



## MEMORANDUM

**Date:** December 16, 2020

**To:** Project Management Team, Project Advisory Committee, & Technical Advisory Committee

**From:** Matt Kittelson, PE, Julia Kuhn, PE, and Miranda Barrus

**Project:** Town of Lakeview Transportation System Plan Update

**Subject:** Final TM #3: Transportation System Inventory and Existing Conditions

## INTRODUCTION

This technical memorandum (TM) provides an inventory and evaluation of the Town of Lakeview's transportation system as it exists today. This memorandum provides a baseline understanding of the current transportation system and identifies existing needs and deficiencies. The information summarized herein was obtained and assembled using measured traffic data and historical crash rates, Geographic Information System (GIS) maps and data provided by the Town, aerial imagery, and studies provided or produced by Lakeview, Lake County, and the Oregon Department of Transportation (ODOT). Much of the inventory and analysis results are presented in figures and tables and are supplemented with text as needed. The transportation needs identified in this memorandum will be used to help inform the policies, projects, programs, or studies recommended in the Transportation System Plan (TSP) Update.

The following elements of the Town's transportation system were included as part of the inventory and evaluation:

- ▶ Land Uses and Population Trends
- ▶ Roadway System
- ▶ Intersection Operations
- ▶ Crash Analysis
- ▶ Active Transportation
- ▶ Air Transportation and Rail
- ▶ Bridges
- ▶ Funding

## EXECUTIVE SUMMARY

The assessment of the existing transportation system conditions and the transportation network inventory as presented herein identified the following:

- ▶ Transportation disadvantaged populations exist throughout the Lakeview community, highlighting the need to provide transportation options for all users of the system to efficient access work, services, and recreation.
- ▶ Sidewalks are provided primarily along arterials and collectors in the denser residential and commercial areas of Town. Where available, sidewalk widths range from less than five feet on residential streets to greater than six feet in the downtown core. Areas of Town away from the downtown core are less likely to have an existing or complete sidewalk system. Notably, sidewalks near the Senior Center, which provides transit options for residents, are in disrepair.
- ▶ The commercial and downtown corridor of US 395, from S 1st Street to OR 140, is the only street section of highway in Lakeview that meets the target number of marked crossing according to its urban contexts and spacing recommendations in ODOT's *Blueprint for Urban Design*.
- ▶ People riding bicycles "share the road" with motorists along most of the streets within the Town. Share-the-road biking facilities are consistent with the Town's collector street standard, but do not meet the arterial street standard, which require six-foot bike lanes or paved shoulders, or facility type recommendations in ODOT's *Blueprint for Urban Design*. Limited bicycle lanes currently exists within Lakeview.
- ▶ The Lake County Senior Citizens Association (LCSCA) is the primary transit provider in Lakeview and the Inner Court Family Center primarily services North Lake County and serves riders coming to Lakeview. These services

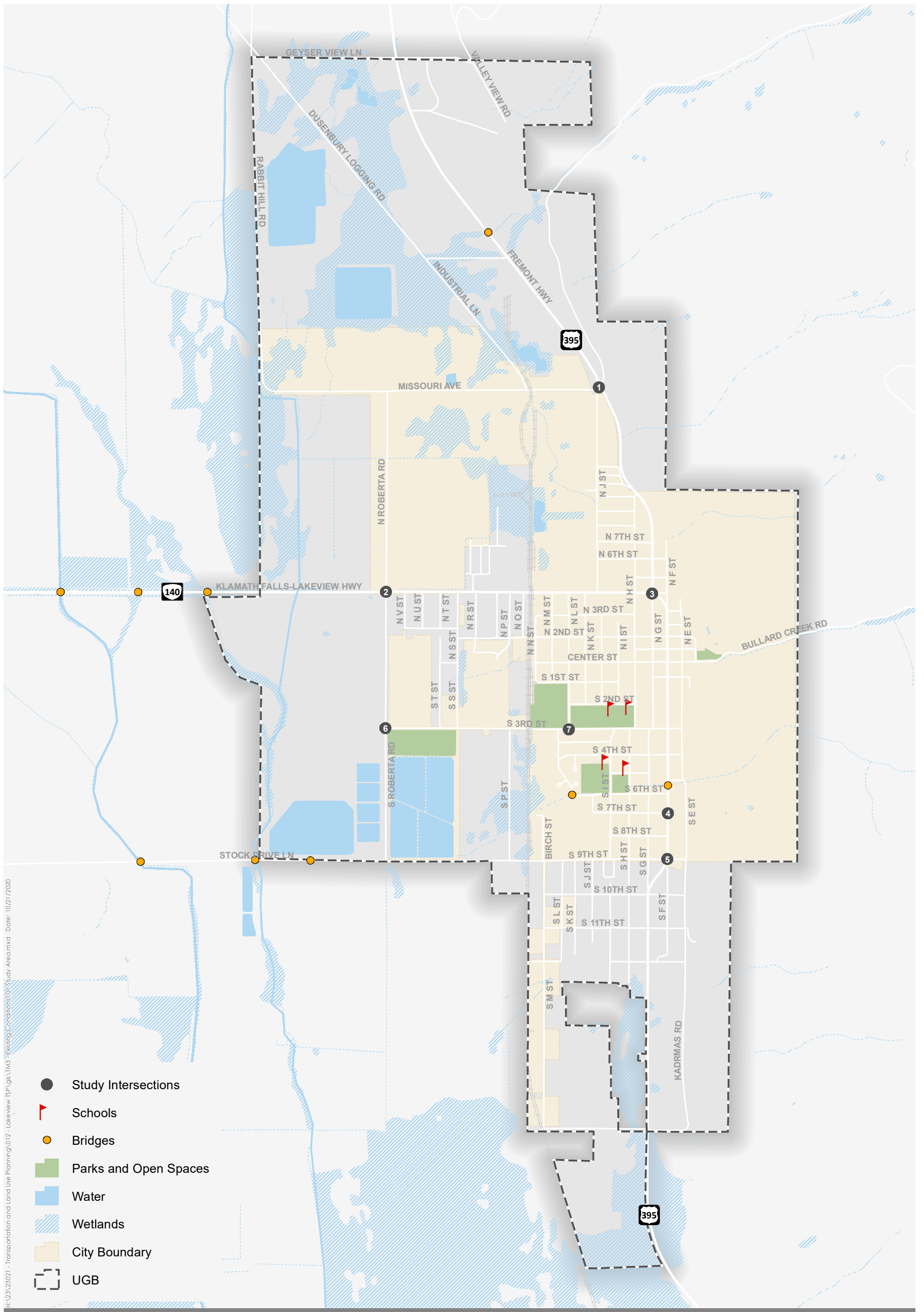
provide rides through demand-responsive (e.g., curb-to-curb trips scheduled by advance reservation) and dial-a-ride shuttle service for seniors, persons with disabilities, and the general public. LCSCA has recently expanded service to include a monthly roundtrip to La Pine and is piloting a service to alturas. No dedicated transit facilities exist in Lakeview.

- ▶ No operational deficiencies were identified on the State or local roadway system.
- ▶ Two fatal crashes occurred in the Lakeview UGB from 2014-2018. Both occurred on rural sections of road near the edge of the UGB. Four severe injury crashes occurred over the same period, two of which occurred on US 395 north of Industrial Lane.
- ▶ All study intersections and segments do not exceed applicable crash thresholds except for the section of US 395 north of OR 140. This segment transitions to a rural road to the north and experienced a crash rate of 1.65 (crashes per million vehicle-miles of travel), which exceeds that statewide rate for similar facilities.
- ▶ The US 395/OR 140 and US 395/J St/Missouri Avenue intersections were observed to have existing geometric layouts that may be confusing for drivers and contribute to long crossing distances for walking or riding a bike.
- ▶ The US 395/Industrial Lane, US 395/Kadmas Road, US 395/7<sup>th</sup> Street, and US 395/9<sup>th</sup> Street intersections were noted for further review through the Solutions analysis due to sight distances deficiencies, increased demand, or other needs as noted by the advisory committee.
- ▶ Two crashes involving bicycles or pedestrians were reported over the analysis period. One included a fatality and is included in the two fatal crashes reported from 2014-2018.
- ▶ No bridges in the Lakeview UGB were identified as having a low sufficiency rating or classified as "structurally deficient/distressed".
- ▶ OR 140 and US 395 are designated Oregon Highway Plan (OHP) freight routes serving as important connections between Southern and Central Oregon and California. Trucks account for approximately 27 percent of OR 140 traffic, 16 percent of US 395 traffic north of OR 140, and 30 percent of US 395 traffic south of OR 140.
- ▶ No local freight route designations exist in the Town but some streets experience truck traffic presumably using the local roadway network to avoid the highway system.
- ▶ Resources and expenses within the Town's Street Fund have generally been equal in recent years and have not included any discretionary capital improvement projects undertaken by the Town. As such, future improvements to the Town's roadway system will likely need to identify additional funding sources to be implemented.
  - No local freight route designations exist in the Town but some Town streets experience heavy vehicle detours from the State highway system.

## OVERVIEW OF LAKEVIEW'S TRANSPORTATION SYSTEM

The TSP addresses the transportation needs for people driving, walking, and cycling within the Town's Urban Growth Boundary (UGB). The geographic extents of the UGB are illustrated in Figure 1. With just more than 2,000 residents, it is the largest town in Lake County and serves many of the retail and employment needs of the County's rural residents. OR 140 and US 395 provide east-west and north-south routes into, out of, or through the Town. The nearest large city is Klamath Falls, which is approximately 95 miles west on OR 140.

Lakeview is surrounded by agricultural and forested lands, including Fremont National Forest and outdoor recreational areas. In past decades, the Town's economic activity was primarily related to the operations of the sawmill, but with the decline in logging across the state, Lakeview's use of the current transportation system has shifted to support newly established industries.



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Figure 1

**Study Area  
Lakeview, Oregon**

# LAND USES AND POPULATION TRENDS

Existing land use patterns, economic development opportunities, and population demographics play a key role in identifying transportation needs and solutions within the TSP. This information can also help articulate the Town's vision for an enhanced transportation network for people driving, walking, and cycling, as well as to prioritize projects, programs, and policies that support economic development consistent with the existing Comprehensive Plan.

## LAND USE

Comprehensive Plan designations and the location of natural resources, environmental barriers, and activity centers can help define existing transportation system needs. The Town currently has nine Comprehensive Plan designations for lands within the UGB. As illustrated in Figure 2, properties with industrial and commercial designations are generally located north of OR 140 while residentially-designated lands are generally located south. Table 1 provides a summary of the Comprehensive Plan designations within the Town.

**Table 1: Comprehensive Plan Designations**

District	Purpose
Residential Areas	Areas for a variety of residential uses near shopping, schools, recreation, and employment sites and minimize undue taxpayer costs for public services
Commercial Areas	Areas for retail, service, tourist, and other commercial uses and activities (retail uses are encouraged to locate downtown to maximize interaction between businesses and minimize costs for services)
Downtown Service Core	Primary employment and shopping area characterized by a high-quality pedestrian environment and "Main Street" characteristics (a quarter-mile walkshed captures the extent of Town within walking distance to downtown services)
Neighborhood Centers	Pedestrian friendly residential neighborhoods with small-scale neighborhood services available within walking distance (1,000-foot radius)
Industrial Areas	Areas to accommodate light and heavy industrial uses needed to maintain or improve economic and employment opportunities; need for rail and/or highway access, potential utilization of geothermal energy, and recent re-zonings have been recognized in delineating industrial areas
Quarry Site	An area designated for continued rock removal, processing, and stockpiling which prevents curtailing caused by encroaching development; no residential development is allowed in the immediate proximity until extraction and related activities are discontinued
Public Use	Areas where public uses have been established and where possible expansion or protection may be needed due to public investment
Gateways	Sense of identity and arrival by implementing attractive signing and landscape features at entrances to the Town
Future Urbanization Areas	Areas that protect residential land within the UGB, are an efficient use of land and urban services, and are an orderly transition from rural to urban

Source: Comprehensive Plan

## ACTIVITY CENTERS

Providing safe and efficient connections for people walking and cycling to, from, and between major activity centers in the Town is important for creating an equitable transportation system. Key activity centers in the UGB are shown in Figure 3. Some prominent destinations outside of Town limits are the Lake County Airport to the southwest and Warner Canyon Ski Area to the northwest.

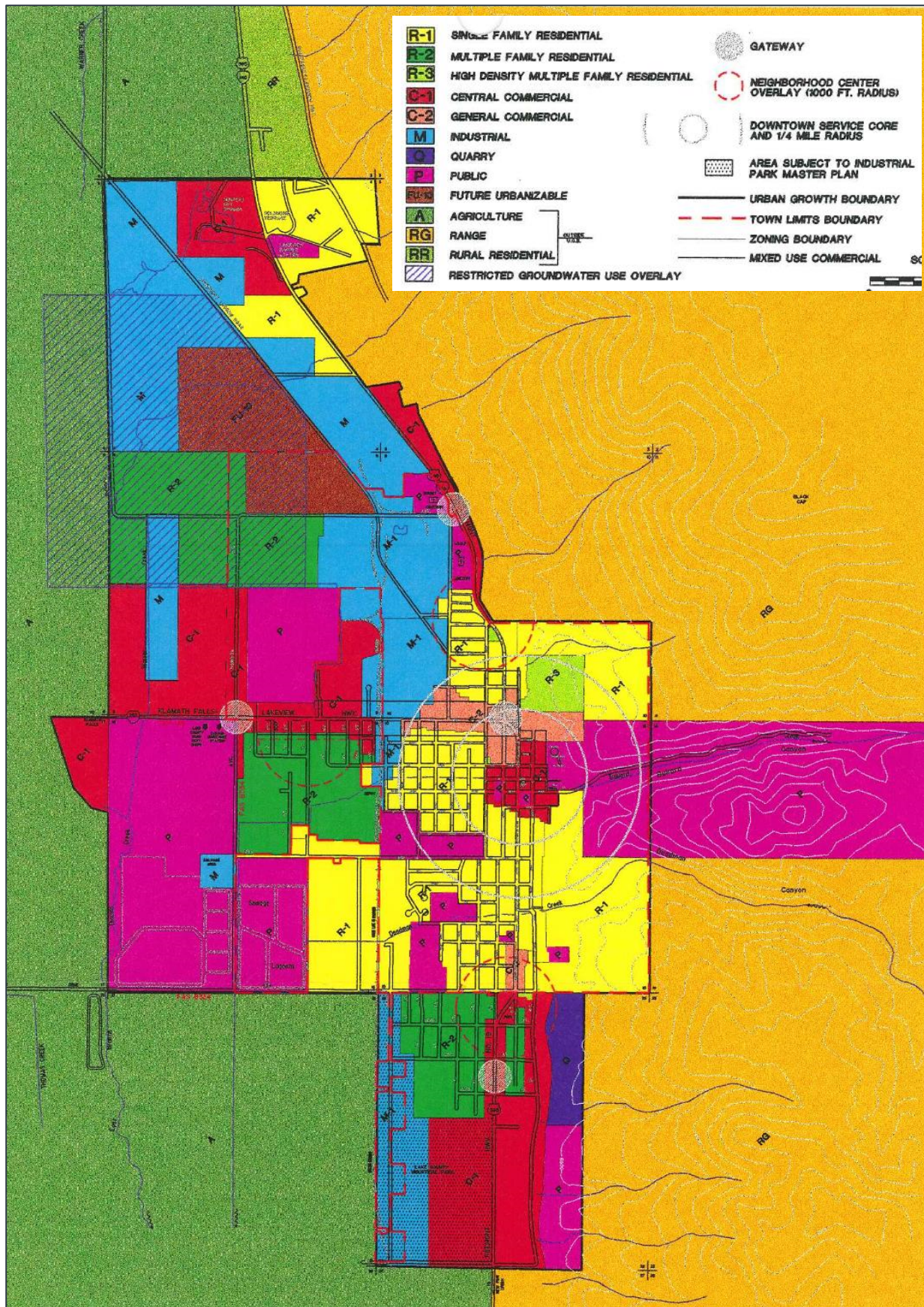
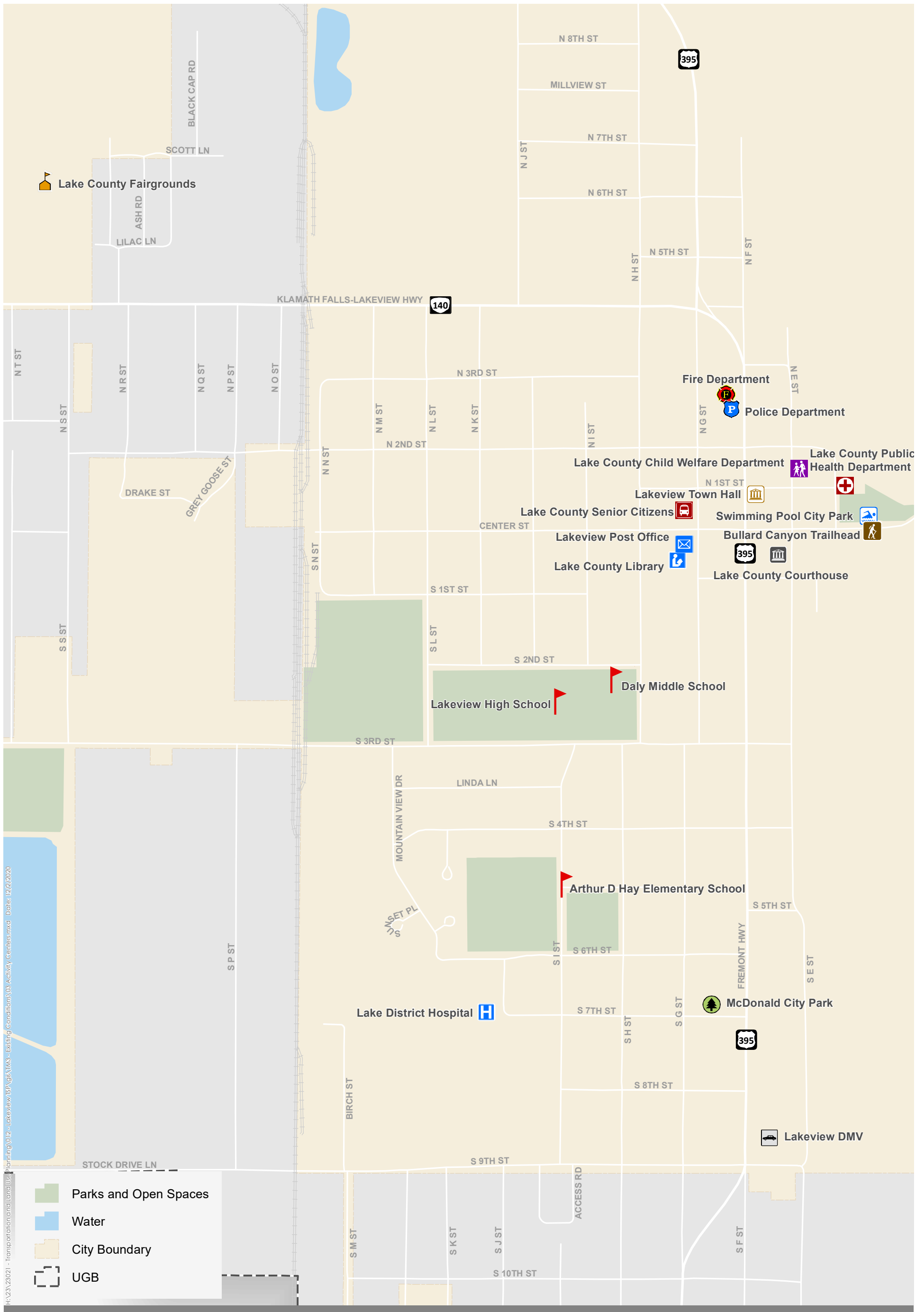


Figure 2: Comprehensive Plan Designations



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Figure 3

## Activity Centers Lakeview, Oregon

As shown in the figure, key activity centers include:

- ▶ Lake County Fairgrounds, Library, and Courthouse
- ▶ Lakeview Town Hall, Post Office, DMV, Fire and Police departments, and Lake District Hospital
- ▶ Lakeview High School, Daly Middle School, and Arthur D Hay Elementary School
- ▶ Swimming Pool City Park
- ▶ Bullard Canyon Trailhead
- ▶ McDonald City Park

## NATURAL RESOURCES AND ENVIRONMENTAL BARRIERS

Potential environmental considerations or constraints related to future transportation improvements were identified from a review of wetlands and waterways, forest lands, and historical and culture resource sites within the UGB. This review revealed that:

- ▶ Swaths of wetlands are present in much of the area north of OR 140, crossing and adjacent to major roads such as US 395, Rabbit Hill Road, Missouri Avenue, Roberta Road, and OR 140; some wetlands are present south of OR 140, primarily crossing and adjacent to US 395.
- ▶ Lands immediately outside of the UGB are designated for agriculture and ranging uses. A large portion of the lands further east and west are designated for forest use and are publicly owned.
- ▶ Oregon's Historic Sites Database from the State Historical Preservation Office (SHPO) considers the following locations eligible and significant sites (additional survey may be required at the time of design and construction of possible transportation improvements to assess potential impacts to such sites):
  - Lake County Round Sale Barn
  - Abert Lake Petroglyphs (location restricted)
  - Heryford Brothers Building
  - Nevada-California-Oregon Railway Passenger Station
  - Bailey & Massingill General Store
  - Post & King Saloon
  - House of William P Heryford
  - House of John N & Cornelia Watson

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## POPULATION DEMOGRAPHICS

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The Town's transportation system should be designed and operated to serve people of all ages and abilities. Table 2 summarizes the key population demographics that can help inform the needs of all residents. The information in Table 2 includes estimates for total population, youth (under 18 years of age), seniors (65 years and older in age), race/ethnicity, employment status, poverty level (as defined by the United States Census Bureau and for families with children under 18 years of age), and primary mode choice for commuting to work. This information is based on data summarized within the 2018 American Census Survey (ACS). For reference purposes, Figure 4 illustrates the location of the associated census block groups.

As shown, the area north of N 2<sup>nd</sup> Street and east of N J Street (Census Block Group 3 on Figure 5), generally includes the population area with the greatest percentage of people considered to be "transportation disadvantaged" within the UGB.

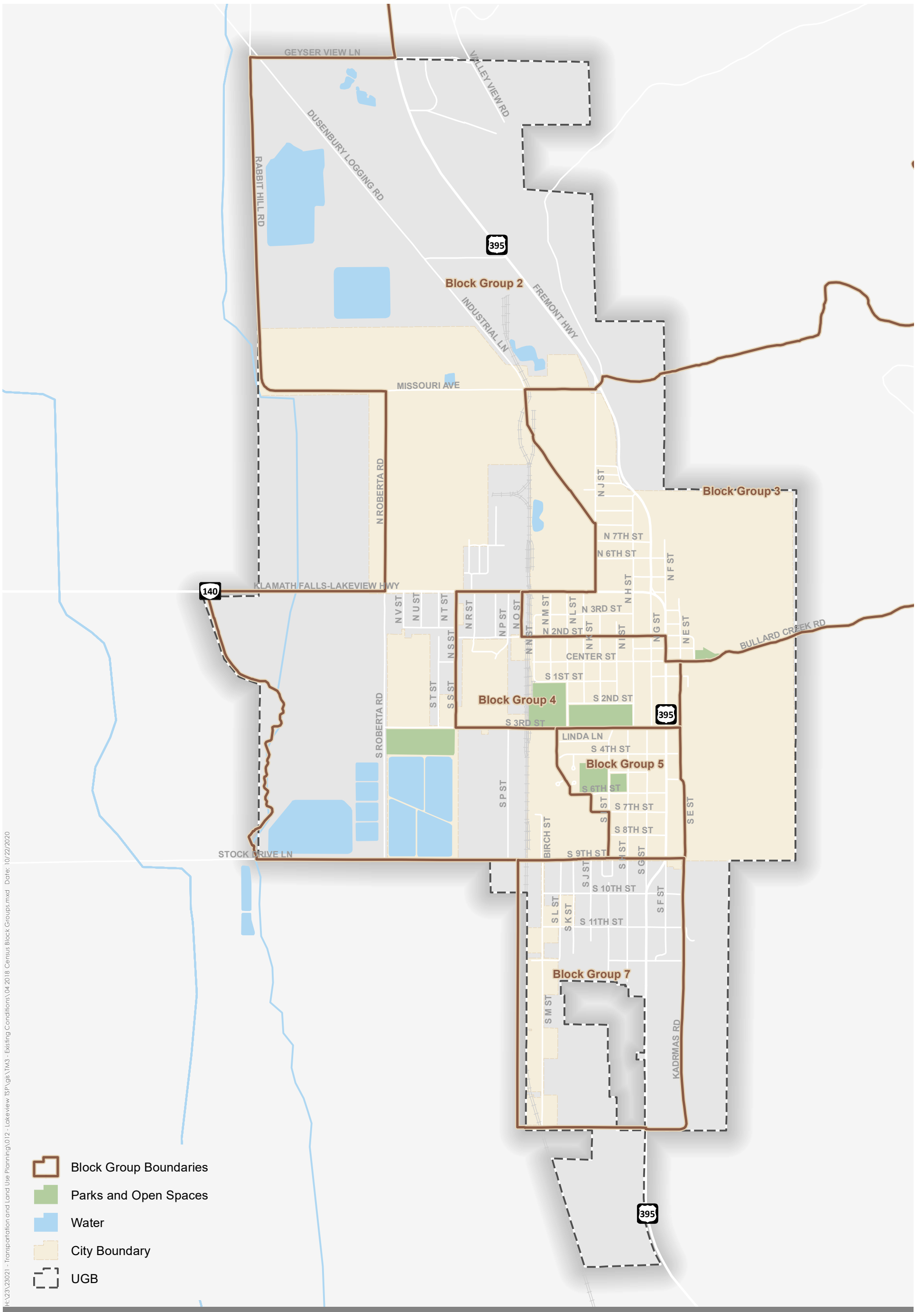
**Table 2: 2018 Population Demographics**

Demographic	Block Group 2	Block Group 3	Block Group 4	Block Group 5	Block Group 7
	Area north and south of OR 140, east of N S St	Area north of N 2 <sup>nd</sup> St, east of N J St	Downtown Core/ Western Residences	Area south of S 3 <sup>rd</sup> St, east of S J St	Area south of S 9 <sup>th</sup> St
Population	511 people	845 people	625 people	1,054 people	556 people
Age	19 percent are 18 and younger and 21 percent are 65 and older	26 percent are 18 and younger and 16 percent are 65 and older	10 percent are 18 and younger and 24 percent are 65 and older	33 percent are 18 and younger and 19 percent are 65 and older	19 percent are 18 and younger and 35 percent are 65 and older
Race	16 percent are minority populations	18 percent are minority populations	22 percent are minority populations	3 percent are minority populations	3 percent are minority populations
Employment Status	49 percent are not in the labor force (16 years and older)	47 percent are not in the labor force (16 years and older)	45 percent are not in the labor force (16 years and older)	27 percent are not in the labor force (16 years and older)	46 percent are not in the labor force (16 years and older)
Poverty Level	0 percent are families below the poverty level	38 percent are families below the poverty level	7 percent are families below the poverty level	24 percent are families below the poverty level	23 percent are families below the poverty level
Transportation	20 percent carpooled to work and 0 percent rode transit or a bike or walked to work	17 percent carpooled to work and 16 percent rode transit or a bike or walked to work	4 percent carpooled to work and 11 percent rode transit or a bike or walked to work	2 percent carpooled to work and 8 percent rode transit or a bike or walked to work	8 percent carpooled to work and 0.5 percent rode transit or a bike or walked to work

The following areas represent the greatest percentage of each demographic:

- ▶ North of N 2<sup>nd</sup> Street, east of N J Street (Block Group 3): 38 percent are below poverty; 33 percent commuted to work by modes alternate to a personal vehicle (e.g. carpooling, taking transit, walking, biking, etc.)
- ▶ Downtown Core/Western Residences (Block Group 4): 22 percent are minority populations
- ▶ South of S 3<sup>rd</sup> Street, east of S J Street (Block Group 5): 33 percent are youth; 49 percent are not in the labor force
- ▶ South of S 9<sup>th</sup> Street (Block Group 7): 35 percent seniors





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Figure 4

**2018 Census Block Groups  
Lakeview, Oregon**

# ROADWAY SYSTEM

The roadway system is an important conveyance of personal travel, freight, transit, and emergency response. This section summarizes the roadway system inventory of identified existing street system characteristics including roadway jurisdiction, functional classification, access management and spacing, and other key considerations.

