized intersections by providing a safe stopping point in the middle of the roadway, thereby permitting the pedestrian to cross one direction of traffic at a time. In addition to increasing the overall number of opportunities to safely cross the street, pedestrian refuge islands also create opportunities to introduce vegetation to the streetscape, provided that vegetation is kept low enough to ensure that motorists can see pedestrians within it.

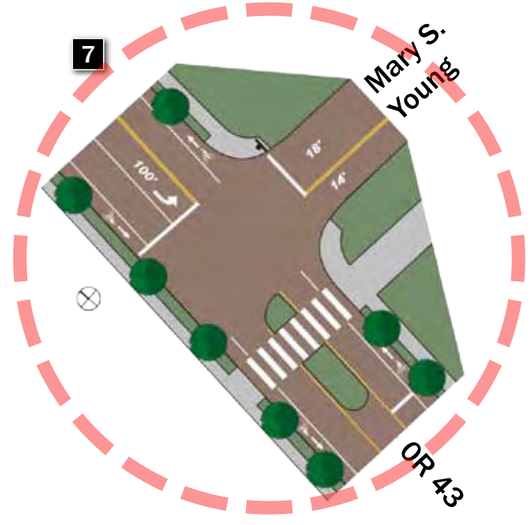
ODOT requires a crosswalk study, approved by the state traffic engineer, for all marked crosswalks at unsignalized locations, to ensure that the new crossing would provide real safety benefits rather than a false sense of security. The criteria for establishing marked crosswalks on State highways such as OR 43 can be found in Section 6.6 of the ODOT Traffic Manual available on ODOT’s website.

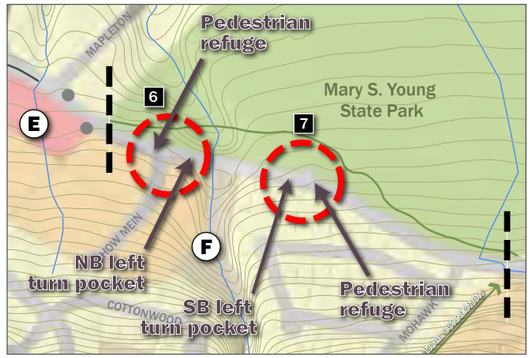


Cross-section employing a pedestrian refuge

Pedestrian refuge and median crossing examples







Examples of recommended new pedestrian crossings

Bike Improvements

Bicycle facilities as they currently exist along OR 43 often create dangerous conditions for bicyclists. Although bike lanes are provided throughout, they often share space with the emergency shoulder and/or on-street parking, creating a confusing, ambiguous space which often causes conflict between parking and turning cars and bikes. Furthermore, bike lanes along OR 43 are often cluttered with debris, including trash receptacles, which can create dangerous obstacles for bicyclists.

During the public process, many community members voiced their support for separating bicycle facilities from vehicular traffic in order to increase bicycle safety along the corridor. Community members initially supported designing a bike facility that was set behind a planting strip, and aligned directly adjacent to the sidewalk. However, the large number of residential and commercial driveways and intersections precluded this type of design, as right-turning vehicles would be unable to make visual contact with bicyclists that are set back from the roadway.

Despite these difficulties, the planning team sought to integrate this preference for a safer bike facility within the final design, and has done so by introducing a grade-separated bike facility to the final concept plan. Rather than separating modes with a striping or landscaping, the raised bike path separates the bike lane vertically, raising it approximately six inches above the roadway. Users therefore feel a greater sense of separation from traffic than in conventional, painted bike lanes. These facilties may include a mountable, rolled curb, which allows cars to make right turns into driveways while increasing driver awareness of bicyclists. As the raised bike lane approaches intersections, it is dropped and becomes level with the roadway.

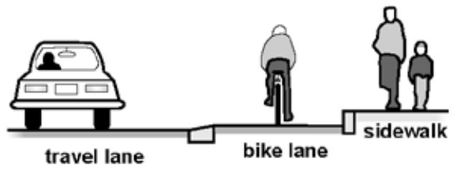
Although these facilities may improve overall safety for bicyclists, there are some complications that need to be considered. There are typically greater construction costs associated with raised bike lanes, as travel lanes and bike lanes must be paved separately, and a narrow paving machine may be required for paving the bike lane. Additionally, although raising the bike lane does help to keep dirt and debris out of the bike lane, street sweepers may have difficulty cleaning the facility. However, these additional costs may be largely mitigated through maintenance savings, as raised bike facilities typically receive less wear and tear, accumulate less debris overall, and require less frequent re-striping.

Another complication to consider, however, is that raising the bikeway effectively eliminates the dual functionality of the existing bike lane, as its ability to serve as both a bike lane and emergency shoulder is diminished. However, although the emergency shoulder is lost with the introduction of the raised bike lane, the rolled curb allows cars to mount the bike lane to clear the roadway during emergencies.

Raised bike lanes will also in most cases prevent cars from veering into the bike lane in order to pass stopped, left-turning cars. Because the shoulder along OR 43 is currently a marked bicycle lane, cars are currently not legally permitted to pass other cars within the bike lane (though this practice is common). The curbed facility will increase bicycle safety by preventing these maneuvers.

It must be noted that, while raised bike lane facilities are described in the 1995 Oregon Bicycle and Pedestrian Plan, they are not yet a standard facility on state highways. During engineering, they will require further examination and ODOT approval. This process may reveal that the raised bike lanes may not be appropriate for the corridor, or that they may only be appropriate in certain segments of the corridor. Although raised bike lanes will be considered where feasible, the standard, default design is a standard striped bike lane.

It should also be noted that TriMet has no experience with raised bike lanes and consideration would need to be given to the design of transit stops in relation to these bikeways.



A grade separated bike lane
Source: 1995 Oregon Bicycle and Pedestrian Plan

Example of a raised bike path in Eugene, OR

Example of proposed raised bike facility

Example of raised bike lane
Source: 1995 Oregon Bicycle and Pedestrian Plan

* Raised bikeway subject to ODOT review and approval

Transit

As previously noted, TriMet is planning to abandon eight bus stops along OR 43 in West Linn. However, as the concept plan is implemented and pedestrian access throughout the corridor improves, bus stops may be re-evaluated and/or reinstated.

The preferred method for loading and unloading bus passengers is to do so while remaining within the travel lane, as this is most efficient. However, there may be a need to provide one or two bus pullouts over the length of the corridor. These pullouts would allow buses to pullout of the roadway as they load and unload passengers, and give the bus a place to idle when dwell time is needed. Pullouts also permit cars to pass stopped, loading buses. Although they can allow for greater automobile mobility, transit operators often disfavor them, as they can find it difficult to pull back into traffic after loading.

Although it is not within the bounds of this project to identify locations for and design bus pullouts, TriMet may be open to evaluating the need for pullouts along the corridor in the future. It must be noted, however, that OR 43 is not currently a frequent bus route, and vehicular delays caused by in-flow loading are therefore not extreme in nature. Other improvements associated with this conceptual design plan may help to alleviate delays. TriMet does intend to convert this line into a frequent bus route in the next five years, however. It is anticipated that this extra service will tie in with the pedestrian and streetscape improvements proposed within this plan.

Aesthetic Improvements

Several opportunities to introduce vegetation to the streetscape are illustrated within the final concept design. Notably, planting strips have been introduced to separate the sidewalk from the bike path and roadway. These planting strips improve perceived safety conditions for pedestrians, and the landscaping serves to visually soften the streetscape. Additionally, planting strips may help to manage stormwater by receiving downhill runoff.

It must be noted, however, that as an ODOT facility, streetscape design elements along the corridor are subject to ODOT design standards. Tree placement within the planting strip are subject to ODOT review. Current ODOT standards stipulate that trees should be a minimum of 6’ from the curb (this standard applies to the tree at its maturity). Tree placement will also be reviewed in order to ensure that visual clearance is maintained at driveways and intersections.

In addition to vegetated planting strips, street tree wells have been recommended along commercial areas to separate the sidewalk from the bikeway, and to aesthetically enhance the streetscape. These tree placements will be subject to the same ODOT review process discussed above.

Vegetated medians have also been proposed within the final concept plan, and existing medians have been enhanced with landscaping. Landscaping elements within central medians and pedestrian refuge islands will likely require ODOT review in order to ensure that chosen plant materials maintain visual clearance for drivers.

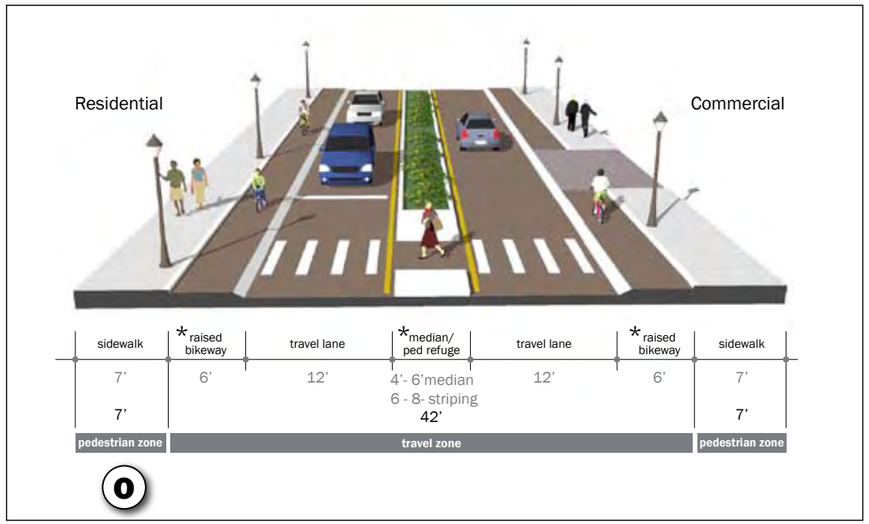
In addition to their aesthetic functions, strategically placed medians also serve to channelize traffic, thereby improving overall vehicular mobility. Managing and consolidating access, especially in commercial nodes, minimizes stopped, left-turning cars where these maneuvers can be dangerous and/or cause traffic delays. Within the final proposed design, medians are shown where they currently exist, and have been introduced where they are most needed for access management and safety purposes. In other locations (primarily within the Robinwood commercial area), medians are depicted, but their exact locations are intentionally left open. Exact median placement in this area should be determined with the participation of area business and property owners during preliminary engineering. Driveway consolidation in this area is highly encouraged.

Medians may also serve a stormwater management function. When designed as swales and constructed with slotted curbs, they allow street runoff to flow into the planters and infiltrate into the soil, rather than being channelized into storm drains. In order to serve in this capacity, however, the street would have to be re-designed, eliminating the crown which currently directs water away from the street and into gutters and ditches. Inverting the crown would permit water to flow freely into the median. It should be noted that stormwater swales, whether in the median or along the side of the roadway, are not a standard ODOT design, and would be subject to ODOT review to consider cost, safety, and maintenence issues before implementing these features.

With the introduction of landscaped medians into the streetscape comes the responsibility for maintaining them. ODOT will not be responsible for any maintenence costs associated with landscaped medians. Median installation will therefore be contigent on reaching an enforceable agreement between ODOT and the City of West Linn, local business associations, neighborhood groups, and/or any other parties regarding maintenance responsibilities.

Current conditions

Examples of vegetated medians



Vegetated median proposed for OR 43

* Raised bikeway subject to ODOT review and approval

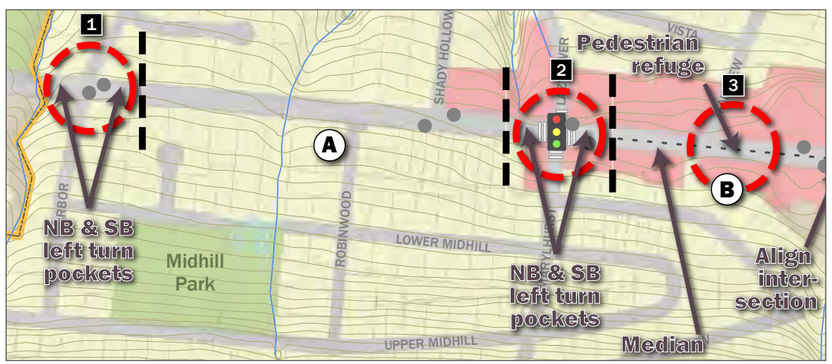
* Landscaping/swales subject to ODOT approval and maintenance agreement

Traffic Mobility Improvements

Several improvements have been made within the final plan to improve overall vehicular mobility. Notably, left turn bays have been provided at key intersections, thereby eliminating unnecessary backups where cars may stop in the roadway while waiting for "gaps" to make a left turn. New left turn bays have been provided on OR 43 at Arbor, Lazy River, Chow Mein, Mary S. Young State Park, White Tail, and Lewis.

Another major mobility improvement is recommended for the highway along the Robinwood Shopping Center. The plan includes integrating the traffic lights at Cedar Oak and Hidden Springs in order to maximize traffic flow. Additionally, the plan recommends relocating the driveway access from OR 43 into the Robinwood Shopping Center, and aligning it with Cedar Oak. This will create a true, 4-leg intersection and improve traffic flow in and out of the shopping center.

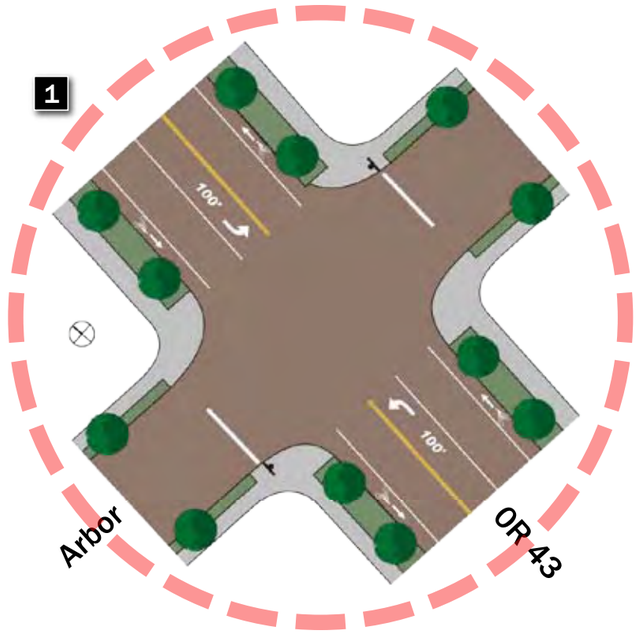
Some issues associated with this realignment will need to be addressed during preliminary engineering, however. These issues include examining the effect of the "skew" angle of Cedar Oak on the proposed improvement, as well as examining any right-of-way takes which may be associated with the improvement. Signage issues associated with proposed new right turn and right through lanes on OR 43 at Cedar Oak will also requie ODOT examination.

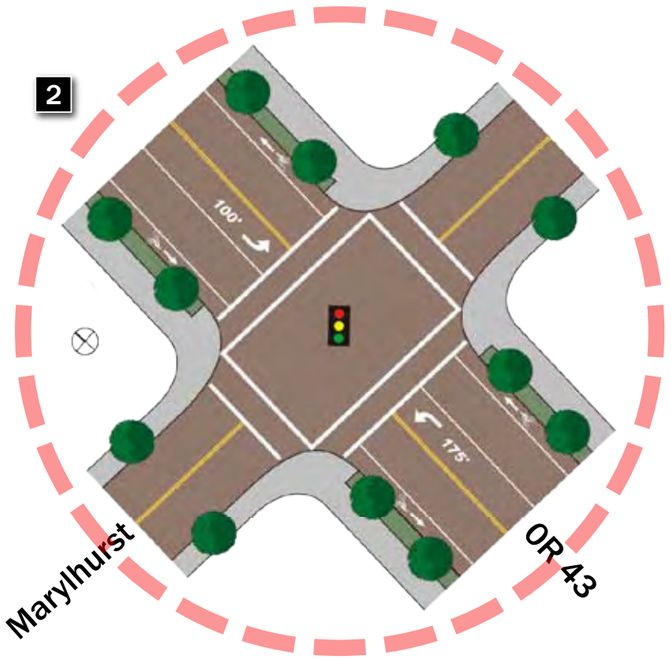


Proposed new turn pockets at key intersections

If these issues cannot be satisfactorily resolved, status quo conditions will prevail.

Two other major mobility improvements include introducing a signal at the OR 43 / Pimlico intersection, and creating a formalized circulation plan at Bolton Primary School and Hammerle Park, in order to minimize delays during school drop-off and pick-up hours.





III. THE PLAN: A DETAILED LOOK

The following section discusses in greater detail the design features and recommendations contained within the Final Proposed Conceptual Design Plan for OR 43. It is organized geographically, and will examine the corridor segment by segment, from north to south.

Segment A / Intersection 1

Segment A is an 80' cross-section surrounded by residential uses. An 8' sidewalk has been provided behind a large, 14' planting strip. Trees within the large planting strip will help to maintain the area's more rural, residential character.

Intersection improvements include the addition of both northbound and southbound turn pockets from OR 43 onto Arbor. Wider lanes have been provided along Arbor as it approaches the intersection with OR 43. This improvement will allow right-turning cars to edge around stopped cars waiting to make a left turn movement onto OR 43.

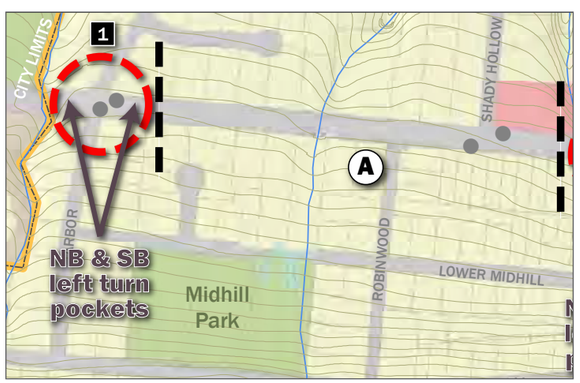
The removal of the center turn lane on OR 43 eliminates the possibility of making a "two-phased" left turn from Arbor onto OR 43. However, safety concerns dictate that the project's priorities must lie with improving safety and mobility along the OR 43 corridor itself, rather than increasing convenience along side streets. Providing a continuous center turn lane on OR 43 to allow for left turn movements from Arbor is mutually exclusive with the much needed left turn lane from OR 43 onto Arbor. For this reason, motorists turning left from Arbor onto OR 43 are encouraged to do so at the nearest signalized intersection, in this case Marylhurst / Lazy River.

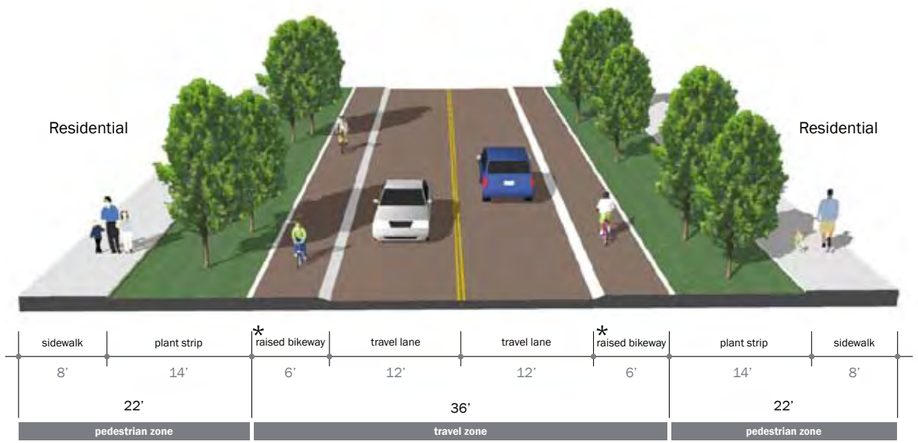
Although there was significant community demand for a marked crosswalk at Arbor, the project team determined that because Arbor is not a signalized intersection, it may not be an entirely safe place to encourage pedestrian crossings. However, planning work is currently underway to link Robinwood Park and Midhill Park with an official trail. Accordingly, a pedestrian crossing may be placed somewhere between Arbor and Marylhurst at some point in the future as the trail plan is determined and refined. If this future crossing does not occur at a signalized intersection, it should ideally be located midblock, at a "T" intersection (at the south leg of Shady Hollow, for example).

The summary of impacts related to these intersection improvements are as follows:

Arbor Drive:

- In order to accommodate northbound and southbound left turn lanes within the existing 80-foot ROW on Highway 43, the proposed cross section with 22-foot planter/sidewalk on each side would be narrowed by approximately 7 feet on each side.
- New curb returns on Arbor Drive may require some additional ROW at the corners or along Arbor Drive if final design includes new sidewalks or widening for the side street.
- No driveways on OR 43 are adjacent to the proposed turn lanes.
- Moving the northbound bus stop to the north side of Arbor Drive would also help facilitate northbound right turns onto Arbor.





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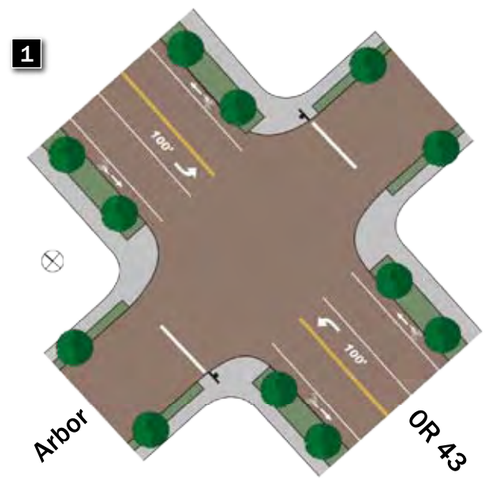

* Raised bikeway subject to ODOT review and approval

ORE 43 CONCEPTUAL DESIGN PLAN

Scale: 1"=80'

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NOTE:

ALL PROPOSED DESIGN ELEMENTS ARE CONCEPTUAL, AND ALL DIMENSIONS AND LOCATIONS ARE APPROXIMATE. FUTURE SURVEY WORK, ANALYSIS AND ENGINEERING WILL BE NECESSARY TO DETERMINE FINAL ROADWAY DESIGN.

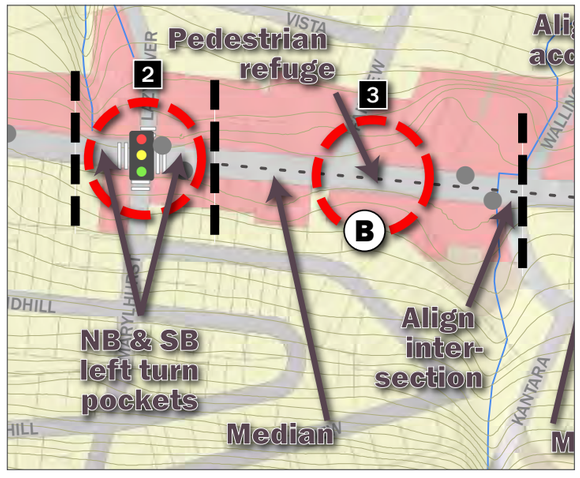
HIGHWAY 43/ARBOR DRIVE
JUNE 1, 2007
1/8

Segment B / Intersections 2 & 3

Segment B is an 80’ right-of-way with commercial uses on both sides of the street. Consequently, wide (10’) sidewalks have been provided to account for greater pedestrian traffic. A 5’ planting strip with street tree wells has also been included.

The plan illustrates that medians are desired within this segment in order to channelize traffic and manage access within the commercial node. The exact location and lengths of these medians yet to be determined, however. These median placements will be determined (at a future date, during final engineering), with the participation of local business and property owners. That decision-making process should concurrently address driveway and access consolidation. Minimizing the overall number of driveways can dramatically improve the pedestrian and bike environment as it minimizes conflict with automobiles.

Intersection improvements include the provision of northbound and southbound left turn pockets from OR 43 to Marylhurst / Lazy River.

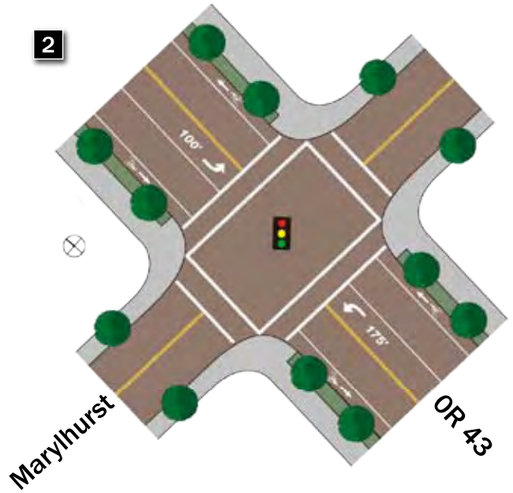


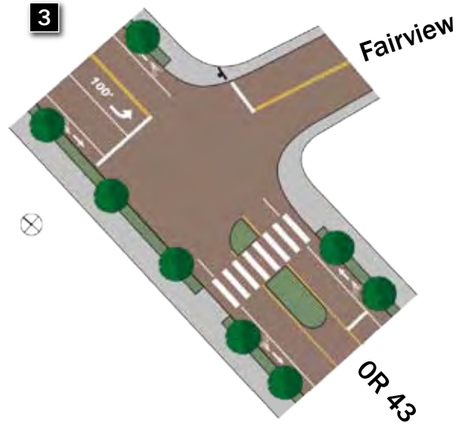
A pedestrian refuge has been provided at the southern leg of the Fairview intersection. This crossing will improve pedestrian circulation and access within the commercial node.

