



TECHNICAL MEMORANDUM #6 ADDENDUM

CRASH DATA UPDATE

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TO: Molly Markarian | City of Springfield
Bill Johnston | ODOT Region 2

FROM: Lacy Brown, John Bosket | DKS Associates

SUBJECT: Technical Memorandum #6 Addendum:
Crash Data Update for 2017 – 2019

DKS Project #14180-023

The existing safety evaluation presented in Technical Memorandum #6 was based on the most recent five years of crash data that was available at the time (2012 – 2016). Since then, the Oregon Department of Transportation (ODOT) has finalized 2017 crash data and made available for use. In addition, a subset of more recent crash data (which primarily includes fatal or severe injury crashes) was obtained from local law enforcement for January 2018 – March 2019 for the segment of roadway between 58th Street and 69th Street. This addendum summarizes the corridor-wide 2017 crash data and compares its crash trends to the crash data from 2012 – 2016, and also provides a summary of the 2018-2019 crash trends on the east end of the corridor.

COMPARISON OF CRASH TRENDS

The following tables present a comparison of corridor-wide crash data from the 2012 – 2016 analysis period to the data from 2017.

Table 1 on the following page presents the breakdown of crash severity for both analysis periods. The proportion of each severity is generally consistent between the two analysis periods.



Table 1. Comparison of Crash Frequency and Crash Severity

Severity ^a	2012 - 2016		2017	
	Crashes	Percentage	Crashes	Percentage
Fatal	4	1%	1	1%
Injury A	20	3%	4	4%
Injury B	102	16%	19	17%
Injury C	228	35%	43	38%
Property Damage Only	299	46%	47	41%
Total	653	100%	114	100%

^a The overall crash severity represents the most severe injury level of any individual involved in the crash.

Fatal: Injuries resulting in death within 30 days of the crash

Injury A: Severe (Incapacitating) Injury

Injury B: Moderate (Non-Incapacitating) Injury

Injury C: Possible Injury (Complaint of Pain)

Property Damage Only: No Injuries

Table 2 below shows the number of crashes by crash type. Overall, these two analysis periods show very similar crash type proportions.

Table 2. Summary of Crash Frequency and Crash Type

Crash Type	2012 - 2016		2017	
	Crashes	Percentage	Crashes	Percentage
Angle	16	2%	4	4%
Backing	7	1%	3	3%
Bike	26	4%	4	4%
Fixed Object or Other Object	33	5%	9	8%
Miscellaneous	6	1%	0	0%
Pedestrian	20	3%	3	3%
Rear-End	305	47%	48	42%
Sideswipe - Meeting	3	0%	1	1%
Sideswipe - Overtaking	26	4%	5	4%
Turning movement	211	32%	37	32%
Total	653	100%	114	100%



Fatal and Severe Crashes

During 2017, there was one fatal crash and four severe injury (Injury A) crashes. The fatal crash was a rear-end crash that involved two eastbound vehicles near the intersection of 51st Street during the daytime. There is nothing in the crash record to indicate this crash is related to the enhanced pedestrian crossing near this location.

Of the four severe injury crashes, two were turning movement, one was rear-end, and one was a fixed-object crash. Each crash had a different contributing factor, including careless driving, fatigue, failure to yield, and disregarding a traffic signal. None of these crashes involved pedestrians or bicyclists.

Bicycle and Pedestrian Crashes

During 2017, there were three pedestrian crashes and four bicycle crashes. Further details about these crashes are provided below.

Pedestrian-Involved Crashes

Of the three pedestrian crashes, two resulted in minor injuries (Injury B), and one resulted in possible injury (Injury C). Two of the crashes involved a vehicle traveling straight and one involved a vehicle turning left. The injury crashes were caused by vehicles disregarding the traffic signal or a failure to yield right-of-way.

Pedestrian crashes occurred at the following intersections (there were no mid-block crashes recorded):

- Main Street/41st Street (unsignalized)
- Main Street/51st Street (unsignalized)
- Main Street/54th Street (signalized)

Bicycle-Involved Crashes

All of the bicycle crashes resulted in minor or possible injuries. Two of the crashes involved vehicles turning right, one involved a vehicle turning left, and one involved a vehicle traveling straight. Three of the crashes involved a vehicle entering or exiting a driveway. Each of the crashes involved a different contributing factor, including improper turning, failure to yield, inattention, and passing a stop sign.

2018-2019 CRASH SUMMARY

Finalized ODOT crash data is not yet available for 2018 or 2019. However, City of Springfield staff obtained police officer reports on recent crashes that have occurred on the eastern portion of the corridor (east of 58th Street). A total of 29 corridor-related crashes were documented from January 2018 through March 2019.¹ A breakdown of crash type and crash severity is shown in Table 3 on the following page.

¹ Additional crash reports were received, however they were excluded from this analysis as they were determined to not have occurred on the corridor (e.g., in a parking lot, several blocks away on a side street, etc.).



Table 3. Summary of Crash Type and Severity for Recent Crashes East of 58th Street

Crash Type	Fatal	Injury A	Injury B	PDO	Total
Angle		5		4	9
Bike				2	2
Fixed Object		1		3	4
Head-On		1			1
Pedestrian	1		3		4
Rear-End		2		6	8
Turning movement		1			1
Total	1	10	3	15	29

As shown in the table above, approximately 28% of the crashes were rear-end crashes and 30% were angle crashes, though angle crashes represent 50% of the severe injury crashes. Both bicycle crashes were also classified as angle collisions.

The fatal crash occurred in 2018 and involved an eastbound vehicle that struck a pedestrian just west of 63rd Street. According to the police report, the pedestrian was crossing the street in a wheelchair at night, wearing dark clothing, and entered the roadway in front of the oncoming vehicle outside of the crosswalk area. The other three pedestrian crashes occurred at 58th Street, 65th Place, and 69th Street.

The severe injury crashes were primarily attributed to careless driving (30%), improper turning (30%), and failure to yield (20%). Approximately 70% of the severe injury crashes involved a vehicle turning left.

Of the 29 crashes, 11 (38%) occurred at (or within 100 feet of) the signalized intersection at 58th Street, including half (5) of the severe injury crashes. Four angle crashes, three rear-end crashes, one pedestrian crash, one head-on crash, one turning movement crash, and one bicycle crash occurred at this intersection. 58th Street was previously identified as a location with high crash risk based on 2012-2016 data, and similar crash patterns were observed in that analysis time period.

In addition to the 58th Street intersection and various segment-related crashes, crashes were also reported at the following intersections: 54th Street (1), 63rd Street, 65th Place (1), 67th Street (1), and 69th Street (2).

SUMMARY

Overall, the crash trends observed between 2012 and 2016 are relatively similar to those during 2017, and partial data in 2018 and 2019. There is no indication that the safety performance of the corridor is substantially different than the 2012-2016 analysis period, and there are no changes to the findings outlined in Technical Memorandum #6.