## STREET SYSTEM CHARACTERISTICS

### ROADWAY JURISDICTION

The streets within the UGB are operated by the Town, Lake County, ODOT, Bureau of Land Management (BLM), and the United States Forest Service (USFS). The jurisdictional responsibility for these streets is shown in Figure 5. Local streets are owned and maintained by the Town. Some of the local roadway network is privately held.

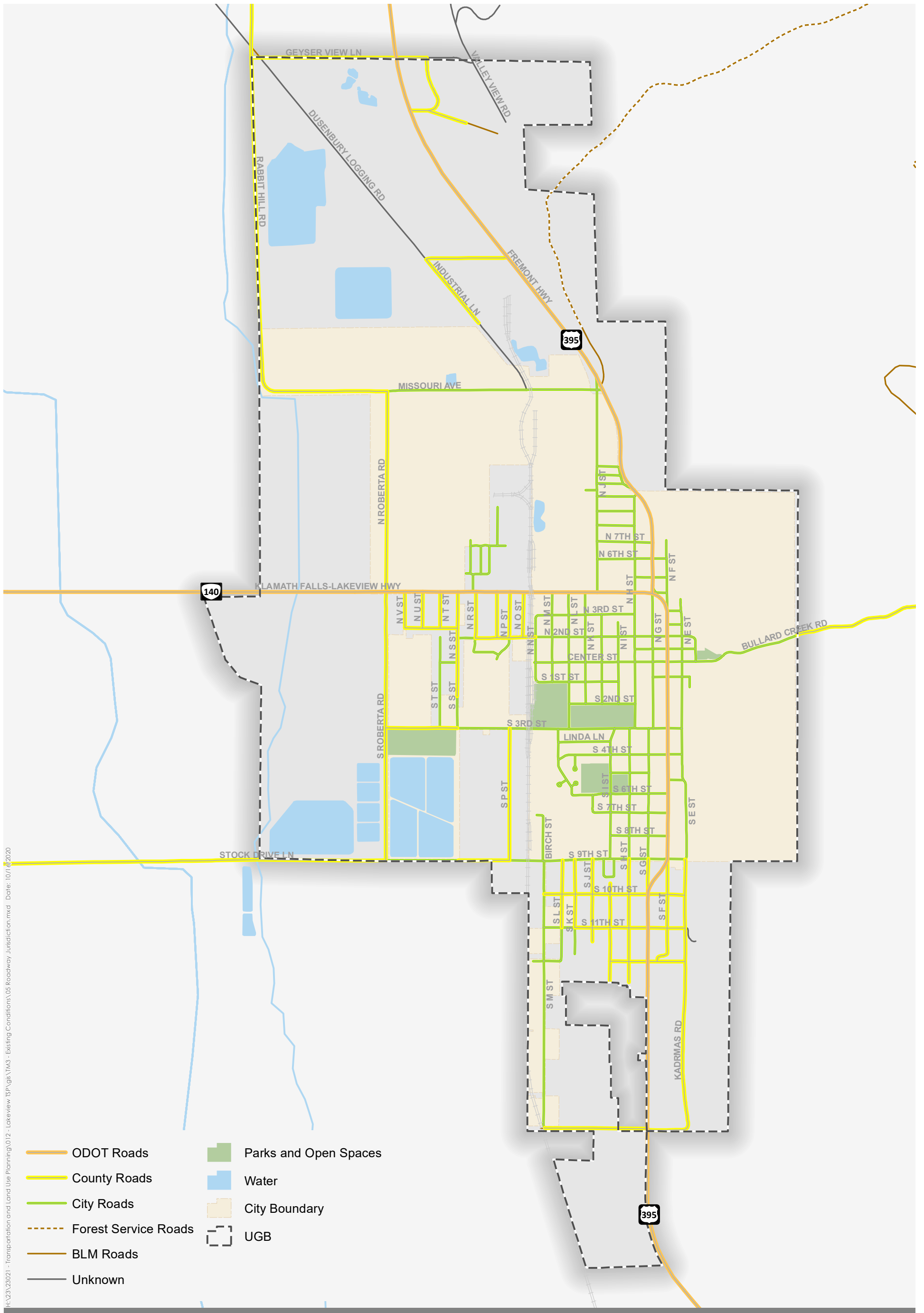
### FUNCTIONAL CLASSIFICATION

The Town, Lake County, and ODOT organize streets into a functional classification system based on a hierarchy of mobility and access to, through, and between different land use types. The TSP inventory focuses on those streets classified as collectors and arterials. These classification levels are identified by ODOT for State facilities and by the Town for Town facilities. Table 3 summarizes the functional classifications within the Town.

Table 3: Functional Classification Hierarchy		
Functional Classification	Purpose	Example Streets
<b>Arterials</b>	<ul style="list-style-type: none"> <li>▶ Represent the highest class of roadway</li> <li>▶ Intended for mobility by serving high traffic volumes, particularly through traffic, at higher speeds</li> <li>▶ Serve trucks movements and should emphasize traffic movement over local land access</li> </ul> <p>Note: All arterials in Lakeview are on the State Highway system</p>	<ul style="list-style-type: none"> <li>▶ OR 140</li> <li>▶ US 395</li> </ul>
<b>Collectors</b>	<ul style="list-style-type: none"> <li>▶ Represent the intermediate roadway class</li> <li>▶ Collect traffic from the local street system and distribute it to the arterial street system</li> <li>▶ Provide a balance between traffic movement and land access and should have continuous roadway sections to facilitate traffic circulation through the Town</li> </ul>	<ul style="list-style-type: none"> <li>▶ Roberta Avenue</li> <li>▶ L Street</li> <li>▶ S 3<sup>rd</sup> Street</li> </ul>
<b>Local Streets</b>	<ul style="list-style-type: none"> <li>▶ Represent lowest roadway class</li> <li>▶ Intended for local land access and to carry locally generated traffic at relatively low speeds compared to the collector street system</li> <li>▶ Should provide connectivity through neighborhoods but be designed to discourage cut-through vehicular traffic</li> </ul>	<ul style="list-style-type: none"> <li>▶ S 1<sup>st</sup> Street</li> <li>▶ G Street</li> <li>▶ Millview Street</li> </ul>

Figure 6 illustrates the current functional classification of streets within Lakeview. The existing street system is well connected, providing key arterials via the state highway system to travel north-south and east-west through Town and a collector roadway system that provides access to and from the arterial network and key origins and destinations.

Potential modifications to the functional classification system will be reviewed as part of the solutions analysis for the TSP Update.

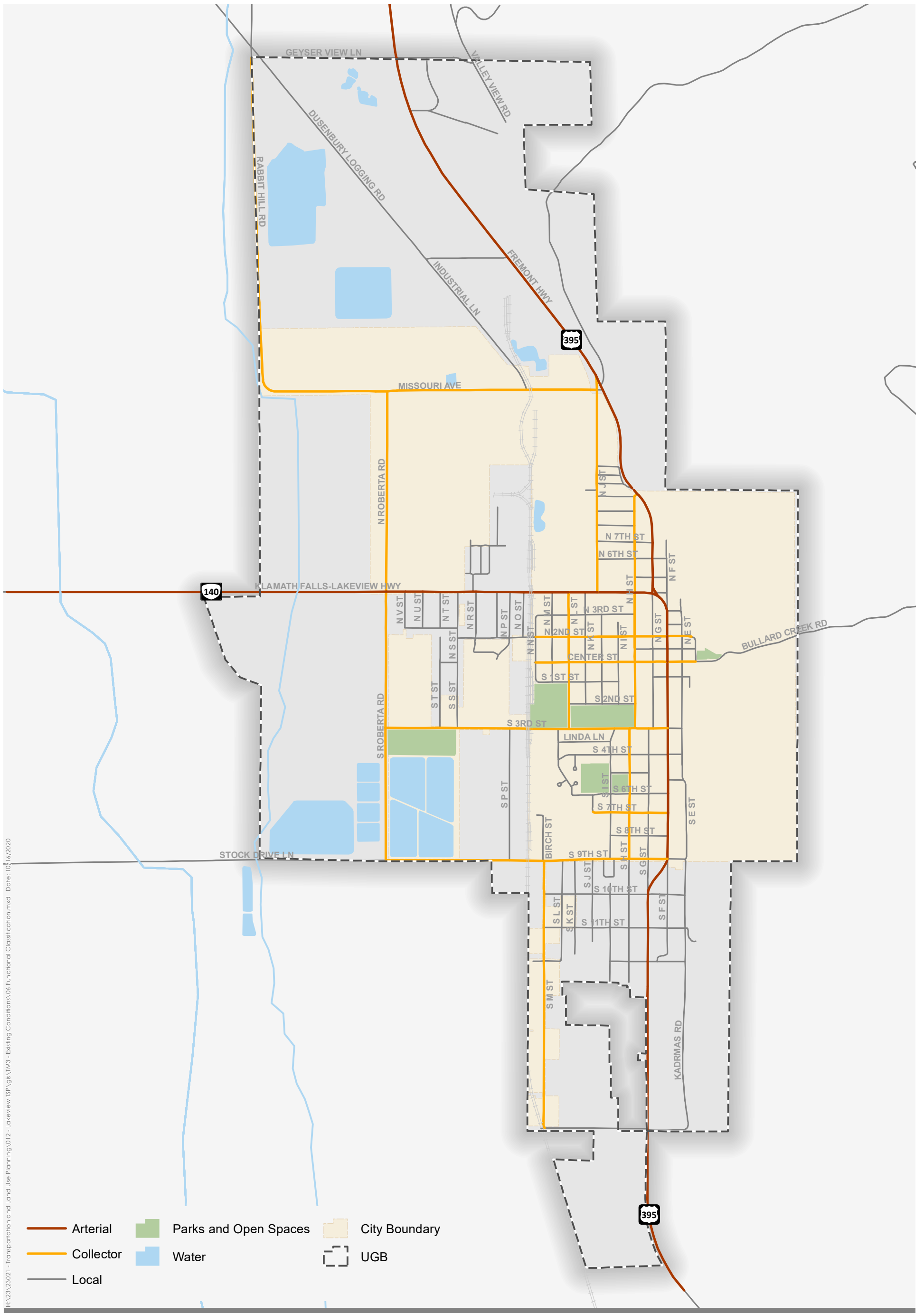


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Figure 5

### Roadway Jurisdiction Lakeview, Oregon



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- Arterial
- Collector
- Local
- Parks and Open Spaces
- Water
- City Boundary
- UGB



Figure 6

**Functional Classification  
Lakeview, Oregon**

## FACILITY CHARACTERISTICS

The following subsections provide a general inventory of existing street characteristics by facility type, including general use, posted speed limits, pavement types and conditions, Intelligent Transportation Systems (ITS) infrastructure, and other key roadway elements.

### State Facilities

State highways provide statewide and regional connections to the Town. Lakeview is served by two State highways, OR 140 and US 395, that are also designated on the National Highway System (NHS). OR 140 extends east from Lakeview to the Nevada state line and west to other communities, including Klamath Falls. US 395 extends south from Lakeview to the California state line and north to US 20 west of Burns. These State highways connect the Town's residents, employees, visitors, and freight throughout the state as well as with other states. Although these highways provide an important mobility function for motorists and freight, they can present a barrier to those walking and cycling within the Town. Table 4 summarizes key characteristics of OR 140 and US 395.

OR 140 and US 395 have posted speeds of 55 miles per hour (mph) as they enter the UGB and transition to 25 mph as they approach the Town limits and downtown core area. This is shown in Figure 7. As of 2020, the pavement condition for OR 140 is reported as "Good" within the study area. Similarly, the pavement condition for US 395 is reported as "Good" from the northern UGB limit to S 1<sup>st</sup> Street where it changes to "Fair" until the southern UGB limit. Both highways provide two vehicular travel lanes within the UGB as well as other areas within the County. Most sections of the highways within the UGB include on-street parking. This is reflective of a "main street" function that both highways serve within the Town.

ODOT maintains ITS infrastructure on US 395 just south of S 12<sup>th</sup> Street (including a camera and road weather information system (RWIS)) to warn drivers leaving town of inclement weather.

**Table 4: State Highway Characteristics**

Facility	Extents	Oregon Highway Plan (OHP) Designation	Posted Speed Limit (mph)	Number of Lanes	Travel Lane Width (ft)	Pavement Condition
OR 140	Entire route within UGB	Statewide Highway, Freight Route	25 - 55	2	12	Good
US 395	Entire route within UGB	Statewide Highway, Freight Route	25 - 55	2	12-15	Fair to Good

### Town Streets

Lakeview owns and maintains much of the collector and local street system within the Town's limits. Most of the streets are not built to standards identified in the Town's design guidelines, as many do not have sidewalks and/or these sidewalks are substandard. This results in a disconnected network for those walking.

Town streets generally do not have posted speed limits but are assumed to operate consistent with a 25-mph speed limit. Exceptions include the school zones that are posted at 20 mph. All Town intersections are either stop or yield controlled.

No local freight route designations exist in the Town but some Town streets experience heavy vehicle detours from the State highway system.

### County Facilities

The County maintains more than 10.6 miles of roadways; these streets are primarily located outside the Town limits but within the UGB. These streets provide connections to State highways, businesses, and residences.

County facilities within the UGB are built to typical County roadway improvement standards, which do not identify the need for curb, gutters, sidewalks, or bicycle facilities. Nearly all existing County facilities within the UGB would require modifications if a jurisdictional transfer to the Town occurs in the future.

## FREIGHT

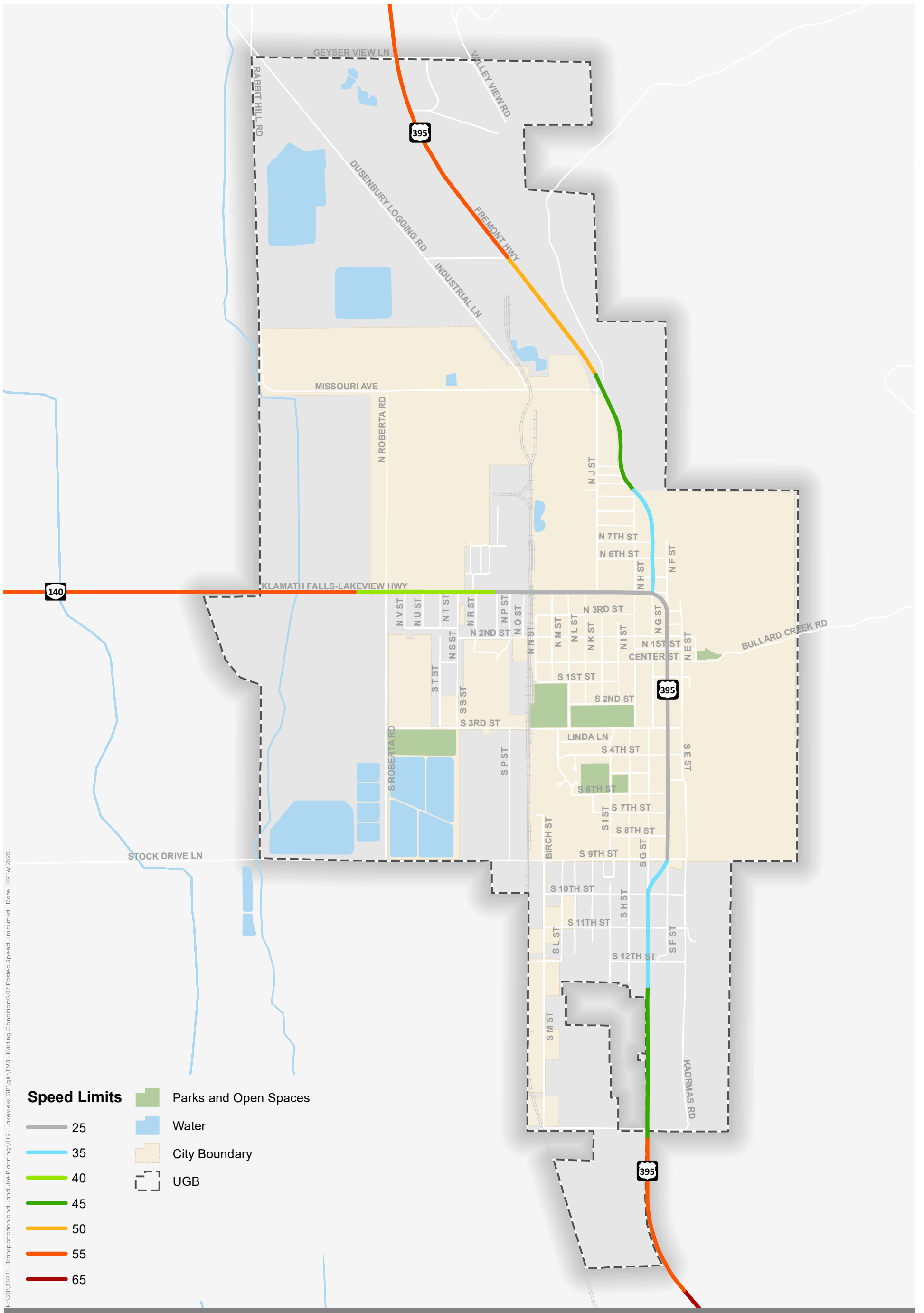
OR 140 and US 395 are designated Oregon Highway Plan (OHP) freight routes serving as important connections between Southern and Central Oregon and California. Freight is a critical economic component for Lakeview and the region. Figure 8 illustrates the designated freight routes. Both State highways are also designated as Reduction Review Routes, which requires that ODOT consider the needs of load restrictions and oversize-dimension load needs as part of planning, project development, development review, and maintenance.

Per ODOT (Route Maps 3 and 5 through 9), these freight routes have the following movement restrictions:

- ▶ OR 140 east of US 395 and US 395 south of OR 140 require Over-Dimension Permits for Triples Combinations or operations exceeding 14 feet in height;
- ▶ Both highways require Special Transportation Permits for continuous movement of mobile homes and modular building units over 12 feet but not exceeding 14 feet in width;
- ▶ OR 140 east of US 395 has a truck-tractor overall length limit of 65 feet; and,
- ▶ Neither highway is authorized for loads 14 feet wide with gross weight up to 98,000 pounds.

Based on the Annual Average Daily Traffic (AADT) reported on ODOT's TransGIS online tool, trucks account for approximately 27 percent of OR 140 traffic, 16 percent of US 395 traffic north of OR 140, and 30 percent of US 395 traffic south of OR 140.

Freight is also transported on Town and County streets to access industrial sites and commercial zones. No specific local freight designations are identified by the Town. However, some Town streets experience truck traffic, presumably using the local roadway network to avoid the highway system.

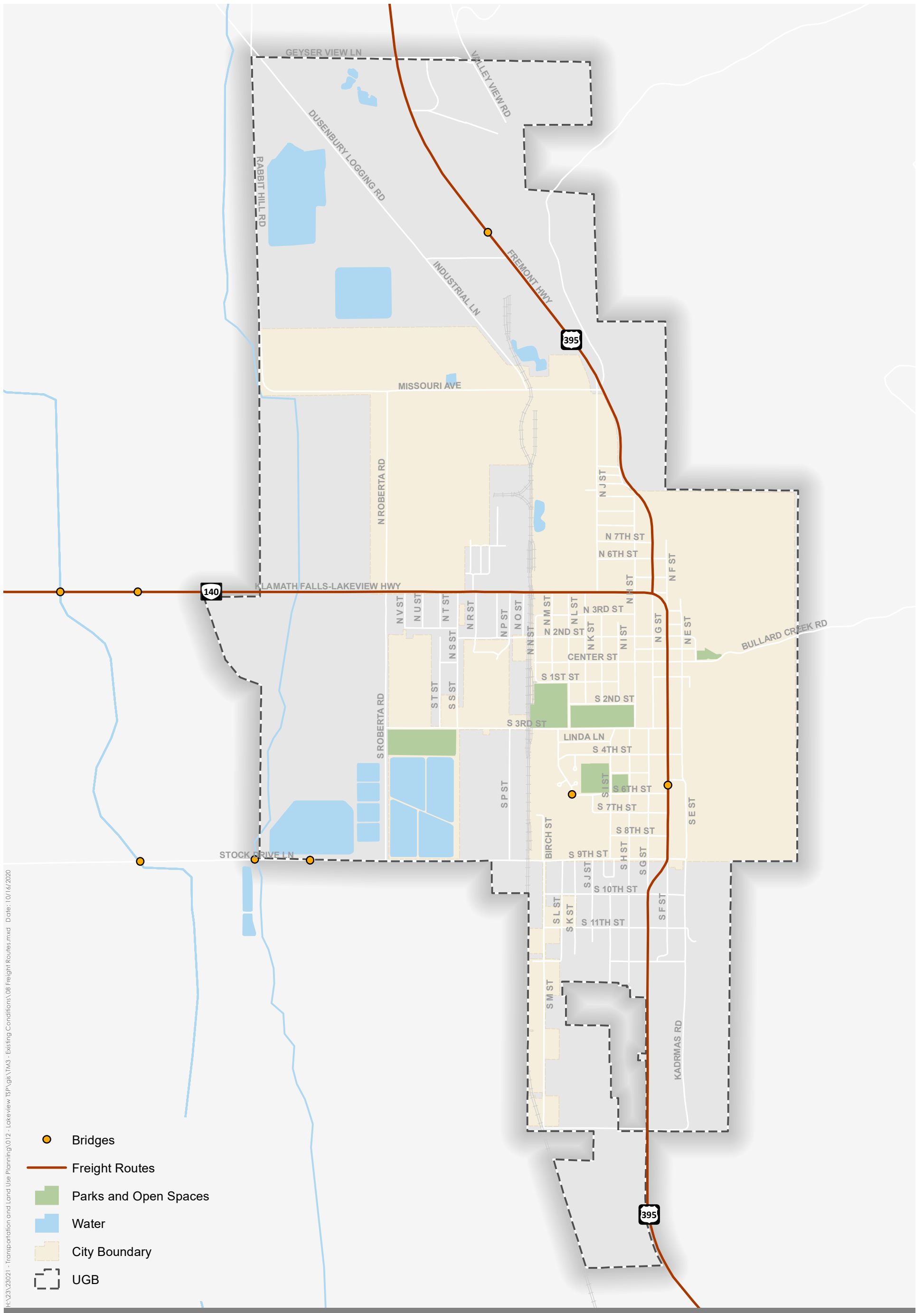


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Figure 7

**Posted Speed Limits  
Lakeview, Oregon**



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Figure 8  
**Freight Routes  
 Lakeview, Oregon**



## ROADWAY IMPROVEMENT STANDARDS

The Town's current street standards are summarized in Table 5.

Table 5: Street Standards								
Functional Classification	Right-of-Way Width (ft)	Travel Lanes (ft)	Median/Center Turn Lane (ft)	Bike Lanes (ft)	On-Street Parking (ft)	Curb (in)	Planting Strip (ft)	Sidewalks (ft)
<b>Arterial Streets</b>								
Arterials within the study area, which are all on the State Highway system, are subject to State highway improvement standards or guidance.								
<b>Collector Streets</b>								
All Zones Except DSCSD <sup>1</sup>	60	11	None	Shared	7	6	0-6	6
DSCSD Zone	100	10	None	Shared	17 (angled)	6	0-8	6-15
<b>Local Streets</b>								
Industrial, Commercial, and High Density Residential (R-3) Zones	60	11	None	Shared	7	6	0-6	6
DSCSD Zone	100	10	None	Shared	17 (angled)	6	0-8	6-15
Single-Family and Multiple Family Residential Zones	60	10	None	Shared	8 (one side)	6	0-10	6
Alleys	16-20	N/A	N/A	N/A	None	None	None	None
Accessways and Multi-Use Paths	10-18	6-10	N/A	N/A	N/A	None	None	None

<sup>1</sup>DSCSD: Downtown Service Core

As State facilities, OR 140 and US 395 are subject to state cross section standards described in the Highway Design Manual (HDM). Within the UGB, the following cross-section elements are considered as part of future roadway improvements:

- ▶ 6-foot sidewalks with 3- to 6-foot buffer strips or 8-foot sidewalks without buffer strips
- ▶ 6-foot bike lanes or paved shoulders
- ▶ 12-foot travel lanes

ODOT's Blueprint for Urban Design provides a context-sensitive approach to roadway improvements. In the future, improvements to the state highway system would rely on its guidance and not solely on the cross-section standards within the HDM.

Over time, the Town and ODOT will modify the existing streets to reflect appropriate standards. These modifications will occur both as part of private development efforts and through public improvement projects.

## ACCESS MANAGEMENT AND SPACING

Providing adequate access to streets, land uses, and key destinations is critical for operating and planning for an effective transportation system for all users. ODOT, the County, and the Town all maintain standards to help balance the needs of through travelers, including freight and transit, and of area residents, employees, and visitors. Access management typically increases access spacing on higher classified roads to prioritize mobility and decreases access spacing on lower classified roads to prioritize local access.

## State Facilities

ODOT establishes access management spacing standards in the OHP and Oregon Administrative Rule (OAR) 734-051-4020(8). Those standards applicable to the highways within the Town are summarized in Table 6. These standards are based on the 2018 AADT, posted speed limit (see Figure 7), and functional classification of the roadways.

Table 6: ODOT Statewide Highway Access Management Spacing Standards			
Posted Speed (mph)	Facility	Extents	Access Spacing Standard (Feet)
25	OR 140	N Q Street to US 395	150
	US 395	S 9 <sup>th</sup> Street to OR 140	
35	US 395	OR 140 to N 9 <sup>th</sup> /H streets	250
		South of S 12 <sup>th</sup> Street to S 9 <sup>th</sup> Street	
40-45	OR 140	West of Roberta Road to N Q Street	360
	US 395	N 9 <sup>th</sup> /H streets to north of Missouri Avenue Kadmas Road to south of S 12 <sup>th</sup> Street	
50	US 395	North of Missouri Avenue Industrial Lane	1,100
55	OR 140	Western UGB limit to west of Roberta Road	1,320
	US 395	Industrial Lane to northern UGB limit Southern UGB limit to Kadmas Road	

OR 140 and US 395 generally do not meet the identified access spacing standards through town due to the existing built environment and the high number of access locations.

## Town Facilities

The Town's access management standards are summarized in Table 7. Given that the only arterial streets in the Town's transportation network are the State highways, they are subject to ODOT's access management spacing standards in Table 6.

Table 7: Town Access Management Standards		
Functional Classification	Spacing Between Intersections of Public Streets (Feet)	Spacing Between Private Driveways and Alleys (Feet)
Arterial	See Table 6	See Table 6
Collector	300	100
Local	300	50

Several collector roads with Lakeview do not meet identified access spacing standards due to existing access points, notably including the following facilities:

- ▶ N J Street
- ▶ N/S L Street
- ▶ N/S H Street
- ▶ N 2<sup>nd</sup> Street
- ▶ Center Street
- ▶ S 3<sup>rd</sup> Street
- ▶ S 7<sup>th</sup> Street
- ▶ S 9<sup>th</sup> Street

## INTERSECTION OPERATIONS

As part of the inventory, existing peak period intersection operations were evaluated at seven key locations. For reference purposes, the intersections that were studied are shown in Figure 1; the study intersection lane configurations and traffic control devices are illustrated Figure 9.

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## TRAFFIC COUNTS

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Traffic counts were conducted at the study intersections in October 2020 on a typical weekday over a 4-hour period (2:00 to 6:00 PM). All counts included the total number of pedestrians, bicyclists, and motor vehicles that entered the intersections in 15-minute intervals. Intersection traffic counts are located in Attachment A.

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## ANALYSIS METHODOLOGY & PERFORMANCE STANDARDS

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All operational analyses described herein are in conformance with State, County, and Town standard methodologies and guidelines. More details on the analysis methodology can be found in the Methodology Memorandum, included in Attachment B.