The summary of impacts related to the intersection improvements at Marylhurst Drive/Lazy River Way and Fairview Way are as follows:

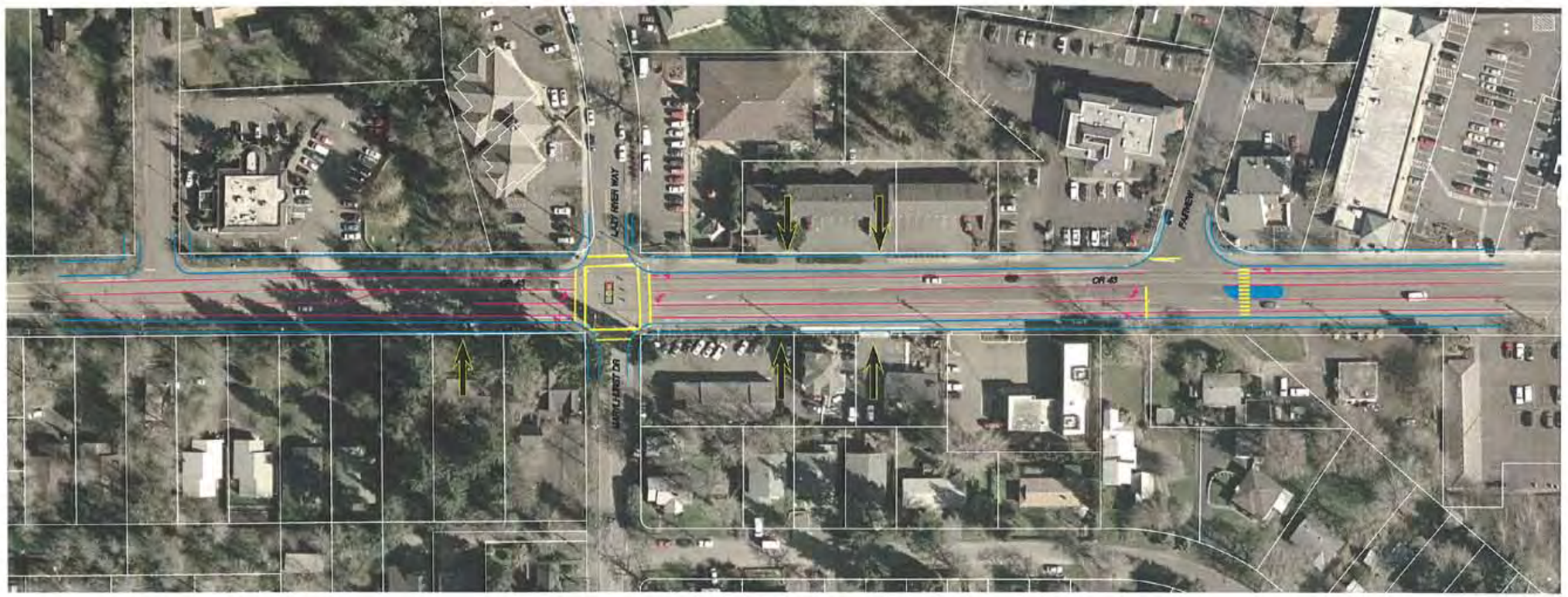
- The proposed cross section fits within the existing 80-foot ROW.
- Driveways are adjacent to the proposed turn lanes, which is the same as the existing condition. One or two locations may have the opportunity to combine driveways, but some conflicts will remain as many buildings are close to the street with one row of parking in front.

Median treatments are proposed for this section; exact median dimensions and placement are yet to be determined, will require additional engineering, and may necessitate driveway consolidation.





* Raised bikeway subject to ODOT review and approval
* Landscaping/swales subject to ODOT approval and maintenence agreement



Scale: 1"=100'

ORE 43 CONCEPTUAL DESIGN PLAN

LEGEND:

TRAFFIC SIGNAL

DRIVEWAY IN CONFLICT WITH SIGNALIZED LEFT TURN POCKET

NOTE:

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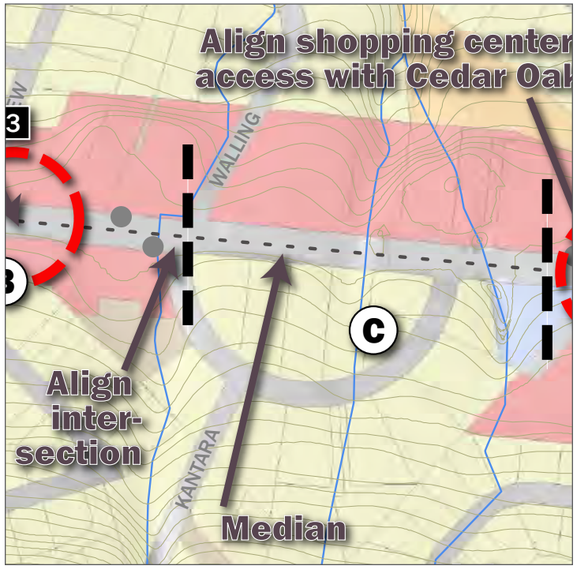
HIGHWAY 43/MARYLHURST DRIVE
HIGHWAY 43/FAIRVIEW
JUNE 1, 2007

2/8

Segment C

Segment C is an 80’ right-of-way with commercial uses on one side of the roadway and residential uses on the other. A wide (10’) sidewalk and street tree wells have been provided on the commercial side of the street, while a smaller (8’) sidewalk and a wide landscaped planting strip is shown on the residential side. As in Segment B, medians are shown as a tool for beautifying the streetscape and managing access, though exact locations and lengths are to be determined during final engineering with the participation of local business and property owners.

The plan recommends aligning the Walling intersection in order to improve functionality and safety.



Median treatments are proposed for this section; exact median dimensions and placement are yet to be determined, will require additional engineering, and may necessitate driveway consolidation.

C

* Raised bikeway subject to ODOT review and approval
* Landscaping/swales subject to ODOT approval and maintenance agreement

Segment D / Intersections 4 & 5

Segment D is generally an 80' right-of-way, with the Robinwood Shopping Center on one side, and the TriMet shared use park & ride on the other. The cross section responds to the greater amount of pedestrian traffic associated with these land uses, and provides 10' sidewalks on both sides of the street, separated from the bike path and roadway by a planting strip with tree wells. A median is planned for the entire length of Segment D. This median is not expected to negatively impact access along the segment, as the Park & Ride and the commercial use at the northwest corner of OR 43 and Cedar Oak both maintain access drives to side streets.

Furthermore, the plan recommends shifting the existing access drive to the Robinwood Shopping Center from its current midblock location to more closely align with Cedar Oak. This alignment will create a true, 4-leg intersection, and is expected to dramatically improve functionality and safety. It should be noted that the shopping center's parking lot configuration would have to change in order to accommodate this new access drive at the northern boundary of the property. Final determinations regarding specific designs for the new driveway, and the effect of driveway queuing on the existing parking lot's functionality are to be studied and determined during preliminary engineering.

As stated in the previous section, some issues associated with this realignment will need to be addressed during preliminary engineering, however. These issues include examining the effect of the "skew" angle of Cedar Oak on the proposed improvement, as well as examining any right-of-way takes which may be associated with the improvement. Signage issues associated with proposed new right turn and right through lanes on OR 43 at Cedar Oak will also requie ODOT examination. If these issues cannot be satisfactorily resolved, status quo conditions will prevail.

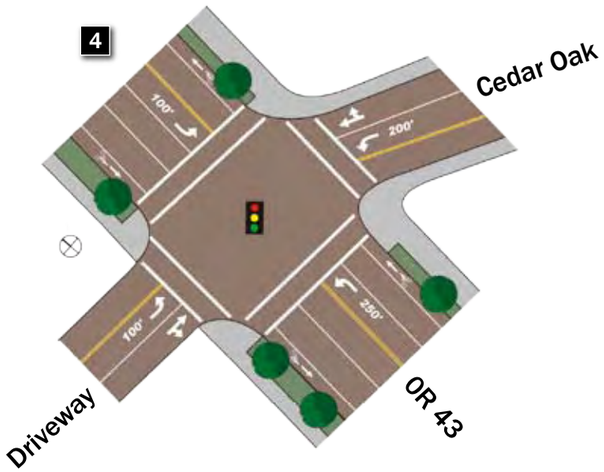
The current property owner has expressed a wish to maintain the existing entrance along HWY 43 as a "right-in / right-out" access drive. However, the recommended driveway realignment is recommended as a safety improvement. Therefore, any decision to keep the current driveway open will depend upon future studies analyzing the safety of maintaining this driveway. It should be noted that the current driveway location and its width negatively impact the pedestrian environment. Furthermore, TriMet has voiced a preference for closing the driveway, based on rider input, as it creates conflicts between automobiles and pedestrians, and endangers transit riders walking to and from nearby bus stops and the park and ride. These moves may also allow TriMet to adjust the current bus stops to better meet the needs of transit riders.

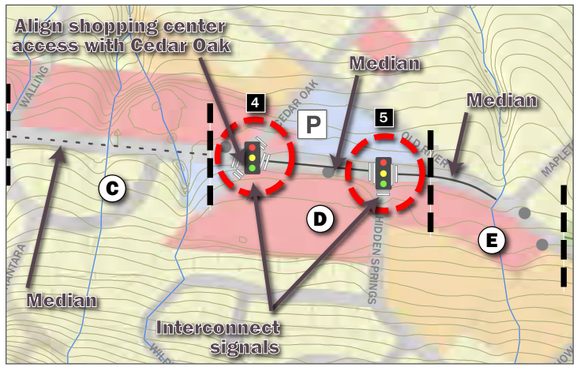
In addition to this realignment, the plan recommends installing a central median along Hidden Springs at the approach to OR 43. This median is designed to prevent left turn maneuvers from the shopping center onto Hidden Springs, and from Hidden Springs into the shopping center. The driveway's proximity to the signal and the volume of traffic flowing through the Hidden Springs intersection makes this maneuver unsafe. The driveway will remain open as a "right-in / right-out" access point. Drivers wishing to make left turns into and out of the shopping center would be encouraged to do so at the access drive located at the rear side of the site (at the property's southern edge).

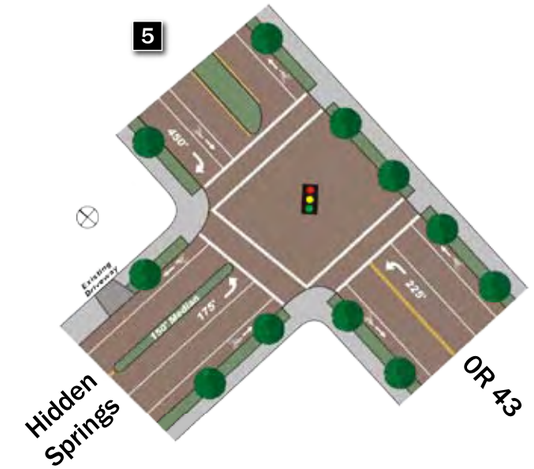
To further maximize vehicular mobility in this area, the plan recommends interconnecting the traffic signals at Cedar Oak and Hidden Springs.

The summary of impacts related to this intersection improvement at Cedar Oak Drive and Hidden Springs Road are as follows:

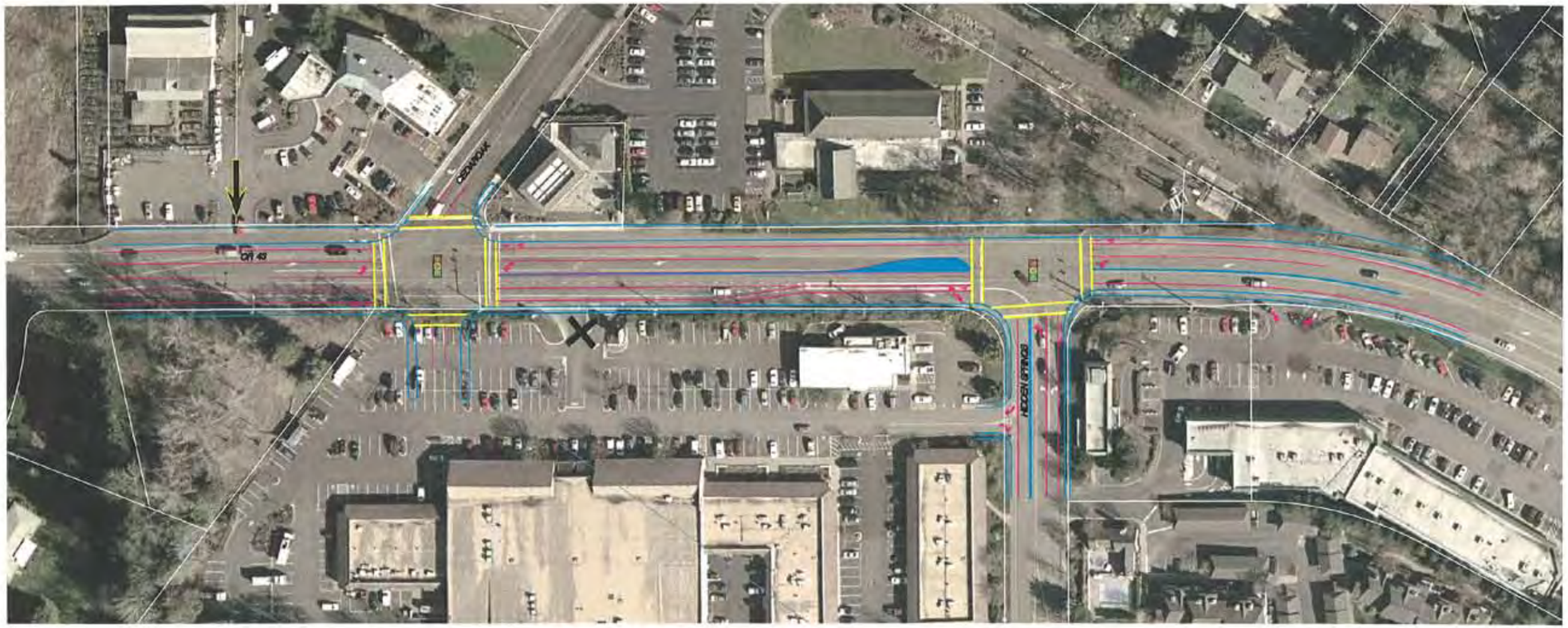
- Existing ROW on Highway 43 is approximately 75 to 78 feet. To accommodate turn lanes and minimize ROW takes, the proposed cross section with 15-foot planter/sidewalk on each side would be narrowed by approximately 9 feet on the west side, requiring additional ROW of 5 to 8 feet total width.
- Relocation of the existing commercial driveway between Cedar Oak and Hidden Springs will eliminate one driveway conflict. One driveway north of Cedar Oak Drive will conflict with the proposed left turn lane on Highway 43, but it is already a shared driveway and other access alternatives do not exist. One driveway south of Hidden Springs Road conflicts with the proposed turn lanes, but may be closed because it is one of three driveways that access a single parking lot. It is currently channelized as right-in, right-out.







* Raised bikeway subject to ODOT review and approval
* Landscaping/swales subject to ODOT approval and maintenence agreement



ORE 43 CONCEPTUAL DESIGN PLAN

Scale: 1"=100'

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Portland, Oregon 97201-5203 Fax: (503) 243-1934

LEGEND:

- TRAFFIC SIGNAL
- DRIVEWAY IN CONFLICT WITH SIGNALIZED LEFT TURN POCKET
- CLOSE DRIVEWAY
- RIGHT-IN/RIGHT-OUT DRIVEWAY

NOTE:

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HIGHWAY 43/CEDAROAK
HIGHWAY 43/HIDDEN SPRINGS
JUNE 1, 2007 3/8

Segments E & F / Intersections 6 & 7

Segment E is a 60' right-of-way with commercial and residential uses. A curbed median currently exists to prevent left turn maneuvers where the highway curves, and the plan maintains this structure, widening it to 4'.

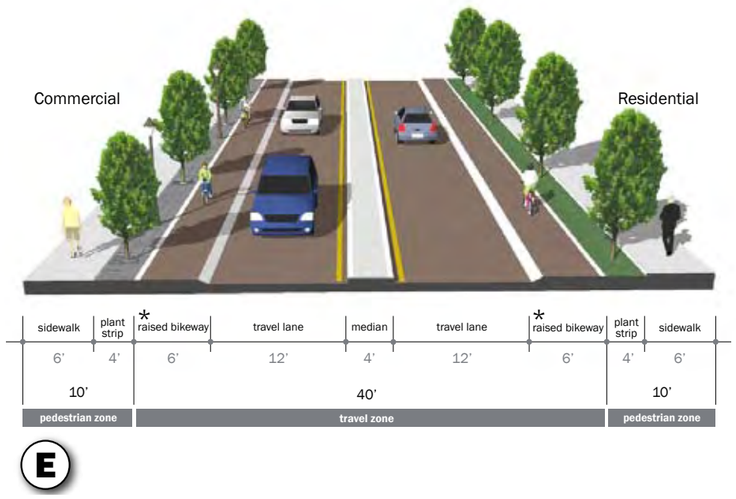
It has been noted that an automobile/bike conflict currently exists at Mapleton and Old River as bicyclists attempt to access the Mary S. Young trail. They must temporarily travel on the "wrong" side of the road, flowing against traffic. Right-turning motorists often fail to look for bicyclists approaching from the right. Although this issue is beyond the reach of the current project, it is a safety concern, and warrants further examination.

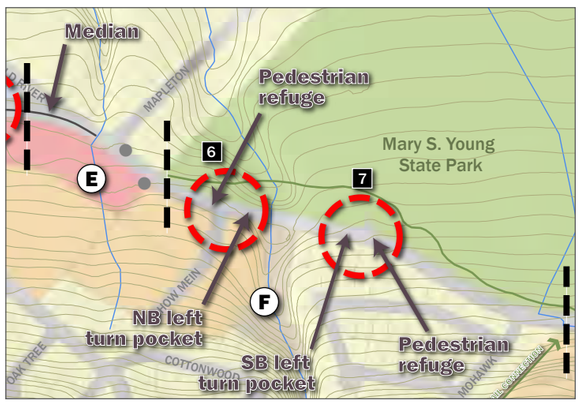
Segment F is also a 60' right-of-way, and borders Mary S. Young State Park. Residential uses, both high and low density, are located on the opposite side of the street.

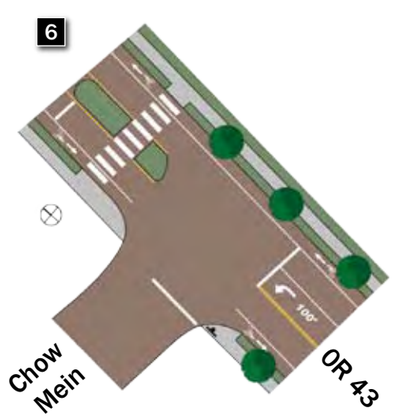
Intersection improvements include turn pockets at Chow Mein and at Mary. S. Young. Additionally, the approach from Mary S. Young to OR 43 has been widened so as to allow right-turning cars to maneuver around stopped, left-turning vehicles. In addition to these mobility improvements, two pedestrian refuge islands have been added to the streetscape. The first is at the northern leg of the OR 43 / Chow Mein intersection. This crossing improves pedestrian circulation between the high-density residential development and the park. The second pedestrian crossing is located at the entrance to Mary S. Young, providing safe passage to the park. The sidewalks and crossing improvements may warrant a re-examination of the bus stop facilities in this area.

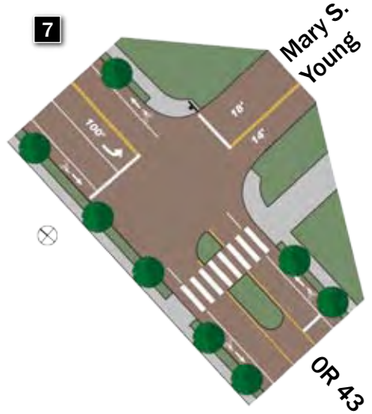
The summary of impacts related to the intersection improvements at Chow Mein Lane and the Mary S. Young entrance are as follows:

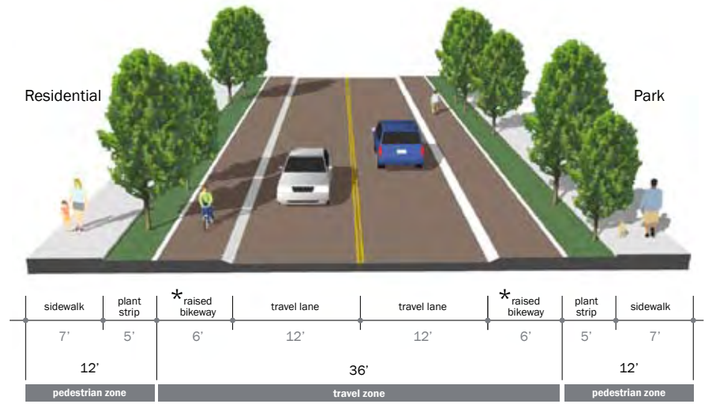
- Existing ROW on Highway 43 is approximately 60 feet. The proposed cross section with a 12-foot planter/sidewalk on the west side and a 7-foot planter/sidewalk on the east side would require additional ROW of up to 9 feet total width. To mitigate for this, planting strips will be eliminated, and sidewalks may narrow a bit at intersections to accommodate for the needed right-of-way. It should be noted that though it is highly preferred, sidewalks along the park side of the street may be removed (only if needed) without great detriment to accommodate for intersections, as a multi-use pathway currently exists just within the park boundaries.
- There are no existing driveway conflicts with the proposed left turn lanes. However there are several undeveloped residential lots on the west side of Highway 43 that will require access when developed.











* Raised bikeway subject to ODOT review and approval

ORE 43 CONCEPTUAL DESIGN PLAN

Scale: 1"=80'

NOTE:

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HIGHWAY 43/CHOW MEIN
HIGHWAY 43/MARY S. YOUNG
JUNE 1, 2007

4/8

Segments G, H & I / Intersection 8

Segment G is a 75' right-of-way, with a high-density residential use on one side of the street, and single-family residential on the other. The cross-section includes 8' sidewalks tucked behind an 11.5' planting strip.

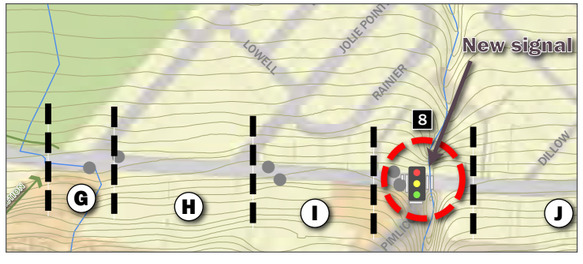
Segment H is a 56' right-of-way. Its limited width necessarily dictates that trade-offs be made during the design process. A center turn lane has been provided to ensure safe turning maneuvers from OR 43 onto Jolie Pointe and into the multi-family development. In order to accommodate for this turn lane, both the sidewalks and the bike lane have been narrowed to 5', and the planting strip has been eliminated.

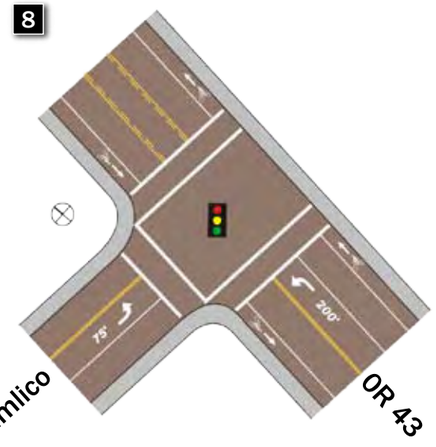
Segment I is a 65' right-of-way surrounded by single-familly uses. Because the roadway widens back out, the planting strip has been re-introduced, and the sidewalks and bike lanes widened.

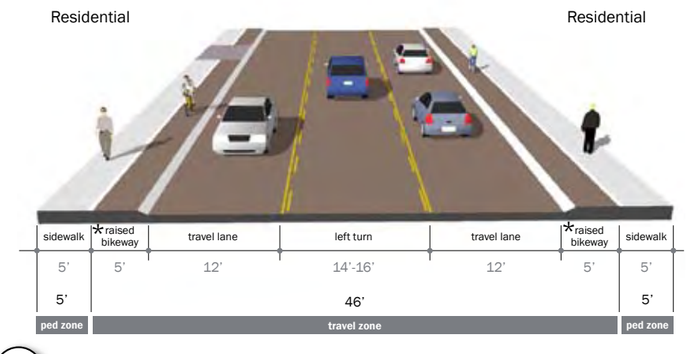
Intersection improvements include a new signal at OR 43 and Pimlico Drive. This new signal is in response to both community input and to the intersection mobility analysis conducted for the project's first technical memo, which showed the intersection's current level-of-service to be deficient. It should be noted that this new signal is subject to ODOT approval.

The summary of impacts related to the intersection improvements at Pimlico are as follows:

- Existing ROW on Highway 43 is approximately 56 to 58 feet. The proposed cross section with 6-foot planter/sidewalk on each side would require additional ROW of up to 6 feet total width. In order to accommodate intersection right-of-way needs, the planting strip would be narrowed and/or eliminated as it approaches the intersection.
- Three existing driveways south of Pimlico conflict with the proposed left turn lane. A driveway at the intersection conflicts with a proposed crosswalk location.







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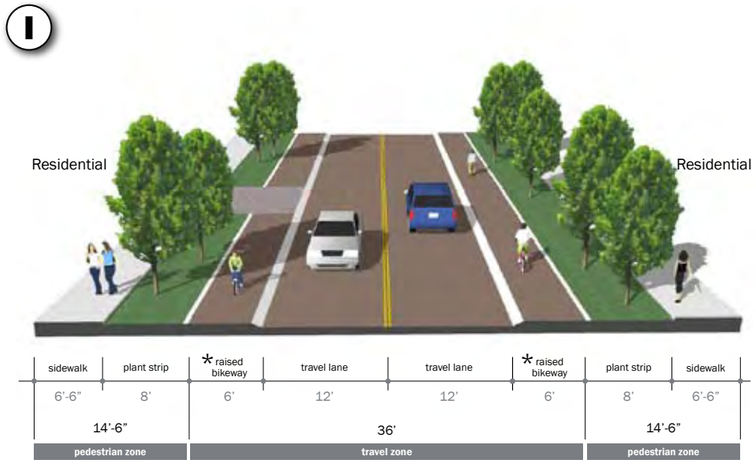
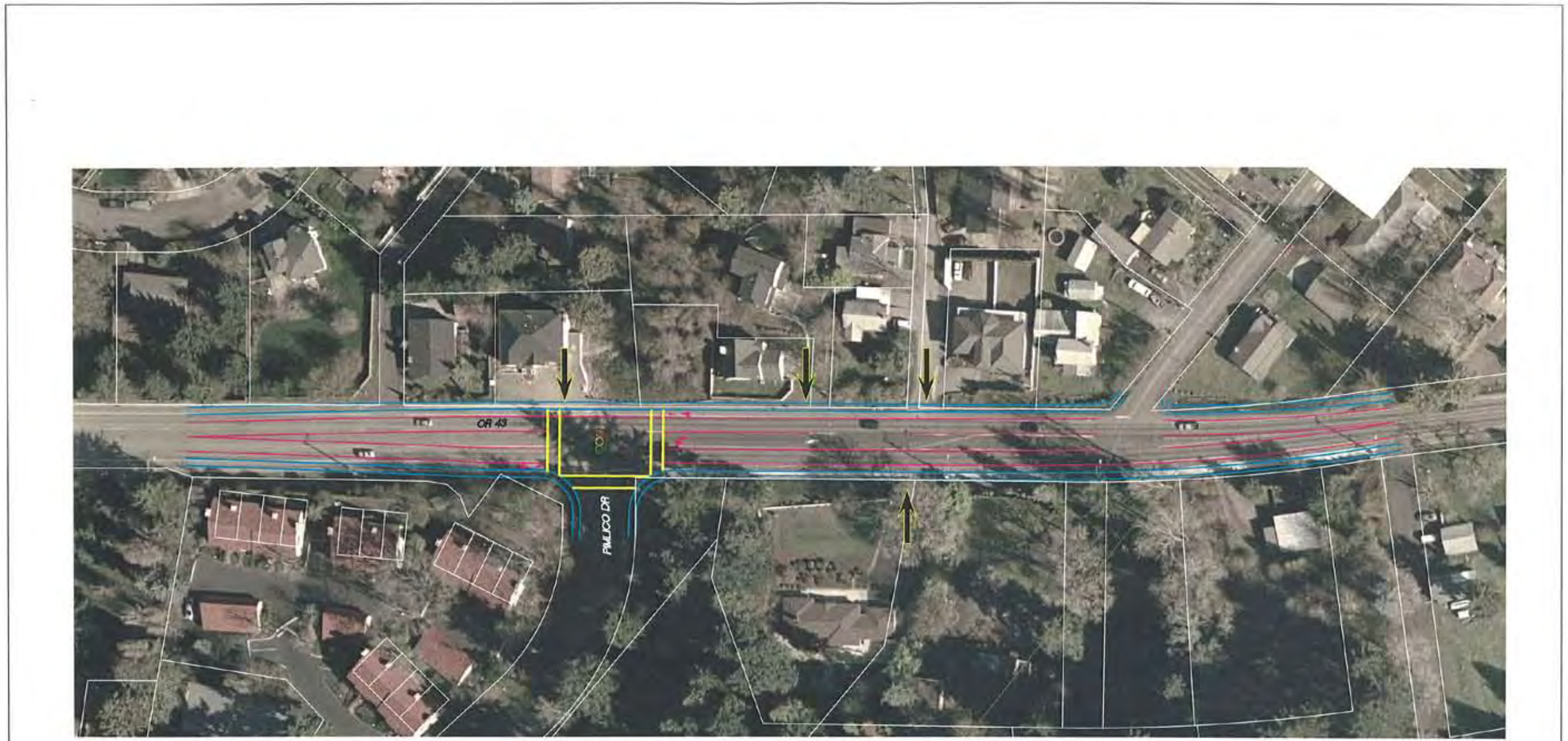


* Raised bikeway subject to ODOT review and approval



ORE 43 CONCEPTUAL DESIGN PLAN

Scale: 1"=80'

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TRANSPORTATION SOLUTIONS

LEGEND:

TRAFFIC SIGNAL

DRIVEWAY IN CONFLICT WITH SIGNALIZED LEFT TURN POCKET

NOTE:

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HIGHWAY 43/PIMLICO DRIVE
JUNE 1, 2007

5/8

* New traffic signal subject to ODOT approval

Segments J & K / Intersection 9

Segment J is a 56' right-of-way surrounded by single-family uses. It includes a 6' sidewalk tucked behind a 4' planting strip. The planting strip may be tapered and/or removed as it approaches the Pimlico intersection, in order to allow for greater intersection right-of-way needs.

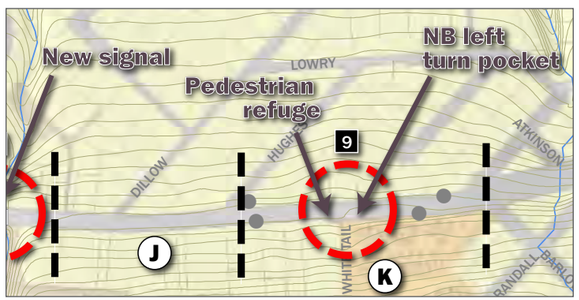
Segment K is a 70' right-of-way, with high-density residential uses on one side of the street, and single-family residential on the other. It includes an 8' sidewalk behind a 9' planting strip.

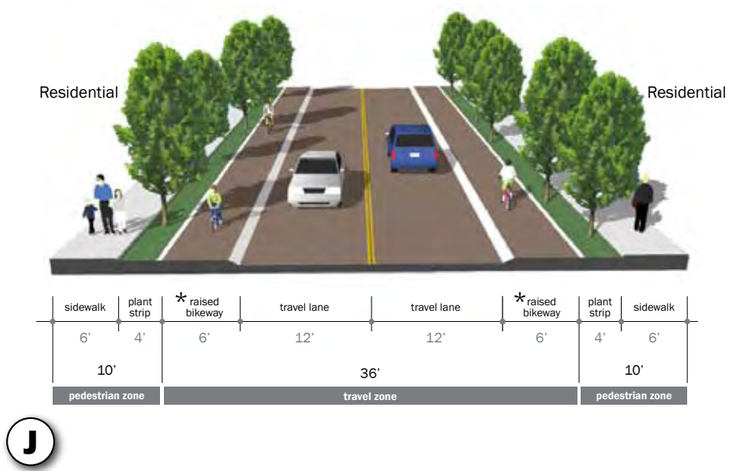
Intersection improvements include providing a northbound left turn pocket from OR 43 to White Tail Drive. This will facilitate access to the multi-family development.

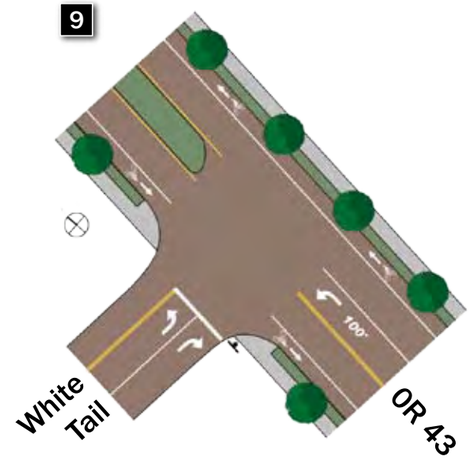
The left turn pocket allows for a pedestrian refuge island at the northern leg of the White Tail intersection. The crossing will improve pedestrian circulation to and from the multi-family development and to nearby TriMet bus stops, which may warrant adjustment as a result of these improvements.

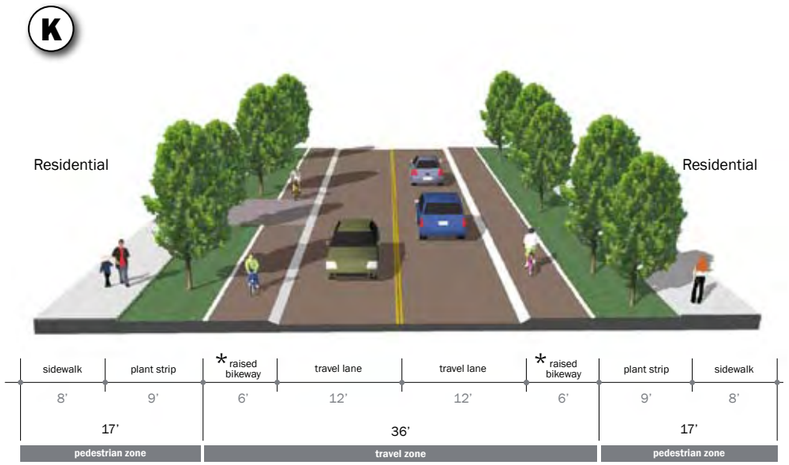
The summary of impacts related to the intersection improvements at Pimlico are as follows:

- Existing ROW on Highway 43 is approximately 57 (north of White Tail) to 69.5 (south of White Tail) feet. By narrowing the proposed planter/sidewalk zone to 6 feet on each side of the proposed cross section, ROW takes of 5 feet in total width would be required north of White Tail. No ROW acquisition would be required south of White Tail.
- There are no existing driveways conflicting with the left turn lane.









* Raised bikeway subject to ODOT review and approval

ORE 43 CONCEPTUAL DESIGN PLAN

Scale: 1"=80'

NOTE:

ALL PROPOSED DESIGN ELEMENTS ARE CONCEPTUAL, AND ALL DIMENSIONS AND LOCATIONS ARE APPROXIMATE. FUTURE SURVEY WORK, ANALYSIS AND ENGINEERING WILL BE NECESSARY TO DETERMINE FINAL ROADWAY DESIGN.

DKS Associates
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1400 SW Fifth Avenue, Suite 500 Telephone: (503) 243-3500
Portland, Oregon 97201-5602 Fax: (503) 243-1934

HIGHWAY 43/WHITE TAIL
JUNE 1, 2007

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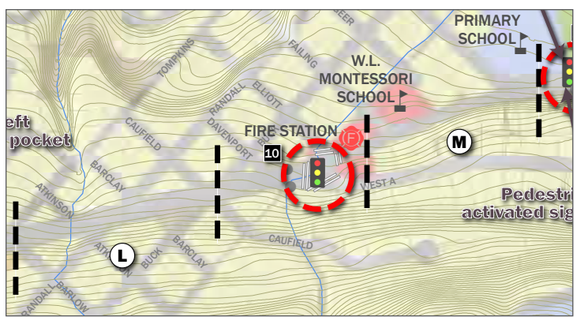
Segments L & M / Intersection 10

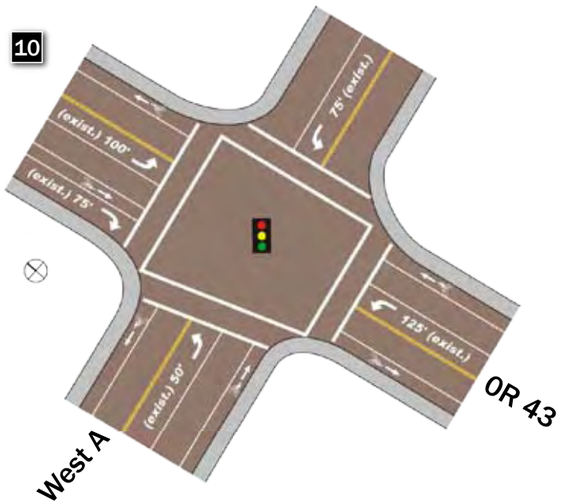
Segment L is a 65' right-of-way running through single-family residential land uses. Because the western, southbound side of the segment runs parallel to a sloped bank where driveways and intersections are absent, the segment presents a unique opportunity to temporarily place the bike lane behind the planting strip. This accomplishes two primary objectives: It further separates the bicyclist from vehicular traffic, providing a greater sense of safety, and it permits the planting strip to serve in a stormwater management capacity. Because planting strips are required to be placed behind the bike lane throughout most of the corridor, their ability to collect street run-off is diminished. However, because Segment L's lack of driveway and intersection conflicts permit the bike lane to be located behind the landscape feature, and allows the planting strip to be located immediately adjacent to the roadway, it is possible to design the planting strip so as to allow stormwater to flow into the planter bed, thereby minimizing stormwater impacts to streams and rivers. As the sloped bank disappears, however, and driveways and intersections once again become an issue, the bike lane and planting strip would once again "switch," and the bike lane would be realigned to be immediately adjacent to the roadway. It should be noted, however, that stormwater swales are not a standard ODOT design, and would be subject to ODOT review to consider cost, safety, and maintenance issues before implementing these features.

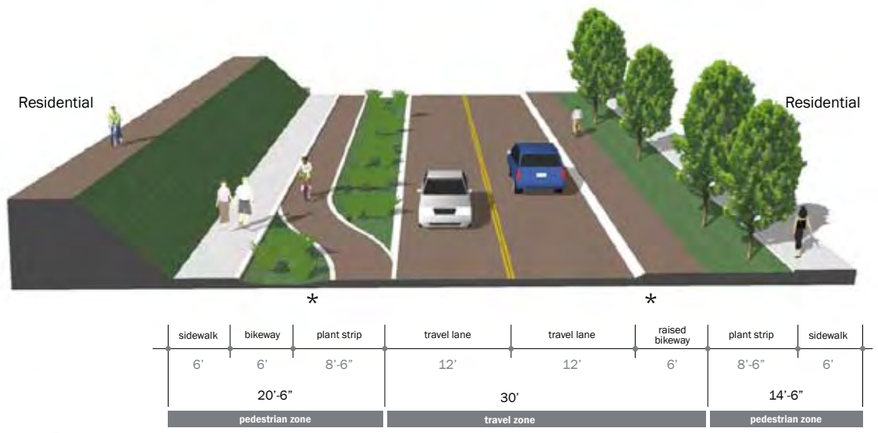
Segment M is a 56' right-of-way, and runs through single-family residential uses. Notably, it also passes the West Linn Montessori School. Due to the segment's limited right-of-way, the planting strip is eliminated in order to ensure that adequate sidewalks and bike lanes are provided.

The Tualatin Valley Fire and Rescue District is currently planning to replace the Bolton Fire Station located at 6050 Failing Street. The District would like to restore access to OR 43 from Failing Street in order to improve emergency response time. Having this access could allow for a more context sensitive fire station design, which would be consistent with the Bolton Neighborhood Plan. Opportunities to re-open Failing Street at OR 43 should be considered during project engineering.

No intersection improvements are proposed for the OR 43 / West A Street intersection.

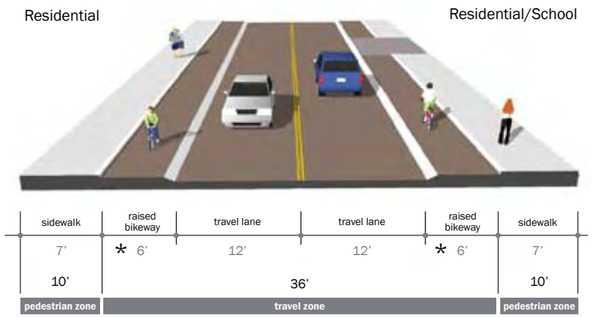






L

M



* Raised bikeway subject to ODOT review and approval
* Landscaping/swales subject to ODOT approval and maintenance agreement

Segment N / Intersections 11 & 12

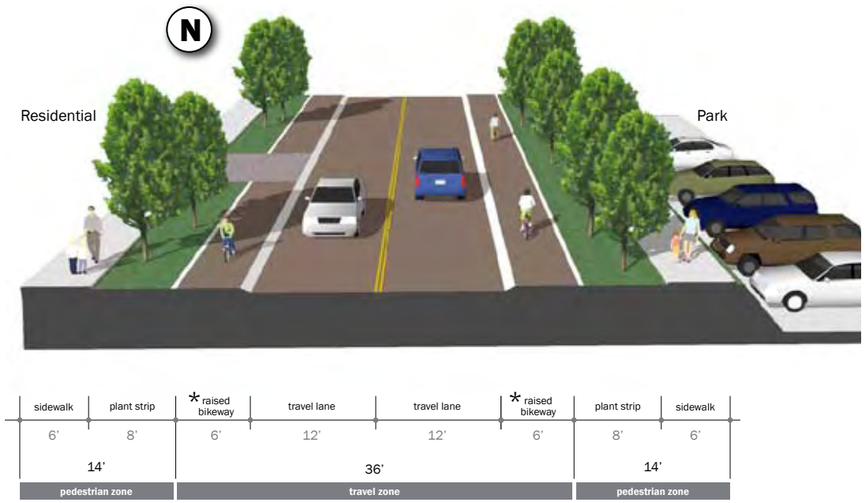
Segment N is a 64' right-of-way, and passes Bolton Primary School and Hammerle Park. Consequently, providing a safe, high-quality pedestrian network is crucial in this segment; thus 6' sidewalks set behind 8' planting strips have been provided on both sides of the street.

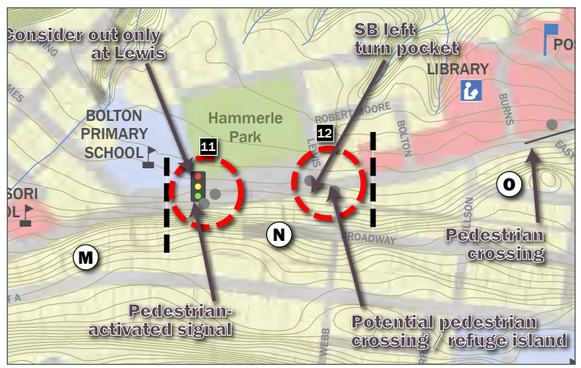
A pedestrian activated signal currently exists at OR 43 and Holmes Street. The plan maintains this signal. Additionally, the community has voiced a preference for a pedestrian crossing / refuge island at OR 43 and Lewis Street as well. However, because a left turn pocket has been introduced on OR 43 to allow for left turn movements from the highway into Lewis, the crossing / refuge island would have to be located at the south leg of the OR 43 / Lewis intersection. This placement may present a conflict between pedestrians and left-turning vehicles from Lewis. The final determination regarding the placement of a pedestrian crossing at this location will have to rely upon future safety studies. It should be noted that providing a safe pedestrian crossing at Lewis may result in TriMet removing their nearby stops at Holmes, as these somewhat redundant stops were initially included because of pedestrian safety concerns.

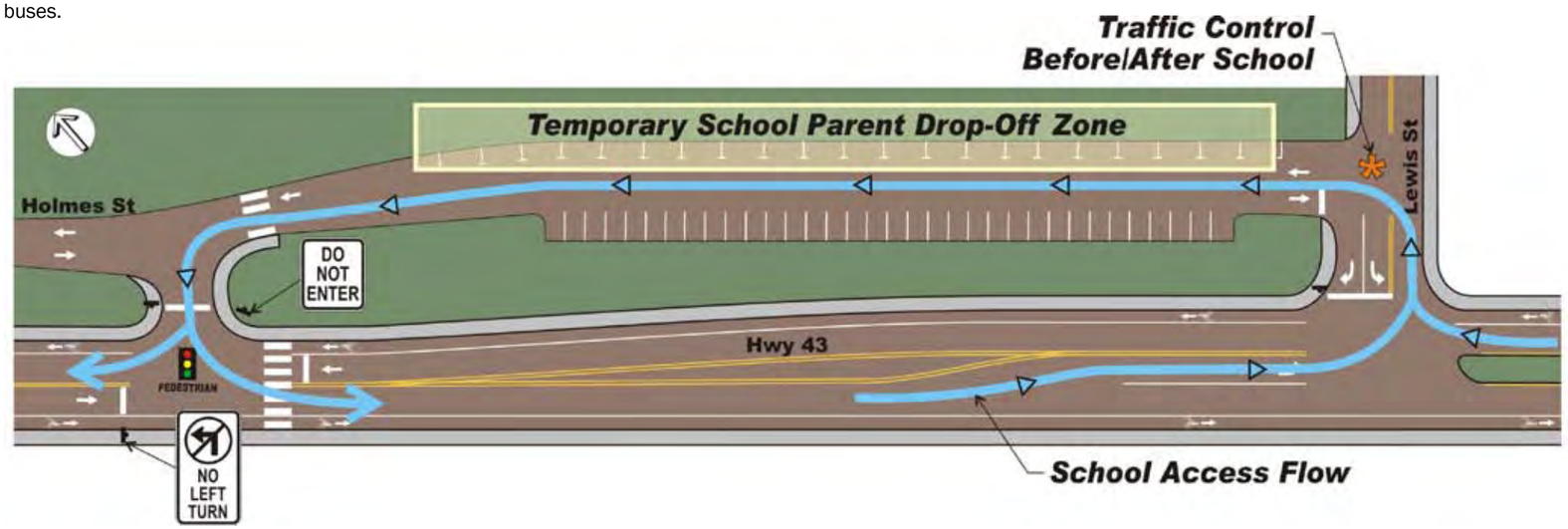
Significant intersection mobility improvements are recommended for Holmes and Lewis. In order to address backups which regularly occur during school drop-off and pick-up hours, the plan recommends a circulation plan, whereby a left turn lane is provided at Lewis, allowing vehicles trying to access the school to enter here. Students may be dropped off at the Hammerle Park parking area. Vehicles can then proceed through to Holmes, which is converted into an exit-only drive. The proposed circulation plan works largely because of the alternating peak demand hours of the school and the park. During early mornings and afternoons, the park is likely to be in less demand, whereas on weekends and early evenings when park use is likely to be higher, the school is closed.

The summary of impacts related to the intersection improvements at Holmes Street and Lewis Street are as follows:

- The existing ROW on Highway 43 is about 63 feet from Holmes Street to Lewis Street and 112 feet north of Holmes for the segment that includes the combined ROW of Highway 43 and Holmes Street where it doubles back parallel to Highway 43. The proposed cross section at Lewis Street would require 64 feet of ROW, just slightly more than is available, requiring only a small amountof additional ROW.
- The greatest challenge for this segment will be grades as the approach grades to Highway 43 are already somewhat steep and widening of the roadway will make them steeper.
- School bus access is essential, but may be challenging due to grades and geometry at Holmes Street. This will require more in-depth investigation at the preliminary engineering level to determine if the proposed layout is feasible for buses.







* Raised bikeway subject to ODOT review and approval

ORE 43 CONCEPTUAL DESIGN PLAN

Scale: 1"=80'

DKS Associates
TRANSPORTATION SOLUTIONS

LEGEND:

TRAFFIC SIGNAL

NOTE:

ALL PROPOSED DESIGN ELEMENTS ARE CONCEPTUAL, AND ALL DIMENSIONS AND LOCATIONS ARE APPROXIMATE. FUTURE SURVEY WORK, ANALYSIS AND ENGINEERING WILL BE NECESSARY TO DETERMINE FINAL ROADWAY DESIGN.

HIGHWAY 43/HOLMES STREET
HIGHWAY 43/LEWIS STREET
JUNE 1, 2007

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Segment 0 / Intersection 13

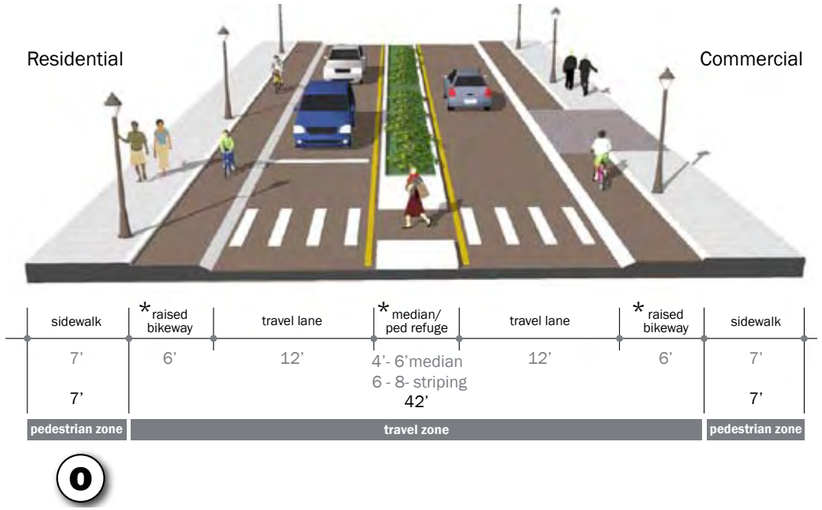
Segment 0 is a 56' right-of-way, and traverses the Bolton commercial node at the southern limits of the study area. Its limited right-of-way dictates that streetscape elements be prioritized. Accordingly, the cross-section eliminates the planting strip in order to maintain the 6' bike lane and provide sidewalks wide enough to accommodate the needs of a commercial area.

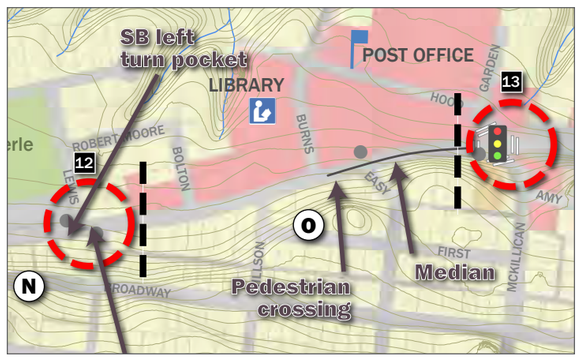
A median currently exists, extending from Hood / McKillican to Easy. The plan recommends extending this median to Burns. Doing so creates an opportunity for a pedestrian crossing at the southern leg of the OR 43 / Burns intersection, thereby maximizing pedestrian circulation and access within the commercial node. The update of the City's Transportation System Plan (TSP) currently underway will examine the need for a new signal at OR 43 and Burns.

Additionally, the plan recommends installing landscaping within the existing, concrete median as a means of beautifying the streetscape.