The intersections were analyzed during the “30<sup>th</sup> highest hour,” which generally corresponds to the August PM peak hour. The intersection turning movement volumes are summarized in Figure 10. The operational results for the intersections were compared with applicable Town, County, and State performance standards. ODOT defines intersection performance standards by “mobility targets” that are represented by a volume-to-capacity ratio. The County defines performance standards by “level-of-service,” which is a rating from A to F to describe the experience of the user. Per the Methodology Memorandum, the Town does not have established performance standards; therefore, mobility targets are used for planning purposes.

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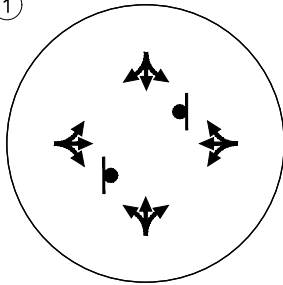
## TRAFFIC OPERATIONS ANALYSIS

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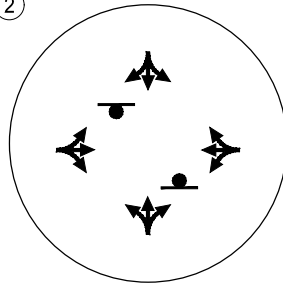
Intersection operations analyses identify any of the key locations where mobility targets/performance standards are not met today. The analysis used Vistro software and its Highway Capacity Manual (HCM) 6<sup>th</sup> edition reports to summarize the volume-to-capacity ratios (v/c), level-of-service (LOS), delay (Del), and turning movements according to their respective mobility targets or performance standards, as well as 95<sup>th</sup> percentile queues. The v/c ratios, LOS, and delay are reported for the critical movement at unsignalized intersections.

Table 8 summarizes the results of the existing intersection operations analysis and compares them with applicable performance standards. Table 9 summarizes the 95<sup>th</sup> percentile queues. Attachment C includes the traffic operations worksheets. As shown, all study intersections meet applicable mobility targets. Although all study intersections provide sufficient capacity for existing traffic volumes, the Town identified the US 395/7<sup>th</sup> Street and US 395/9<sup>th</sup> Street intersections as critical facilities for emergency services, as well as the US 395/Kadmas Road intersection to serve future development of the new Red Rocks industry.

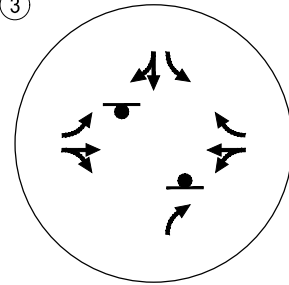
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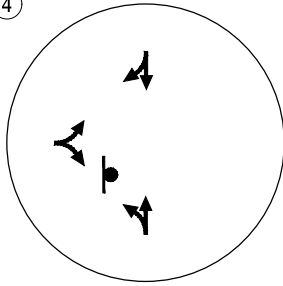
② Roberta Road / OR 140



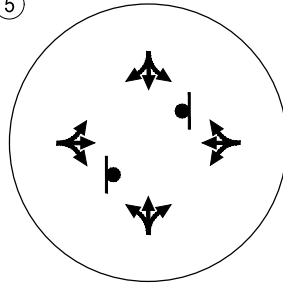
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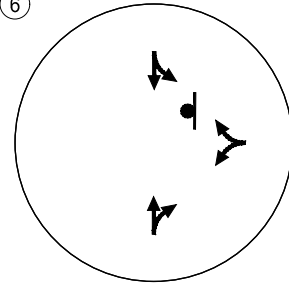
④ US 395 / S 7th Street



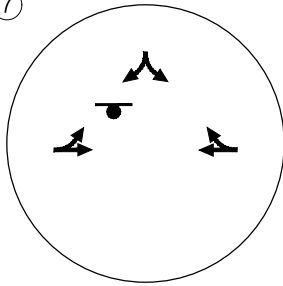
⑤ US 395 / S 9th Street



⑥ Roberta Road / S 3rd Street



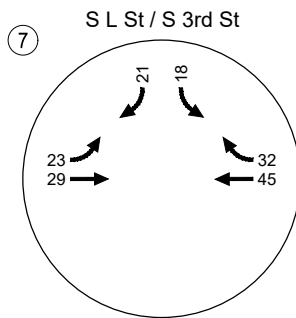
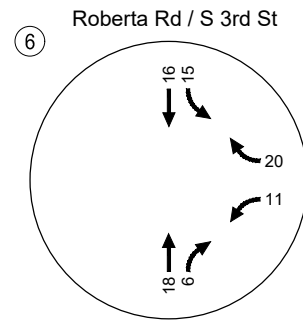
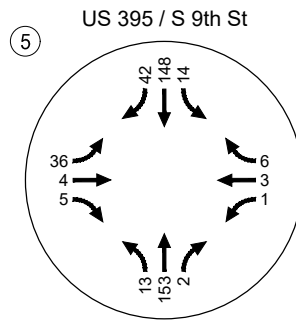
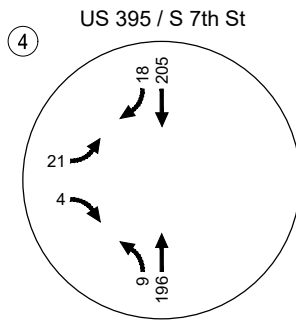
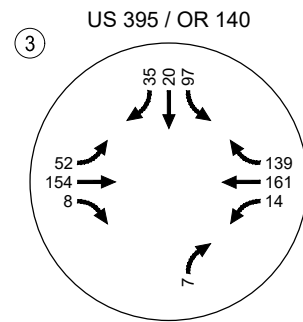
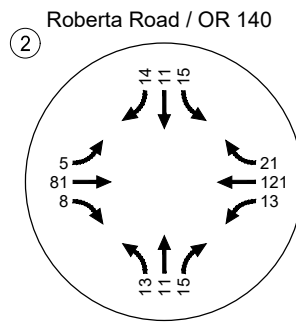
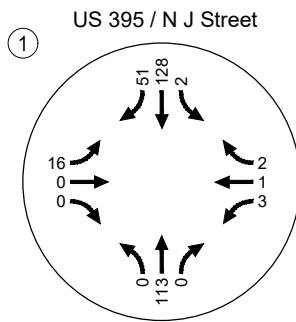
⑦ S L Street / S 3rd Street



● - STOP SIGN

Existing Lane Configurations & Traffic Control Devices  
Lakeview, Oregon

Figure 9



Existing Traffic Volumes  
Weekday PM Peak Hour  
Lakeview, Oregon

Figure  
10

H:\2323021 - Transportation and Land Use Planning\012 - Lakeview TSP\gis\TM3 - Existing Conditions\Turning Movements.dwg Dec 16, 2020 - 10:39am - mbaraus Layout Tab: Fig10 - Existing Volumes

**Table 8: Existing Intersection Operations**

Intersection	Jurisdiction	Performance Standard				Existing Operations <sup>1</sup>				Standard Met?
						CM	v/c	LOS	Del	
1: US 395/J St/Missouri Ave	ODOT	US 395 Local Streets	v/c ≤	OHP	HDM	WB	0.01	B	11.8	Yes
				0.80	0.70					
				0.95	0.80					
2: Roberta Rd/OR 140	ODOT	OR 140 Roberta Ave	v/c ≤	OHP	HDM	SB	0.07	B	10.8	Yes
				0.80	0.70					
				0.95	0.80					
3: US 395/OR 140	ODOT	US 395 OR 140	v/c ≤	OHP	HDM	SBL	0.28	C	15.2	Yes
				0.85	0.70					
				0.85	0.70					
4: US 395/S 7 <sup>th</sup> St	ODOT	US 395 S 7 <sup>th</sup> St	v/c ≤	OHP	HDM	EB	0.04	B	11.6	Yes
				0.85	0.70					
				0.95	0.80					
5: US 395/S 9 <sup>th</sup> St	ODOT	US 395 S 9 <sup>th</sup> St	v/c ≤	OHP	HDM	EB	0.10	B	12.5	Yes
				0.85	0.70					
				0.95	0.80					
6: Roberta Rd/S 3 <sup>rd</sup> St	County	LOS D or Better				WB	0.05	A	9.0	Yes
7: L St/S 3 <sup>rd</sup> St	Town	v/c ≤ 1.0 <sup>2</sup>				SB	0.06	A	9.5	Yes

<sup>1</sup>CM = critical movement; NB = northbound; SB = southbound; EB = eastbound; WB = westbound; L = left; T = through; R = right

<sup>2</sup>Assumed planning standard

**Table 9: 95th Percentile Queuing**

Intersection	Movement <sup>1</sup>	Storage Length (Feet) <sup>2</sup>	95 <sup>th</sup> Percentile Queue (Feet) <sup>3</sup>	Adequate?
1: US 395/J St/Missouri Ave	EBLTR	130	25	Yes
	WBLTR	150	25	Yes
2: Roberta Rd/OR 140	NBLTR	125	25	Yes
	SBLTR	110	25	Yes
3: US 395/OR 140	NBR	25	25	Yes
	SBL	75	50	Yes
	SBTR	75	25	Yes
	EBL	100	25	Yes
	WBR	90	0	Yes
4: US 395/S 7 <sup>th</sup> St	EBLTR	100	25	Yes
5: US 395/S 9 <sup>th</sup> St	EBLTR	115	25	Yes
	WBLTR	115	25	Yes
6: Roberta Rd/S 3 <sup>rd</sup> St	WBLTR	130	25	Yes
7: L St/S 3 <sup>rd</sup> St	SBLTR	130	25	Yes

<sup>1</sup>NB = northbound; SB = southbound; EB = eastbound; WB = westbound; L = left; T = through; R = right

<sup>2</sup>Storage lengths reflect striped storage for each turn-lane pocket at the intersections or available storage to the upstream driveway or intersection.

<sup>3</sup>Vehicle queue lengths were rounded to the nearest 25 feet.

## CRASH ANALYSIS

A crash analysis was performed to identify existing safety deficiencies and included a review of historic crash data at seven key intersections and three study segments. The following sections summarize the historic crash data; identified crash patterns on the transportation system among all users including motor vehicles, pedestrians, and bicyclists; fatal and serious injury crashes; and intersection and segment crash rates.

### HISTORIC CRASH DATA

The crash analysis summarized herein is based on the most recent available five years of reported crash data (January 1, 2014 through December 31, 2018) obtained from ODOT's Crash Analysis and Reporting Unit. The data includes the location, type, and severity of all crashes that occurred along Town, County and ODOT facilities within the Town UGB.

### CRASH PATTERNS

A total of 69 crashes were reported within the Lakeview UGB between 2014 and 2018. Table 10 summarizes the reported crashes by severity. There were two reported fatalities during the study period. Thirty-five percent of the crashes resulted in a fatality or injury. Figure 11 shows a map of the study area crash locations based on severity. Over half of the study area crashes occurred on either OR 140 or US 395.

**Table 10: Study Area Crash Severity (2014-2018)**

	Fatal	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage Only (PDO)	Total
Number of Reported Crashes	2	4	8	10	45	69
Percent of Total Crashes	3%	6%	12%	14%	65%	100%

Table 11 summarizes the collision type of the study area crashes. Turning movement, rear end, and angle crashes, typically associated with intersections, account for over 50 percent of crashes.

**Table 11: Study Area Collision Types (2014-2018)**

Collision Type	Number of Reported Crashes	Percent of Total Crashes
Turning Movement	14	20%
Rear End	13	19%
Angle	10	15%
Fixed-Object	10	15%
Backing	7	10%
Miscellaneous/Non-Collision	7	10%
Sideswipe (Overtaking)	3	4%
Sideswipe (Meeting)	2	3%
Parking Maneuver	2	3%
Pedestrian	1	1%
<b>Total</b>	<b>69</b>	<b>100%</b>

## FATAL AND SERIOUS INJURY CRASHES

This section documents crash characteristics that resulted in fatal and serious injuries.

Two fatal crashes took place in the UGB between 2014 and 2018.

- ▶ One fatal crash occurred on Stock Drive Lane, west of Roberta Road. The crash took place at 5:00 PM on a Tuesday in August 2016 under clear, daylight conditions and on a dry roadway surface. This crash involved a motorist and a bicyclist and resulted from the driver's vision being impaired by the sun. The crash was reported as a hit and run. Drugs and alcohol were reported as involved.
- ▶ One fatal crash occurred in the vicinity of the US 395/Geyser View Lane intersection. The crash took place at 3:00 PM on a Sunday in September 2018 under clear, daylight conditions and on a dry roadway surface. This motorcycle rear-end crash with a passenger car resulted from the driver failing to avoid a vehicle stopped in traffic waiting to make a left turn. No speeding, drugs, or alcohol were reported as involved.

Four serious injury crashes took place in the study area and are detailed below.

- ▶ One incapacitating crash occurred mid-block on north 2<sup>nd</sup> Street, between north K and J streets. The crash took place at 5:00 PM on a Sunday in May 2014 under clear, daylight conditions and on a dry roadway surface. This passenger car rear-end crash with a parked vehicle resulted from failing to maintain the travel lane and improper driving. No speeding, drugs, or alcohol were reported as involved.
- ▶ Two incapacitating crashes occurred on US 395, north of Industrial Lane.
  - The first crash at this location took place at 9:00 AM on a Sunday in March 2017 under snowy, daylight conditions and on a snowy roadway surface. This rear-end crash resulted from reckless driving, driving too fast for the conditions (but not exceeding the speed limit), and sliding or swerving into a vehicle stopped in traffic waiting to make a left turn due to the snowy roadway surface. No speeding, drugs, or alcohol were reported as involved.
  - The second crash at this location took place at 9:00 AM on a Sunday in May 2018 under clear, daylight conditions and on a dry roadway surface. This turning movement crash resulted from inattention and the driver not yielding the right-of-way by making a left-turn in front of oncoming traffic. No speeding, drugs, or alcohol were reported as involved.
  - The US 395/Industrial Lane intersection was also identified by the Town as a safety concern with heavy vehicles utilizing the opposing lane of Industrial Lane (a County facility) when making turns off US 395.
- ▶ One incapacitating crash occurred in the vicinity of the US 395/S 10<sup>th</sup> Street intersection. The crash took place at 4:00 PM on a Monday under clear, daylight conditions and on a dry roadway surface. This sideswipe-meeting crash (drivers traveling in opposite directions) resulted from careless driving and inattention. No speeding, drugs, or alcohol were reported as involved.

## PEDESTRIAN AND BICYCLE CRASHES

Two crashes involving people walking or bicycling were recorded.

- ▶ One pedestrian crash occurred in the vicinity of N G Street/1<sup>st</sup> Street at 1:00 PM on a Thursday in February 2015 under clear, daylight conditions and on a dry roadway surface. This pedestrian crash was caused by the driver not yielding the right-of-way to the pedestrian and resulted in possible injuries. No speeding, drugs, or alcohol were reported as involved.
- ▶ One bicycle crash occurred on Stock Drive Lane, west of Roberta Road, resulting in fatal injuries. The crash is described in the previous section.



## INTERSECTION SAFETY ANALYSIS

The intersection safety analysis evaluated intersection crash rates against statewide crash performance standards. The analysis included a review of ODOT's Safety Priority Index System (SPIS) sites. Attachment D includes the crash data considered.

### STATEWIDE CRASH PERFORMANCE STANDARDS

The state has identified several safety performance standards in evaluating intersection safety. The intersection crash analysis used statewide performance standards of 90<sup>th</sup> percentile and critical crash rates per ODOT's Analysis Procedures Manual (APM) at the study intersections to identify where existing safety issues may exist.

#### 90<sup>th</sup> Percentile Crash Rate

The 90<sup>th</sup> percentile crash rate performance standard is used to identify intersections with more crashes than expected (based on traffic volume) by comparing intersection crash rates to the statewide 90<sup>th</sup> percentile crash rates for similar intersection types. The statewide 90<sup>th</sup> percentile crash rates were developed from a study of 500 intersections in Oregon and are organized by land type and traffic control. Table 12 summarizes the study intersection crash rates, calculated according to ODOT APM Chapter 4. These rates were compared to the rural statewide 90<sup>th</sup> percentile crash rates by intersection type obtained from Exhibit 4-1. As shown, all study intersections have crash rates below their 90<sup>th</sup> percentile crash rates. See Attachment E for the analysis sheet.

**Table 12: Intersection and 90th Percentile Crash Rate Comparison**

Intersection	Total Crashes	90 <sup>th</sup> Percentile Crash Rate <sup>1</sup>	Intersection Crash Rate <sup>2</sup>	Does Intersection Rate Exceed 90 <sup>th</sup> Rate?
1: US 395/J St/Missouri Ave	1	1.08	0.17	No
2: Roberta Rd/OR 140	2	1.08	0.33	No
3: US 395/OR 140	1	1.08	0.08	No
4: US 395/S 7 <sup>th</sup> St	1	0.475	0.12	No
5: US 395/S 9 <sup>th</sup> St	1	1.08	0.13	No
6: Roberta Rd/S 3 <sup>rd</sup> St	0	0.475	0.00	No
7: L St/S 3 <sup>rd</sup> St	0	0.475	0.00	No

<sup>1</sup>ODOT APM Exhibit 4-1 for rural intersections

<sup>2</sup>ODOT APM Intersection Crash Rate per MEV equation; AADT determined using identified intersection peak hours

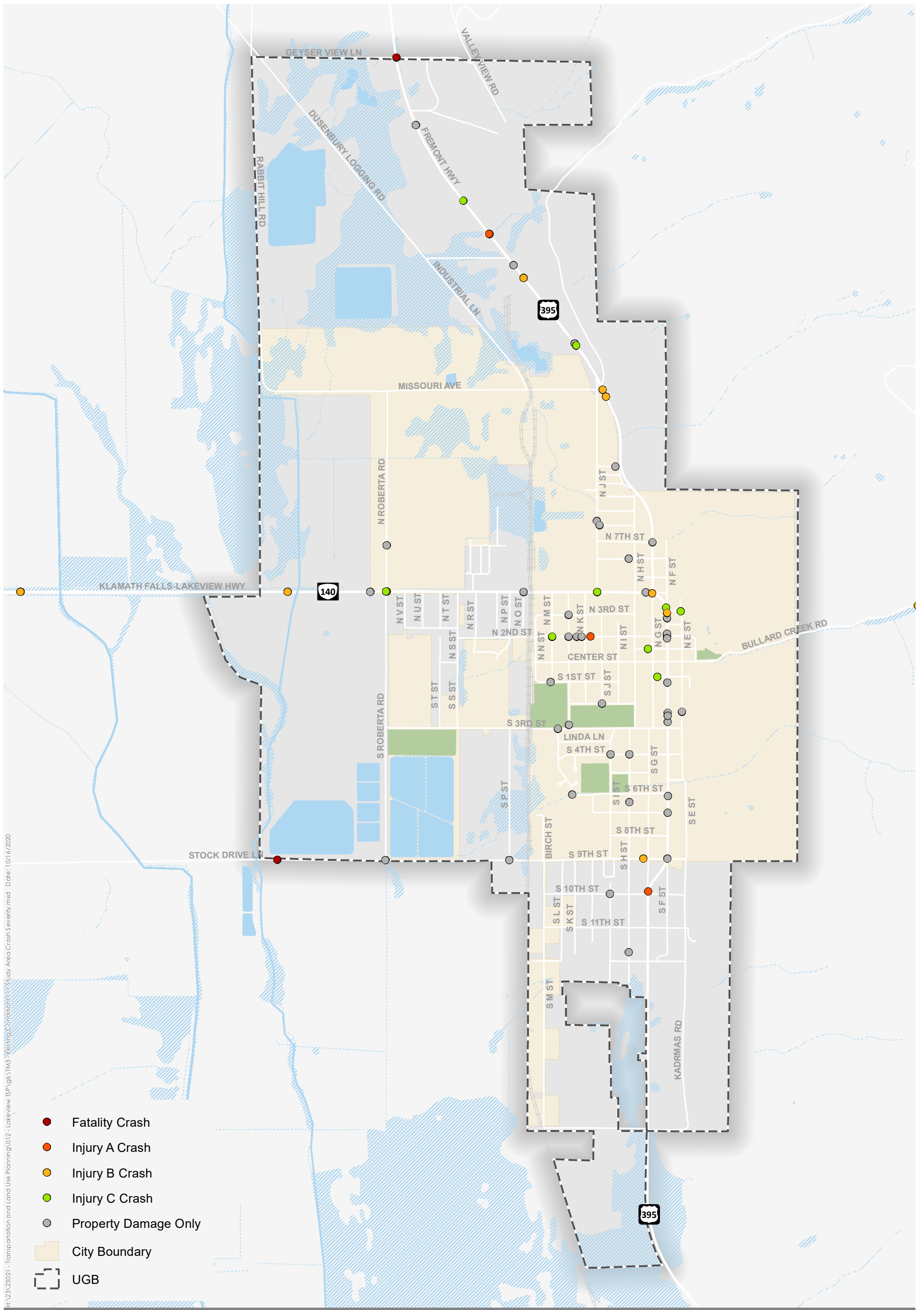
### SPIS

ODOT identifies the top five and ten percent SPIS locations along State highways. No SPIS sites are identified within the UGB today.

### INTERSECTION GEOMETRICS

The US 395/OR 140 and US 395/J St/Missouri Avenue intersections were observed to have existing geometric layouts that may be confusing for drivers and contribute to long crossing distances for those walking or riding a bike. Geometrics improvements for both should be further evaluated as part of the forthcoming solutions analysis.

In addition, the US 395/Industrial Lane, US 395/Kadmas Road, US 395/7th Street, and US 395/9th Street intersections were noted for further review through the Solutions analysis due to sight distances deficiencies, increased demand, or other needs as noted by the advisory committee.



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Figure 11

**Reported Crashes (2014 - 2018) by Highest Level of Severity  
Lakeview, Oregon**

## HIGHWAY SEGMENT SAFETY ANALYSIS

The crashes that have occurred along the segments of OR 140 and US 395 that did not occur at intersections were compared against the crash rates provided in Table II ODOT's 2018 statewide Crash Rate Book. From Table II, Table 13 lists the average crash rates for Other Principal Arterials of Rural Cities based on the past five years of reported crash rates. These crash rates represent the crashes per Million Vehicle-Miles of Travel (MVMT) of mainline state highways for federally defined urban and rural areas and based on functional classification. This evaluation is summarized in Table 13. See Attachment E for the analysis sheet.

**Table 13: Segment and Rural City Crash Rate Comparison**

Street	Extents	Length (miles)	Total Crashes	Rural City Crash Rate <sup>1</sup>	Segment Crash Rate	Does Segment Rate Exceed Rural City Rate?
OR 140	UGB (west) to US 395	1.5	6	1.32	0.75	No
US 395	UGB (south) to OR 140	2.1	13	1.32	1.18	No
US 395	OR 140 to UGB (north)	2.3	14	1.32	1.65	Yes

<sup>1</sup>Determined based on crashes per MVMT.

As shown, the section of US 395 from OR 140 to the northern UGB exceeds the applicable crash rate. Key crash characteristics along this corridor are summarized below. Further, the Town identified this corridor as experience notable activity and conflicts between traffic, businesses, and recreational access.

- ▶ The top collision types were rear-end, turning movement-related, and/or involved a crash with an animal.
- ▶ Most of the crashes occurred during clear weather conditions (86%), on a dry roadway surface (86%), and during the day (86%).
- ▶ Three crashes (21%) were reported to involve alcohol, drugs, or excessive speed.
- ▶ Over half of the crashes (57%) resulted in some level of injury; one crash resulted in fatal injuries.

Potential safety improvements to improve identified crash patterns will be recommended as part of this TSP update.

## ACTIVE TRANSPORTATION

An evaluation of existing network that serves people walking and riding a bicycle within the Town is provided below. This section also summarizes existing transit services available to area residents.

### BICYCLE SYSTEM

Today, people riding bicycles "share the road" with motorists along most of the streets within the Town. Share-the-road biking facilities are consistent with the Town's collector street standard, but do not meet the arterial street standard, which require six-foot bike lanes or paved shoulders. On state facilities, ODOT's recently published *Blueprint for Urban Design* provides recommendations on bicycle facility types based on a roadway's posted speed and daily traffic volumes. This guidance document will be referenced during the forthcoming solutions analysis.

Bike lanes are striped along three collector streets, as illustrated in Figure 12.

The condition of shared bike facilities along collector streets is dependent upon the roadway pavement conditions. The following section describes the LTS analysis completed for the bicycle system to identify gaps and needs for primary routes within the UGB.

## Bicycle Level of Traffic Stress

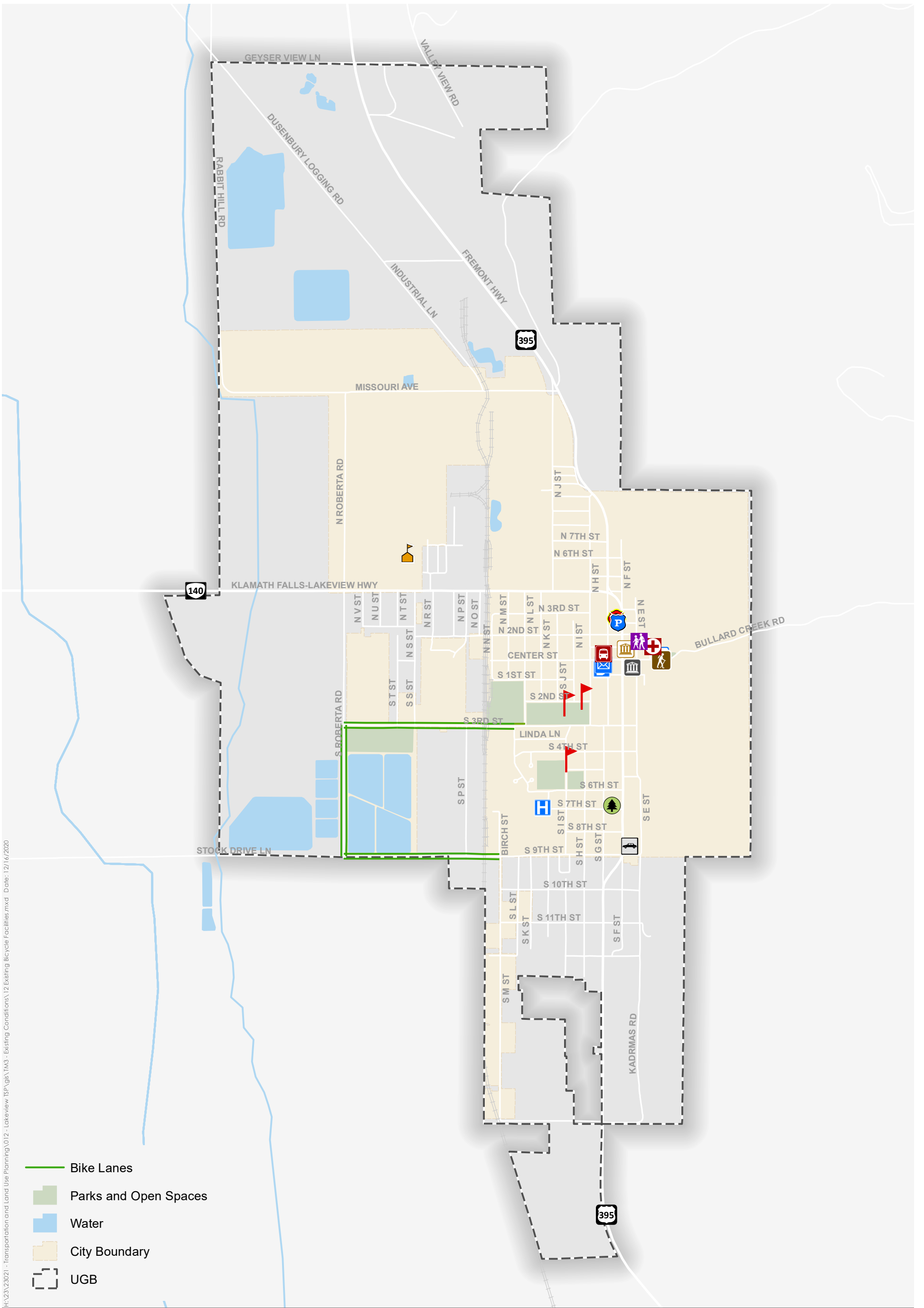
ODOT provides a methodology for evaluating Bicycle LTS (BLTS), which uses four levels to describe the “stress: that a person biking can experience on the roadway. These stresses range from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress). The BLTS score is determined based on vehicular speed, number of travel lanes per direction, the presence and width of an on-street bicycle facility and/or adjacent parking lane, and several other factors.