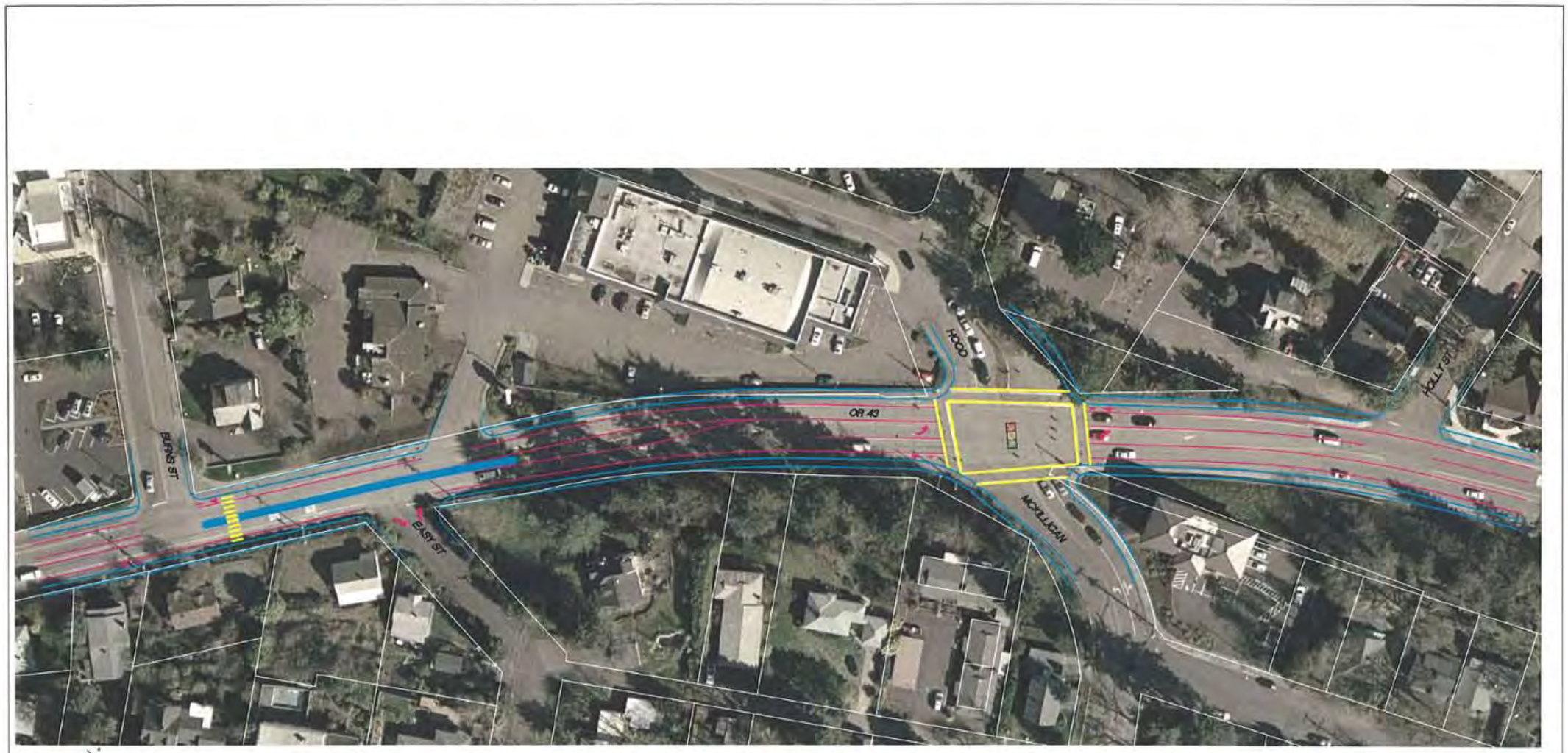
The summary of impacts related to the intersection improvements at Hood Street / McKillican Street are as follows:

- The proposed cross section with left turn lanes would require 64 feet of ROW. At the narrowest point, the existing ROW on Highway 43 is 60 feet, but is generally in the range of 62 to 66 feet so some small slivers of private property acquisition would be required.
- There are no existing driveways that conflict with the proposed left turn lanes on Highway 43.





* Raised bikeway subject to ODOT review and approval
* Landscaping/swales subject to ODOT approval and maintenence agreement



ORE 43 CONCEPTUAL DESIGN PLAN

Scale: 1"=80'

DKS Associates
TRANSPORTATION SOLUTIONS

LEGEND:

TRAFFIC SIGNAL

RIGHT-IN/RIGHT-OUT DRIVEWAY

NOTE:

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HIGHWAY 43/MCKILLICAN
JUNE 1, 2007

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IV. ANALYSIS OF FUTURE TRAFFIC CONDITIONS

This section discusses the effect of the Final Proposed Conceptual Design Plan on 2030 peak hour traffic volumes. The proposed Conceptual Design addresses many of the connectivity and operational issues identified by the public and detailed analysis as deficient throughout the course of the project. However, some issues will require further refinements and, potentially require design exceptions to fully implement this design.

Review of Traffic Analysis

The following are highlights of the traffic analysis work conducted at the beginning stages of the project, information which was used during the conceptual design process. These findings should help in evaluating how well the proposal meets the needs identified in the corridor. Those key findings are as follows:

- Peak hour conditions at unsignalized locations have significant delay for the minor street approaches to the highway. However, only the Pimlico Drive intersection meets warrants for traffic signal controls.
- Peak hour conditions at the study intersections that are controlled by traffic signals operate with moderate congestion, and all comply with the minimum acceptable standards for a state facility.
- The Pimlico Drive intersection with Highway 43 meets preliminary warrants for installing a traffic signal, based on current peak hour volumes. However, further study is needed to fully justify a traffic signal at this location.
- The two locations that are approaching the minimum acceptable limit are the two adjoining intersections at Cedar Oak Drive and at Hidden Springs Drive. The Cedar Oak Drive intersection operates at 90 percent of capacity in the AM peak hour, and the Hidden Springs Road intersection operations at 83 percent of capacity in the PM peak hour.
- The Bolton School access onto Highway 43 provides for a pedestrian activated signal crossing. Vehicle access at this location can create significant queues on the highway, since there is no enough room for a southbound left-turn lane on the highway. It was also noted that the pedestrian push button can be activated by vehicle occupants to create a 'gap' in traffic for egress onto the highway.
- Most of the segments of the Highway 43 do not meet ODOT access spacing standards today. The most significant exceptions are those that have a higher frequency of activity, notably those that serve commercial areas.
- Pedestrian volumes recorded during the AM and PM peak hours at the study intersections showed minimal levels at all locations. The exception is at Cedar Oak Drive, where the park and ride lot for transit access is located.
- Similarly, the observed bicycle volumes and transit usage during peak hours is relatively low. It was noted that bicycle volumes generally are higher during midday and on weekends than the levels observed during weekday commute hours.

2030 Conditions without Proposed Improvements

The table at right illustrates future (2030) intersection performance assuming no roadway capacity or operational improvements are made to OR 43. The table shows that four of the intersections controlled by traffic signals will exceed the minimum operational standards during one or both of the peak hours by 2030 without improvements either to the traffic signal or to the approaches provided at those locations. Locations without traffic signals will continue to have long delays for traffic turning onto the highway.

Table 1: 2030 Future Base Weekday Peak Hour Intersection Level of Service

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)
Signalized Intersections						
Hwy 43 / Marylbrook Dr	A	6.8	0.51	B	10.8	0.59
Hwy 43 / Marylhurst Dr- Lazy River Way	D	41.9	**>1**	D	44.7	**>1**
Hwy 43 / Cedaroak Dr	**F**	95.3	**>1**	B	14.8	0.88
Hwy 43 / Hidden Springs Rd	C	21.7	0.78	E	57.2	**>1**
Hwy 43 / West A St	C	23.8	0.88	C	25.4	0.95
Hwy 43 / Hood St-McKillican St	D	36.0	0.93	D	48.8	**>1**
Unsignalized Intersections						
Hwy 43 / Arbor Dr	A/**F**	**> 50**	0.00/0.98	B/**F**	**> 50**	0.05/**>1**
Hwy 43 / Pimlico Dr	B/**F**	**> 50**	0.12/**>1**	B/**F**	**> 50**	0.27/**>1**
Hwy 43 / Holmes St	B/**F**	**> 50**	0.06/**>1**	B/**F**	**> 50**	0.04/**>1**
Hwy 43 / Lewis St	B/**F**	**> 50**	0.02/0.49	B/**F**	**> 50**	0.02/0.47

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
#/# = Major street turn v/c / Minor street turn v/c

2030 Conditions with Proposed Concept Design

The Final Proposed Conceptual Design Plan addresses some, but not all of the identified operational problems, primarily because of issues with terrain and right-of-way constraints along the study corridor. In addition, the City of West Linn and many residents expressed their preference to retain the narrow, three-lane configuration of OR 43 in order to protect the character of their city. This desire is consistent with ODOT's facility plan for the highway, as well as the Regional Transportation Plan.

At the study intersections, additional turn lanes have been added where they improve overall intersection operations. In several cases, additional northbound and/or southbound through lanes would be required for intersection performance to be within ODOT operational standards. Those intersections will require design exceptions from ODOT.

Storage lengths for turn pockets will generally accommodate the forecasted 2030 95th percentile queue or meet minimum ODOT standards, whichever is greater. Exceptions are those locations where storage is limited by geometry (Lewis Street and Hood Street) or where congestion causes longer queues than can be cleared during a single traffic signal cycle. The proposed lane configurations and storage lengths are shown in the Appendix.

2030 intersection performance according to the improvements suggested as part of the Final Proposed Conceptual Design Plan are illustrated in the table at right.

Findings and Recommendations

- According to local residents, many through vehicles pass left-turning vehicles by using the shoulder on the right at the intersection of Highway 43/Arbor Drive, creating conflicts with cyclists who use the shoulder. Left turn lanes should be added on Highway 43 at Arbor Drive to remove left-turning vehicles from the through traffic stream to improve both safety and queuing on Highway 43. However, the added lanes will not improve delay for vehicles turning onto the highway and the intersection will continue to operate at LOS F on Arbor Drive.
- The intersection of Highway 43/Marylhurst Drive cannot be mitigated to meet operational standards without the addition of additional through lanes on Highway 43, which are not included in the proposed conceptual design.
- A private driveway south of the intersection of Highway 43/Cedar Oak Drive should be relocated farther north to become the west leg of the intersection. Traffic counts were not performed at this driveway but an approximation of the trips at this driveway was made based on trip generation for similar land use. This information was used to determine intersection performance and queue lengths for 2030.
- Circulation at the school and park at Holmes Street and Lewis Street should be modified to allow left turns in at Lewis Street only and exit only traffic at Holmes Street. This would re-direct inbound vehicle traffic to the school through the parking lot that adjoins the park area. It is expected that the peak school activity (before and after school session) would not occur at the same times at peak park activity, and so the conflicts between parked vehicles and entering school traffic would be minimal. There is sufficient right-of-way at Lewis Street to provide a southbound left-turn pocket that cannot be accommodated at Holmes Street. Although this modification would not improve operations for the side streets, left turning vehicles would be removed from the through traffic stream. Lewis Street would not meet the PM peak hour traffic signal warrant in 2030 with this modification.
- The intersection of Highway 43/Hood Street - McKillican Street could be mitigated to a v/c of 0.89 with the addition of an eastbound right turn lane. However the eastbound approach is severely constrained by grade and by a newer building and retaining walls at the southwest corner, so this additional lane would probably not be feasible. With an adjustment to signal cycle length, but without the additional lane, the intersection would barely meet operational standards as shown in Table 2. Property owners east of this intersection have raised concerns about existing queuing on Hood Street during the PM peak hour. A study supporting protected left turn phasing for Hood Street and McKillican Street was presented to the City. Intersection operations would meet operating standards under existing conditions with the modification of left turn phasing from permitted to protected, but would be deficient in 2030 with a v/c greater than 1.0 and an increase in average delay per vehicle for southbound through traffic, the heaviest movement in the PM peak hour. Some of the westbound left-turning vehicles could be diverted to a new traffic signal at Highway 43/Burns Street to ease queuing at Hood Street. It should be noted that the two signals would be less than 700 feet apart

Table 2: 2030 Future Weekday Peak Hour Intersection Level of Service for Proposed Conceptual Design Plan

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)
Signalized Intersections						
Hwy 43 / Marylbrook Dr	A	6.8	0.51	B	10.8	0.59
Hwy 43 / Marylhurst Dr- Lazy River Way	D	41.9	**>1**	D	44.7	**>1**
Hwy 43 / Cedaroak Dr	**F**	**> 80**	**>1**	D	36.6	0.93
Hwy 43 / Hidden Springs Rd	C	28.8	0.75	D	50.1	**>1**
Hwy 43 / Pimlico Dr	C	23.8	0.88	C	31.5	0.99
Hwy 43 / West A St	C	23.8	0.88	C	25.4	0.95
Hwy 43 / Hood St-McKillican St	D	36.0	0.93	D	51.0	0.99
Unsignalized Intersections						
Hwy 43 / Arbor Dr	A/**F**	**> 50**	0.00/0.98	B/**F**	**> 50**	0.05/**>1**
Hwy 43 / Holmes St	A/**F**	**> 50**	n/a /**>1**	A/**F**	**> 50**	n/a /**>1**
Hwy 43 / Lewis St	B/**F**	**> 50**	0.07/0.27	B/**F**	**> 50**	0.07/0.45

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
#/# = Major street turn v/c / Minor street turn v/c

Traffic Signal Warrants

PM peak hour traffic signal warrants were evaluated for the unsignalized study intersections. The intersection of Highway 43/Pimlico Drive does meet this warrant for the existing traffic volumes and the 2030 future base conditions; however, the intersection would require additional mitigation with the installation of a traffic signal to meet operational standards. It should also be noted that meeting the PM peak hour traffic signal warrant alone is not sufficient justification for installation of new signal and additional study would be required. The remaining unsignalized intersections would not meet the PM peak hour warrant for 2030 future conditions.

Outstanding Issues

The recommended Conceptual Design Plan fails to meet the ODOT operating standards during the AM and PM peak hours. The deficient locations include:

- Highway 43 / Marylhurst Dr.–Lazy River Way: AM and PM peak hours
- Highway 43 / Cedar Oak Drive: AM peak hour
- Highway 43 / Hidden Springs Road: PM peak hour

In addition, all locations without traffic signals will have major delays for side street approaching traffic during peak hours. This is consistent with the current findings under existing volumes.

V. COST ESTIMATES AND FUNDING SOURCES

Project Cost Estimates

Estimated costs for implementing the OR 43 Conceptual Design Plan are outlined in the chart at right. The estimates assume that conventional storm drainage systems will be constructed with the roadway.

Possible Funding Sources

Several options exist for obtaining the funding needed to implement the Final Conceptual Design Plan. One such option is to increase the City's transportation system development charge (SDC) rate, using the increase to fund improvements along the corridor. However, this option may not have the capacity to produce a significant level of funding if there is in fact little development occurring along the corridor due to existing buildout.

An additional funding option is to create a city-wide major street improvement program, such as Washington County's Major Street Improvement Progarm (MSTIP), which identified a fixed list of popular projects and funded these projects through property tax increments for a fixed term.

Another option is to compete for Metropolitan Transportation Improvement Program (MTIP) funding. The MTIP is a list of transporation improvment projects compiled by Metro that are funded using federally allocated monies. However, this process is very competitive, and the project would need to be divided into phases in order to compete for funding. The chance of receiving MTIP funding could be improved if the City and/or County is able to have OR 43 designated as a frequent bus route. (Additionally, the pedestrian and bike improvements could be used as opportunities to improve transit accessibility along the corridor.)

Highway 43 Conceptual Design Plan
North West Linn City Limit to south of McKillican Street

			Assumed Unit Cost per SF			
Roadway			$15	$7		
Segment	Total Length [ft]	Limits	Paved Width	Landscape / Sidewalk	Cost / Linear Foot	Estimated Cost
A	1900	North City Limit to Marylhurst	50	30	$960	$1,824,000
B	1080	Marylhurst to Walling Circle (N)	50	30	$960	$1,036,800
C	950	Walling Circle (N) to Cedaroak	50	30	$960	$912,000
D	700	Cedaroak to Hidden Springs	50	30	$960	$672,000
E	750	Hidden Springs to N/o Chow Mein	50	12	$834	$625,500
F	1780	N/o Chow Mein to Mohawk Way	50	12	$834	$1,484,520
G	270	Mohawk Way to Mark Lane	50	25	$925	$249,750
H	590	Mark Lane to Joile Pointe	48	10	$790	$466,100
I	630	Jolie Pointe to Pimlico	50	15	$855	$538,650
J	850	Pimlico to Hughes	36	20	$680	$578,000
K	900	Hughes to Tompkins	50	20	$890	$801,000
L	950	Tompkins to Buck	36	29	$743	$705,850
M	850	West A Street to Holmes	36	20	$680	$578,000
N	840	Holmes to Webb	50	14	$848	$712,320
O	1640	Webb to Hood-McKillican	42	14	$728	$1,193,920
		A. Total Estimated Roadway Cost				**$12,378,410**

Other Improvements

	Number	Unit Cost	
Traffic Signal / New	1	$250,000	$250,000
Traffic Signal / Modified (adding 4th leg)	1	$100,000	$100,000
Traffic Signal / Modified (Protected - Permissive Side Streets)	1	$50,000	$50,000
Ped Refuge Island	5	$20,000	$100,000
New bridge north of Arbor Drive to replace culvert (assumes fish present)*	1	$500,000	$500,000
B. Total Estimated Other Improvements			**$1,000,000**

Subtotal for Street Improvements (A + B)		**$13,378,410**
Contingency	25%**	$3,344,603
Design / Permits	20%	$2,675,682
Administration	15%	$2,006,762
C. Implementation Costs		**$8,027,046**
Grand Total Cost Estimate (A + B + C)		**$21,405,456**

* Without fish, construction costs for a new culvert would be approximately $16,000 ($26,000 with implementation costs).

** It is expected that there will be considerable variability in paving costs per section of the highway depending on existing roadway conditions at the time of construction.

APPENDIX

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Technical Memorandum #1

DATE: May 1, 2007
TO: Project Management Team
FROM: Carl Springer, PE; Colette Snuffin, PE

SUBJECT: **Task 2.2: Technical Memorandum # 1 – Existing Conditions and 2030 Base Future Conditions** P07024-000

This memorandum provides a review of existing and 2030 base future transportation conditions for the ORE 43 Conceptual Design Plan. An analysis of how the transportation system performs today was made to establish a baseline for evaluations. This information is compared to identified performance or design standards, as appropriate, and any elements that are found to be deficient are identified. This information also serves as a basis of comparison for the Proposed Conceptual Design evaluations that will follow. The system review and performance analysis was based upon the transportation system inventory compiled during November 2006, February 2007 and March 2007.

The following ten intersections along Highway 43 (ORE 43) were selected for focused operations analysis. The study intersections are identified in Figure 1.

- Highway 43 / Marylbrook Drive (at Marylhurst University in Lake Oswego)
- Highway 43 / Arbor Drive
- Highway 43 / Marylhurst Drive-Lazy River Way
- Highway 43 / Cedaroak Drive
- Highway 43 / Hidden Springs Road
- Highway 43 / Pimlico Drive
- Highway 43 / West A Street
- Highway 43 / Holmes Street
- Highway 43 / Lewis Street-Webb Street
- Highway 43 / Hood Street-McKillican Street

At each location, traffic data was gathered and analyzed to evaluate current conditions and performance for all modes of travel. Additional data was collected for other aspects of the transportation system including reported vehicle crashes, built facilities as described by City and Metro GIS data, and reported traffic volumes on state and county facilities. The following sections describe the characteristics, usage, and performance of Highway 43 in the City of West Linn.

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Existing Conditions

Motor Vehicle

Field inventories were conducted to determine characteristics of major roadways in the study area. Data collected included posted speed limits, roadway lanes, geometry and lane configurations, and intersection controls. These characteristics define roadway capacity and operating speeds through the corridor. The results are listed in Table 1.

Table 1: Existing Study Area Roadway Characteristics by Functional Classification[1]

Corridor	Posted Speed (mph)	ROW Width (ft)	Number of Lanes	Lane Width (ft)
Principal Arterial				
Highway 43 (Willamette Drive)	35	50-100	2-4	12
Arterial				
Hidden Springs Road	25	60	2	11
West A Street	25	60	2	11
Collector				
Marylhurst Drive	25	50	2	10
Cedaroak Drive	25	50	2	11
Pimlico Drive	25	60	2	14-16
Hood Street	25	40	2	11
McKillican Street	25	60	2	12

Intersection control types at study intersections are shown on Figure 2. Seven of the ten study intersections are controlled by traffic signals. The intersection at Highway 43 / Holmes Street is controlled by a pedestrian-actuated traffic signal. The remaining intersections at Highway 43 / Arbor Drive, Highway 43 / Pimlico Drive, and Highway 43 / Lewis Street-Webb Street are stop-controlled on the minor street approaches.

Highway 43, also known as the Oswego Highway, ORE 43 and Willamette Drive, is a state facility managed by ODOT. The Oregon Highway Plan identifies the Highway 43 as a Statewide Highway within the study area and for the majority of its length in West Linn. Statewide Highways often function as connectors to larger urban areas, ports, provide safe and efficient, high-speed, continuous flow operations, and serve as inter-urban and inter-regional connectors.

Functional classifications and the corresponding design standards for Highway 43 differ slightly between the 1998 West Linn TSP, the Clackamas County Comprehensive Plan and the ODOT's standards. The most significant difference between the three sets of standards is

[1] 1998 West Linn Transportation System Plan, Figure 3-12.

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- Highway 43 / Holmes Street
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Existing Conditions

Motor Vehicle

Field inventories were conducted to determine characteristics of major roadways in the study area. Data collected included posted speed limits, roadway lanes, geometry and lane configurations, and intersection controls. These characteristics define roadway capacity and operating speeds through the corridor. The results are listed in Table 1.

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Hidden Springs Road	25	60	2	11
West A Street	25	60	2	11
Collector				
Marylhurst Drive	25	50	2	10
Cedaroak Drive	25	50	2	11
Pimlico Drive	25	60	2	14-16
Hood Street	25	40	2	11
McKillican Street	25	60	2	12

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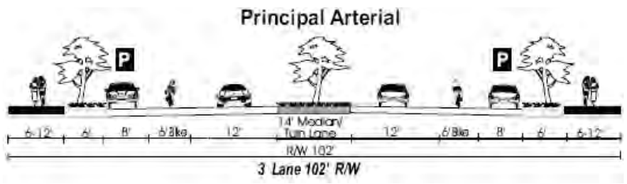
Functional classifications and the corresponding design standards for Highway 43 differ slightly between the 1998 West Linn TSP, the Clackamas County Comprehensive Plan and the ODOT's standards. The most significant difference between the three sets of standards is

[1] 1998 West Linn Transportation System Plan, Figure 3-12.

that ODOT does not allow parking while the other two would allow limited parking. Travel lane, bike lane, and sidewalk widths vary somewhat between the three standards. The sample cross section from the West Linn TSP depicts the maximum right-of-way width for a three-lane principal arterial. ODOT standards would require that cross section to have a 16-foot median/turn lane and no parking for a total maximum right-of-way width of 80 feet. The City, County, and State functional classifications and design standards for Highway 43 are listed in Table 2.

Table 2: Functional Classifications and Design Standards

Jurisdiction	Functional Classification	Design Standard
City of West Linn	Principal Arterial	Vehicle Lane Widths: 11-14' On Street Parking: limited Bike Lanes: 5-6' Sidewalks: 6-12' Landscape Strips: 0-8' Medians/Turn Lane Widths: 0-14' ROW Width on Hwy 43 (per Development Code): 60-80' Sample Cross Section from the TSP: 
Clackamas County	Major Arterial	Paved Width: 36-98' Roadside Parking: restricted Bikeways: yes Sidewalk: yes Landscape Strip: yes, unless impractical due to physical constraints Minimum ROW Width: 60-125'
ODOT	Urban Principal Arterial, Statewide Highway and National Highway System	Travel Lane Width: 12' Left Turn Lane: 16' including 12' raised median with 2' shy on both sides or 12' lane with 2' raised median and 2' shy On-street Parking: none Right Side Shoulder (or Bike Lane): 6' Sidewalk: 6-8' if curbside; 6' with 4-8' buffer strip if separated

Sources: 1998 West Linn TSP, City of West Linn Community Development Code, Clackamas County Comprehensive Plan (updated August 2005), Oregon Highway Plan (updated January 2006), 2003 ODOT Highway Design Manual (Table 8-4)

Motor Vehicle Volumes

An inventory of peak hour traffic conditions was performed during November 2006, February 2007, and March 2007. Ten study intersections were selected for focused analysis in coordination with the City of West Linn and ODOT staff to address areas of concern along Highway 43. AM (7:00 to 9:00) and PM (4:00 to 6:00) peak period turn movement counts were conducted at the study intersections for establishing current traffic performance. Existing peak hour turn movement volumes, lane configurations and traffic control type are shown on Figure 2.

Figure 2 also shows the average daily two-way existing traffic volumes on Highway 43. Vehicle volumes on this roadway within the study area range between 20,700 and 26,800 vehicles per day. These two-way traffic volumes can vary from day to day and month to month based on weather, surrounding roadway conditions (such as construction), and holidays.

Existing Operation Conditions

Level of Service (LOS) and volume to capacity (v/c) ratios are both used as measures of effectiveness for intersection operation. LOS is similar to a "report card" rating based upon average vehicle delay. Level of Service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of Service D and E are progressively worse peak hour operating conditions. Level of Service F represents conditions where average vehicle delay exceeds 80 seconds per vehicle entering a signalized intersection and demand has exceeded capacity. This condition is typically evident in long queues and delays. Unsignalized intersections provide levels of service for major and minor street turning movements. For this reason, LOS E and even LOS F can occur for a specific turning movement; however, the majority of traffic may not be delayed (in cases where major street traffic is not required to stop). LOS E or F conditions at unsignalized intersections generally provide a basis to study intersections further to determine availability of acceptable gaps, safety and traffic signal warrants.

A volume to capacity ratio (v/c) is the peak hour traffic volume at an intersection divided by the maximum volume that intersection can handle. For example, when a v/c is 0.80, peak hour traffic is using 80 percent of the intersection capacity. If traffic volumes exceed capacity, queues will form and will lengthen until demand subsides below the available capacity. When the v/c approaches 1.0, intersection operation becomes unstable and small disruptions can cause traffic flow to break down.

Level of service, delay and volume to capacity ratios are used as measures of effectiveness for study intersection performance. The minimum operational standard specified in the *City of West Linn Comprehensive Plan* (April 2006) is LOS D for all facilities except principal arterials (Highway 43) where the minimum is LOS E. The

ODOT operating performance standards[2] require intersections on Highway 43 within the study area to operate below a maximum volume-to-capacity (v/c) ratio of 0.99. Although Metro's 2040 Growth Concept Plan Map shows a Town Center area between approximately West A Street and McKillican Street, the area has not met specific development criteria spelled out in the Regional Transportation Plan so ODOT does not apply the Town Center v/c standard to this segment.[3]

The PM peak hour intersection volumes were used to determine the existing study intersection operating conditions based on the *2000 Highway Capacity Manual* methodology for signalized and unsignalized intersections[4]. Traffic volumes and level of service calculations can be found in the appendix.