Table 14 provides definitions of each BLTS rating. Per ODOT, BLTS 2 is generally considered an acceptable level of stress for most adults and older children.

Table 14: Bicycle Level of Traffic Stress (BLTS) Definition	
BLTS Rating	Definition of BLTS Segment, Suitability, and Condition
1	Represents little to no traffic stress, suitable for all cyclists. This includes children that are trained to safely cross intersections alone and supervising riding parents of younger children. Traffic speeds and volumes are low. Also includes paths and lanes that are physically separated from motor vehicle traffic.
2	Represents little traffic stress but requires more attention than young children can handle, so is suitable for teen and adult cyclists with adequate bike handling skills. Traffic speeds and volumes are slightly higher than LTS 1 streets, but speed differentials are still low.
3	Represents moderate stress and is suitable for most observant adult cyclists. Traffic speeds and volumes are moderate.
4	Represents high stress and suitable for experienced and skilled cyclists. Traffic speeds and volumes are high.

The BLTS analysis was only conducted for those arterials and collectors within the UGB where traffic volume data was available; Figure 13 illustrates the results of the BLTS analysis. As shown, US 395 and OR 140 have BLTS ratings 3 or greater, except for a short segment of OR 140 west of the at-grade rail crossing. These higher BLTS ratings mean these roadways are not suitable for all riders either due to posted speed limits (45 mph or higher) or the traffic volumes in combination with no dedicated facilities. The collector street system, though mostly lacking bicycle facilities, has BLTS ratings generally 2 or lower due to low traffic volumes and posted speed limits. However, Roberta Road, from S 3<sup>rd</sup> Street to OR 140, is a collector street rated with a BLTS score higher than 2 due to having a 45-mph posted speed limit and no dedicated facilities.

Attachment F include the BLTS analysis worksheet.



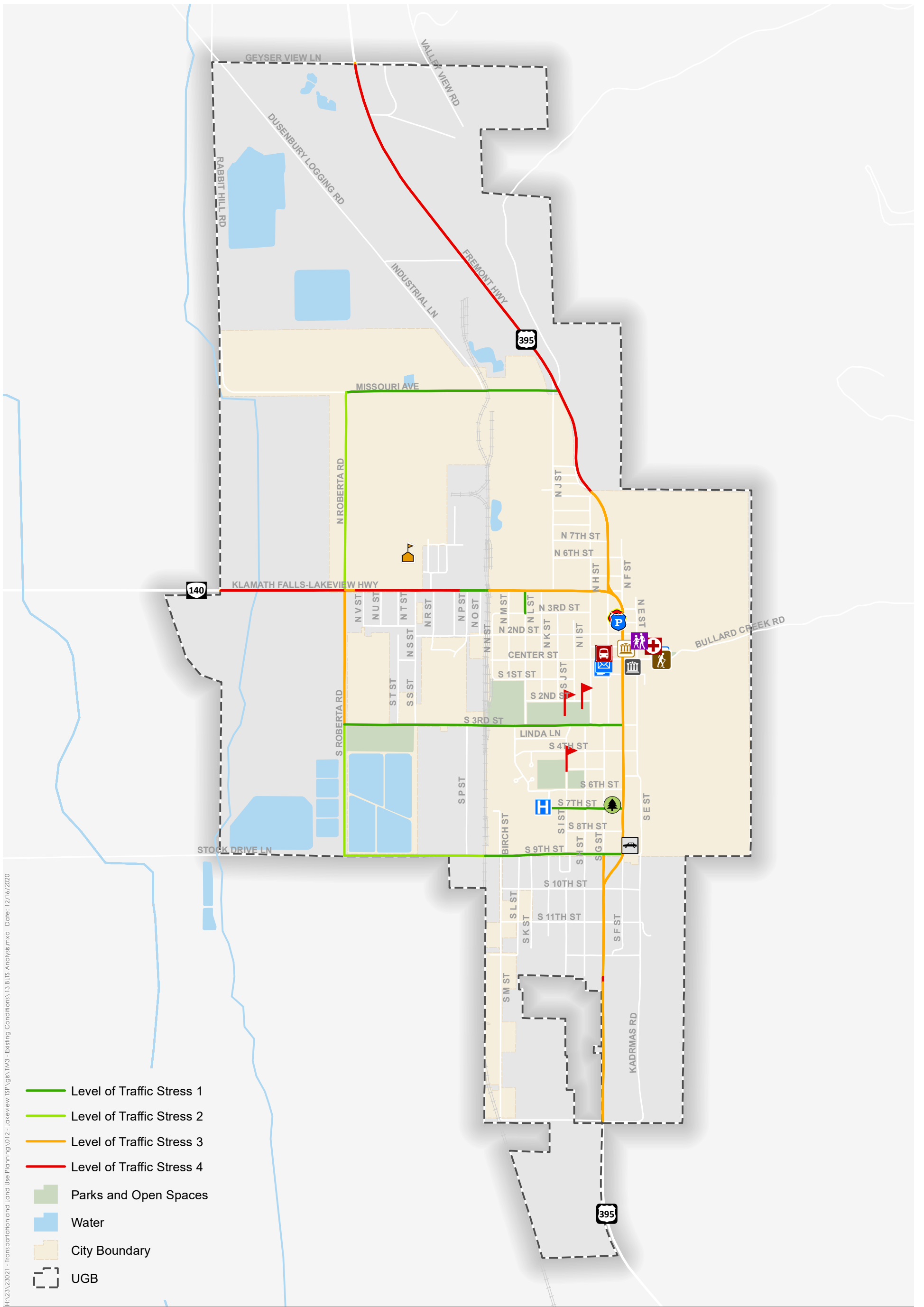
H:\23\23021 - Transportation and Land Use Planning\012 - Lakeview\_TSP\Map3 - Existing Conditions\12 Existing Bicycle Facilities.mxd Date: 12/16/2020

- Bike Lanes
- Parks and Open Spaces
- Water
- City Boundary
- UGB



Figure 12

**Existing Bicycle Facilities  
Lakeview, Oregon**



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Figure 13

**Bicycle Level of Traffic Stress Analysis  
Lakeview, Oregon**

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## PEDESTRIAN SYSTEM

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Sidewalks are provided primarily along arterials and collectors in the denser residential and commercial areas of Town. Where available, sidewalk widths range from less than five feet on residential streets to greater than six feet in the downtown core. In locations where sidewalks are unavailable, people walking must use the roadway edge or roadway shoulder, if available.

The existing sidewalk infrastructure reflects a transition between a rural environment within the County to a small town.

Figure 14 illustrates where sidewalk gaps occur along the collector and arterial streets today. Figure 14 also illustrates where existing sidewalk infrastructure is broken or continuous, further showing gaps in primary routes. Notably, sidewalks near the Senior Center, which provides transit options for residents, are in disrepair. No information regarding ADA compliance of pedestrian facilities is available. ODOT and the Town should collaborate to assess and repair facilities as feasible.

Within Town, sidewalk infill and/or repair projects are generally the responsibility of adjacent property owners, but limited resources creates challenges in enforcing associated Town ordinances. Marked crossings are provided near schools and at major intersections, such as along US 395 at OR 140 and through the downtown core.

ODOT's *Blueprint for Urban Design* provides target spacing of crosswalks along State highways for different urban contexts, as defined in the guide. According to preliminary findings, Lakeview's urban context varies along OR 140 and US 395 from 'Rural Community' near the edge of Town and 'Traditional Downtown/Central Business District (CBD)' in the downtown core. These contexts have target crossing spacings ranging from 250 to 1,500 feet. Based on how these urban contexts are defined, the following crossing spacings are recommended along OR 140 and US 395 through the Town.

- ▶ Traditional Downtown/CBD: 250 to 550 feet
  - US 395 – S 1<sup>st</sup> Street to N 2<sup>nd</sup> Street
- ▶ Residential/Commercial Corridor: 500 to 1,000 feet
  - OR 140 – N U Street to US 395
  - US 395 – S 12<sup>th</sup> Street to S 1<sup>st</sup> Street; N 2<sup>nd</sup> Street to N H Street;
- ▶ Suburban Fringe: 750 to 1,500 feet
  - OR 140 – UGB to N U Street
  - US 395 – UGB to S 12<sup>th</sup> Street; N H Street to UGB

Today, the commercial and downtown corridor of US 395 from S 1<sup>st</sup> Street to OR 140 is the only street section that meets its target crossing spacings. Planning for marked crossings along US 395 and OR 140 according to their target spacing can help in developing a connected pedestrian system by prioritizing sidewalks that join with the crosswalks.

The following section describes the LTS analysis completed for the pedestrian system to identify gaps and needs for primary routes within the study area.

### **Pedestrian Level of Traffic Stress**

ODOT provides a methodology for evaluating Pedestrian LTS (PLTS), classifying four levels of traffic stress that a person walking can experience on the roadway. These stresses range from PLTS 1 (little traffic stress) to PLTS 4 (high traffic stress). The PLTS score is determined based on the presence, condition, and width of sidewalk, the presence, type, and width of sidewalk buffers (e.g. planter strips), and the general surrounding land use. All categories are scored and the highest score governs as the overall PLTS of a facility.

Table 15 provides definitions of each PLTS rating. Per ODOT, PLTS 2 is generally considered a reasonable target for most pedestrian facilities as this is the level of stress that is often considered acceptable to most people walking.

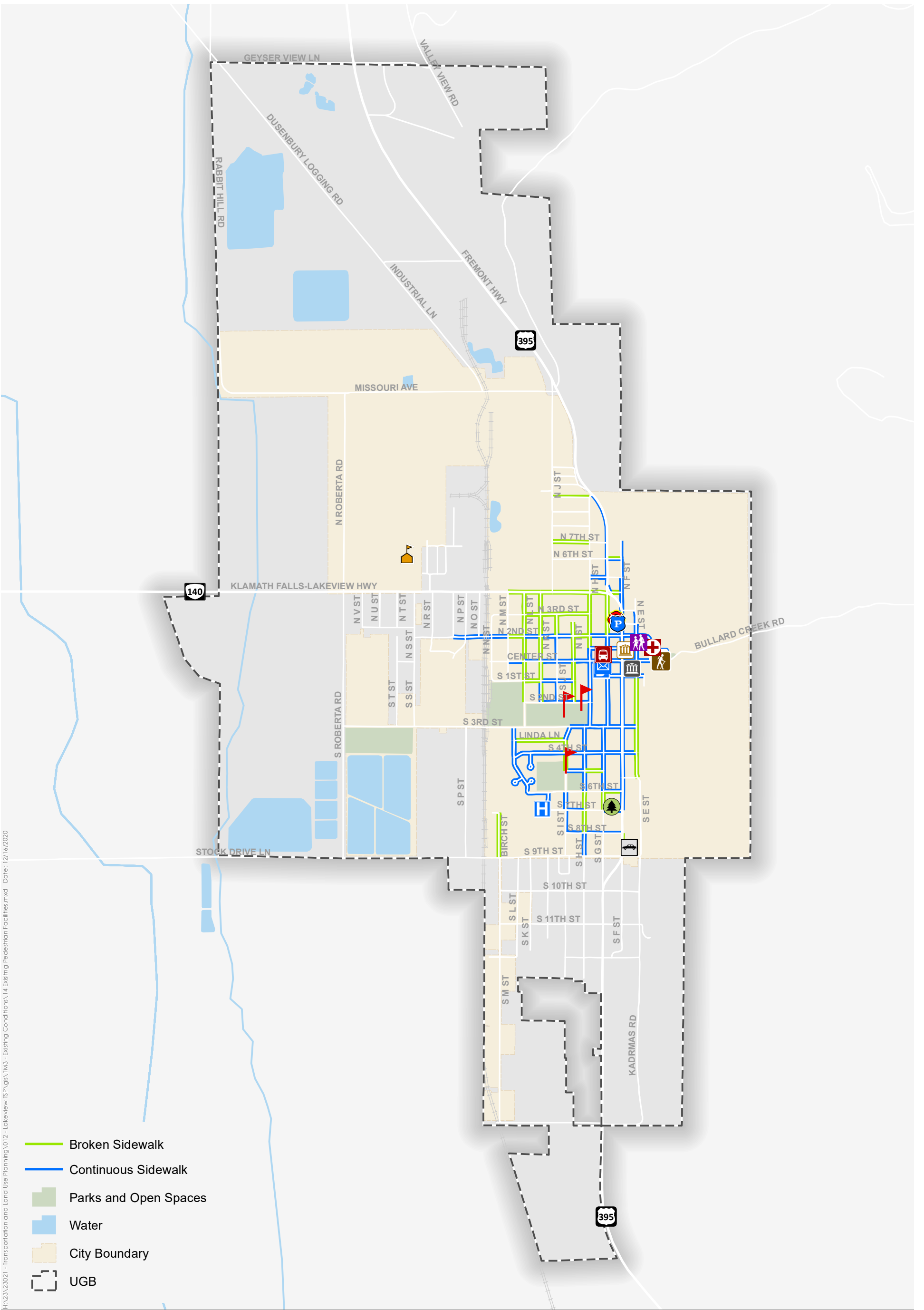
<b>Table 15: Pedestrian Level of Traffic Stress (BLTS) Definition</b>	
<b>PLTS Rating</b>	<b>Definition of PLTS Segment, Suitability, and Condition</b>
1	Represents little to no traffic stress, suitable for all users including children 10 or younger, groups of people, and people using wheeled mobility devices. Provides a separated facility with a buffer between the pedestrian and vehicular traffic.
2	Represents little traffic stress but requires more attention to the traffic situation than what young children may be capable. Suitable for children over 10, teens, and adults. Provides sidewalks in good condition; roadways may have higher speeds and volumes.
3	Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. Includes higher speed roadways with smaller or no buffers. Small areas in this facility may be impassable for a person using a wheeled mobility device. Some users are willing to use this facility.
4	Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Only the most confident users are willing to use this facility.

Figure 15 illustrates the results of the PLTS analysis for arterial and collector streets within the study area. Attachment F include the PLTS analysis worksheet. As shown, the following arterial and collector segments have PLTS ratings of two or lower, meaning walking facilities are generally comfortable for most users:

- ▶ US 395 from OR 140 to N 6<sup>th</sup> Street
- ▶ OR 140 from the at-grade railroad crossing to US 395
- ▶ N 2<sup>nd</sup> Street from N H Street to N D Street
- ▶ Center Street from N H Street to N D Street

Roadways near the edge of Town limits generally have higher PLTS ratings, meaning walking conditions may be uncomfortable for most users, mostly due to the lack or adequacy of dedicated pedestrian facilities.



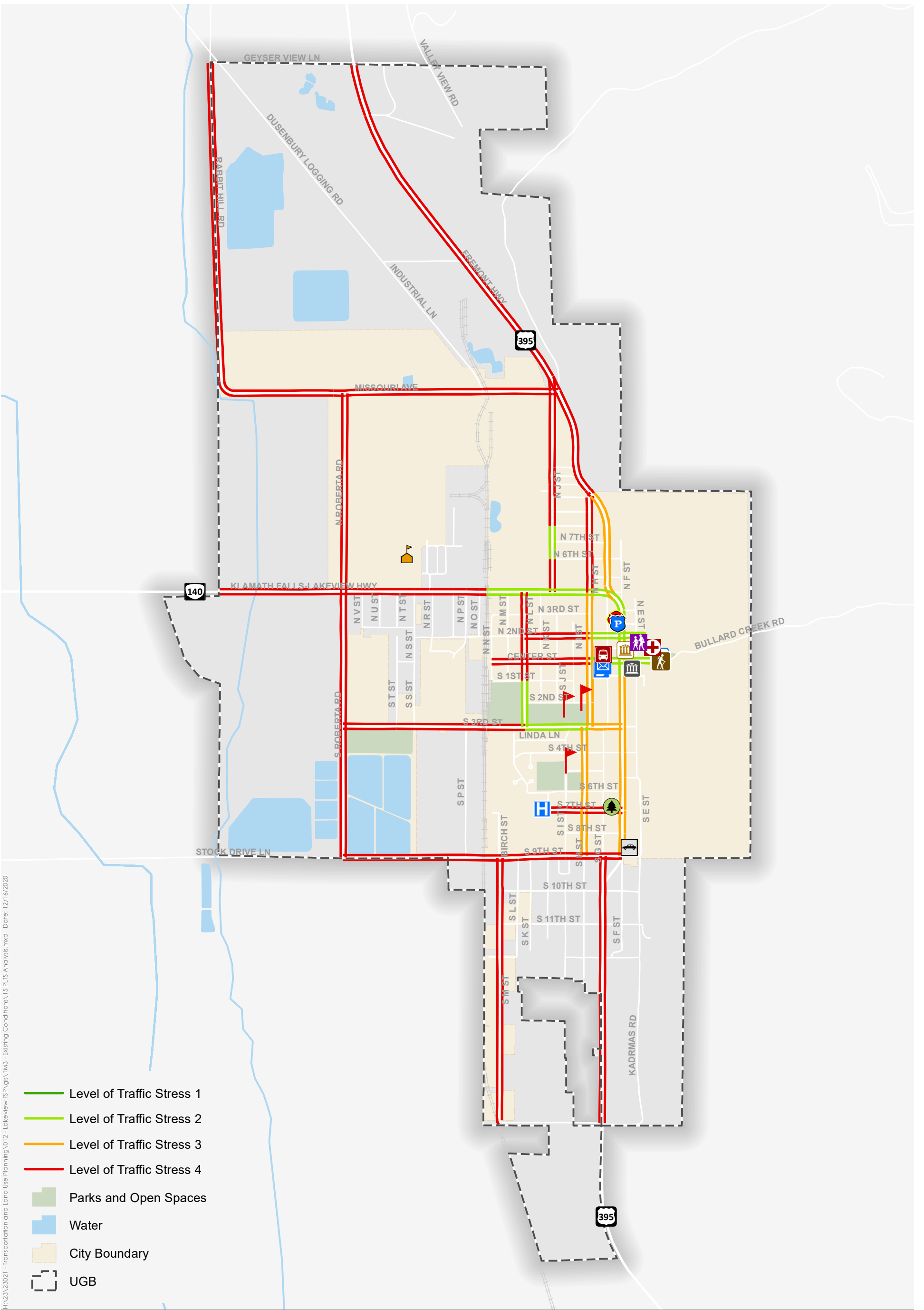


H:\23\23021 - Transportation and Land Use Planning\012 - Lakeview\_TSP\gea\TM3 - Existing Conditions\14 Existing Pedestrian Facilities.mxd Date: 12/16/2020



Figure 14

**Existing Pedestrian Facilities  
Lakeview, Oregon**



H:\23\23021 - Transportation and Land Use Planning\012 - Lakeview\_TSP\GIS\TM3 - Existing Conditions\15 PLUS Analysis.mxd Date: 12/16/2020

- Level of Traffic Stress 1
- Level of Traffic Stress 2
- Level of Traffic Stress 3
- Level of Traffic Stress 4
- Parks and Open Spaces
- Water
- City Boundary
- UGB



Figure 15

**Pedestrian Level of Traffic Stress Analysis  
Lakeview, Oregon**

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## TRANSIT

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The Lake County Coordinated Transit Plan identifies existing transit services and facilities in the Town.

### ROUTES AND SERVICES

Lake County is served by two public transportation services that are both funded through the Lake County Public Transportation program and operate individually. The Lake County Senior Citizens Association (LCSCA) is the primary provider in Lakeview, while the Paisley-based Inner Court Family Center (ICFC) brings riders from the northern communities of Lake County into Lakeview for services. Both programs are primarily demand-responsive (e.g., curb-to-curb trips scheduled by advance reservation) although LCSCA is also piloting scheduled intercommunity and intracommunity services. All services are open to the general public and are described in more detail below.

- ▶ **Lake County Senior Citizens Association:** LCSCA primarily operates from 8:00 am to 5:00 pm, Monday through Friday, and provides demand-responsive trips throughout Lake County and connecting to neighboring counties. This service is available to the general public, focusing on seniors and those with medical needs, with scheduled service to Klamath Falls. LCSCA recently expanded service to include a weekly Lakeview Shopping Shuttle, a weekly trip from Christmas Valley to LaPine, and is piloting a service to Alturas, CA. These trips provide access to medical appointments, meal sites, shopping, social services, and other important destinations. Medical trips are most often provided to facilities in Lakeview, Bend, La Pine, and Medford. Since the LCSCA is a non-profit organization, it does not charge any fares for transportation services, but suggests a \$10 donation for trips to La Pine or Alturas, \$20 for trips to Klamath Falls, and \$30 for Bend or Medford. Trips are coordinated as often as possible to serve multiple riders, and are advertised in the newspaper, on the radio, and on Facebook. LCSCA generally provides over 400 trips monthly to approximately 90 seniors and persons with disabilities. This results in 800 driver hours and covers 15,000 – 20,000 miles each month. LCSCA also provides services in northern Lake County, with vehicles and drivers stationed in the Christmas Valley area. LCSCA operates with a fleet of 8 vehicles and one dedicated bus barn in the Christmas Valley area, all owned by the County.
- ▶ **Inner Court Family Center:** ICFC provides service in North Lake County and serves riders coming to Lakeview. Service is volunteer-based with volunteer drivers receiving mileage reimbursement. This service is demand-responsive and open to the general public. ICFC has no dedicated fleet or facilities.

### FACILITIES

There are no existing transit facilities within the Town of Lakeview.

### CONNECTIONS TO OTHER PROVIDERS

With regular service to La Pine, Bend, Klamath Falls, and Medford, rider transfers to other transit services in those communities are available, including the following:

- ▶ **Sage Stage:** Sage Stage is managed by Modoc Transportation Agency in California. This service provides public transportation in Modoc County, California. Sage Stage offers the following intercity transit routes:
  - Alturas, Canby, Adin, Beiber, Fall River, Burney, and Redding;
  - Alturas, Canby, Tulelake, Newell and Klamath Falls; and
  - Alturas, Likely, Madeline, Susanville and Reno.Sage Stage also provides local bus service in Alturas within a 10-mile radius including Modoc Estates and Cal Pines.
- ▶ **Cascades East Transit (CET) in La Pine and Bend:** CET serves Deschutes, Crook, and Jefferson counties and the Confederated Tribes of Warm Springs with local fixed route, deviated fixed route and demand response service as well as intercommunity service within the service region.

- ▶ Basin Transit Service (BTS) in Klamath Falls: BTS provides fixed route and complementary paratransit services within the district boundaries, generally within the urban area of Klamath Falls. BTS is planning out-of-district service throughout Klamath County and in partnership with transit services provided by The Klamath Tribes.
- ▶ Amtrak in Klamath Falls: this rail provider has a station in Klamath Falls and connects riders to all around the country
- ▶ Rogue Valley Transit District (RVTB) in Medford: this bus service operates similar to CET, connecting riders within and between the cities of Jackson County

## AIR TRANSPORTATION AND RAIL

### AIR TRANSPORTATION

The Lake County Airport is owned and operated by Lake County and is located southwest of the Town. The airport is surrounded by lands zoned as Agriculture. The airport is classified as a Category III – Regional General Aviation Airport. Category III airports typically support most twin and single-engine aircraft and can accommodate business jet operations. They serve regional transportation needs with a large and often sparsely populated service area. In particular, the USFS regularly fly Single Engine Air Tankers (SEATs) and helicopters from the airport as an operations base during fire season.

The airport's thousand-acre property supports airfield, landside, and support facilities. Airfield facilities include pavements used for aircraft movement such as runways, taxiways, and aprons. The airport runway supports general aviation aircraft, which includes private and business operator but does not include commercial airline operators. The runway is 100 feet wide and 5,318 feet long.

Landside facilities include hangars, airport buildings, and vehicle parking and support facilities include emergency services and utilities. Main access to the airport is provided by Airport Road (County Highway 1-10A), which is outside the Lakeview UGB.

Imagery surfaces and protected airspace associated with the airport do not affect facilities within Lakeview.

### RAIL

The Lake County Railroad, operated by Goose Lake Railway LLC, provides the only rail service through Lakeview. The rail line terminates in Lakeview and runs south into California, providing rail service between the study area and the communities of Alturas and Perez. The line is classified as a non-Class 1 railroad and only freight service. Non-Class 1 railroads provide important collector/distributor services for Class 1 railroads and also local rail services for rural shippers. This rail service has exported goods over the last century such as timber, wheat, perlite, and livestock.

Within the UGB, the rail line runs north-south, west of US 395, adjacent to south M Street, and between north O and N streets. The line crosses south 9<sup>th</sup> and 3<sup>rd</sup> streets, north 2<sup>nd</sup> Street, OR 140, and Missouri Avenue with at-grade crossings, and terminates in the area west of US 395 and south of Industrial Lane near timber mills and similar industries. The line also crosses Deadman Creek, north of south 9<sup>th</sup> Street by way of a rail bridge.

## BRIDGES

The existing bridge locations and conditions, such as weight restrictions, sufficiency ratings, and structurally deficient or functionally obsolete bridges, were also reviewed. The key characteristics of the three bridges located within the UGB are summarized in Table 16.

**Table 16: Bridge Characteristics**

Bridge ID	Carries	Crosses	Milepost	Design/Material	Owner	Sufficiency Rating
01990	US 395	Hammersly Creek	141.5	Concrete Culvert	ODOT	>80
03917	US 395	Deadman Creek	143.77	Continuous Concrete Culver	ODOT	>80
37C060	S 6 <sup>th</sup> Street	Deadman Creek	0.4	Prestressed Concrete Slab	Town	>80

The Town-owned bridge on south 6<sup>th</sup> Street is on the National Bridge Inventory System (NBIS). No bridges are posted for weight restrictions.

Inspectors rate the bridges on structural integrity, functionality, scour rating, and other criteria, and assign a score called a sufficiency rating. The sufficiency rating is a numeric evaluation of a bridge's sufficiency to remain in service. Sufficiency ratings range from zero to 100, with zero being entirely insufficient and 100 percent entirely sufficient. The sufficiency rating considers structural adequacy, serviceability, functional obsolescence, importance for public use, eligibility for federal replacement funds, and a few lesser factors. Bridges receiving low scores are posted to restrict the allowable maximum vehicle weight, rehabilitated, or replaced.

A sufficiency rating below 50 implies that the bridge is in poor condition and needs to be replaced. Bridges rated between 50 and 80 indicate that the bridge is in fair condition, and that rehabilitation, if cost-effective, will bring the bridge up to current standards. Bridges with sufficiency ratings above 80 may have specific elements that do not meet current minimum standards, but overall are in good or adequate condition in all areas and are not eligible for federal funding. As shown in Table 13, the most recent bridge inspection reports provided by ODOT show that no bridge has a sufficiency rating below 80. Further, no bridge in the UGB is categorized as structurally or functionally obsolete.

## FUNDING

The Town Street Fund Budget resources and expenditures are shown in Table 17. As presented, the Town has operated with a budget of about \$170,000 to \$190,00 annually for Personnel Services and Materials & Services. The Town has also received grant funding, shown in Table 17 as Capital Outlay, to repave local streets.

Resources and expenses have generally been equal in recent years and have not included any discretionary capital improvement projects undertaken by the Town. Funding is a primary and important goal of the Town. As such, future improvements to the Town's roadway system will likely need to identify additional funding sources to be implemented (e.g. tax levy or fuel tax). The Town identified the need for making grant opportunities well known to Town citizens who are responsible for infilling or repairing sidewalk. Further, transit grants (e.g. Statewide Transportation Improvement Fund) have the potential to fund sidewalk infill and/or repair projects showing a strong transit nexus, such as the sidewalks near the Senior Center.

**Table 17 – Town of Lakeview Street Fund Budget History**

	2016-2017	2017-2018	2018-2019	2019-2020	Adopted: 2020-2021
Total Resources	\$136,600	\$474,466	\$483,600	\$519,012	\$430,214
<i>Personnel Services</i>	\$91,255	\$96,014	\$106,550	\$100,990	\$103,009
<i>Materials &amp; Services</i>	\$75,337	\$72,717	\$70,050	\$85,160	\$86,002
<i>Capital Outlay</i>	\$0	\$305,000	\$305,000	\$332,580	\$305,000
Total Expenditures	\$168,258	\$473,731	\$481,600	\$519,012	TBD
<b>Net</b>	<b>-\$31,658</b>	<b>\$735</b>	<b>\$2,000</b>	<b>\$0</b>	<b>-</b>

## NEXT STEPS

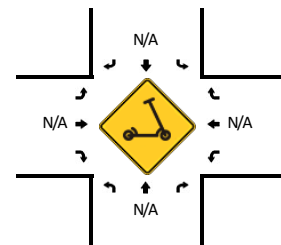
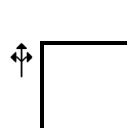
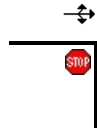
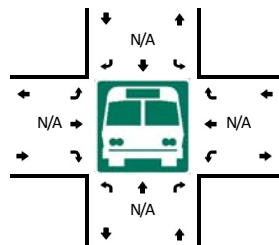
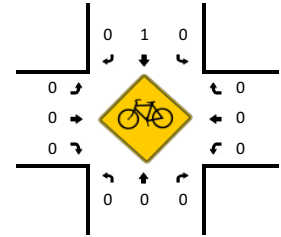
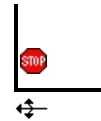
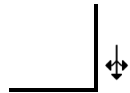
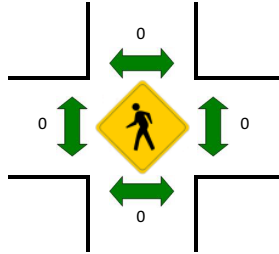
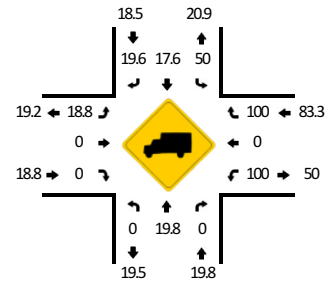
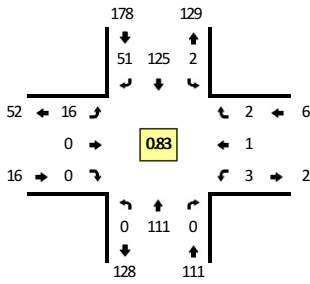
The existing needs and deficiencies will be used to help identify projects, priorities, and programs for inclusion into the TSP Update. These existing needs will also serve as the basis for the Future Needs analysis, to be summarized in Technical Memorandum #4, which will be prepared in Winter 2020.

## ATTACHMENT A – TRAFFIC COUNTS

**LOCATION:** US 395/N J St -- N J St (North Intersection)  
**CITY/STATE:** Lakeview, OR

**QC JOB #:** 15270701  
**DATE:** Wed, Oct 7 2020

**Peak-Hour: 3:00 PM -- 4:00 PM**  
**Peak 15-Min: 3:25 PM -- 3:40 PM**



5-Min Count Period Beginning At	US 395/N J St (Northbound)				US 395/N J St (Southbound)				N J St (North Intersection) (Eastbound)				N J St (North Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	13	1	0	0	13	0	0	0	0	0	0	0	0	0	0	27	
2:05 PM	0	11	0	0	0	9	5	0	0	3	0	0	0	1	0	0	29	
2:10 PM	0	3	0	0	0	12	2	0	0	1	0	0	0	0	0	0	18	
2:15 PM	0	9	0	0	0	6	2	0	0	1	0	0	0	0	0	0	18	
2:20 PM	0	6	0	0	0	6	2	0	0	0	0	0	0	0	0	0	14	
2:25 PM	0	13	0	0	0	6	0	0	0	2	0	0	0	0	0	0	21	
2:30 PM	0	8	0	0	0	11	4	0	0	4	0	0	0	0	0	0	27	
2:35 PM	0	8	0	0	0	18	4	0	0	0	0	0	0	0	0	0	30	
2:40 PM	0	11	0	0	0	8	4	0	0	0	0	0	0	0	0	0	23	
2:45 PM	0	10	0	0	0	7	1	0	0	0	0	0	0	0	0	0	18	
2:50 PM	0	9	0	0	1	3	0	0	0	0	0	0	0	2	0	1	16	
2:55 PM	0	10	0	0	0	9	2	0	0	2	0	0	0	1	0	0	24	265
3:00 PM	0	13	0	0	2	8	5	0	0	3	0	0	0	0	0	0	31	269
3:05 PM	0	12	0	0	0	9	7	0	0	0	0	0	0	0	0	0	28	268
3:10 PM	0	12	0	0	0	16	2	0	0	0	0	0	0	0	0	0	30	280
3:15 PM	0	11	0	0	0	5	3	0	0	1	0	0	0	0	0	2	22	284
3:20 PM	0	7	0	0	0	7	2	0	0	1	0	0	0	0	0	0	17	287
3:25 PM	0	12	0	0	0	6	5	0	0	1	0	0	0	0	0	0	24	290
3:30 PM	0	9	0	0	0	22	6	0	0	2	0	0	0	0	0	0	39	302
3:35 PM	0	12	0	0	0	13	4	0	0	2	0	0	0	0	0	0	31	303
3:40 PM	0	2	0	0	0	7	5	0	0	0	0	0	0	1	0	0	15	295
3:45 PM	0	7	0	0	0	11	4	0	0	3	0	0	0	1	0	0	26	303
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4:00 PM	0	12	0	0	0	9	4	0	0	0	0	0	0	0	0	0	25	305
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4:10 PM	0	17	0	0	0	13	1	0	0	2	0	0	0	0	0	0	33	295
4:15 PM	0	6	0	0	0	15	3	0	0	0	0	0	0	0	0	0	24	297
4:20 PM	0	10	0	0	0	10	4	0	0	2	0	0	0	1	0	0	27	307
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4:30 PM	0	5	0	0	0	9	2	0	0	1	0	0	0	2	0	0	19	285
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4:55 PM	0	16	0	0	0	8	3	0	0	0	0	0	0	0	0	0	27	293
5:00 PM	0	13	0	0	0	9	3	0	0	2	0	0	0	0	0	0	27	295
5:05 PM	0	8	0	0	0	6	3	0	0	0	0	0	0	1	0	0	18	298



5-Min Count Period Beginning At	US 395/N J St (Northbound)				US 395/N J St (Southbound)				N J St (North Intersection) (Eastbound)				N J St (North Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	0	8	0	0	0	8	2	0	4	0	0	0	0	0	0	0	22	287
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5:25 PM	0	14	0	0	0	6	2	0	0	0	0	0	0	0	0	0	22	272
5:30 PM	0	8	0	0	0	8	2	0	3	0	0	0	0	0	0	0	21	274
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Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	132	0	0	0	164	60	0	20	0	0	0	0	0	0	0	376	
Heavy Trucks	0	28	0	0	0	12	12	0	8	0	0	0	0	0	0	0	60	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

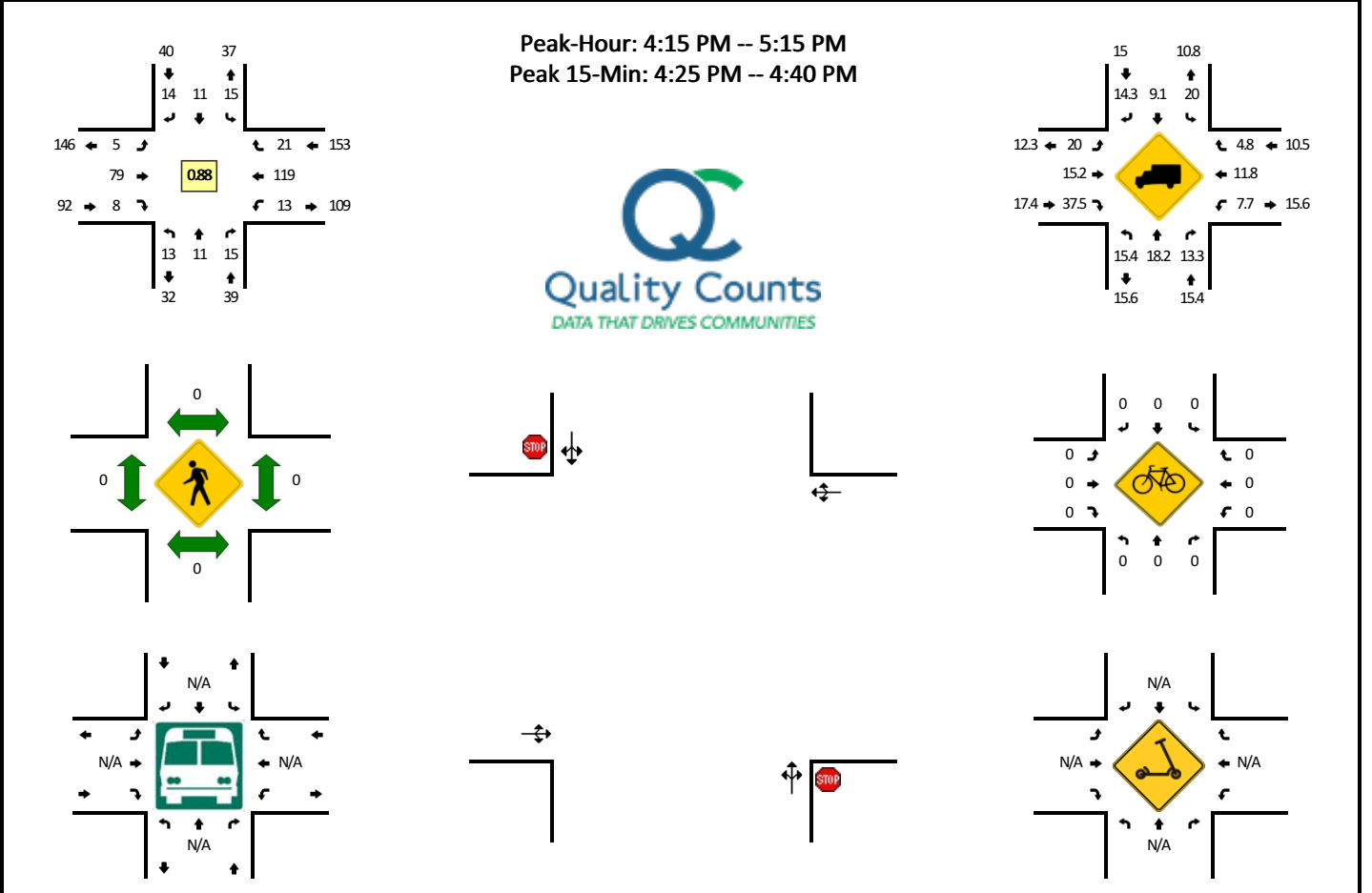
Comments:

Report generated on 10/19/2020 10:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Roberta Rd -- OR 140 (N 4th St)  
**CITY/STATE:** Lake, OR

**QC JOB #:** 15270702  
**DATE:** Wed, Oct 7 2020



5-Min Count Period Beginning At	Roberta Rd (Northbound)				Roberta Rd (Southbound)				OR 140 (N 4th St) (Eastbound)				OR 140 (N 4th St) (Westbound)				Total	Hourly Totals
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2:10 PM	0	1	0	0	1	1	0	0	1	6	1	0	1	8	1	0	21	
2:15 PM	0	1	0	0	1	2	0	0	0	5	1	0	1	4	0	0	15	
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2:30 PM	0	0	0	0	0	1	0	0	1	11	1	0	0	7	3	0	24	
2:35 PM	1	1	1	0	2	2	1	0	0	1	0	0	0	6	0	0	15	
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3:15 PM	0	1	2	0	1	1	3	0	0	5	0	0	1	10	1	0	25	261
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3:25 PM	0	0	1	0	0	3	2	0	0	4	0	0	2	4	3	0	19	263
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3:35 PM	0	2	0	0	2	1	1	0	2	8	0	0	1	13	1	0	31	282
3:40 PM	0	2	1	0	0	1	1	0	0	5	1	0	1	2	0	0	14	278
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5:00 PM	1	1	2	0	1	0	1	0	0	6	0	0	0	7	2	0	21	304
5:05 PM	1	1	0	0	1	0	2	0	1	6	1	0	4	16	2	0	35	316

5-Min Count Period Beginning At	Roberta Rd (Northbound)				Roberta Rd (Southbound)				OR 140 (N 4th St) (Eastbound)				OR 140 (N 4th St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	0	2	1	0	1	0	0	0	0	7	1	0	0	13	3	0	28	324
5:15 PM	0	0	1	0	1	0	0	0	2	5	1	0	0	8	6	0	24	324
5:20 PM	1	2	2	0	2	0	1	0	0	3	0	0	1	8	1	0	21	320
5:25 PM	2	0	0	0	0	0	0	0	0	4	0	0	0	9	0	0	15	304
5:30 PM	0	0	0	0	2	2	1	0	0	5	1	0	2	10	3	0	26	300
5:35 PM	0	1	1	0	2	2	0	0	0	7	0	0	2	7	0	0	22	291
5:40 PM	0	0	0	0	4	0	0	0	1	6	0	0	0	8	2	0	21	289
5:45 PM	0	1	1	0	2	0	1	0	0	4	0	0	1	3	3	0	16	270
5:50 PM	0	1	0	0	1	2	1	0	1	6	2	0	2	7	1	0	24	278
5:55 PM	0	0	0	0	1	3	0	0	0	4	0	0	1	11	3	0	23	276
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	16	28	0	32	12	12	0	4	72	8	0	20	128	16	0	368	
Heavy Trucks	0	4	4		12	0	0		4	4	4		0	24	0		56	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles		0				0				0				0			0	
Scooters																		

Comments:

Report generated on 10/19/2020 10:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Location: US 395/N G St -- OR 140 (N 4th St)  
Date: 10/7/2020  
Site Code: 15270703

Start Time	US 395/N G St Southbound					Restaurant Dwy Southwestbound					OR 140 (N 4th St) Westbound					US 395/N G St Northbound					OR 140 (N 4th St) Eastbound				
	Right	Thru	Left	Left to Restaurant Dwy	U-Turn	Right to US 395/N G St	Right to OR 140 (N 4th St)	Left to US 395/N G St	Left to OR 140 (N 4th St)	U-Turn	Right to Restaurant Dwy	Right	Thru	Left	U-Turn	Right	Right to Restaurant Dwy	Thru	Left	U-Turn	Right	Thru	Left to Restaurant Dwy	Left	U-Turn
02:00 PM	6	1	9	0	0	0	0	0	0	0	8	5	0	0	1	0	0	0	0	0	1	10	0	6	0
02:05 PM	5	1	14	0	0	0	0	0	0	0	13	13	1	0	1	0	0	0	0	0	0	11	0	4	0
02:10 PM	4	1	6	0	0	0	0	0	0	0	5	9	1	0	0	0	0	0	0	0	1	6	0	1	0
02:15 PM	4	1	10	0	0	0	0	0	0	0	8	7	1	0	2	0	0	0	0	0	1	7	0	8	0
02:20 PM	2	3	9	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	1	12	0	1	0
02:25 PM	1	1	3	0	0	0	0	0	0	0	10	10	0	0	0	0	1	0	0	0	1	7	0	5	0
02:30 PM	1	2	11	0	0	0	0	0	0	0	14	10	1	0	0	0	0	0	0	0	0	4	0	1	0
02:35 PM	8	1	5	0	0	1	0	0	0	0	10	6	0	0	1	0	1	0	0	0	0	11	0	3	0
02:40 PM	2	0	14	0	0	1	0	0	0	0	13	6	0	0	0	0	0	0	0	0	0	9	0	2	0
02:45 PM	6	0	5	0	0	0	0	0	0	0	7	8	1	0	0	0	0	0	0	0	0	14	0	1	0
02:50 PM	0	4	6	0	0	0	0	0	0	0	14	10	0	0	0	0	0	0	0	0	0	4	0	4	0
02:55 PM	4	2	6	0	0	2	0	0	0	0	10	7	0	0	0	0	0	0	0	0	0	11	0	0	0
03:00 PM	5	1	10	0	0	0	0	0	0	0	13	7	0	0	0	0	0	0	0	0	0	11	0	6	0
03:05 PM	3	4	5	0	0	0	0	0	0	0	13	15	1	0	1	0	0	0	0	0	0	12	0	4	0
03:10 PM	3	1	10	0	0	0	0	0	0	0	10	10	1	0	0	0	0	0	0	0	0	12	0	4	0
03:15 PM	3	1	11	0	0	0	0	0	0	0	8	12	0	0	1	0	0	0	0	0	1	11	0	8	0
03:20 PM	3	3	8	0	0	0	0	0	0	0	14	11	1	0	0	0	0	0	0	0	1	11	0	5	0
03:25 PM	1	1	8	0	0	1	0	0	0	0	11	11	1	0	1	0	0	0	0	0	0	4	0	3	0
03:30 PM	4	4	12	0	0	0	0	0	0	0	9	9	2	0	0	0	0	0	0	0	1	7	0	6	0
03:35 PM	4	0	22	0	0	0	0	0	0	0	11	10	2	0	0	0	0	0	0	0	0	10	0	5	0
03:40 PM	2	1	7	0	0	0	0	1	0	0	6	12	1	0	1	0	0	0	0	0	2	10	0	2	0
03:45 PM	1	1	10	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	11	0	1	0
03:50 PM	5	1	12	0	0	1	0	0	0	0	8	10	1	0	0	0	0	0	0	0	2	13	0	3	0
03:55 PM	4	0	13	0	0	0	0	0	0	0	10	8	0	0	0	0	0	0	0	0	0	9	0	6	0
04:00 PM	3	2	8	0	0	1	0	0	0	0	5	14	0	0	1	0	0	0	0	0	0	11	0	3	0
04:05 PM	3	2	5	0	0	1	0	0	0	0	8	12	1	0	0	0	0	0	0	0	0	14	0	1	0
04:10 PM	1	3	13	0	0	0	0	0	0	0	9	8	1	0	1	0	0	0	0	0	1	11	0	11	0
04:15 PM	4	5	10	0	0	1	0	0	0	0	7	13	0	0	1	0	0	0	0	0	0	9	0	3	0
04:20 PM	3	2	7	0	0	0	0	0	0	0	9	11	1	0	1	0	0	0	0	0	1	14	0	3	0
04:25 PM	4	0	13	0	0	0	0	0	0	0	10	10	1	0	0	0	0	0	0	0	0	10	0	6	0
04:30 PM	2	3	4	0	0	0	0	0	0	0	10	12	0	0	0	0	0	0	0	0	1	12	0	3	0
04:35 PM	5	1	11	0	0	0	0	0	0	0	12	12	1	0	1	0	0	0	0	0	2	12	0	5	0
04:40 PM	2	2	10	0	0	0	0	0	0	0	11	11	3	0	0	0	0	0	0	0	0	15	0	3	0
04:45 PM	1	3	5	0	0	0	0	0	0	0	12	16	1	0	0	0	0	0	0	0	1	6	0	0	0
04:50 PM	4	3	8	0	0	0	0	0	0	0	10	4	2	0	0	0	0	0	0	0	0	10	0	5	0
04:55 PM	1	0	10	0	0	0	0	0	0	0	9	16	0	0	0	0	0	0	0	0	2	12	0	9	0
05:00 PM	8	2	6	0	0	1	0	0	0	0	15	9	2	0	0	0	0	0	0	0	0	20	0	8	0
05:05 PM	3	0	6	0	0	0	0	0	0	0	12	24	1	0	0	0	0	0	0	0	1	21	0	4	0
05:10 PM	1	4	8	0	0	1	0	0	0	0	10	12	1	0	3	0	0	0	0	0	0	6	0	5	0
05:15 PM	0	0	7	0	0	2	0	0	0	0	16	21	1	0	2	0	0	0	0	0	0	13	0	0	0
05:20 PM	0	0	9	0	0	1	0	0	0	0	12	15	0	0	1	0	0	0	0	0	0	7	0	4	0
05:25 PM	3	2	7	0	0	0	0	0	0	0	11	10	0	0	1	0	0	0	0	0	1	8	0	4	0
05:30 PM	1	2	6	0	0	1	0	0	0	0	8	8	2	0	2	0	0	0	0	0	0	7	0	3	0
05:35 PM	2	0	8	0	0	0	0	0	0	0	7	13	0	0	0	0	0	0	0	0	0	7	0	4	0
05:40 PM	2	0	15	0	0	0	0	0	0	0	13	7	1	0	1	0	0	0	0	0	0	10	0	6	0
05:45 PM	2	0	8	0	0	0	0	0	0	0	12	7	1	0	0	0	0	0	0	0	1	7	0	1	0
05:50 PM	0	4	9	0	0	2	0	0	0	0	11	9	1	0	0	0	0	0	0	0	1	7	0	0	0
05:55 PM	2	1	3	0	0	0	0	0	0	0	3	9	1	0	0	0	0	0	0	0	0	5	0	1	0
Total	138	76	420	0	0	17	0	0	1	0	478	503	37	0	24	0	2	0	0	0	24	481	0	181	0

144  
146  
121  
126  
121  
130  
138  
136  
131  
126 534  
137 540  
153 535  
162 562  
165 559  
162 576  
153 579  
151 589  
160 606  
163 604  
148 601  
140 615  
145 623  
154 618  
145 607  
154 615  
159 612  
164 609  
159 621  
153 614  
163 612  
166 624  
164 630  
148 620  
150 629  
176 652  
202 677  
194 669  
185 678  
162 675  
158 668  
136 661  
128 640  
136 638  
135 632  
138 630  
108 596  
202 678

34 20 95

136 158 14 7

8 151 51

Peak Hour: 4:20 PM - 5:20 PM  
Peak 15: 4:55 PM - 5:10 PM  
PHF: 0.839109



Location: US 395/N G St -- OR 140 (N 4th St)  
 Date: 10/7/2020  
 Site Code: 15270703

Start Time	US 395/N G St Southbound					Restaurant Dwy Southwestbound					OR 140 (N 4th St) Westbound					US 395/N G St Northbound					OR 140 (N 4th St) Eastbound					
	Right	Thru	Left	Left to Restaura nt Dwy	Peds	Right to US 395/N G St	Right to OR 140 (N 4th St)	Left to US 395/N G St	Left to OR 140 (N 4th St)	Peds	Right to Restaura nt Dwy	Right	Thru	Left	Peds	Right	Right to Restaura nt Dwy	Thru	Left	Peds	Right	Thru	Left to Restaura nt Dwy	Left	Peds	
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:05 PM	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
02:10 PM	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
02:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:20 PM	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
02:25 PM	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
02:30 PM	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
02:35 PM	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
02:40 PM	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
02:45 PM	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
02:50 PM	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
02:55 PM	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
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:05 PM	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
03:10 PM	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
03:15 PM	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
03:20 PM	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	2
03:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:35 PM	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
03:40 PM	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
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:50 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:55 PM	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
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05 PM	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
04:10 PM	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
04:15 PM	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
04:20 PM	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
04:25 PM	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	1
04:30 PM	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	2
04:35 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:40 PM	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
04:45 PM	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
04:50 PM	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
04:55 PM	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
05:00 PM	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
05:05 PM	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
05:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:15 PM	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
05:20 PM	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
05:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30 PM	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	1
05:35 PM	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
05:40 PM	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
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
05:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:55 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	



Location: US 395/N G St -- OR 140 (N 4th St)  
 Date: 10/7/2020  
 Site Code: 15270703

Start Time	US 395/N G St Southbound					Restaurant Dwy Southwestbound					OR 140 (N 4th St) Westbound					US 395/N G St Northbound					OR 140 (N 4th St) Eastbound				
	Right	Thru	Left	Left to Restaurant Dwy	U-Turn	Right to US 395/N G St	Right to OR 140 (N 4th St)	Left to US 395/N G St	Left to OR 140 (N 4th St)	U-Turn	Right to Restaurant Dwy	Right	Thru	Left	U-Turn	Right	Right to Restaurant Dwy	Thru	Left	U-Turn	Right	Thru	Left to Restaurant Dwy	Left	U-Turn
02:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0
02:05 PM	1	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0
02:10 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
02:20 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
02:25 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	1	3	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	1	0	1	0
02:35 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0	2	0
02:40 PM	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	1	0
02:45 PM	2	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0
02:50 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
02:55 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
03:00 PM	3	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	0
03:05 PM	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	1	0
03:10 PM	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0
03:15 PM	1	0	1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	0
03:20 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	2	0
03:25 PM	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2	0	0	0
03:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0
03:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0
03:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	1	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0
03:50 PM	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
03:55 PM	1	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0
04:05 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0
04:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0
04:20 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0
04:25 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	0
04:35 PM	2	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
04:40 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:45 PM	0	1	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
04:50 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0
04:55 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
05:05 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
05:20 PM	0	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0
05:25 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
05:40 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	1	0	0	0
05:50 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
05:55 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
<b>Total</b>	<b>27</b>	<b>3</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>46</b>	<b>0</b>

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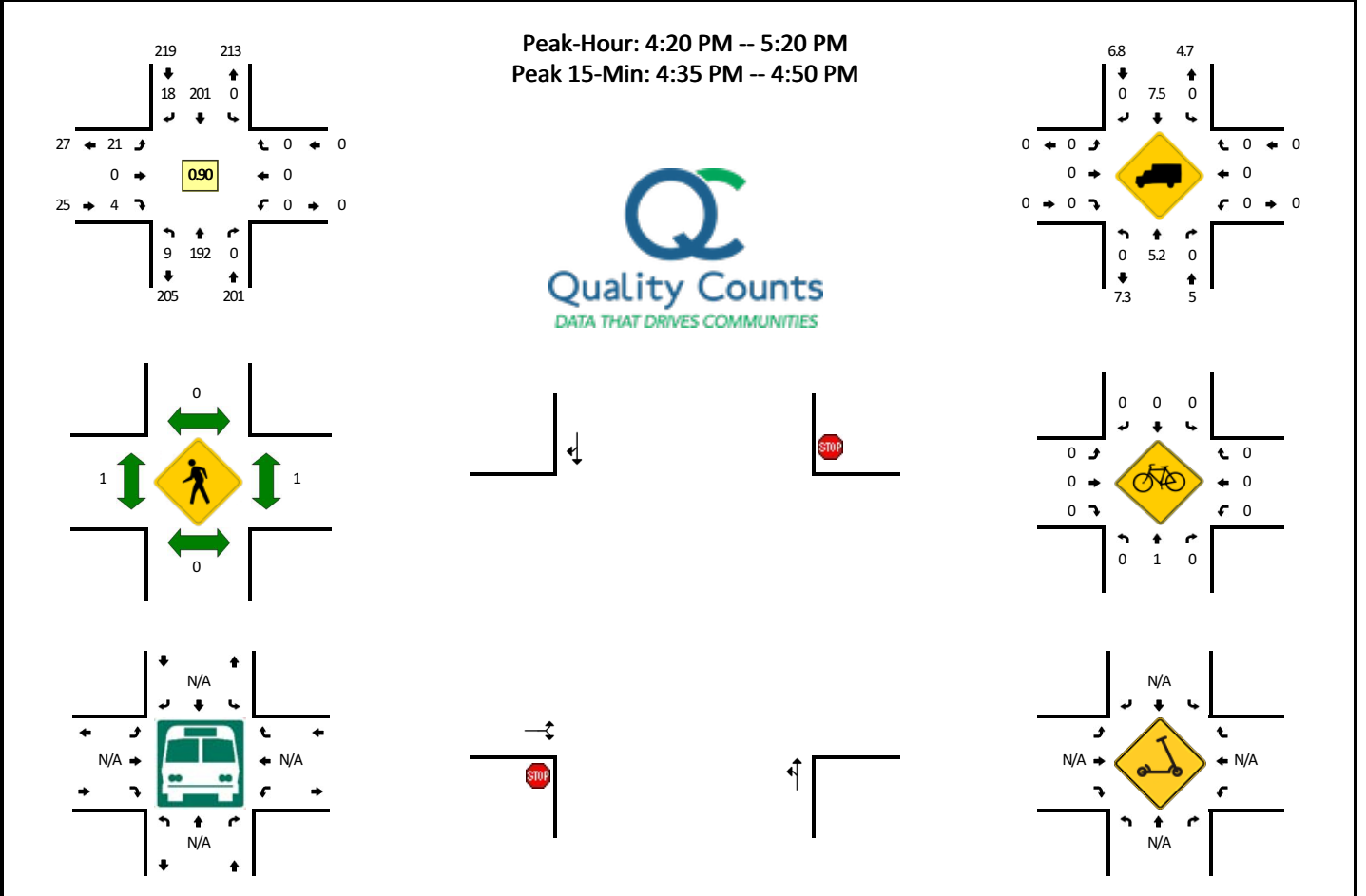
0  
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5%