Table 3 summarizes the existing weekday AM and PM peak hour intersection operation at study intersections. Intersections controlled by traffic signals operate within accepted standards during both periods. Two locations with the highest level of peak hour usage are at two adjoining locations. The ORE 43 intersections at Hidden Springs and at Cedaroak use 83 to 90 percent of available capacity[5] today during peak ours, and can serve some additional traffic growth before reaching the maximum 99 percent level specified by ODOT.

The study intersections that are stop-controlled on the minor approaches do not operate within acceptable standards. The estimated delay for vehicles turning left onto the highway from the minor street is very significant, with an LOS F rating. This is a common situation on major highways throughout the State, and, in most cases, the side street volumes are too low to justify additional improvements. Further review will be made to determine if volumes and spacing are sufficient to justify installation of traffic signals or other higher capacity traffic controls.

[2] *1999 Oregon Highway Plan*, Oregon Department of Transportation, August 2006, Policy 1F.
[3] Ross Kevlin, ODOT, March 9, 2007.
[4] *2000 Highway Capacity Manual*, Transportation Research Board, 2000.
[5] Percent of capacity = volume-to-capacity ratio. For example, 83% used capacity is the same as 0.83 v/c ratio.

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Table 3: Existing (2007) Weekday Peak Hour Intersection Level of Service

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)
Signalized Intersections						
Hwy 43 / Marylbrook Dr	A	6.3	0.39	A	9.7	0.46
Hwy 43 / Marylhurst Dr-Lazy River Way	B	16.5	0.79	B	16.3	0.80
Hwy 43 / Cedaroak Dr	C	22.9	0.90	B	10.4	0.65
Hwy 43 / Hidden Springs Rd	B	18.7	0.73	C	25.0	0.83
Hwy 43 / West A St	B	14.5	0.67	B	12.5	0.74
Hwy 43 / Hood St-McKillican St	C	21.6	0.72	C	23.6	0.76
Unsignalized Intersections						
Hwy 43 / Arbor Dr	A/E	44.3	0.00/0.35	B/**F**	**> 50**	0.03/0.37
Hwy 43 / Pimlico Dr	A/**F**	**> 50**	0.08/**>1**	B/**F**	**> 50**	0.16/**>1**
Hwy 43 / Holmes St	A/E	45.5	0.03/0.12	B/**F**	**> 50**	0.02/0.65
Hwy 43 / Lewis St	B/E	43.4	0.01/0.18	B/E	40.0	0.01/0.15

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
#/# = Major street turn v/c / Minor street turn v/c

Traffic Signal Warrants

PM peak hour traffic signal warrants were evaluated for the unsignalized study intersections. The intersection of Highway 43/Pimlico Drive does meet this warrant for the existing traffic volumes; however, the intersection would require additional mitigation with the installation of a traffic signal to meet operational standards. It should also be noted that meeting the PM peak hour traffic signal warrant alone is not sufficient justification for installation of new signal and additional study would be required. The remaining unsignalized intersections do not meet the PM peak hour warrant for existing conditions.

Parking

Very little on-street parking is available on Highway 43 within the study area.

Access Management

Proper roadway access spacing is important to maintain operating characteristics and safety. Typically, each parcel is allowed access to the adjacent roadway. However, when roadway access points are located too frequently along a roadway, action may need to be taken. Access management practices can include closure, consolidation or relocation of accesses.

The ODOT access management standards, as defined in OAR 734-051, call for minimum distances between access points on the same side of the highway. The distances required depend on the posted speed of the facility. Within the study area, the ODOT minimum spacing standard that applies to Highway 43 is 770 feet[6] based on the functional classification of Statewide Highway with a posted speed of 35 mph. ODOT would like to change the functional classification of this segment of Highway 43 to a District Highway.[7] The minimum spacing standard for a District Highway with a posted speed of 35 mph is 350 feet[8].

Most segments of the Oswego Highway (OR 43) do not meet ODOT access spacing standards as a result of frequent roadway intersections or driveways located along the highway as it passes through residential areas.

[6] *1999 Oregon Highway Plan*, Oregon Department of Transportation, August 2006, Table 13.
[7] Ross Kevlin, ODOT, noted on March 21, 2007, that the state would like to change the classification of Highway 43 in West Linn to District Highway, but that it is unknown at this time when that change would occur.
[8] *1999 Oregon Highway Plan*, Oregon Department of Transportation, August 2006, Table 15.

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Traffic Safety

The last two and a half years (2003 through 2006) of available collision data were obtained from ODOT to identify any areas of traffic safety concern along Highway 43.

Table 4 summarizes the collisions experienced at study intersections and the resulting collision rate calculates the number of collisions per million vehicles entering the intersection. Collision rates of 1.0 or greater are generally used as indicators that specific intersections should be investigated further for potential safety enhancements. As shown, all study intersections maintain collision rates well below 1.0.

Table 4: Collision Rates

Intersection	Total Collisions (Year 2003-2006)	Collision Rate
Highway 43 / Marylbrook Drive	2	0.14
Highway 43 / Arbor Drive	1	0.07
Highway 43 / Marylhurst Drive-Lazy River Way	8	0.56
Highway 43 / Cedaroak Drive	5*	0.33
Highway 43 / Hidden Springs Drive	6	0.38
Highway 43 / Pimlico Drive	0	0.00
Highway 43 / West “A” Street	2	0.13
Highway 43 / Holmes St	2	0.13
Highway 43 / Lewis St-Webb St	3	0.20
Highway 43 / Hood Street-McKillican Street	0	0.00

Source: ODOT – Transportation Data Section – Crash Analysis and Reporting Unit, Continuous System Crash Listing, City of West Linn, 2003-2006.

* One crash at this intersection involved one pedestrian.

Crash Rate = (Crashes*1000000) / (Years*ADT*340)

Truck Freight

Efficient truck movement plays a vital role in the economical movement of raw materials and finished products. The designation of through truck routes provides for this efficient movement while at the same time maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. Clackamas County and the City of West Linn identify Highway 43 as a freight route within the West Linn UGB.

Truck (heavy vehicle) volumes were collected as part of the intersection turn movement counts and were used in motor vehicle operations calculations. Truck volumes and percentages at the study intersections are listed in Table 5. In general, truck volumes are a

much higher percentage of total vehicle traffic during the AM peak hour, 4 to 7 percent, while during the PM peak hour they are typically only 1 or 2 percent of the total traffic flow.

Table 5: Peak Hour Truck Volumes at Study Intersections

Intersection	Intersection Truck Volume		Truck % of All Vehicular Traffic	
	AM	PM	AM	PM
Highway 43 / Marylbrook Drive	86	24	6%	1%
Highway 43 / Arbor Drive	57	26	4%	1%
Highway 43 / Marylhurst Drive-Lazy River Way	71	26	4%	1%
Highway 43 / Cedaroak Drive	112	31	6%	2%
Highway 43 / Hidden Springs Drive	122	23	6%	1%
Highway 43 / Pimlico Drive	109	54	6%	3%
Highway 43 / West “A” Street	108	60	6%	3%
Highway 43 / Holmes St	117	45	7%	2%
Highway 43 / Lewis St-Webb St	121	45	7%	2%
Highway 43 / Hood Street-McKillican Street	91	42	5%	2%

Source: Traffic Counts conducted November 2006, February 2007, and March 2007

Pedestrian

Narrow sidewalks exist along portions of the study corridor with few connections to existing sidewalks or paths on side streets. At side streets with no vehicular connection to Highway 43, there is generally some way for pedestrians to make their way to Highway 43, but these connections are not ADA compliant. There are no sidewalks north of Cedaroak Drive. South of Cedaroak Drive, there is a narrow sidewalk on at least one side of Highway 43.

Pedestrian crossing volumes at the study intersections were counted between during the AM and PM peak periods. The weather on the days of the counts was cloudy to partly cloudy with precipitation between 0.01 and 0.94 inches and high temperatures in the mid 50s to mid 60s. The peak hour pedestrian volumes indicate the relative differences in pedestrian demand at study intersections. Although the study area vehicular evening peak hour typically occurs from 4:00 to 5:00 PM, intersections located near schools and other activity centers may experience higher pedestrian volumes earlier in the day. The highest pedestrian counts for the study area were near the existing park-and-ride facility at Cedaroak Drive. Pedestrian volumes at each study intersection are shown in Table 6. The location with the highest pedestrian counts during the peak period is highlighted in gray.

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Table 6: Peak Hour Pedestrian Crossing Volumes at Study Intersections

Intersection	North/South Pedestrian Volume		East/West Pedestrian Volume	
	AM	PM	AM	PM
Highway 43 / Marylbrook Drive	0	6	1	1
Highway 43 / Arbor Drive	0	2	0	0
Highway 43 / Marylhurst Drive-Lazy River Way	2	7	0	3
Highway 43 / Cedaroak Drive	3	2	2	14
Highway 43 / Hidden Springs Drive	0	2	1	0
Highway 43 / Pimlico Drive	1	1	4	1
Highway 43 / West “A” Street	0	1	0	3
Highway 43 / Holmes St	2	1	2	6
Highway 43 / Lewis St-Webb St	0	1	0	0
Highway 43 / Hood Street-McKillican Street	1	0	1	1

Source: Traffic Counts conducted November 2006, February 2007, and March 2007

Bicycle

Bike lanes are present throughout the study area on Highway 43. The only connecting street with bike lanes within the study area is West A Street.

Bicycle counts were conducted during the AM and PM peak periods. The weather on the days of the counts was cloudy to partly cloudy with precipitation between 0.01 and 0.94 inches and high temperatures in the mid 50s to mid 60s. The peak hour bicycle volumes at each study intersection are shown in Table 7. These volumes indicate extremely low bicycle activity at the study intersections.

Table 7: Bicycle Crossing Volumes at Study Intersections

Intersection	North/South Bicycle Volume		East/West Bicycle Volume	
	AM	PM	AM	PM
Highway 43 / Marylbrook Drive	0	0	0	0
Highway 43 / Arbor Drive	0	0	0	2
Highway 43 / Marylhurst Drive-Lazy River Way	0	0	0	0
Highway 43 / Cedaroak Drive	0	0	0	1
Highway 43 / Hidden Springs Drive	0	0	0	0
Highway 43 / Pimlico Drive	0	1	0	0
Highway 43 / West “A” Street	0	0	0	0
Highway 43 / Holmes St	1	0	0	1
Highway 43 / Lewis St-Webb St	1	0	0	1
Highway 43 / Hood Street-McKillican Street	0	1	0	0

Source: Traffic Counts conducted November 2006, February 2007, and March 2007

Transit

Transit service is provided in West Linn by the Tri County Metropolitan Transportation District of Oregon (TriMet), which provides transit service for the Portland Metro area including the counties of Clackamas, Multnomah and Washington. TriMet Route 35 travels through West Linn along Highway 43, connecting the Oregon City Transit Center and downtown Portland. There is one park-and-ride in West Linn located at Highway 43 / Cedaroak Drive for commuters wishing to travel north on Route 35. TriMet service to the study area is summarized in Table 8.

Table 8: Transit Service Route Weekday Peak Period Level of Service

Transit Route	Average Headways (Minutes)			Level of Service Based on Time between Buses		
	AM	Midday	PM	AM	Midday	PM
#35 Inbound	13	30	27	B	E	D
#35 Outbound	30	30	18	E	E	C

Note: AM Period = 6:00-08:30 AM, Midday Period = 8:30 AM-4:00 PM, PM Period = 4:00-6:00 PM
Level of Service for transit service based on headway: less than 10 minutes = LOS A;
10-14 minutes = LOS B; 14-19 minutes = LOS C; 20-29 minutes = LOS D; 30-60 minutes = LOS E;
And greater than 60 minutes = LOS F.

The existing transit routes, shelters and amenities are illustrated on Figure 3. Within the study area, there are only two stops with bus shelters, at Marylhurst University and near the Bolton Area shopping center.

Of the 60 bus stops currently within West Linn, TriMet is proposing to abandon eight stops for Route 35 on Highway 43 due to low ridership and poor pedestrian access.[9] The stops listed in Table 9 and labeled on Figure 3 will likely be removed spring 2007.

Table 9: Bus Stops TriMet Proposing to Abandon

Stop ID	Cross Street	Travel Direction	Relative Position
9243	Chow Mein Lane	Northbound	Opposite
9244	Chow Mein Lane	Southbound	Farside
6342	Mohawk Way	Northbound	Opposite
6343	Mohawk Way	Southbound	Farside
6323	Hughes Lane	Northbound	Nearside
6315	Failing Street	Northbound	Nearside
6316	Failing Street	Southbound	Opposite
6313	Easy Street	Southbound	Farside

[9] Information from Young Park, TriMet, received March 5, 2007. For additional information regarding the status of the proposal, contact Myleen Richardson, TriMet.

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A TriMet bus stop generally has to serve at least 35 passengers per weekday to be a candidate for a shelter. Based on a TriMet 2006 ridership census, only two stops in the study area have more than 35 passengers per weekday, Highway 43 / Cedaroak Drive (northbound) and Highway 43 / Hidden Springs Drive (southbound). The stop with the next highest activity level is the northbound stop at Highway 43 / Marylbrook Drive, which does not have a shelter, but serves too few passengers to warrant one.

2030 Base Future Conditions

Future travel forecast information was developed for the Highway 43 study area for the year 2030 using the current regional travel demand forecast model from Metro.

Travel Forecasting Method

The growth in peak hour volume through the corridor averages just over 1 percent per year. These forecasts include expected local re-development and infill changes, as well as regional growth that would use the corridor. The base year traffic volumes at the study intersections were factored[10] to estimate 2030 volumes by applying the rate calculated from the travel demand model. Figure 4 provides a summary of the forecasted AM and PM peak hour traffic volumes for the 2030 Future Base Conditions that were developed based on the regional travel demand model.

Future Operations Analysis

The study intersection performance for the 2030 Future Base Conditions listed in Table 10 is based on existing geometries and traffic controls. No roadway capacity or operational improvements have been assumed in this analysis; we used the same roadway features and traffic control measures as exists today to determine how well traffic would operate without any improvements.

[10] Growth factor of 1.1 percent per year for 23 years was applied to 2007 traffic counts. The total growth for the study period was 1.29 times current volumes.

Table 10: 2030 Future Base Weekday Peak Hour Intersection Level of Service

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)	LOS	Average Delay (Sec)	Volume/ Capacity (v/c)
Signalized Intersections						
Hwy 43 / Marylbrook Dr	A	6.8	0.51	B	10.8	0.59
Hwy 43 / Marylhurst Dr-Lazy River Way	D	41.9	**>1**	D	44.7	**>1**
Hwy 43 / Cedaroak Dr	**F**	95.3	**>1**	B	14.8	0.88
Hwy 43 / Hidden Springs Rd	C	21.7	0.78	E	57.2	**>1**
Hwy 43 / West A St	C	23.8	0.88	C	25.4	0.95
Hwy 43 / Hood St-McKillican St	D	36.0	0.93	D	48.8	**>1**
Unsignalized Intersections						
Hwy 43 / Arbor Dr	A/**F**	**> 50**	0.00/0.98	B/**F**	**> 50**	0.05/**>1**
Hwy 43 / Pimlico Dr	B/**F**	**> 50**	0.12/**>1**	B/**F**	**> 50**	0.27/**>1**
Hwy 43 / Holmes St	B/**F**	**> 50**	0.06/**>1**	B/**F**	**> 50**	0.04/**>1**
Hwy 43 / Lewis St	B/**F**	**> 50**	0.02/0.49	B/**F**	**> 50**	0.02/0.47

Notes: *LOS = Level of Service*
Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
Unsignalized Intersection Operations:
A/A = Major street turn LOS / Minor street turn LOS
#/# = Major street turn v/c / Minor street turn v/c

Traffic Signal Warrants

PM peak hour traffic signal warrants were evaluated for the unsignalized study intersections. The intersection of Highway 43/Pimlico Drive does meet this warrant for the existing traffic volumes and the 2030 future base conditions; however, the intersection would require additional mitigation with the installation of a traffic signal to meet operational standards. It should also be noted that meeting the PM peak hour traffic signal warrant alone is not sufficient justification for installation of new signal and additional study would be required. The remaining unsignalized intersections would not meet the PM peak hour warrant for 2030 Future Base conditions.

Findings

Recommended mitigations have not been determined. Several of the study intersections fail to meet the ODOT operating standards during the AM and PM peak hours. The deficient locations include:

- Highway 43 / Marylhurst Dr. – Lazy River Way — AM and PM peak hours
- Highway 43 / Cedaroak Drive — AM peak hour
- Highway 43 / Hidden Springs Road — PM peak hour
- Highway 43 / Hood St. – McKillican St. — PM peak hour

In addition, all locations without traffic signals will have major delays for side street approaching traffic during peak hours. This is consistent with the current findings under existing volumes.

Further evaluation is required to determine the specific type and extent of improvements that may address the poor performance noted above. This analysis will be addressed in subsequent technical reports.

ORE 43
Conceptual Design Plan

LEGEND

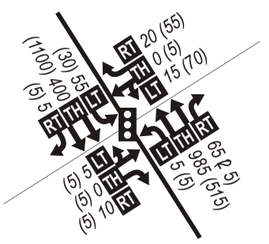
0 - Study Intersection & Number

DKS Associates
TRANSPORTATION SOLUTIONS

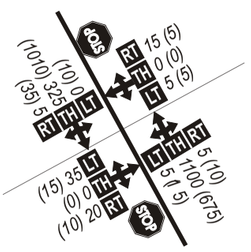
NO SCALE

Figure 1
STUDY AREA

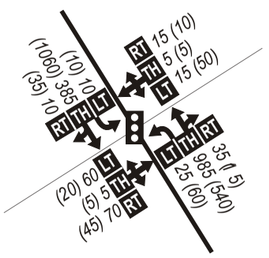
1 Hwy 43 @ Marylbrook Dr



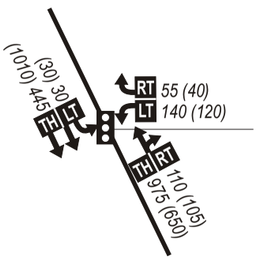
2 Hwy 43 @ Arbor Dr



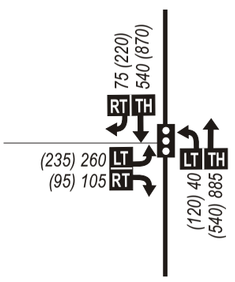
3 Hwy 43 @ Marylhurst Dr-Lazy River Wy



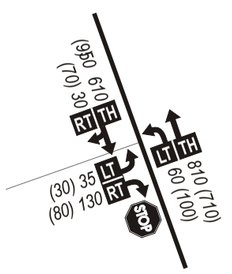
4 Hwy 43 @ Cedaroak Dr

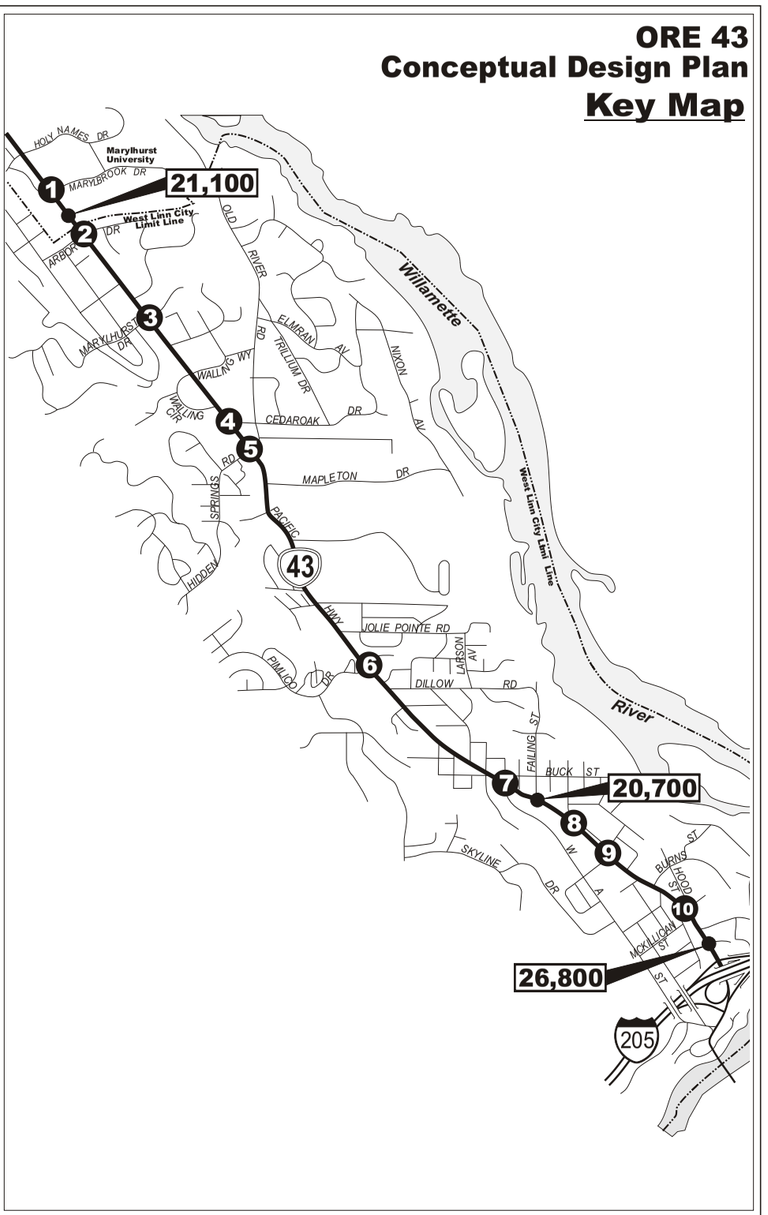


5 Hwy 43 @ Hidden Springs Rd

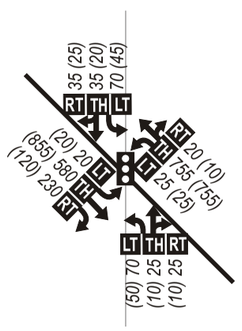


6 Hwy 43 @ Pimlico Dr

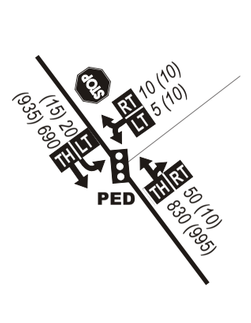




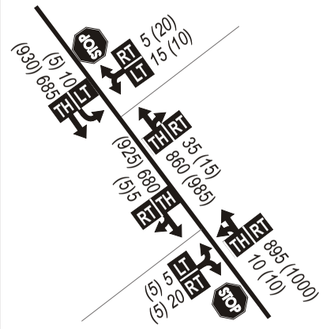
7 Hwy 43 @ West A St



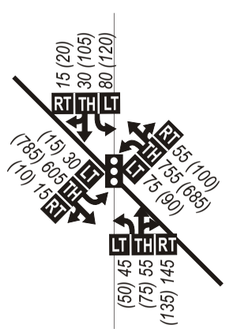
8 Hwy 43 @ Holmes St



9 Hwy 43 @ Lewis St-Webb St



10 Hwy 43 @ Hood St-McKillican St



LEGEND

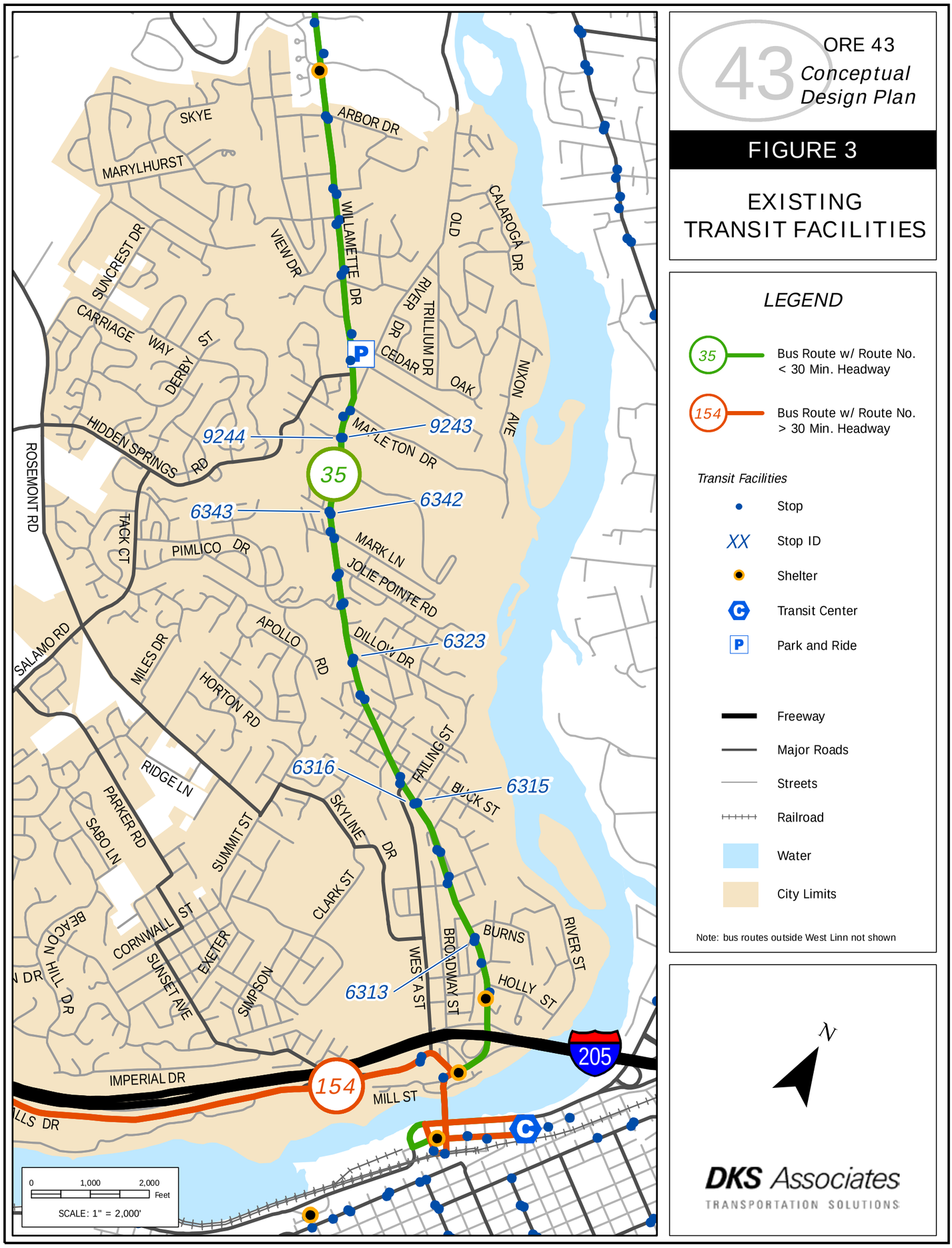
- 0 - Study Intersection & Number
- ← - Lane Configuration
- STOP - Stop Sign
- Traffic Signal
- **PED** - Pedestrian Actuated Traffic Signal
- *AM (PM)* - Peak Hour Traffic Volume
- LT TH RT - Volume Turn Movement (Left • Thru • Right)
- 000 - 2005 Average Annual Daily Traffic Volume (From ODOT Data)