11  
22%

**LOCATION:** US 395 -- S 7th St  
**CITY/STATE:** Lakeview, OR

**QC JOB #:** 15270704  
**DATE:** Wed, Oct 7 2020



5-Min Count Period Beginning At	US 395 (Northbound)				US 395 (Southbound)				S 7th St (Eastbound)				S 7th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	11	0	0	0	15	2	0	0	0	1	0	0	0	0	0	29	
2:05 PM	0	7	0	0	0	18	0	0	0	0	1	0	0	0	0	0	26	
2:10 PM	0	17	0	0	0	10	0	0	1	0	0	0	0	0	0	0	28	
2:15 PM	2	7	0	0	0	9	2	0	4	0	0	0	0	0	0	0	24	
2:20 PM	0	11	0	0	0	13	3	0	2	0	0	0	0	0	0	0	29	
2:25 PM	0	18	0	0	0	11	1	0	0	0	0	0	0	0	0	0	30	
2:30 PM	1	17	0	0	0	15	2	0	0	0	0	0	0	0	0	0	35	
2:35 PM	0	14	0	0	0	10	1	0	1	0	0	0	0	0	0	0	26	
2:40 PM	0	8	0	0	0	7	1	0	2	0	0	0	0	0	0	0	18	
2:45 PM	1	13	0	0	0	16	1	0	2	0	0	0	0	0	0	0	33	
2:50 PM	0	17	0	0	0	7	1	0	1	0	1	0	0	0	0	0	27	
2:55 PM	0	13	0	0	0	10	0	0	0	0	0	0	0	0	0	0	23	
3:00 PM	1	16	0	0	0	18	2	0	0	0	1	0	0	0	0	0	38	328
3:05 PM	1	14	0	0	0	11	2	0	1	0	0	0	0	0	0	0	29	340
3:10 PM	1	6	0	0	0	18	3	0	0	0	0	0	0	0	0	0	28	340
3:15 PM	0	14	0	0	0	16	1	0	2	0	0	0	0	0	0	0	33	349
3:20 PM	0	15	0	0	0	11	0	0	0	0	1	0	0	0	0	0	27	347
3:25 PM	0	13	0	0	0	14	1	0	3	0	0	0	0	0	0	0	31	348
3:30 PM	0	10	0	0	0	6	4	0	2	0	1	0	0	0	0	0	23	336
3:35 PM	0	9	0	0	0	13	5	0	5	0	0	0	0	0	0	0	32	342
3:40 PM	0	5	0	0	0	17	3	0	0	0	0	0	0	0	0	0	25	349
3:45 PM	0	18	0	0	0	17	1	0	2	0	0	0	0	0	0	0	38	354
3:50 PM	0	10	0	0	0	12	1	0	1	0	0	0	0	0	0	0	24	351
3:55 PM	1	9	0	0	0	14	4	0	1	0	2	0	0	0	0	0	31	359
4:00 PM	0	11	0	0	0	15	2	0	2	0	0	0	0	0	0	0	30	351
4:05 PM	0	12	0	0	0	8	0	0	2	0	0	0	0	0	0	0	22	344
4:10 PM	0	13	0	0	0	10	2	0	1	0	0	0	0	0	0	0	26	342
4:15 PM	0	14	0	0	0	13	2	0	1	0	0	0	0	0	0	0	30	339
4:20 PM	0	16	0	0	0	16	0	0	1	0	1	0	0	0	0	0	34	346
4:25 PM	0	9	0	0	0	20	1	0	2	0	0	0	0	0	0	0	32	347
4:30 PM	0	14	0	0	0	12	1	0	1	0	0	0	0	0	0	0	28	352
4:35 PM	3	11	0	0	0	20	5	0	2	0	0	0	0	0	0	0	41	361
4:40 PM	1	13	0	0	0	20	3	0	2	0	1	0	0	0	0	0	40	376
4:45 PM	0	26	0	0	0	13	1	0	2	0	1	0	0	0	0	0	43	381
4:50 PM	0	17	0	0	0	17	2	0	2	0	0	0	0	0	0	0	38	395
4:55 PM	0	18	0	0	0	21	2	0	1	0	0	0	0	0	0	0	42	406
5:00 PM	3	14	0	0	0	12	2	0	2	0	0	0	0	0	0	0	33	409
5:05 PM	1	15	0	0	0	16	0	0	4	0	0	0	0	0	0	0	36	423

5-Min Count Period Beginning At	US 395 (Northbound)				US 395 (Southbound)				S 7th St (Eastbound)				S 7th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	0	21	0	0	0	18	1	0	1	0	1	0	0	0	0	0	42	439
5:15 PM	1	18	0	0	0	16	0	0	1	0	0	0	0	0	0	0	36	445
5:20 PM	0	13	0	0	0	17	1	0	0	0	0	0	0	0	0	0	31	442
5:25 PM	0	19	0	0	0	6	2	0	1	0	1	0	0	0	0	0	29	439
5:30 PM	0	14	0	0	0	6	2	0	2	0	0	0	0	0	0	0	24	435
5:35 PM	1	20	0	0	0	16	3	0	4	0	1	0	0	0	0	0	45	439
5:40 PM	0	14	0	0	0	12	0	0	0	0	0	0	0	0	0	0	26	425
5:45 PM	0	14	0	0	0	13	0	0	2	0	0	0	0	0	0	0	29	411
5:50 PM	0	12	0	0	0	14	0	0	0	0	0	0	0	0	0	0	26	399
5:55 PM	0	12	0	0	0	8	0	0	3	0	0	0	0	0	0	0	23	380
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	200	0	0	0	212	36	0	24	0	8	0	0	0	0	0	496	
Heavy Trucks	0	24	0	0	0	8	0	0	0	0	0	0	0	0	0	0	32	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles		0				0				0				0			0	
Scoters																		

Comments:

Report generated on 10/19/2020 10:49 AM

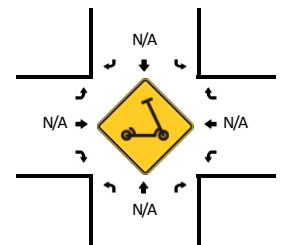
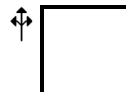
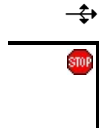
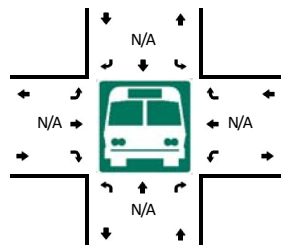
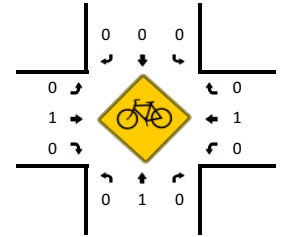
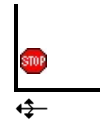
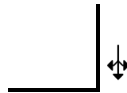
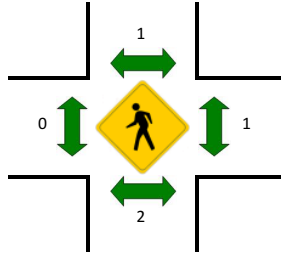
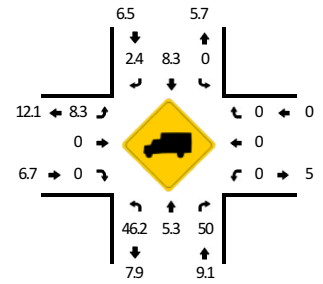
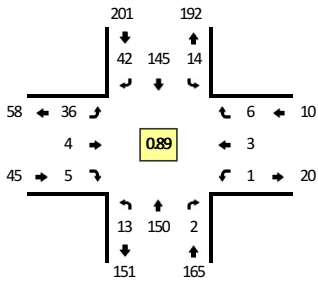
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212



**LOCATION:** US 395 -- S 9th St  
**CITY/STATE:** Lakeview, OR

**QC JOB #:** 15270705  
**DATE:** Wed, Oct 7 2020

**Peak-Hour: 4:20 PM -- 5:20 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**



5-Min Count Period Beginning At	US 395 (Northbound)				US 395 (Southbound)				S 9th St (Eastbound)				S 9th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	8	0	0	1	10	3	0	3	2	0	0	0	0	0	0	27	
2:05 PM	1	5	0	0	1	10	8	0	2	0	1	0	0	0	1	0	29	
2:10 PM	0	10	0	0	1	7	4	0	2	0	0	0	0	0	1	1	26	
2:15 PM	0	7	0	0	1	5	1	0	3	1	0	0	0	0	2	0	20	
2:20 PM	0	7	0	0	0	10	2	0	5	0	0	0	0	0	0	0	24	
2:25 PM	0	10	0	0	0	9	2	0	7	1	1	0	0	0	0	0	30	
2:30 PM	0	12	1	0	0	14	1	0	6	0	2	0	0	0	0	0	36	
2:35 PM	0	9	0	0	2	6	1	0	3	1	0	0	0	0	0	0	22	
2:40 PM	0	5	0	0	0	5	2	0	2	0	0	0	0	0	0	1	15	
2:45 PM	1	10	0	0	0	15	1	0	6	0	0	0	0	0	0	0	33	
2:50 PM	1	10	0	0	1	7	2	0	3	0	0	0	1	0	1	0	26	
2:55 PM	0	10	0	0	1	4	2	0	4	1	0	0	0	3	2	0	27	315
3:00 PM	0	9	0	0	1	11	6	0	6	0	0	0	0	1	0	0	34	322
3:05 PM	0	11	0	0	3	10	1	0	1	0	0	0	0	0	0	0	26	319
3:10 PM	0	6	1	0	2	8	1	0	1	0	0	0	0	0	0	0	19	312
3:15 PM	1	6	0	0	1	15	2	0	5	3	0	0	0	0	0	0	33	325
3:20 PM	0	15	0	0	2	10	1	0	0	0	0	0	0	1	0	0	29	330
3:25 PM	0	11	0	0	1	11	4	0	1	0	0	0	0	1	1	0	30	330
3:30 PM	0	6	0	0	0	6	1	0	5	0	0	0	0	0	2	0	20	314
3:35 PM	0	4	0	0	0	4	5	0	3	0	0	0	0	0	0	0	16	308
3:40 PM	1	5	0	0	1	11	6	0	2	0	0	0	0	0	0	0	26	319
3:45 PM	2	10	0	0	1	9	5	0	5	0	0	0	0	0	0	0	32	318
3:50 PM	0	9	0	0	1	9	3	0	0	1	0	0	0	0	0	0	23	315
3:55 PM	0	6	0	0	0	9	4	0	3	1	1	0	0	1	0	0	25	313
4:00 PM	0	4	0	0	3	10	2	0	5	2	2	0	0	0	0	0	28	307
4:05 PM	0	11	1	0	0	9	0	0	0	0	0	0	0	0	1	0	22	303
4:10 PM	0	9	0	0	0	8	3	0	1	0	2	0	0	0	1	0	24	308
4:15 PM	0	8	0	0	1	4	6	0	5	1	0	0	0	0	2	0	27	302
4:20 PM	1	10	0	0	4	7	2	0	2	0	2	0	1	0	1	0	30	303
4:25 PM	2	8	0	0	0	15	7	0	1	0	0	0	0	0	0	0	33	306
4:30 PM	0	12	0	0	0	8	5	0	2	0	1	0	0	0	0	0	28	314
4:35 PM	5	10	2	0	0	14	4	0	3	1	0	0	0	0	0	0	39	337
4:40 PM	0	9	0	0	0	12	5	0	6	0	0	0	0	0	0	0	32	343
4:45 PM	1	21	0	0	2	10	4	0	2	0	0	0	0	0	0	0	40	351
4:50 PM	1	11	0	0	1	13	2	0	4	0	0	0	0	1	1	0	34	362
4:55 PM	0	10	0	0	4	14	4	0	5	0	0	0	0	1	1	0	39	376
5:00 PM	1	13	0	0	0	9	2	0	2	0	0	0	0	0	1	0	28	376
5:05 PM	0	16	0	0	1	14	2	0	1	1	0	0	0	0	0	0	35	389

5-Min Count Period Beginning At	US 395 (Northbound)				US 395 (Southbound)				S 9th St (Eastbound)				S 9th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	1	13	0	0	1	17	2	0	4	0	1	0	0	0	2	0	41	406
5:15 PM	1	17	0	0	1	12	3	0	4	2	1	0	0	1	0	0	42	421
5:20 PM	0	10	0	0	0	12	1	0	0	0	0	0	0	0	0	0	23	414
5:25 PM	1	15	0	0	0	5	3	0	4	1	0	0	0	2	0	0	31	412
5:30 PM	0	12	1	0	2	4	1	0	0	1	0	0	0	2	1	0	24	408
5:35 PM	0	14	0	0	0	10	2	0	5	0	0	0	0	1	0	0	32	401
5:40 PM	1	9	0	0	1	8	4	0	3	0	0	0	0	0	0	0	26	395
5:45 PM	2	14	0	0	2	8	1	0	1	1	0	0	0	0	0	0	29	384
5:50 PM	0	12	0	0	0	9	2	0	1	0	0	0	0	0	0	0	24	374
5:55 PM	1	10	0	0	3	2	4	0	4	1	0	0	0	0	0	0	25	360
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	184	0	0	12	172	28	0	36	12	8	0	0	4	8	0	472	
Heavy Trucks	0	8	0	0	0	4	0	0	4	0	0	0	0	0	0	0	16	
Buses																		
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		

Comments:

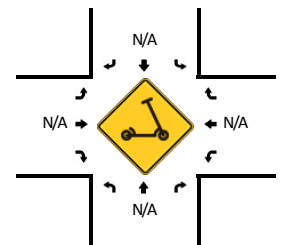
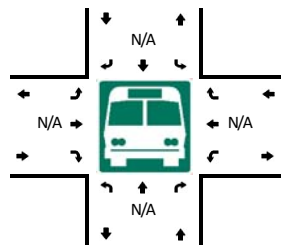
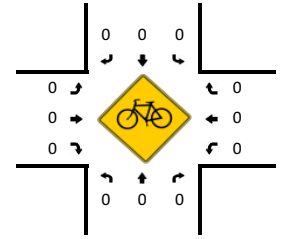
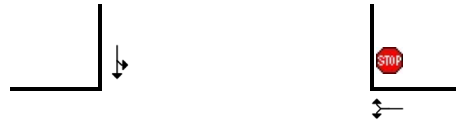
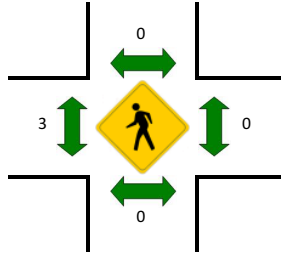
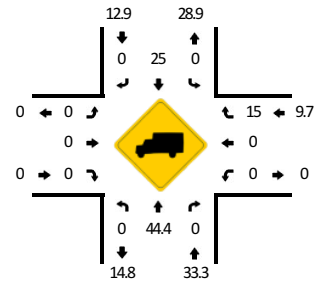
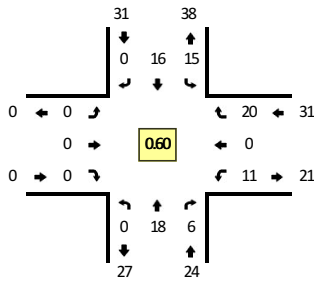
Report generated on 10/19/2020 10:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Roberta Rd -- S 3rd St  
**CITY/STATE:** Lakeview, OR

**QC JOB #:** 15270706  
**DATE:** Wed, Oct 7 2020

**Peak-Hour: 4:05 PM -- 5:05 PM**  
**Peak 15-Min: 4:20 PM -- 4:35 PM**



5-Min Count Period Beginning At	Roberta Rd (Northbound)				Roberta Rd (Southbound)				S 3rd St (Eastbound)				S 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	1	0	1	0	5	
2:05 PM	0	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	6	
2:10 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	0	5	
2:15 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	0	5	
2:20 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	
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2:40 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	4	
2:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
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3:05 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2	0	5	44
3:10 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	1	0	6	45
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4:35 PM	0	2	0	0	1	2	0	0	0	0	0	0	1	0	2	0	8	82
4:40 PM	0	2	1	0	1	1	0	0	0	0	0	0	2	0	0	0	7	84
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	83
4:50 PM	0	1	0	0	1	1	0	0	0	0	0	1	0	0	0	0	4	82
4:55 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	1	0	5	85
5:00 PM	0	2	1	0	0	2	0	0	0	0	0	0	1	0	1	0	7	86
5:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	5	84

5-Min Count Period Beginning At	Roberta Rd (Northbound)				Roberta Rd (Southbound)				S 3rd St (Eastbound)				S 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	0	1	1	0	1	1	0	0	0	0	0	0	1	0	0	0	5	85
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5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
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5:55 PM	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5	49
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	28	8	0	20	20	0	0	0	0	0	0	16	0	52	0	144	
Heavy Trucks	0	16	0		0	0	0		0	0	0		0	0	8		24	
Buses																		
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

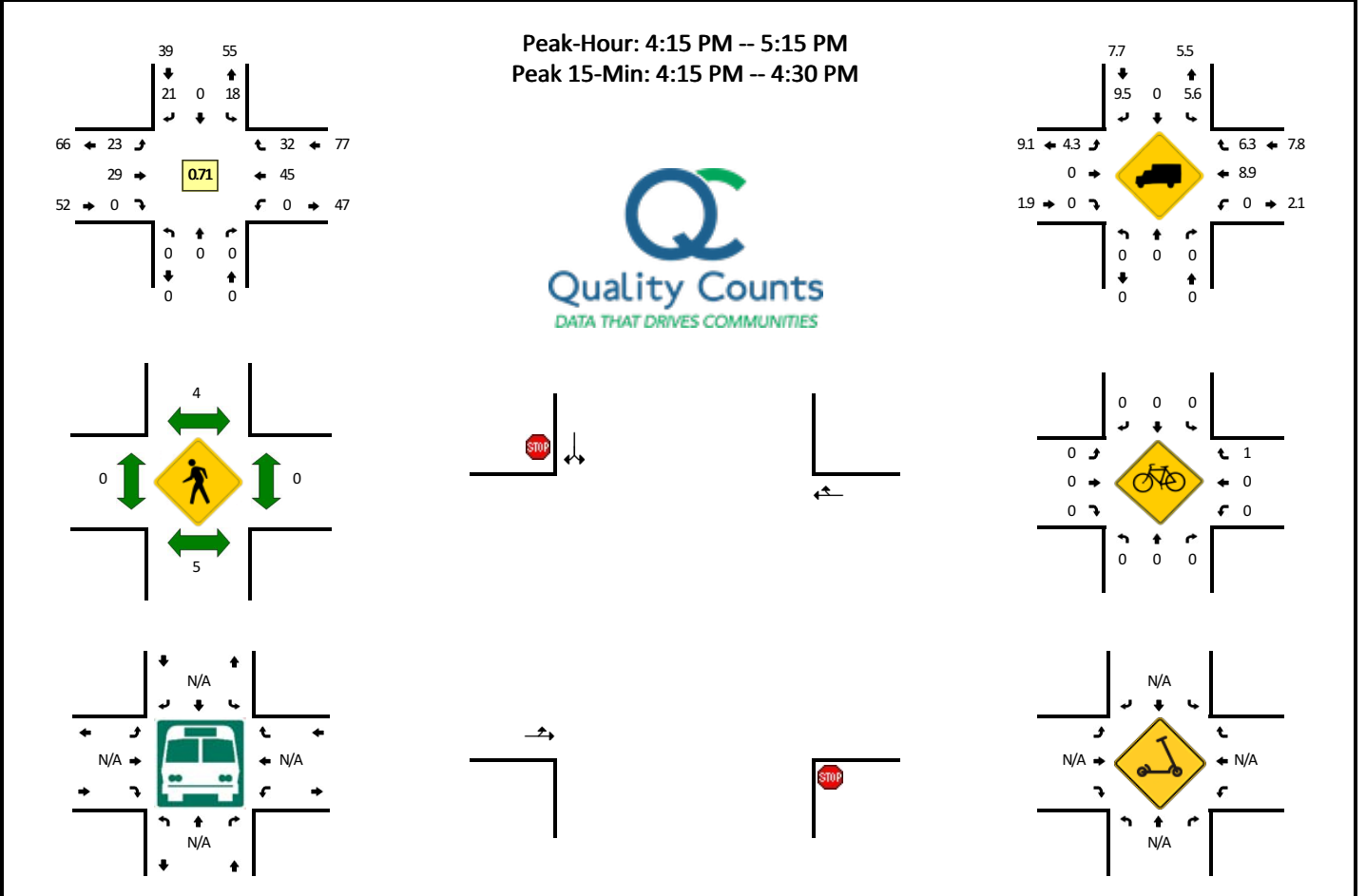
Comments:

Report generated on 10/19/2020 10:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** S L St -- S 3rd St  
**CITY/STATE:** Lakeview, OR

**QC JOB #:** 15270707  
**DATE:** Wed, Oct 7 2020



5-Min Count Period Beginning At	S L St (Northbound)				S L St (Southbound)				S 3rd St (Eastbound)				S 3rd St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
2:00 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3		
2:05 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	1	0	6	
2:10 PM	0	0	0	0	2	0	3	0	1	0	0	0	0	0	0	0	0	6	
2:15 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	0	3	0	0	7	
2:20 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	0	0	5	
2:25 PM	0	0	0	0	0	0	4	0	1	1	0	0	0	0	1	0	0	7	
2:30 PM	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	1	0	5	
2:35 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	2	1	0	6	
2:40 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	0	3	0	0	7	
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	
2:50 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	
2:55 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	2	0	7	
3:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	4	0	9	63
3:05 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	3	66
3:10 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	0	3	1	0	8	68
3:15 PM	0	0	0	0	2	0	1	0	0	2	0	0	0	0	3	0	0	8	69
3:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	66
3:25 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	0	6	65
3:30 PM	0	0	0	0	0	0	2	0	2	1	0	0	0	0	3	2	0	10	70
3:35 PM	0	0	0	0	1	0	1	0	1	1	0	0	0	0	3	1	0	8	72
3:40 PM	0	0	0	0	0	0	2	0	2	1	0	0	0	0	2	0	0	7	72
3:45 PM	0	0	0	0	2	0	0	0	0	4	0	0	0	0	3	0	0	9	79
3:50 PM	0	0	0	0	1	0	0	0	1	2	0	0	0	0	1	0	0	5	82
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4:05 PM	0	0	0	0	0	0	2	0	4	5	0	0	0	0	2	3	0	16	99
4:10 PM	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	1	0	7	98
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4:20 PM	0	0	0	0	1	0	4	0	0	4	0	0	0	0	5	8	0	22	127
4:25 PM	0	0	0	0	1	0	1	0	2	2	0	0	0	0	9	5	0	20	141
4:30 PM	0	0	0	0	2	0	2	0	0	3	0	0	0	0	2	2	0	11	142
4:35 PM	0	0	0	0	2	0	2	0	1	0	0	0	0	0	1	0	0	6	140
4:40 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	4	1	0	8	141
4:45 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	0	3	3	0	11	143
4:50 PM	0	0	0	0	2	0	5	0	0	3	0	0	0	0	4	4	0	18	156
4:55 PM	0	0	0	0	2	0	2	0	2	2	0	0	0	0	2	2	0	12	161
5:00 PM	0	0	0	0	1	0	0	0	5	4	0	0	0	0	2	3	0	15	163
5:05 PM	0	0	0	0	0	0	1	0	3	4	0	0	0	0	4	1	0	13	160

5-Min Count Period Beginning At	S L St (Northbound)				S L St (Southbound)				S 3rd St (Eastbound)				S 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	0	0	0	0	1	0	1	0	5	1	0	0	0	6	1	0	15	168
5:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	0	6	157
5:20 PM	0	0	0	0	1	0	2	0	1	4	0	0	0	2	1	0	11	146
5:25 PM	0	0	0	0	2	0	1	0	4	2	0	0	0	4	1	0	14	140
5:30 PM	0	0	0	0	0	0	1	0	3	3	0	0	0	3	0	0	10	139
5:35 PM	0	0	0	0	0	0	1	0	3	1	0	0	0	4	1	0	10	143
5:40 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	2	0	5	140
5:45 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	3	0	0	6	135
5:50 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	1	0	0	5	122
5:55 PM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	0	5	115
Peak 15-Min Flowrates	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	0	0	24	0	28	0	28	28	0	0	0	68	60	0	236	
Heavy Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	12	4	0	20	
Buses																		
Pedestrians		0				12				0				0			12	
Bicycles		0				0	0			0	0			0	4		4	
Scooters																		

Comments:

Report generated on 10/19/2020 10:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

## ATTACHMENT B – METHODOLOGY MEMORANDUM



## DRAFT MEMORANDUM

**Date:** July 14, 2020

**To:** Project Management Team, Technical Advisory Committee (TAC) & Citizens Advisory Committee (CAC)

**From:** Matt Kittelson, PE, Julia Kuhn, PE, and Miranda Barrus

**Project:** Town of Lakeview Transportation System Plan Update

**Subject:** Draft Methodology Memorandum

## INTRODUCTION

This memorandum documents the methodology and key assumptions that are proposed for use as part of the analyses conducted for the Town of Lakeview Transportation System Plan Update (Lakeview TSP). The methodologies included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) *Analysis Procedures Manual (APM), Version 2 (APM – Reference 1)* and direction provided by the Town of Lakeview and ODOT staff. The methodology and assumptions described in this memorandum include:

- ▶ Data collection methodologies that consider the ongoing COVID-19 pandemic;
- ▶ Traffic operations at the study intersection under existing, future no-build, and future build traffic conditions;
- ▶ Traffic safety at the study intersection and along study area roadways;
- ▶ Gaps and deficiencies in the bicycle and pedestrian network;
- ▶ Gaps and deficiencies in the transit service (service frequency, hours, coverage, etc.); and
- ▶ Gaps and deficiencies in other travel modes.

This information will serve as a baseline for identifying a comprehensive list of needs to be addressed as part of the TSP update as well as to help identify and evaluate potential solutions as part of a prioritized list of improvements for the TSP update.

## STUDY AREA

The Lakeview TSP update includes the multimodal transportation network within the town's urban growth boundary (UGB) and includes seven study intersections along OR 140 and US 395. Figure 1 illustrates the study area.

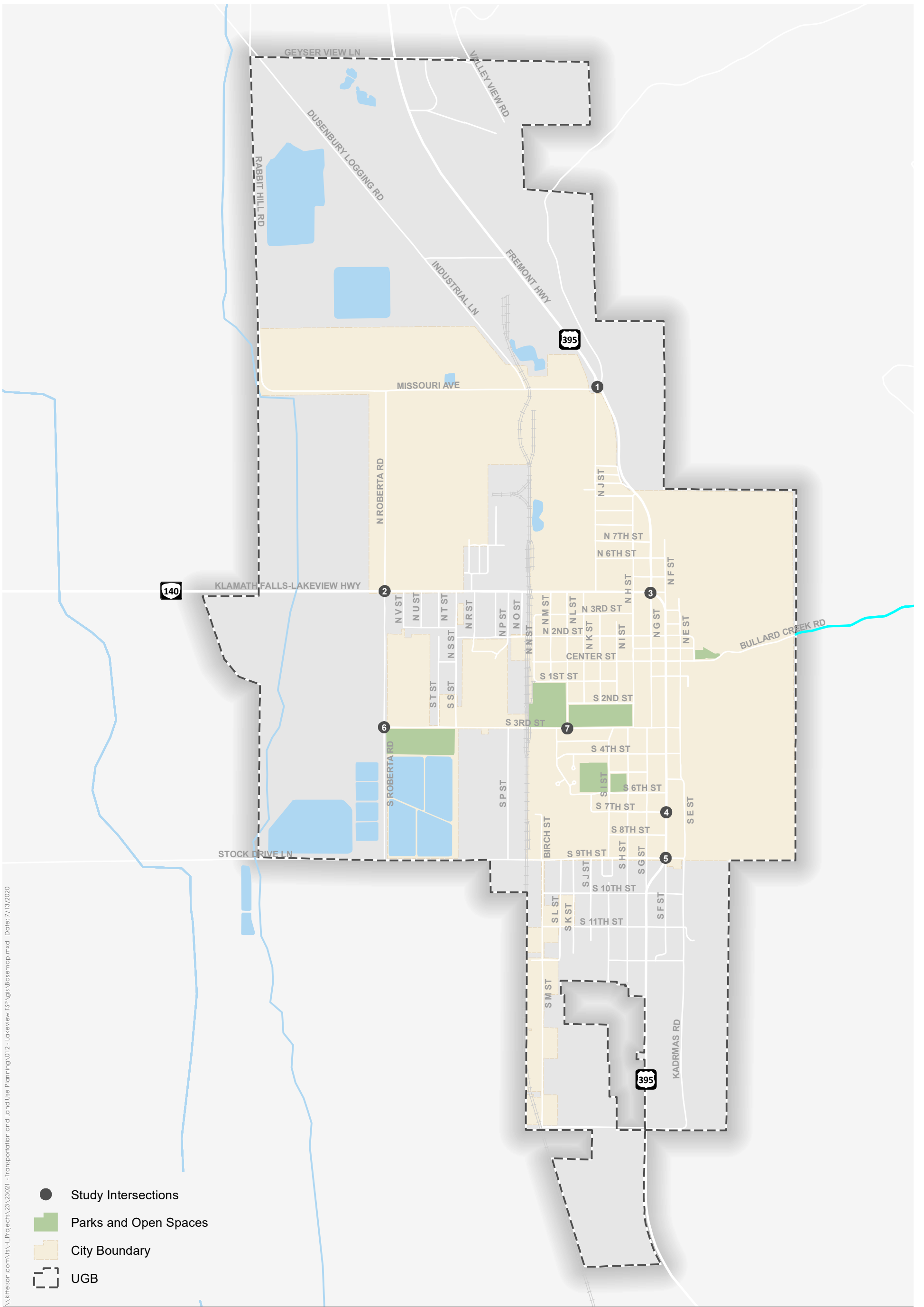
## TSP INTERSECTIONS

The following study intersection will be evaluated to inform the identification of existing and future capacity needs: :

- |   |   |
|---|---|
| ▶ Roberta Avenue/OR 140                 | ▶ US 395/South 7 <sup>th</sup> Street       |
| ▶ L Street/South 3 <sup>rd</sup> Street | ▶ Roberta Road/South 3 <sup>rd</sup> Street |
| ▶ US 395/South 9 <sup>th</sup> Street   | ▶ US 395/OR 140                             |
| ▶ US 395/J Street/Missouri Avenue       |   |

Figure 1 illustrates the location of the study intersections; all study intersections are unsignalized.





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- Study Intersections
- Parks and Open Spaces
- City Boundary
- ⋮ UGB



Figure 1

**Study Area  
Lakeview, Oregon**

## VOLUME DEVELOPMENT

The following sections describe how existing "proxy" volumes will be calculated at the study intersection and how they will be used to evaluate existing and future traffic intersection operations.

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### TRAFFIC COUNTS

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Traffic patterns are not currently reflective of typical conditions due to school closures and "Stay Home, Stay Safe" orders associated with the COVID-19 pandemic. For these reasons, four-hour traffic counts will be conducted at the study intersections in Fall 2020 contingent on school being back in session. If school is not back in session in the fall, alternative methods will be pursued, including estimating current volumes based on historical counts and trends.

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### SEASONAL ADJUSTMENT FACTOR

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30<sup>th</sup> Hour Volumes (30 HV) will be developed based on the traffic counts collected or estimated at the study intersections and the application of seasonal adjustment factors consistent with the methodology identified in the APM. The APM provides three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATRs) positioned in select locations throughout the State Highway System that collect traffic data 24-hours a day, 365 days a year. Each method was evaluated to determine which is most appropriate for the study intersections. Below is a description of each. Based on the evaluations, the ATR On-Site Method will be used for study intersections on State facilities.

- ▶ On-Site ATR Method: Calculates seasonal adjustment factors based on local ATR locations. This method requires that no major study intersections be located within the ATR and the project area and Average Annual Daily Traffic (AADT) be within 10 percent of the AADT within the project area.
- ▶ Characteristics Table: Calculates seasonal adjustment factors based on representative ATR locations from locations around the state based on AADT, seasonal traffic trends, area type, number of travel lanes, etc.
- ▶ Seasonal Trends Table: Calculates seasonal adjustment factors based seasonal variation trends from representative travel patterns (e.g., summer, commuter, weekend, etc.)

Lakeview is in south central Oregon at the junction of US 395 and OR 140. ATR stations are located north and south of town on US 395 (19-004 and 19-008) and west on OR-140 (18-017). As shown in Table 1, seasonal adjustment factors based on these stations range from 1.01 to 1.03 with an average of 1.02 when adjusting for data collected in September.

As regional highways connecting small communities, OR 140 and US 395 have AADT lower than that observed within the Town of Lakeview. However, these ATRs represent traffic entering or exiting Lakeview from major external destinations and, as such, reasonable fluctuation in travel demand within the town. No major cities, towns, or highway junctions exist between any of the ATR locations and Lakeview. For these reasons, we propose to utilize the On-Site ATR Method based on these stations to calculate seasonal adjustment factors for Lakeview.

Table 1 presents values that represent the percent of Average Daily Traffic (ADT) at these ATR's from the past five years during their average peak month and the month when traffic counts proposed to be collected (September 2020), which result in their respective seasonal adjustment factors.

Table 1: Seasonal Adjustment Factor Calculation

Year	2014	2015	2016	2017	2018	Average	Seasonal Adjustment
<b>ATR 18-017 (OR 140, Beatty)</b>							
Peak Month (July)	<del>131</del>	<del>127</del>	129	131	127	129	N/A
Count Month (September)	<del>118</del>	127	129	<del>132</del>	128	128	1.01
<b>ATR 19-004 (US 395, Valley Falls)</b>							
Peak Month (August)	131	<del>129</del>	136	<del>181</del>	135	134	N/A
Count Month (September)	<del>121</del>	131	131	130	<del>136</del>	130.67	1.03
<b>ATR 19-008 (US 395, New Pine Creek)</b>							
Peak Month (August)	125	<del>120</del>	126	<del>163</del>	121	124	N/A
Count Month (September)	<del>117</del>	123	129	118	<del>133</del>	123.33	1.01
						<b>Average</b>	<b>1.02</b>

Note: crossed out values are dropped from average calculations per ODOT methodology. Calculations are based on the percentage of ADT from the peak month divided by the percentage of ADT from the count month.

US 395 and OR 140 have ADT in the range of 4,000 within Lakeview. Per APM guidance, the ATRs shown in Table 1 are within 10% of that value (4,300 and 3,800)

## HISTORICAL GROWTH FACTOR

If traffic counts cannot be collected in Fall 2020 and analysis requires developing “proxy volumes” to replicate current traffic volumes, available traffic counts collected in previous years will be historically adjusted per the APM utilizing data from ODOT’s Future Volume Tables (FVT). Per the APM, an R-squared value (RSQ, a measure of fit) of 0.75 is preferred, however, and R-squared value of 0.5 or higher is acceptable when applying the data from the FVTs. If the R-squared value is unacceptable, then a nearby location with similar characteristics should be substituted.

Based on the data provided in ODOT’s FVTs, the annual growth rate for the study intersections was calculated from the existing (2016) and future (2038) traffic volumes along OR 140 (mileposts 95.39, 95.72, 96.03, and 96.35) and US 395 (mileposts 142.88, 143.01, 143.06, 143.32, 143.65, 143.86, and 144.08) at locations within the study area with acceptable R-squared values. Based on the analyses of these locations, the applicable annual growth rate is approximately 0.2 percent and will be applied to historical traffic counts for the existing conditions analysis if traffic counts are not collection in Fall 2020.

## FORECAST TRAFFIC VOLUMES

The horizon year for the Lakeview TSP will be 2040. Forecast traffic volumes for the study intersections will be developed based on the existing traffic volumes and ODOT’s historical trends method, described in the previous section, by applying an annual growth rate of approximately 0.2 percent to the study intersections.

## TRAFFIC ANALYSIS

This section documents the mobility standards and targets that will be used to evaluate the performance of the study intersections and to identify potential alternatives to address operational issues on ODOT and local facilities.

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## INTERSECTION OPERATIONAL STANDARDS

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The seven identified study intersections are subject to the corresponding jurisdiction's operating standards described in the following sections.

### ODOT FACILITIES

ODOT uses volume-to-capacity (v/c) ratios (mobility targets) to assess intersection operations. Table 6 of the *Oregon Highway Plan* (OHP – Reference 2) and Table 10-2 of the *Oregon Highway Design Manual* (HDM – Reference 3) provide maximum v/c ratios for all signalized and unsignalized intersection located outside the Portland metropolitan area. The OHP ratios are used to evaluate existing and future no-build conditions, while the HDM ratios are used in the creation of future alternatives for projects along state highways. The ODOT controlled intersections within the study area are located along OR 140 and US 395. The following provides a summary of the state highway classifications, freight route designations, and other roadway characteristics at each of the study intersections to help determine v/c ratios.

1. Roberta Avenue/OR 140 – The east and west legs of OR 140 are classified as Statewide Highways and designated OHP freight routes outside of an MPO with a posted speed of 40 miles per hour (mph). The north and south legs are Town facilities so ODOT's Freight Route on a Statewide Highway mobility target will be applied to the east and west approaches and ODOT's District/Local Interest Roads mobility target will be applied to the north and south approaches.
2. US 395/South 9<sup>th</sup> Street – The north and south legs of US 395 are classified as Statewide Highways and designated OHP freight routes outside of an MPO with posted speeds of 25 mph north and 35 mph south whereas the east and west legs are Town facilities. ODOT's Freight Route on a Statewide Highway mobility target will be applied to the north and south approaches and ODOT's District/Local Interest Roads mobility target will be applied to the east and west legs.
3. US 395/J Street/Missouri Avenue – The north and south legs of US 395 are classified as Statewide Highways and designated OHP freight routes outside of an MPO with a posted speed of 45 mph whereas the west leg is a Town facility. ODOT's Freight Route on a Statewide Highway mobility target will be applied to the north and south approaches and ODOT's District/Local Interest Roads mobility target will be applied to the west leg.
4. US 395/South 7<sup>th</sup> Street – The north and south legs of US 395 are classified as Statewide Highways and designated OHP freight routes outside of an MPO with a posted of 25 mph whereas the west leg is a Town facility. ODOT's Freight Route on a Statewide Highway mobility target will be applied to the north and south approaches and ODOT's District/Local Interest Roads mobility target will be applied to the west leg.
5. US 395/OR 140 – The north and south legs of US 395 and the west leg of OR 140 are classified as Statewide Highways and designated OHP freight routes outside of an MPO with posted speeds of 25 mph west and south and 35 mph north. Therefore, ODOT's Freight Route on a Statewide Highway mobility target will be applied to the north, south, and west legs.

Table 1 summarizes the v/c ratios that will be used to identify existing and potential future operational issues at the ODOT study intersections.

Table 1: ODOT Mobility Targets

Map ID	Intersection	Traffic Control	OHP Mobility Target	HDM Standard
1	US 395/J Street/Missouri Avenue	Unsignalized	US 395: 0.80 Local Streets: 0.95	US 395: 0.70 Local Streets: 0.80
2	Roberta Avenue/OR 140	Unsignalized	OR 140: 0.80 Roberta Avenue: 0.90	OR 140: 0.70 Roberta Avenue: 0.75
3	US 395/OR 140	Unsignalized	0.85	0.70
4	US 395/South 7th Street	Unsignalized	US 395: 0.85 S 7th Street: 0.95	US 395: 0.70 S 7th Street: 0.80
5	US 395/South 9th Street	Unsignalized	US 395: 0.85 S 9th Street: 0.95	US 395: 0.70 S 9th Street: 0.80

## LOCAL FACILITIES

The Town of Lakeview does not have established mobility targets for local facilities. As such, we will evaluate and report operational characteristics of study intersections on the local system based on a volume-to-capacity ratio of 1.0.

Table 2: Town Mobility Targets

Map ID	Intersection	Traffic Control	Mobility Target
6	Roberta Road/South 3rd Street	Unsignalized	n/a 1.0 for planning purpose
7	L Street/South 3rd Street	Unsignalized	n/a 1.0 for planning purpose

Traffic operations at the study intersections will be evaluated as outlined above. Potential solutions will be identified and evaluated for the study intersections that are found to exceed the mobility targets and standards under existing and future traffic conditions.

## ANALYSIS PARAMETERS

The bullets below identify the specific sources of data and methodologies proposed to conduct the operational analysis. Analysis of all state facilities will be conducted according to the APM, unless otherwise agreed upon by the Town and ODOT.

1. *Intersection/Roadway Geometry* (number of lanes, lane configurations, cross-section elements, etc.) will be collected through aerial photography and confirmed through a site visit. Available as-built data may also be used to verify existing roadway geometry. The analysis models will be built on scaled roadway line work from GIS or aerial photography.
2. *Operational Data* (posted speeds, intersection control, rail crossings, etc.) will be collected through aerial photography and confirmed through Oregon digital video log, straight line charts, GIS data, and local knowledge.
3. *Peak Hour Factors* (PHF) will be calculated for each intersection, as available within traffic count data, and applied to the existing conditions analysis. Per the APM, PHF's of 0.95 will be used for the year 2040 analysis for major arterial to major arterial facilities, with 0.92 applied to major arterial to minor arterial facilities, 0.90 applied to minor arterial to minor arterial facilities, 0.88 applied to minor arterial to collector arterials, and 0.85

applied to collector to collector or lower classification roads. If the existing PHF is greater than these default future values, the existing PHF will be applied.

4. *Traffic Volume* development is described above.
5. *Traffic Operations*
  - a. The methodologies identified in the *Highway Capacity Manual 6th Edition* (HCM – Reference 4) will be used to analyze traffic operations at the study intersections.
  - b. Vistro 7 will be used to conduct the traffic operations analyses. Vistro 7 is a software tool designed to assist with operations analyses in accordance with HCM 6th Edition methodologies. Level-of-service (LOS), Delay (del), and Volume to Capacity (v/c) will be reported at all intersections regardless of jurisdiction. The LOS, del, and v/c will be reported for the critical movement at unsignalized intersections. Failing, unsignalized intersections will be evaluated using ODOT's ADT-based preliminary signal warrants and the Manual on Uniform Traffic Control Devices (MUTCD Warrant 1).

## TRAFFIC ANALYSIS SOFTWARE & INPUT ASSUMPTIONS

Vistro software will be used for the intersection analysis. The reported results will be the level of service, intersection delay, and v/c ratios generated by the HCM reports. Analysis assumptions are listed in Table 4.

Table 4: Analysis Assumptions

Arterial Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts, as available
Area Type	Other
Ideal Saturation Flow Rate (for all movements)	1,750 passenger cars per hour per lane
Lane Width	12 feet unless field observations suggest otherwise
Percent Heavy Vehicles	From traffic counts by movement, as available
Percent Grade	Estimated based on field observations
95 <sup>th</sup> percentile & Average vehicle queues	Vistro summary output

## CRASH ANALYSIS

The five most recent years of crash data will be obtained from ODOT's crash database and reviewed at the study intersections and along state and non-state roadway segments within the study area, consistent with the methodologies outlined in the APM. The crash data will be analyzed to identify potential crash patterns (such as crash types and locations). Crash rates and critical crash rates will be developed, as applicable. Intersection crash rates will be compared to the published 90th-percentile crash rates in Exhibit 4-1 of the APM. In addition, ODOT's top 10% ODOT Safety Priority System sites will be reviewed, as appropriate. Identified potential countermeasures (and resulting crash percentage reduction) will be taken from the All Roads Transportation Safety (ARTS) Crash Reduction Factors (CRF) listing or the CRF Appendix when available.

## MULTIMODAL ANALYSIS

The multimodal analysis will be performed in accordance with the Level of Traffic Stress (LTS) methodologies identified in Chapter 14 of the APM for pedestrian and bicycle facilities along collector and arterial roadways within the study area. Pedestrian and Bicycle LTS have unique criteria that are used to determine a facility's LTS score (e.g. number of lanes, bike lane widths, adjacent parking, roadway functional classification, daily volume, paved

shoulder widths, posted speed limits, sidewalk conditions and widths, illumination presence, etc.). LTS scores range from little traffic stress (LTS 1) to high traffic stress (LTS 4) and are based on the perceived safety issue of being in close proximity to vehicles whether on a spacing distance or speed basis. In addition to the LTS evaluation, the multimodal analysis will assess availability of sidewalks and bicycle lanes and identify gaps in primary routes along collector and arterial roadways.

## REFERENCES

1. Oregon Department of Transportation. *Analysis Procedures Manual*, 2018.
2. Oregon Department of Transportation. *Oregon Highway Plan*, 2015.
3. Oregon Department of Transportation. *Highway Design Manual*, 2012.
4. Transportation Research Board. *Highway Capacity Manual*, 6th Edition, 2016.

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## ATTACHMENT C – OPERATIONS WORKSHEETS



**Intersection Level Of Service Report**  
**Intersection 1: US 395/N J St**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 12.6  
Level Of Service: B  
Volume to Capacity (v/c): 0.008

**Intersection Setup**

Name	US 395			US 395			N J St			Put Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			50.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	US 395			US 395			N J St			Put Rd		
Base Volume Input [veh/h]	0	113	0	2	128	51	16	0	0	3	1	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	20.00	0.00	50.00	18.00	20.00	19.00	0.00	0.00	100.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	113	0	2	128	51	16	0	0	3	1	2
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	0	1	39	15	5	0	0	1	0	1
Total Analysis Volume [veh/h]	0	136	0	2	154	61	19	0	0	4	1	2
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	7.63	0.00	0.00	8.01	0.00	0.00	11.28	11.25	9.37	12.64	11.37	10.19
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.10	0.10	0.10	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.13	0.13	0.13	2.48	2.48	2.48	0.98	0.98	0.98
d_A, Approach Delay [s/veh]	0.00			0.07			11.28			11.76		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.82											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 2: OR 140/Roberta Rd**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 11.6  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.023

**Intersection Setup**

Name	Roberta Rd			Roberta Rd			OR 140			OR 140		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Roberta Rd			Roberta Rd			OR 140			OR 140		
Base Volume Input [veh/h]	13	11	15	15	11	14	5	81	8	13	121	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	15.00	18.00	13.00	20.00	9.00	14.00	20.00	15.00	38.00	8.00	12.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	11	15	15	11	14	5	81	8	13	121	21
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	4	4	3	4	1	23	2	4	34	6
Total Analysis Volume [veh/h]	15	13	17	17	13	16	6	92	9	15	138	24
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.02	0.02	0.03	0.02	0.02	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.42	11.61	9.24	11.55	11.44	9.56	7.75	0.00	0.00	7.50	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.21	0.22	0.22	0.22	0.01	0.01	0.01	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	5.29	5.29	5.29	5.57	5.57	5.57	0.34	0.34	0.34	0.78	0.78	0.78
d_A, Approach Delay [s/veh]	10.65			10.83			0.43			0.64		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.03											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 3: OR 140/US 395**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 17.2  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.281

**Intersection Setup**

Name	N G St			US 395			OR 140			US 395		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↷			↶↷			↶↷			↷↶		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name	N G St			US 395			OR 140			US 395		
Base Volume Input [veh/h]	0	0	7	97	20	35	52	154	8	14	161	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	13.00	5.00	12.00	22.00	5.00	0.00	7.00	4.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	7	97	20	35	52	154	8	14	161	139
Peak Hour Factor	1.0000	1.0000	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	29	6	10	15	46	2	4	48	41
Total Analysis Volume [veh/h]	0	0	8	115	24	42	62	183	10	17	192	165
Pedestrian Volume [ped/h]	2			1			5			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.01	0.28	0.06	0.05	0.05	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.25	17.21	14.47	10.16	7.99	0.00	0.00	7.71	0.00	0.00
Movement LOS			A	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	1.14	0.37	0.37	0.15	0.00	0.00	0.04	0.04	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	28.45	9.20	9.20	3.85	0.00	0.00	0.96	0.96	0.00
d_A, Approach Delay [s/veh]	9.25		15.21				1.94		0.35			
Approach LOS	A		C				A		A			
d_I, Intersection Delay [s/veh]	4.22											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 4: US 395/S 7th St**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 11.9  
Level Of Service: B  
Volume to Capacity (v/c): 0.042

**Intersection Setup**

Name	US 395		US 395		S 7th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	US 395		US 395		S 7th St	
Base Volume Input [veh/h]	9	196	205	18	21	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	7.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	196	205	18	21	4
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	54	57	5	6	1
Total Analysis Volume [veh/h]	10	218	228	20	23	4
Pedestrian Volume [ped/h]	0		0		1	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	7.73	0.00	0.00	0.00	11.91	9.79
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.57	0.57	0.00	0.00	3.70	3.70
d_A, Approach Delay [s/veh]	0.34		0.00		11.60	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.78					
Intersection LOS	B					



**Intersection Level Of Service Report  
Intersection 5: US 395/S 9th St**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 12.8  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.079

**Intersection Setup**

Name	US 395			US 395			S 9th St			S 9th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	US 395			US 395			S 9th St			S 9th St		
Base Volume Input [veh/h]	13	153	2	14	148	42	36	4	5	1	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	46.00	5.00	50.00	0.00	8.00	2.00	8.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	153	2	14	148	42	36	4	5	1	3	6
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	43	1	4	42	12	10	1	1	0	1	2
Total Analysis Volume [veh/h]	15	172	2	16	166	47	40	4	6	1	3	7
Pedestrian Volume [ped/h]	1			2			1			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.08	0.01	0.01	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	8.22	0.00	0.00	7.57	0.00	0.00	12.84	12.79	9.92	12.01	12.38	9.21
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.03	0.03	0.03	0.31	0.31	0.31	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	1.01	1.01	1.01	0.86	0.86	0.86	7.76	7.76	7.76	1.22	1.22	1.22
d_A, Approach Delay [s/veh]	0.65			0.53			12.49			10.33		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.05											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 6: Roberta Rd/S 3rd St**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 9.3  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.021

**Intersection Setup**

Name	Roberta Rd		Roberta Rd		S 3rd St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Roberta Rd		Roberta Rd		S 3rd St	
Base Volume Input [veh/h]	18	6	15	16	11	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	44.00	0.00	0.00	25.00	0.00	15.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	6	15	16	11	20
Peak Hour Factor	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	6	7	5	8
Total Analysis Volume [veh/h]	30	10	25	27	18	33
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.02	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.31	0.00	9.33	8.81
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05	0.05	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.20	1.20	4.23	4.23
d_A, Approach Delay [s/veh]	0.00		3.51		8.99	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.48					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 7: S L St/S 3rd St**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 10.0  
Level Of Service: B  
Volume to Capacity (v/c): 0.033

**Intersection Setup**

Name	S L St		S 3rd St		S 3rd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	S L St		S 3rd St		S 3rd St	
Base Volume Input [veh/h]	18	21	23	29	45	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	10.00	4.00	0.00	9.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	21	23	29	45	32
Peak Hour Factor	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	7	8	10	16	11
Total Analysis Volume [veh/h]	25	30	32	41	63	45
Pedestrian Volume [ped/h]	5		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.01	9.12	7.53	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.07	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.17	5.17	1.68	1.68	0.00	0.00
d_A, Approach Delay [s/veh]	9.52		3.30		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.24					
Intersection LOS	B					

## ATTACHMENT D – RAW CRASH DATA





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
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
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 OR DISABLED
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 A 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
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
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 ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
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
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

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-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT 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
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

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	TURNUED FROM WRONG LANE
007	TO WRONG	TURNUED INTO WRONG LANE
008	ILLEG U	U-TURNUED 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	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; 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 (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO 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; WRONG SIDE DIVIDED ROAD
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	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
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	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
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	JACKKNIFE	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 BAR 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 OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE 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

## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
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, FALLEN OR 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	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
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	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	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 WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	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
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR



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 MAJOR COLLECTOR
18	URBAN MINOR 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 (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

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
9	PARKNG	PARKING MANEUVER

**NON-MOTORIST 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 OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
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 CONVEYAL
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN (
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER 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	OFGR/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
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, 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, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
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 (STANDING)
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 - POLICY, DATA AND ANALYSIS DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at S L St & S 3rd St  
 January 1, 2014 through December 31, 2018

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														

**Disclaimers:** Effective 2016, collection of “Property Damage Only” (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see [https://www.oregon.gov/ODOT/Data/documents/Crash\\_Data\\_Disclaimers.pdf](https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf).

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TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at S Roberta St & S 3rd St  
January 1, 2014 through December 31, 2018

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														

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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
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
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 OR DISABLED
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 A 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
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION



CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
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 ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
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
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

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-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT 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
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

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	TURNEED FROM WRONG LANE
007	TO WRONG	TURNEED INTO WRONG LANE
008	ILLEG U	U-TURNEED 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	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; 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 (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO 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; WRONG SIDE DIVIDED ROAD
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	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
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	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
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	JACKKNIFE	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 BAR 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 OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE 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

## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
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, FALLEN OR 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	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
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	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	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 WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	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
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

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 MAJOR COLLECTOR
18	URBAN MINOR 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 (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

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
9	PARKNG	PARKING MANEUVER

**NON-MOTORIST 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 OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
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 CONVEYAL
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN (
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER 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	OFGR/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
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, 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, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
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 (STANDING)
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



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
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
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 OR DISABLED
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 A 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
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
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 ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
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
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

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-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT 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
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

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	TURNTD FROM WRONG LANE
007	TO WRONG	TURNTD INTO WRONG LANE
008	ILLEG U	U-TURNTD 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	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; 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 (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO 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; WRONG SIDE DIVIDED ROAD
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	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
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	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
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	JACKKNIFE	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 BAR 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 OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE 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



## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
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, FALLEN OR 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	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
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	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	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 WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	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
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

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 MAJOR COLLECTOR
18	URBAN MINOR 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 (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

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
9	PARKNG	PARKING MANEUVER

**NON-MOTORIST 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 OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
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 CONVEYAL
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN (
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER 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	OFGR/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
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, 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, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
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 (STANDING)
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



## 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
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
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 OR DISABLED
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 A 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
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION



CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
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 ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
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
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

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-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT 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
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

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	TURNUED FROM WRONG LANE
007	TO WRONG	TURNUED INTO WRONG LANE
008	ILLEG U	U-TURNUED 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	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; 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 (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO 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; WRONG SIDE DIVIDED ROAD
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	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
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	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
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	JACKKNIFE	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 BAR 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 OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE 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

## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
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, FALLEN OR 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	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
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	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	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 WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	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
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

**FUNCTIONAL CLASSIFICATION TRANSLATION LIST**

<b>FUNC CLASS</b>	<b>DESCRIPTION</b>
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 MAJOR COLLECTOR
18	URBAN MINOR 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**

<b>CODE</b>	<b>DESCRIPTION</b>
0	MAINLINE STATE HIGHWAY
1	COUplet
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

**INJURY SEVERITY CODE TRANSLATION LIST**

<b>CODE</b>	<b>SHORT DESC</b>	<b>LONG DESCRIPTION</b>
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

**LIGHT CONDITION CODE TRANSLATION LIST**

<b>CODE</b>	<b>SHORT DESC</b>	<b>LONG DESCRIPTION</b>
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**

<b>CODE</b>	<b>SHORT DESC</b>	<b>LONG DESCRIPTION</b>
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

**MILEAGE TYPE CODE TRANSLATION LIST**

<b>CODE</b>	<b>LONG DESCRIPTION</b>
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
9	PARKNG	PARKING MANEUVER

**NON-MOTORIST 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 OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
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 CONVEYAL
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN (
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER 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	OFGR/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
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, 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, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
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 (STANDING)
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



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
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
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 OR DISABLED
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 A 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
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
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 ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
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
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

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-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT 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
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

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	TURNEED FROM WRONG LANE
007	TO WRONG	TURNEED INTO WRONG LANE
008	ILLEG U	U-TURNEED 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	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; 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 (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO 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; WRONG SIDE DIVIDED ROAD
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	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
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	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
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	JACKKNIFE	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 BAR 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 OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE 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



## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
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, FALLEN OR 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	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
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	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	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 WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	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
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

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 MAJOR COLLECTOR
18	URBAN MINOR 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 (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

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
9	PARKNG	PARKING MANEUVER

**NON-MOTORIST 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 OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
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 CONVEYAL
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN (
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER 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	OFGR/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
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, 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, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
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 (STANDING)
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

## ATTACHMENT E – SAFETY WORKSHEETS

ID	Location	Collision Type									Severity		Total Crashes	90th Percentile Crash Rate	Observed Crash Rate	Does Observed Exceed 90th Rate?
		Rear-end	Turning	Angle	Fixed	Head	Ped	Side-Swipe	Backing	Non	Other	PDO				
1	US 395/J St/Missouri Ave	0	1	0	0	0	0	0	0	0	0	1	1	1.08	0.17	No
2	Roberta Rd/OR 140	0	1	1	0	0	0	0	0	0	0	2	2	1.08	0.33	No
3	US 395/OR 140	0	0	1	0	0	0	0	0	0	0	1	1	1.08	0.08	No
4	US 395/S 7th St	0	1	0	0	0	0	0	0	0	1	0	1	0.48	0.12	No
5	US 395/S 9th St	0	0	1	0	0	0	0	0	0	1	0	1	1.08	0.13	No
6	Roberta Rd/S 3rd St	0	0	0	0	0	0	0	0	0	0	0	0	0.48	0.00	No
7	L St/S 3rd St	0	0	0	0	0	0	0	0	0	0	0	0	0.48	0.00	No
		0	3	3	0	0	0	0	0	0	2	4	6			

input required
from ODOT report
excel calculated

ID	Location	PM Peak				EST AADT	EST 5Y TEV	Crash Rate	Intersection Class	90th Percentile Rate
		Day one	Day Two	Day Three	AVG					
1	US 395/J St/Missouri Ave				316	3160	5767000	0.17	Rural 4ST	1.08
2	Roberta Rd/OR 140				328	3280	5986000	0.33	Rural 4ST	1.08
3	US 395/OR 140				687	6870	12537750	0.08	Rural 4ST	1.08
4	US 395/S 7th St				453	4530	8267250	0.12	Rural 3ST	0.475
5	US 395/S 9th St				427	4270	7792750	0.13	Rural 4ST	1.08
6	Roberta Rd/S 3rd St				86	860	1569500	0.00	Rural 3ST	0.475
7	L St/S 3rd St				168	1680	3066000	0.00	Rural 3ST	0.475

PM Peak hour TEV from network tool

$$\text{Intersection Crash Rate per MEV} = \frac{\text{Annual Number of Crashes} \times 10^6}{(\text{AADT}) \times (365 \text{ days/year})}$$

The values shown in Exhibit 4-1 represent the 90<sup>th</sup> percentile crash rates from a study of 500 intersections in Oregon. The crash rates are grouped by rural/urban, signalized/unsignalized, and three-leg/four-leg intersections. Intersections with crash rates that exceed the 90<sup>th</sup> percentile values shown in the table should be flagged for further analysis. For more information on crash rates and using this table, see Section 4.3.4 Critical Crash Rate.