DKS Associates
TRANSPORTATION SOLUTIONS

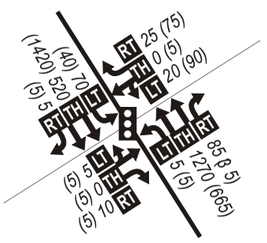
NO SCALE

Figure 2

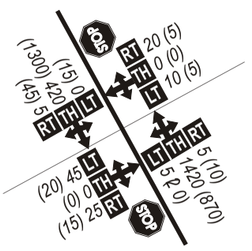
EXISTING CONDITIONS


43
ORE 43
Conceptual Design Plan
FIGURE 3
EXISTING TRANSIT FACILITIES
LEGEND
35
Bus Route w/ Route No. < 30 Min. Headway
154
Bus Route w/ Route No. > 30 Min. Headway
Transit Facilities
Stop
XX
Stop ID
Shelter
Transit Center
Park and Ride
Freeway
Major Roads
Streets
Railroad
Water
City Limits
Note: bus routes outside West Linn not shown
N
DKS Associates
TRANSPORTATION SOLUTIONS
0
1,000
2,000
Feet
SCALE: 1" = 2,000'
ARBOR DR
SKYE
MARYLHURST
WILLAMETTE DR
VIEW DR
SUNCREST DR
CARRIAGE WAY
DERBY ST
OLD RIVER DR
TRILLIUM DR
CEDAR DR
OAK
CALAROGA DR
NIXON AVE
HIDDEN SPRINGS RD
ROSEMONT RD
MAPLETON DR
9244
9243
35
6343
6342
TACK CT
PIMLICO DR
MARK LN
JOLIE POINTE RD
SALAMO RD
MILES DR
APOLLO RD
DILLON DR
6323
HORTON RD
RIDGE LN
PARKER RD
SABO LN
SUMMIT ST
6316
6315
FAILING ST
BLACK ST
SKYLINE DR
CLARK ST
BEACON HILL DR
CORNWALL ST
SUNSET AVE
EXETER
SIMPSON
WEST A ST
BROADWAY ST
BURNS
RIVER ST
HOLLY ST
6313
205
IMPERIAL DR
154
MILL ST

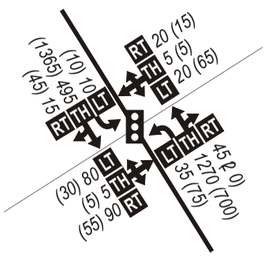
1 Hwy 43 @ Marylbrook Dr



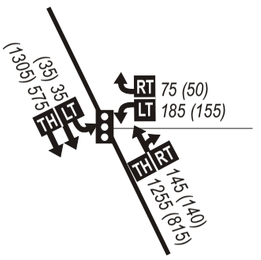
2 Hwy 43 @ Arbor Dr



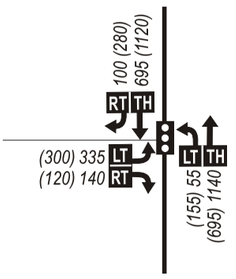
3 Hwy 43 @ Marylhurst Dr-Lazy River Wy



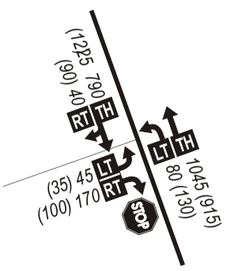
4 Hwy 43 @ Cedaroak Dr



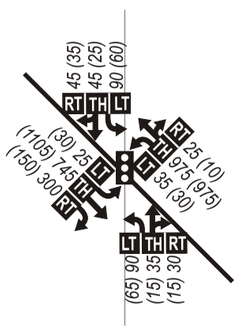
5 Hwy 43 @ Hidden Springs Rd



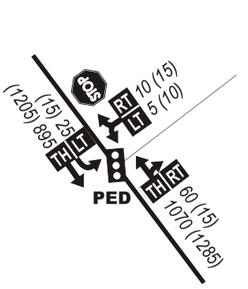
6 Hwy 43 @ Pimlico Dr



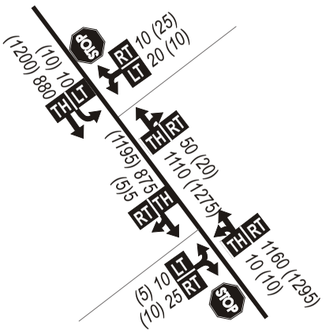
7 Hwy 43 @ West A St



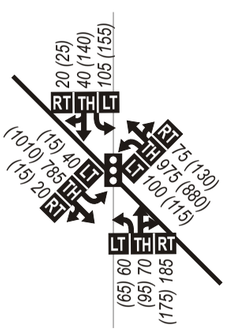
8 Hwy 43 @ Holmes St



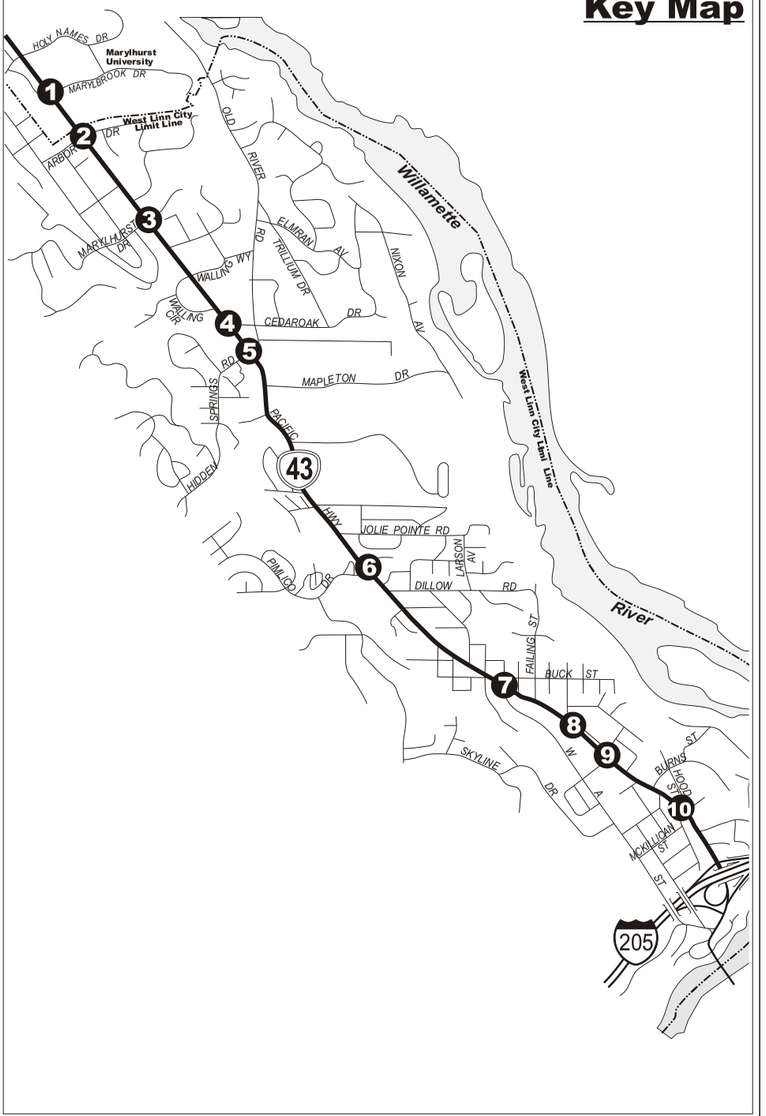
9 Hwy 43 @ Lewis St-Webb St



10 Hwy 43 @ Hood St-McKillican St



ORE 43
Conceptual Design Plan
Key Map



LEGEND

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- *AM (PM)* - Peak Hour Traffic Volume
- LT TH RT - Volume Turn Movement (Left • Thru • Right)

DKS Associates
TRANSPORTATION SOLUTIONS

NO SCALE

Figure 4

2030 BASE CASE TRAFFIC VOLUMES

Multi-Modal Street Examples

OR HWY 43 Conceptual Design Plan

Medians

Medians serve an access management function within commercial areas by limiting the number of left turns and improving the overall flow of traffic. They can also provide a safe place for pedestrians to cross the roadway. Medians may be vegetated or hardscape. Planted medians can serve a stormwater management function, and can significantly soften the visual appearance of the street.

On-Street Parking

Permeable pavers can be used in parking areas to mitigate stormwater runoff

Distinct paving materials help to visually differentiate the on-street parking area from the travel lanes

On-street parking can help provide a buffer between sidewalks and moving vehicles

Clearly marked on-street parking is typically found in commercial areas. Parking areas may be marked through striping, or additionally by installing distinct paving materials. However, additional on-street parking may not be feasible in many locations; also on-street parking reduces the capacity, efficiency, and safety of the highway, and limited right-of-way may be better allocated elsewhere, such as for sidewalks and planter strips.

General Examples of Right-of-Way Configurations

Landscaped medians with four travel lanes and left turn pockets

These photographs present various examples of multi-modal streetscapes. Possibilities for allocating the right-of-way include:

- *Travel lanes*
- *Turn lanes*
- *Medians*
- *Pedestrian refuge islands*
- *On-street parking*
- *Bike lanes*
- *Sidewalks*
- *Landscaping / Street trees*
- *Stormwater Management*
- *Street furniture*

Two travel lanes with clearly marked bike lanes, on-street parking and street trees

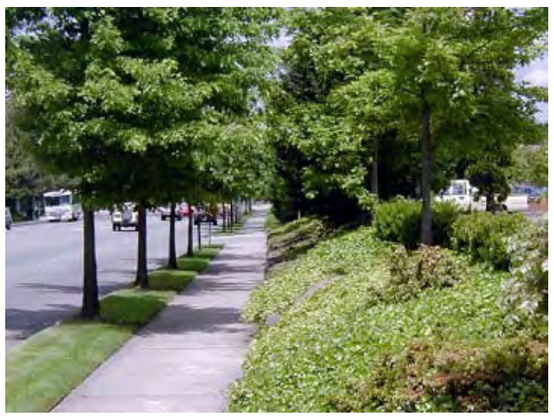
Four travel lanes separated by a landscaped median

Wide commercial sidewalks, street trees, on-street parking and clearly marked bike lanes

Bike lanes and curb-tight sidewalks

Landscaped median with four travel lanes and on-street parking

Planting Strips and Street Trees



Heavily vegetated pedestrian areas can create a more green and/or suburban feel; this image also shows how the visual impact of parking areas can be mitigated with landcaping

Street trees can also provide a visual buffer / amenity (and shade) within more urban commercial or mixed-use districts

Planting strips can be continuous to help soften an edge

Furnishing zones act as a continuation of the sidewalk, but also as a place for street trees, lights, and other furnshings

Stormwater planters

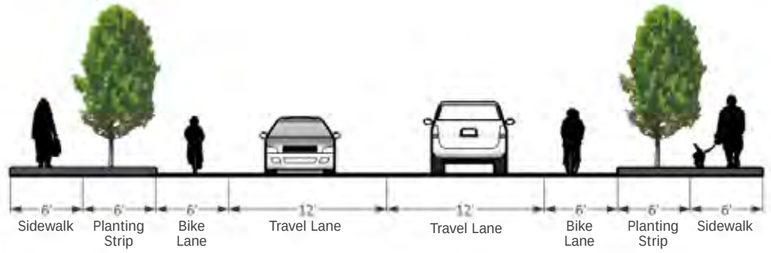
Planting strips and/or furnishing zones increase pedestrian safety and comfort by separating the walkway from the roadway. They introduce vegetation to the streetscape, improving aesthetics and providing shade in the warmer months. They also provide opportunities to manage stormwater with planters or bioswales, and provide space to introduce street furniture to the sidewalk. Note that street trees locations must comply with ODOT standards.

Multi-Modal Street Examples

Existing Cross Sections for Arterials and Collectors that Intersect OR 43

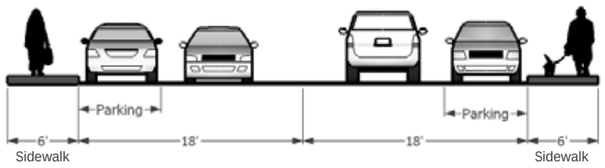
These cross sections present current conditions for arterials and collectors that intersect Hwy 43 as defined by the Transportation System Plan.

Arterials:
(Hidden Springs, West A)



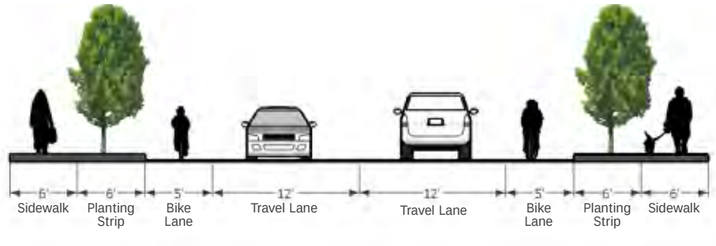
60' ROW

Collector Constrained:
(Mapleton)



48' ROW

Collector w/o Median:
(Marylhurst, Cedar Oak, Jolie Pointe, Pimlico, Failing)

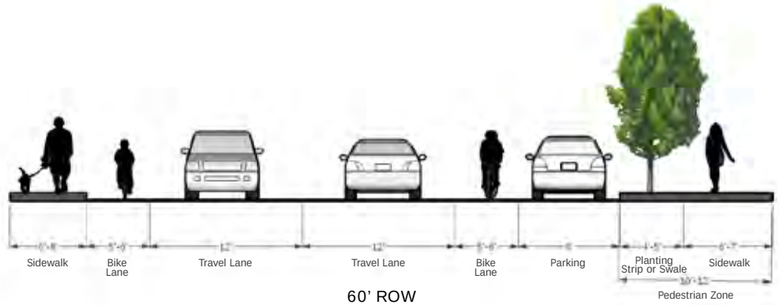


58' ROW

Example Right-of-Way Configurations for OR 43 in Commercial Areas

These cross sections present potential configurations for the available right-of-way within commercial areas of Hwy 43. Note that wider sidewalks are provided adjacent to commercial areas. (While on-street parking currently exists in some areas, additional on-street parking may not be feasible.) Where possible, planting strips should be provided to create a buffer between the pedestrian and the street, and to provide opportunities for stormwater management. Medians may also provide landscaping elements and access management.

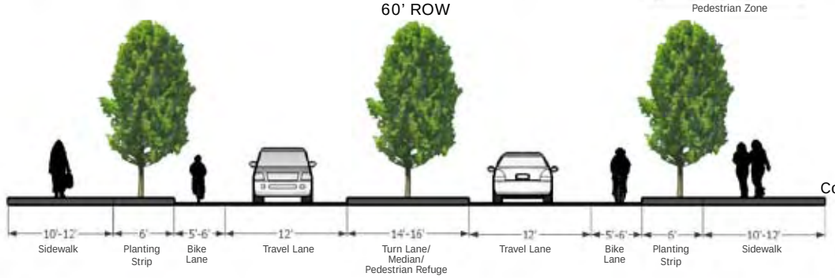
Residential



Commercial

60' ROW

Commercial



Commercial

80' ROW

*Final cross sections must include 1' shy distance from all raised curbs and medians

Bike Lanes

Clearly marked bike lanes increase safety for bicyclists.

Wide Sidewalks

Sidewalks in commercial areas should be a minimum of 10' wide to allow for greater foot traffic and to provide a more pleasant and safe pedestrian environment.

Multi-Modal Street Examples

Off-Street Trails

Existing Condition along OR 43

Off-street pedestrian and bike paths provide non-motorized travel and recreation options for pedestrians and bicyclists of all ages and abilities.

Gateways

Distinct "Gateways" help to define a place as unique, and mark one's arrival into the city or district.

Pedestrian Crossings

Pedestrian refuge islands provide a safer way for pedestrians to cross the street by allowing the pedestrian to focus on one lane or direction of traffic at a time. Curb extensions can also be used to shorten crossing distances. Additionally, clearly marked crosswalks and intersection treatments help signal the presence of pedestrians to drivers. Different paving treatments help to highlight the pedestrian realm and calm traffic. With all of these methods, illumination is crucial to maximizing visibility and increasing safety for pedestrians.

Textured crosswalk

Landscaped median with curb extensions

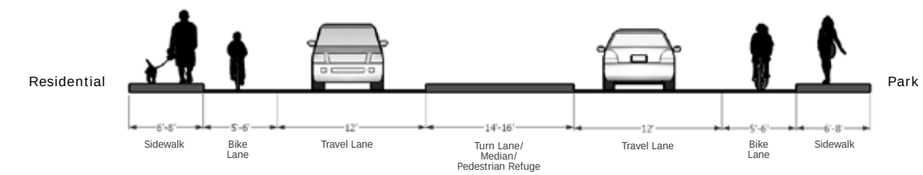
Textured / colored intersection

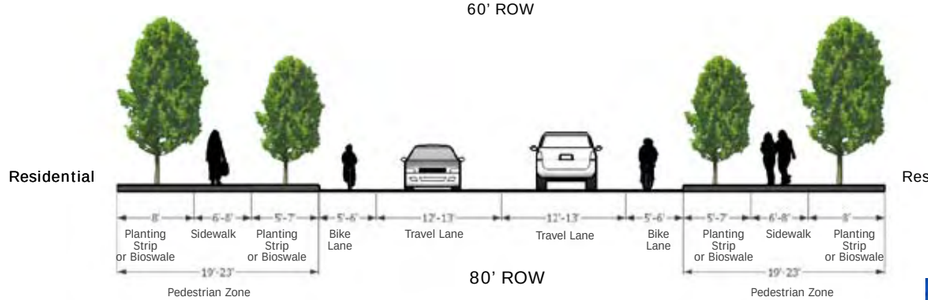
Mid-block crossing with refuge

Example Right-of-Way Configurations for OR 43 in Residential Areas

These cross sections present potential configurations for the available right-of-way within residential areas of Hwy 43. (Note that sidewalks have been provided along both sides of the street.) Pedestrian refuges may be provided to provide access to parks or other community destinations.

Where right-of-way permits, planting strips may be provided between the sidewalk and the street to create a buffer between the pedestrian and moving traffic, and to provide opportunities for stormwater management. Additional plantings could help create a sense of green along the corridor.

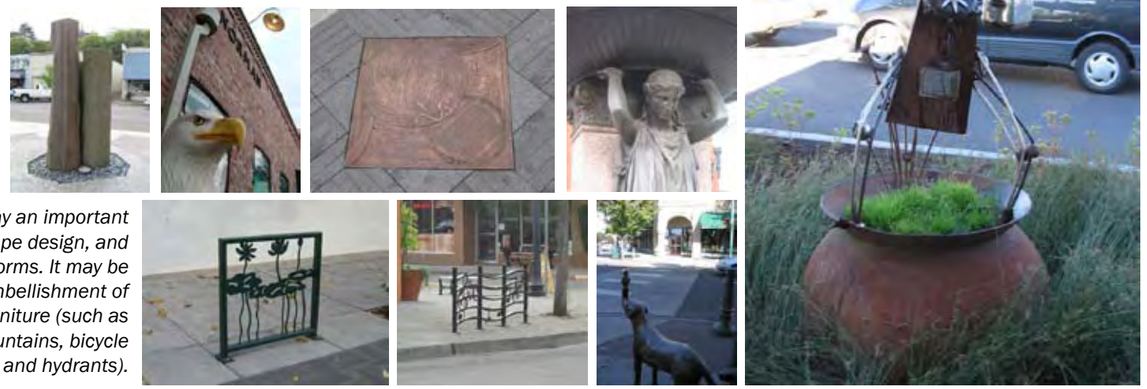




*Final cross sections must include 1' shy distance from all raised curbs and medians

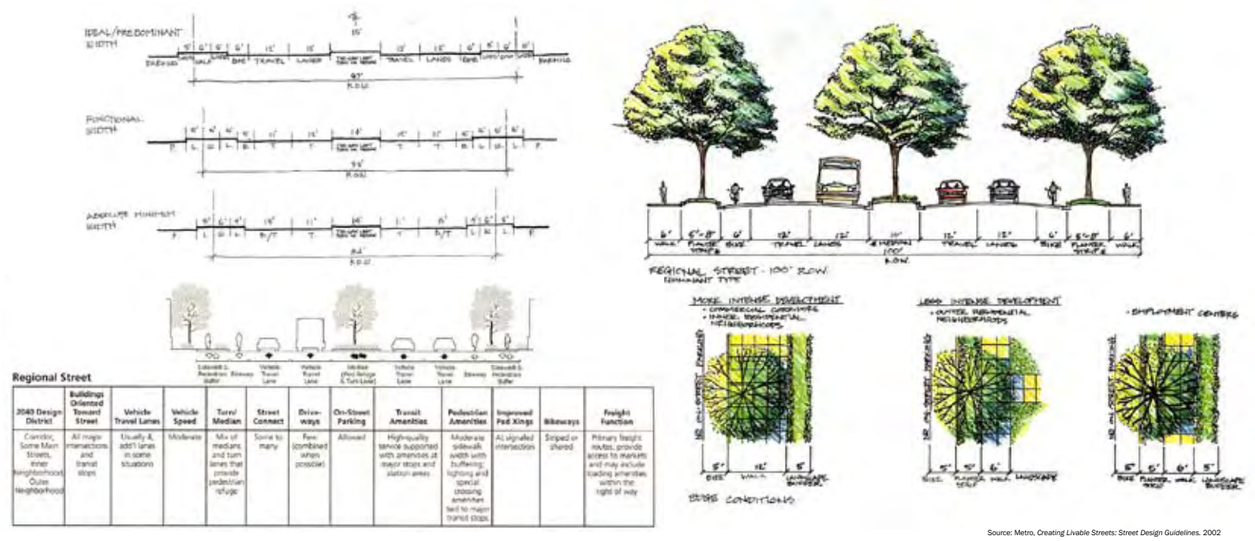
Multi-Modal Street Examples

Public Art



Public art can play an important role in a streetscape design, and may take many forms. It may be sculptural, or an embellishment of existing street furniture (such as trash cans, water fountains, bicycle racks, benches, and hydrants).

Metro Examples of Regional Street Design



Regional Street

2040 Design District	Buildings Oriented Toward Street	Vehicle Travel Lanes	Vehicle Speed	Turn/ Median	Street Connect	Drive-ways	On-Street Parking	Transit Amenities	Pedestrian Amenities	Improved Ped Xings	Bikeways	Freight Function
Corridor, Some Main Streets, Inner Neighborhood, Outer Neighborhood	All major intersections and transit stops	Usually 4, add'l lanes in some situations	Moderate	Mix of medians and turn lanes that provide pedestrian refuge	Some to many	Few (combined where possible)	Allowed	High-quality service supported with amenities at major stops and station areas	Moderate sidewalk width with buffering, lighting and special crossing amenities (esp. to major transit stops)	At signalled intersection	Striped or shared	Primary freight routes, provide access to markets and may include loading amenities within the right of way

Source: Metro, *Creating Livable Streets: Street Design Guidelines*, 2002

Metro's "Creating Livable Streets, Street Design Guidelines" presents street design recommendations for various street types. These diagrams illustrate design recommendations for "Regional Streets," which span from 84 feet to 100 feet in total right-of way width.

Transit Stops

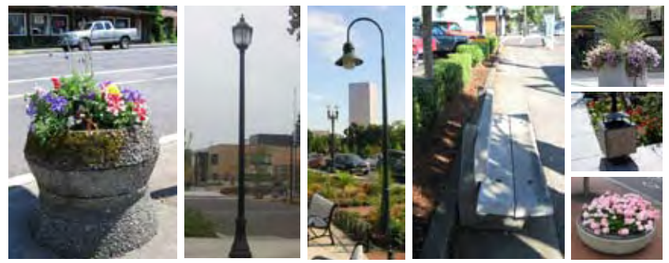
Existing Condition along OR 43

Existing Condition along OR 43

Existing Condition along OR 43

Transit shelters shield riders from the elements while waiting for a bus, and can provide display boards that communicate the current time and scheduling information. (TriMet limits shelter placement to those stops with 35 or more boardings per weekday. The responsibilty (and cost) of providing shelters at stops not meeting required TriMet ridership levels may lie with the City.) Because the City of West Linn currently prohibits advertsing on benches (and because advertising revenues are often used to pay for benches), the City may need to work with TriMet, adjacent business owners, and business and neighborhood associations to provide and maintain benches at transit stops.

Street Furnishings



Coordinated street furnishings such as plantings, ornamental light fixtures, benches and trash cans can visually enhance the streetscape.

Green Street Examples

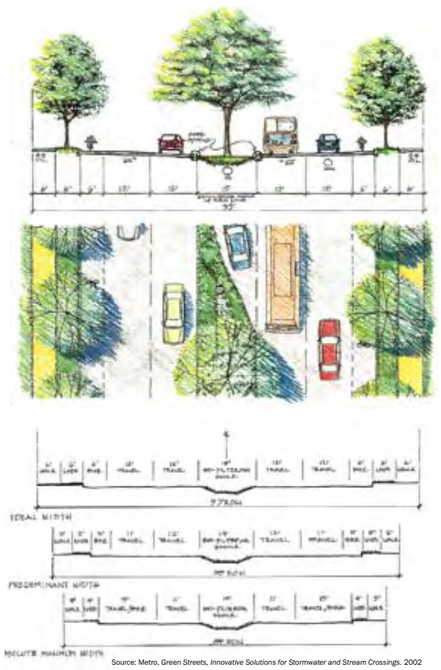
OR HWY 43 Conceptual Design Plan

"Green Streets" are designed to minimize stormwater runoff, thereby reducing impacts to streams and wetlands and improving the region's water quality. They incorporate stormwater management into the right-of-way through landscape features which capture stormwater runoff and allow it to infiltrate naturally into the ground. This allows pollutants to settle and filter out as the water percolates through the soil.

Green Street treatments may take many forms, and can have significant space requirements depending on the amount of runoff to be captured. They may utilize a series of landscaped planters or street tree wells within the planting strip or median. These typically utilize perforated curbs which direct water into the planter. Green Streets may also be curbless features or medians with planted swales or detention basins. Permeable paving used within parking strips, shoulders, and sidewalks also allows water to infiltrate naturally into the ground.

When contemplating the installation of Green Street treatments, one should consider substantial amount of space necessary (depending on capacity standards), as well as responsibilities for financing and completing initial installation, as well as maintenance, which may lie with the State, City, and/or adjacent property owners.

Metro Guidelines for Regional Green Streets



Source: Metro, *Green Streets, Innovative Solutions for Stormwater and Stream Crossings*. 2002

Metro's "Green Streets, Innovative Solutions for Stormwater and Stream Crossings" presents recommended methods for designing a Regional Street as a Green Street. Because these streets are typically very wide and have large rights-of-way, a higher-capacity swale is recommended to handle larger amounts of runoff. The swale may be located in a central median or between the outer travel lane (or parking strip) and the sidewalk. Ideally, swale systems should be a minimum of 250 feet long in order to be most effective.

Green Street Planters with Curbs

Landscaped planters within the planting strip manage stormwater and serve as a visual amenity

Slotted curbs direct water into the planter, where it is allowed to collect and eventually seep into the ground

Green Street treatments create opportunities to teach the importance of stormwater management

Green street planters can add a "sense of green" to the street

A curb cut channels street runoff into structured planters, where it is allowed to percolate into the soil

Landscaped planters may be located within the planting strip between the street and the sidewalk, or within a central median. They typically utilize a series of curb cuts which channels water to structured, landscaped reservoirs, where water is allowed to collect and infiltrate the soil. Structured planters are particularly appropriate for commercial areas or other areas with curbs.

A Green Street planter combined with a sidewalk bump out

A sign explains how the Green Street works to improve water quality to passersby

Stormwater planters are often linked together, so that when one planter fills up, water flows down into the next planter

A slotted curb adjacent to the sidewalk allows the planter to collect runoff from sidewalks as well as street runoff

Green Street Examples

Curbless Green Streets

Paving treatments can be used to visually define the edge of the street in the absence of curbs

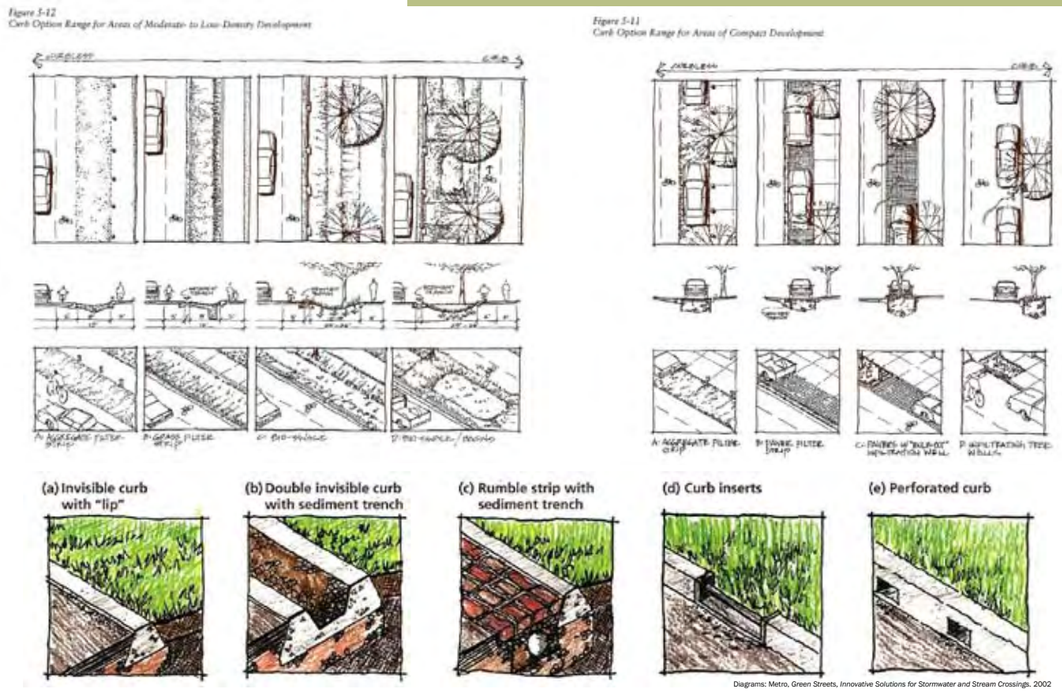
Curbless green streets are often found in residential areas. In this example, the green street treatment acts as a buffer between the sidewalk and roadway, and provides an amenity for adjacent homes

Vegetated bioswales cans serve as a visual amenity in residential or commercial areas

Curbless green streets allow water to flow freely into vegetated bioswales, where it is allowed to seep into the ground or pass beneath driveways into other swales

Curbless streets allow water to flow freely into vegetated bioswales. These treatments may be located within a central median, along the side of the street between the outside travel lane and the sidewalk, and along the outer edge of the walkway (to capture runoff from sidewalks). Curbless Green Streets could be best suited for residential areas along OR 43 or on its side streets. (Note: should cubless green streets be used at transit stop locations, additional engineering would be required to meet TriMet and ADA boarding and alighting requirements)

Green Street Curb Options



Diagrams: Metro, *Green Streets, Innovative Solutions for Stormwater and Stream Crossings*. 2002

Metro's "Green Streets, Innovative Solutions for Stormwater and Stream Crossings" presents a range of curb design options for Green Streets. In areas with more compact development and higher volumes of pedestrian and vehicular traffic, curbs may be most appropriate as they help to visually and physically separate different modes of travel. Less developed, lower-density areas, on the other hand, are ideal for curbless swales and basins.

Other Green Street Treatments

Figure 5-17
Street Tree Wells as Detention Basins for Sidewalk Runoff (Within Restricted Right of Way)

Figure 5-18
Street Tree Wells Attenuating Road Runoff into Bio-filtering Swale

Diagrams: Metro, *Green Streets, Innovative Solutions for Stormwater and Stream Crossings*. 2002

Street tree wells may be used as detention basins to capture runoff from sidewalks and other limited areas. These treatments should be used in conjunction with other Green Street features as their limited capacity prevents this system from accommodating all of the runoff from the right-of-way.

Porous pavement within parking strips, shoulders, sidewalks and other low traffic areas also allows water to permeate into the ground.

Pervious paving within the on-street parking strip serves both to define the parking area as distinct from the rest of the right-of-way, and manage stormwater runoff

MEMORANDUM

DATE: March 23, 2007

TO: Bryan Brown, City of West Linn
OR 43 Conceptual Design Plan Project Management Team
OR 43 Conceptual Design Plan Technical Advisory Committee

FROM: Matthew Arnold & Michelle Marx, SERA Architects
Kirstin Greene & Teak Wall, Cogan Owens Cogan

RE: ***OR 43 Opportunities & Constraints***

The following memorandum summarizes Opportunities and Constraints for Oregon Highway 43 through the City of West Linn. In doing so, it draws upon the findings presented in Technical Memorandum #1 (*Transportation Existing and 2030 Base Future Conditions*) and the series of Base Maps produced for Task 2.1. It also draws upon the Robinwood Neighborhood Plan, the Bolton Neighborhood Plan, the City of West Linn's Community Development Code, and information gathered at the Project Kick-Off Meeting (2/5/07).

The general topics or categories covered in this memo include:

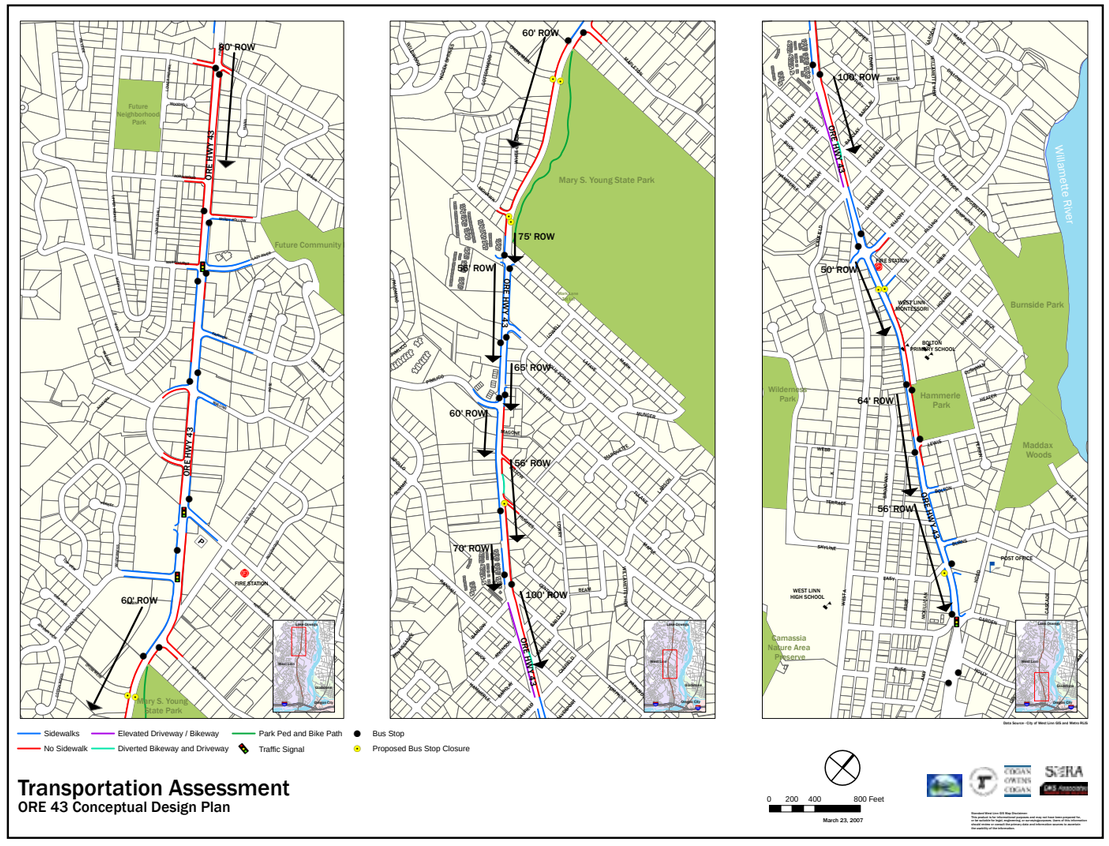
- **Right-of-Way** – including a discussion of the wide range of ROW widths along the corridor, the difficulties with future ROW allocations, and the potential for employing access management strategies;
- **The Pedestrian Realm** – including an analysis of issues related to pedestrian access, connectivity, safety, and comfort;
- **Transit** – issues related to bus stops and transit access;
- **Bicycle Access** – opportunities to improve conditions for cyclists of varying levels of ability;
- **Environmental Considerations** – opportunities and constraints related to topography, waterways, existing trees, and stormwater management;
- **Existing Land Use** – issues related to current land uses and the potential for providing transportation facilities that are better suited to serve them;
- **Development Code** – examination of commercial design and development standards and their effects on the multi-modal potential along OR 43.
- **Proposed Robinwood Overlay Zone** – examination of the proposed overlay zone for the Robinwood Neighborhood.

This work, in part, will form the basis for the conceptual design plan and inform the public workshops.

Thank you for your review.

Right-of-Way

The available right-of-way along the OR 43 corridor varies significantly within the study area. At its widest, the right-of-way measures approximately 110 feet across, but is only 50 feet at its most narrow. This tremendous variation has and will continue to constrain streetscape design options in certain areas. There will be an on-going need to closely examine the various trade-offs implicit in allocating right-of-way (ROW).



Examples of existing cross sections along OR 43 - based on available width, adjacent land uses, and transportation demands

In general, intersections are areas that have the most demands put upon them - to balance out through traffic, turning movements, pedestrian and bike access, transit, stormwater management, etc. In some cases along OR 43, there may be a need to acquire additional right-of-way at key intersections to accommodate these various demands.

As reported in Tech Memo #1, the signalized intersections along OR 43 generally function within acceptable limits today. Four of these intersections (OR 43 and Marylhurst/Lazy River, Cedar Oak, Hidden Springs, and Hood/McKillican) are expected to become deficient by 2030 based on Metro's travel demand forecast model. Two non-signalized intersections (OR 43/Pimlico and OR 43/Arbor) are currently experiencing difficulties for those motorists turning onto OR 43. There are also noticeable difficulties for drivers making left turns onto OR 43 from side streets that intersect the highway at less than a 90-degree angle - a situation which is often exacerbated by the change in grade as one approaches the highway. Although no improvements have been proposed for any of these locations and situations as part of this project, it should be noted that there will be increasing demand to provide for a variety of users (pedestrian, bicycle, stormwater, transit, autos, etc.) within limited rights-of-way.

Despite fairly heavy traffic volumes (approximately 21,000 vehicles per day) and the need to move traffic through West Linn along OR 43, very few access management / channelization techniques have yet been employed. There are only two medians (and one is only a narrow extended curb) in the study area limiting left turn movements (see photos). In commercial areas, where ROW allows, there are opportunities to utilize medians to improve traffic flow, provide safer pedestrian crossings, and potentially beautify the streetscape. Consolidating commercial driveways is another access management strategy that can focus turning movements and thus improve traffic flow. (Existing driveway spacings are generally too close to meet ODOT highway standards.) However, the City's development code generally requires driveway access to individual taxlots. While the code does allow for some exceptions to this rule, additional modifications may be necessary before enough driveway consolidation can occur.

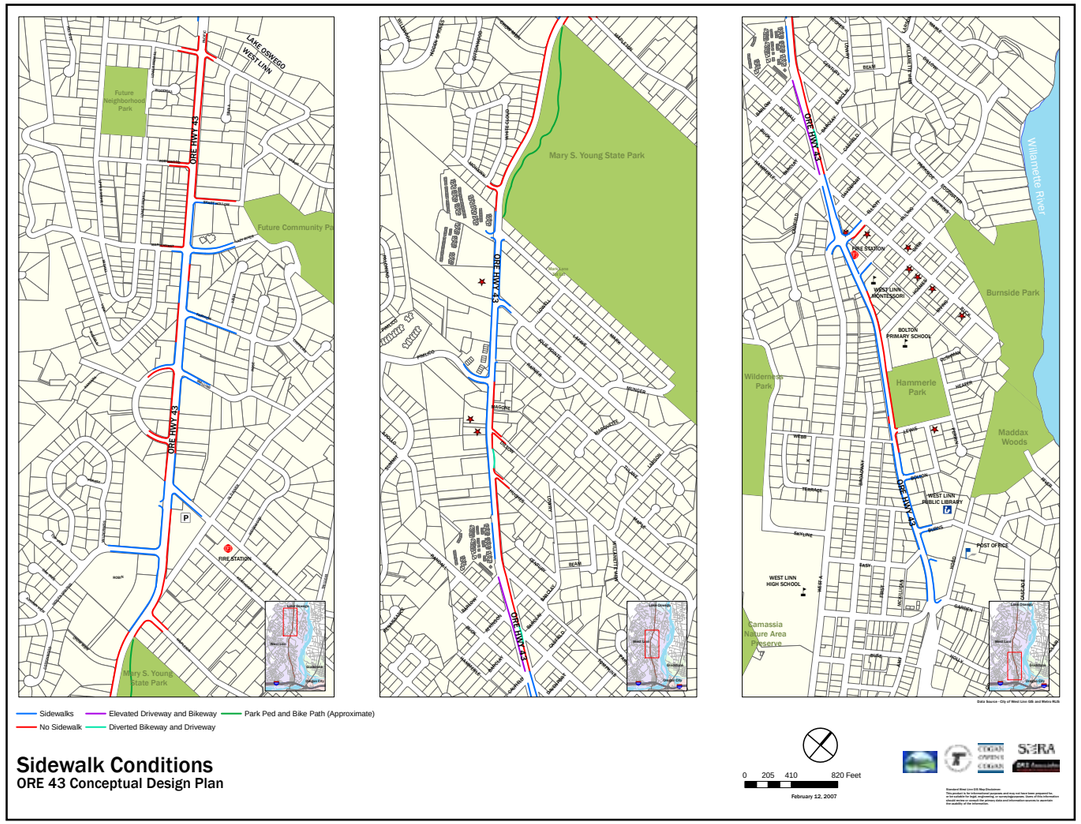
The OR 43/Arbor intersection is currently experiencing difficulties; existing ROW may allow for left turn lanes onto Arbor, but volumes do not warrant a signal to help traffic turning onto OR 43

This curb/median prevents left turning movements to/from this shopping center driveway; shoppers instead must use the left turn lane and signal at the Hidden Springs intersection

This substantial median prevents left turning movements to/from the Central Village Development; patrons are thus directed to the signalized intersection at Hood/McKillican

The Pedestrian Realm

The vision statement of the Robinwood Neighborhood Plan calls for curbs and sidewalks along OR 43, while the Bolton Neighborhood Plan calls for "a sidewalk and pathway system that allows all to walk safely to the Library, schools, stores, and parks…." The map below illustrates that sidewalks along OR 43 are sporadic in many areas, and are altogether absent in others. Sidewalks may exist on one side of the street but not the other, and in the residential areas to the north, they are lacking on both sides of the street. The Robinwood commercial area provides sidewalks on both sides of the street, but these sidewalks are fragmented, often leaving a pedestrian with no option but to walk on the roadway. It should also be noted that where auto access has been closed from OR 43 to intersecting residential streets, it is especially important to ensure reliable pedestrian access.



Examples of fragmented and missing sidewalks along OR 43

Where sidewalks do exist, they are often narrow (sometimes only 3’ to 4’ wide), making it difficult for two people to walk abreast. Sidewalks occasionally contain obstacles such as telephone or light poles, rendering them impassable to citizens in wheelchairs, people on crutches, or children on bicycles who may not feel safe riding on the roadway. More common are the driveways - which bring pedestrians into direct conflict with motor vehicles.

Sidewalks throughout the study area are “curb-tight,” meaning that in most instances there is no buffering between pedestrians and the roadway. Planting strips and/or furnishing zones (in commercial areas) located between the pedestrian way and the street could help not only to visually enhance the streetscape, but also to shield the pedestrian from fast-moving traffic - thereby improving the perceived safety of the sidewalk. These extra amenities could also make walking along OR 43 more attractive by providing shade, visual interest, pedestrian-scale lighting, and the occasional bench for taking a break.

As summarized in Tech Memo #1, there is currently very little pedestrian traffic along OR 43. That few users of the roadway are walking may be attributed to the lack of sidewalks, the quality and/or fragmented nature of the sidewalks that are available, the relatively low-density of nearby development, and the auto-oriented nature of much of that development. Should these various factors improve, one would expect the number of pedestrians to increase.

Interestingly, such a situation may also lead to additional pedestrian-auto conflicts, which are relatively rare under current conditions. Specifically, there are only a handful of signalized intersections within the 2.8-mile study area, meaning that those pedestrians that choose to cross without benefit of a signal will compete with the approximately 21,000 vehicles per day that use the highway. Therefore, opportunities should be explored to provide pedestrian refuge islands, pedestrian-activated signals, and other crossing treatments where full signals are not warranted.

There may also be opportunities to improve the corridor’s existing pedestrian crossings by employing a variety of paving treatments at crosswalks to increase visibility, improving lighting, and installing pedestrian refuge islands and/or curb extensions where crossing distances are excessively wide.

This image contains a particularly ironic example - a light pole (with pedestrian crossing button) that blocks access to a crosswalk curb ramp

Curb-tight sidewalk

Wide Pedestrian Crossing

Sidewalks are sometimes non-existent near popular destinations - such as schools and parks

While pedestrian safety and access are or primary importance, aesthetic conditions also greatly influence a street’s pedestrian appeal. Currently, utility lines and poles line both sides of the highway. Burying these utilities could create a more visually appealing environment. However, undergrounding utility lines is often prohibitively expensive, and all or most of that cost would likely lie with the City. Additionally, private property and/or business owners along the corridor would bear the cost of hooking up to these new utility lines.

Trees are a defining feature of the OR 43 corridor, and the City currently maintains an ordinance aimed at preserving and protecting trees on private property (enforced during site development through design review). The City also requires trees / vegetation on private property along the right-of-way when trees are not provided in a planting strip. There may be opportunities to provide more street trees in commercial areas (where sidewalks are currently curb-tight) and to protect existing trees within the right-of-way when future improvements are made.

Street trees also serve to enhance the aesthetic appeal of the streetscape. However, existing ODOT criteria regarding roadside trees will necessarily guide street tree placement within the conceptual design plan. Currently, ODOT permits trees along highways when the highway design speed is 45 mph or less. Trees may be located in a planter strip between the curb and sidewalk only where posted speed is 35 mph or less and there is a standard shoulder or on-street parking. Where posted speeds are higher than 35 mph, or the shoulder is substandard (or there is no on-street parking), ODOT requires that trees be located at least 6 feet back from the curb. Additionally, roadside trees must be set back from driveways and intersections to maintain visibility. However, access management practices may help to increase the overall area available for trees.

Above-ground utility lines along OR 43

Trees, often of substantial size, form a defining characteristic of the OR 43 highway alignment

Transit

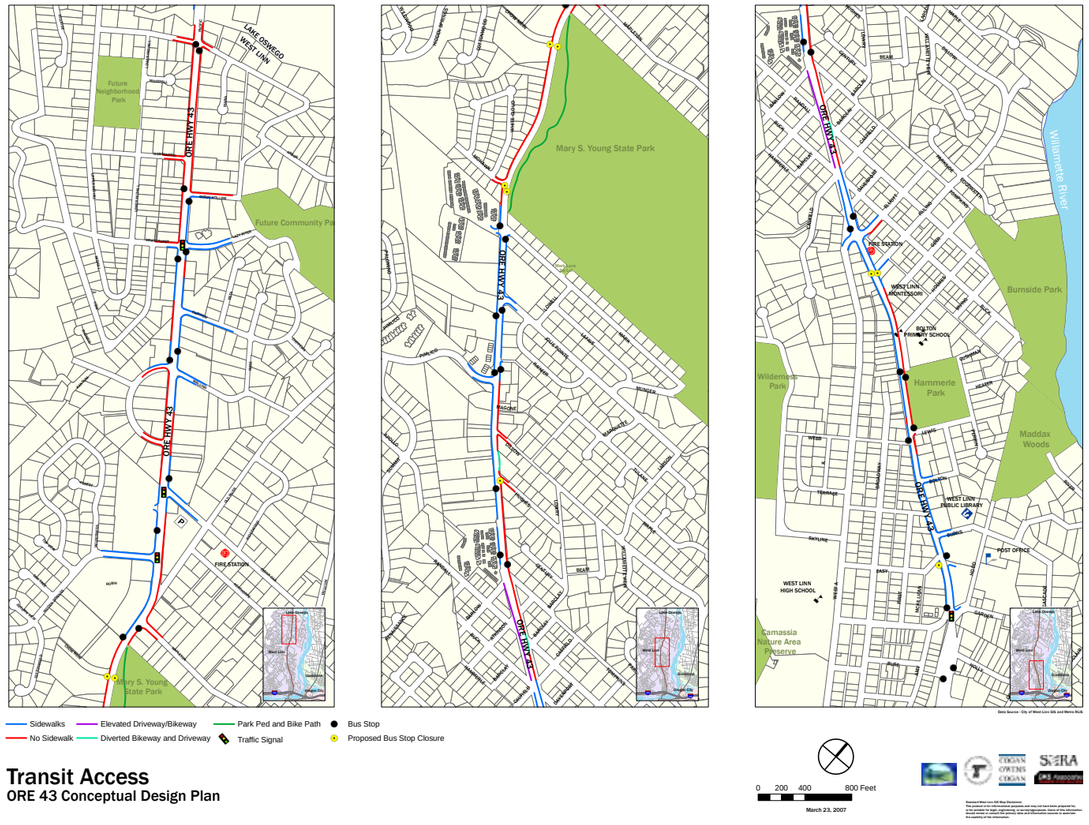
TriMet operates the #35 bus line through West Linn along OR 43, and the corridor contains several bus stops. There are currently 37 bus stops. As reported in Tech Memo #1, TriMet is considering abandoning eight of these stops due to a lack of ridership. While the OR 43 corridor through West Linn contains a healthy number of residences and general commercial uses, overall density is relatively low and there are no major employment centers. Therefore transit functions primarily as a commuting option, and as a transportation option for those relatively few for whom other options are not available or desirable.

However, it must be noted that transit stops - and the connections to them - could be greatly improved along the highway. Several stops have sidewalk approaches from only a single direction, while others lack sidewalks entirely. Completing sidewalk connections to transit stops will be crucial to ensure that transit riders can make their connections safely and comfortably. Improving pedestrian connections throughout the corridor also may help to increase ridership, which may in turn introduce the possibility of reinstating closed bus stops in the future.

Benches are found at some bus stops (above), but not others (below)

While some stops do provide benches, most do not, and only one stop within the study length provides a bus shelter (the northbound one at the southern end). Opportunities exist, therefore, to provide significant transit amenities (including shelters, benches, trash cans, etc.) for bus stops along the corridor. (Note: most bus stops along the alignment do not meet TriMet ridership quotas for shelters, so negotiations and/or additional funding may be necessary if additional shelters are desired.)