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
<b>Mean Crash Rate</b>	<b>0.226</b>	<b>0.196</b>	<b>0.324</b>	<b>0.434</b>	<b>0.275</b>	<b>0.131</b>	<b>0.477</b>	<b>0.198</b>
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
<b>90<sup>th</sup> Percentile Rate</b>	<b>0.464</b>	<b>0.475</b>	<b>0.579</b>	<b>1.080</b>	<b>0.509</b>	<b>0.293</b>	<b>0.860</b>	<b>0.408</b>

Source: Assessment of Statewide Intersection Safety Performance, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.

Note: Traffic control types include  
 3SG (three-leg signalized),  
 3ST (three-leg minor stop-control),  
 4SG (four-leg signalized),  
 4ST (four-leg minor stop-control).

Street	From	To	Distance (ft)	Distance (mi)	EST. AADT	Functional Classification	Collision Type										Severity		Total Crashes	Rural City Crash Rate	Est. 5-Year AADT	Observed Crash Rate	Does Observed Exceed 90th Rate?		
							Angle	Backing	Fixed-Object	Head-On	Misc	Non-Collision	Pedestrian	Rear-End	SS-Meeting	SS-Overtaking	Turning Movement	Parking Maneuver						PDO	Injury
OR 140	UGB (west)	US 395	7751	1.5	2975	Principal Arterial	0	0	1	0	1	0	0	2	0	0	2	0	4	2	6	1.32	7970281	0.75	No
US 395	UGB (south)	OR 140	10871	2.1	2929	Principal Arterial	1	2	1	0	1	0	0	2	1	2	2	1	10	3	13	1.32	11004093	1.18	No
US 395	OR 140	UGB (north)	12038	2.3	2033	Principal Arterial	0	0	1	0	4	1	0	4	0	0	4	0	6	8	14	1.32	8460419	1.65	Yes

red: > 5 mi  
green: < 5 mi

TEV	input required
TransGIS	from ODOT report
	excel calculated

12038  
10871

JURISDICTION AND FUNCTIONAL CLASSIFICATION	MILES*	2018 Rate	2017 Rate	2016 Rate	2015 Rate	2014 Rate
<b>RURAL HWY SYSTEM</b>	<b>6,237.96</b>	<b>0.68</b>	<b>0.83</b>	<b>0.79</b>	<b>0.70</b>	<b>0.72</b>
Interstate Freeways	495.22	0.31	0.47	0.43	0.32	0.37
Non-Freeways (combined)	5,742.74	0.93	1.07	1.04	0.95	0.95
Other Principal Arterials	2,641.01	0.80	0.94	0.89	0.81	0.81
Minor Arterials	1,784.46	1.18	1.36	1.35	1.24	1.22
Rural Major Collectors	1,280.35	1.59	1.50	1.57	1.50	1.43
Rural Minor Collectors	34.03	0.84	0.92	0.91	0.76	1.08
Rural Local	2.89	0.00	8.43	0.00	0.00	0.00
<b>Rural Cities</b>	<b>166.93</b>	<b>0.99</b>	<b>1.26</b>	<b>1.14</b>	<b>1.05</b>	<b>1.39</b>
Interstate Freeways	11.63	0.33	0.48	0.38	0.40	0.46
Non-Freeways (combined)	155.30	1.23	1.53	1.41	1.28	1.59
Other Principal Arterials	89.43	1.15	1.47	1.29	1.16	1.51
Minor Arterials	39.93	1.44	1.78	1.71	1.68	1.72
Rural Major Collectors	25.65	1.41	1.21	1.78	1.19	1.88
Rural Minor Collectors	0.29	0.00	0.00	18.71	0.00	0.00

$$MVMT = \frac{AADT \times L \times 365 \times n}{1,000,000}$$

*MVMT = Million Vehicle - Miles of Travel*  
*L = Segment Length*  
*n = Number of Years*

[https://www.oregon.gov/odot/Data/Documents/Crash\\_Rate\\_Tables\\_2018.pdf](https://www.oregon.gov/odot/Data/Documents/Crash_Rate_Tables_2018.pdf)



## ATTACHMENT F – BLTS AND PLTS WORKSHEETS

Urban Application

Exhibit 14-3 BLTS Criteria for Segment with Bike Lane and Adjacent Parking Lane

Prevailing or Posted Speed	1 Lane per direction			≥2 lanes per direction	
	≥ 15' bike lane + parking	14' - 14.5' bike lane + parking	≤ 13' bike lane + parking or Frequent blockage <sup>1</sup>	≥ 15' bike lane + parking	≤ 14.5' bike lane + parking or Frequent blockage <sup>1</sup>
≤25 mph	BLTS 1	BLTS 2	BLTS 3	BLTS 2	BLTS 3
30 mph	BLTS 1	BLTS 2	BLTS 3	BLTS 2	BLTS 3
35 mph	BLTS 2	BLTS 3	BLTS 3	BLTS 3	BLTS 3
≥40 mph	BLTS 2	BLTS 4	BLTS 4	BLTS 3	BLTS 4

<sup>1</sup>Typically occurs in urban areas (i.e. delivery trucks, parking maneuvers, stopped buses).

Exhibit 14-4 BLTS Criteria for Segment with Bike Lane, no Adjacent Parking Lane

Prevailing or Posted Speed	1 Lane per direction				≥2 lanes per direction	
	≥ 7' (Buffered bike lane)	5.5' - 7' Bike lane	≤ 5.5' Bike lane	Frequent bike lane blockage <sup>1</sup>	≥ 7' (Buffered bike lane)	< 7' bike lane or frequent blockage <sup>1</sup>
≤30 mph	BLTS 1	BLTS 1	BLTS 2	BLTS 3	BLTS 1	BLTS 3
35 mph	BLTS 2	BLTS 3	BLTS 3	BLTS 3	BLTS 2	BLTS 3
≥40 mph	BLTS 3	BLTS 4	BLTS 4	BLTS 4	BLTS 3	BLTS 4

<sup>1</sup>Typically occurs in urban areas (i.e. delivery trucks, parking maneuvers, stopped buses).

Exhibit 14-5 Criteria for Urban/Suburban Mixed Traffic Segment – 30 mph or less

Number of Lanes	ADT (vph) <sup>1</sup>	Functional Class	Posted or Prevailing Speed (mph)		
			≤20	25	30
Unmarked Centerline	≤750	Local	BLTS 1	BLTS 1	BLTS 2
	750 - ≤1,500	Local /Collector	BLTS 1	BLTS 1	BLTS 2
	1,500 - ≤3,000	Collector	BLTS 2	BLTS 2	BLTS 2
1 through lane per direction	>3,000	Arterial	BLTS 2	BLTS 3	BLTS 3
	≤750	Local	BLTS 1	BLTS 1	BLTS 2
	750 - ≤1,500	Local /Collector	BLTS 2	BLTS 2	BLTS 2
2 through lanes per direction	1,500 - ≤3,000	Collector	BLTS 2	BLTS 3	BLTS 3
	>3,000	Arterial	BLTS 3	BLTS 3	BLTS 3
	≤8,000	Arterial	BLTS 3	BLTS 3	BLTS 3
3+ through lanes per direction	>8,000	Arterial	BLTS 3	BLTS 3	BLTS 4
	Any ADT	Arterial	BLTS 3	BLTS 3	BLTS 4

<sup>1</sup>ADT is both directions for two-way streets. For one-way streets use 1.5\*ADT.

Exhibit 14-6 BLTS Criteria for Urban/Suburban Mixed Traffic Segment – 35 mph or more

Number of Lanes	ADT (vph) <sup>1</sup>	Functional Class	Posted or Prevailing Speed (mph)		
			35	40	>45
Unmarked Centerline	≤750	Local	BLTS 2	BLTS 3	BLTS 3
	750 - ≤1,500	Local /Collector	BLTS 3	BLTS 3	BLTS 4
	1,500 - ≤3,000	Collector	BLTS 3	BLTS 4	BLTS 4
1 through lane per direction	>3,000	Arterial	BLTS 3	BLTS 4	BLTS 4
	≤750	Local	BLTS 2	BLTS 3	BLTS 3
	750 - ≤1,500	Local /Collector	BLTS 3	BLTS 3	BLTS 4
2 through lanes per direction	1,500 - ≤3,000	Collector	BLTS 3	BLTS 4	BLTS 4
	>3,000	Arterial	BLTS 3	BLTS 4	BLTS 4
	≤8,000	Arterial	BLTS 3	BLTS 4	BLTS 4
3+ through lanes per direction	>8,000	Arterial	BLTS 4	BLTS 4	BLTS 4
	Any ADT	Arterial	BLTS 4	BLTS 4	BLTS 4

<sup>1</sup>ADT is both directions for two-way streets. For one-way streets use 1.5\*ADT.

Rural application

Exhibit 14-16 BLTS Rural Segment Criteria with posted speeds 45 mph or greater<sup>1,2,3</sup>

Daily Volume (vpd)	Paved Shoulder Width			
	0 - <2 ft	2 - <4 ft	4 - <6 ft	≥ 6 ft
<400	BLTS 2	BLTS 2	BLTS 2	BLTS 2
400 - 1500	BLTS 3	BLTS 2	BLTS 2	BLTS 2
1500 - 7000 <sup>4</sup>	BLTS 4	BLTS 3	BLTS 2	BLTS 2
> 7000	BLTS 4	BLTS 4	BLTS 3	BLTS 3

<sup>1</sup>Based on p1-3 & Table 1-2 from the Oregon Bicycle and Pedestrian Design Guide, 2011.

<sup>2</sup>Adequate stopping sight distances on curves and grades assumed. A high frequency of sharper curves and short vertical transitions can increase the stress level especially on roadways with less than 6' shoulders. Engineering judgment will be needed to determine what impact this will have on the BLTS level on a particular segment.

<sup>3</sup>Segments with flashing warning beacons announcing presence of bicyclists (typically done on narrower long bridges or tunnels) may, depending on judgment, reduce the BLTS by one, but no less than BLTS 2.

<sup>4</sup>Over 1500 AADT, the Oregon Bicycle and Pedestrian Design Guide indicates the need for shoulders.

October 2020 Revisions

Exhibit 14-16 BLTS Rural Segment Criteria with posted speeds 45 mph or greater<sup>1,2,3</sup>

Daily Volume (vpd)	Paved Shoulder Width		
	0 - <2 ft	2 - <4 ft	≥ 6 ft
<400	BLTS 2R2	BLTS 2R2	BLTS 2R2
400 - 1500	BLTS 3R3	BLTS 2R2	BLTS 2R2
1500 - 7000 <sup>4</sup>	BLTS 4R4	BLTS 3R3	BLTS 2R2
> 7000	BLTS 4R4	BLTS 4R4	BLTS 3R3

<sup>1</sup>Based on p1-3 & Table 1-2 from the Oregon Bicycle and Pedestrian Design Guide, 2011.

<sup>2</sup>Adequate stopping sight distances on curves and grades assumed. A high frequency of sharper curves and short vertical transitions can increase the stress level especially on roadways with less than 6' shoulders. Engineering judgment will be needed to determine what impact this will have on the BLTS level on a particular segment.

<sup>3</sup>Segments with flashing warning beacons announcing presence of bicyclists (typically done on narrower long bridges or tunnels) may, depending on judgment, reduce the BLTS by one, but no less than minimum BLTS 2R2.

<sup>4</sup>Over 1500 AADT, the Oregon Bicycle and Pedestrian Design Guide indicates the need for shoulders.

Bike_LTS_ID	Street	From	To	Context*	Bike_Lanes	Parking	Speed	Exhibit	ADT	Paved Shoulder Width		Num_Lanes	Func_Class	LTS
										Left	Right			
1	US 395	UGB	S 12th St	Rural	N/A	N/A	45-55	14-16	1400	2-4'	2-4'	N/A	N/A	R3
2	US 395	S 12th St	S 9th St	Urban	No	N/A	35	14-6	1900-2000	N/A	N/A	1 Thru/Direction	Arterial	3
3	US 395	S 9th St	OR 140	Urban	No	N/A	25	14-5	3100-4400	N/A	N/A	1 Thru/Direction	Arterial	3
4	US 395	OR 140	N 10th St	Urban	No	N/A	35	14-6	1900-2100	N/A	N/A	1 Thru/Direction	Arterial	3
5	US 395	N 10th St	UGB	Rural	N/A	N/A	45-55	14-16	1300-1900	2-4'	2-4'	N/A	N/A	R4
6	OR 140	UGB	Roberta Rd	Rural	N/A	N/A	55	14-16	2100-2400	2-4'	2-4'	N/A	N/A	R4
7	OR 140	Roberta Rd	N Q St	Urban	No	N/A	40	14-6	2900	N/A	N/A	1 Thru/Direction	Arterial	4
8	OR 140	N Q St	US 395	Urban	No	N/A	25	14-5	2800-3800	N/A	N/A	1 Thru/Direction	Arterial	3
9	Rabbit Hill Rd	Missouri Ave	UGB										Collector	
10	Missouri Ave	Rabbit Hill Rd	Roberta Rd				45						Collector	
11	Missouri Ave	Roberta Rd	US 395	Urban	No	N/A	25	14-5	320	N/A	N/A	Unmarked Centerline	Collector	1
12	Roberta Rd	Stock Drive Ln	S 3rd St	Rural	Yes	No	45	14-16	600	6'	6'	1 Thru/Direction	Collector	R2
24	Roberta Rd	S 3rd St	OR 140	Rural	No	N/A	45	14-16	700	0-2'	0-2'	1 Thru/Direction	Collector	R3
25	Roberta Rd	OR 140	Missouri Ave	Rural	No	N/A	25	14-5	770	N/A	N/A	1 Thru/Direction	Collector	R2
13	N J St	OR 140	US 395										Collector	
14	N L St	S 3rd St	OR 140	Urban	No	N/A	25	14-5	940	N/A	N/A	Unmarked Centerline	Collector	1
15	H St	S 9th St	US 395										Collector	
16	N 2nd St	N N St	N D St										Collector	
17	Center St	N N St	N D St										Collector	
18	S 3rd St	S Roberta Rd	S L St	Urban	Yes	No	25	14-4	470	6'	6'	1 Thru/Direction	Collector	1
19	S 3rd St	S L St	US 395	Urban	No	N/A	25	14-5	470	N/A	N/A	Unmarked Centerline	Collector	1
20	S 7th St	S J St	US 395	Urban	No	N/A	25	14-5	520	N/A	N/A	Unmarked Centerline	Collector	1
21	S 9th St	S Roberta Rd	RxR	Rural	Yes	No	45	14-16	750	2-4'	4-6'	1 Thru/Direction	Collector	R2
22	S 9th St	RxR	US 395	Urban	No	N/A	25	14-5	750	N/A	N/A	Unmarked Centerline	Collector	1
23	S M St	Kadrmars Rd	S 9th St										Collector	

\*Driven by posted speed and/or availability of bike lanes

No available traffic volume data; therefore, no score assigned.

PED_LTS_ID	Street	From	To	Sidewalk Condition		Width		LTS		Buffer Type		LTS		Buffer Width		LTS		Land_Use	LTS		Overall LTS				
				SW_Cond_Left	SW_Cond_Right	SW_Width_Left	SW_Width_Right	Left	Right	Buffer_Type_Left	Buffer_Type_Right	Speed	Left	Right	Lane_Count	Buffer_Width_Left	Buffer_Width_Right		Left	Right	Left	Right	Func_Class	Left	Right
1	US 395	UGB	S 12th St	None	None	N/A	N/A	4	4	N/A	N/A	45	-	-	2	N/A	N/A	-	-	N/A	-	-	Arterial	4	4
2	US 395	S 12th St	S 9th St	None	None	N/A	N/A	4	4	N/A	N/A	35	-	-	2	N/A	N/A	-	-	N/A	-	-	Arterial	4	4
3	US 395	S 9th St	S 1st St	Poor	Poor	4-5'	4-5'	3	3	Grass	Grass	25	1	1	2	9	9	2	2	Residential	1	1	Arterial	3	3
4	US 395	S 1st St	N 4th St/OR 140	Good	Good	≥5	≥5	2	2	Trees/Parking	Trees/Parking	25	1	1	2	<5	<5	2	2	Downtown	1	1	Arterial	2	2
5	US 395	N 4th St/OR 140	N 6th St	Good	Fair	≥5	≥5	2	2	None	None	35	3	3	2	N/A	N/A	-	-	Neighborhood Commercial	1	1	Arterial	3	3
6	US 395	N 6th St	N 9th St	Good	Good	≥5	≥5	2	2	None	None	35	3	3	2	N/A	N/A	-	-	Residential	1	1	Arterial	3	3
7	US 395	N 9th St	UGB	None	None	N/A	N/A	4	4	N/A	N/A	45-55	-	-	2	N/A	N/A	-	-	N/A	-	-	Arterial	4	4
8	OR 140	UGB	RxR	None	None	N/A	N/A	4	4	N/A	N/A	25-55	-	-	2	N/A	N/A	-	-	N/A	-	-	Arterial	4	4
9	OR 140	RxR	N M St	Fair	Fair	≥5	≥5	2	2	None	None	25	2	2	2	N/A	N/A	-	-	Neighborhood Commercial	1	1	Arterial	2	2
10	OR 140	N M St	US 395	Fair	Fair	≥5	≥5	2	2	None	Trees/Utility Poles	25	2	1	2	N/A	<5	-	2	Neighborhood Commercial	1	1	Arterial	2	2
11	Rabbit Hill Rd	Missouri Ave	UGB	None	None	N/A	N/A	4	4	N/A	N/A	-	-	-	2	N/A	N/A	-	-	N/A	-	-	Collector	4	4
12	Missouri Ave	Rabbit Hill Rd	US 395	None	None	N/A	N/A	4	4	N/A	N/A	-	-	-	2	N/A	N/A	-	-	N/A	-	-	Collector	4	4
13	Roberta Rd	Stock Drive Ln	Missouri Ave	None	None	N/A	N/A	4	4	N/A	N/A	-	-	-	2	N/A	N/A	-	-	N/A	-	-	Collector	4	4
14	N J St	OR 140	N 6th St	None	None	N/A	N/A	4	4	N/A	N/A	-	-	-	2	N/A	N/A	-	-	N/A	-	-	Collector	4	4
15	N J St	N 6th St	Millview Street	Good	None	≥5	N/A	2	4	None	N/A	25	2	-	2	N/A	N/A	-	-	Residential	1	-	Collector	2	4
16	N J St	Millview Street	US 395	None	None	N/A	N/A	4	4	N/A	N/A	-	-	-	2	N/A	N/A	-	-	N/A	-	-	Collector	4	4
17	N L St	S 3rd St	S 2nd St	Good	None	≥5	N/A	2	4	None	N/A	25	2	-	2	N/A	N/A	-	-	Residential	1	-	Collector	2	4
18	N L St	S 2nd St	S 1st St	Good	Fair	≥5	4-5'	2	3	None	Trees/Parking	25	2	1	2	N/A	N/A	-	-	Residential	1	-	Collector	2	3
19	N L St	S 1st St	OR 140	Very Poor	Very Poor	4-5'	4-5'	4	4	Trees/Parking	Trees/Parking	25	1	1	2	6	6	2	2	Residential	1	1	Collector	4	4
20	H St	S 9th St	OR 140	Poor	Poor	≥5	≥5	3	3	Trees/Parking	Trees/Parking	25	1	1	2	6	6	2	2	Residential	1	1	Collector	3	3
21	H St	OR 140	US 395	Very Poor	Very Poor	≥5	≥5	4	4	Trees/Parking	Trees/Parking	25	1	1	2	6	6	2	2	Residential	1	1	Collector	4	4
22	N 2nd St	N N St	N H St	Very Poor	Very Poor	4-5'	4-5'	4	4	Trees/Parking	Trees/Parking	25	1	1	2	9	9	2	2	Residential	1	1	Collector	4	4
23	N 2nd St	N H St	US 395	Good	Good	≥5	≥5	2	2	Trees/Parking	Trees/Parking	25	1	1	2	9	9	2	2	Neighborhood Commercial	1	1	Collector	2	2
24	N 2nd St	US 395	N D St	Fair	Fair	≥5	≥5	2	2	Trees/Parking	Trees/Parking	25	1	1	2	12	12	1	1	Downtown	1	1	Collector	2	2
25	Center St	N N St	N H St	Very Poor	Very Poor	4-5'	4-5'	4	4	Trees/Parking	Trees/Parking	25	1	1	2	10	10	1	1	Residential	1	1	Collector	4	4
26	Center St	N H St	N D St	Good	Good	≥5	≥5	2	2	Trees/Parking	Trees/Parking	25	1	1	2	12	12	1	1	Downtown	1	1	Collector	2	2
27	S 3rd St	S Roberta Rd	S L St	None	None	N/A	N/A	4	4	N/A	N/A	-	-	-	2	N/A	N/A	-	-	N/A	-	-	Collector	4	4
28	S 3rd St	S L St	S H St	Good	Fair	≥5	4-5'	2	3	None	Trees/Parking	20	2	1	2	N/A	7	-	2	Residential/School	1	1	Collector	2	3
29	S 3rd St	S H St	US 395	Fair	Fair	4-5'	4-5'	3	3	Trees/Parking	Trees/Parking	25	1	1	2	7	7	2	2	Residential	1	1	Collector	3	3
30	S 7th St	S J St	US 395	Very Poor	Very Poor	4-5'	4-5'	4	4	Trees/Parking	Trees/Parking	25	1	1	2	6	6	2	2	Residential/School	1	1	Collector	4	4
31	S 9th St	S Roberta Rd	US 395	None	None	N/A	N/A	4	4	N/A	N/A	-	-	-	2	N/A	N/A	-	-	N/A	-	-	Collector	4	4
32	S M St	Kadmas Rd	S 9th St	None	None	N/A	N/A	4	4	N/A	N/A	-	-	-	2	N/A	N/A	-	-	N/A	-	-	Collector	4	4

Exhibit 14-21 PLTS based on Sidewalk Conditions <sup>1,3</sup>

Actual/Effective Sidewalk Width (ft) <sup>2</sup>	Sidewalk Condition				
	Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3	PLTS 4
	≥5	PLTS 2	PLTS 2	PLTS 3	PLTS 4
Effective	≥6 <sup>4</sup>	PLTS 1	PLTS 1	PLTS 2	PLTS 3

<sup>1</sup>Can include other facilities such as walkways and shared-use paths  
<sup>2</sup>Effective width is the available/useable area for the pedestrian clear of obstructions. Does not include areas occupied by store fronts or curb side features.  
<sup>3</sup>Consider increasing the PLTS one level higher (Max PLTS 4) for segments that do not have illumination. Darkness requires more awareness especially if sidewalk is in fair or worse condition.  
<sup>4</sup>Effective width should be proportional to volume as higher volume sidewalks should be wider than the base six feet. Use a minimum PLTS 2 for higher volume sidewalks that are not proportional (include documentation).

Exhibit 14-22 PLTS based on Physical Buffer Type

Buffer Type <sup>1</sup>	Prevailing or Posted Speed			
	≤25 MPH	30 MPH	35 MPH	≥40 MPH
No Buffer (curb tight)	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface	PLTS 2 <sup>2</sup>	PLTS 2	PLTS 2	PLTS 2
Landscaped	PLTS 1	PLTS 2	PLTS 2	PLTS 2
Landscaped with trees	PLTS 1	PLTS 1	PLTS 1	PLTS 2
Vertical	PLTS 1	PLTS 1	PLTS 1	PLTS 2

<sup>1</sup>Combined buffers: If two or more of the buffer conditions apply, use the most appropriate, typically the lower stress level.  
<sup>2</sup>If street furniture, street trees, lighting, planters, surface change, etc. are present then the PLTS can be lowered to PLTS 1.

Exhibit 14-23 PLTS based on Total Buffering Width

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft) <sup>1</sup>				
	<5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3	PLTS 2	PLTS 2	PLTS 1	PLTS 1
4 - 5	PLTS 4 <sup>2</sup>	PLTS 3	PLTS 2	PLTS 1	PLTS 1
6	PLTS 4 <sup>2</sup>	PLTS 4 <sup>2</sup>	PLTS 3	PLTS 2	PLTS 2

<sup>1</sup>Total Buffering Width is the summation of the width of buffer, width of parking, width of shoulder and width of the bike lane on the side same side of the roadway as the pedestrian facility being evaluated.  
<sup>2</sup>Sections with a substantial physical barrier/tall railing between the travel lanes and the walkway (like might be found on a bridge) can be lowered to PLTS 3.

Exhibit 14-24 PLTS based on General Land Use

PLTS	Overall Land Use	Blueprint for Urban Design Land Use Context
PLTS 1	Residential, central business districts (CBD), neighborhood commercial, parks and other public facilities, governmental buildings/plazas, offices/office parks	Traditional Downtown/CBD Urban Mix Residential Corridor
PLTS 2	Low density development, rural subdivisions, un-incorporated communities, strip commercial, mixed employment	Suburban Fringe Rural Community
PLTS 3	Light industrial, big-box/auto-oriented commercial	Commercial Corridor
PLTS 4	Heavy industrial, intermodal facilities, freeway interchanges	