Some bus stops have no sidewalks connecting to them whatsoever



Transit Access
ORE 43 Conceptual Design Plan

Bicycle Access

Although bike counts are very low along OR 43 (see Tech Memo #1), bicycle travel facilities are provided on both sides of the highway throughout the corridor - either as striped bike lanes, shoulders, or shared bike / parking lanes. While basic facilities are provided, there are several opportunities to improve conditions for cyclists along OR 43. For example, there is an opportunity to attract more cyclists, especially those that might be intimidated by riding on a state highway that carries 21,000 vehicles per day.

Where parallel on-street parking is provided, the parking zone and the bike zone intermingle, and autos often infringe upon the bike lane. In fact, in some areas, a shoulder is only wide enough for a parked car, which forces bikes out into the travel lane. Providing adequate width for bikes and, where necessary, parked cars, and laying down additional striping to further define the bike lane from the parking area, may help to limit confusion and conflict. It is also be important to prevent bike lanes from being too wide. Bike lanes wider than six feet are often confused for narrow travel lanes or turn lanes, and drivers may take advantage of wide bike lanes for passing or making right turns.

Bike lanes / shoulders are often littered with debris - mostly sand and gravel - that is uncomfortable for cyclists and potentially hazardous. Regular sweeping could help improve this condition. Where bikes use the road shoulder, and where sidewalks are not present, they are forced to dodge trash and recycling containers, which are left out in this zone.

Continuous, grade-separated sidewalks and/or shared off-street paths that can be used by both cyclists and pedestrians provide opportunities for bicyclists who may not be comfortable riding in traffic. Neighbors have voiced support for off-street trails, in particular, where possible.

Lastly, few bike racks are provided at commercial developments along the corridor, meaning that locking bicycles at destinations is difficult at best.

Bicycles and parked cars share, and sometimes compete, for the same shoulder

Some areas are wide enough to accommodate parked cars or bikes - but not both

Obstructions in the bike lane make cycling difficult

Environmental Considerations

The highway lies at the foot of a significant slope to the northeast, and the resulting variations in topographic conditions along the length of the corridor presents significant constraints in the middle and southern portions of the study area. Where steep slopes are present immediately adjacent to one or both sides of the highway, choices for right-of-way allocation will be quite limited.

Steep slopes adjacent to and within the right-of-way sometimes limit the ability to expand existing facilities or provide new ones

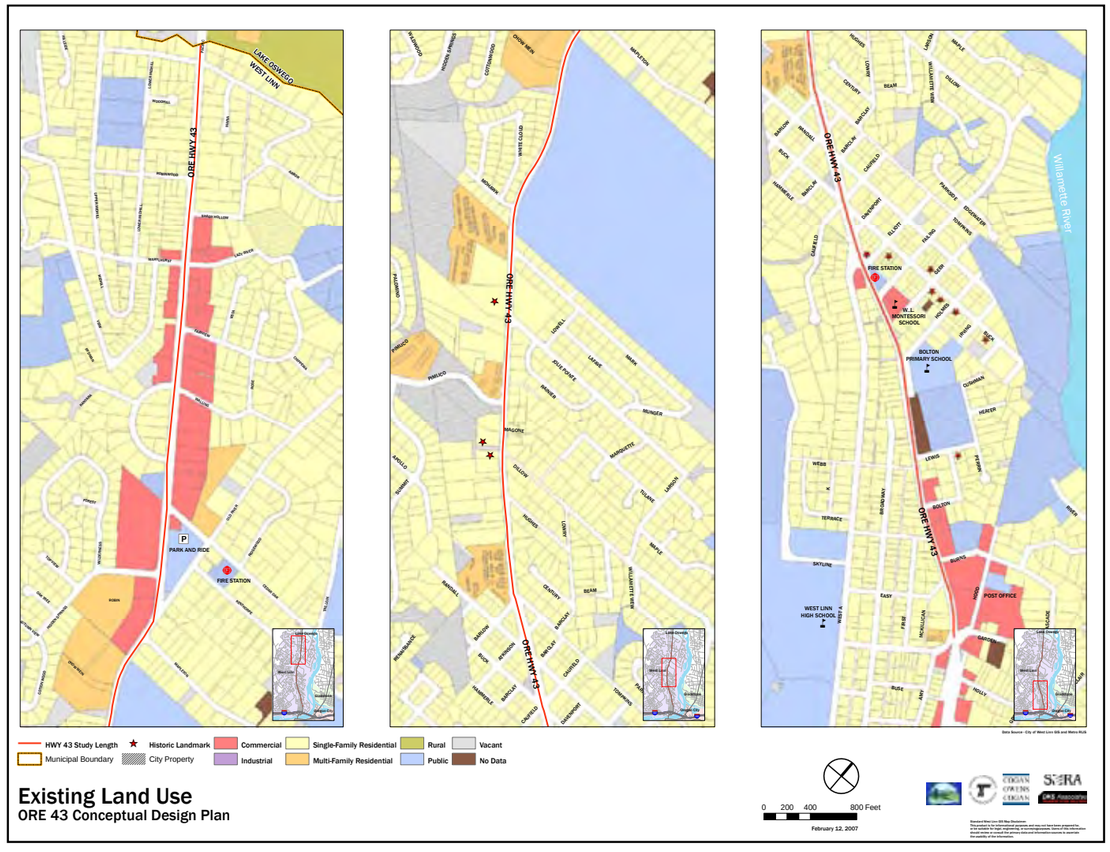
According to Metro GIS data, OR 43 crosses nine streams within the study area. It will be of great importance that these water courses be protected from polluting run-off with any modifications that are made within the highway right-of-way. In more developed areas of the corridor, stormwater run-off is currently channeled with curbs to storm drains. In less intense residential areas at the northernmost portion of the study length, stormwater is allowed to collect in ditches at the side of the roadway (a situation which the Robinwood Neighborhood Plan calls for correcting). Given the steep slopes in portions of the study area, run-off during the rainiest times can be quite heavy. There are significant opportunities to introduce sustainable stormwater practices along OR 43, which could help to protect water quality and provide visual (green) amenities along the corridor.

Stormwater is currently directed into traditional sewer systems or drainage ditches; instituting green / sustainable stormwater management practices can help protect the various waterways that cross beneath OR 43 in West Linn

Land Use

The OR 43 Conceptual Design Plan study area extends approximately 2.8 miles along OR 43 from the West Linn / Lake Oswego municipal boundary, southeast to the intersection with Hood Street. The corridor passes through areas with distinctly different land uses. The northernmost section of the corridor is less-intensely developed with residential homes (primarily single family). Two higher-density, commercial nodes occur along the corridor - one within the Robinwood neighborhood, and the other within the Bolton neighborhood. Between these two commercial areas lies Mary S. Young State Park - a significant community and regional asset - as well as a mix of single-family and multi-family residential uses. There are also four historic properties located along the OR 43 right-of-way.

This continuous shift in land uses and character along the corridor suggests a need to customize the streetscape in differing ways to meet the unique demands of various uses and densities. For example, higher-density commercial nodes suggest a need for wider sidewalks, on-street parking, and access management features. (It must be noted, however, that new on-street parking facilities seem may not be permitted, given ODOT highway standards and right-of-way constraints.) These is also an opportunity to better connect these commercial areas to nearby residences, many of which are not served by sidewalks currently. Less foot traffic and on-street parking demand in predominantly residential areas may allow for narrower sidewalks.



Existing Land Use
ORE 43 Conceptual Design Plan

Community Development Code

This section examines the City of West Linn's Community Development Code as it pertains to commercial zones along the OR 43 study area. It is intended to provide an understanding of how existing design and development standards for commercial zones may impact the OR 43 streetscape. This section also identifies potential modifications to existing standards that may improve the function of the corridor according to project objectives.

While the design and development standards make some provisions for other users, they tend to promote auto-oriented rather than multi-modal development – and indeed this is reflected in the existing conditions along OR 43.

Setbacks

Building commercial uses close to the street creates a "street wall," which encloses the right-of-way and gives definition to the pedestrian environment. While there is currently no minimum setback requirement for development within the General Commercial (GC) and Office-Business Commercial (OBC) zones, there is a maximum setback for both zones is 25 feet (Chapters 19, 21) – a distance which is too great to create an inviting sense of enclosure for pedestrians.

Clear vision areas on corner lots increase visibility for pedestrians, allowing them to see approaching vehicles on intersecting right-of-ways. For structures located on the corner, there is currently a 4 foot requirement for pedestrian clearance areas along sidewalks (Chapter 54). These clearance areas should be maintained.

Off-Street Parking and Loading

The Development Code currently allows surface parking to be located between the building and the street, provided that parking lots do not occupy more than 50% of the lot frontage (46.150). The city should consider requiring that all surface parking along OR 43 be located to the side or rear of commercial buildings, and that buildings be brought up closer to the sidewalk. Additionally, parking should be screened with vegetation to soften its visual impact.

Currently, owners of two or more structures or parcels may agree to share parking and/or loading spaces (46.050). This stipulation allows for an overall reduction in the amount of parking needed within the study area. The City should encourage utilizing this provision for joined/shared parking where possible in order to consolidate access, thereby improving safety and mobility along the corridor. The City may also consider reducing minimum parking requirements as a means of reducing the overall amount of land dedicated to surface parking.

Current code allows existing developments along transit streets or near transit stops to redevelop up to 10 percent of existing parking spaces to provide transit-oriented facilities, including bus pullouts, bus stops and shelters, park and ride stations, and other similar facilities (46.090). The City should consider offering reduced parking requirements as an incentive for such transit improvements made in off-street parking areas.

Access, Egress, and Circulation

All lots are required to have access from a public street or from a private platted street (48.020). However, owners of two or more structures or parcels may agree to utilize jointly the same access and egress when certain conditions are met (48.060). Because reducing the number of curb cuts along the street dramatically increases safety for pedestrians and bicyclists (as well as increasing traffic flow), the City should consider further incentivizing shared driveway access.

Additionally, the Code establishes a maximum curb cut of 40 feet along OR 43, and sets a minimum distance of 150 feet between any two curb cuts on the same side of the street (48.060). As stated above, curb cuts and driveways create points of conflict between cars and pedestrians and/or bikes. Reducing the number and width of curb cuts greatly improves safety for these groups. The City may consider re-evaluating both of these requirements.

Landscaping

When parking, loading, or service areas abut a street, these areas are required to be set back from the right-of-way by a perimeter landscaping strip of at least 10 feet (54.020). Along the OR 43 frontage, it is recommended that parking not be allowed to locate between the building and the street.

The Development Code currently requires that all proposed changes in width in a public street ROW or any proposed improvement shall, where feasible, include allowances for planting strips (54.030). Planting strips separate the pedestrian from traffic, and improve the perceived safety of the sidewalk, and should be incorporated into the streetscape whenever possible. Additionally, however, the City may consider requiring that trees be planted in the front/setback area where street trees are not feasible.

The Code also requires that a site inventory be conducted, and that every reasonable attempt be made to preserve and protect existing trees and significant landscaping (54.020). The City may also consider updating the Code to reflect the new City's new tree preservation ordinance (Ord. 1542).

Right-of-Way Width, Block Length, and Intersections

The Code stipulates that Highway 43 maintain a right-of-way between 60 and 80 feet (85.200.B). Minimizing travel lane widths slows the speed of traffic, and increases safety for pedestrians and bikes. Particularly in areas where pedestrian traffic is higher (such as commercial zones), this relationship should be considered, and the City may consider minimizing travel lane widths and or speed limits in these areas.

Minimizing block lengths and decreasing distance between intersections is crucial to creating a multi-modal (i.e. walkable) environment. The code recommends that blocks be 400 feet in length, and that blocks not exceed 800 feet in length (85.200.B). The City should encourage the 400-foot block to the greatest extent possible within pedestrian-oriented commercial districts. Additionally, the Code establishes the minimum distance between intersections on arterial streets as 500 feet (85.200.B). This standard should also be maintained.

Proposed Robinwood Overlay Zone

In August 2003 the Robinwood Neighborhood Association completed and presented to City Council the Robinwood Neighborhood Vision, and in March 2005, a neighborhood association subcommittee began developing implementation measures for the land use action items included in that document. The result of that process is the proposed Robinwood Neighborhood Overlay Zone, which provides additional land use regulations and development standards to be overlaid on the neighborhood's existing R-15, R-10, and GC zones. This section examines how these proposed regulations might relate to the OR 43 Conceptual Streetscape Design process. Of particular interest are the recommended changes to the General Commercial zone along the Hwy 43 corridor - includeing permitting residential mixed-use by right in the GC zone, prohibiting certain auto-oriented uses along the corridor, limiting building height, prohibiting certain building materials, and regulating parking lot design.

The proposed overlay recommends adding residential/commercial mixed-use buildings as a permitted use in the GC zone - allowing residential uses on upper floors or a portion of the ground floor of commercial buildings along the OR 43 corridor. Increasing residential uses within the Robinwood GC node would place greater demand on the area's pedestrian infrastructure, and would place greater priority on improving pedestrian accessibility and comfort in these areas.

Additionally, in an attempt to create a more pedestrian-oriented environment along OR 43, the proposed overlay also recommends prohibiting certain auto-oriented and heavy commercial uses in the GC zone. Suggested prohibited uses include automotive repair, light and heavy equipment repair, sales or rentals of light or heavy equipment, storage of recreation vehicles and boats, construction sales and services, light industrial manufacturing or finishing of products, wholesale storage and distribution, mini-warehouses, super stores, self service storage, and household hazardous waste depots. The Neighborhood argues that such uses are in conflict with their stated desire to create a pedestrian-oriented commercial street along OR 43. Limiting these auto-oriented uses would maximize any pedestrian improvements made as part of the streetscape plan, and would create a more visually appealing corridor overall.

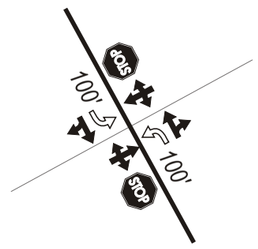
The proposed overlay also recommends limiting building height along the corridor. The GC zone currently permits 2.5 stories or 35' in building height for any structure within 50 feet of a low- or medium-density residential zone, and 3.5 stories or 45' for any structure located 50' or more from a low- or medium-density zone. The proposed overlay, however, recommends limiting building height to 2.5 stories (or 35'), whichever is less, as measured from the grade in the center of Highway 43 to the nearest lot line of the subject parcel. Measuring building height from the centerline of the street (rather than from the base of the building) takes the area's slope into account, and prevents upslope commercial buildings from towering over downslope buildings and blocking downslope residential views. This may also create a more symmetrical building face along the corridor, preventing the appearance of greater bulk on one side of the street than the other. However, while 35' may be an appropriate building height for most commercial buildings, a maximum building height of 35' may limit residential mixed-use building opportunities along the corridor.

The proposed overlay seeks to improve the overall architectural quality of new buildings along the corridor by amending existing design review standards to encourage the use of "long-lasting" building materials such as cast stone, terra cotta, and wood. It also recommends prohibiting certain building materials such as T1-11, plain concrete or concrete block, corrugated metal, full sheet plywood, sheet pressboard, synthetic stucco, and pre-fabricated tilt-up concrete, except as a secondary finish for up to 10% of the façade surface area. Encouraging more "timeless" building materials could have a positive visual impact along the corridor, which can help to create a more pleasing environment for pedestrians.

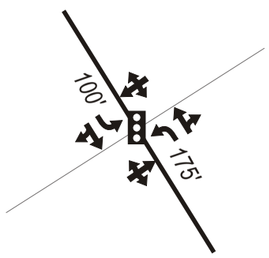
Finally, the proposed Robinwood Neighborhood Overlay Zone suggests limiting on-site parking lots to one side of an access driveway, and prohibiting double-loaded parking lots for any new permitted or conditional use. Limiting surface parking lot frontage and overall surface parking lot area can increase a street's pedestrian appeal by decreasing breaks in the street wall. However, the overlay's recommended approach does not address parking lot location or overall off-street parking requirements, which may be more important in mitigating the visual impact of surface parking than parking lot design alone. For example, the overlay recommends that parking lots be limited to one side of an access drive only, but does not address whether that parking lot may be at the side of a building or in front of a building. To the greatest extent possible, parking should be minimized between the building and the street. Additionally, the overlay recommends prohibiting double-loaded parking lots, but does not address overall off-street parking requirements. For many developments (especially those with substantial parking requirements), single-loaded parking lots may not be a viable option. However, minimizing the visual impact of surface parking by requiring that it be located to the side or rear of the building - or through heavy landscaping - can have a substantial positive impact on the quality of the pedestrian environment.

1 Hwy 43 @ Marylbrook Dr

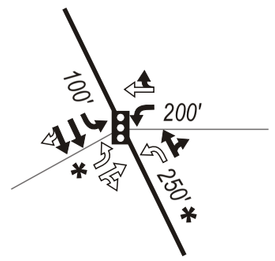
2 Hwy 43 @ Arbor Dr



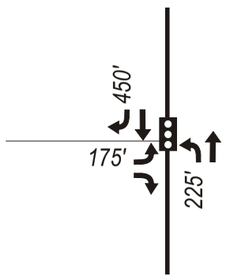
3 Hwy 43 @ Marylhurst Dr-Lazy River Wy



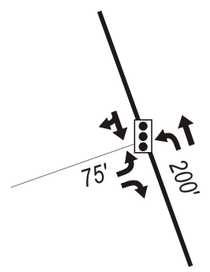
4 Hwy 43 @ Cedaroak Dr



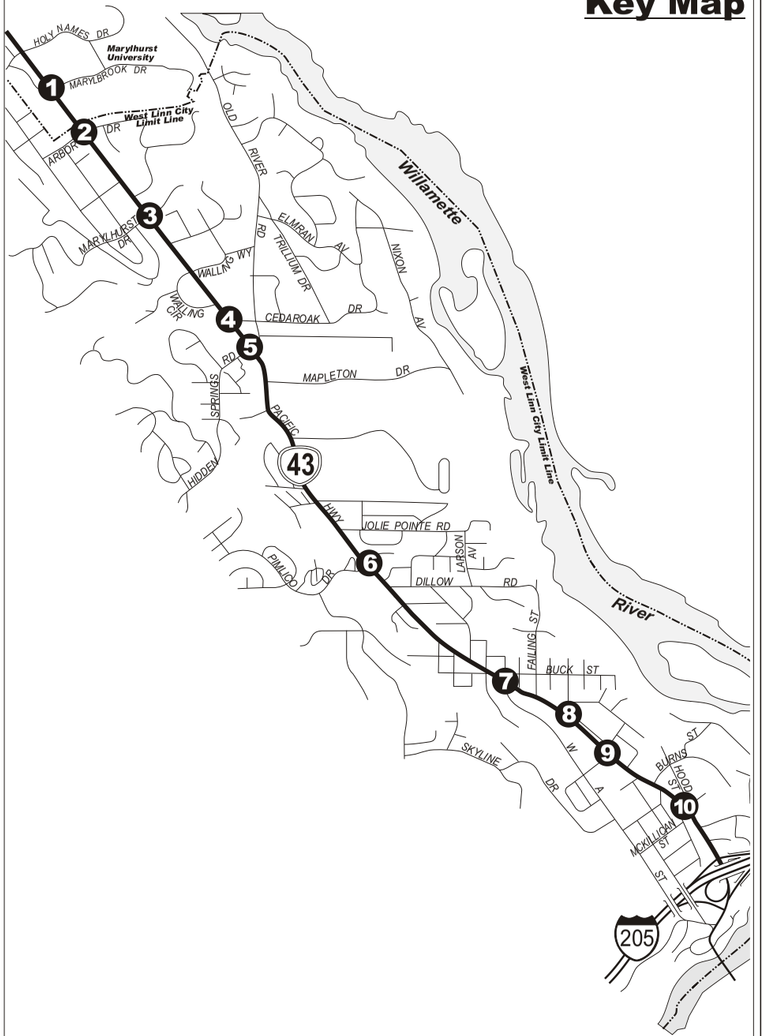
5 Hwy 43 @ Hidden Springs Rd



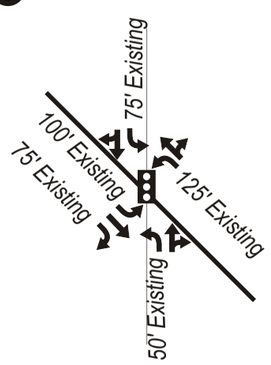
6 Hwy 43 @ Pimlico Dr



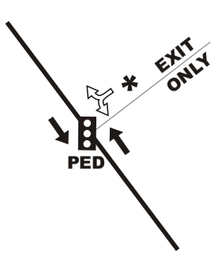
ORE 43
Conceptual Design Plan
Key Map



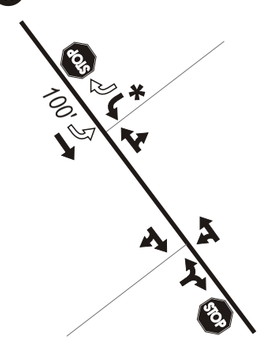
7 Hwy 43 @ West A St



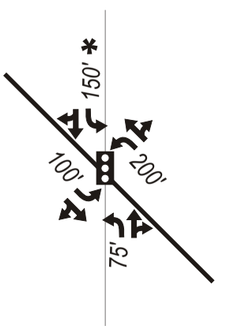
8 Hwy 43 @ Holmes St



9 Hwy 43 @ Lewis St-Webb St



10 Hwy 43 @ Hood St-McKillican St



LEGEND

- 0 - Study Intersection & Number
- ← - Existing Lane Configuration
- ⇦ - Proposed Lane Configuration
- STOP - Existing Stop Sign
- Existing Traffic Signal
- Proposed Traffic Signal
- **PED** - Pedestrian Actuated Traffic Signal
- *00'* - Storage Length
- * - Maximum Storage Length Allowed by Geometry

DKS Associates
TRANSPORTATION SOLUTIONS

NO SCALE

Figure 1

PROPOSED LANE CONFIGURATION AND STORAGE LENGTHS

Comment from ODOT Preliminary Design	Response from Consultant
Miscellaneous	
Median width: 14 feet except for cross section O (6 feet). Where is this section?	Section O is the narrowest section, next to the Bolton Shopping Center, between Burns Street and McKillican.
Curb return radii: 20 feet - we recommend to use a 30-foot radius at intersections at this planning/conceptual level, although we would use a 20 foot radius at minor and/or less traffic generated intersections.	Change would be corrected at the time of Preliminary Engineering (PE).
Chow Mein Lane and Mary S. Young Entrance:	
"...and a 7-foot planter/sidewalk on the east side "will require some evaluation/review from the Region Technical Center and an approval from Technical Services. If the intent is no planter, then a 7-foot sidewalk is fine.	Comment noted.
2nd bullet: If there are no access reservations to the undeveloped properties then the non-raised median proposal in this section is OK. But, if there are access reservations or any plan from any parties either developers or the City to apply for accesses to the highway then this is ODOT's opportunity to plan for a raised median or reserve some access control measure.	Change would be corrected at the time of PE.
Pimlico Drive: A 6-foot planter/sidewalk will require some evaluation/review from the Region Technical Center and an approval from Technical Services. A 6-foot sidewalk is fine, but not for both.	Change would be corrected at the time of PE.
White Tail Drive: See previous comment on the proposed planter/sidewalk dimension.	Change would be corrected at the time of PE.

Comment from ODOT Preliminary Design	Response from Consultant
HWY. 43 INTERSECTION DRAWINGS	
General: Can it be "ORE 43 CONCEPTUAL PLAN" instead of "ORE 43 CONCEPTUAL DESIGN PLAN"? If elements were drawn up from a GIS format and/or based on other unknown factors, i.e. the topography along the corridor, I would say these are not quite conceptual design plans yet. Just my opinion.	Given the very limited scope and budget, the emphasis at this stage is Conceptual and not Design.
MARYLHURST DR. - FAIRVIEW: 300'-400' from Marylhurst to the north (left) is Shady Hollow Way. The approach point is in the middle of the median taper. There should be some raised traffic separator (island) to prevent left-turn out in the narrow median prior to a signalized intersection.	Change would be corrected at the time of PE.
CEDAROAK - HIDDEN SPRINGS: I'm seriously concerned with this proposal. Potentially, it can be a fatal flaw. The proposal with a driveway connected to a signalized intersection, severe skew-angled approach from Cedaroak, access to a business off Cedaroak to close to signal, and the current/proposed trap lane should be re-evaluated. It's a red flag for conflicting movements and signing.	These issues would be ironed out at the time of PE. We agree that the angles of the side streets should be more similar to improve visibility and conflicts for turning vehicles, but the primary scheme is to re-organize the access to be safer and more efficient. We should not drop it because it is non-standard. Potential solutions could include: modifying the new west leg to line up better with existing skew on Cedaroak, acquiring a business on the NE or SE corner, acquiring more property to the north to continue the same centerline east-west, etc.

Comment from ODOT Preliminary Design	Response from Consultant
Also, with the left-turn pockets on the highway and left-turn out from businesses on the north side plus the current add/trap lane, there should be some raised traffic separator between Walling Circle and Cedaroak as a measure to reduce conflicting movements.	
CHOW MEIN - MARY S. YOUNG: Full median width should be from Mapleton to Mary S. Young. Also, a business access on the west side of the hwy and right the intersection of hwy 43/Mapleton should be restricted or moved away.	Change would be corrected at the time of PE.
PIMLICO DRIVE: What's the reason(s) to taper or eliminate the median to the left of the Pimlico Drive intersection? Is it a mistake? Also, there should be some preventive measure to restrict left-turn out from the residential driveway within the intersection footprint? Can it be done with a elongated island in the median? Can it be relocated?	The median could be extended as a two-way left-turn (TWLT). This issue would be revisited at the time of PE. This is a brand new house and driveway. The access could be modified through the PE design, but seems challenging, at least.
WHITE TAIL: What are the movements at the approach just to east of the map? Is it right-in only? or full movement? If the latter is so, it needs to be re-aligned.	It is a residential driveway, which has full access today. It could be moved to line up better with White Tail, potentially.
My Insert: HWY 43/BUCK ST./CAUFIELD INTERSECTION: Is there any thought to simplify this intersection configuration since it is close the next signalized intersection to the south (Elliot)?	Good question to revisit during PE.
My Insert: BOLTON ST. - BURNS ST.: What is the extra pavement to the right of the NB bike lane? Is it parking? If so, we propose to remove it.	No on-street parking is proposed.